

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2019

No. 121

Season's Greetings!



IN THIS ISSUE:

- AMCNI ON THE INTERNET
- A GIFT OF COVERS
- DICK MALOTT'S PHILATELIC FLIGHT

AND MUCH MORE!



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Volume XXXV, Number 4

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

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

The ANNUAL GENERAL MEETING OF THE CAS WILL BE HELD DURING ORAPEX.

ROYAL 2020 ROYALE - will be held in Fredericton, New Brunswick, June 19 - 21 2020. This is the annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPLEX 2020 will be held in Dartmouth, Nova Scotia. September 4th to 6th. Annual exhibition and convention of the British North America Philatelic Society. Further information at HYPERLINK "http://www.bnaps.org" www.bnaps.org <http://www.bnaps.org>

CALTAPEX 2020. 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 2020 -- October 31st - November 1st 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 2020 - Sunday November 1st, 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 Chris Hargreaves: hargreavescp@sympatico.ca

EDITOR'S REPORT

At the 16th New Zealand Philatelic Exhibition in Christchurch, NZ, the Canadian Aerophilatelist received a Large Vermeil award. We entered the "digital" version of the journal in this exhibition, and are very pleased with the result.

Chris Hargreaves



PRESIDENT'S REPORT

My congratulations to our journal editor Chris Hargreaves and online editor Paul Balcaen. The CAS Journal won a Large Vermeil medal in the Literature Class at the 16th New Zealand Philatelic Exhibition! I have stated many times how wonderful our Journal is, and this is the icing on top. We are lucky to have dedicated editors and I am glad the judges have recognized Chris and Paul for all their hard work. Nicely done!

I should also point out that Chris Hargreaves did have a fall recently and received a concussion. I wish Chris the best for a steady recovery. While Chris is recovering, the upcoming Journal could be delayed. I trust everyone will understand and will send Chris their best wishes.

We have reports that members are receiving spam emails from members of the executive (mainly from myself). I would like to point out that since the executive have their email addresses published on the website, those email addresses are now being used to "phish" members into giving personal information or trying to collect money. Please be advised, those emails are not originating from the executive. Do not give out any personal information or click any links. I would like to give my best wishes to my friend and one of my mentors, Dick Malott. A quick return to good health my friend.

I would like to wish everyone a Merry Christmas and Happy Holidays. Stay healthy.

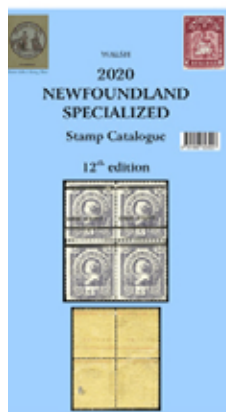
Steve Johnson

SECRETARY'S REPORT

Welcome to five new members:

- #488 Ron Coughlin
of Beaconsfield QC,
- #489 Jim Stedman
of Silver Springs MD, USA
- #490 Per Olof Jansson
of Bohus, Sweden,
- #491 Bob Parsons
of Newcastle, ON
- #492 Doug Matthews
of Port Moody, BC

Brian Wolfenden

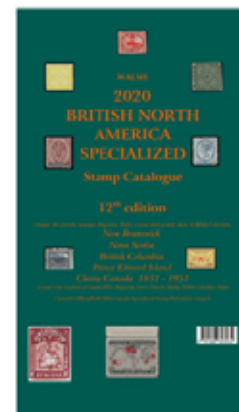


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AMCNI on the Internet

A complete edition of *The Air Mails of Canada and Newfoundland* has been posted on the American Air Mail Society's website! - To see it:

- go to www.americanairmailssociety.org
- select RESOURCES on the menu bar
- select PUBLICATIONS on the drop down menu
- then select AIR MAILS AND RATES OF CANADA/NEWFOUNDLAND 1ST EDITION

In order to keep the revised catalogue (AMCN2) to the same size as the current edition (AMCNI), some of the information in AMCNI that has not changed will be omitted from AMCN2. By placing AMCNI on the internet, the information left out of AMCN2 will still be readily available to purchasers of AMCN2 without them having to buy both volumes.

Although AMCN2 will not be ready for several months, AMCNI has been placed on the internet already as service to collectors and researchers.

Also posted in the same location on the AAMS website are two excellent publications, that are too large to be included in AMCN2 in their entirety:

- *Canada Air Mails Rates from 1925 to 2019* by David Crotty
- *Newfoundland Post Office Circular Airmail Sections 1937-1949* - a summary of the announcements regarding air mail, prepared by the late Jack Ince.

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS:

BNAPEX 2019 - TORONTO

Per-Olof Jansson – Canada Commercial Airmail During 1925 – 1954
Vermeil, and Canadian Aerophilatelic Society Best Air Mail Exhibit Award

CANPEX 2019 - London, Ontario

Ken Snelson - British Underpaid Intercontinental Air Mail to WWII
Large Gold, American Philatelic Society Research Award
and Philatelic Specialists Society of Canada Research Award

Steve Johnson - Postal History of Yukon Airways
Large Gold, Canadian Aerophilatelic Society Best Air Mail Exhibit Award
and British North America Philatelic Society, Best BNA One Frame Exhibit Award

Ray Simrak - Canadian Dispatch Pacific Clipper Mail 1935-1941
Silver Bronze Medal

CALTAPEX 2019 – Calgary

Walter Herdzik - Imperial Airways First Airmail London – Mwanza – London 1931
Vermeil, and Canadian Aerophilatelic Society Best Air Mail Exhibit Award

Dave Bartlet - Centenary of First Trans-Atlantic Flight of Alcock and Brown
Silver Medal

The Smithsonian Institution, Washington D.C.

Ray Simrak - Canadian Pioneer Airmail
150th RPSL Anniversary Medal and Certificate.

Ray's exhibit was part of an exhibition of 52 one frame exhibits at the National Postal Museum in Washington, that was hosted by the North American members of the Royal Philatelic Society of London, to celebrate the

150TH Anniversary of the RPSL.

There were four Canadian exhibits in the event, and two of them were from CAS members. - Charles Verge's "1959 U.S. Dental Health Stamp" was also included.

Picture Postage Stamps on the web

Thanks to Peter Lepold for passing on that the web catalogue picturepostage.net is listing the CAS Alcock and Brown stamps as #2586-P123 (P rate stamp) and #2586-P124 (\$2.65 rate stamp).

- The Grant Boland stamp shown in our September journal is #2586-P122.
- The St. John's Philatelic Society Alcock and Brown stamp (our Sept. Journal p.5) is #2587-M278
- The stamps used by Peter on his covers (our Sept. journal p.5) are #2587 - M265 to M270.

The numbering is based on the frame of the stamp: 2586 is Dots, 2587 is the black shadow frame. - Stamps are then subdivided by subject: Animals, Business, Miscellaneous and People.

CAS in Canadian Stamp News

The CAS was featured in two long articles about our Alcock and Brown anniversary cards, and



Dave Bartlet's trans-Atlantic flight to get them flown and cancelled.

The first story began on the front page of the September 17th issue of Canadian Stamp News. - The second story was in the October 29th issue.

The cards have been very well received, and created a very nice amount of publicity for Alcock and Brown's epic flight, and also for the CAS.

Day of Aerophilately - Toronto, November 3rd

(back) Tony Hine, Ken Lemke, Michael Croy, Neil Hunter, John Bertram, Simon Claughton, Andrew Selbie, (front)



Dave Bartlet, Chris Hargreaves, Robert Galway, Al Urbonas, Dick McIntosh, Jim Jung

There were five presentations during the day, as well as a book sale, covers and a box of postcards of aircraft for sale, a very sociable lunch, and great conversation:

- Andrew Selbie - Lufthansa's Seaplanes and South Atlantic Airmail Service.
- Dave Bartlet - Producing and Cancelling the Alcock and Brown Commemorative Cards
- Robert Galway - The Pilots, Planes and Places of the Red Lake Gold Rush, 1925 - 1926
- Simon Claughton - Some interesting recent finds of air mail covers
- Chris Hargreaves - Denny May's Commemorative Flight Covers

(cont.)

Many thanks to Kathy Hartley, who provided an "Aero" bar for each of us and took the photo above; to Lee Ann Stewart and Charles Verge for their help organizing the Day; and to Jim Jung for the chocolate coconut pie!

Next year's Day of Aerophilately - our 27th - will be on Sunday November 1st.

AMCN2 Section 16 Update - HELP NEEDED!!!!

By Mike Street

CAS Members, I have volunteered to assist in updating Section 16, Canadian Airport and Air Mail Field Cancels, for the new second edition of the Air Mails of Canada and Newfoundland (AMCN2), and I really need your help.



Here's the situation: In addition to new cancellations that have inevitably turned up since the publication of AMCN1 and a Supplement published in 2001, I have found that the listing of Canadian Airport and Air Mail Field Cancels

in AMCN1 did not distinguish between the typographic fonts used in the handstamps. The issue here is that some cancellations could have been duplicated in different fonts. Shown here are two examples of numbered Montreal cancellations – the No. 27 strike is in a sans-serif font, while the No. 13 strike is in a serifed font. Identifying fonts, at least as far as is serifs/non serif, is obviously necessary.

Another finding is that some of the Air Mail cancellations listed in AMCN1 were not applied at an Airport or Air Mail Field, but were actually applied at central mail handling offices in a major city. The cover shown here illustrates the problem:

The boxed "Clerk-in-

Charge/TORONTO, ONT. / AIR MAIL" mark was applied on 3 Jun 1956. The two "TORONTO / AIR MAIL SECTION" circle date stamp (CDS) strikes were added at 0500, 4 Jun. The "TORONTO ONT.A.M.S. / 1956" barrel cancel was applied at 0530, 4 VI (June). It seems logical that the "Clerk" strike was applied at one of the main Toronto postal stations, likely Station A, while the June 4 marks were applied at Toronto Airport. Or were they? The "Clerk" strike is not listed in AMCN1, but now that it has turned up it needs to be listed, possibly with a note that it was likely applied downtown, not at the airport. Note also that the "TORONTO / AIR MAIL SECTION" mark has a dot before and after "TORONTO". The O-54b listing of this strike in AMCN1 does not mention the dots. (The "AIR PARCEL POST FOR SPEED" machine cancel adds another, different, air mail aspect to the cover.)



You can see the problem! What I need are scans of ANY and ALL air mail related cancellations that were or appear to have been applied at a Canadian Airport, Air Mail Facility/Section or other postal facility. Please email scans to me at mikestreet1@gmail.com. If you have a large number of scans, please contact me first for a different method of sending them over the Internet all together in one step. THANKS for any and all assistance.



A GIFT OF COVERS

From Denny May to the CAS to readers.

Denny and Marg have moved house. As part of their downsizing, Denny has donated a large number of commemorative flight covers to the CAS.

The CAS is passing these covers on to readers, and in keeping with Denny's generosity, we will pay the postage.

The covers donated by Denny are:

- 1979: 50th anniversary of the 1929 mercy flight by Wop May & Vic Horner, carrying diphtheria antitoxin from Edmonton to Fort Vermilion. Signed by the pilots, including Denny May and Bob Horner, sons of the original pilots.
- 1980: maiden northern flight of the Lutheran Association of Missionaries and Pilots new Cessna 185 aircraft, Thunder Bay to Fort Hope.
- 2002: covers signed by the Snowbirds for their Grey Cup Flypast over Edmonton
- 2004: British Commonwealth Air Training Plan, Alberta Aircrew Memorial dedication flypast, Calgary
- 2004: Two postcards commemorating the 75th Anniversary of the First Official Airmail to the Arctic, in December 1929. The cards were produced by the Western Chapter of the CAS, and were postmarked and signed by the current postmasters, 75 years to the day at the locations where the original air mail arrived in 1929.
- 2009: First Day Cover for the 100th anniversary of Powered Flight in Canada

commemorative, produced by the Canadian Aeronautical Preservation Association, franked with a single stamp

- 2009: First Day Cover for the 100th anniversary of Powered Flight in Canada commemorative, produced by the C.A.P.A. and franked with a block of four stamps.
- 2009: cover flown on the Silver Dart replica built for the 100th anniversary of Powered Flight in Canada. Covers were flown on January 22nd 2009, and signed by the pilot Bjarni Tryggvason who was previously an astronaut on Space Shuttle mission STS 85.
- 2010: cover produced by the Alberta Aviation Museum (Edmonton) to commemorate the 70th anniversary of British Commonwealth Air Training Plan. Covers were flown to sites of former bases, Edmonton-Lacombe-Calgary-Nanton-Vulcan-High River-Brooks-Penhold, by pilots Hinderks and Peters in a Kelly D biplane.

Denny has also donated copies of the terrific 12 page booklet he produced describing the First Official Airmail to the Arctic in 1929. This contains detailed information about the service, the aircraft used, how the mail was shuttled north, and many illustrations.

If you would like any of these covers, or one of each of them, and/or a copy of Denny's booklet, just send your postal address to Chris Hargreaves at hargreavescp@sympatico.ca or to 4060 Bath Road, Kingston, Ontario K7M 4Y4



LETTER TO THE EDITOR from Hal Vogel

65 Years Ago - When Air Travel was Quite Pleasant

The September journal was another diverse, interesting issue of The Canadian Aerophilatelist.

Amazing front cover! I still can recall many years ago when I briefly was self-employed in the business community, of returning home from work to change into my "Sunday best," to make a business flight. It was an occasion. Something I looked forward to doing (even if it was for business). But certainly not now, when each air trip verges on various degrees of misery.

Ed. - I commented to Hal that it was nice to think about the time when people dressed up to fly!

I'm with you, but in those bygone days of dressing up to fly, there was a reason. Everything was much nicer about flying. It was an experience, rather than just a cramped bus ride in the air.

It also was a rare experience, back then. I still recall my first commercial plane ride. I had been in the military already for a while and had flown a bit. But as a paratrooper. The joke then was that there were airborne troopers who had flown -- but had never landed. After all, if your parajump exercise is successful, you just take off. You land without the plane.

At airborne school there were so many of us (and the class was not that large) who had never flown before entering paratroop training, that a half day (Saturday afternoon) was set aside to take up in an airplane all the student jumpers who had never flown before. The concept was not to have our first flight coincide with our first jump (one is enough for one day). Ironically, my practice flight was a disaster. It was a small Army spotter plane (just two back-to-back seats). The plane had an in-flight malfunction and had to make an emergency landing. I still recall the pilot giving me midair exit instructions in the event he could not make it to the runway in time. I was telling myself that my first real jump was next week. This was TOO soon to exit an airplane in flight. Fortunately, the pilot made it to the runway and was able to land on the first pass. The plane was not as lucky. It needed extensive repairs, and I had to return to base (we had

landed at a distant Air Force base, not at my Army base) on another plane they later sent to retrieve me. The pilot had to stay with his plane, but I had class to attend -- and make my first actual jump from an airplane after nearly three weeks of training (in those days).

Weeks later I get my permanent orders after graduating from airborne school, and it requires that I fly overseas to an Army base in the Pacific to join my unit. An Army bus took me to a large commercial airport, and I went into the terminal area. It was then that I realized that I had absolutely no idea how to exchange my Army TO for a plane ticket and board the aircraft. I did not know. I did not see anything that suggested how to do this. Apparently I was not alone in this experience. A nice, older lady (airport employee) walked up to me (I was in uniform and probably looked very lost) and asked if I would like to know how to get a ticket and board my aircraft. That apparently was her job. It seems there were many novices such as I in those days (late '50s and early '60s). She led me to a counter, from where I was directed to the departure gate. Honestly! I had no idea how to do it before then. Those were the days.

Thanks Hal.

IN MEMORIAM: Richard Beith

Richard joined the CAS in 1996, and contributed regularly to The Canadian Aerophilatelist. In 2011 he received the Editor's Award for his series of articles on "The St. Lawrence Seaway Air Mail Service, 1927 - 1939".

Richard had a wide variety of philatelic interests, including Scottish Air Mails, The South Atlantic Airmail Services, and the Free Czechoslovak Forces during World War II.

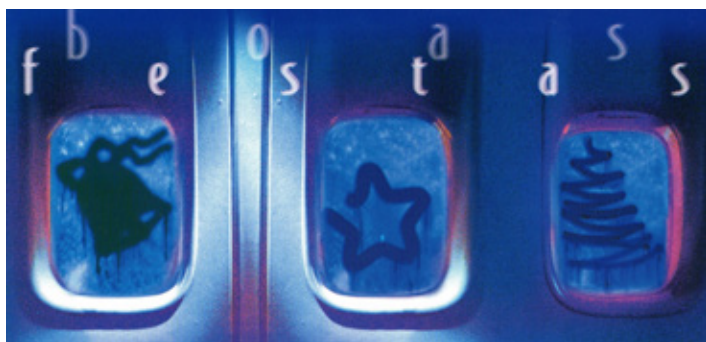
In 2008 he was invited to give the Tom Rielly Memorial Display and talk at the Annual Congress of Scottish Philatelic Societies, and to sign the Book of Scottish Philatelists. In 2015 he was elected a Fellow of the Royal Philatelic Society of London.

On behalf the CAS I would like to offer our condolences to Richard's family.

Season's Greetings

**Best wishes to all readers for the Christmas Season and New Year,
Chris and Paul**

CHRISTMAS GREETINGS FROM DICK MALOTT



I wish all members of the Canadian Aerophilatelic Society and their loved ones the most blessed and merry Christmas for 2019 and a happy, healthy and prosperous New Year 2020. I also wish you success in finding elusive items for your collection and successful results in exhibiting your collection. It is most important for the development of Aerophilately to exhibit your treasured items to encourage others to do so .

This year I am showing a Christmas card received in 2000 from the late Captain Frank Lemos de Silveris of Portugal. Frank was closely associated with TAP, Air Portugal, and prepared many colourful and important air mail first flight covers from Portugal. For many years he was the President of the FIP Aerophilatelic Commission. He fought many battles on behalf of Aerophilately with the Fédération Internationale de Philately to maintain Aerophilately's

independence from Postal History. He was quite a character and very dear friend.

On 31 October 2019 I celebrated my 92nd birthday. Until recently my health has been quite good despite using a pacemaker and having controlled diabetes 2. Four months ago I felt tired, lost my appetite and weight. A 9 hour visit to our local excellent Queensway Carleton Hospital revealed that I may have cancer in my liver. I am scheduled for several check-ups and a biopsy. I have no pains and I am gaining weight again. If I do have cancer I attribute it to Agent Orange used by the USA in Vietnam from 1954 to 1974. I was in the Peace Observation Group, the Canadian Delegation for the International Commission for Control and Supervision, January to July, 1973. Several of my ICCS comrades have developed cancer from the deadly chemical and at least two have died from it. The Agent Orange used in Vietnam was 20 times more concentrated than that used in experimental testing in Camp Gagetown, New Brunswick, in the 1950's and 1960's. In addition to 2 medals received for service in Vietnam I may also have cancer as an extra reward. I have a positive outlook and I am still active driving, attending National Arts Center activities and the operas sent in by High Definition from the Metropolitan Opera in New York. I am still busy with our annual 2 day stamp show in Ottawa, ORAPEX. Be sure to attend in 2020, 2 and 3 May.

**Best wishes for the holiday season,
Dick Malott**

Wolfenden
Canadian Flight Covers

**I am retiring at the end of 2019 .
Thank you to all my customers over the years.
Brian**

203A Woodfield Drive, Nepean, Ontario K2G 4P2
E-mail: bjnepean@trytel.com

My Wonderful Philatelic Flight: Major (Rtd.) Richard K. Malott, CD, M.Sc., B.A.

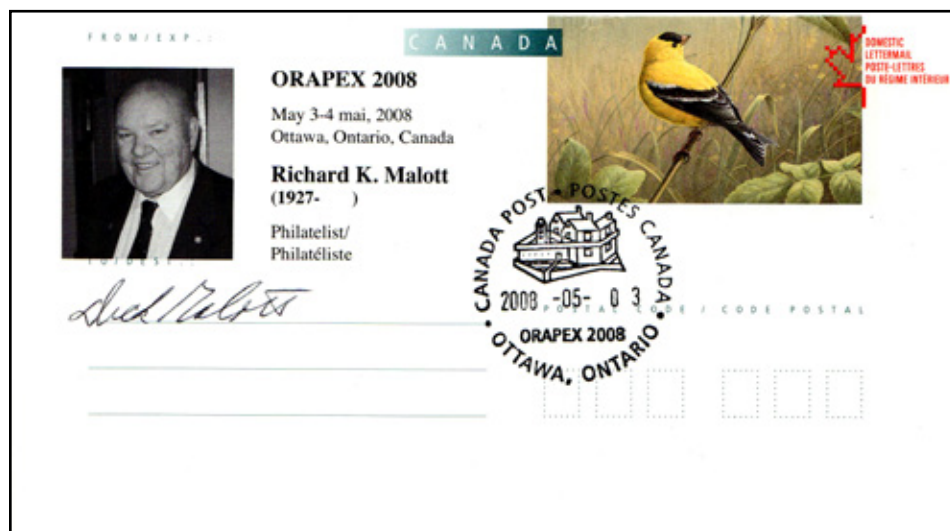
Fellow of the Royal Philatelic Society of Canada
(1986)
Foreign Associate Philatelic Member, Royal Belgian
Academy of Philately (1986)
Elected to American Air Mail Society "Aerophilatelic
Hall of Fame" (1996)
Fellow of the Royal Philatelic Society of London
(2005)
British North American Philatelic Society Life Time
Achievement Award (2006)
Fellow of the Canadian Aerophilatelic Society (2009)
Honorary Member, Philatelic Specialists
Society of Canada (2013)

Part One

I was born in Kingsville, Ontario, near Windsor/Detroit on 31st October 1927.

My stamp collecting began at age 5 through the kind guidance of a retired United Church Minister, Reverend Creasy, who lived around the corner from my home in Kingsville, Ontario, the home of the Jack Miner Bird Sanctuary. Reverend Creasy had been a minister in Newfoundland for many years and during his years of service accumulated thousands of Newfoundland stamps which he traded with many collectors to create a fabulous British Empire Collection. He collected and traded only fine used stamps for fun, education and relaxation. These

aspects of philately he imparted to all the young collectors that he guided. You were expected to mount the stamps by hinges, and if he approved of your work, you received more stamps. I augmented my collection by collecting stamps off all envelopes that came my way, including stamps on envelopes in the local Post Office's waste paper baskets. The local postal clerks were very helpful, and often directed me to local citizens who received parcels and letters from distant lands.



Honoured as a Distinguished Philatelist at ORAPEX 2008

EDITOR'S NOTE: I have been encouraging Dick to write his philatelic memoirs for many years, but he never got beyond 1960.

In view of Dick's health issues that he mentioned on the previous page, I decided to write a second part to his memoirs, in order that they can appear as a tribute to Dick, not an obituary.

The information in "Part 2" is based on the notes Dick made for the presentation "My Wonderful Aerophilatelic Flight: 80 Years a Stamp Collector", that he gave to the Philatelic Specialists Society during ORAPEX 2013, and on other information I have gathered over the years. The completed biography was then sent to Dick to be reviewed and adjusted.

I continued my collecting through Public and High School days, and augmented my collecting by getting Canadian and USA First Day Covers. I made special blue leather binders to put in the FDC's.

I attended the University of Western Ontario in London, Ontario, 1945 - 1950 where I graduated with an Honours History Degree. While at Western I was the President of the Dr. Jeffries Stamp Club, and our group often displayed covers and stamps in a large display window at the end of an underground passageway from the main building to the Library. While at Western I joined the RCAF Reserve Training Program and spent 3 summers as a flight cadet under administrative training at RCAF Station Clinton, at RCAF Headquarters in Ottawa, and at the Training Depot in Toronto, Ontario. Unbeknown to me I was laying the foundation of my dedicated interest to

Canadian Aerophilately with my History Degree, my RCAF training, and my interest in stamp collecting.

In 1950 after graduating from Western I joined the RCAF and under took Navigation Training at RCAF Station Summerside, PEI. My main philatelic interest at the time was plate blocks, especially OHMS and G corner blocks. While there I met a young lady who worked at the federal Government Unemployment Office who handled these stamps. She supplied me, by exchanging them for regular stamps, with hundreds of Government Official OHMS and G plate blocks, including some with missing Gs. Much later I traded these for my first Canadian Flight Covers.

After graduation as a navigator, I was posted to Greenwood, Nova Scotia, where I served as a Navigator with 404 Maritime Reconnaissance Squadron, The Buffalo Squadron, flying Lancaster aircraft.

My active aerophilatelic collecting did not start until 1954 when I converted to the Logistics Branch, and was transferred to RCAF Station Aylmer, in Aylmer (West), Ontario - a lovely town near London, Ontario. At Aylmer I attended the 12 month supply officer's course, then served as the Base Junior Supply Officer for 2 years; then the Officer Commanding the Airmen's Supply School for two years; and finally another two years as the Officer Commanding the Officers' Supply School.

We started up a Stamp Club Chapter of the RPSC at RCAF Station Aylmer, and I joined the RPSC. Each year on Air Force Day we would hold a big stamp show with the help of a dear departed friend, Warrant Officer 1st Class, Daws Perry. It was at one of these shows that a local collector, the late Maurice Hewitt, displayed his fabulous collection of Canadian airmail First Flight Covers, most of which were signed in black India ink by the pilots who flew the flights. Needless to say I was hooked. At RCAF Station Aylmer I commenced my research in earnest on Canadian air mail, the pilots and the aircraft. Little did I realize the fascinating future that lay ahead for me with Canadian Aerophilately.

Part Two

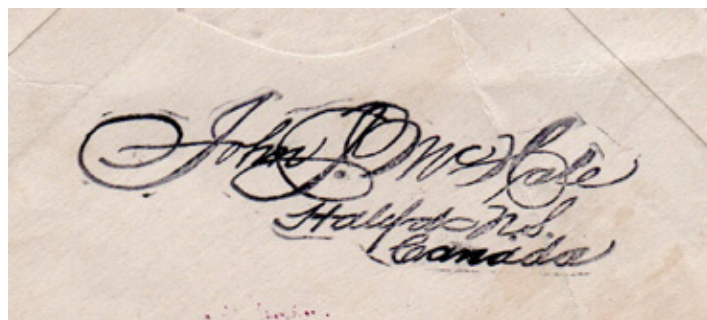
In February 1953 Dick had married Dorothy Payne of Halifax, Nova Scotia. On trips to the Maritimes he sought out early collectors like John

McHale, a retired Post Office clerk who had prepared special flight covers during the 1920's and 30's; Reverend Morris who had a lot of material he'd produced in the late 1920's and 1930's for sale; and Major Ian Morgan who had produced early catalogues about Canadian Air Mail, and was living in Chester, Nova Scotia.

In developing his collection, Dick was particularly guided by the advice of Jim Sissons, "who advised me not to buy the stamps but the air mail envelopes that told the story". Jim also commented that he had "hoards of mint semi-officials from heirs of printers".



Handwritten note on front: Carried on German Plane D-1422 to New York



John McHale handstamp on back

In September 2004, when there was a number of questions in The Canadian Aerophilatelist about the different cancellations on covers related to Von Gronau's Trans-Atlantic flight in August 1930, Dick was able to explain the situation based on his earlier conversations with Jack McHale, and to provide an anecdote about what happened afterwards:

- after Von Gronau landed in Halifax, Postmaster John King - who worked with Roessler - arranged for some covers to be "officially" carried from Halifax to New York by Von Gronau on August 25th

- when Von Gronau's departure was delayed, Jack McHale - who worked with the American Aero Philatelic Society - arranged for additional covers to be carried "unofficially" from Halifax to New York on August 26th
- when it turned out that collectors preferred the "unofficial" covers cancelled on the actual date of the flight, to the "official" covers cancelled the day earlier, Postmaster King was furious and suspended Jack McHale for two weeks without pay!

In the 1950's there were several senior officers in the RCAF who had flown many of the pioneer air mail flights. They were very pleased to learn that Dick was interested in their past air mail activities, and were happy to talk to him about them.

Through historical research procedures, Dick also located dozens of early air mail pilots, who often sold or gave him air mail material.

At one time he made contact with Mrs. L.E.D. Stevens, the widow of one of the founders of Devere Aviation Co., which made the first flights between Truro, Nova Scotia, and Charlottetown, Prince Edward Island, in 1919. She had a cover from the flights which he bought from her through her lawyer.

Dick also visited historic sites, such as Parrsboro, N.S. where Admiral Sir Mark Kerr had landed *The Atlantic* - a modified Handley Page VI500 long range bomber - in 1919. The aircraft had been damaged on landing, and new wings were ordered from England. Then, in order to take off, the aircraft had to be lightened. There were still parts of the aircraft in the park when Dick visited. Dick told the local mayor about them, and the parts were then put in a museum. Dick also spoke to an elderly man who had been a guard on the aircraft in 1919. The guard gave Dick a cover he'd sent to his sister in Greenport, Long Island, New York, on 9th Oct 1919. - When Dick told him it was valuable, the guard said it wasn't as valuable as finding a guy who cared about it!

In 1960 Dick was transferred overseas and served with NATO. He spent two years at 312 Air Material Base, Langan, England, where he became President of the base stamp club. While in England he acquired through a major air mail auction at Harmer's of London, 20 of 24 lots of an original Canadian air mail collection, composed of almost all the early first flight covers. (He missed out on Patricia Airways and



The Atlantic at Parrsboro, July 1919. - It had been modified to attempt a Trans-Atlantic crossing, but after Alcock and Brown's success, it was trying to fly from St. John's to New York. See the March 2019 Canadian Aerophilatelist for more information.

Yukon Airways to a French collector.) The items were badly lotted, and Dick was particularly interested in the last lot which consisted of 4 large albums containing hundreds of early scarce flights of pioneer and semi-officials. The lots cost £1,200 pounds, but Dick's wife concurred and a local bank loaned him the money. By selling the duplicates Dick was able to repay the loan in six months.

In 1962 Dick was posted to the RCAF Air Weapons Unit, Deccimonammu, Sardinia. In Sardinia he commenced collecting Canadian military post marks, as all sorts of new cancellations were being developed due to bilingualism and the fact that the AWU was on the crossroads for all the Canadian UN flights to Cyprus, Lebanon, Egypt, Pakistan, etc. These scarce cancellations were later traded or sold for more Canadian pioneer and semi-official first flight covers. Dick also obtained scarce UN postal markings. Dick knew the pilots: he got them fresh fruit for return flights, and they mailed covers for him.

After he returned to Canada in 1964, Dick spent a year in Ottawa. He was given permission to go through the waste envelopes from incoming mail in the Central Registry of the Department of National Defence, where he found a lot of unusual markings.

In 1965 he obtained a Master of Science Degree in Logistics and Computers at the United States Air Force Institute of Technology (AFIT) at Wright Patterson Air Force Base, Dayton, Ohio, USA.

Back to Ottawa Dick continued compiling data on air mail flights, the aircraft and the airline companies. He started writing articles for the philatelic

press to publicize the early flights that were being forgotten, and sent letters to editors seeking information about the early flights.

He was contacted by the widow of a WWI VC winner, Major Thain MacDowell, who had a connection to the Laurentide Air Services, and had a collection of Laurentide semi-official stamps, covers, and schedules. She wanted help in locating her husband's VC, and Dick located it for her.

He located at CFB Rockcliffe the daughter of one of the Eve Brothers, founder of BC Airways: she had 50 full sheets of BC stamps, schedules, maps, etc. Dick bought them all.

He also heard many stories from Georgette Vachon - wife of Romeo Vachon who developed the winter air mail service along the St. Lawrence - who was the secretary of Wing Commander Ralph Manning, Deputy Director of the Canadian War Museum.



1968 - Part of Dick's first series of Anniversary Covers.

In 1968 Dick began producing covers to commemorate the anniversaries of significant air mail flights in Canada. These were another way of publicizing Canada's air mail history, and were popular collectibles - he produced 100 of each cover. He also produced First Flight Covers when new services were advertised, in order to continue the philatelic record of aviation in Canada, at a time when the Canadian Post Office and the airlines were showing less and less interest in such covers.

Around this time Dick joined the RA Stamp Club in Ottawa. He also became a President of the Canadian Airmail Collectors Club, and an Assistant Editor of their newsletter, which was published as part of the *Jack Knight Air Log*, produced by the Aerophilatelic Federation of the Americas.

In 1969 Dick joined the Philatelic Specialists

Society of Canada, and is now the longest serving member of the PSSC.

In 1973 Dick was volunteered to go to Vietnam, where he was part of the Canadian Delegation of the International Commission of Control and Supervision (CANDEL ICCS) at the end of the Vietnam War. While there he obtained hundreds of special military Vietnam cancels and Canadian postal markings. He was able to buy cigarettes at \$1 a carton, and gave them to postal clerks who were happy to co-operate in the production of his covers..

In 1974 he retired from the Canadian Forces, and assumed the position of the Chief Curator of Collections at the Canadian War Museum, Ottawa, Ontario. - In this new role he was responsible for a staff of 19 curators, researchers and conservators, as well as 25 volunteers assisting in curatorial work. He was also responsible for the largest military collection in Canada, composed of some 700,000 artifacts that included 10,000 works of art and sculpture, 6,000 uniforms, tens of thousands of military accouterments, thousands of cap badges, military insignia, military medals, and buttons, 7,000 posters, 3,000 weapons, over 100,000 photographs, hundreds of maps, and over 150 military vehicles and tanks including a Russian T-34.



1975 - First Flight Cover produced for a new Air Canada service from Toronto to Charlottetown, in order to continue the philatelic record of aviation history.

After he retired from the military, Dick became very involved in philatelic exhibiting - as an organizer, as an exhibitor, and a judge. A feature of Dick's organizing was his extensive networking: locally, nationally, and internationally. - Doug Lingard has commented that Dick was a member of the ORAPEX committee when he joined it around

1976: "In the old days, Dick was in charge of publicity and sent press releases out to all of the radio and TV stations in the area plus the newspapers, including most of the local/community ones. He would normally have the CBC and sometimes CTV at the show and they would give the show a plug on the Saturday evening 6 PM and 11:30 PM news. He had a massive distribution list he used, which also included the stamp clubs in eastern Ontario, like the Peterborough club."

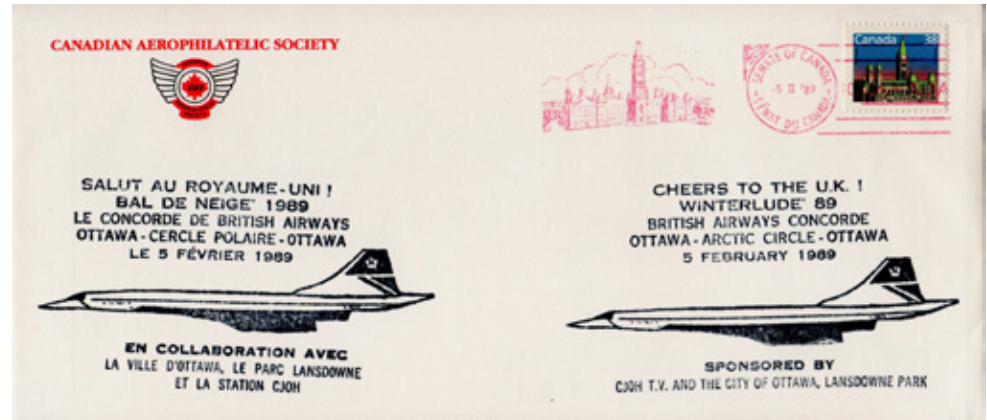
Dick became involved in international exhibiting in 1980 with the assistance of the late Phyllis Geldert, who first induced him to exhibit internationally; and Harry Sutherland who appointed Dick to serve as a Canadian Commissioner or Judge at over 20 FIP international stamp shows. Dick reckoned that by the time he stopped exhibiting, "I had been awarded 12 large and 5 small gold FIP medals, as well as dozens from RPSC and American Air Mail Society (AAMS) exhibitions."

Dick's main exhibition collections were:

1. Canadian Pioneer and Semi-official Air Mail Flown Covers - first shown internationally at LONDON 1980, it ultimately received 8 Large Gold Medals in the FIP's Championship class at HAFNIA' 87, FINLANDIA' 88, PRAGA' 88, INDIA' 89, BULGARIA' 89, PHILEX FRANCE' 89, NEW ZEALAND' 90, and PHILANIPPON' 91. It also received a Large Gold and special prize, the "Matejka Sterling Silver Sword Excalibur in Crystal Glass", for the best Aerophilatelic Exhibit at AMERIPEX '86.
2. Canadian Official Government Air Mail Flown Covers, 1925-1960.
3. Canadian Interrupted Covers - first shown internationally at ITALIA '85, received a Gold medal and the Grand Award at ORAPEX in 2006, and progressed to a Large Vermeil at the FIP exhibition in China 2009. This exhibit was

then published by BNAPS as No. 56 in their Exhibit Series.

4. The Civilian Aerograms of Canada, 1945 - 1997
5. The Air Letter Forms of the Canadian Forces, 1942 - 1974



1989 - Concorde souvenir cover, which helped establish the CAS.

In 1984 Dick was one of the founding members of the Canadian Chapter of the American Air Mail Society, which became the Canadian Aerophilatelic Society in 1986. - He was the first Vice-President, and first editor of *The Canadian Aerophilatelist*.

In February 1989, when a British Airways Concorde visited Ottawa during Winterlude, a special flight to the Arctic Circle was arranged for 100 people. Tickets for the three hour flight were \$1,200, but they were all sold within a day and a half of going on sale.

Dick arranged for a variety of souvenir covers to be carried on the flight. They were allowed provided that the CAS paid all the expenses and did all the work, and that some of these covers were given to passengers, to the organizers of the event, and to the City of Ottawa.

Dick retired again in December 1992, and set up Malott Aerophilatelic and Militaria - a consultant service which specialized in evaluating militaria for insurance and tax evaluations. He also had a small business selling the current Britain's Toy Soldiers, and

became the Executive Director of the Organization of Military Museums of Canada, Inc. (1974 - 2000).

As part of his retirement planning, Dick donated his research files and data to the Canadian Postal Archives and Library. Cimon Marin later produced a 110 page Finding Guide to "The Richard Kenneth Malott Collection". - The introduction to the guide comments that 54 boxes of files were received from Dick's home and office, and that they included correspondence "with nearly 200 early pilots".

At this time Dick was also serving as Editor-in-Chief for *The Air Mails of Canada and Newfoundland*. This project began in response to concerns that many Canadian covers had been left out of the revised, Fifth Edition of *The American Air Mail Catalogue*, due to a rigorous interpretation of the criteria for listing First Flight Covers, that didn't reflect Canadian circumstances. The AAMS offered to support a separate Canadian catalogue, which was worked on by 45 collectors over a 7 year period. The result was a 550 page catalogue and handbook, listing "anything and everything", published in 1997. The AAMS provided \$50,000.00 to pay for the printing of 2,200 copies.



Another example of Dick's networking - he first contacted the Snowbirds to get some of their uniforms for the Canadian War Museum, and later arranged for them to carry souvenir covers on their Canada Day flypast over Parliament Hill in Ottawa on many occasions between 1991 and 2013.

This photo shows Dick with the leader of the Snowbirds during Canada Post's unveiling of their Snowbird stamp in June 2006.

Dick became President of the Canadian Aerophilatelic Society in 1993, and continued in that

role until 2008. He was also involved in many other philatelic societies.

Dick assisted with the Canadian section of the Fourth edition of the American Air Mail Catalogue, published in 1970, and was Chairman for the Canadian Section in the Fifth Edition, 1981. He also served on the American Air Mail Society Awards Committee for 12 years, most of the time as Chairman of the group. He was presented with the AAMS George W. Angers Award for outstanding contribution to world wide Aerophilately in 1986, and elected to the Aerophilatelic Hall of Fame in 1996. He also received The Gus Lancaster Award of the Metropolitan Airmail Philatelic Society (MAPS) for "the Advancement of Aerophilately in the USA & Canada"

In Canada Dick was very involved with the Royal Philatelic Society of Canada. He has been a Director, the National Office Executive Director, Advertising Manager for The Canadian Philatelist, and Society Historian. Dick was Canada's National Commissioner for CAPEX 96 in Toronto, and the Canadian Commissioner to many international shows. He was elected a Fellow of the RPSC in 1986, and received the RPSC President's Medal, which honours individuals "for their outstanding contribution to the hobby" in 2005.

Dick was presented with a British North America Philatelic Society (BNAPS) Life Time Achievement Award in 2006.

Internationally, Dick was awarded a GOLDEN F.I.S.A. Pin "for his service and devotion to aero- and astrophilately", at the 44th Congress of F.I.S.A. - the Federation Internationale Des Societes Aerophilateliqes - held in Meyrin, Switzerland, on April 25, 2009.

He was also made a Foreign Associate Philatelic Member of L'Academie Belge de Philatélie in 1986, and elected a Fellow of the Royal Philatelic Society of London in 2005.

Dick has presented his philatelic awards to the Vincent Graves Greene Foundation in Toronto, which organized a display of them for our Day of Aerophilately in 2018.

As well as his philatelic activities, Dick has been active in community organizations, particularly the Royal Canadian Legion. Until recently he was the Seniors, Hospital Visitation and Christmas Gift Member for his local Legion Branch 593 Bells Corners. - In 2012 Dick received a Queen Elizabeth

II Diamond Jubilee Medal for his community service. He was in fact nominated twice - by the Organization of Military Museums of Canada, and by his local MP, the Honourable John Baird. In previous years he had received both the Silver and Golden Jubilee Medals, for Canadian War Museum and community work. In 2018 Dick was awarded Her Majesty's Medal for Volunteers. Dick has also been the Secretary/Treasurer of the CANDEL ICCS Association for 47 years and a Director of the Nepean Museum for 26 years.

Although Dick has sold all his collections, he has remained involved philatelically. - He has been an active Past President of the CAS, and continued to visit shows, sometimes accompanied by his partner Sharleen Marengère.

Dick was a Judge at ORAPEX 2018, and a member of the ORAPEX Committee for 2019, for which he organized the wine and cheese for the Awards Reception, and took photographs to record the event. He also organized the piper that ORAPEX has had to open the show for the past two years: an innovation which according to Mike Powell, the Chair of the Committee, is "a well-received addition". Dick continues to live in his condo in Nepean, together with his son Douglas.

Dick finished his presentation to the PSSC in 2013 with the following comments:

My success is due to my late wife's understanding of my passion for Canadian airmails, and the help of dealers, organizations, and philatelic friends at all levels. I have had the privilege of knowing so many

wonderful philatelists. To those here and those still living a sincere thank you. To those departed may they rest in peace. I thank them for helping an appreciative aerophilatelist.

I am sure he would want his biography to finish the same too:



Some of Dick's medals on display at the VGGF in 2018.

My thanks to Doug Lingard, Kathy Hartley, Ken Snelson, Mike Powell, and Steve Mulvey for their quick responses to my requests for information.

And MANY, MANY THANKS to Dick for all he has done for philately and aerophilately, and especially for the support, assistance and encouragement he has given to me and other aerophilatelists.

Chris Hargreaves

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The South African Red Cross “Our Day” 1918 Aerial Post



As World War I was winding down, and ending on November 11, 1918, a series of special flights were made, collectively known as the “South African Red Cross Our Day” campaign, to raise money for those who were wounded and the family of those who had been killed. There were two types of cards prepared, one with large wings, generally used in Capetown, and the other with small wings, most often used in Johannesburg.

The pilot on all of the flights was Lt A. H. Gearing, RAF. The plane used was a Bleriot BE 2e biplane.

The first flight of the campaign took place on October 7, 1918. Gearing flew the mail, made up totally by the special cards, from the military aerodrome at Youngs Field, Wynberg, to Green Point Common in Capetown.

The unfranked cards were sold for 6d each. This money was kept by the Campaign. Regular postage of ½ d domestic or 1 d external was required to have the cards flown. Cards received special Aerial

Post postmarks that contained the day of the flight.

Two of the last flights made were on December 23rd and 30th, when Lt. Gearing performed demonstration flights and dropped sacks of mail at Green Point Commons in Capetown. The purpose was to give the public the opportunity to mail Christmas or New Year greetings. The public, however, apparently had better things to do during their holiday preparations. Very few cards were mailed.

The card shown (above) was mailed on December 23rd and received at the addressee's post office in Rondebush on Christmas eve. The message “Hope you have a good time during the holidays. Best wishes from (unreadable)” is exactly mine, if you replace the unreadable name on the card by mine.

**MERRY CHRISTMAS
and
HAPPY NEW YEAR**

Steve Reinhard

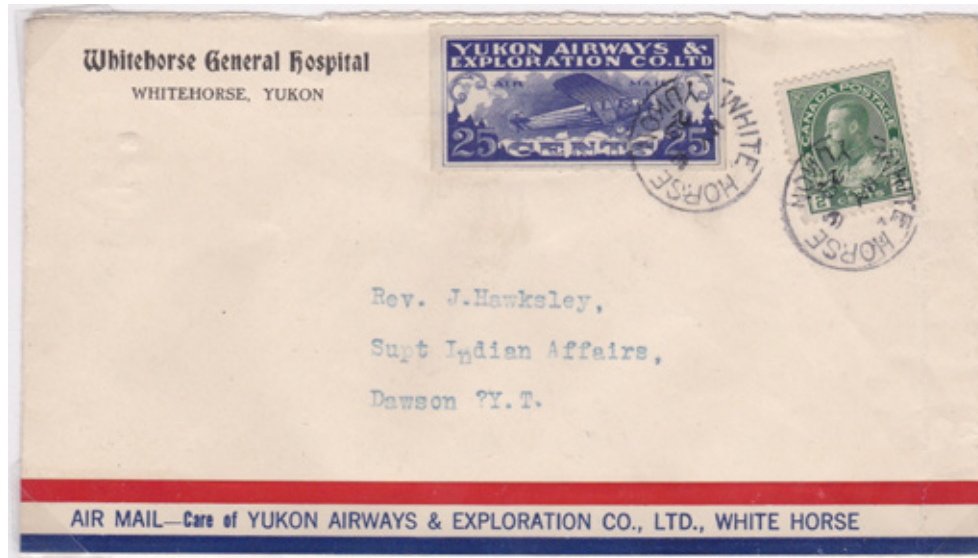
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Canadian S.C.A.D.T.A.**

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

Ray Simrak, simrakr@hotmail.com
Text. 519-562-6627.



Steve Johnson:



Just when I thought there was nothing more to find, this item pops up. A Yukon Airways commercial cover from White Horse, May 6, 1929 and received the next day at Dawson. The Northern Light made a series of flights between May 6 and finally returning to White Horse on May 31. This is the only cover I have seen from this series of flights. May you all find something in your philatelic stocking. **Happy Christmas all!**

From Canada to Bermuda - by rail and airship



Cancelled TORONTO FEB 17 1925 and AIR MAIL SERVICE FEB 20 1925 (NEW YORK at bottom of cancellation didn't register). Backstamped HAMILTON 21 FEB 25 BERMUDA

As part of the reparations following the first World War, the United States received the new Zeppelin Zr-3 from Germany. It was delivered at Lakehurst, N.J. on October 15 1924, and commissioned in the U.S. Navy as the U.S.S. Los Angeles.

On February 21-22 a flight was made from Lakehurst to Hamilton, Bermuda, and return. Plans called for the mooring of the airship to the U.S.S. Patoka at Hamilton, but storms made this impossible, so the mail was dropped over Bermuda. Mail was carried at regular rates. **Best regards, Allen Klein**

WORLD WAR II AIRGRAPHS



Merry Christmas & A Happy New Year,

Brian Wolfenden

A Double Accident ?



Postmarked: NEWARK JAN 29 7 PM 1934 N.J.

At 3:35 a.m. on January 30th 1934 pilot S.T.B. Cripps was departing Albany over Colonial Airways' U.S. Foreign Air Mail Route No. 1 to Montreal. The plane caught fire in preparation for take-off and was destroyed. A reported 45 pounds of mail were salvaged, badly burned, and forwarded with a 3-line marking applied at Albany: "Damage Due To Air Mail Interruption at Albany, N.Y. Jan. 30th." On arrival at Montreal, covers to Canadian destinations were given a 4-line bilingual marking. (#340130 in AMCN Section 7.)

Did FAM I usually carry mail at the surface postage rate, or was this an accident?

HAVE A VERY MERRY CHRISTMAS & GOOD COLLECTING IN 2020

Don Lussky



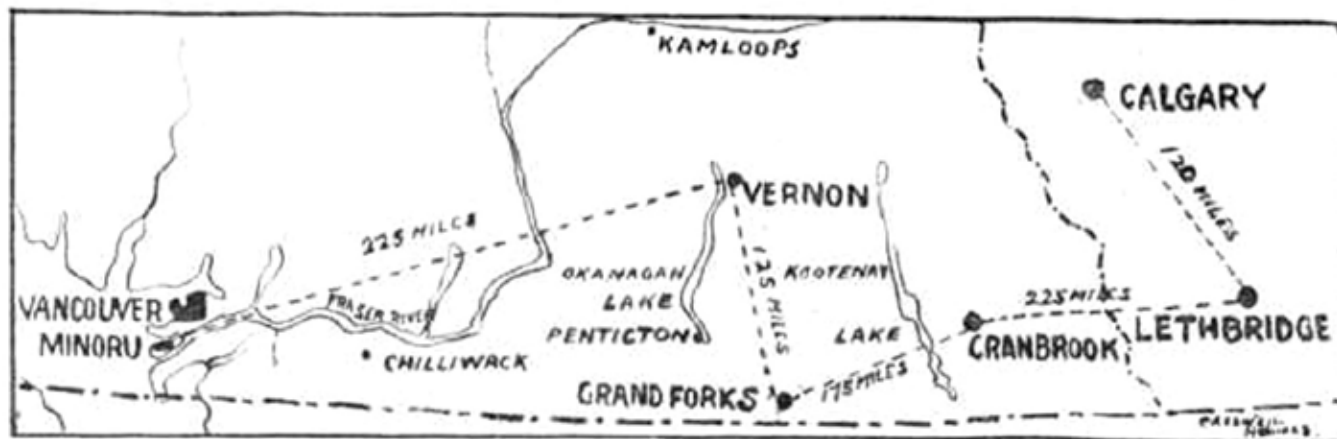
(Right) Postmarked SDR.
STRØMFJORD 14-4-1955
On back: Canadian Pacific Airlines
logo - No backstamp

An unusual cover from Greenland, carried on the return flight of Canadian Pacific Airlines inaugural service from Vancouver to London, England via Sonderstrom.

**Season's Greetings from
Simon Claughton**

FIRST FLIGHT ACROSS THE CANADIAN ROCKY MOUNTAINS Vancouver - Calgary. August 7th 1919.

*ROUTE PLANNED BY CAPT. HOY IN FLIGHT
ACROSS ROCKY MOUNTAINS TO CALGARY*



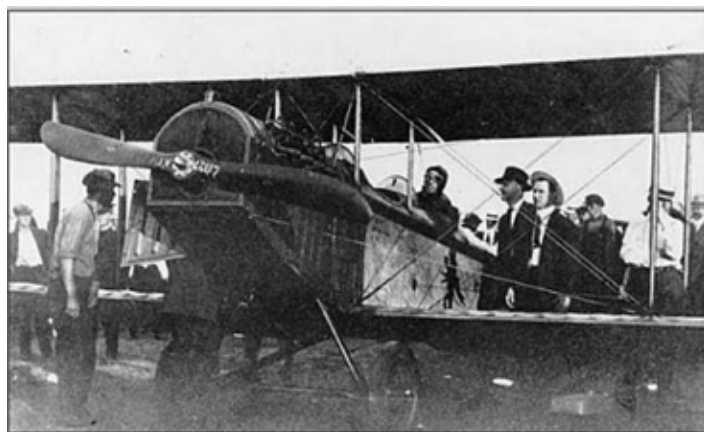
(Above) Map published in *The Calgary Herald*, August 7th 1919. [1]

In January 1919 a Vancouver branch of the Aerial League of Canada was formed by veterans of the Royal Flying Corps / Royal Air Force. Five Curtiss JN-4 training aircraft were purchased, and flying demonstrations were presented in the Vancouver region. [2]

At the same time there was a campaign in several newspapers for an air mail service across Canada. To demonstrate the feasibility of such a service, three newspapers - the *Vancouver Daily World*, the *Calgary Herald*, and the *Lethbridge Daily Herald* - offered a prize for the first person to fly from Vancouver to Calgary in one day. [3]

There was keen competition for the honour of attempting this first flight across the Rockies, and Captain Hoy was chosen by a random lot selection. He was a wartime ace, who had shot down 11 German airplanes and two balloons, during August and September 1918.

The aircraft to be used was one of the Curtiss JN-4 "Canuck training aircraft.



(above) *The Little Red Devil* - the Curtiss JN-4 that Capt. Hoy flew.

Preparations for the flight included finding landing facilities in open fields or racetracks at various towns, and placing fuel and oil at them. The route chosen was determined by the availability of landing fields, and the location of passes through several mountain ranges.

To increase the endurance of Hoy's JN-4 to 4 hours, a 12 gallon gasoline tank was removed from a wrecked JN-4 and placed in the front seat compartment, with special hose connections to the other gasoline tank. The instruments available in Hoy's JN-4 were only an air speed indicator, an altimeter for

height indication, and a compass which was unserviceable. Hoy used a Canadian Pacific tourist map of the area for navigation.

A first attempt to fly to Calgary on 4 August 1919 was aborted due to fog over Chilliwack. A second attempt was made on the 7th of August 1919:

- Hoy took off at 4:13 a.m from Vancouver in perfect weather. He flew through the Cascade Mountains using the Coquiholla Pass (4,011 ft. / 1,244 metres), and landed in Vernon at 7:18 a.m.



(above) Captain Hoy in Vernon, August 7th 1919

- at 8:19 a.m. Hoy took off from Vernon, and flew "south" to Grand Forks, where he landed at 10:34 a.m.
- at 11:15 a.m. he took off from Grand Forks and headed east into the Kootenays. He used the Bonanza Pass (5,036 ft. / 1,535 metres) to get through the Monashee Mountains, and landed in Cranbrook at 2:05 p.m.
- he took off again at 3:35 p.m., almost 12 hours after leaving Vancouver. He had trouble gaining altitude, and passed through the Crawford Pass (3,940 ft. / 1,200 metres) with only "*150 feet of clearance between the wheels of his plane and the rocks and tree tops below.*"[4] His aircraft became lighter as fuel was consumed, conditions changed, and he flew through the main part of the Rocky Mountains using the Crowsnest Pass (4,455 ft. / 1,358 metres). He reached Lethbridge at 6:22 p.m. - 5,000 people came out to see him: at that time the population of Lethbridge was 10,000.
- at 7.18 p.m. Hoy started on the final leg of his journey. He reached Calgary at 8:55 p.m., and landed at Bowness Park: the landing site was lined with cars with their headlights on so he could see where he was going.

Capt. Hoy carried with him newspapers which were delivered to the towns he landed at. He also carried a bag of about 50 letters, most of which were official greetings from the Mayor of Vancouver, to the mayors of the towns and cities en route. A cachet "First B.C. - Alberta Aerial Post." was applied to the letters.



*First Air Mail Across the Rockies, August 7th 1919
Listed as PF-16 in Section 1 of The Air Mails of Canada
and Newfoundland. [5]*

Captain Hoy's return to Vancouver was delayed for several days due to bad weather. He planned to return by an easier, more northerly route, following the Canadian Pacific railway line via Banff, Field, Golden and Revelstoke, then southwards to Vancouver.

Hoy left Calgary at 9.50 a.m. on August 11th, and after circling to reach an altitude of 5,000 feet, headed west. He reached the mountain town of Golden at 12.30 p.m., and commented later that it was awe-inspiring to have so many jagged peaks looking down on him, from far greater heights than he could attain. He thought the showgrounds chosen by the townsfolk as a landing site were too small, so landed in a nearby hay field.

As Hoy was taking off after a two hour stay in Golden, two boys ran across the field directly in front of his speeding aircraft. When he turned steeply to avoid them, his left wing tip hit the ground, and the aircraft crashed. [4]

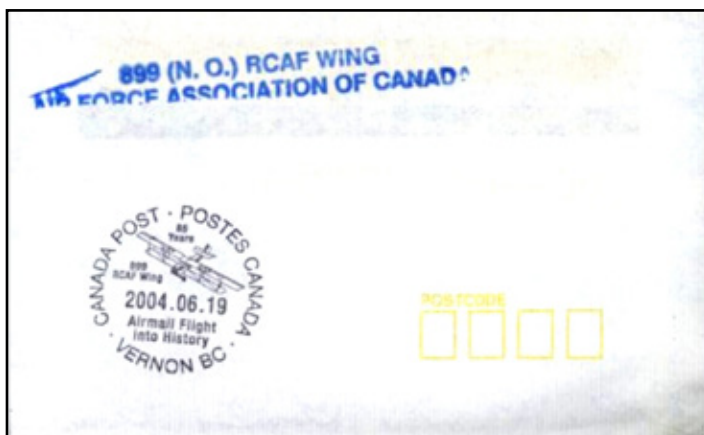
Captain Hoy suffered a bruised shoulder and a black eye, but was otherwise uninjured. He arranged for the wreckage of his aircraft to be shipped back to Vancouver, and then left by train at 3.15 p.m. Captain Hoy later joined the Sun Life Assurance Company of Canada, and eventually became the

manager of the company's branch in Chicago. [2]

Acknowledgements

- [1] <https://calgaryherald.com>
- [2] "The 1919 air mail flights in British Columbia, Part 2" by Major R. K. Malott. (Stamps Magazine, August 16th 1969.)
- [3] "Ernest Hoy and his Vancouver to Calgary flight August 1919" - illahie.blogspot
- [4] Frank Ellis - Canada's Flying Heritage. (University of Toronto Press, 1961.)
- [5] Thanks to Ray Simrak for the illustration.

Chris Hargreaves



AIRMAIL FLIGHT INTO HISTORY

2004.06.19

Cover (above) produced in Vernon by 899 (North Okanagan) Wing of the Royal Canadian Air Force Association, as part of a celebration of the 85th Anniversary of Captain Hoy's flight.

Thanks to Mike Street for sending me a copy of the cover, and to Liz Ellison of the Greater Vernon Museum and Archives for explaining its provenance.

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SEMI-OFFICIAL NOTES

Tom Reyman

No. 8

PATRICIA AIRWAYS AND EXPLORATION LIMITED

The Second and Third Company Stamp Issues.

In August 1926, the company decided to expand its air mail service to the Woman Lake Mining District. The management team of Patricia Airways and Exploration Ltd. (PAE) designed a new version of the initial CL13 stamp. The new stamp, designated CL18, featured the names of the added destination communities of Woman Lake, and Birch Lake and was printed on blue-green paper. The rate for the use of these stamps was increased to 50 cents versus 25 cents.

The first use of this stamp was on August 2, 1926 from Sioux Lookout to Woman Lake and Birch Lake and return. Some covers were posted in Toronto before reaching Sioux Lookout. PAE stamps were available in Toronto (and other) post offices. (Figure 1)



Some return flights were made from Woman Lake to Toronto and Montreal. This is a cover to Montreal. (Figure 2)



This cover originated in Toronto and was sent to Birch Lake. (Figure 3)

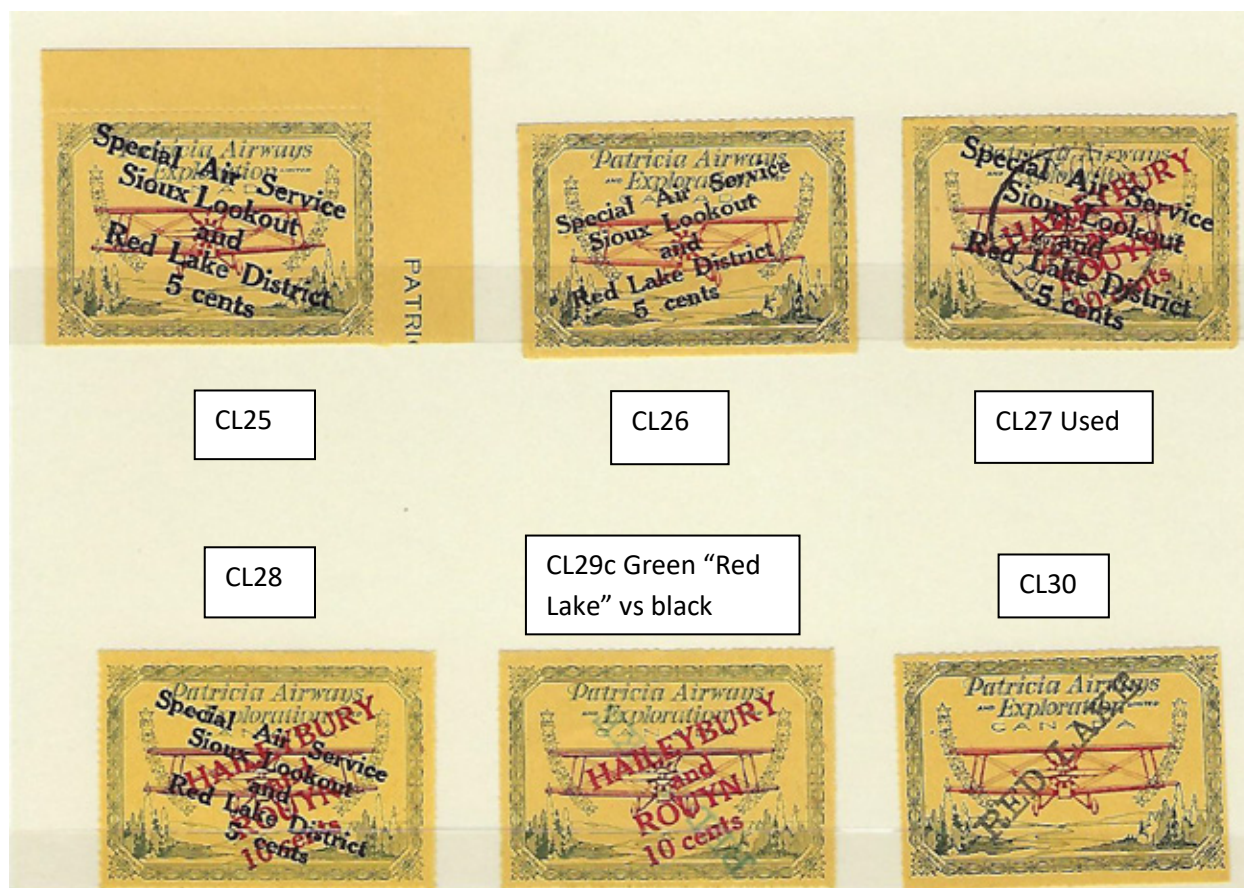


When the Haileybury to Rouyn rate was reduced in June 1927 the CL18 was overprinted in red for that route creating the CL19 stamp. (Figure 4) More varieties were produced as different overprints were applied in different colors for various rate and destination changes. These are designated as CL20, CL21, and CL22. Some varieties were produced in very small quantities (as few as 16) and these are very difficult to find.

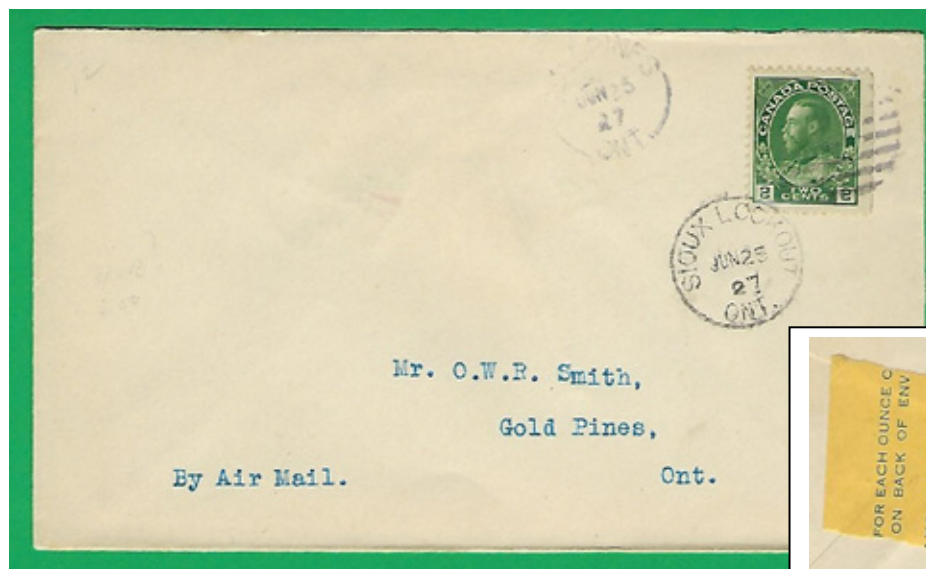


The third PAE issue still used the initial design seen in the CL13 and CL18 issues but all destination names were removed from the basic stamp. The plain third issue stamp appears on the yellow paper stock like the CL13 and was given the designation of CL23. Note that there are no known flown covers with the basic CL23. This base stamp was then overprinted in many ways and in many colors producing a range of stamps from CL24 to CL30 plus color and position varieties. All stamps started to appear shortly after the June 1927 printing. The first

dates of use for the stamps are very indefinite for many of the flown covers. Here are some of the stamp issues. (Figure 6)



Following are a few random covers with some stamp varieties (as noted)



CL25c-2700 June 25, 1927 (Green ink overprint ascending vs. black) on a flown cover. (First Flight cover)





CL25a-2800 (Red overprint vs. black) Sioux Lookout to Red Lake to Omaha, Nebraska to Lodi, California on March 9, 1928. Flown by Patricia Airways, Ltd. (PAL not PAE)



CL25b-2800 (Green ink overprint descending vs. black) on a flown cover. Also flown on March 9 by Patricia Airways, Ltd. (PAL)



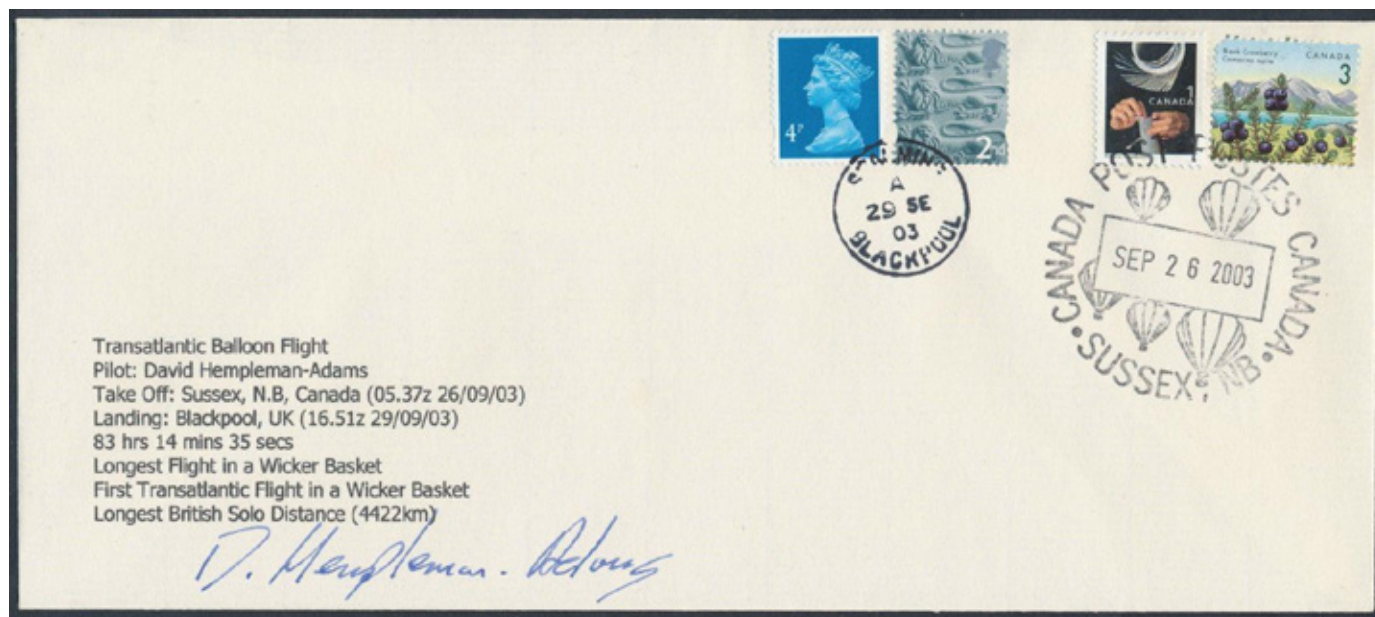
After a series of airplane crashes in June and September 1927 that resulted in financial difficulties, the business was liquidated and the assets were sold to a new unaffiliated company, Patricia Airway Limited (PAL), at the end of 1927. The undelivered mail with PAE stamps was eventually flown by Western Canada Airways (WCA) or Patricia Airways, Ltd. (PAL).

References:

- *Air Mails of Canada and Newfoundland*; Sixth Edition: 1997, Pages 55-59.
- C. A. Longworth-Dames; *The Pioneer and Semi-Official Air Mails Of Canada 1919-1934*: The Unitrade Press, Toronto, 1995. Pages 81-104.
- Milberry, Larry; *Aviation in Canada: The Formative Years*; CANAV Books, Toronto, 2009, Pages 68-69.
- *Unitrade Specialized Catalogue of Canadian Stamps 2017*; The Unitrade Press, Toronto 2017; Pages 579-582.

CROSSING THE ATLANTIC BY BALLOON IN AN OPEN WICKER BASKET

Compiled by Nino Chiovelli



(Above) Cover image courtesy of eBay. Note: The times listed on the cover are ZULU, Greenwich Mean Time.

The athletic field at the Sussex Elementary School, Sussex, New Brunswick was a beehive of activity on the evening of 25 September and in the early morning hours of 26 September 2003 as a ground crew prepared to launch David Kim Hempleman-Adams, O.B.E. on a solo Trans-Atlantic balloon flight.

The still air provided an excellent inflation window for the Cameron R-90 Rosier Balloon; a hybrid type consisting of a gas chamber within the hot air chamber. The hot air burner unit allows a better control of a gas balloon's buoyancy, eliminating or reducing the use of sand ballast. The R-90 rating places this balloon in the *Fédération Aéronautique Internationale's* (International Aviation Federation's) balloon envelope volume rating category of between 2,200 and 3000 cubic meters (77,962 and 105,944 cubic feet). Hempleman-Adams was attempting to cross the Atlantic in an open wicker basket 2.1 meters long by 0.9 meters wide (7 feet long by 3 feet wide).

Since he was thirteen Hempleman-Adams became enamoured with mountain climbing and passionately pursued that sport for many years. That lead

him to climb the highest mountain on every continent thus conditioning his body to high altitude low oxygen environments. He also made treks to the north and south geographic and magnetic poles becoming the first person to have completed the "True Adventurer's Grand Slam." Being in great physical condition and having high altitude experience would pay off handsomely on this flight.

Launching at 02:37 a.m. Atlantic, Daylight Saving Time (05.37 ZULU) on 26 September 2003 he gradually brought the balloon to an altitude of 2,438 meters (8,000 feet) tracking east. The second day he climbed to 3,048 meters (10,000 feet) and on day three he reached a peak altitude of 4,267 meters (14,000 feet). Over 3,048 (10,000 feet) the danger of a person becoming overcome by hypoxia exists. At this point Hempleman-Adams' high-altitude training as a mountaineer became crucial and I speculate he had access to a portable oxygen supply for intermittent use during the brief periods at this altitude.

Hempleman-Adams stated that the average temperature during the flight was -12 C, (10.4 F). Ice built up on the balloon envelope increasing its weight eventually causing it to lose altitude. Trying to dislodge ice by heating the balloon did not work so he was forced to lighten it by jettisoning six propane fuel

cylinders.

Overcoming the in-flight problems with ice, he was surprised as a Concorde supersonic airliner passed directly over him at 9,144 meters (30,000 feet) creating a wake turbulence causing a sharp but fortunately brief decent. Continuing onward he reached the south western tip of Ireland at 08:30 a.m. BST on 29 September completing the transatlantic segment of his flight. The balloon continued to track north-north easterly and at 06:00 p.m. BST on 30 September landing near Hambleton, Lancashire, England 11 Kilometers (7 Miles) north east of Blackpool. The time of flight was 83 hours, 14 minutes, and 35 seconds becoming the first person to cross the Atlantic in a balloon borne wicker basket.

For his mountain climbing and polar exploits Hempleman-Adams received many honours and a knighthood. The following is a short list of Sir David Hempleman-Adams' British Royal Orders:

Member of the British Empire	MBE	1995
Order of the British Empire	OBE	1998
Lieutenant of the Royal Victorian Order	LVO	2007
Polar Medal	PM	2013
Knight Commander of the Royal Victorian Order		
KCVO		2017

Bibliography: SwindonWeb

Wikipedia

This Day in Aviation, Cameron

Balloons Type R-90 Article

Canadian Forces School of

Aeromedicine Edmonton 1983

(Chamber Course)

FOLLOW UP

"Baby Squid Pilot"

Re: your "squid" question in the September journal: Are you aware that in the military (one of my former lines of work) a "squid" normally is a novice, as well as also (in other services) derisively referring to a US Navy sailor? Don't know if that would quite apply in this case, but maybe worth throwing into the explanatory pot.

Hal Vogel

Editor's Note: Thanks Hal. - Given John McHale's love of signatures, I think the answer is as likely to be this, or something like it, as a reference to a type of aircraft.

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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 March 1st.

INFORMATION WANTED



INSTRUCTIONS!

\$1 and this ticket sent to Lt. Col. T. Nangle, C.F., War Memorial Fund, G. W. V. A. Building, entitles the finder to a much coveted chance of a flight in the Aeroplane.

A \$5 or larger contribution entitles the finder, not only to the number of chances in proportion to his donation, but also to having this card autographed by the airmen.

ALL CARDS WILL BE RETURNED TO SENDERS
AS SOUVENIRS

NAME M. P. Randell AMOUNT \$ 1.00

ADDRESS 30 Hookstown Road.

The instructions on this card are: \$1 and this ticket sent to Lt. Col. T. Nangle, C.F., War Memorial Fund, G.W.V.A. Building, entitles the finder to a much coveted chance of a flight in the Aeroplane.

A \$5 or larger contribution entitles the finder, not only to the number of chances in proportion to his destination, but also to having the card autographed by the airmen.

According to Wikipedia: The National War Memorial in Downtown St. John's is the most elaborate of all the post World War I monuments in Newfoundland and Labrador. It was erected at King's Beach on Water Street where, in 1583, Sir Humphrey Gilbert claimed Newfoundland for England. It was

formally unveiled on Memorial Day, July 1, 1924 by Field Marshal Douglas Haig.

CAN ANYBODY PROVIDE INFORMATION ABOUT THE MEMORIAL FLIGHT ITSELF?

Canada Presentation Booklets

A question from Matthew Daw: I am currently researching a presentation booklet described as follows:

c.1929. First flights. Red morocco leather bound three-ring binder measuring 260mm x 150 mm. The cover is gold embossed with the Coat of Arms in the upper center. The inscription below the Coat of Arms reads:

FIRST FLIGHT
AIR MAIL COVERS
CANADA

The interior of the booklet consists of a stiff cardboard flyleaf and 15 unprinted pages with linen pockets on both sides, holding a total of 30 covers. Covers are pilot autographed.

This is the description from Jerome Jarnick, but my correspondence indicates he has not viewed this item. I have been fortunate enough to find a binder that fits this description, but the covers it contains are all 1940's era that seem fairly common.

My inquiry is if anyone may have further information regarding this presentation binder, and specifically, the covers that it contained when issued. If the issue date is correct, and this was a Government of Canada item, then I predict that the original covers were all First Flights from the 1928-1929 era.

ANY INFO WOULD BE APPRECIATED.

If you can help, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

CHRISTMAS SHOPPING?

Delta Airlines has a Monthly Garage Sale



Once a month, Delta Air Lines holds a “garage sale” at one of its facilities near their flight museum adjacent to Hartsfield-Jackson Atlanta International Airport. The New York Times’ Jackie Snow visited this curious surplus sale. Turns out, many of the shoppers lining up to buy galley carts, oscilloscopes, earbuds, posters, branded silverware, and maybe even a scavenged coach class seat actually are Delta employees: Perry De Vlugt, a Delta flight attendant based in Salt Lake City, has a basement full of Delta memorabilia; his collection was profiled in The Salt Lake Tribune, and he has a website dedicated to his hobby. He doesn’t know how many items he has, but he’s out of room in the 1,000-square-foot space dedicated to his collection...

Over the years, the sale has expanded to include decommissioned plane parts, service items and promotional material. Pieces as varied as pre-9/11 steak knives, coasters, an aircraft lavatory, old menus and timetables have been snapped up by collectors.

The priciest item sold has been a \$500 pressurized door from a DC-9 plane, and the sales contribute between \$70,000 and \$100,00 to the flight museum each year.

When Delta updates its branding, changes technology or over-orders or retires parts, those items are offered up to the sale.

“They suffer my wrath if they throw out anything before we get to take a look at it,” said Judy Bean, the sale’s manager and a Delta employ

(From: <https://boingboing.net/2019/01/16/delta-air-lines-has-a-monthly.html>)

Thanks to Kathy Hartley for passing this on.

Kathy is the Research Librarian at the Harry Sutherland Philatelic Library in Toronto.

<http://www.greenefoundation.ca/library.htm>

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:

#242 Jacques Bot,
#471 Steve B. Davis,
#336 George Dresser,
#406 Louis-Georges
Dumais,
#484 Peter Lepold,
#432 John Lewington,
#308 Don Lussy,
#350 Bill Pearce,
#81 Stephen Reinhard,
#286 Jean Rowe,
#9 Geoffrey Thompson

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.

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