

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

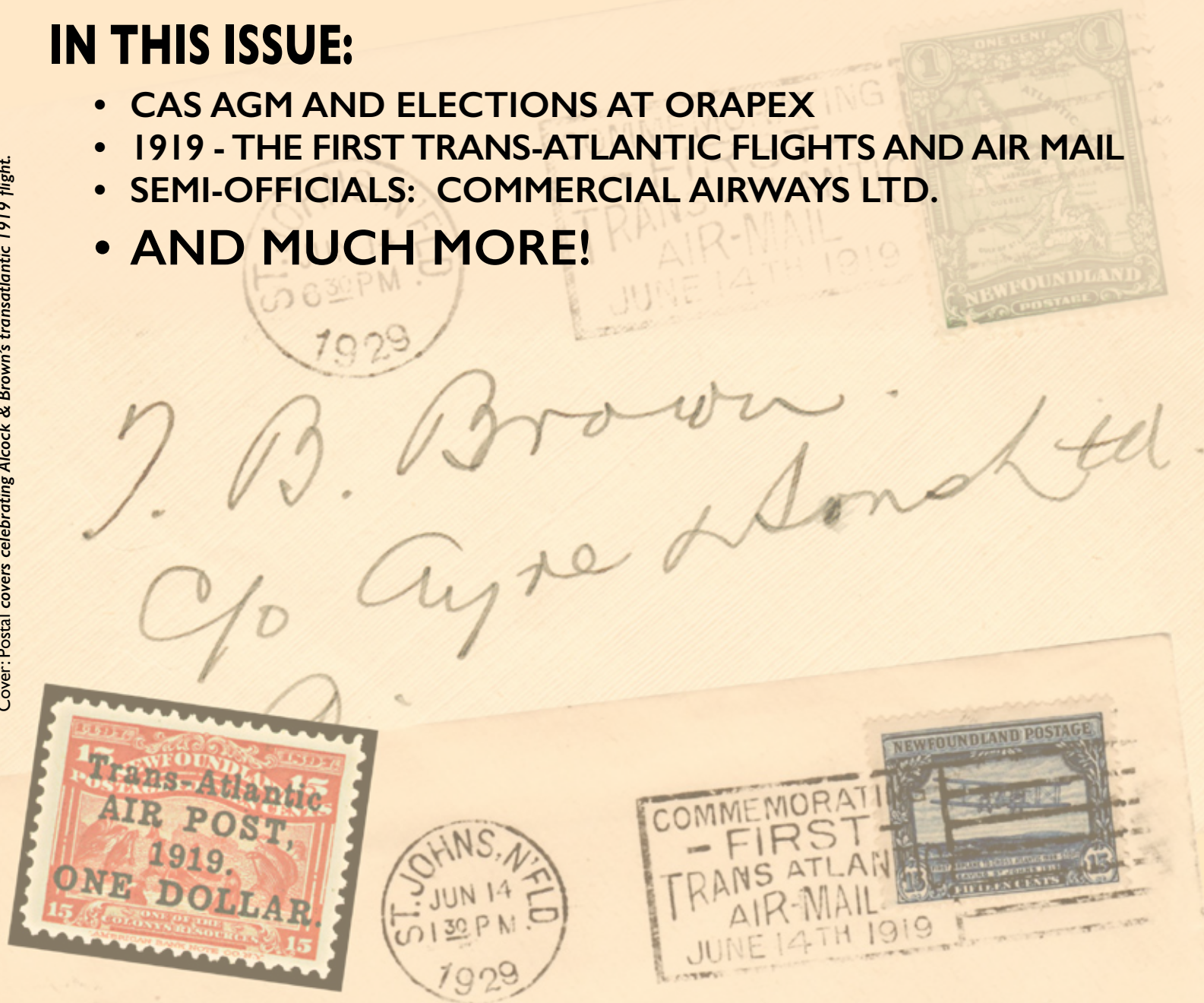
March 2019

No. 118

IN THIS ISSUE:

- CAS AGM AND ELECTIONS AT ORAPEX
- 1919 - THE FIRST TRANS-ATLANTIC FLIGHTS AND AIR MAIL
- SEMI-OFFICIALS: COMMERCIAL AIRWAYS LTD.
- AND MUCH MORE!

Cover: Postal covers celebrating Alcock & Brown's transatlantic 1919 flight.



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Volume XXXV, Number I

American Air Mail Society - Canadian Chapter
 Royal Philatelic Society of Canada - Chapter No. 187
 American Philatelic Society - Affiliate No. 189
 FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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Index - Gord Mallett - (see contacts above)

CAS CALENDAR

EDMONTON SPRING NATIONAL SHOW 2019 - March 23rd-24th 2019, at the Central Lions Rec Centre, 11113 113 St NW, Edmonton, AL T5G 0E9. An APS "World Series of Philately" show with Stamp Dealers from across Western Canada. For more information see www.edmontonstampclub.com

ORAPEX 2019 - May 4th and 5th 2019 at the RA Centre, 2451 Riverside Dr., Ottawa ON.

ORAPEX is a National Level show, and part of the "World Series of Philately." It features some 40 dealers and 150 frames of exhibits. Free admission and parking. The theme of ORAPEX for 2019 is "Elizabethan Era Philately". For more information see - www.orapex.ca The ANNUAL GENERAL MEETING OF THE CAS WILL BE HELD DURING ORAPEX.

ROYAL 2019 ROYALE - June 21st - 23rd, at the Hilton Mississauga, 6750 Mississauga Road, Mississauga, Ontario. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

PHSC SYMPOSIUM - July 2019. Organized by the Postal History Society of Canada: speakers, historic tours, social events, exhibition and bourse. All invited. For more information see: postalhistorycanada.net/php/Symposium/

BNAPEX 2019 - August 29th to September 1st in Ottawa at the Marriott Delta downtown. Annual exhibition and convention of the British North America Philatelic Society. BNA Exhibits, dealers, and study group meetings. Further information at www.bnaps.org

BNAPEX 2020 will be held in Dartmouth, Nova Scotia.

BNAPEX 2021 will be held in Baltimore, Maryland, U.S.A.

BNAPEX 2022 will be held in Winnipeg, Manitoba.

CALTAPEX 2019. The annual show of the Calgary Philatelic Society is normally held in October at the Kerby Centre, 1133-7th Ave SW, Calgary, AB, T2P 1B2. See: <https://calgaryphilatelicsociety.com>

CANPEX 2019 - October 19th and 20th at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. CANPEX is a National-level show, and part of the APS "World Series of Philately". See www.canpex.ca

TORONTO DAY OF AEROPHILATELY - Sunday November 3rd 2019. 11.15 a.m. to 4.00 p.m.

Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Dick McIntosh: mcintosh47@sympatico.ca

AUSTRALIAN AIR MAIL SOCIETY - AEROPEX 2019 at the Torrens Parade Ground Drill Hall, Adelaide. December 6th - 8th 2019. For more information contact Martin Walker at saphilatelists@gmail.com

PRESIDENT'S REPORT

This volume of "The Canadian Aerophilatelist" is Chris Hargreaves's 100th as editor. I have come to admire Chris on many fronts. His passion within the stamp community, especially within aerophilatelic circles. His thirst for knowledge and study of airmail - every angle checked with no stone left unturned. When I read our journal, you can sense the amount of time and care that goes into each issue to try and piece together issues that will appeal to all members. I know for myself after reading each issue, I am left saying "this is the best one yet". Chris, on behalf of the CAS membership, a "congratulations" is not enough, but a "thank you": thank you for committing the time and energy for putting together a world class journal and reaching the magic 100.

Some sad news to lead off the New Year, is that our secretary/treasurer had a nasty fall on some ice which tore both ligaments in his knees. Brian is recuperating, but is in two full leg casts and will require at least a month of recuperation. We have decided to extend CAS memberships for three months at no charge, so that Brian - and Joan who helps with the record keeping - can fully concentrate on his recovery. Brian, we all wish you the best of luck and a full, speedy recovery.

Another bit of sad news: long time member Alastair Bain passed away at the age of 91 in January. I got to know Alastair in the later stages of

his life. He was a passionate collector and exhibitor of Commercial Airways, and received high praise for his collection. He also collected other Canadian-Semi Official airmails and was a regular visitor to our Annual General Meetings. His family requests to think of him when you raise your next glass of single-malt scotch.

I would like to ask collectors of Semi-Official Airmails, to consider sending me scans of flight covers you find unusual or interesting. I am ramping up the update to the catalogue and could use more scans of material. Please contact me if you are interested in participating.

I would like to remind our members that our next AGM is at ORAPEX in Ottawa, May 4-5. I will be judging the show, so I hope to see some airmail exhibits!

Elections for the Executive of the CAS

Our bi-annual elections will be held on the afternoon of Sunday May 5th as part of the CAS Annual General Meeting at ORAPEX. - Would any member who is interested in getting more involved in the CAS, and would like to join the executive, please contact me.

Steve Johnson



ORAPEX
OTTAWA'S NATIONAL STAMP EXHIBITION

ORAPEX 2019

Ottawa's National Stamp Exhibition

www.orapex.ca

email: info@orapex.ca

58th Annual Exhibition and Bourse

Theme: "Elizabethan Era Philately" /

Exhibit applications for all subjects welcome.



Saturday, May 4, 2019 • 10 am to 6 pm

Sunday, May 5, 2019 • 10 am to 4 pm

Free admission and parking

RA Centre, 2451 Riverside Drive,
Ottawa, Ontario K1H 7X7 - Curling Rink



RA Centre Ottawa

CAS SECRETARY'S REPORT – JANUARY 14, 2019

As of January 14, 2019, the Society has a total membership of 122. This is an increase of 6 from January 01, 2018. The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

CANADA

Alberta.....	11
British Columbia	16
Manitoba	1
New Brunswick.....	5
Newfoundland	2
Northwest Territories.....	1
Ontario.....	41
Quebec.....	8
Saskatchewan	1

Total.....86

USA:

Arizona.....	1
California	2
Colorado	1
Connecticut	2
Illinois	4
Kentucky.....	1
Michigan	1
New Jersey.....	1
New York.....	3

Ohio.....	1
Oregon.....	1
Texas.....	2
Virginia	2

Total22

INTERNATIONAL;

Australia.....	2
Cayman Islands.....	1
France.....	1
Israel	1
Netherlands	1
New Zealand	2
Switzerland.....	1
U.K.....	5

Total14

GRAND TOTAL:..... 122

Brian Wolfenden

Secretary, CAS

Many thanks to Brian and Joan for all the work they do for the CAS.

Best wishes for a steady recovery from your fall Brian, and for a return to normalcy Joan.



**Bramalea Stamp Club, West Toronto Stamp Club
and Canadian Stamp News
are pleased to host**

**The Royal Philatelic
Society of Canada**

Royal *2019* Royale

June 21-23 2019

Hilton Mississauga
6750 Mississauga Road, Mississauga, ON

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2017 AND 31 DEC 2018

	2017	2018
Opening Bank Balance	<u>30,045.34</u>	<u>31,108.01</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,166.92	2,724.97
CAS Covers – sale of various philatelic covers	0.00	0.00
Other Sales – includes e.g. books, pins & advertising	0.00	20.00
Donations – from members	<u>656.95</u>	<u>5.00</u>
Income Generated and Received during the Year	3,823.87	2,749.97
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	33,869.21	33,857.98
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	265.04	100.00
Exhibiting fees	114.44	35.32
Office Supplies	72.36	33.33
Postage-such as for CAS journal, covers & books	492.73	822.18
Printing and Photocopying – such as journal and catalogue	854.89	763.31
Bank Charges-chequing account,cheques,deposit stamp	0.00	175.72
AAMS – publications & other books	69.30	218.06
Peck & Stinson Cent. Flight	876.76	1,821.85
New C.A.S. catalogue	0.00	313.80
Engraving – presentation plaques/donations	<u>15.68</u>	<u>98.31</u>
Expenses Incurred during the Year	<u>2,761.20</u>	<u>4,381.89</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>2,761.20</u>	<u>4,381.89</u>
Closing Bank Balance	<u>31,108.01</u>	<u>29,476.10</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>31,108.01</u>	<u>29,476.10</u>

Western Chapter funds \$1335.64

BRIAN WOLFENDEN
Treasurer – CAS

EDITOR'S REPORT

This issue of the *Canadian Aerophilatelist* coincides with two 100th Anniversaries.

One is the Centenary of the first attempts at a Trans-Atlantic flight - both successful and unsuccessful. To commemorate them, this issue contains a feature article about the Trans-Atlantic attempts.

The second, much more modest Centenary, is that this is the 100th issue of the *Canadian Aerophilatelist* that I have produced, since taking over as editor from Dick Malott in 1994.

I'm glad to say that I still very much enjoy being editor of the journal, and the correspondence it involves with aerophilatelists and aviation historians across Canada, in the USA, and around the world.

Editing the journal is made much easier by the help and support I get from Paul Balcaen who does the layout for each issue; Tom Reyman who writes his regular column on Semi-official air mails; Gord Mallett who produces the index to previous issues that I refer to regularly; and all the readers who send me articles and items for the journal. My thanks to you all.

There are some readers who have been sending me items for a long time, some readers who send me items on a wide variety of topics, and some who

write occasionally. All correspondents are valued and appreciated..

Among these correspondents, the person who has sent me items on the widest variety of topics over the longest period of time is John Johnson. - In September 1995 he answered a question as to how a cover mailed in Columbia on 16th March 1939, could have reached Toronto at 5:30 PM on the 18th March 1939. (See next page). Since then, (according in Gord Mallett's index to the journal), he has provided information on the Great Lakes Air Cruise of 1930; the Vance "Flying Wing"; air mail rates from Canada to the Dutch East Indies; the Toronto - Buffalo air mail service in 1929; the covers which A.C. Roessler faked for the Hubert Wilkins Trans-Arctic expedition; the arrangements made to return First Flight Covers from Britain to North America after the inaugural Trans-Atlantic flights in 1939; the pilots who flew the inaugural Albany - Montréal and Montréal - Toronto air mail flights on October 1st 1928; U.S. Air Mail Route No. 72, which was operated by Mohawk Airlines between New York, Montreal, and Ottawa, "Voluntary Censorship" of mail entering the USA during World War II; and many other topics.

I'm very pleased to announce that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2019
is being presented to
Jonathan L Johnson
in appreciation for his numerous and varied contributions made to
The Canadian Aerophilatelist over many years.

The Editor's Award was created in 1999, and can be presented to anybody I choose, to recognize "an outstanding contribution to the journal or aerophilately". It was created to give me a "good news" story as a consolation for writing obituaries. The obituaries are very important, and I write them carefully, but I don't like writing them.

I am very glad to be able to recognize John's long-standing contributions to our journal with this award.

Chris Hargreaves

INDEX to THE CANADIAN AEROPHILATELIST

The Index catalogues the contents of The Canadian Aerophilatelist, beginning with the July 1985 inaugural issue.

By using the Find function any name, keyword, phrase or The Air Mails of Canada and Newfoundland

catalogue number can be utilized to locate pertinent articles.

The most recently updated Index is available from Gord Mallett [gdmall@telus.net]. There is no charge for the index.

THE CANADIAN AEROPHILATELIST - September 1995, Page 25

FOLLOW UP - COLUMBIA TO TORONTO IN TWO DAYS - 1939!



This cover was mailed in Columbia on the 16th March 1939.
It was backstamped in Toronto at 5.30 pm 18th March 1939.

QUESTIONS ASKED: - was FAM-5, which started in May/June 1931, still being operated by Pan American Airways in March 1939? - what route from Panama City or Miami, was this cover carried on to arrive in Toronto just two days later?

ANSWERED: The air mail service from Barranquilla, Columbia, to Miami, was still operating as part of FAM-5: see map.

16th March 1939 was a Thursday.

This cover could therefore have travelled:

17 March

08:15 Depart Barranquilla,
(Pan American)
17:10 Arrive Miami.
21:00 Depart Miami,
(Eastern Airlines).

18 March

05:20 Arrive New York,
(Newark).
08:45 Depart New York,
(Newark). - FAM-1.
11:15 Arrive Montreal.

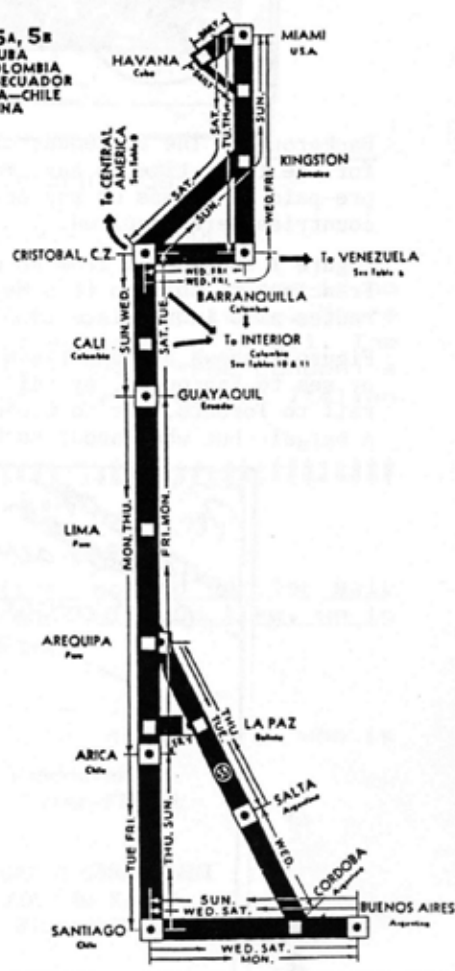
? Montreal - Toronto.

Many thanks to Johnathan L. Johnson for this information.

DIAGRAM OF SCHEDULES

See Pages 21-24 for Diagram of all Latin American Services
Intermediate Stations not shown below appear in corresponding tables

TABLES 5, 5A, 5B
U.S.A.-CUBA
JAMAICA-COLOMBIA
CANAL ZONE-ECUADOR
PERU-BOLIVIA-CHILE
ARGENTINA



AMCN2 EDITOR'S REPORT

We will soon be at the stage when text versions of the various sections can be sent out for peer review.

Every reader would like to review and comment on a section before it is published, is invited to contact me at hargreavescp@sympatico.ca

Chris Hargreaves

INTERNATIONAL EXHIBITING

Congratulations to **Michael Croy** who received a Large Silver at THAILAND 2018 for his exhibit on "The History of Canadian Aviation and Pioneer Airmail 1906-1934".



Thanks to San Chiu for photographing Michael receiving his medal.

Thanks also to David McLaughlin for attending the meeting of the Aerophilatelic Commission, held during the FIP 75th Congress that took place during THAILAND 2018. - David reported that, "The Aerophilately Commission delegates approved the new guidelines, and voted unanimously to reject the suggestion that AE be included in the postal history class."

London 2020 will be held from 2-9 May 2020 as a FIP World Specialized Exhibition. - The exhibition will have an Aerophilatelic Class, as well as a Championship Class, Traditional, Postal History, Postal Stationery, Thematic, Modern, Open, One Frame, Literature, Youth and Picture Postcard classes. The application deadline for London 2020 is June 30th 2019. For more information see the website at <http://www.london2020.co/> and/or contact the Canadian Commissioner Ed Kroft at e.kroft@shaw.ca

F.I.P. Patronage has been approved for six additional exhibitions in 2020 - 2021:

- Bulgaria 2020, Plovdiv, Mid June 2020
- Indonesia 2020, Jakarta, Aug 6-11, 2020
- Malaysia, 2020 Kuala Lumpur, Dec 2020
- South Africa 2021, Cape Town Mar 17-20, 2021
- IBRA 2021, Essen Germany May 6-9, 2021
- Philanippon 2021, Yokohama, Sept 2021

For more information on these exhibitions, contact David McLaughlin at david.mclaughlin@rogers.com

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June, September and December.

If you have anything you'd like to be included in the next issue, please send it to the editor:
(for images, make high res tifs/jpegs - 300 dpi)

Chris Hargreaves

4060 Bath Road, Kingston,

Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by May 1st.

LETTERS TO THE EDITOR

1978 NON-STOP FLIGHT ACROSS CANADA BY RED MORRIS

Ian Macdonald wrote that he enjoyed the article on the 1978 Red Morris flight in the December journal:

I saw the Zenith at Vancouver with people clustered around it but thought it was some sort of Pepsi promotion, only learned about the flight later.

FISA CONGRESS - AeroBerlin 2019

The FISA Congress 2019 will be held as scheduled on April 27th 2019 in Berlin, but because of problems finishing the Rathaus Schöneberg, AeroBerlin will now be held at:

*Russischen Haus der Wissenschaft und Kultur,
Friedrichstr. 176-179, 10117 Berlin*

For more information contact Stefan Bruylants, Secr. Gen. FISA s.bruylants@telenet.be

American Air Mail Society Conventions

Steve Davis has suggested that as well as visiting/exhibiting at National and "International" shows, members consider visiting and/or exhibiting at the AAMS conventions.

This year's convention will be held as part of the Saint Louis Stamp Expo, from March 29th - 31st 2019.

Next year's AAMS Convention will be held during the Sarasota National Stamp Exhibition in Florida, February 2020.

For more information see the AAMS website at www.americanairmailssociety.org or contact Steve at stamperdad@yahoo.ca

AVIATION BOOKS

Larry Milberry has a new list of miscellaneous titles, including lots of good new/used items. To obtain a copy, see www.canavbooks.wordpress.com or contact Larry at larry@canavbooks.com

WINGS OF A HERO

by **Sheila Reid & Denny May**

Denny has totally re-done this book, with many new pictures and a new cover. - It includes both the World War I experiences of Wop May, (when the "Red Baron" - Baron von Richthofen - was shot down while trying to shoot down Wop); and his bush flying career after the War, which includes a lot of information about the early air mail services in Western Canada and the Arctic.

The book is self-published, and can be ordered from Denny (Maycroft Publishing) at maycroft@shaw.ca

Denny also has copies of his book "Air Mail in Alberta" on CD. - This is a great book, and the most easily obtained introduction to Canadian air mail.



CANADIAN WOMEN IN THE SKY

Liz Muir joined us at the day of Aerophilately last November, and described her book *Canadian Women in the Sky: 100 years of flight.* (2015, 175 pp, Dundurn Press)

She has written about well known aviatrixes such as Katharine Stinson, and many unpublicized ones, like Mary Ellen Pauli:

When Mary Ellen Pauli wanted to become a bush pilot, the times didn't encourage women in aviation. A man even discouraged her.

"If women were meant to fly," he said, "the sky would be pink."

But such attitudes didn't stop her, for her mother told her, "Where there is will there is a way."

Once she'd saved enough money to pay for her pilot training, Pauli still shocked the manager upon arrival at the training centre.

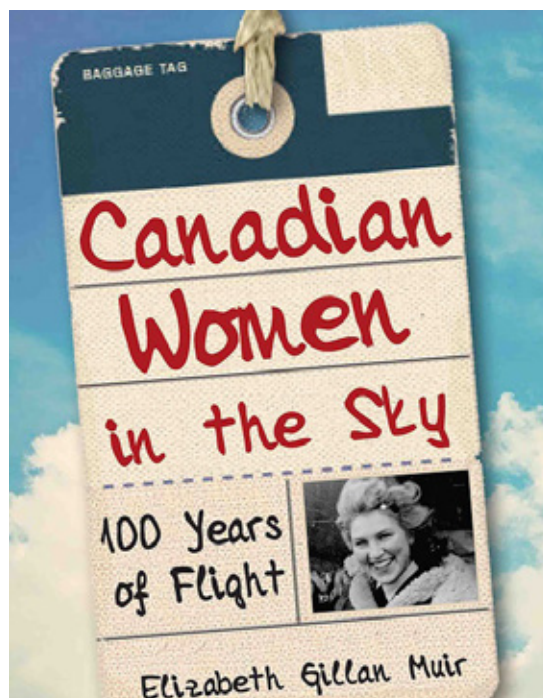
"We didn't think you were going to show up," the manager said. "We only have men in this apartment."

Pauli offered to move in anyway, and if there were any complaints, she promised to move out. There were no complaints and today Pauli works as a helicopter bush pilot for the Ministry of Natural Resources.

Mary Pauli's story is one of many in Elizabeth Muir's, new book, *Canadian Women in the Sky, 100 Years of Flight.*

According to the Canadian Owners and Pilots Association:

"Author Elizabeth Gillan Muir seeks to tell the story of individual women in Canadian aviation and at the same time...motivate and inspire a new generation with the fact that women really can fly...No dry and extensive tome, Muir has intentionally written a simple and easily readable little volume, composed in language that [even] teens can readily read...The book makes for fast-paced reading and, while it can easily be read by teens and adults, it might also be ideal for bed-time stories read to an aspiring young aviator."



For more information see www.lizmuir.ca

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IN MEMORIAM

Alastair Bain: 1927 - 2018



Alastair Bain was born on June 16th 1927 in Penticton, B.C. He was very involved in High School Track and Field when he was growing up, and participated in the Canadian Olympic Trials as a middle-distance runner.

He continued to be involved in sports and physical activity all his life. - Until just a few years ago, his goal was to cycle 90 kms for his 90th birthday!

Alastair graduated from the University of British Columbia metallurgical engineering program in 1950, and worked for a year with INCO at Copper Cliff before moving to Deep River, Ontario. There he started his forty-year-long career with Atomic Energy of Canada Limited. His work with AECL focused on the development of fuel rods for the NRX reactor, and the reprocessing of metallic fuel rods.

Alastair was a very keen and active collector of Semi-official air mails, particularly those of Commercial Airways Limited. At ORAPEX 2017, he won a Large Vermeil and the CAS Best Air Mail Exhibit Award, for his "Stamps, Proofs and Covers of Commercial Airways Ltd."

Although Alastair had a variety of health problems in recent years, he continued to be an active participant at ORAPEX, and in discussions during the CAS Annual General Meeting. I was very impressed by his positive attitude whenever I met him.

On behalf of the CAS, I would like to offer our condolences to Alastair's wife Margo Blackell, and all the members of his family.

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

1919 - THE FIRST TRANS-ATLANTIC FLIGHTS AND AIR MAIL

Chris Hargreaves

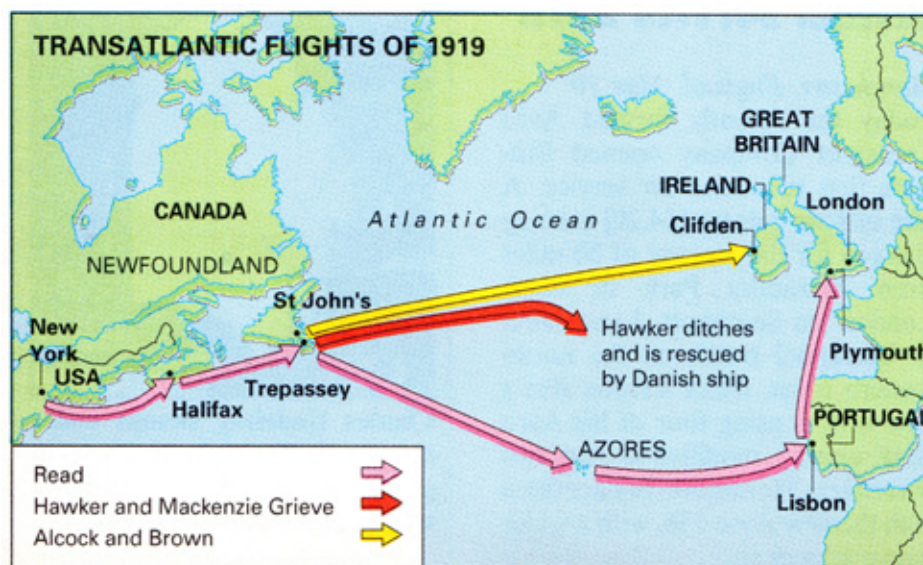


Figure 1

In 1913, Lord Northcliffe - owner of the British *Daily Mail* newspaper - had offered a prize of £10,000 for the first flight across the Atlantic, but there were no attempts at such a flight before the outbreak of World War I.

When the war finished in 1918, Lord Northcliffe again offered the prize of £10,000, which would be equivalent to about \$500,000 U.S. (\$650,000 Cdn) in 2019, after taking account of inflation and currency devaluation over the last 100 years.

Given the technical advances that had been made in aviation during the war, a number of aircraft manufacturers actively competed for the prize.

The conditions of the competition were that the flight had to be made by a single, heavier-than-air machine; between any point in Great Britain and any point in Canada, Newfoundland or the United States; and to be completed within 72 hours. - Newfoundland was the starting point for most of the attempts, since it is the closest part of North America to Europe. But: St. John's is still about 2,000 miles (3,200 kms) from the Irish coast - Figure 1. [1]

The first aviators to arrive in Newfoundland were Harry Hawker (pilot), and Lt.-Com. Mackenzie Grieve (navigator). Their aircraft, the Sopwith Atlantic, was a modified version of the Sopwith B-1 bomber that had been developed during the war. It was

powered by a single, 350 h.p. Rolls-Royce engine, and had a cruising speed of 105 miles per hour.

The aircraft arrived by steamer, was assembled in Newfoundland, and test flown on April 11th and 12th. (Figure 2).

Hawker and Grieve were then ready to try and fly the Atlantic, but had to wait for suitable weather - both to take off from the small airstrip available, and to cross the Atlantic.

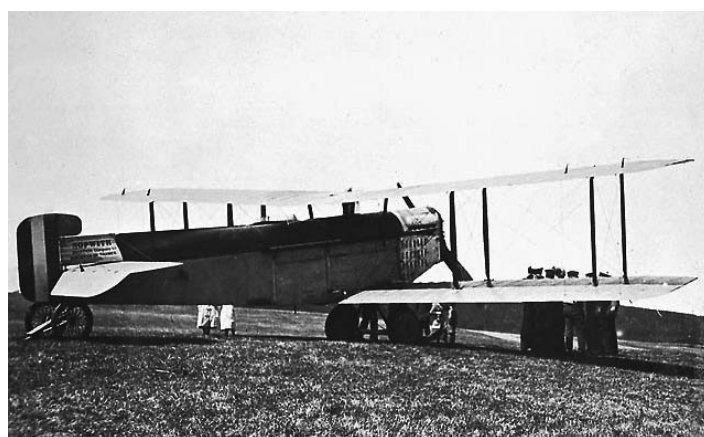


Figure 2 - Sopwith Atlantic

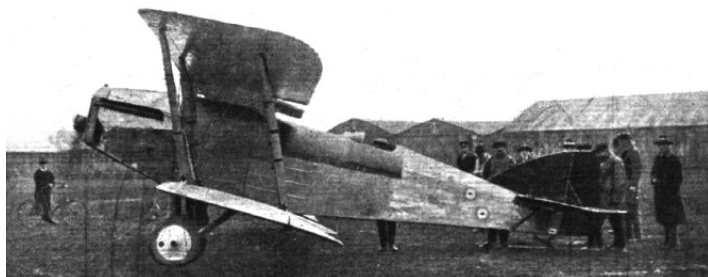


Figure 3 - Martinsyde Raymor

While they were waiting, Major Raynham (pilot) and Major Morgan (navigator) arrived with the Martinsyde Raymor. This aircraft was specially produced for the Trans-Atlantic competition by Martinsyde Ltd, which had been Britain's third largest aircraft manufacturer during World War I. It was based on the Martinsyde Buzzard - a long range escort fighter that had entered production in 1918, just as the war was ending. (Figure 3.)

The Raymor was a standard biplane, but the crew were placed very far back to allow a large fuel tank to be mounted in the middle of the fuselage, near the centre of lift, so that the decrease in weight as fuel was used did not alter the trim and handling of the aircraft. The Raymor was powered by a 285 hp Rolls-Royce Falcon engine, and had a cruising speed of 100 mph (161 km/h). It was quickly assembled, and test flown on April 18th. Raynham and Morgan then also began waiting for suitable weather to attempt a Trans-Atlantic flight.

Meanwhile, the United States Navy was also planning a trans-Atlantic flight. - It didn't have the equipment to compete for Lord Northcliffe's prize, but was very interested in the prestige and publicity that would come from being the first to fly the Atlantic.

It planned a flight across the Atlantic by three Navy-Curtiss (NC) flying boats, that had been developed for long range anti-submarine patrols. These were very large aircraft: their wingspan of 126 feet was larger than that of the much-later Boeing 727! They were powered by four 400hp Liberty engines, and carried a crew of six. (Figure 4.)

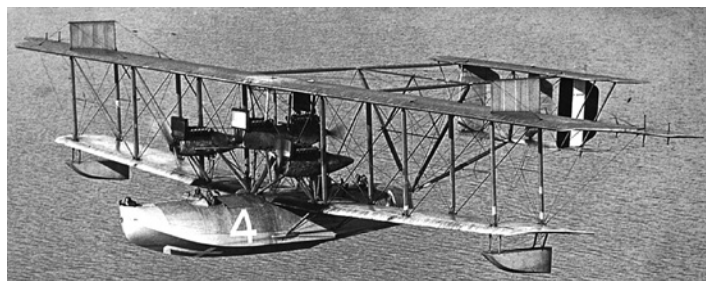


Figure 4 - U.S. Navy NC-4 Flying Boat

The three flying boats were to fly from the U.S.A. via Canada, Newfoundland, the Azores, and Portugal, to England. This meant that the longest leg of the flight, from Newfoundland to the Azores, would be about 1,400 miles. To support the flight, a network of destroyers would be stationed at 50 mile intervals across the Atlantic, to help with navigation, and to provide assistance in the event of problems.

The NC-1 and NC-3 arrived in Trepassey, Newfoundland, on May 10th. They attempted to leave for the Azores on May 15th, but were overloaded with fuel, and could not get off the water. The NC-4 was delayed by engine problems, and did not arrive in Trepassey until May 15th.

While extensive preparations were being made for the NCs flight, the U.S. Navy's "balloonists" were also keen to show what they could do. They proposed a direct flight across the Atlantic by the C-5, one of the hydrogen inflated C class "blimps" that had been developed for patrol duty during the war. (Figure 5.)



Figure 5 - C-5 with ground crew, 1919

Their plan was approved by the Navy Department, but kept quiet as it was uncertain whether modifications to the C-5 would give it the range to cross the Atlantic. The final decision would be made after the C-5's positioning flight from Montauk Point, New York, to St. John's, Newfoundland,

where it arrived at 11 a.m. on May 15th.

The flight to St. John's was a great success, as the airship was airborne for 25 hours and 50 minutes, and travelled 1,177 miles, but only used 200 of its 500 gallons of fuel. But then: a storm rolled in while the C-5 was being serviced, with gusts of wind up to 70 miles per hour, (100 km/hr). The C-5 broke loose from its moorings and was blown out to sea. [2, pp 85-97]

The NC-1, NC-3, and NC-4 set off for the Azores on the evening of May 16th, while Hawker and Grieve, and Raynham and Morgan, were waiting for the gale that had destroyed the C-5 airship to clear, so that they could attempt a direct flight by the more Northern Route.

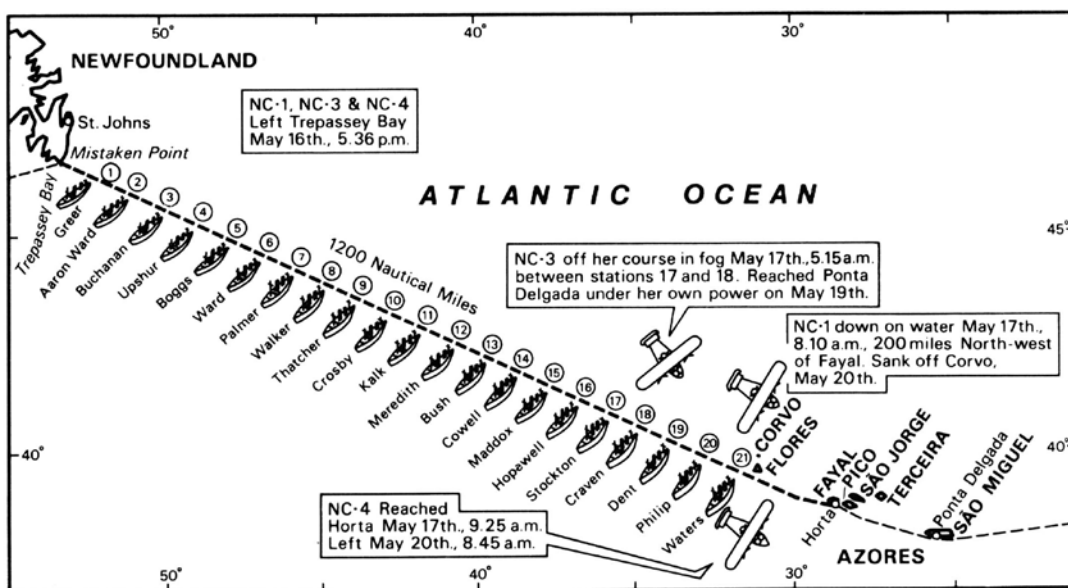


Figure 6

The NCs began by flying in formation along the line of destroyers. (Figure 6). [3, p 13.]

After a while the navigation lights on the NC-3 failed, so the aircraft split up to avoid the risk of a collision.

The flying boats flew at 85 mph, so would pass a destroyer every 40 minutes or so. As they passed the first destroyer, the Greer, news of their progress was passed down the line. When the news reached Commander Spruance on the *Aaron Ward* at Station 2:

"Spuance told the officer of the deck to put the ship on course and the Aaron Ward was swung around to a heading that pointed her bows toward the Buchanan, 50 miles away on Station 3. Flood lights were turned on the eight- foot-tall numeral "2" on the

Aaron Ward's fantail, while on the bridge the quartermaster of the watch switched on the ship's searchlight and turned its milky beam into the wind. The officer of the deck told the gunnery officer to begin the firing of starshells from the ship's 3 inch gun. As the starshells burst at 10,000 feet, the Atlantic was bathed in the ghostly white light of their burning magnesium. When the NCs radioed the Aaron Ward that her pyrotechnics were seen, the firing of starshells was secured and all eyes on board scanned the northwest. A few minutes later the dim lights of the aircraft were spotted: and then the three flying boats roared by, the sounds of their engines almost drowned out by Aaron Ward's whistle and siren. Spruance had

his radio officer notify the Buchanan that the NCs had passed and were on their way, and on board the Buchanan all hands jumped to their stations to repeat the Aaron Ward's evolutions. [2, p 109]

The system of navigation by destroyer worked well at first, but in the morning the aircraft ran into thick fog, and unexpected heavy rain squalls and high winds.

The NC-1 became lost, and could not contact any ships by radio. The captain

decided to touch down on the water until he could establish his position, but the aircraft landed badly in the heavy swell and high waves, and part of its tail was carried away. After five hours of bailing to try and keep the hull afloat, a Greek ship, the *Ionia*, appeared out of the fog and rescued the crew.

The NC-3 also became lost, and its captain - Commander Towers - made a similar decision to land on the Atlantic. The flying boat hit the crest of a wave as it was landing, and was badly damaged. The crew could hear the destroyers on the radio, but could not contact them: the ships were searching for the aircraft to the west of the island of Flores, but the NC-3 was south of it. Towers decided to taxi towards the islands, while a crewman hung onto the tip of the starboard wing to keep the port wing out of the water by providing a counterbalance. They reached the harbour of

Ponte Delgada after two and a half days on the water.

The NC-4 also lost contact with the destroyers, but reached Horta in the Azores at 11.23 a.m. local time on May 17th - five minutes before Horta was enveloped in fog.

Back in St. John's, the weather was improving on the morning of Sunday May 18th, and there was a forecast that it was also clearing over the Atlantic. Hawker and Grieve, and Raynham and Morgan, quickly set about preparing to fly, in the hope that they would still be able to reach England before the Americans.

Hawker and Grieve were the first to leave, and took off that afternoon.

Among the items on board, were 95 letters, franked with specially overprinted stamps. - Figure 7 [4].



(Above) Figure 7 - Cover carried by Hawker and Grieve with overprinted stamp.

Two hundred examples of the current 3c brown Caribou stamp had been overprinted "FIRST / TRANS- / ATLANTIC / AIR / POST / APRIL 1919" in six lines. 18 of these were defective and destroyed; 95 were used on the mail; and 11 were presented to various officials. The remaining 76 were purchased by the Postmaster General, who then sold them for \$25 each to raise money for the Newfoundland Marine Disasters Fund, which supported sailors' widows and orphans. This action was very controversial, as although there was no suggestion that the PMG had made a personal gain from this action, there was considerable debate as to whether money should be raised by the deliberate creation of rare stamps! [5]

Hawker and Grieve's flight went well at first,

but after four hours the weather deteriorated, and their engine began to overheat. The engine was water cooled, and they feared that the water would evaporate completely and the engine seize up. As the weather continued to get worse, Hawker and Grieve decided to turn south towards the shipping lanes, and ditched their aircraft beside the Danish ship *SS Mary*. They were rescued by the *Mary*, but weather conditions precluded salvaging the aircraft or anything aboard it.

The *Mary* did not have a radio, so could not tell anyone that Hawker and Grieve had been rescued. After they had been missing for several days, it was assumed that they had been lost, and the King of England sent a telegram of condolence to Hawker's "widow". Then, when the *Mary* reached land on

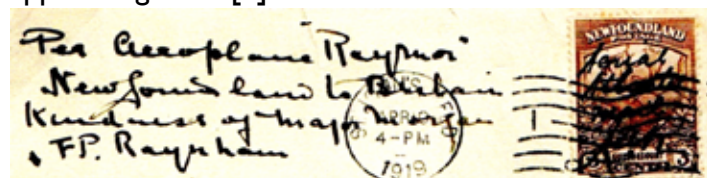
May 25th, six days after rescuing the airmen, and reported that Hawker and Grieve were aboard, there were national celebrations.

The Sopwith Atlantic stayed afloat after ditching on May 19th, and was found by the *SS Lake Charlottesville* on May 23rd. The aircraft was picked up by the ship, and later displayed at Selfridges Department store in London. The mailbag was handed over to the Post Office by the ship's captain. [5]

Raynham and Morgan attempted to take off about an hour after Hawker and Grieve. - Although the Martinsyde Raymor was slightly slower than the Sopwith Atlantic, it was considered to be more "efficient" than the Sopwith, and they hoped to overtake Hawker and Grieve somewhere over the Atlantic.

Unfortunately the Raymor was caught by a gust of wind just after taking off, which blew the aircraft sideways, and caused its landing gear to catch the ground. The aircraft crashed, but fortunately the fuel did not catch fire.

Raynham and Morgan were also carrying a small mail, estimated at about 30 covers. These covers had all been handed in at the Post Office, after which a special stamp with a manuscript overprint was applied. Figure 8. [4]



(Previous page) Figure 8 - Raynham and Morgan: manuscript overprinted stamp.

These letters were kept in Newfoundland, as Raynham planned to make a second attempt to fly the Atlantic,

Although the crew of the NC-4 had hoped to continue their flight across the Atlantic shortly after arriving in Horta, they were stuck in the Azores for 14 days due to waves and the Atlantic swell. - This was the same problem that often caused problems for the Pan American Airways flying boats twenty years later.

The NC-4 finally arrived in Lisbon on May 27th. - The first men to fly the Atlantic were:

- Lieut. Cmdr. Albert C Reed, who was both the navigator and the commanding officer: this was U.S. Navy policy at the time
- Lieut. Elmer Stone, US Coast Guard, pilot
- Lieut. Walter Hinton, copilot
- Ensign Herbert C Rodd, radio officer
- Lieut. James L Breese, engineer
- Chief Machinist's Mate Eugene S. Rhodes, engineer.

The crew of the NC-4 were celebrities - As they taxied up to the *USS Rochester* after landing, the cruiser gave them a 21 gun salute, which the Portuguese ship *Vasco da Gama* answered "gun for gun". Once onboard the *Rochester*, the crew of the NC-4 were greeted by the U.S. Minister to Portugal, the Portuguese Minister for Foreign Affairs, and many more officials. They were also decorated with Portugal's Order of Tower and Sword. [2, p 170.]

The final leg of the NC-4's flight was to Plymouth, England, where they arrived on May 31st. The day was declared a City Holiday, and they were again greeted by numerous officials, and a crowd of thousands.

It had initially been planned that the NC flying boats would carry mail on their flight, but this was removed as part of a plan to reduce the weight of the aircraft. [5, p 4]. However, two covers are known which were carried as favours by members of the crew:

- one is a letter from Pat Carroll, a Navy machinist on the *USS Baltimore*, which had supported the NCs when they stopped in Halifax, Nova Scotia, en route to Newfoundland. This cover contained a letter dated May 14th, 1919, to his brother who was serving in the US Army in France. It was flown as far as Horta, where it was handed over and cancelled on the *USS*

Columbia on May 17th. This cover is now in the collection of the Smithsonian Institution in Washington. [5, p 3.]

- the second is a letter written aboard the *USS Columbia* and handed to Eugene Rhodes, to be carried to Portugal, where it was supposed to be mailed to Mr. F.J. Weller in Burlington, Iowa, USA. The letter has no cancellations, but there is a note from Rhodes on the back stating that he did carry it on the NC-4, and apologizing for forgetting to mail the letter. [6]

Although the Atlantic had now been flown from the USA to England, there was still the competition for Lord Northcliffe's £10,000 prize.

Admiral Mark Kerr had arrived in Newfoundland on May 11th, with a Handley Page VI 500, called "The "Atlantic" - like Hawker and Grieve's aircraft before it. The VI 500 was a long-range bombing aircraft, ordered with the intention of making night bombing raids on Berlin from airbases in England. - See Figure 9.



Figure 9 - A Handley Page VI 500 in England, 1918.

210 of the VI 500 bombers had been ordered in 1918. - They were powered by four 350 hp Rolls-Royce engines, and were designed to carry up to 7,500 lbs of bombs over a range of 1,300 miles, (2,100 kms.), at a top speed of 99 mph. The first raid, by three aircraft, was planned for November 8th, but cancelled due to engine problems with one of the aircraft. A second raid, on November 9th, was also cancelled due to engine problems. The aircraft were about to taxi out for the third attempt, when news came that the armistice had been signed. [9]

The Handley Page "Atlantic" had been modified to carry extra fuel for the Atlantic crossing. It took four weeks to assemble the plane, but when the first flight was made on June 9th it was not

satisfactory.

Meanwhile, on May 24th, Capt. John Alcock (pilot) and Lieut. Arthur Whitten Brown (navigator) arrived with a modified Vickers Vimy. The Vickers Vimy was a twin-engined bomber, powered by two Rolls-Royce 350 hp engines. The original Vickers Vimy was designed to carry 2,500 lbs of bombs, over a range of 900 miles (1,500 kms), at 100 mph. Alcock and Brown's aircraft had been modified to carry extra fuel for the trans-Atlantic flight. [10]

Although the Vickers Vimy was smaller than the V1500, (it had a wingspan of 68 feet, compared to the 126ft wingspan of the V1500), it was still too large to be assembled inside any of the buildings in St. John's, so was assembled in the open. - Figure 10



Figure 10 - The Vickers Vimy being assembled outside St. John's.

The Vickers Vimy was assembled quickly, and made a trial flight on June 9th. While the Handley Page and Vickers aircraft were being assembled, the Martinsyde Raymor had been repaired, and was ready for a second attempt to fly the Atlantic. But Major Morgan had been injured when the aircraft crashed on the first attempt. He had returned to England, and the Martinsyde team were waiting for a replacement navigator to arrive. Alcock and Brown were the first of the three teams to attempt a Trans-Atlantic flight, and took off from Lester's Field, St. John's, 1.45 p.m. on the afternoon of Saturday, June 14th.

Many accounts have been written of their harrowing flight, during which they encountered thick fog and dense clouds, and were buffeted by the wind and sleet. Their wind-driven electrical generator failed, so they lost radio contact, and also the heating system for their flying suits. The Vickers Vimy had an open

cockpit!

I remember reading a dramatic account of their flight in my parents Readers Digest when I was a boy: it didn't immediately turn me into an aerophilatelist, but it did influence my later interest in trans-Atlantic air mail when I did become an aerophilatelist.

Alcock and Brown crossed the Irish Coast after flying for 16 hours, and landed near Clifden, Ireland.

They wanted to land as soon as possible, as they were worried that Admiral Kerr may have taken off shortly after they did, and might touch down first if they kept flying.

They selected a green field to land on, and as they approached it saw several people waving at them. They thought the people were indicating a good place to land, but it turned out that the people were trying to indicate that the "field" was a very bad place to land, as it was the Derrygilmagh Bog. The undercarriage of the Vickers Vimy sank into the bog as the aircraft slowed down, and the Vickers Vimy came to a stop with its tail in the air. Fortunately neither Alcock nor Brown were injured.



Figure 11.

Alcock and Brown had carried 197 covers on their flight - see Figure 11 for an example. [4]

The Post Master General of Newfoundland had arranged for all the competitors to carry mail, but instead of producing a stamp for each flight, a 15 cents stamp was overprinted:

**Trans-Atlantic
AIR POST
1919
ONE DOLLAR**

Although Alcock and Brown had won Lord Northcliffe's prize, the Martinsyde team decided to

try and beat their time for the Atlantic Crossing. Major Raynham, and a new navigator - Lieut. Biddlescombe - took off at 3:15 p.m. on July 17th, but after covering 50 yards the aircraft plunged downwards and was wrecked. Fortunately neither Morgan nor Biddlescombe was injured. Major Raynham returned to England by sea, taking with him the covers from both attempted flights. However, he forgot about the mail until there was an official enquiry. He then remembered that the mailbag was stored with his luggage, handed it over, and the covers were back stamped by the Post Office on January 7th 1920. [5]

Admiral Kerr decided that rather than attempt a Trans-Atlantic flight, he would fly to the U.S.A., as the Handley Page company had been approached to give demonstration and mail flights. The "Atlantic" took off from Newfoundland at 6:30 p.m. on July 4th, carrying a crew of six, but a serious oil leak forced the plane down near Parrsboro, Nova Scotia. The machine sustained considerable damage on landing, and did not fly again until October 9th.

Alcock and Brown immediately became celebrities. Their fame has endured over the years, and many commemorative stamps and covers have been produced to commemorate their flight.

In 1928, the 15 cent value in a set of stamps designed to publicize Newfoundland, showed the Vickers Vimy taking off. (Figure 12.)

The following year special slogan postmarks to commemorate the 10th Anniversary of their flight were used Fredericton, New Brunswick; and in Hamilton and Toronto, Ontario. [9]

A commemorative postmark was also used in St. John's, Newfoundland, to mark the 10th anniversary of their flight. (Figure 12). The postmark was used for one day only, on June 14th 1929. Post Office records show that over 24,000 letters and cards were cancelled that day, and the total sale of stamps on June 14th was \$4,000 higher than normal. [5, page 97.]



Figure 12

Since then, covers - and sometimes stamps - have been produced on the 14th, 50th, 60th, 75th, and 83rd anniversaries of Alcock and Brown's flight, and possibly on other dates too. The Irish Post Office has announced that it will issue stamps for the 100th anniversary.

In contrast, the fame of the crew of the NC-4 rapidly waned. They met President Woodrow Wilson on June 4th in Paris, where he was attending the Paris Peace Conference. But by the time they returned to the U.S.A. at the end of June, attention and acclaim had shifted to Alcock and Brown for their non-stop Trans-Atlantic flight.

Very few covers have been produced to commemorate the flight of the NC-4, but a number can be found that commemorate talks by Walter Hinton, such as Figure 13.

Hinton was involved in a number of aeronautical adventures during the 1920s, which included exploring the Arctic by balloon, and the Amazon Rainforest by hydroplane. He then founded the Aviation Institute of U.S.A., published several periodicals on aviation, and spent years touring as a speaker promoting aviation.



Figure 13 - Postmarked SAN JOSE APR 27 1931 CALIF.

Cacheted: April 27 1931. SAN JOSE, CALIFORNIA
 "In The Valley of Hearts Delight"
 WELCOME LIEUT. WALTER HINTON -
 First to Fly the Atlantic In Service of Aviation

ALSO IN 1919: THE AIRSHIP R34 CROSSED THE ATLANTIC - TWICE



The R.34 made the first Airship crossing of the Atlantic leaving East Fortune, Scotland on 2nd July 1919 and arriving at New York on 6th July 1919. It completed the first double crossing of the Atlantic returning from New York on 9th July 1919 arriving at Pulham, Norfolk on 13th July 1919. On the 60th Anniversary of the start of these flights this cover made the double crossing of the Atlantic in Concorde in a total flying time of 6 hrs, 59 mins.

OUTWARD FLIGHT

Concorde G-N94AA, BA173—London to New York. Take off: 0834Z. Land: 1158Z. Supersonic flight: 2 hrs, 30 mins. Cruise altitude: 57,000 ft. Sector miles: 3053 nautical. Captain: J. D. Cook. First Officer: M. E. Boyle. Engineer Officer: J. Lidiard.

HOMEWARD FLIGHT

Concorde G-N94AA, BA172—New York to London. Take off: 1409Z. Land: 1744Z. Supersonic flight: 2 hrs, 30 mins. Cruise altitude: 56,000 ft. Sector miles: 3158 nautical. Captain: C. Morris. First Officer: C. Norris. Engineer Officer: W. Dobbs.



(Above) Commemorative cover produced by the R.A.F. Museum in 1979.

Built by William Beardmore and Company, Inchinnan, Glasgow in 1918 the R34 was initially placed under the control of the British Admiralty. Its potential for long range travel prompted the Admiralty to loan the R34 to the Air Ministry in 1918 specifically for a trans - Atlantic flight.

On 2 July 1919 with a crew of 30, 4900 gallons of petrol, 230 gallons of oil and with a quantity of food sufficient for the journey, the R34 was ready to make the attempt. One other man was to make the journey, William Ballantyne, who was a regular member of the R34 team; however, due to the requirement to reduce airship weight he was not included in the crew. He had made the decision to travel at any cost and if he was not to be an authorised crew member then it would be as a stowaway.

At 0130 hrs the bugler sounded the 'let go' signal and the adventure began. Its route was to take it from East Fortune past the northern tip of Ireland

at Innishtrahull Island, St Johns Newfoundland, Nova Scotia and Mineola. The trip was filled with both humour and drama. Being early days in long distance air travel, little thought had been given to the effect of 'slip stream' when using the ship's toilet facilities. On their crystal set the crew listened to the Dempsey / Willard world championship fight.

The arrival of the R34 in America was somewhat premature for it was not expected to leave England until 4 July arriving on the 8th of the month. With no ground crew available, and fuel running short, Major Pritchard volunteered to parachute to the landing ground and directed docking operations. The flight time was 108 hrs 12 mins,

The return journey commenced 1145 hrs on 9 July. Due to adverse weather conditions the planned overflying of Philadelphia, Baltimore and Washington was abandoned and she followed the original route back to East Fortune. On 11 July the foremost of the two engines broke down, and it was considered fuel contamination was the cause. With this problem, together with adverse weather forecast en-route, it

was decided to forego flying over London and head to East Fortune. However, an Air Ministry message directed that they land at Pulham, Norfolk. This decision came as a big disappointment to the crew for weather reports from East Fortune were good, and even more important for moral a traditional welcome had been prepared there.

HIS MAJESTY'S AIRSHIP R34, DATA:

Length from bow to stern : 643 ft.

Overall Length : 92 ft.

Maximum Diameter: 79 ft.

Capacity: 1,950,000 cub ft.

Gross Lift: 59 tons.

Gas Bags quantity : 18.

Engines: 5 Sunbeam Maori 250 H. P. with 12 water cooled cylinders each.

Design: Cruise Speed 45 mph. Maximum Speed 62 mph.

Maximum Air Speed achieved: 55 mph.

Information from the cover insert.

THE MAIL CARRIED BY THE R 34:

Outbound - no public mail was accepted, but official documents, private letters, and London newspapers were carried.

- messages written on board were dropped by parachute over Fortune, Newfoundland, but never found
- 14 letters were also dropped over Selmar, Nova Scotia: they were recovered some months later, and postmarked in Selmar on November 8th 1919. These covers bear a written authentication by the Postmaster.

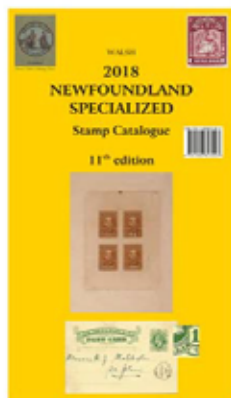
Return flight - a public mail weighing 15 pounds, including newspapers, was carried. Regular postage rates applied. Covers were cancelled in New York on July 8th and 9th, and back stamped on arrival in

England with a special postmark reading: LONDON R 34 13 JY 19 213

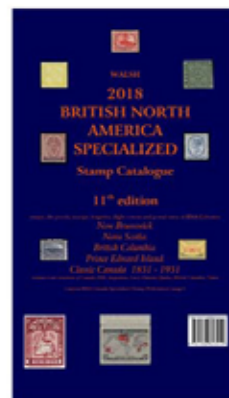
Items from both the outbound and return flights of the R 34 are rare, and only very occasionally appear in auctions. [10] [11]

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- [2] First Across - The U.S. Navy's Transatlantic Flight of 1919 by Richard K. Smith, Naval Institute Press, 1986. - This is an outstanding book: full of detailed information, but very enjoyable to read.
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- [5] Newfoundland Air Mails 1919-1939 by C.H.C. Harmer. This book is still considered the authoritative guide to Newfoundland air mails, even though it was written in 1953. It was reprinted by the AAMS in 1984, and is still available from the AAMS: contact <https://classic.stamps.org/Publications>
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SEMI-OFFICIAL NOTES

Tom Reyman

No. 5

COMMERCIAL AIRWAYS LIMITED

Commercial Airways was established in 1928 to provide service to communities in Northern Alberta and the Northwest Territories. It was formed by W. R. "Wop" May, Cy Becker, and Vic Horner and the first company airplane was an Avro Avian biplane flying from a base of operations in Edmonton, Alberta. Initially, the company transported supplies to the northern area settlements but in January 1929, Pilot "Wop" May along with Vic Horner flew almost 600 miles to the Little Red River Cree Nation in Northern Alberta to deliver much-needed vaccine for an outbreak of diphtheria. This mission brought the airline and the air crew participants a great deal of public recognition for having completed this life-saving flight.

In April of 1929, the company acquired a Lockheed Vega, a closed cabin monoplane, and with it opened passenger and mail service from Edmonton to Grand Prairie, Alberta. With the help of additional financial backing the company expanded its flights to Fort McMurray in May 1929 and the Northern Territories in 1930 and 1931. Over the time the company operated, four different stamps of similar design were used, designated CL48 to CL50. Colors and details varied as shown in the illustrations below.



On all of the company First Flights one of the stamps shown above was to be placed on the back of the envelope and a First Flight cachet was to be imprinted on the front.

The CL47 and CL49 stamps (the "Via Air" stamps) were printed in May 1929 and were first used on the Edmonton to Grande Prairie route on May 21. (Figure 1a and 1b) and the mail flown from Edmonton to Fort McMurray in July (Figure 2a and 2b)

In December 1929, Commercial Airways was employed by the Canadian Post Office to help move several tons of mail to communities along the Mackenzie River ending at Aklavik. Since these flights were under contract to the Post Office Commercial Airways was not allowed to use

their own stamps on those flown covers. The company continued this service under contract until the company assets were liquidated in 1931.

Figure 1a – CL47 cover from Edmonton to Grande Prairie (right) and Figure 1b (below) the black CL47 stamp on the back



Figure 2a – CL49 cover from Edmonton to Fort McMurray (left) and Figure 2b (above) the purple CL49 stamp on the back

The CL48 and CL50 “Air Fee” stamps were first put to use in December 1930 through February 1931 on routes between Edmonton, Peace River, Fort McMurray, and Athabasca, Alberta. (Figures 3, 4, and 5)



Figure 3 (top) CL48 cover from Edmonton to Peace River and Figure 4 (bottom) CL48 cover from Fort McMurray to Athabasca and Figure 5 (above) the CL48 stamp typical to both covers

The orange CL50 stamps were used on some routes which were not the First Flight to the destinations, however these were the First Flights using the orange stamp. (Figures 6a and 6b)



Figure 6a (left) a CL50 cover from Edmonton to Fort McMurray with a final destination of New York City. Figure 6b (right) shows the Fort McMurray and New York backstamps. Notice the E3 special delivery stamp on the face of the cover.

In March 1931, a special flight was planned and covers were flown from Aklavik in the uppermost part of the Northern Territories to Miami, Florida. This flight dubbed the "Pines to Palms" flight took advantage of the newly established route to the United States through Pembina, Minnesota. Figures 7a and 7b show a cover that made the journey and was backstamped in Miami.



Figure 7a – a "Pines to Palms" cover, Aklavik, NWT to Miami, Florida postmarked March 14, 1931



Figure 7b – The CL48 stamp on the back of the cover also showing the Miami receiving backstamp of April 2, 1931.

Because of financial difficulties, the Commercial Airways assets were sold to Canadian Airways Limited in May 1931.

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- <https://en.wikipedia.org/wiki/Commercialairways>

A PUZZLING CHERRY RED AIRLINE COVER



Questions from Terry Isaac:

I recently acquired the above cover and am wondering as to its provenance:

- It carries a Cherry Red stamp on the reverse. AMCN p71 says this was first used to Rottenstone Lake (July 3) and then to Lac La Ronge on Aug 3. This has a Lac La Ronge cachet on the front for July 9. Is that genuine?
- It carries a pencil "Pilot / A Malone" and the catalogue says "A Malone" flew to La Ronge on June 15 -- without the stamp.
- The vendor says "Stanley" is "Stanley Mission" and I find that in my detailed atlas about 45 km NE of La Ronge. Did it in fact go there and if so how? Does the La Ronge cachet on the FRONT acknowledge it has been sent on?
- It seems odd that there is no Prince Albert cachet -- just a barred cancel which is "semi"-tied to the cover.
- The addressee ("Shannon"?) is in Kingston, Ontario and the back has a blurb from the Kingston Chamber of Commerce so he presumably organised the cover. Is he "known to the police"? (i.e. the society experts)?

Comment from Chris Hargreaves

I live in Kingston, Ontario, and have a home-town collection of air mail covers to and from Kingston.

The addressee is indeed Shannon. He was the Assistant-Postmaster for Kingston as well as an aerophilatelist, so covers for him didn't need a full address.

I have several covers addressed to Shannon in my collection. There is no hint of him being involved in anything dodgy.

Response from Steve Johnson

This is a pretty interesting cover and the reason why Semi-Official covers can be quite puzzling.

First off, I have never seen a pilot signed cover for Cherry Red in this manner. Usually the signature is over the stamp with, I believe, ink pen or a rubber stamp. Also, I can't recall many stamps being on the back of the cover. Most Cherry Red covers, in fact 99%, were philatelic in nature so collectors wanted the stamps on the front.

The signature looks legit to me and the stamp has the typical killer cancel which ties the stamp to the cover. My guess is that the stamp was placed there

because the collector happens to be an assistant-postmaster. Stamps were officially supposed to be placed on the back of the cover. I have seen other Semi-official covers where the stamp was properly placed when addressed to post office officials.

Everything to me reads this as a favour cover - which in itself is not uncommon. I'm guessing the letter was postmarked at Lac La Ronge and was intended to fly at Stanley Mission. Whether or not it was flown is anyone's guess. Without the proper backstamps we can only speculate unless we uncover more information. - Researches in local papers, sometimes provide information regarding flights.

However, the question remains, if the cover was not flown, why would the pilot address his name? My guess, is that the cover did fly and arrived, but did not go through any other post office than Lac La Ronge. Malone probably kept the cover and seeing how the stamp was already cancelled, decided to print his name on the front.

Pretty cool cover and a real nice find!

If any reader can provide more information related to this cover, please send it to the editor.

Auction Announcement

June 2019 Public Auction - Halifax, Nova Scotia
The Archives of Patricia Airways and Exploration Limited



This extraordinary holding finally surfaces after more than 90 years. It contains original artwork, numerous essays and proofs, issued stamps often in full panes and first flight covers displaying a multitude of variations in imprints, inscriptions, perforations, paper, etc. Many are not documented in the Canadian Semi-Official Airmail literature and other specialized catalogues.

Shortly after the first successful Newfoundland-England Trans-Atlantic flight in June 1919, pilots and aircrafts soon turned to commercial airmail enterprises. Patricia Airways and Exploration Limited, a private airline serving remote towns and mining sites in northern Ontario, carried supplies, passengers and mail.

A special catalogue is in preparation which will offer a once-in-a-lifetime opportunity to acquire unique pieces of Canadian airmail history.

Our June sale will also feature Vic Willson's "Canadian International Airmails, 1919-1941" postal history exhibit collection and Part III of The Highlands Collection with important Newfoundland airmail rarities.

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complimentary
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A VERY FINE C3b



Bernie Finkelstein was intrigued by this stamp, which looked like the double overprint listed as C3b in the *Unitrade Specialized Catalogue of Canadian Stamps*, but: there was a footnote in the Unitrade Catalogue that:

"All known genuine examples of variety C3b are off centre with perfs. crowding or cutting design, no VF examples known".

However, the stamp above is Very Fine (though it doesn't have gum), and has a Greene Philatelic Research Foundation Certificate stating that it is: "genuine in all respects."

Bernie bought the stamp, and started doing some research.

Then he sent the details to Unitrade, and after several months was delighted to see his stamp illustrated in the 2019 Unitrade Catalogue, together with a new * note.

Nice find Bernie!

Canadian Bank Note Company, Limited

1932, Feb 22

		NH%	*VF	*F	⊖VF	⊖F	Perf 12 FDC
C3	6¢ on 5¢ brown olive	100	15.00	6.00	6.00	3.00	25.00
	plate blocks, plate 1, UL, UR (blocks of 6)	100	150.00	100.00			
	plate blocks, plate 2, UL (blocks of 6)	100	150.00	100.00			
a	inverted surcharge	50	300.00	150.00			
b	double surcharge *	50	1,500.00	850.00			
	as "b", plate block, plate 1, UR (block of 8) (unique)		—	15,000.00			
c	triple surcharge	50	500.00	200.00			
d	pair, one without surcharge	50	1,200.00	900.00			
i	"Swollen breast" variety, position 4	100	120.00	60.00	100.00	50.00	100.00†
	No. C3i plate blocks, plate 2, UR (blocks of 6)	100	250.00	175.00			
ii	overprint badly shifted	100	125.00	95.00	—	—	—

Qty: 2,000,000

Counterfeits of the surcharged varieties exist.

* Most known genuine examples of variety C3b are off centre with perforations crowding or cutting design.

† Ordinary cover, not FDC. Commercial cover \$135.



C3b

Air Mail Stamps

Canadian Pioneer & Semi-official Airmails Canadian S.C.A.D.T.A.

Stamps and covers for sale and wanted! Send Want list.

Ray Simrak, simrkr@hotmail.com

Text. 519-562-6627.



NEW FIRST FLIGHT COVER DISCOVERY

Brian Wolfenden

The Air Mails of Canada and Newfoundland currently lists:

1981, April 29 - Frobisher Bay - Nuuk (Godthaab), Greenland. Inaugural flight of First Air.
Rectangular Inuit cancel.

8109 Frobisher Bay - Nuuk (Godthaab) \$5.00

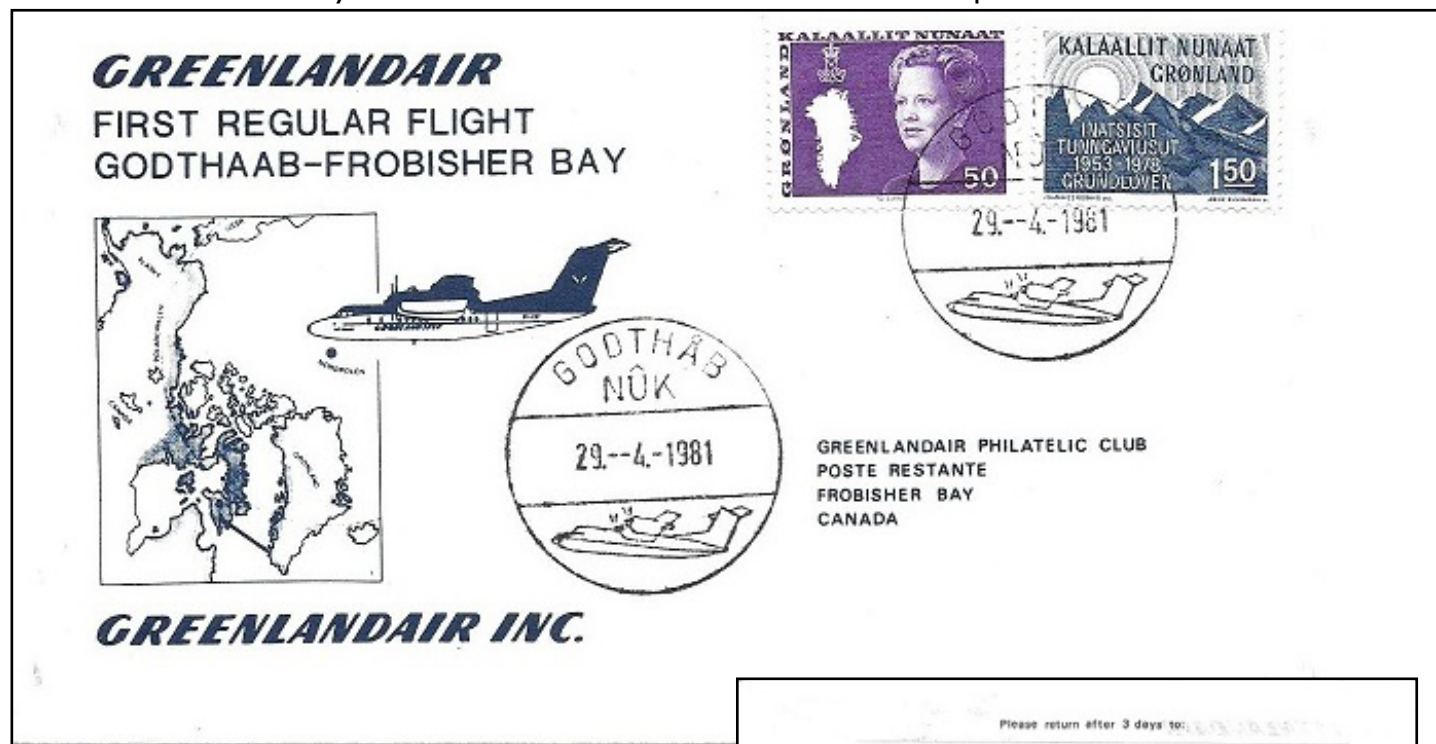
The cover illustrated below appears to be a reciprocal first flight by a Greenland aviation company.

It was flown by Greenlandair oh their "First Regular Flight Godthaab - Frobisher Bay".

Greenland stamps are cancelled with a "GOOTHAB NUK 29--4-1981 circular date stamp that pictures an aircraft in the lower third.

It is addressed to the Greenlandair Philatelic Club, Poste Restante, Frobisher Bay, Canada.

Cover has a Frobisher Bay, N.W.T. X0A 0H0 29 IV 1981 circular back stamp



Number of covers flown is unknown.

Thanks Brian I5.



INFORMATION WANTED

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

1967 FIRST FLIGHT MIAMI TO MONTREAL



Postmarked: MIAMI NOV 1 PM 1967

Addressed to: L. FISCHBACK GENERAL DELIVERY Montreal, Que, Canada

Back stamped: GENERAL DELIVERY POST RESTANTE I XI 15 XI MONTRÉAL, PQ

Handwritten instructions on left: *1st Non Stop 27/92 1.30 p.m. direct to (arrow) Montreal*
Please place in the AMFYUL pouch

This is one of a number of First Flight Covers that Lou Fischbach produced which are not listed in the *Air Mails of Canada and Newfoundland*.

Does anybody know which airline would have covered carried this cover?

If you can help, please send information to the editor at hargreavescp@sympatico.ca

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or view it online at www.vanceauctions.com

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AVIATION IN CANADA 1917-1918

Gene Labiuk sent me a link to a book "AVIATION IN CANADA 1917-1918" that was written in 1919 by a Lieutenant in the RAF. He describes it as, *"Mainly a synopsis/overview of the RFC, RAF in the various camps during the years 1917 and 1918. I found it very good reading, especially being written a year after the war, while all the information was still fresh and available."*

The book is available on line in PDF at:
<https://www.electriccanadian.com/forces/AviationinCanada.pdf>

This is a very interesting book.

However - while Gene noted that the information was still fresh and available, it is not always as accurate as one would expect. For example, Gene sent a copy (right) of this page that includes a description of the first air mail flight in Canada:

The page contains some interesting information that I hadn't come across before, but also has the wrong date, direction, and duration of Captain Peck's air mail flight.

Thanks Gene.

All cadets of the R.F.C. are honorary members of the Aero Club of Canada. The flying personnel of the Corps found the club and reading rooms (established by the courtesy of the Canadian Military Institute) most valuable in their leisure hours.

As at present constituted, the Club is affiliated with the Royal Aero Club of London, England. Its membership is comprised, amongst others, of some 3,000 members of the R.F.C. personnel, and it has of late been authorized to issue international aeronautical certificates to pilots who have qualified in training.

An irreparable loss was suffered by the death of Colonel Hamilton Merritt, in November, 1918, whose energy, generosity and unfailing enthusiasm had from the first been the chief factor in a most successful history of progress.

To the Aero Club falls the credit for the inauguration of the first Canadian aerial mail. A request was made that the Royal Air Force undertake transportation, all other arrangements being carried out by the Aero Club. The first mail, via the air route, left Toronto for Montreal on June 30th, 1918. This machine, the C-203, piloted by Capt. B. A. Peck with Corporal E. W. Mathers as passenger, arrived at Deseronto, the first stage, in 120 minutes. The following day Montreal was reached in 150 minutes. Leaving on the 24th on the return journey, the pilot made Camp Leaside in six hours' actual flying.

The second mail was carried from Toronto to Ottawa. It left Leaside in C-280, piloted by Lieut. T. Longman on August 15th, returning on August 17th. The easterly flight took 280 minutes and the return trip 220 minutes.

On August 26th, Lieut. A. Dunstan in machine C-282 again carried the mail to the Capital, taking 220 minutes in each direction. Lieut. H. Burton in

313



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<http://www.bnaps.org/>

MORE INFORMATION ON PAN AMERICAN'S NORTHERN TRANS-ATLANTIC COVERS 1942



Roller cancellation 11-AM 4 MAY 1942 ST JOHN'S NEWFOUNDLAND.

Printed envelope: "Inaugural Flight - Pan American Airways Service - Newfoundland to the United Kingdom - Via the North Atlantic Route - FIRST DAY COVER - May 4, 1942." Addressed to Cornwall, England.

The above envelope, and several like it, were discussed in the December 2018 *Canadian Aerophilatelist*.

I commented in the article that:

- the date of May 4th seemed to have been speculative, and not from an official announcement
- given that the Battle of the Atlantic was at its peak in 1942, and there was severe censorship of information about Trans-Atlantic shipping, I would have expected information about trans-Atlantic flights to be also be restricted
- news of the resumed service might have been publicized to boost morale, but Michael Deal and John Walsh had both checked back issues of the St. John's *Evening Telegram*, and found no reference to the Trans-Atlantic mail service.

When these covers were discussed during a meeting of the Newfoundland Study Group at BNAPEX 2018, **C.A. Stillions** commented that he thought the inauguration of the trans-Atlantic mail flight was public knowledge at the time. C.A. recently had a chance to check micro-filmed copies of the St. John's *Evening Telegram* for the Spring of 1942 in the Library of Congress, and wrote that he discovered "quite a few articles on the upcoming re-establishment of air service between Newfoundland and the continent via TCA", and a single, very small announcement regarding the resumption of the trans-Atlantic service:

AIR MAIL TO U.K.—

Commencing on the 4th May next a direct Air Mail Service will be available from Newfoundland to the United Kingdom by Pan-American Airways via the North Atlantic route. Despatches will be made daily from St. John's G.P.O. by air and letters should be clearly marked "Air Mail" and posted in the special Air Mail box in the public office of the G.P.O., St. John's, before 11 a.m.

The Evening Telegram, May 1st 1942, page 3. - The "Air Mail to U.K." announcement is outlined in red.

Many thanks C.A. for establishing where the May 4th date came from, and why the covers weren't censored.

But now I'm wondering why the new service wasn't given more publicity!

Chris Hargreaves

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The Society also provides a number of other services, including: a question-and-answer service for mystery air mail stamps and covers; a small library that can be searched for information on particular topics; a "sales department", with discount prices on several publications, and a variety of modern covers for sale; representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca) OR check out our website: www.aerophilately.ca

Membership rates based on current exchange rates

The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$24.00 US),
\$35.00 CDN for members Overseas, (or \$28.00 US, or 24 Euros, or 22 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$44.00 US)
\$65.00 CDN for members Overseas, (or \$52.00 US, or 44 Euros, or 40 Pounds Sterling)

Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by cheque in Canadian \$, U.S.\$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN \$ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____	
Address: _____	
Telephone: _____	Date of birth: _____
Period and Type of membership: _____	
E-mail: _____	
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)	

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.** PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

THERE ARE NO MEMBERSHIP RENEWALS FOR THIS ISSUE OF THE JOURNAL

All CAS memberships are being extended for three months at no charge, even if they are not due until 2020.

Brian had a fall on some ice, and tore ligaments in both his knees. He is likely to be in hospital and rehab for at least a month.

To help Brian - and Joan who does a lot of the CAS administrative work - we are extending all CAS memberships for three months, so that Brian and Joan do not have to deal with CAS correspondence, cheques, etc.

Best wishes to Brian for a speedy recovery, and to Brian and Joan for a return to normalcy.

New members are still very welcome - please contact the editor: hargreavescp@sympatico.ca