

THE CANADIAN AEROPHILATELIST



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- WINTER AIR MAIL SERVICES IN NEWFOUNDLAND, 1948
- YUKON AIRWAYS AND EXPLORATION CO. LTD.
- AND MUCH MORE!



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Volume XXXV, Number 2

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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Index - Gord Mallett - (see contacts above)

CAS CALENDAR

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

EDMONTON SPRING NATIONAL SHOW 2020 - Usually held at the end March, 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 2020 - May 2nd and 3rd 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 2020 is "Topicals, Thematics and Illustrated Mail". For more information see - www.orapex.ca

PRESIDENT'S REPORT

I would like to thank Brian Wolfenden for handling the CAS Annual General Meeting held at ORAPEX. I would like to thank the members of the executive for their service and for continuing in their current positions. I would also like to welcome Tom Reyman as a new Member at Large. Thank you Tom.

During this past winter, Brian Wolfenden slipped on some ice and tore ligaments in both knees. With Brian in charge of membership and renewals, the CAS extended all memberships for three months at no charge. We felt it was more important for Brian to focus his energy on his recovery. The CAS would also like to thank Joan Hafer, who helps Brian with memberships and other administrative duties.

Normally I would have been at the Annual General Meeting. However, I would like to share a personal story with the membership. When I started exhibiting back in 2003 I received advice from many

individuals. However, two names stand out: Dick Malott and Murray Heifetz. They would take my exhibits apart, provided suggestions and offered critical analysis. As time went on, my exhibits got stronger and the medal levels higher. The question I asked myself, "How do I pay them back?", always lingered in my brain. The best answer I had is to give back to the hobby as they gave to it. Both Murray and Dick were National and FIP qualified judges, so I decided to enter the judging program. This past ORAPEX, while not able to attend the annual general meeting, I was able to finish my final judging apprenticeship.

I hope everyone has a safe and healthy summer.

Steve Johnson

(Editor's Note: Congratulations Steve on qualifying as a National Level judge.)

SECRETARY'S REPORT

Welcome to two new members:

#484 Peter Lepold of Kelowna, B.C.

#485 David N. Swinford of Rochester, New York

Minutes of the Canadian Aerophilatelic Society Annual General Meeting

Held at ORAPEX May 5, 2019

In attendance: Terry Wilson, Dick Malott, Brian Wolfenden, Mike Street, Dave Bartlet

Brian Wolfenden called the meeting to order at 2.02 p.m.

Regrets were received from Chris Hargreaves who was at a philatelic show in the USA, and from Steve Johnson who was busy at the exhibits with judges feedback.

A minutes silence was observed for absent friends, with long time member Alistair Bain having recently passed away.

On a motion from Dick Malott and seconded by Brian

Wolfenden, the 2018 meeting minutes were accepted as read.

There was a motion from Dick Malott to thank Joan Hafer and Brian Wolfenden for the work they do for the society. Approved unanimously.

The 2018 Secretary and Financial reports were reviewed.

Mike Street reported that he is working on the Air Mail Cancels section for the next edition of the Air Mails of Canada and Newfoundland.

Dick Malott has kept lists of all members attending ORAPEX since 1984. He has handed these on to Brian Wolfenden to continue going forward.

Work is progressing on the Alcock and Brown Centenary flight commemoration. Dave Bartlet will be flying the commemorative post card from Newfoundland to Ireland via Halifax, N.S. He will be met in Dublin by the president of the Irish Philatelic Society, who will drive him to Clifden to get the cards cancelled. We will be trading some of our cards with

Irish P.S. for some of their commemorative envelopes. Dave will bring the cards back to Canada and a card will be sent to every C.A.S. member.

Mike Street talked about BNAPEX 2022 which will be in Winnipeg. After discussions with the CAS it was decided not to try and repeat the air mail symposium of 2013. BNAPS is now looking to have either a separate section for aerophilatelic exhibits (if they include non-Canadian exhibits), or an expanded aerophilatelic

section if all the exhibits are BNA related. BNAPS are also looking to get an exhibit from the Royal Aviation Museum of Western Canada for the Court of Honour.

On a motion from Dick Malott, seconded by Terry Wilson and approved unanimously, the meeting was adjourned at 2.38 p.m.

Brian Wolfenden

ALCOCK AND BROWN COMMEMORATIVE CARDS



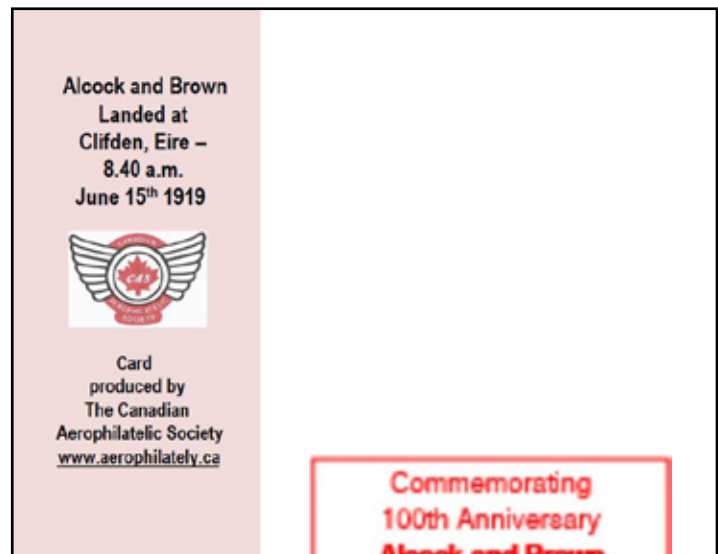
The CAS has produced special postcards to commemorate the Centenary of Alcock and Brown's flight.

These cards have been:

- franked with a commemorative picture postage stamp showing Alcock and Brown
- cancelled in St. John's by Dave Bartlet, and by Michael Deal who is a member of both the CAS and the St. John's Philatelic Society
- carried across the Atlantic by Dave, (who works for Westjet), on Westjet's scheduled flights from St. John's to Halifax, and from Halifax to Dublin, and given a special cachet.

In Dublin Dave was met by Brian Warren of the Irish Philatelic Society, who drove him to Clifden where Alcock and Brown landed. The cards were given a commemorative cancellation in Ireland, and also postmarked at the Clifden Post Office.

Each member of the CAS will be given one of the cards, which have been numbered up to 196 to match the letters carried by Alcock and Brown.



A card may be included with this issue of the journal, OR will be mailed to members who only receive the E-journal, OR could be picked up from Dave at ROYAL 2019 ROYALE.

Extra cards can be purchased from Dave Bartlet - dave.bartlet@shaw.ca (1955 - 9th Avenue NW, Calgary AB, T2N 4N3) The price including postage is \$7.00 to Canadian addresses; \$6.00 US to US addresses; \$9C, \$8US, 7 Euros, or 5 pounds UK to international addresses.

Many thanks to Dave Bartlet, Chris Hargreaves and Brian Wolfenden for designing the postcard, cachet, and stamp, and especially to Dave for all the time he has spent franking and cancelling the cards, and for flying with them.

EDITOR'S NOTE: while I was preparing this issue, I came across an article from the British Daily Mail newspaper complaining that Britain wasn't doing anything to commemorate Alcock and Brown's flight. - I felt very pleased that the CAS was doing a lot to commemorate their flight.

CELEBRATIONS IN NEWFOUNDLAND

On May 13th a special exhibit opened in the Admiralty House Communications Museum in Mount Pearl, St. John's, Newfoundland, to mark 100-year anniversary of transatlantic air race.

The exhibit includes photographs from a scrapbook produced by Margaret Carter: a young girl who became friends with many of the aircrew, possibly due to the influence of her family. Margaret Carter was the granddaughter of Newfoundland Prime Minister Sir Frederick Carter.



According to Sarah Wade, the museum manager, "Margaret Carter's scrapbook and photos tell an amazing story."

Wade noted that Margaret Carter had packed a lunch for Alcock and Brown, and a note passed from one to the other during the flight — it was too loud for talk — asked if the other wanted a sandwich.

"She had wrapped the sandwiches in a silk cloth and on June 15, 1915, Alcock and Brown signed and dated the cloth and mailed it back to Margaret," she said. "We hope to have that silk cloth on display."

There is a neat CAS connection to this exhibition, as Margaret Carter was the Great Aunt of one of our CAS members: Peter Carter.

This exhibition is one of over 20 initiatives to celebrate the Centennial being co-ordinated by Aviation History Newfoundland and Labrador - a not-for-profit group based in St. John's.

ALCOCK & BROWN CELEBRATING 100 YEARS

ST. JOHN'S, NL CANADA FESTIVAL 2019 JUNE 12TH-16TH

June 12th	June 13th	June 14th	June 16th
Downtown Festival Opening	Live Music Readings Entertainment	Aviator's Ball	Theatrical Performance Opening

July Garden Party and more ...

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AviationHistNL
AviationHistoryNL.com

ST. JOHN'S, NL CANADA

STAMPS and ARTWORK

by **GRANT BOLAND**

Aviation History NL is producing a special, commemorative domestic rate stamp to promote and raise funds for the year-long celebrations. It is based on a design by local artist Grant Boland and features a child holding a model of the Vickers Vimy biplane, with a map of the Atlantic in the background.

The stamps are being sold in sheets of 50 "P" rate stamps at \$90 per sheet. To order, call 709-753-0794 or email: info@aviationhistorynl.com.



GRANT BOLAND is from St. Mary's Bay, Newfoundland and Labrador. He was educated in Fine Arts at Memorial University's Grenfell Campus. The recipient of the CBC Emerging Artist of the Year Award as well as two Elizabeth Green shields Awards for painting, Grant's amazing work has grabbed headlines and has been exhibited across Canada and in Europe. His success is catapulting him in discussion with other great Newfoundland artists such as Gerald Squires, Christopher Pratt, Mary Pratt, Reginald Shepard and David Blackwood.

Grant Boland will be using serigraphy or "screen printing" as its commonly known, to make this edition of original hand pulled prints. Serigraphy is a printing process where a mesh screen is used to transfer ink onto the paper. Boland will be using at least six screens, one for each colour or variance. In other words, each colour would be drawn separately on a screen and printed in layers until the desired result is achieved.

For more information on the artist and artwork see - http://issuu.com/pilotcom/docs/ahnl_brochure_fa_artwork_and_stamp

The prints are being sold at \$1,500, with a limited edition of 100 available.



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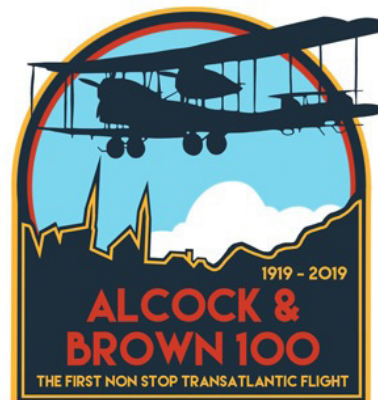
or view it online at www.vanceauctions.com

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CELEBRATIONS IN IRELAND

At the other end of the transatlantic flight, the **ALCOCK & BROWN 100 FESTIVAL** is going to be held in Clifden from the 11th to the 16th June. This festival will involve a number of special events, including the launch of an Alcock and Brown commemorative stamp by An Post (the Irish Post Office); seminars on aviation and on Alcock and Brown's flight; the premier screening of a 90 minute documentary about their flight; theatrical productions; a wreath laying at their landing site on Saturday 15th June, and a flyover by the Irish Air Corps.



ORAPEX 2019

**Congratulations
to the Aerophilatelic Exhibitors:**

GOLD

Ken Snelson

British Underpaid Intercontinental Air Mail to WWII

CAS Best Airmail Exhibit Award

RPSC Award for Best Title Page / Synopsis,

LARGE VERMEIL (SINGLE FRAME)

Ray Simrak

The R-100, 1930 Airship Flight from England to Canada and Return

VERMEIL

Brainard Fitzgerald

The Air Mail Sticker

SILVER

Dave Hanes

Canada - In Space

AAPE Sterling Achievement Award

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“LETTERS TO THE EDITOR”

From Kathy Hartley, Harry Sutherland Philatelic Research Library

Dick Malott has donated a number of books to the library with an aerophilatelic theme.

The ones we have duplicates of will be put in a book sale.

They will be offered first to CAS members during your club meeting here in November.

Editor's Reply: Many thanks Kathy!

The Harry Sutherland Philatelic Library is part of the Vincent Graves Greene Philatelic Research Foundation, located at 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. It is open Monday through Thursday, and one Saturday a month, from 10 a.m. to 4 p.m.

The fourth Wednesday of the month from 10 a.m. to 7 p.m.

Email library@greenefoundation.ca for more information.

From Barry countryman

Dear Chris,

I enjoyed your Flying the Atlantic in 1919 article in March's "Canadian Aerophilatelist".

The overprinted stamps reminded me of a passage in Joseph "Joey" Smallwood's memoirs "I Chose Canada". He was Newfoundland premier following its joining Canada in 1949.

In 1919, as a reporter for St. John's "Evening Telegram", he covered aerial attempts to cross the Atlantic, including Raynham and Morgan, Hawker and Mackenzie Grieve, Alcock and Brown, Admiral Mark Kerr, and the "Nancies" (3 U.S. Navy flying boats).

Smallwood covered Francesco de Pinedo's departure from Trepassey to Rome, May 23, 1927.

In his 1973 memoirs (p. 535) he lamented, "I threw away thousands of dollars by failing to spend a dollar or two" to buy a couple of the overprinted stamps for the flight. A former employer "William J. O'Neill, who had become private secretary to the Postmaster General, was in Trepassey to deliver a small bag of airmail letters to de Pinedo. He had a few of the specially printed stamps with him in case anybody in Trepassey wanted to buy. Nobody did, including me. Eventually, the de Pinedo airmail stamps went up in value to \$25,000 each."

Yours truly, Barry

I often come across covers commemorating Air Races that were produced during the 1930s, but don't hear about current day Air Races. It was therefore very interesting to receive from DENICE GUIMOND the article which begins on the next page.

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 August 1st.

THE SAULT WILL BE A STOP FOR OVER 100 FEMALE PILOTS RACING 4,000 KM

SOOTODAY Mar 7, 2019 4:30 PM by: Ian Ross

ROUTE MAP



The Sault Ste. Marie Airport will play host to an international cross-country air race this summer.

The Air Race Classic is a women's air racing event that goes back 90 years to the first air derby event beginning with Amelia Earhart. Sault Ste. Marie will be one of the stops in the cross-border event, running June 18-21.

The race, which begins in Jackson, Tenn. and ends in Welland, Ont., will cover more than 4,000 kilometres with stops along the way as the race must be flown during daylight hours.

Chippewa County Airport, south of Sault, Mich., is the flyby timing location, while Sault, Ont. will be the fuel stop and an overnight stay location.

"I hadn't heard about it until this year when (organizers) reached out to see if we'd be interested," said Terry Bos, president-CEO of the Sault Ste. Marie Airport Development Corp.

More than 100 pilots – racing in teams – from around the globe are expected to participate.

The race takes a different route every year, exposing pilots to changes in terrain, weather, wind and space.

Based on the type of recreational aircraft, it's a

timed handicap race with pilots departing in intervals.

Bos said it's conceivable the Sault could host 40 and 50 aircraft on their apron.

The race won't be a big revenue generator in terms of fees, Bos said, based on the size of aircraft, but he's not turning down an opportunity to promote the airport.

"Maybe these pilots that never thought of Sault Ste. Marie or Canada before, if we show them a good time and how efficient we can be, maybe they'll decide on a trip that they'll want to come through here again," he said.

"It's more about showcasing the airport and trying to build future opportunities."

It's also an opportunity for the Sault to provide overnight accommodations and for racers to take on fuel for the next leg of the race.

The pilots will also need to clear Customs before they trek east to North Bay, then south to Brantford, before finishing at the Pelham airport in Welland.

The Sault Airport averages about 215,000 passengers annually with approximately 60,000 aircraft movements.

The authority has been particularly successful in luring other kinds of cross-border traffic with its competitive airfares.

A combination of the strength of the U.S. dollar combined with the connectivity of Porter Airlines into desirable U.S. cities on the East Coast and Air Canada's global network has been attractive to American travellers.

Winter charter flights to the Caribbean, via Sunwing Airlines, out of the Sault for the past 10 years have been a big boost as well.

Bos said at times, the Sault's put as many as 120 travellers aboard Sunwing's 737 aircraft, which it shares with Hamilton.

"With the Canadian dollar staying low the last

couple of years, we've seen an uptake in U.S. passengers coming our way and also managed Canadians staying on our side of the border."

Bos said the airport continues to promote itself as a place for development.

The 1,600-acre facility has 800 to 1,000 acres available for sale or lease for aviation or non-aviation related uses. JD Aero, an aircraft refurbisher, is the airport's most high-profile tenant, occupying two hangars.

Bos said they've looked at opportunities of expansion for them or the additional of a complementary aircraft paint shop facility as part of a larger effort to create a business park.

NEW AND REVISED PUBLICATIONS

WINGS OF A HERO by Sheila Reid & Denny May.

This biography of Wop May has been totally re-done by Denny May, (Wop's son), with many new pictures.

Wop May had a remarkable life. In the First World War he was the pilot being pursued by Manfred von Richthofen, when the German ace was shot down on the Western Front in 1918. That occurred on one of Wop's early flights. He went on to become an ace himself, credited with downing 13 enemy aircraft and probably five others.

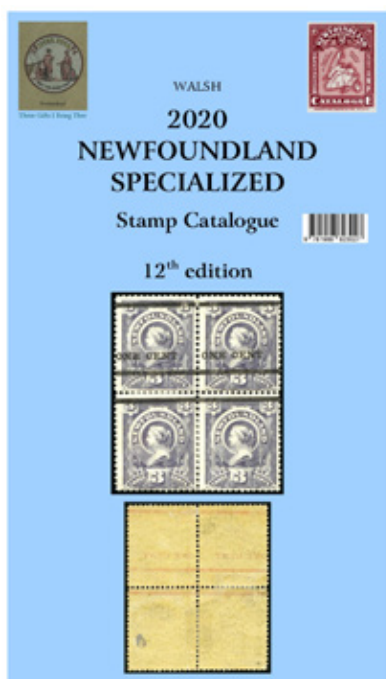
After the war Wop was involved in bush flying, and helped establish Commercial Airways Limited, which operated the first air mail route to Aklavik, and later became part of Canadian Airways Limited.

Wop was also involved in mercy flights and other adventures, which are described in this very readable book.

It is self published by Denny May, (Maycroft Publishing). Contact him at maycroft@shaw.ca for more information.



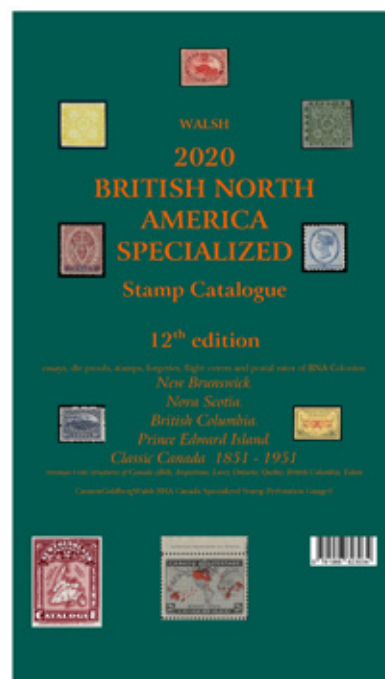
NEW 2020 EDITION OF THE NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE



Published by John Walsh, this 12th edition of the *Newfoundland Specialized Stamp Catalogue* covers not only Newfoundland stamps, but also die proofs, forgeries, first flight covers, postal stationery, postal and revenue rate fees, revenue and tobacco stamps, picture postcards and cornercards.

See www.nfldstamps.com for more information including:

- Table of Contents
- History of Newfoundland Stamps
- Sample Pages of Newfoundland Catalogue, including pages from the air mail stamp and cover listings



The companion *2020 British North America Specialized Stamp Catalogue* includes stamps from BNA Colonies and classic Canada to 1951, die proofs, forgeries, postal stationery, official first flights, semi official stamps & flights, postal & revenue rate fees, revenue stamps. - See www.nfldstamps.com for more information including the Table of Contents, and sample pages including pages from the semi-official stamps and first flight covers listings.

These catalogs are available as ebooks, which can be purchased and downloaded at

www.nfldstamps.com

For further information contact John Walsh at nsscatter@nf.sympatico.ca



BNAPEX 2019 Ottawa BNAPS convention, exhibition, and bourse 30 August - 1 September 2019

Friday (10:00-18:00) Saturday (10:00-17:00) Sunday (10:00-15:00)

Delta Hotels Ottawa City Centre, 101 Lyon Street North, Ottawa K1R 5T9

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

NEW STAMPS HONOURING CANADIANS IN FLIGHT



The five stamps in Canada Post's new Canadians in Flight set salute an aircraft designer, two aviators and two aeronautic innovations.

Issued March 27, the stamps are nondenominated, paying the basic domestic letter rate (currently 90¢), and identified with the letter "P" inside a symbolic maple leaf.

The three people pictured on the stamps are:

- **Elizabeth "Elsie" MacGill (1905-80).**

According to the website of Woman in Aviation International (www.wai.org): "Elsie MacGill is often cited as the first woman in the world to qualify as a professional aeronautical engineer and aircraft designer. In 1927 Elsie was the first woman in Canada to receive a degree in electrical engineering. At the University of Michigan in 1929, she became the first woman anywhere to earn a master's degree in aeronautical engineering. The same year, she contracted polio which affected her from the waist down. Early in World War II she was appointed Chief Aeronautical Engineer for the Canadian Car

and Foundry Plant in Fort William, Ontario, where the Hawker Hurricanes were built for the Allied forces overseas. Elsie promoted mass production techniques for the aviation industry, modified the Hurricane for winter use, and established standards for test pilot reporting. A 1942 comic book about her accomplishments called her "Queen of the Hurricanes." She was inducted into Canada's Aviation Hall of Fame in 1983 and into the Pioneer Hall of Fame of Woman in Aviation International in 2012.

- **Clennell Haggerston "Punch" Dickins (1899-1995),** was an aviation pioneer, bush pilot and World War I flying ace. In 1928, Dickins flew the first scheduled airmail flight from Winnipeg, Manitoba, to Edmonton, Alberta, and also received the Trans-Canada (McKee) trophy for his 4,000-mile flight over uncharted land in the Northwest Territories. He is a member of Canada's Aviation Hall of Fame, inducted in 1974. His induction citation reads: "Despite adversity, he demonstrated to the world the value of the bush plane, and his total contribution to the brilliance of Canada's air age can be

- **William George Barker (1894-1930)**, was Canada's most decorated war hero. He was a WWI fighter pilot, and achieved 50 aerial victories in more than 900 hours of combat. Barker received the Distinguished Service Order (twice), the Military Cross (three times), the Croix de Guerre and the Medaglia d'Argento al Valor Militare (twice). He was awarded the Victoria Cross for downing four German planes during his final fight over France in October 1918, despite being vastly outnumbered and falling in and out of consciousness from his wounds. After the war, Barker was the first Canadian pilot to carry international mail, doing so in 1919 as part of a round-trip aerial race from Toronto, Ontario, to New York. He was inducted as a member of Canada's Aviation Hall of Fame in 1974.

- **the Avro CF-105 Arrow**, which was developed and produced in Ontario between 1953-58. It was designed as a twin-engine, supersonic interceptor that could fly at more than twice the speed of sound. According to Canada Post,

- the **ultralight Lazair**, which was designed by Dale Kramer of Port Colborne, Ontario, and manufactured as kits in Canada between 1979 and 1985. Canada Post said that these twin-engine, high-wing ultralight monoplanes are still “considered one of the best light aircraft ever made”

For more information see:
www.canadapost.ca/web/en/blogs/collecting/details.page?article=2019/03/27/canadians_in_flight&cattype=collecting&cat=stamps

Sparks Auctions is proud to offer the collection of Dick McIntosh in their upcoming September 2019 sale. It is the best collection of Canadian flight covers we have handled, with many seldom offered and rare items, all sold without reserve. We will also be offering an extensive holding of early India air mail and rocket mail material, which has never before been offered on the market, from the estate of the founder of the India Air Mail Society, as well as our usual extensive and varied offerings.

1938 Soviet Search Expedition Cover

1918 PF8 Cover

1918 Rare Toronto to Ottawa Flight

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AMCN2 EDITOR'S UPDATE - INFORMATION WANTED

Chris Hargreaves - hargreavescp@sympatico.ca

Can anybody help with the following questions:

Q 1. WHEN DID THE POST OFFICE INTRODUCE BY AIR MAIL LABELS ?

Section 18 of AMCN1 states that the blue Post Office BY AIR MAIL labels were introduced "circa 1935".

However, in David Hanes book a *Study of the Air Mail Labels and Airmail Markings Found on Canadian Mail*, he shows this First Flight Cover produced on July 12th 1932:



In my collection I have the cover below, postmarked December 6th 1932. - Since the BY AIR MAIL label is bilingual, and has no promotional information for a hotel or airline, it looks like it was produced by the Canadian Post Office.



Does anybody have a cover (or covers) showing an earlier use of the BY AIR MAIL label, or information as to when they were first used?

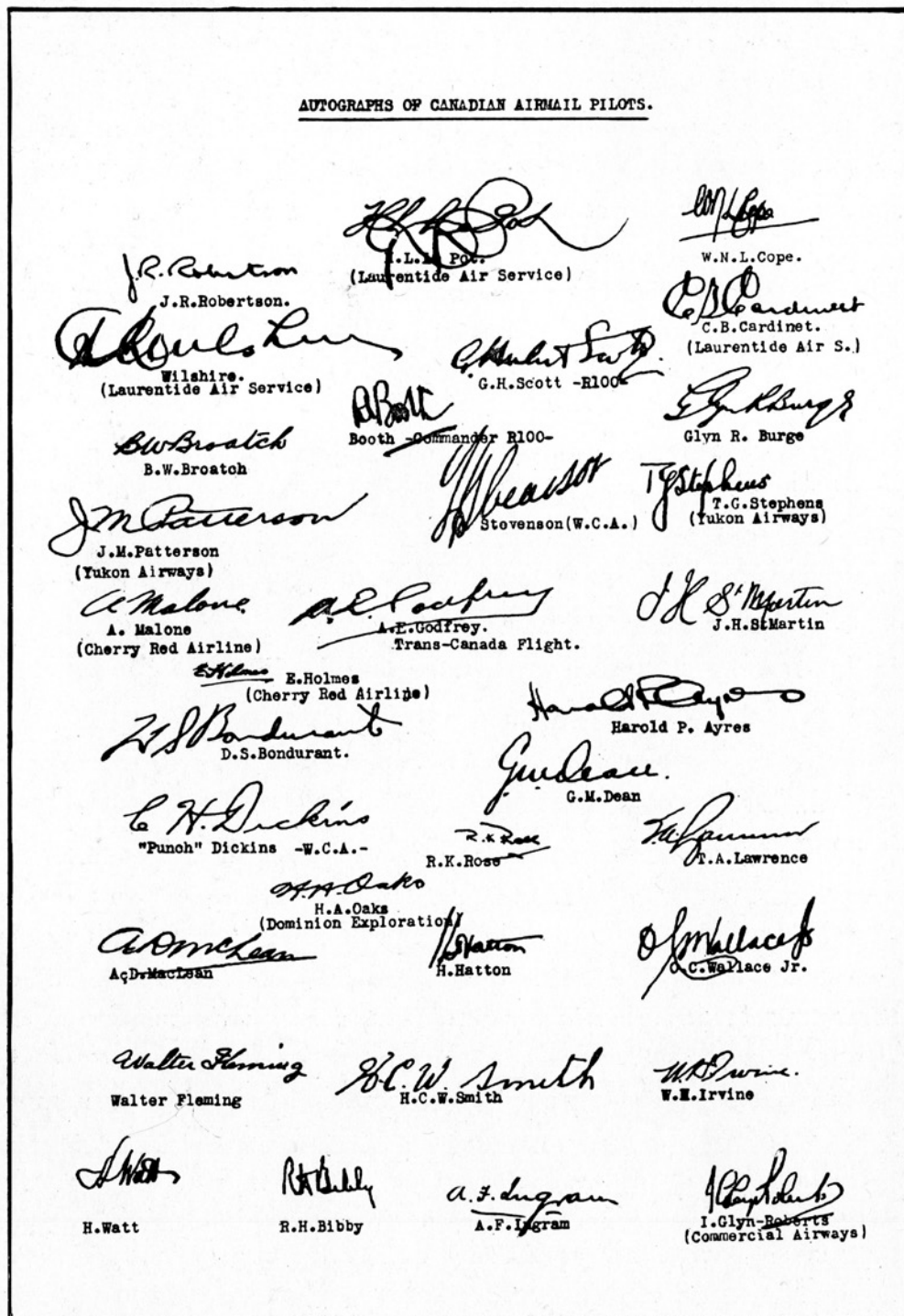
If you do, please send me a copy of the cover and/or information.

Q. 2 WHO WERE C.B. CARDINET AND J.R. ROBERTSON?

Section 26 - Air Mail Pilots of Canada and Newfoundland -is being expanded to include a guide to where examples of air mail pilot signatures can be seen.

One of these sources is this page from Ian Morgan's *Specialized Catalogue of Canadian Airmail*, published in 1931:

The page includes the signature of C.B. Cardinet, who is listed by Morgan as making the Laurentide First Flight on October 3rd 1924. However, AMCN says this flight was made by Roy Grandy! Morgan's page also includes H.L. LePot who signed covers, but was a clerk for Laurentide Air Service not a pilot. - Was C.B. Cardinet also a clerk for Laurentide, rather than a pilot?



Morgan's page also includes a signature of J. R. Robertson, who is not mentioned in his catalogue, and is not recorded as a pilot for any of the companies that flew air mail.

Can anybody provide more information about C.B. Cardinet or J.R. Robertson?

Q. 3 NEWFOUNDLAND AIR MAIL RATES

Section 17, which currently covers "Canadian Air Mail Rates Domestic and International", will be expanded to include Newfoundland Air Mail rates.

The information on *Newfoundland Air Mail rates* is based on the booklet *Newfoundland Air Mail Postage - 1937 to 1949*: Extracts from the Newfoundland Post Office Circular, that was produced by Jack Ince, and has been edited by David Crotty.

Unfortunately the Newfoundland Post Office Circulars tended to report what had happened, rather than what was going to happen.

There is an extract in Jack Ince's book:

9th July, 1942

AIR MAIL TO UNITED KINGDOM

Renewed attention is drawn to the fact that all Air Mail for the United Kingdom and foreign countries should be despatched to St. Johns G.P.O. for onward transmission.

The Postage rate to the United Kingdom and European countries is 35 cents for each half ounce.

The extract after that refers to wartime delivery problems:

January 7th, 1943

Transatlantic Air Mail Confined to Airgraph and Armed Forces Air Letters

The increasing demand on Transatlantic aircraft capacity for vital War supplies has created an almost complete absence of space for mail on aircraft. Conditions have become so acute in recent weeks that practically all correspondence prepaid at Air Mail rates has to be despatched from Newfoundland, Canada and the United States to Great Britain by surface means.

The same situation has obtained as regard to the despatch of Air Mails from Great Britain to Newfoundland, Canada and the United States.

The next extract reports that the delivery problems have been resolved, but also gives a different rate for Trans-Atlantic Air Mail:

8th June, 1944

TRANS-ATLANTIC AIR MAIL

The Air Mail Service, by the Northern Route, between Newfoundland and the United Kingdom has been resumed in both directions.

Air Mails for the United Kingdom via this service will circulate through St. Johns and must be marked "North Atlantic." The Air Mail rate of postage is 30 cents for each half ounce.

When was the 30 cents per half ounce rate for Air Mail from Newfoundland to England introduced?

Was it on June 8th 1944, or some time before that?

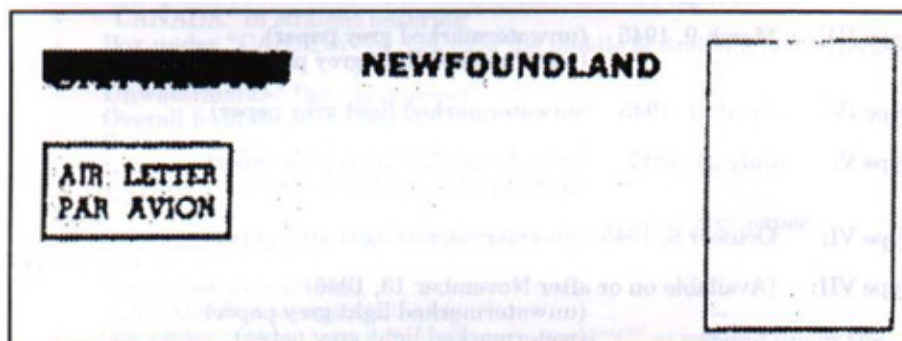
If anybody can provide information about the introduction, or has a cover franked at 30 cents from before June 8th 1944, please let me know.

Q.4 WHEN WERE AIR LETTER SHEETS INTRODUCED IN NEWFOUNDLAND?

Section 14 on the “Civilian Aerograms of Canada and Newfoundland”, is being expanded to include more information about the unstamped air letter sheets which preceded the aerograms.

Two used examples are recorded of a Canadian air letter sheet overprinted for use in Newfoundland:

- one is postmarked St. John's Newfoundland, 7 NOV 1946
- The other is from Harbour Grace on June 4th 1947, and was described in an article by Freres Meyerson, in *BNA Topics*, October 1949 [p. 192.] It was accompanied by a letter advising: “Apparently



our P.O. ran out of the regulation forms late last Fall and borrowed some from Canada. You will note the obliteration of Canada and the Newfoundland imprint”

It is uncertain which regulation forms the Post Office in Newfoundland ran out of!

If you have air letter sheets used from Newfoundland before June 4th 1947, please will you send me copies and/or details of them.

Q.5 CANADIAN FORCES WARTIME AIR LETTER SHEETS

We will also be expanding Section 15 on “Canadian Forces Air Letter Sheets” to include the unstamped air letter sheets used to and from Canadian Armed Forces during world War two.

There were many varieties of these sheets, and several different listings of them have been produced. Rather than create a new listing, we are thinking of using the numbering system from one of the existing list-

<p>AIR LETTER TO ARMED FORCES</p> <p>BY AIR MAIL</p> <p>IF ANYTHING IS ENCLOSED, THIS LETTER WILL BE SENT BY ORDINARY MAIL.</p> <p>Number, Rank or Rating and Name.....</p> <p>Unit (Company, Battery, Ship, Squadron, etc.).....</p> <p>Regiment, Branch, Establishment or Station.....</p> <p>Service.....</p> <p>OVERSEAS.</p> <p>AFFIX 10c POSTAGE</p>	<p>ARMED FORCES AIR LETTER</p> <p>AIR MAIL</p> <p>If anything is enclosed in this letter it will be sent by ordinary mail.</p> <p>TO:</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Affix 10c. or 6c. Stamp</p>
---	--

ings, probably the one created by WH Whitehead.

I would like to know how many members have a copy of Whitehead listing, and if it is the one that you use when keeping a record of these sheets.

Q.6 AIRGRAPHS

Airgraph form Type 3, used from Canada to the United Kingdom, December 1942. (Actual size - 4 1/2" wide.)

As editor of *The Canadian Aerophilatelist* I often receive questions about and information about Airgraphs, and therefore want to add them to the catalogue.

The airgraphs were very significant as an early attempt to speed up Trans-Atlantic air mail at the begin-

3

The address should be printed in large CAPITAL letters wholly within the panel alongside.

F. J. WILLIAMS Esq.,
16 TORTINGALL AVE,
BIRCHGROVA,
CARDIFF,
S. WALES U.K.

The address should be the same as for an ordinary letter.

906797

Print address in large CAPITAL letters in the panel above. Nothing else should be written above this line.

Please follow instructions on other side. The message should be written very clearly.

Sender's Name and Address

Alfred H. Gredt,
Kingston

Date 27/12/42

Dear Mr Williams

The great day has dawned and I can at last say that I have got my wings. We had them the day before Christmas so I haven't got to tell you what my best Christmas present was.

I was very surprised to hear about David James' getting his commission. Do you know what he's doing? He gave up his flying course here about a week before he was due to get his wings.

I met a friend of Mrs Matthews here. He's our armament instructor. He's Capt. Davies from Longwyndale. He knows a lot of fellows in the Hall. He was a traveller for some firm in peace-time. I had quite a nice time over Christmas, hope yours was the same. Don't reply to this please as I'll be moving to another station in a couple of weeks.

I'll close now, regards to everybody,
Yours Harold

This space should not be used.

ning of World War II. - Letters were written on special forms, photographed at a reduced size, the films were flown overseas, and the letters enlarged, printed, and delivered.

In 1948 J. Stephen published an *Airgraph and V Mail Catalogue*, in which the Canadian Airgraphs were listed. However, they were listed according to the message side, and the main difference recorded was the number in the top left corner of the form.

It seems that these numbers reflected changes in the instructions on the back of the form, which covered areas they could be sent to, etc.

Does anybody have copies of the original forms, and/or information regarding the changes in instructions from form to form?

**IF YOU CAN PROVIDE INFORMATION ON ANY OF THESE QUESTIONS,
PLEASE SEND IT TO**

hargreavescp@sympatico.ca

OR BY MAIL TO: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

WINTER AIR MAIL SERVICES IN NEWFOUNDLAND 1947 – 1949: Part I

Terry Judge

Editor's Note: Many thanks to Terry for these articles which he has transcribed, mainly from the St. John's daily newspapers. They describe some air mail services which are rarely recorded - perhaps because they did not carry First Flight Covers.



Roads around 1930



Railway & Steamship Network



Winter Ice floe Newf. & Labrador

*Transportation routes in Newfoundland: 1930s and 1940s
(From Jean-Claude Vasseur, Newfoundland Air Mails.]*

1947.12.10 St John's Daily News p 3 (Wed).

Weekly Air Mail for Northern Peninsula.

**Both sides of peninsula will be
covered each week.**

The first week in January, or alternatively as soon as navigation closes, the Post Office will operate a weekly airmail for both coasts of the Northern Peninsula.

Headquarters will be at Deer Lake. The flight on the western coast will touch down at Parsons Pond, Portland Creek, River of Ponds, Port Saunders, Port au Choix, Brig Bay and Flowers Cove.

That on the eastern coast will land at Hampden, Sops Arm, Harbour Deep, Englee,

Roddickton, Conche, Main Brook (at the bottom of Hare Bay) and St. Anthony.

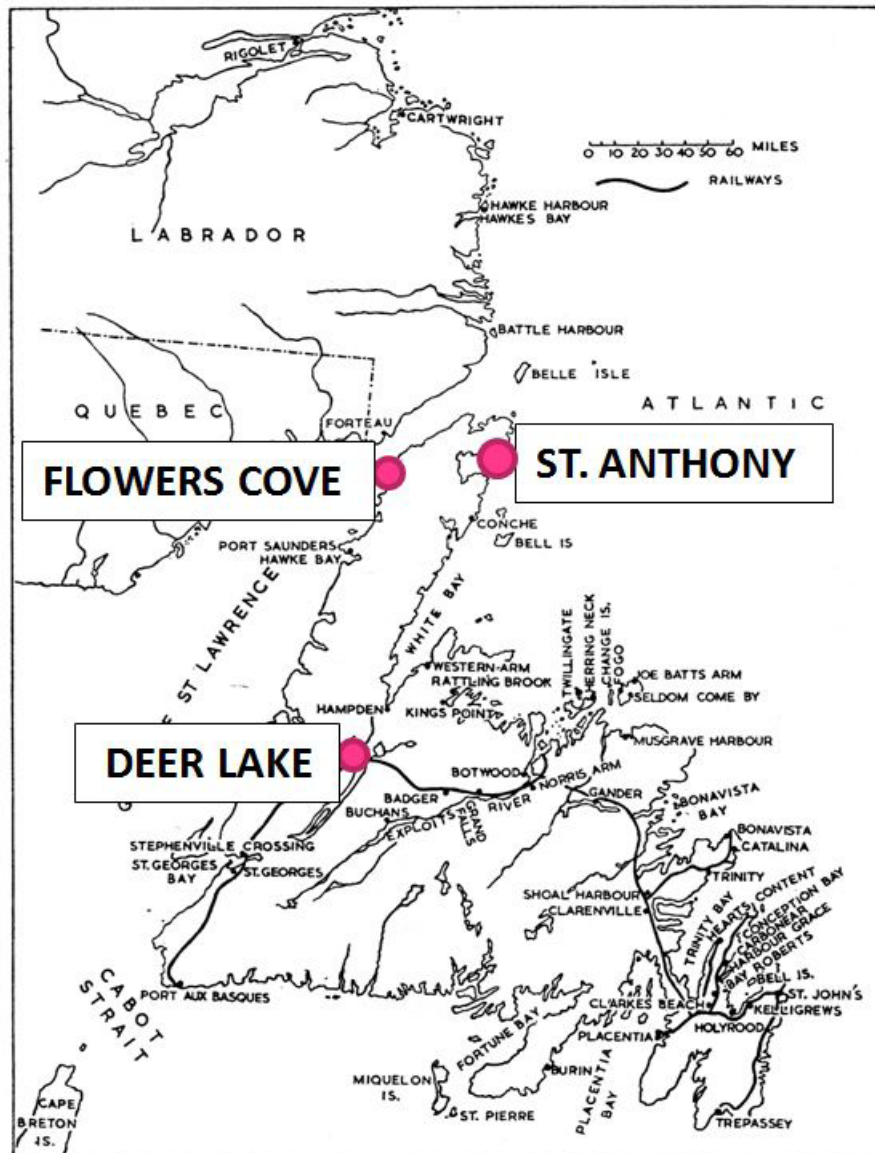
It is proposed to make one mail delivery over each of the two routes each week, and if there should be more mail than can be carried at one time, additional flights will be made.

In between mail for other places will be moved from the centres contacted by overland courier. Mail will be taken up at the same time that bags are set down.

All kinds of mail – papers and parcels as well as letters – will be carried, stated Secretary Roddis.

Heretofore mail was conveyed around the coast by couriers who had to cover the long coastline and took weeks for the circuit to be completed.

The plan is a test one, and the Secretary stated that should it work out a similar scheme for Notre Dame Bay might be attempted another year.



1948.01.07 St John's Daily News p 3 (Wed).

Survey Airmail Route in Progress.

Beginning a survey of the air mail route on the Northern Peninsula, Mr Derry Clarke, of the Post Office, was to have left yesterday by Nassco plane to make a preliminary study of the proposed route, but weather conditions caused the flight to be postponed.

They will contact postmasters and surface couriers at the places chosen as alighting spots and the pilot will determine best landing places for his planes on the route.

It is expected this survey flight will not take more than two days unless storms intervene.

NEWFOUNDLAND AERO SALES AND SERVICE (NASSCO) was formed in December 1945. It was Newfoundland's first commercial airline, but with no regulations governing the airways or flying in Newfoundland, NASSCO spent its first winter on the ground. When it was licenced to operate in August 1946, it had one aircraft: a Republic Seabee. The company expanded rapidly, and bought two versatile Norseman on floats, a Supercruiser, two Ansons, and leased a Grummond Widgen. Within nine months, the company logged more than 112,000 passenger miles. Based at Quidi Vidi, it quickly snapped up government contracts, inaugurated the first air mail service and regular passenger travel to northern Newfoundland, and operated charter flights for businessmen and sportsmen. In 1949 NASSCO was sold to Maritime Central Airways. (From: www.ganderairporthistoricalsociety.org/html_trans/Streets/Blackwood.htm)

1948.01.10 St John's Daily News p 3 (Sat).

Air Mail Survey is Delayed.

The air mail survey, which is being made prior to the beginning of an air mail service to various points on the Great Northern Peninsula, has been delayed for several days because of bad flying weather. It is hoped however, that the Nassco Norseman plane with an official from the Dept of Posts and Telegraphs will leave here about noon today.

It is thought that the survey will be completed by Monday and the first mail delivery of the new service made from headquarters at Deer Lake the following day. Pilot MacGillivray of Nassco will be the plane's operator.

1948.01.13 St John's Evening Telegram p 3 (Tues).

Preparations for Air Mail Service. Aerial Survey being conducted.

In connection with the inauguration of the Winter Airmail service to the northern sections of the Island, full details of which were announced in the evening some time ago, it is understood from Mr W.S. Roddis, Secretary for Posta and Telegraphs, that an aerial survey of the Northern Peninsula was begun yesterday, preparatory to opening the new service.

At 2 o'clock yesterday afternoon Pilot McGillivray of Nassco, which Company has been awarded the airmail contract, took off from St John's to survey the northeast and northwest coasts. Pilot McGillivray will cover the whole of the Northern Peninsula to get his range over the proposed landing points, and will contact postmasters at all the various landing places to arrange signals, etc.

As previously mentioned, the service has been delayed somewhat due to the fact that Deer Lake, which has been selected as an operating base, is not frozen over. In the event, however, that the Lake is not iced by the time the present survey is completed, a take-off base will be established at Main Dam, Howley.

It is likely that the service will commence on Wednesday or Thursday of this week, and in order to clear up the back-log of mail, occasioned by the delay in getting the service under way, a number of extra scheduled flights will be made as soon as possible.

1948.01.17 St John's Evening Telegram p 3 (Sat).

NE Coast Aerial Survey Completed.

In connection with the proposed airmail service to the Island's northern areas, it is learned that the aerial survey of the Northeast coast has been completed by the Nassco and officials of the Department of Posta and Telegraphs. If the weather continues to hold good, it is expected that the survey of the Northwest coast will finish today.

The service is expected to begin early next week. The schedule calls for two trips each week, but in view of the delay in putting the service into operation, it is likely that several trips will be made during the coming week, depending on the weather, to clean up the backlog of mail now awaiting delivery to the areas in question.

1948.01.19 St John's Daily News p 3 (Mon).

Mail Survey Flight Saturday Left St Anthony.

Arrears of mail accumulate as weather delays survey.

Word from Mr. Derry Clarke, postal official on the air mail survey flight, stated they were leaving St. Anthony Saturday morning. The survey flight along the White Bay shore to St. Anthony had been completed and the St. Barbe shore was then being surveyed.

Reports show that harbours are still unfrozen up to last weekend and landing on ponds often some distance from the Post Offices involves delays.

The system is now about a ten days behind schedule and once the survey flight is completed there is an arrears of mail to be cleaned up – always with the variable weather an obstacle.

Mr. Clarke will stay with the plane until the arrears are cleaned up and the best plan of campaign decided upon. With more mild weather indicated on Saturday, unless temperatures are considerably lower in the north, further delays would not be improbable.

1948.01.21 St John's Daily News p 3 (Wed).

Mail Plane Held at Parsons Pond since Saturday.

Was still there at 3 pm yesterday.

Up to early yesterday afternoon NASSCO plane with Postal observer Derry Clarke on board

had been at Parson's Pond since Saturday afternoon, stormbound. The plane had made all interim ports between St. Anthony and Parson's Pond during the day.

Deer Lake reported fine weather about 3 pm yesterday, but it was presumed that the weather was bad further north, though it is only about 40 air miles from Parson's Pond to Deer Lake.

1948.01.23 St John's Daily News p 16 (Fri).

City and Elsewhere. Completing deliveries to the northern areas, the plane under charter to the Government for mail purposes arrived back at Main Dam, Deer Lake, Wednesday of this week.

1948.01.24 St John's Daily News p 3 (Sat).

Snowstorm Holds Mail Plane.

With a snowstorm covering the west coast yesterday, the Postal mail plane was still held at main Dam, having completed its first survey flight on Wednesday.

However, it is pointed out that though the service is now nearly three weeks behind the original schedule, it will still be far ahead of what the overland courier service could accomplish in the same time, if a break in the weather is secured. The mild weather would also have been a great hinderance to the courier system.

1948.01.27 St John's Daily News p 3 (Tues).

Local Airmail Service is now being operated.

Initial flights of the new air mail service took place yesterday when two of the local planes carried mail from Main Dam, Howley to St Anthony and other northern areas. In all, eighty bags of mail were conveyed by the aircraft. On landing at St Anthony one plane was featured in a mishap when one of the skis broke through a patch of thin ice. Because of this sudden impact, two bags of mail fell through the fissure but were quickly recovered and none of the mail was damaged. Necessary repairs were effected to the plane at St Anthony. Trips are to be made regularly until the current backlog of mail has been eliminated.

1948.01.30 St John's Daily News p 3 (Fri).

Third Plane to be in Operation on Air Mail.

Bad weather again grounded plane Thursday: St. Anthony mail cleared.

To help in clearing up the accumulation of mail for the Northern Peninsula, Nassco are despatching a third plane to take up this service, the plane still in action was grounded yesterday at Main Dam by stormy weather.

Repairs are not yet made to the plane whose undercarriage was damaged when it went through weak ice at St. Anthony recently, but parts are being flown in and repairs are expected to be complete in a day or two. When this plane is again airworthy all three will be kept in operation on the circuit until all mail is cleared up.

Secretary Roddis stated that mail for St Anthony had now been cleaned up and trips to Roddickton should clean up that shortly.

1948.02.04 St John's Evening Telegram p 3 (Wed).

Flying Mailmen are Giving Good Service in the North.

Backlog of mail for N.E. and N.W. coasts nearly cleaned up.

The aerial mail service inaugurated this winter by the Department of Posts and telegraphs to the northeast and northwest coasts is making good progress, and the backlog of mail which had accumulated while details of the service were being finalized has already been delivered, it is learned.

Given two more good days, and the accumulation of mail for places in both areas will be taken care of by planes of the Nassco who have been chartered for the work.

The plane which was damaged when its skis went through the ice at St Anthony on the first mail flight is still out of commission, however it has been replaced by another and there are now two aircraft engaged in the task.

1948.02.13 St John's Daily News p 3 (Fri).

114 Bags Mail Moved Wednesday by Air Service.

Norseman expected ready by Saturday.

One hundred and fourteen bags of mail were Wednesday moved from the Deer Lake terminal to their destinations on the Northern Peninsula by the

air mail service of the Post Office.

In spite of the handicaps experience in this initial air mail service settlements on the peninsula have still received their mail at least a fortnight earlier than would have been possible by former overland courier system, the Post Office points out.

Nassco report that only wiring and electrical apparatus was affected when the Norseman put its nose through thin ice at St Anthony some weeks ago, and repairs are expected to be completed by Saturday. Danger of short-circuiting by salt water involves overhauling the whole wiring circuits in the cockpit.

1948.02.20 Corner Brook Western Star p 23 (Fri). St Anthony Notes (Delayed)

Air Mail Service. The first air mail arrived here Sunday, January 25, and great excitement prevailed for a while. The plane made a successful landing, but on nearing the shore struck a thin patch of ice and sank through. The men were lucky enough to get out before the plane filled with water. People saw the accident and a large crowd had gathered with ropes and planks to render assistance.

The mail was quickly thrown out and only two or three bags were damaged. Owing to its skis great difficulty was experienced in getting the plane out of the ice. The men had to rig up a temporary derrick to hoist it out.

The plane sustained very little damage and will soon be in headlines again. We trust the air mail will give complete satisfaction.

1948.03.03 St John's Daily News p 3 (Wed).

Airmail Service Much Improved.

Airmail service to the northern area now seems to be operating satisfactorily, according to messages of appreciation received. When the service was inaugurated, delivery of mail was, according to some persons, rather slow, but the situation is now said to be much improved. Besides delivering mail and making mercy flights, the planes also perform other services and one of these was the conveying of some men from St Anthony to the city where they signed articles on a sealing ship.

1948.03.05 Corner Brook Western Star p 7 (Fri). Lomond News.

Mail Service. The mail service here this winter is excellent compared with other years, mail being received twice a week from Deer Lake and Bonne Bay.

The mail carrier, James Knott of Norris Point arrived here Monday with a dog team carrying twenty three bags of mail to connect with snowmobiles for Deer Lake.

1948.03.24 St John's Evening Telegram p 3 (Wed).

All Local Air Mail Delivered.

Information on the airplane mail service to the northwest and northeast coasts indicates that all backlog of mails to both sectors have now been delivered.

On Monday, pilots McGillivray and Collins, of Nassco, landed seventy bags of mail, calling at Harbour Deep, Roddickton, Main Brook, Sop's Arm, Jackson's Arm and St Anthony.

Returning from St Anthony the plane took the body of Mr Scott Chaulk, who died at Grenfell Memorial Hospital on Friday, to his home at Deer lake for internment.

Beginning today the mail plane will make its regular scheduled flights, namely, Wednesdays on the northwest coast and Saturdays on the northeast.

Many difficulties were encountered in connection with the experimental plane service which was inaugurated this year, but it would appear that these have now been overcome and, with the knowledge that has been gained over the period of operation, it is felt that it will be possible to maintain a reasonably satisfactory scheduled service.

1948.03.25 St John's Daily News p 3 (Thur).

Mail Deliveries to N. Peninsula

Total 1000 bags.

Air mail service working normally at 70 bags per flight.

Normal delivery of mail by air to the Northern peninsula is now completely up to date with trips on Monday to the White Bay side and Wednesdays to the St. Barbe side. As an indication of the rapid delivery now possible mail which went out by Friday's express was delivered to the White Bay post office as far as St Anthony on Monday.

This mail consists of all types, letters, newspapers and parcels, and about 1,000 bags have been delivered by air so far. A normal delivery consists of about seventy bags.

However, the Post Office realizes that though things are now running smoothly after a series of

headaches at the start, new problems will have to be faced as spring advances. The breakup of Deer Lake which will come before that of ponds in the north will make it necessary to seek another pond for a base, and Joe Gload's pond at Millartown Junction may be selected as a temporary base when Deer Lake becomes untenable for skis.

Many letters of appreciation of this service have been received by the Post office, a welcome reversal of earlier criticisms when weather so completely upset the schedule at the start.

1948.05.15 St John's Daily News p 9 (Sat).

Aerial Mail Results Not Yet Fully Appraised.

While full reports have not yet been received from outlying sections on the result of last winter's experimental aerial mail service to the Northern Peninsula, the department is not yet in a position to say whether it will make recommendations for its continuance another season.

Faced, as an infant undertaking with innumerable handicaps and setbacks, the service was some time getting into its stride, with mail continually accumulating. Later, however, it was successful in catching up the leeway and while it may not have been as proficient as was hoped it did provide a considerable improvement over the formerly extremely deliberate surface system, and handled parcels and newspapers as well as letter mail.

A new summer service was also reported:

1948.07.24 St John's Daily News p 3 (Sat).

First Direct Air Mail from

Burnt Creek.

The first direct Air Mail Letter from the site of the Iron Deposit at Burnt Creek, Labrador, Newfoundland came to the "St. John's Leading Newspaper", St John's, Newfoundland from Arthur E. Riddell, M.D., of the Labrador Mining and Exploration Co, has been received at this office.

The letter, which inclosed under its envelope a copy of Finance, a monthly stock market publication, took only a few days to reach the capital.

The winter air mail service was resumed in 1949: this will be described in Part 2 of this article.



Pilots Jim Collins (second from right) and Joe McGillivray (on Collins left) with a NASSCO Norseman.

(From Amazing Flights and Flyers by Shirlee Smith Matheson.)

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SEMI-OFFICIAL NOTES

Tom Reyman

No. 6

YUKON AIRWAYS AND EXPLORATION CO. LTD.

The western provinces of Canada were experiencing growth in mining and communications requirements in the late 1920's. In 1927, the Yukon Airways and Exploration Company was formed specifically to service the Yukon Territory (YT) and Northern region of British Columbia (BC). The main reason for the growth in the Yukon was the increase in mineral extraction operations and fur trapping. The airline company was started in October 1927 and a new Ryan aircraft was purchased and flown from Skagway, Alaska to Whitehorse, Yukon to establish the main office for the airline. The blue and white company stamp issued in October featured a drawing of the Ryan aircraft which was very similar to the Ryan plane used by Lindbergh on his flight across the Atlantic Ocean and also shown on United States air mail stamps. (Figures 1a and 1b)



Figure 1a - Yukon CL42 stamp



Figure 1b - US C10 stamp

The company airplane, christened *The Queen of the Yukon*, made its first mail delivery flight on November 11, 1927 on the route from Whitehorse to Dawson, YT. The pilot for this flight was Andy Cruickshank. There were a few more flights during November but mechanical problems with the aircraft at Mayo Landing, YT suspended operations from November 1927 to April 1928 after the Spring thaw. One of the November flights was this one (Figure 2) from Whitehorse to Mayo Landing intending to go on to Wernecke. The plane was forced down at Mayo Landing and the mail was finally delivered by dog sled from Mayo Landing to Wernecke.

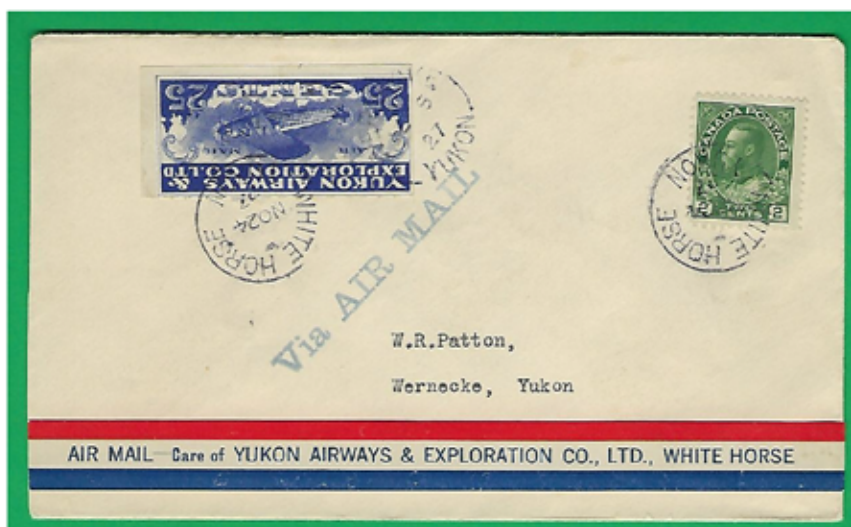


Figure 2 - Whitehorse to Wernecke on Nov. 24, 1927. The town was a mining center and was named after the mine owner, Mr. Wernecke. Notice the special adhesive strip with the company name that was to be applied to all Yukon Airways covers.

After the Spring thaw, flights resumed between Mayo Landing to Whitehorse (Figure 3a and 3b)



Figure 3a and 3b – This cover was prepared by A. C. Roessler (as addressed) for the flight between Mayo Landing and Whitehorse on April 2, 1928. The plane was piloted by Captain T. G. Stephens.

New destinations of Atlin, BC and Carcross, YT were added in April 1928. (Figures 4 and 5). Carcross was an important stop for miners during the 1896 Klondike Gold Rush and became a center for silver mining. It is also a First Nation community.

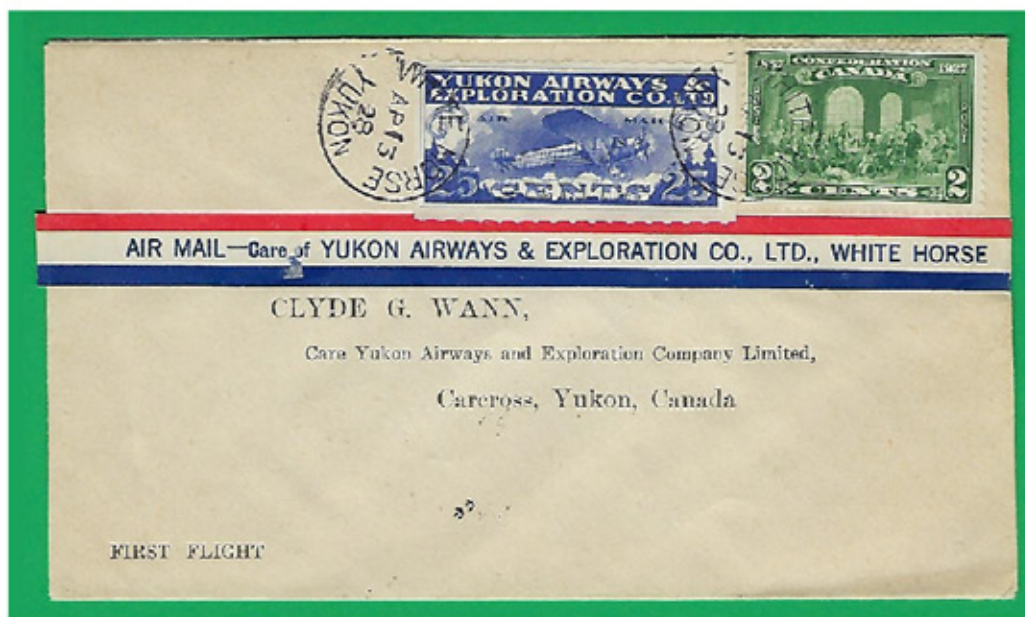


Figure 4 – Flight from Whitehorse to Carcross on April 13, 1928. Carcross was an important location on the Yukon River for telegraph communications

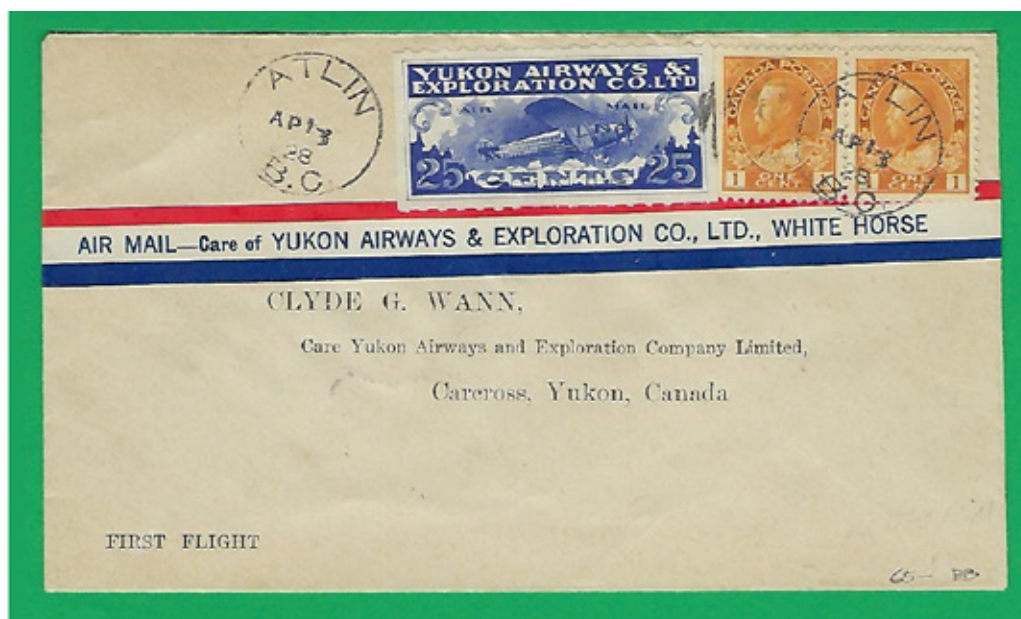


Figure 5 – Flight from Atlin to Carcross also on April 13, 1928. Atlin had been an important mining community since the Klondike Gold Rush and was an active mining center.

Company stamps were applied to the “Whitehorse Star” newspaper and these were delivered to Atlin and Carcross. This is the top part of that newspaper sent to Carcross. (Figure 6)



Figure 6 – The company stamp was applied to all copies of the newspaper flown to Carcross and Atlin on April 13.

In December 1928, pilot John Patterson flew a newly acquired Alexander Eaglerock aircraft (given a new name, *Northern Light*), from Vancouver. This flight carried mail on a first flight from Telegraph Creek to Atlin on its way to Whitehorse. (Figure 7).

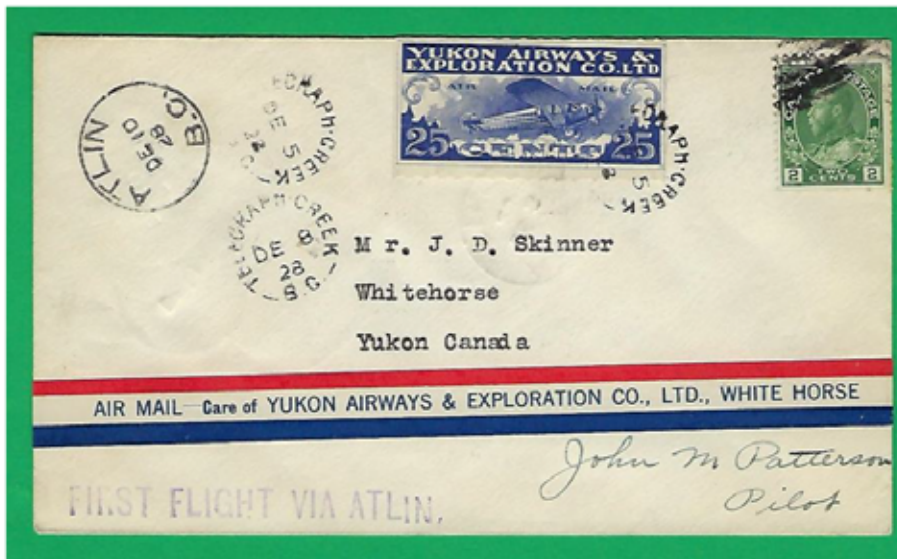


Figure 7 – Cover signed by Pilot John Patterson on this Dec. 8, 1928 flight.

The destination of Champagne Landing was added to the airline in June of 1929. (Figure 7)



Figure 8 – Flight to Champagne Landing about 48 miles West of Whitehorse on June 23, 1929. Notice the fine penmanship. Champagne Landing was an main stop on the old Dalton Trail on the way to Whitehorse.

The *Northern Light* also crashed at Mayo Landing in November 1929. With no aircraft and the inability to raise capital for a new airplane, the Yukon Airways and Exploration Company ceased operations in June 1930.

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- Topping, William E.; *Yukon Airways and Exploration Company Limited: A Pioneer Air Mail Company*: Topping Books, Vancouver, BC, 1996.
- https://en.wikipedia.org/wiki/Carcross,_Yukon
- https://en.wikipedia.org/wiki/Champagne_Landing_Yukon

FOLLOW UP - 1967 FIRST FLIGHT MIAMI TO MONTREAL



A question in the last issue asked which airline would have covered carried this cover:

Postmarked: MIAMI
NOV 1 PM 1967
Addressed to: L. FISCHBACK
GENERAL DELIVERY
Montreal, Que, Canada
Back stamped: GENERAL
DELIVERY POST
RESTANTE 1 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 AMF YUL
pouch

Answer:

The cover featured is from the first non-stop flight between Miami and Montreal by Northeast Airlines. The route was announced in an ad in the Montreal Gazette, Tuesday, 31st October 1967. The theme was - "New York's a nice place to visit. But not when you're going to Miami"

Flights operated daily, but no timetable appeared in the ad and there was no mention of equipment.

A new daily non-stop Montreal - Tampa was also announced, to commence 15th December. (Air Canada had been granted both Miami and Tampa non-stops the previous year).



Northeast operated Boeing 727-100s and Douglas DC-9s at that time plus Fairchild FH-227s for short haul flights. (Deliveries of 727-200s began in December 1967). Northeast had served Dorval since September 1941 and continued to do so until 1972 when it was subsumed into Delta Air Lines).

(Left) Pre-delivery view of Northeast Airlines 727-200 N1640 in their 'Yellowbird' colour scheme.

Many thanks to Ian Macdonald, John Johnson and Ken Sanford for their responses to this question.

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

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.

Charles Walsh - Hamilton - 1913

A booklet on Canadian Air Mail published by Francis J. Field in 1951 begins:

A Bird's Eye View of Canada.

by N. C. Baldwin.

A country composed of vast tracts of difficult terrain, impenetrable to the railway, obviously offers opportunity for the development of its resources that are denied to aviation where these conditions do not obtain. Canada provides all these ingredients and is probably as good an example as will be found of the superiority of air over surface transport, when the latter is handicapped by geographical conditions.

Demonstration flights in pre-1914 days with their accompanying souvenir mails so prevalent in some countries, are conspicuous by their absence, in fact there is only a record of two such events, one at Winnipeg by Thomas McGoey in 1912 and one at Hamilton, Ont. by Charles F. Walsh in 1913. One souvenir card is known from the first of these flights, but although mail is reported to have been flown on the second of these events none has come to light. To all intents and purposes therefore, the first mail flight can be considered to be that from Montreal to Toronto on June 24th, 1918, when 124 letters were flown between 300 and 400 miles in six hours, for not only was this a worth while effort effecting acceleration, but it was operated by Captain Bryan Peck of the R.C.A.F. under authority of the Deputy Postmaster General.

The reference to a demonstration flight by Charles Walsh in Hamilton in 1913 is very strange!

I have found no other reference to such a flight in the aerophilatelic literature.

And - according to Wikipedia - Charles Walsh died in 1912!

Charles Francis Walsh

(October 27, 1877 – October 3, 1912)

Was an American pioneer aviator who died in a crash in Trenton, New Jersey.

He was born in Mission Valley, California to Walter C. Walsh, and had a brother, Robert J. Walsh. The family moved to San Diego, California. Charles hitchhiked to Los Angeles in 1901 took a job as a steam engineer at the California General Hospital in Los Angeles. He married Alice Connolly on September 23, 1903. In January 1904, he and his wife moved to Winslow, Arizona where he went to work for the Union Pacific Railroad. He moved back to Los Angeles to work in an oil refinery as a field engineer. He learned to fly from Lincoln Beachy. He crashed and died on October 3, 1912 in Trenton, New Jersey and was buried in Calvary Cemetery, San Diego.

Can anybody provide any information regarding the "event" that Field's booklet refers to?

CALTAPEX 2019

Annual show of the Calgary Philatelic Society.

October 19th and 20th at the Kerby Centre,

1133-7th Ave SW, Calgary, AB, T2P 1B2.

For more information see: <https://calgaryphilatelicociety.com>

July 1st 1946: LONDON - CHICAGO FFC



This cover is from flight #4609d in Section 5 of AMCN, where it is described as:

1946, July 1 — Montreal / Ottawa / Toronto / London - Chicago. This route was flown by Trans-Canada Airlines and represented new service only on the segment from London to Chicago. Official cachets were furnished all points; in addition, Montreal was furnished a cachet, applied in black, inscribed in French as well as one in English.

The U.S. Post Office Department provided an official cachet for the reverse service, inaugurated on June 30. Two aircraft were used on the inaugural date. The Montreal mail was flown to Toronto in an aircraft in charge of W. F. Robinson and thence to Chicago by a crew in charge of H. W. Seagrim. London mail was also in charge of Seagrim; Ottawa mail was flown to Toronto by Robinson, then to Chicago by Seagrim. The Toronto mail was flown nonstop directly to Chicago by J. H. Foy. There was some variation in postmarks and backstamps at some points.

4609 Montreal - Chicago (54 pounds) 3.00

But the cover above is signed by Capt. Len Weatherall!

Does anybody know what Capt. Weatherall's connection to the London - Chicago First Flight was?

If you can help, please send information to the editor:

hargreavescp@sympatico.ca

Canadian Pioneer & Semi-official Airmails

Canadian S.C.A.D.T.A.

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

Ray Simrak, simrakr@hotmail.com

Text. 519-562-6627.



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

All memberships were extended for three months in March, while Brian convalesced from his fall. The following members are now 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.

Regular members:

- | | |
|---------------------------|------------------------------|
| #135 Beatrice Bachmann, | #24 Neil Hunter, |
| #468 Douglas Becker, | #284 John Irvine, |
| #414 Peter A. Carter, | #49 Jonathan L. Johnson Jr., |
| #461 Michael Croy, | #359 Steve Johnson, |
| #447 Barry Countryman, | #418 Ian M. Macdonald, |
| #480 Michael B. Deery, | #429 Ian McMahon, |
| #436 Peter Edwards, | #155 Larry Milberry, |
| #482 Brainard Fitzgerald, | #463 Mike Street, |
| #342 Mrs. Sandy | #481 Robert Toombs, |
| Freeman, | #428 Michael F.Valenti, |
| #469 Alec Globe, | #425 Paul Varty, |
| #183 Robert A. | #139 G.A.Wilson |
| Haslewood, | |

The dues for Advertising Members are \$25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

Advertising:

- #353 Chris Carmichael,
#443 Eastern Auctions,
#262 E.S.J. Van Dam,
#412 John Walsh

To all members listed who have already renewed their membership, thank you for doing so.