

THE CANADIAN AEROPHILATELIST



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AND MUCH MORE!



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This full colour edition is available as an emailable PDF file.

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Volume XXXIX Number 3

Royal Philatelic Society of Canada – Chapter No. 187

American Philatelic Society - Affiliate No. 189

FISA (Fédération internationale des sociétés aérophilatéliques) – Club Member

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Index – Gord Mallett (see contacts above)

CAS CALENDAR**BNAPEX 2023 – DARTMOUTH, NOVA SOTIA – September 15th – 17th.**

BNAPEX 2023 will be held at the Best Western Dartmouth located at 15 Spectacle Lake Drive, Dartmouth NS, B3B 1X7. Study Group meetings, Seminars, Dealers, and 160 frames of exhibits.

For more information see www.BNAPS.org

The BNAPS Air Mail Study Group will hold a meeting at 11.30AM on Saturday September 16th, with the theme “Newfoundland/Atlantic Provinces Airmails”.

For more information see www.BNAPS.org or contact dave.bartlet@shaw.ca

Royal*2023*Royale – LONDON, ONTARIO - October 13th – 15th

The RPSC will hold their annual show in conjunction with CANPEX - The Middlesex Stamp Club.

October 13-15, 2023 at The Hellenic Community Centre, 133 Southdale Rd. West London, Ontario.

For more information see <https://www.canpex.ca/>

CALTAPEX 2023 – CALGARY, ALBERTA – October 14th – 15th

To be held at the KERBY CENTRE, 1133 - 7th Avenue S.W., Calgary, Alberta

Additional details on CPS website www.calgaryphilatelicsociety.com or phone 403-238-7845

QUÉBEC CITY OLD PAPER SHOW - October 28-29th

Patro Roc-Amadour, 2301 1st Ave., Québec City, QC GPL 3 PM

For more information: salondevieuxpapierdequebec@videotron.ca

DAY OF AEROPHILATELY in Toronto – Sunday November 5th

11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto. *The first part of the meeting from 11.15 to 1.00 PM will be broadcast on Zoom.* For more information contact Chris Hargreaves:

hargreavescp@sympatico.ca

ORAPEX 2024 – Will be held on May 4th - 5th 2024 at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2. The theme will be “Marcophily/Postmarks”. See www.orapex.ca for more information.

PRESIDENT'S REPORT

I want to thank Brian Wolfenden for chairing the AGM at ORAPEX, while I was on my judging assignment.

I also want to thank Dave Bartlet for agreeing to take over the role as webmaster. As the hobby moves into the future, the website will need constant updates to work in conjunction with our wonderful journal. Thanks Dave! I know the society thanks you for this undertaking.

I want to thank Marc Castel for his wonderful article regarding the 1927 London to London (CLP6) attempt. Having lived in London, Ontario, this was part of our local history and I personally, and the membership, will look forward to reading the article and its insights.

I wish to congratulate our esteemed journal editor Chris Hargreaves for receiving the Herbert Dube Lectureship Award, while giving a presentation

about the *Airmails of Canada and Newfoundland* 2nd edition to the Philatelic Specialists Society of Canada. The award is presented to Society members who have published a significant paper in either book form or in one of the leading philatelic journals, and who has also presented their work to the members in one of the monthly meetings. This is the highest award the Society can bestow upon a member. A significant achievement and congratulations Chris!!

Plan to be at the following shows: BNAPEX in Halifax Sept 15-17, CANPEX/Royal 2023 Royal in London October 13-15, CALTAPEX in Calgary October 14-15, The Quebec City Old Paper Show October 28-29.

Have a safe and healthy fall/spring season depending on your hemisphere :-)

Steve Johnson

THE ANNUAL DAY OF AEROPHILATELY IN TORONTO - SUNDAY, NOVEMBER 5TH

This will be a joint meeting of the CAS and the BNAPS AIR MAIL STUDY GROUP, held from 11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station.

It will also be a hybrid meeting, as the first part of the meeting from 11.15 to 1.00 PM will be broadcast on Zoom. The live meeting will continue with lunch on Yonge Street, followed by an open frame session at VGGF when people can put up exhibits and other material to look at and discuss.

The main presentation this year will be by Clark Seaborn on THE PRAIRIE AIR MAIL: 1930-1932.

Clark has researched this pioneering service between Winnipeg, Regina, Moose Jaw, Saskatoon, Medicine Hat, Lethbridge, Calgary and Edmonton for many years. He has also been intensely involved in the restoration and flying of the Fokker Super Universal bushplane CF-AAM for the Western Canada Aviation Museum - now the Royal Aviation Museum of Western Canada in Winnipeg.

Clark's PowerPoint presentation will include photographs from a number of private collections and archives, and has been completed with the help of several prominent aviation historians.

For more information and a Zoom invitation contact Chris Hargreaves: hargreavescp@sympatico.ca



SECRETARY'S REPORT

Welcome to 5 new members:

#527 Richard Belec of Lachine, QC

#528 Bill Longley of Waterdown, ON

#529 Keith Power of Nepean, ON

#530 Ron Pazdzierski of Kelowna, BC

#531 Andre Lafond of Quebec City, QC

Brian Wolfenden

AEROPHILATELIC EXHIBITING

Congratulations to Steve Johnson who received 87 points for his exhibit on "Postal History of Yukon Airways, 1927-1929" at EUROPHIL 2023 - an international philatelic exhibition of one frame exhibits, held in Saint Pierre et Miquelon from June 22 to 25.

IN MEMORIAM – BOB BRADFORD

December 17, 1923 – May 25, 2023



Bob Bradford was a renowned Canadian aviation artist, whose work included the set of 16 stamps featuring Canadian aircraft released over four years between 1979 and 1982.

Bob was also a World War II pilot, technical illustrator at A.V. Roe Canada and de Havilland Canada, past director of Canada's National Aviation Museum in Ottawa, Order of Canada recipient, member of Canada's Aviation Hall of Fame, Patron of the Canadian Aviation Historical Society, recipient of the American Aviation Historical Society's Aviation Art award as well as the Paul Tissandier award from the Fédération Aéronautique Internationale.

His great passion was the preservation of Canada's aviation history, whether through his paintings depicting pivotal events and aircraft, or through his curatorial achievements in acquiring and preserving aviation artifacts of Canadian and international significance.

A DETAILED STUDY OF CLP6 AND PHILATELY OF THE ATTEMPTED 1927 LONDON TO LONDON FLIGHT

Marc Castel

EDITOR'S NOTE: Given the great interest shown in CLP6 and surviving cover from the attempted London to London flight over many years, I was very pleased to receive this detailed account from Marc Castel, and think that readers will enjoy this extended length article.

A few years ago I happened into a local stamp shop near my office. I hadn't thought about stamps since my childhood and was interested to see how things had changed since then. The proprietor introduced me to the Unitrade Catalogue to get me caught up. Flipping through it, I landed on the Semi-Officials page and the brightly coloured London to London stamp jumped out. The fine print indicated only a single cover existed! He told me the flight, stamps and cover were shroud in mystery, and thus began my fascination with the stamp. I devoured every article I could get my hands on, I inspected and photographed the only known cover, went through the auction catalogues and tried to make sense of the inconsistencies in the stories told over the years. I decided to create my own version of a timeline of postal events, and put together my own census of the CLP6 stamps, attempting to account for all 100 printed. Using images of the known stamps I could find, I registered them, lining up the vignettes and perforations, and was able to partially reassemble three blocks. Herein lies my account of the flight, and my accounting of the philatelic material.

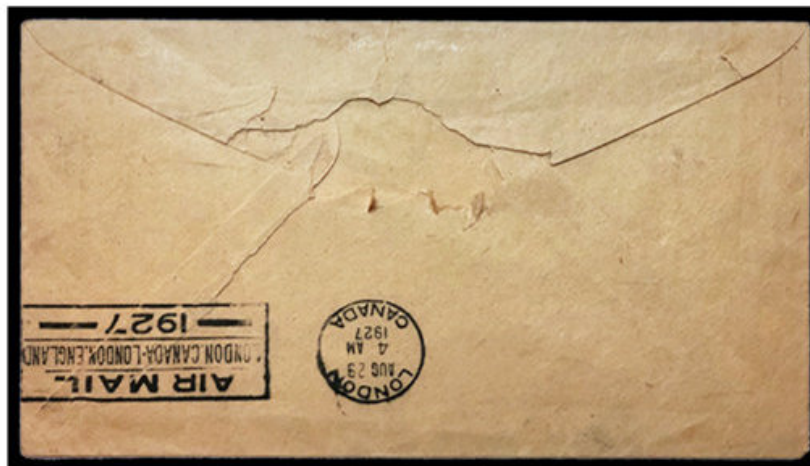


August 1927, 25 cents green and yellow semi-official stamp CLP6 (Copy 15), used with 3c Confederation (torn along crease at top right) on O.H.M.S. Official Business Only cover from London, Canada to the Controller of the London Postal Service in London England, tied by boxed "Air Mail - London, Canada to London, England 1927" three line handstamp, with corresponding "LONDON / AUG 29 / 4 AM / 1927 / CANADA" cds alongside (both repeated on back), also faint oval datestamp at centre left "Post Master/ 08 25 1927 / London Canada". Some toning around the address portion, roughly opened, otherwise fine. This is the cover which was prepared, properly postmarked and inadvertently removed from the mail bag following the first flight attempt.



Pilots Terrence Tully and James Medcalf pose in front of the "Sir John Carling" aircraft prior to their ill-fated London-to-London flight of 1927. Photograph signed by Terrence Tully. (University of Western Ontario archives).

In June 1927, Art Carty, freelance reporter and co-founder of *Carty News and Publicity Service*, in London, Ontario, suggested to the owners of Carling Breweries, Limited, they sponsor an aviation competition as a publicity project under the guise of celebrating 60 years of Confederation, as the Brewery's namesake, Sir John Carling, had been instrumental in Confederation. Preparations were well underway when D.B. Hanna, Chief Liquor commissioner for Ontario, announced that under the Liquor Control Act of Ontario it was illegal for a brewery to advertise in this way. London Mayor, John MacKenzie Moore, stepped in making the city the official sponsor of the flight. Carling Breweries supplied a state-of-the-art airplane named the "Sir John Carling" and a special committee selected Captain Terrence Bernard Tully and Lieutenant James "Jimmy" Victor Medcalf of the Ontario Forestry Service, as the pilots, who would receive \$25,000 if they successfully completed the flight from London, Ontario to London, England. Their attempts went badly from the start. Departing on August 29, 1927 from London, Ontario, the plane was turned back at Kingston because of rain and heavy fog. A second attempt on September 1st made a forced landing in Maine. On September 5th, they arrived in Harbour Grace, Newfoundland and later departed for London, England on September 7th with 300 gallons of fuel and the mail they had brought from London, Ontario. That day the weather was described as "good and favourable", however, the "Sir John Carling" completely disappeared somewhere over the Atlantic and no wreckage was ever found. Of the 100 special flight labels issued, most were affixed to envelopes lost with the plane - only one cover survives, which was removed from the mail after the first attempt.



After cancelling the stamp the Post Master flipped the envelope over vertically and again applied the official box slogan cancel and circular date stamp to the back of the cover. After being omitted from the mail bag and later found, the envelope was roughly opened using a letter opener moving from right to left, and the contents removed. The envelope appears to have then been re-sealed with some kind of glue and left in a somewhat damaged state. Eventually the glue dried out and the seal was broken.

PreFlight



July 1927

Carling Breweries, Limited - Charles Burns

Charles Burns, the president of Carling Breweries, Limited in London, Ontario, makes a request to the Postmaster General in Ottawa, Peter John Veniot, to carry mail on the flight addressed to "notables" in England.



August 15, 1927

Postmaster General, Ottawa - Veniot

A proof of the promotional flight label is made by Lawson and Jones, Limited of London, ON and sent by Burns to Veniot, Postmaster General, who informs London Postmaster, Kenneth A. Murray, that the promoters have prepared a sticker reading "London, Canada, to London, England" (Unitrade CLP6) which will be attached to the letters along with regular postage, and that it is accepted.



August 17, 1927

Flight Organizers and Flight Manager Arthur C. Carty

A list of mail recipients is created by flight organizers, promoters, politicians and others closely connected to the flight. The \$25 payment is collected for each special 25c London to London label used. "The quantity of mail is rigidly limited to avoid excess weight". In 1952 Philatelist L. Seale Holmes, a friend of Carty, reports that the flight committee closely controlled the special flight labels and mail. Only Murray will be allowed to cancel the mail.



August 18, 1927

Globe Newspaper

An article appears in the newspaper stating that Ottawa has officially sanctioned a special air mail to be carried on the London to London flight. An image of the special stamp accompanies the article. The mail will include letters from the Governor General and Prime Minister King to notable philatelist, King George V.



August 19-28, 1927

London Post Office Staff

LPO staff test the slogan cancel and London dater on Aug 19 3:30 PM. An unknown number of "notables" names and addresses are typed onto OFFICIAL manila envelopes and a newly minted (on Jun 29, 1927) 60th Anniversary of Confederation 3c brown carmine Parliament stamp (Unitrade #143) is affixed to them. The official mail bag, weighing just under 10oz arrives at the LPO from Ottawa on August 20, 1927.

Postal Timeline

June 29, 1927

Ontario Newspaper, Organizers, Philatelists

Advertisement goes out in major daily newspapers (incl. the Mail & Empire) reading: "WANTED CANADIAN AVIATOR TO FLY LONDON TO LONDON. AIRCRAFT SUPPLIED. Air mail stamp specialists immediately suggest a special mail be carried as it was to be the first Canadian trans-Atlantic flight and the 60th anniversary of Confederation. The Prime Minister, Governor General and London, Ontario Mayor all want to send letters.



August 13, 1927

Postmaster General Ottawa - Veniot

Veniot approves Burns' request to forward mail on the flight to "Notables" in England. Advises the London PO to handle the mail despatch and follow the usual procedures. Despatch to include any mail provided by Mr. Burns. Pilots to be sworn in as Mail Couriers prior to departure. Ottawa provides slogan cancel die: "AIRMAIL/LONDON. CANADA -LONDON.ENGLAND/--1927--".



August 16, 1927

London Postmaster

Col. Kenneth Alexander Murray

Acknowledges Postmaster General's instructions and suggests the weight and wording of the stencilling on the mail bag and asks if it can be returned to London, Ontario afterwards to be shown at the Western Fair.



August 18, 1927

Lawson and Jones, Limited and the LPO

Lawson and Jones, Limited prints 100 special flight labels (25 sheets of 4 labels) by lithography on a proof press under the supervision of a Government inspector - the lithographing stone is destroyed thereafter. The stamps are perforated 12 and [likely] delivered to Art Carty who directed the printing.



July 22 to August 23, 1927

A.C. Roessler

Famous American stamp dealer A.C. Roessler, frantically sends multiple requests to carry mail on the flight. He offers to pay \$1,000 to get one pound of mail on the plane, and wishes to purchase an additional \$500 worth of the special flight stamps. On August 23, he sends 50 covers to the London, Ontario Post Office along with a pre-payment of \$100. His request goes unheeded and it is unclear what became of his covers.



PreFlight



August 27, 1927

Secretary Post Office Department, Ottawa
Arthur Webster

Arthur Webster, acknowledges "the receipt of six copies of the special airmail sticker which it is proposed to be used on the airflight from London, Ontario, Canada to London, England."



August 29, 1927 close to 5:55 AM

London Postmaster - Col. K.A. Murray

42 pieces of paid mail and, by my calculation, 15 pieces of Official Government mail with free frankings, are placed in the mail bag prepared by Ottawa having the inscription "Canada Air Mail London, Canada to London, England 1927 via monoplane Sir John Carling captain T.B. Tully, pilot, Lieutenant James V. Medcalf, naigator". The bag has a gross weight of 2Lbs, 1oz. and is officially sealed by Murray.



August 29, 1927 5:55 AM

Tully and Medcalf

Pilots depart London, Ontario in the long range Stinson SM-1 Detroit monoplaner, the "Sir. John Carling" at 5:55 A.M.

Flights



August 29, 1927 11 AM

Someone from the LPO

The mail bag is off-loaded and returned to the London Post Office for safekeeping.



August 30-31, 1927

London Free Press

Newspapers run stories about the first start of the flight and its return to London. Stamp collectors and dealers take note of the new flight plan which will include a stop at Harbour Grace. Roessler advises Medcalf to carry his "lucky letters" on the flight stating that the "Postmaster has envelope plus check part payment: wire collect."

August 25-28, 1927

London Postmaster - Col. K.A. Murray

Official covers (and perhaps other mail) receive a special oval postmaster handstamp "POST MASTER / 08, 25, 1927 / London, Canada".



August 29, 1927 4 AM

London Postmaster - Col. K.A. Murray

Cancels the mail with the special rectangular block cancel "AIR MAIL / LONDON, CANADA-LONDON, ENGLAND / --1927--" provided by Ottawa, along side a Circular Date Stamp: LONDON / AUG 29 / 4 AM / 1927 / CANADA".



August 29, 1927 just prior to 5:55 AM

Moore, Tully and Medcalf

Tully and Medcalf are sworn in to be Mail Couriers by John Mackenzie Moore, the Mayor of the City of London, Ontario, (the official sponsor of the flight), and are given the officially sealed mail bag.



August 29, 1927 5:55AM - 10:55 AM

Tully and Medcalf

The aviators get as far as Kingston before turning back due to heavy fog and rainstorms. They return to London close to 11AM that same day. That evening, it is revealed that the pilots feared the extra 300 gallons of fuel stored in 5 gal containers in the cabin could break loose and cause the plane to crash and burn.



August 29, 1927 Evening

Flight Organizers

A late night meeting is held at Charles Burn's house lasting "into the small hours of the morning", to strategize how to quell unfavourable publicity from the first failed flight attempt. A decision is made to make a refuelling stop in Harbour Grace Newfoundland en route to London, England as a safety precaution - partly to reduce the need to store fuel cans in the cabin. Arthur Ford of the London Free Press is advised of the new flight plan.



Flights



September 1, 1927 Early Morning

London Postmaster - Col. K.A. Murray

When official word of the flight's departure for day-break was received by Murray, he "personally opened the bag of mail and stamped on each of the items therein the date and hour when the bag was finally closed." Presumably with the circular date stamp: "LONDON / SEP. 1 / 5 AM / 1927 / CANADA".



September 1, 1927 5:32 AM

London Postmaster - Col. K.A. Murray

Murray later reports to the Post Master General that "I personally opened the bag of mail and stamped on each of the items therein the date and hour when the bag was finally closed. A fresh bag label was also attached, as well new way bills, and the bag was again handed to the pilots within a few minutes of the take-off at 5:32 o'clock this morning and a discharge received from them for same."



September 1, 1927 5:35 AM

Tully and Medcalf

The pilots depart London, Ontario for the second time.



September 1, 1927 Day

Tully and Medcalf

Aviators encounter dense fog 30 miles off the coast of P.E.I. in the Gulf of St. Lawrence. They circle back and by nightfall land in a potato field near Washburn Maine, six miles from Caribou.



September 5, 1927 9:49 AM

Tully and Medcalf

Tully and Medcalf depart Maine for Harbour Grace. Upon arrival, at 4:05 PM EST, the plane is refuelled but is unable to depart until September 7th due to bad weather. [If a cover was carried by favour to Harbour Grace, it would have been off-loaded and given to postal authorities and received an arrival postmark, which the surviving cover does not have].

August 31, 1927 End of Day

London Postmaster - Col. K.A. Murray

By end of day, the London Postmaster reports to the Postmaster General that: "The despatch of mail referred to with seal intact is now in the vault at the London Post Office and will again be delivered to the Pilots accompanied by fresh Letter Bills showing date and hour of despatch immediately preceding their next attempt."



September 1, 1927 Early Morning

London Postmaster - Col. K.A. Murray

When the mailbag is opened, a cover bearing the address: "The Controller of / the London Postal Service, / London, England" inadvertently falls out of the mailbag. As a result, Murray misses it while stamping the mail with the Sept. 1 CDS and the errant cover never makes it into the mail bag before it is re-sealed.



September 1, 1927 after 5:32 AM

Someone at the LPO

The errant cover is discovered by someone at the London Post Office and is put aside.



September 1, 1927

London Free Press

The Newspaper runs a story on the flight. In part it states: "Mail carried by the plane was (now) composed of 41 letters, including an embossed letter from Mayor J.M. More to the Lord Mayor of London, England. The gross weight of the letters and the bag in which they were carried was two pounds, one ounce, the bag itself weighing approximately 12 ounces. All the letters were recancelled with today's date and the bag was relabeled."



September 2, 3, 4, 1927

Tully and Medcalf

The "Sir John Carling" is somewhat damaged on landing and is repaired. Later, during refuelling, a small fire breaks out under the plane and is extinguished with no damage done. The flight remains grounded in Maine until September 5th due to unfavourable weather.



Flights



September 7, 1927 9:45 AM

Tully and Medcalf

Aviators depart Harbour Grace at 9:45 AM local time for London, England. They are unaware of an SOS message from the plane "Old Glory", nor a further weather report indicating unfavourable conditions off the coast of Ireland. They are last seen heading across the Atlantic at Cape St. Frances, Newfoundland.

Post Flights [and Conjectures]



August 30, 1927

Holmes and Carty

A refuelling stop at Harbour Grace is agreed upon at a meeting at Charlie Burns' house on the night of August 29, 1927. When the news hits the press the next day, [L.S. Holmes, suggests to his "good friend" Art Carty to redirect one of the covers to Harbour Grace as it would become a great philatelic rarity.]



September 1, 1927 early morning

London Postmaster - Col. K.A. Murray

While cancelling the mail for the second time with the Sept. 1, 1927 London Circular Date Stamp, [one of the envelopes is misplaced and consequently does not receive the CDS]. From the original 42 paid pieces of mail on the August 29 flight, there are now only 41 "paid" pieces of mail in the mailbag according to the September 1, 1927 London Free Press article.



September 1, 1927 after departure

London Post Office Staff

Following the plane's departure, imprints of the slogan cancellation used on September 1, 1927 are made on postal facing slips and other available bits of paper, and are given to postal employees who requested them as souvenirs from, in the words of Murray, the "most unprecedented postal services event in that part of Canada".



September 17, 1927

London Postmaster - Col. K.A. Murray

In response to the Postmaster General's request for 100 copies of the special (CLP6) label, Murray writes: "only one hundred of these stickers were issued, after which the plate was immediately destroyed." "How many of them if any, are now in Mr. Burns possession or what disposition he has made of them, I have no way of knowing, but I am informed that one of these stickers was purchase from Mr. Burns by a philatelist [presumably Holmes] for \$25.00."

September 6, 1927

The London Free Press

A news despatch in The London Free Press dated Harbour Grace, Newfoundland, September 6 reads: "The flyers brought a packet of mail for Edward Parsons of this town, from his son, Alexander, who carried mail across the United States-Canada border in the early days of the aerial postal service." No "Parsons" mail has ever been found and perhaps no mail was carried by favour. The 1997 AAMC, Air Mails of Canada and Newfoundland, page 42, mentions the CLP6 covers were removed and again postmarked in Harbour Grace, but I find this unlikely given it was an officially sealed London-bound mail bag, and Harbour Grace was only a refuelling stop.



Prior to September 17, 1927

Holmes and Burns

L. Seale Holmes, a noted London philatelist, purchases the special souvenir label (CLP6 - Copy 2 - Marcello B) [from Charles Burns, President of Carling Breweries, for \$25] - the amount charged by the flight committee for a label despite its 25c face value.



August 30, 1927

Carty and Murray

As the flight committee was given official control over which letters would be accepted for the special mail, [Carty asks Murray to pull one of his covers from the mail so it can be re-addressed to Harbour Grace. This would amount to mail tampering and Murray refuses.]



September 1, 1927 after departure

Someone at the LPO

[The misplaced cover, addressed to "The Controller of / the London Postal Service, / London, England" is found by a postal worker at the LPO and set aside.] At some point during handling the top right corner of the envelope gets folded over and the top right corner of the 3c Parliament stamp is torn off at the crease line.



after September 9, 1927

Flight Promoter - Art Carty

Winnifred Medcalf, who had remained in London, England, waits in vain for news of her husband. Carty sets aside a block of 4 stamps for each of the widows. However, the stamps (now quite valuable) are reported stolen before they can take possession of them. (In January 1943, a letter written on behalf of Medcalf's widow claims: "Unfortunately Mrs. Medcalf has never, to her knowledge, had any of the labels which, you say, were printed for the ill-fated London to London flight"). Carty keeps a copy of the label proof [and possibly a label] for himself.



Post Flights [and Conjectures]



after September 19, 1927

Someone at the LPO and L. Seale Holmes

When the flight is considered lost, the philatelic value of the mishandled cover is recognized and it is stashed away for several years. Eventually it is purchased by L. Seale Holmes.



October 1969 - October 1971

Brian Holmes, John Cornelius and Ed Richardson

L. Seale Holmes keeps the envelop until his death in 1961. Dr. R. Brian Holmes inherits the cover from his father circa 1962 and sells it at a J.N. Sissons auction on October 23, 1969 to noted stamp collector, John C. Cornelius, for CS4,750. Cornelius sells the cover at a J.N. Sissons auction, *The John C. Cornelius Collection of Canadian Airmails*, on October 6, 1971, to Ed Richardson for CS 3,500.



November 14, 1979

Richardson and Nickle

Ed Richardson sells the cover at a J.N. Sissons auction, *The Ed Richardson Collection of Canadian Airmails*, on November 14, 1979, to Sam C. Nickle for CS 30,000.



April 6, 2004

Harmers of London

On April 6, 2004, Harmers of London sells the cover at their *Joseph Bergier Collection* auction to an anonymous collector in England for the record setting price of £70,575 (US \$129,250 at time). The lot includes both the cover and a CLP6 stamp - Copy 3 (see census on following pages).

September 19, 1927

Charles Burns

The flight was scheduled to arrive in the afternoon of September 8th, and by September 19th is considered lost and the aviators perished. Carling Breweries places the \$25,000 prize money into a trust fund at the London and Western Trust Co. for the widows of the two airmen and their children. Lloyds of London pays out the life insurance policy (\$20,000 less \$3,000 premium) to the aviators' widows, Anne Tully and Winnifred Medcalf.



1927 - April 28, 1956

Someone at the LPO and L. Seale Holmes

In the intervening years, a large white label (visible in the Sissons listing of 1969 - inset) is affixed over the three line address. Additionally, two black tape strips are placed over the label to fully obscure the underlying address, two additional strips of transparent tape are added to secure the entire "mess" in place. (The tape dispenser's cutting teeth marks are visible on the tape). Part of the transparent tape covers one lower left perforation of the CLP6 label. The envelope is roughly opened and the contents removed. The flap is re-sealed with some kind of glue which can be seen on the inside front of the envelope. The cover is not seen again until the 1956 FIPEX show in New York.



October 1971 - November 1979

Richardson

Following the sale in the J.N. Sissons auction, the label and tape covering the address were lost or removed. Gum residue, left over from the transparent tape, is clearly visible on one lower perforation of the CLP6 stamp. The paper fibres beneath the label are undisturbed except for some glue residue around the margins of the underside of the label. [It appears as though the label and tape glue dried up and the tape and underlying label simply fell off.]



March 21, 1995

Executor of Nickle and Joseph Bergier

The executors of the Sam C. Nickle estate sell the cover at a Charles G. Firby Auction on March 21, 1995, reportedly to respected stamp dealer G. Orlandini (Harmers of London) for a record US\$ 44,000. It is later sold to Joseph Bergier.



May 4, 2022

Cherrystone Auctions

The Cover disappears for almost two decades and re-appears at a Cherrystone Auctions Sale 0522, Lot 659, May 4, 2022, and sells for US\$ 74,750 (incl. B.P.).



Accounting of the 1927, green & yellow 25c London to London Semi-Official Air Mail CLP6 Labels

“57 CLP6 Flight Labels on Covers”

100 of the special flight labels were printed in 25 blocks of 4 by Lawson and Jones, Limited, and were tightly controlled by the flight organizers. Of those, 42 were on covers that included postage and were in the sealed mail bag on August 31, 1927 according to the London, Ontario Post Master, Col. Kenneth A. Murray. He further reports that the gross weight of the bag and contents was “2 Lbs, 1 ounce”. On the second flight attempt on September 1st, the London Free Press reported that the mail bag (now) contained “41 letters”, with presumably the only known surviving cover having been misplaced in the early hours of that morning and not making it into the mail bag. In an article on August 20, 1927, The London Free Press reported that the weight of the empty mail bag was “just under 10 oz.”. I have attempted to determine the total number of envelopes that were in the mail bag by its weight. Calculating the average weight of an envelope with stamp and single sheet of paper as 0.40 oz., a total of 57 letters would have been in the bag, of which 15 must have been unfranked Official Letters having the special label (but no Canadian stamp). Four of these are accounted for in the literature (see below).

CLP6 FLIGHT LABELS ON COVERS		Notes
Weights and Measures		
Gross Weight Bag + Mail	33 oz	per Murray on August 31, 1927
Weight of Mail Bag	10 oz	per London Free Press August 20, 1927
Weight of a standard envelope	0.238 oz	
Weight of a sheet of paper	0.159 oz	
Weight of a Label	0.005 oz	
Total weight of a letter	0.40 oz	
Total letters in mailbag calculated by weight	57	Formula: (gross weight of bag - weight of bag)/weight of a letter
Paid Letters (with postage lost on flight)	41	per Murray August 27, 1927
Surviving Cover (with postage later removed from flight)	1	(includes surviving cover which was removed subsequently)
Official Unpaid Letters (no postage)	15	by subtraction
Total letters in mailbag on August 31, 1927	57	
Official (unpaid) Mail Comprised of		
Prime Minister King to King George V	1	per The Globe, Toronto article, August 20, 1927
Governor General to King George V	1	per The Globe, Toronto article, August 20, 1927
President (of Legion) W.H. Kippen to Earl Haig	1	per L.S. Holmes October 24, 1952 Weekly Philatelic Gossip
London ON Mayor John M. Moore to the Lord Mayor of London, England	1	per the London Free Press, Sept 1, 1927 and L.S. Holmes October 24, 1952, Weekly Philatelic Gossip
Unknown sender/addressee	11	The balance of letters in the mail bag
Total Official Unpaid Letters	15	By addition

Accounting of the 1927, green & yellow 25c London to London Semi-Official Air Mail CLP6 Labels

"43 CLP6 Flight Labels NOT used on Covers"

What happened to the remaining 43 labels? According to a letter dated August 27, 1927, Arthur Webster, the Secretary, Post Office Department, Ottawa, received six copies of the label. In a BNAPS article, January 1985, it lists 10 labels having been sent to the Canadian Government Archives. Combined with the Post Office Department copies, this would represent 4 blocks of 4 labels sent to Ottawa. Recent auction listings report that 13 unused labels still exist. Using historical articles, stamp catalogues, auction catalogues, and archival records, I was only able to photographically identify 11 labels: one used on cover; one unused single; and 9 other unused singles belonging to 3 distinct blocks of 4, which I was able to partially or completely recreate using Photoshop by registering the label vignettes and aligning the perforations. This provided clues as to the origin of the blocks. I believe that one was in the possession of Charlie Burns as he reportedly sold a label to Holmes, which we can account for. The other two may have been those set aside by Art Carty for Anne Tully and Winnifred Medcalf, the aviator's widows. These were reportedly stolen during a break-in before they received them. The labels from these two blocks only surfaced decades later. In accounting for the balance of the labels, Ray Lawson was said to have "some", which I interpret as a block of 4 similar to Burns, and the remaining 11 labels were likely distributed to people closely connected to the flight. I provide a plausible list of those in my accounting below. If I'm correct, and if the Smithsonian National Postal Museum has a copy (which has been reported but I could not verify), then 15 additional labels, may eventually become available to collectors.

CLP6 FLIGHT LABELS NOT ON COVERS		Qty	Notes
Sent to Ottawa			
Post Office Department	6	per Arthur Webster, Secretary, Post Office Department	
Government Archives (10 stamps had to be deposited in the Government Archives)	10	per BNAPS Canadian Semi Official Airmails Study Group January 1985	
Sub-Total	16		
Flight Promoters Blocks (from which come the known labels)			
Charlie Burns (President Carling Breweries)	4	per BNA Topics March 1959, Burns had "some" (one was sold to a philatelist)	
Art Carty, Flight Manager (Freelance Reporter at the London Advertiser)	8	Set aside for the Aviator's Widows by Carty but reported stolen during a break-in prior to receipt	
Ray Lawson, Chairman of the Flight Committee (Lawson and Jones - Printers)	4	per BNA Topics March 1959 "received a few at the time"	
Sub-Total	16		
My List of "Other People" who may have received a label			
Art Carty, Flight Manager (Freelance Reporter at the London Advertiser)	1	Arranged printing of the Label	
Kenneth Murray (Post Master, London)	1	Murray believed this was an unprecedented postal event and would surely have wanted a souvenir	
An unknown employee at the London, ON Post Office	1	per description in Private Treaty Sale December 2009	
Dr. A.J. Grant (President of the London Chamber of Commerce)	1	Member of flight Committee	
J.M. Moore (Mayor of London, ON)	1	Member of flight Committee	
Commodore Firthiof G. Ericson (Ericson Aircraft Ltd, Toronto)	1	Pilot / Airplane Selection Committee	
Station Commander at Camp Borden	1	Pilot/Airplane Selection Committee	
Group Captain J.S. Scott (Royal Canadian Air Force)	1	Pilot/Airplane Selection Committee	
Colonel John Harry Innes Carling (Grandson of Sir John Carling)	1	Together with his son, Leonard Innes Carling, christened the "Sir John Carling" and could have received a label as a souvenir	
Terrence Tully (Pilot)	1	Aviator on flight - lost at sea perhaps with the label	
James Medcalf (Navigator)	1	Aviator on flight - lost at sea perhaps with the label	
Sub-Total	11		
Total Labels NOT on Covers	43		
Total Labels ON Covers	57	Based on Gross weight per Murray August 27, 1927	
Total Labels NOT on Covers	43		
Total Labels Printed	100	25 blocks of 4 labels	

Re-creation of three Semi-Official Air Mail CLP6 Blocks¹ using 9 of the Known Labels²



Block 1 (Promoters Copy - Charles Burns)



UL (Copy 3 & 7): Spink UK Auction 20012, -The 'Lionheart' Collection of Great Britain and British Empire - Part XII, Lot: 62, July 15, 2020, £22,000.

UR (Copy 2): J.N. Sissons, The John C. Cornelius Collection of Canadian Airmails, October 6, 1971, C\$2,700. (Holmes' copy.)

LL (Copy 12): Daniel F. Kelleher Auctions, Sale 663, Lot 2675, January 30, 2015, US\$ 26,400.

LR (Copy 9): Eastern Auctions, Lot 897, November 3, 2017, C\$ 24,150.



Block 2³ - Allegedly Stolen (Intended for Tully's Widow)



UL (Copy 10): For sale by private treaty, December 2009. Asking \$75,000. (1927 LPO employee's copy.)

UR (Copy 8): Eastern Auctions, "The D'Arcy Mosher Collection", Lot 306, November 18, 2021, C\$ 47,400.

LL (Copy 5): Sybil Fitzgerald Collection donated to the British Library in 1947.

LR: Unknown



Block 3³ - Allegedly Stolen (Intended for Medcalf's Widow)



UL (Possibly Copy 11): Unknown (Perhaps the copy at the Smithsonian National Postal Museum.)

UR (Copy 1): J.N. Sissons, The John C. Cornelius Collection, April 19, 1972, C\$2,700.

LL: Unknown

LR (Copy 6): Vance Auctions Sale - 346, Lot 6451, October 15, 2020, C\$ 20,900.

Notes: ¹ Block numbers do not necessarily reflect the order in which the blocks were printed.

² Numbers overlaid on labels correspond to the census on the following pages. Their last known location is provided.

³ Blocks 2 & 3 may not be the "Widows Blocks", but likely are, as those blocks went missing and many known stamps come from them.

⁴ Labels sent to Ottawa to the Post Office Department (6) and the Government Archives (10) likely came from 4 complete blocks.

London to London Semi-Official Air Mail CLP6 Label Census

In the January - February 1988 Newsletter of the Canadian Semi-Official Air Mail Study Group, Robert Marcello, then editor of the British North American Philatelic Society, wrote an article: "London to London Update" wherein he catalogued the known copies of the semi-official air mail label Unitrade Catalogue number CLP6. He positively identified five copies (A through E) and speculated on the existence of a sixth copy (F) from an image of the label found in the Scott Specialized Catalogue of Canadian Stamps. In the August 2006 edition of Scott Stamp Monthly, Charles J.G. Verge expanded on Marcello's work developing his own census of what he believed were nine known mint stamps. However, after reviewing the Cherrystone Auctions Catalog of June 25-26, 1986, Verge's Copy 7 was a duplicate of his Copy 3. Building on Verge's numbering system, I extend his CLP6 Semi-Official Stamp census to include his duplicate, the most recent CLP6 labels to appear at auction, the unaccounted for labels making up the reported 13 unused labels, and the only used copy on cover.

Auction Descriptions and Provenance



Copy 1 - Verge Census (Marcello F) UR Block 3

Badly centred to the bottom and the right. Illustrated in Sanabria airmail catalogs of 1940, 47, 50, 54-55; Unitrade Catalogue of Canadian Stamps from 1987 to 2006; and the Scott Specialized Catalogue of Canadian Stamps. In February 1988, Marcello correctly speculated that the copy of the CLP 6 stamp illustrated in the 1988 Scott Catalog was a separate copy (this one).

Provenance:

J.N. Sissons, The John C. Cornelius Collection, Sale 310, Lot 187, April 19, 1972, C\$ 2,600
H.R. Harmer, Shradly collection, Fall 1966 - withdrawn and sold by private treaty



Copy 2 - Verge Census (Marcello B) - The Holmes Copy UR Block 1

Premium mint copy from the upper right corner of the sheet with margins attached. Very well centred. L.S. Holmes purchased this from [Charles Burns] in 1927. It is illustrated in the Weekly Philatelic Gossip, by L. Seale Holmes, October 4, 1952, and appeared in subsequent editions of Holmes Handbook and Catalogue of Canada and B.N.A. until 1968. Exhibited at the Court of Honour at CAPEX 87. Illustrated in Maple Leaves (Autumn 1990) and Canadian Aerophilatelic Society Bulletin (Vol. XV, No. 3, 1999).

Provenance:

J.N. Sissons, The John C. Cornelius Canada Airmails, Sale 304, Lot 108, October 6, 1971, C\$ 2,500
J.N. Sissons, The Dr. Holmes Collection, Sale 287, Lot 931, October 23, 1969, C\$ 3,750
Dr. R. Brian Holmes, Inherited it from his father, circa 1962
Dr. L.S. Holmes, London, ON philatelist and author of "Holmes' Specialized Catalog of Canada and B.N.A." circa Aug-Sept 1927
(Presumed) Charles Burns, President Carling Breweries, Limited, August 18, 1927



Copy 3 (& Copy 7) - Verge Census (Marcello E) UL Block 1

1927 London, Canada to London, England, 25 cents green and yellow, lightly hinged, minor gum disturbances at bottom, well centred and fresh, very fine. An incredibly rare and important Airmail label. Signed Kessler, E. Diena and others and accompanied by E. Diena (1987) and Sergio Sismondo (2003) Certificates. Image in "The Airmails of Canada and Newfoundland, 1977. Stamp is centred slightly to the bottom left, with part original gum. A few short perforations and one missing at the bottom.

Provenance:

Spink UK Auction 20012, -The 'Lionheart' Collection of Great Britain & British Empire Part XII, Lot 62, July 15, 2020, £22,000
Cherrystone Auctions 1411, Lot 627, November 1, 2014, US\$ 29,900
Harmers of London, Joseph Bergier Collection, Sale 4724, Lot 1052 (stamp+cover), Apr 6, 2004, £ 70,575 (US\$ 129,250 at time)
Cherrystone Auctions, Lot 821, June 25-26, 1986, US\$ 22,000
Harmers of London, Pegasus Collection of Airmails of the World, March 11, 1986, £ 6,325 (US\$ 9,130 at time)
F.W. Kessler of New York, Matthews Collection of Airmail Stamps Part I, Sale 137, October 25, 1960, US\$ 5,250



Copy 4 - Verge Census L from a new Block

Left margin copy with original gum in mint condition. Extremely well centred with some split perforations and several blind perforations. The left sheet margin has been folded along the perforations. This is likely from a different block of 4 stamps. Image courtesy of the British Library, copyright © 2023.

Provenance:

Sybil Fitzgerald Collection of Airmail Stamps donated to the British Library in 1947 and announced in The Times on August 11, 1951. (Confirmed June 2023)



Copy 5 - Verge Census LL Block 2

Lower left corner copy with both margins and part original gum. Centred slightly to the lower right, condition is very good. Two Sanabria guarantee marks on the reverse. Image courtesy of the British Library, copyright © 2023.

Provenance:

Sybil Fitzgerald Collection of Airmail Stamps donated to the British Library in 1947 and announced in The Times on August 11, 1951. (Confirmed June 2023)



Copy 6 - Verge Census (Marcello C) LR Block 3

An unused copy but without gum. Some soiling and a small tear at the bottom centre right. Centred F-VF to the bottom right. Certificate from the Royal Philatelic Society of London No. 91834 Jul 23, 1975. On exhibit at CAPEX 87.

Provenance:

Vance Auctions Sale 346, Lot 6451, October 15, 2020, CS 20,900

Ron Leith Public Auction #8, Lot 763, June 9, 1991, CS 9,000

J.N. Sissons, "The Jack Myers Collection of Semi-Official and Pioneer Airmails", Sale 450, Lot 650, January 14, 1986 - sold at CAPEX 87 on the floor for CS 6,950.



Copy 7 - Verge Census Duplicate of Copy 3

Verge's Copy 7 is a duplicate listing of Copy 3 of his Census (and is Copy E of the Marcello Census). Verge presumed it was a new copy, mentioning that it was sold in the Cherrystone Auctions of June 25-26, 1986. However, this image, taken from the Cherrystone Auctions catalog is clearly Copy 3 and not a new copy as evidenced by the perforation pattern and the distinctive broken inner frame line below the Medcalf vignette, on the right.

Provenance:

This is a duplicate record of Verge's Copy 3.



Copy 8 - Verge Census (Marcello D) UR Block 2

A very well-centred VF to the right example, some missing gum at top otherwise with full original gum and has never been hinged. Very fresh and deep colour, unlike some other surviving examples. The stamp has small stains on Tully's forehead, a light broken-at-top vertical crease, and very slight soiling. Despite the faults this is an attractive, well-centred example of this very rare stamp.

Provenance:

Eastern Auctions, "The D'Arcy Mosher Collection", Lot 306, November 18, 2021, CS 47,400
 Sparks Auction #12, Lot 476, April 3, 2013 CS 26,000
 Cherrystone Auction 0511, The Versailles Collection Part III, Lot 1997, Oct 1, 2005, US\$ 26,450 (to Chris Carmichael)
 R. Maresch & Son, Lot 293, September 4, 1986, CS 8,800



Copy 9 - Verge Census - The Geldert Copy LR Block 1

A magnificently centred unused example of this world-class air post rarity, possessing large balanced margins all around, without gum, the dark green and yellow colours are strong and bright, accompanying certificate states some light soiling, which is truly minimal, and thin spot at bottom left, neither of which detracts from this stamp's extremely fine appearance.

Provenance:

Eastern Auctions, Lot 897, November 3, 2017, CS 24,150
 Spinks USA (Shreves Philatelic Galleries, Inc.) Sale - 85, Lot 1141, October 27 2006, US\$ 18,000
 Geldert's Daughter, (given to her from father), circa 1964
 Mac Geldert (President, Royal Philatelic Society of Canada), prior to 1964



Copy 10 UL Block 2

"This stamp has been tucked away from the light since 1927 and the colour and condition are simply incredibly fresh. The gum is in mint never hinged condition. The stamp was acquired by the grandfather of the present owner while he worked at the London, Ontario post office in August 1927". (How did a London, Ontario postal worker obtain this spectacular copy in period - could this have been K.A. Murray or the person who allegedly stole the widow's blocks, if indeed this is from one of those?)

Provenance:

For sale by private treaty, December 2009. \$75,000 at the time of asking.
 Unknown Postal worker at the London, Ontario Post Office, August 1927



Copy 11 Unknown

This may be the copy that reportedly resides in the Smithsonian National Postal Museum, however I have not been able to confirm its existence as of the publication of this article.

Provenance:

Smithsonian National Postal Museum, Washington, D.C.(unconfirmed).



Copy 12 LL Block 1

1927, 25¢ Carling Trans-Atlantic Flight, o.g., lightly hinged, incredibly fresh and bright and virtually perfectly centred. Very Fine to Extremely Fine, 2009 Greene Foundation certificate noting a "light pencil mark", which has subsequently been erased.

Provenance:

Daniel F. Kelleher Auctions, Sale 663, Lot 2675, January 30, 2015, US\$ 26,400

**Copy 13 Unknown**

This is a placeholder for the 12th unused copy of the label reportedly in existence, however I have not been able to track it down.

Copy 14 Unknown

This is a placeholder for the 13th unused copy of the label reportedly in existence, however I have not been able to track it down.

Provenance:

Unknown

**Copy 15 (Marcello A) on the only known cover**

1927, 25 cents green and yellow, used tied by boxed "Air Mail - London, Canada to London, England 1927" three line handstamp. Stamp has residual dried tape gum on one perforation below the "C" of "CENTS" from a label which was applied and subsequently removed or fell off after 1971. Stamp is perfectly centred with all perforations intact. Thought to be the only used copy of this rare and famous semi-official stamp. The cover was displayed at FIPEX 1956, and in the Courts of Honour at INTERPHIL 76 and CAPEX '78.

Provenance:

Cherrystone Auction Sales 0522, Lot 659, May 4, 2022, US\$ 74,750 (incl. BP)

Hammers of London, Joseph Bergier Collection, April 6, 2004, £ 70,575 (US \$129,250 at time) (lot included cover and CLP6 stamp - Copy 3)

Charles G. Firby Auctions, The Sam C. Nickle Collection of Canadian Airmails, Lot 106, April 30, 1995, US\$ 44,000 (reportedly to Giangiacomo Orlandini)

J.N. Sissons, The Ed Richardson Collection of Canadian Airmails, Sale 396, Lot 53, November 14, 1979, CS 30,000

J.N. Sissons, The John C. Cornelius Canada Airmails, Sale 304 (Part 1), Lot 298, October 6, 1971, CS 3,500

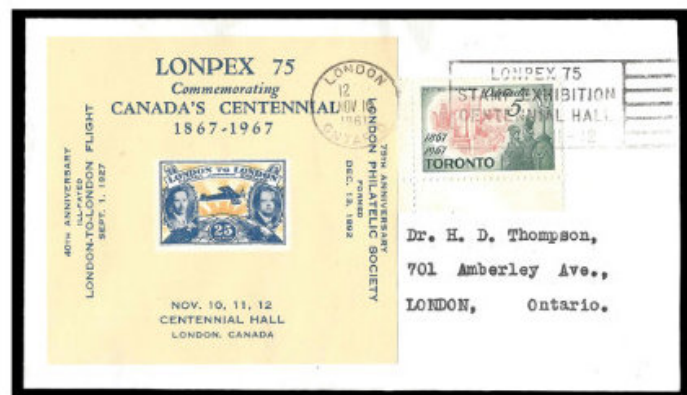
J.N. Sissons, The Dr. Holmes Collection, Sale 287, Lot 932, October 23, 1969, CS 4,750

Dr. R. Brian Holmes, Inherited from his father, circa 1962

Dr. Lawrence Sealewyn Holmes, M.D, author of "Holmes' specialized philatelic catalogue of Canada and British North America", circa 1930 (Presumed) Postal Worker at the London Post Office - perhaps the Postmaster, Col. K.A. Murray, shortly after September 1, 1927

Commemorative Label

To mark the 75th Anniversary of the London Philatelic Society, Tom Moore (President, London Philatelic Society) and Stan Shantz (stamp dealer and stamp columnist for the London Free Press) came up with the idea that the Society commemorate the 40th anniversary of Tully and Metcalf's attempted London, Ontario to London, England flight. Using a copy of the semi-official stamp, reportedly Holme's copy [Copy 2], the group created a commemorative label which was printed by Lawson and Jones, the same company that printed the original stamps on August 18, 1927. The colour of the vignette of the stamp was changed from green and yellow, to blue and yellow. Two slogan postmarks were created. The first: "40TH ANNIVERSARY / LONDON TO LONDON / FLIGHT ATTEMPT / SEPT 1 1967", was used only on that date on 500 covers addressed to England and bearing the souvenir sheet and the 15c Bylot Island Centennial stamp. The second: "LONPEX 75 / STAMP EXHIBITION / CENTENNIAL HALL / NOV 10-11-12" was used on 2,000 covers bearing the souvenir sheet and a 5c stamp, and used only at the show between November 10-12, 1967.



November 10, 1967 Souvenir Cover of the 40th anniversary of the "London to London" flight. Cancelled at the LONPEX 75 stamp exhibition. London, Ontario CDS dated November 10, 1967 with special slogan cancel "LONPEX 75 / STAMP EXHIBITION / CENTENNIAL HALL / NOV 10-11-12". \$10.

London Post Office Circular Date Stamp and Slogan Cancellation



August 19, 1927, Proof strike of slogan cancellation
 Front of cover showing the London to London AUG 19 3:30 PM 1927 cds and slogan cancellation specially prepared for the flight. One of only three known examples of the proof strike.

Provenance:
 Ray Simrak Collection of Semi-Official Airmails. Nov 2022
 Ron Leith Public Auction #8, Lot 764, June 9, 1991

August 29, 1927, Proof strike of slogan cancellation

Proof strike of the special slogan postmark and AUG 29 / 4 PM 1927 cds used in London, ON to cancel the mail.



Provenance:
 Eastern Auctions, Sale 0522, Lot 1186, Nov 19, 2022, \$711



August 29, 1927, On Cover strike of slogan cancellation
 CLP6, 1927 (AUG 29) Back of the only known cover showing the London to London AUG 29 4 AM 1927 cds and slogan cancellation prepared for the flight. It is unclear why it was applied to both the front and back of the cover.

Provenance:
 Cherrystone Auction Sale 0522, Lot 659, May 4, 2022, US\$ 74,750 (incl. B.P.)
 Harmers of London, Joseph Bergier Collection, April 6, 2004, £ 70,575 (US \$129,250) (lot incl. cover and CLP6 label - Copy 3)
 Charles G. Firby Auctions, The Sam C. Nickle Collection of Canadian Airmails, Lot 106, April 30, 1995, US\$ 44,000
 J.N. Sissons, The Ed Richardson Collection of Canadian Airmails, Sale 396, Lot 53, November 14, 1979, CS 30,000
 J.N. Sissons, The John C. Cornelius Canada Airmails, Sale 304 (Part 1), Lot 298, October 6, 1971, CS 3,500
 J.N. Sissons, The Dr. Holmes Collection, Sale 287, Lot 932, October 23, 1969, CS 4,750
 Dr. R. Brian Holmes, Inherited from his father, circa 1962
 Dr. L.S. Holmes, M.D, author of "Holmes' specialized philatelic catalogue of Canada and British North America", circa 1930
 (Presumed) Postal Worker at the London Post Office - perhaps the Postmaster, Col. K.A. Murray, shortly after September 1, 1927



Front of cover showing slogan cancellation and Aug 29, 1927 cds.

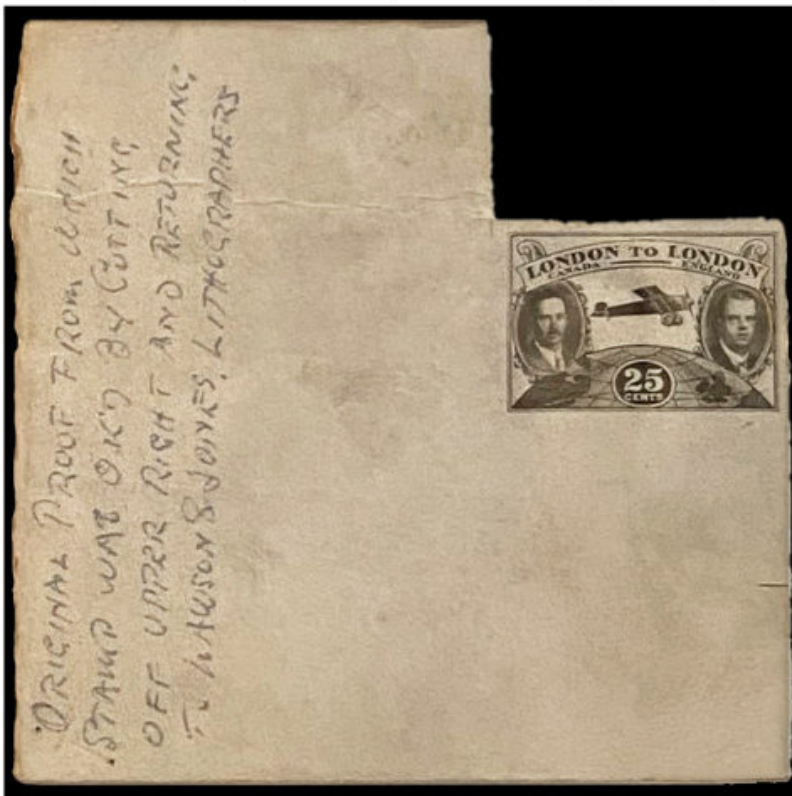


September 1, 1927, Souvenir strike of slogan cancellation
 A large piece showing a proof impression of the London to London SEP 1 / 5 AM 1927 cds and slogan cancellation specially prepared for the flight. Greene Foundation cert. 2009.

Provenance:
 Ray Simrak Collection of Semi-Official Airmails. November 2022
 Eastern Auctions, November 4, 2017, Lot 898, \$1,035
 Eastern Auctions, Ernest Wall Collection of Semi-Official Airmails, June 20, 2015, Lot 220, \$604

Printer's Proofs

According to a story in the Toronto Star on January 11, 2009, John Harding received a copy of the first printer's proof of the CLP6 label from a friend who had inherited it from Art Carty. Carty had gotten it directly from the printer, Lawson and Jones, Limited of London, Ontario in 1927. The proof was kept in a box in Harding's attic for some 40 years, not knowing what he had, other than being told it "may be worth something". He then gave it to his son, John Harding Jr., who told him to "see what you can get for it someday". In 2008, Harding Jr. took it to John H. Talman Ltd. Stamp Auctions & Sales on Yonge St., Toronto, who sold it at auction to Charles Firby for \$10,000! In March 2014, at an auction in London, Ontario, a lot containing a box of airplane magazines, old photos, a military manual, newspaper articles, and various articles pertaining to the London to London flight of 1927 was sold. The purchaser found: a photo of the "Sir John Carling" airplane taken by Archie Nicholson at the Crumlin airstrip; three postcards of the pilots - one signed by both; and a glassine envelope with a note and a (second) proof inside (VGF cert. G21370, 25/04/2014). Two other proofs from the original 4 may still exist.



Provenance:

Ray Simrak Collection of Semi-Official Airmails. November 2022.
 Charles G. Firby Auctions, April 23, 2009
 John H. Talman Ltd. Stamp Auctions & Sales, Dec 19, 2008, C\$ 10,000 (to Firby)
 John Harding Jr., (inherited from father John Harding)
 John Harding, (inherited from A.C. Carty)
 Arthur C. Carty, Manager of the "Sir John Carling Flight", September 1, 1927

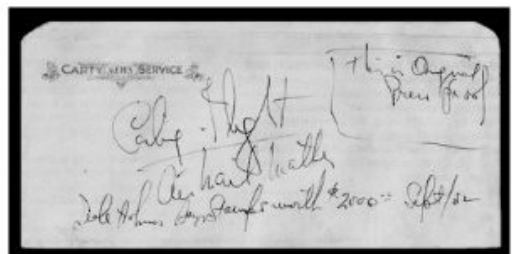


Provenance:

Auction in London, ON, mixed Lot, March 18, 2014, \$ undisclosed (to J. Irvine)
 Lawson and Jones Limited, London, Ontario, August 13, 1927

Printer's Proof - Copy 1

Lower left corner of black and white printer's proof on card. Printers notes in left margin read: "ORIGINAL PROOF FROM WHICH / STAMP WAS O.K'D BY CUTTING / OFF UPPER RIGHT AND RETURNING / TO LAWSON & JONES, LITHOGRAPHERS". Art C. Carty was possibly advised to keep the proof by his friend L. Seale Holmes. Carty's heir gave it to John Harding. His son inherited it and sold it at auction for C\$10,000. The proof was resold by Charles G. Firby Auctions in 2009 with a Vincent Greene Foundation cert. 2009.



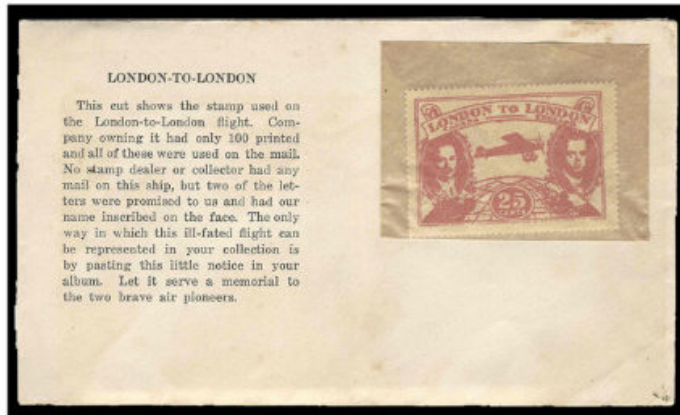
"Carty News Service" envelope in which the proof was stored with notation from L.S. Holmes from September 1952 indicating it was worth \$2,000. (Ray Simrak Collection of Semi-Official Airmails).

Printer's Proof - Copy 2

The Vincent Graves Green Foundation certificate G21370 describes this copy as a "progressive plate proof cut from upper left position of sheet of four in black, on card, with horizontal crease." This is likely the one cut from the above, and if so, two other proofs may still exist. This proof was part of a mixed lot sold at a non-philatelic auction in London, Ontario on March 18, 2014.



Contained in the lot was a hand written note stating that this was the original proof used to approve the label.



Iconic American air mail stamp dealer and forger, Albert Charles Roessler specialized in promoting and providing historic first flight covers to his customers. Frustrated by his inability to get any covers on the 1927 London to London flight, he created his own improvised cover (above) for his customers and made his own reproduction of the semi-official stamp using a newspaper image of the flight label.



The "Sir John Carling" at the airstrip at Harbour Grace, Newfoundland at sunrise on September 7, 1927.



The London Post Office, 1927. Left top inset is Peter Veniot, Post Master General of Canada. Bottom right inset is Dr. L. Seale Holmes, noted London philatelist.



Charles Burns, (white hat, centre), alleged former bootlegger and President of Carling Breweries, poses in front of the Carling Breweries office on Ann Street in London, Ontario on July 5, 1927 with 28 prospective applicants to pilot the London to London flight. Over 40 pilots, mostly RCAF and RAF, volunteered for the flight.

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Christmas 1933: The Pander S4 Postjager First Flight

Barend Wissink

Harmen Pander, a Dutch furniture maker, bought out a bankrupt airplane manufacturer (Vliegtuig Industrie Holland) in 1924.

Foreseeing a need for aircraft, he began building his own planes. He built thirty-one planes between 1924 and 1934. All the airplanes up to 1933 were single-engine models.

The one on the post card below, the Pander S4 Postjager, was a three-engined low-winged mail plane, specially made to run mail from the Netherlands to the Dutch East Indies (Indonesia). The airplane left Amsterdam on the 9th of December 1933, loaded with 596 lbs of Christmas mail, made up of 51,000 letters and postcards for the Dutch colony.

The Postjager had made a scheduled stopover in Rome and was on its way to Athens when the right engine lost oil pressure. The airplane was brought back to Italy and made an emergency landing. The engine was beyond repair and needed to be replaced. Panic time. The replacement engine was in the United States and wouldn't be able to be delivered until December 22nd, too late for delivery to Batavia for Christmas. The mail was unloaded from the airplane and taken by British Imperial Airways to Cairo, Egypt, where it was forwarded on by KLM plane "Pelikaan" (Pelican) to Bandoeng (Java, Indonesia).

If you wanted the postcard returned, extra postage had to be applied in the bottom left hand corner. On a one-way card there is a red triangle, which the stamp on this card is covering up, to show where to place the return stamp.



All the mail bears a small circular red stamp which reads Amsterdam- Batavia 9 Dec 33 (in) PH Ost/Postlager. This explains the stamps and cancels. The five-cent Queen Wilhelmina stamp from 1924 was used to get this postcard from s'Gravenhage (The Hague) on December 7th to Amsterdam in time for the flight on December 9th to Batavia.

The 30-cent green triangle stamp was especially made for flights to the East Indies for three different airplane flights. The green triangle was called Zegel voor bijzondere vluchten (stamp for special flights). The airplanes were Zilvermeeuw (herring gull) made by Fokker and flown in 1933 by KLM; Pelikaan (Pelican) also made by Fokker and flown by KLM; and the Postjager (mail hunter) flown for Pander & Son.

This card arrived in Bandoeng in the province of West Java which is now Indonesia on the 22nd of December 1933. It was sent from the postmaster there so he could remail it back to s'Gravenhage on the next flight out.

The next flight out of Bandoeng was on December 26th 1933 (a Tuesday) on the KLM flight aboard the Pelikaan back to the Netherlands.

Reverse postage was by the Blue Nederl-Indie triangle special air mail stamp. These special stamps were in use from 1933 to 1937. It returned to the original sender on December 31st 1933.



Some information and the final demise of the Pander Postjager. It was made mostly of wood, and the assembly of the wings in Pander's furniture factory is shown in the photo above.

- Crew: 3
- Capacity: 500 kg (1100 lbs)
- Length: 12.5 m (41 ft)
- Wingspan: 16.6 m (54.5 ft)
- Empty weight: 3025 kg (6669 lbs)

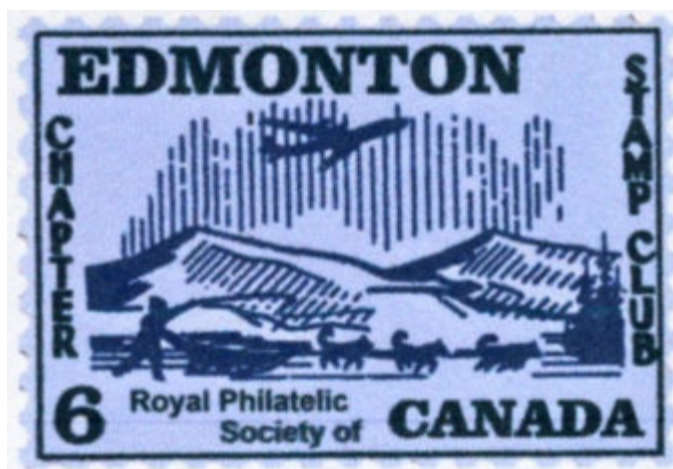
- Gross weight: 5500 kg (12,125 lbs)
- Fuel capacity: 2100 l (550 US gallons)
- Powerplant: 3 x Wright Whirlwind 9-cylinder air-cooled radial engines 420 hp
- Maximum speed: 370 km/h (230 mph)
- Cruise speed: 300 km/h (190 mph)
- Range: 2430 km (1510 miles)
- Service ceiling: 5400 m (17,700 ft)

The Pander Postjager right engine was repaired on December 27th and arrived in Batavia on December 31st. It made the return flight leaving Batavia on January 5th 1934, arriving in Amsterdam on January 11th. The S4 averaged 181 mph but failed to capture a mail contract.

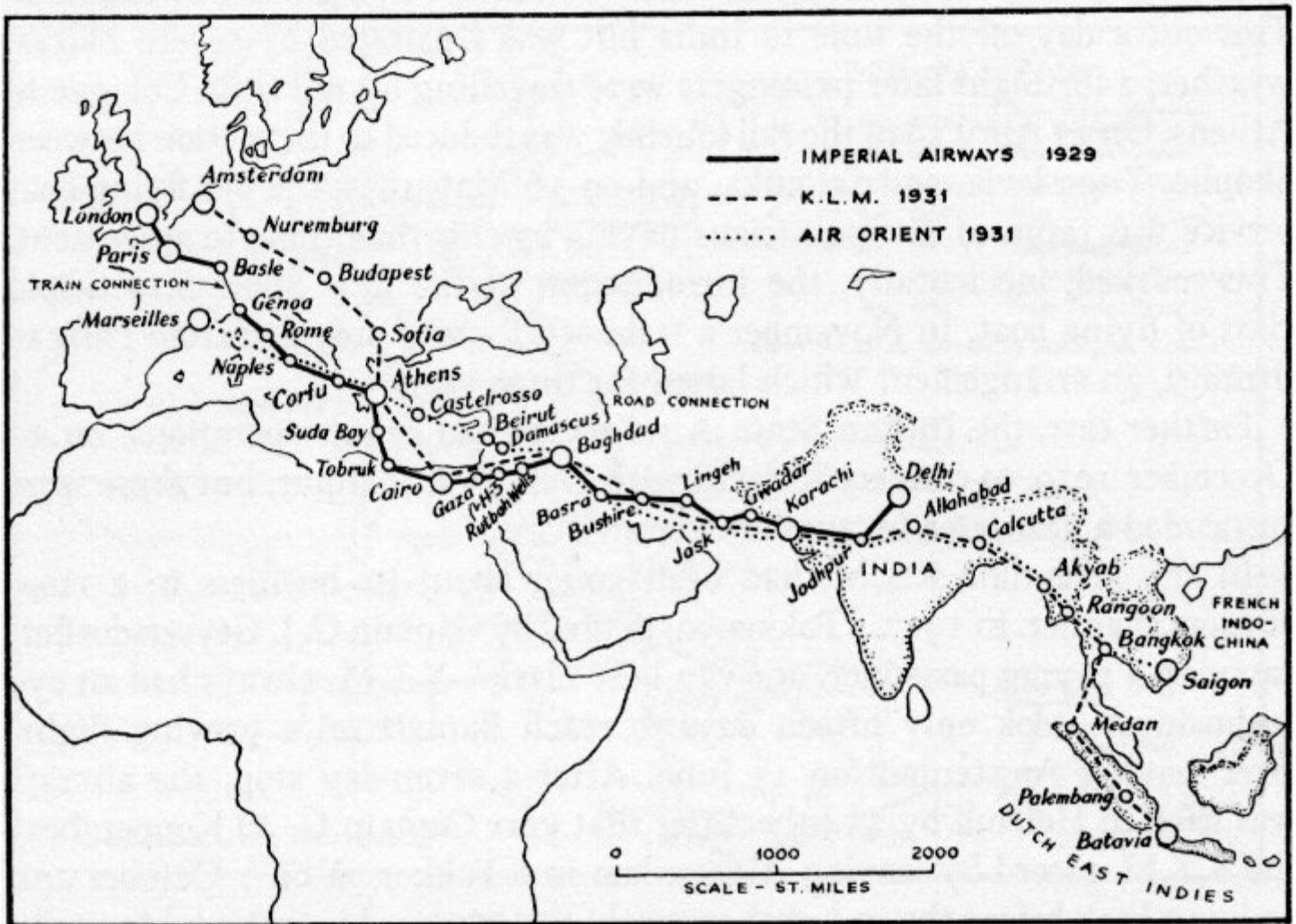
Pander decided to prepare the airplane for an air race, London to Melbourne, Australia. The race started on October 20th 1934 and covered 11,300 miles. The plane blazoned with the number 6 arrived in Baghdad, Iraq, in third spot on the first day. The next day the flight reached Allahabad, India, still in third place; but upon landing, the left landing gear collapsed resulting in bent left and center propellers. One of the crew took the damaged parts to Calcutta by train for repairs. This took the Pander S4 out of the race.

They made repairs and decided to finish the race, and the plane was ready to fly on the evening of 27th of October. On takeoff, the plane's right wing struck a service vehicle and ruptured a fuel tank. All three crew members escaped with burns, but the plane was completely destroyed.

This article originally appeared in the March 2023 Edmonton Stamp Club Bulletin. Thanks to Barend Wissink for the article; John-Paul Himka, editor of the ESC Bulletin for arranging the reprint; and to Nino Chiovelli for sending me the original article.



The Edmonton Stamp Club dates back to 1912. The club is Life Chapter #6 of the Royal Philatelic Society of Canada, and Chapter #680 of the American Philatelic Society. For more information see their website edmontonstampclub.ca



THE FIRST ROUTES TO THE EAST, 1929-39
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2022 New First Flight Covers are still being produced in Germany!



May 23, 2022: Frankfurt to Calgary

Eurowings is a German low-cost carrier headquartered in Düsseldorf and part of the Lufthansa group. Founded in 1996, it flies to operates to over 140 destinations in Europe and the rest of the world.

The Frankfurt - Calgary route was initially scheduled to commence on 23rd May 2022, and to operate five times per week. It was re-scheduled to operate four weekly flights from 1 August 2022 until 15 October 2022, and to use a leased Finnair Airbus A350-900 XWB aircraft, instead of the planned A330-200/-300.

This flight will be listed as number 202201 in section 5 of AMCN2.

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FIRST FLIGHT - ALBERT BALLIN PRIVATE JET CIRCUMNAVIGATION OF THE NORTHERN HEMISPHERE



Cancelled: HAMBURG 26 June 2022

Backstamped FOGO, NL 2022-06-27; GANDER NL JUN 28 2022; and WHITEHORSE, YUKON 2022-06-28

The private jet “Albert Ballin” from Hapag Lloyd offers ultra-luxury travel to remote areas for people who have “seen almost everything in the world”. The trips were initially made in a private jet, but now use a Boeing 757 from Icelandair, repainted in plain white. They currently offer: “German speaking guide; Exclusive events/excursions with special access; On-board doctor; Limited to 44 guests; Lie flat Business Class Seats;

Gourmet catering and Bar service included; Personal iPad on board”.

(<https://www.myworld-luxurytravelservices.ch/inspiration/albert-ballin/?lang=en>)

The trip to the Arctic was initially planned for mid-2020, but had to be canceled due to the effects of the pandemic. The trip was rescheduled for summer 2021, then postponed again as many countries continued to close their national borders to European tourists.

On Saturday, June 25th, 2022, the travel group met in a luxury hotel in Hamburg for a welcome, but also to get to know each other, including the accompanying flight companion and Nordland connoisseurs.

On Sunday, June 26, 2022, the start of the first stage to Gander, Newfoundland, Canada, took place.

After landing at Gander International Airport, the tour participants continued to Fogo Island. Here the transport took place with several Cessna machines and Beechcraft of a regional charter company.

Around noon on June 28th, 2022, the flight crossed Hudson Bay to Whitehorse in the Yukon Territory.

This flight will be listed as number 202203 in section 5 of AMCN2.

AMCN2:

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Volume 4 in the Seventh Edition of the American Air Mail Catalogue.

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INFORMATION OBTAINED

Many thanks to Barry, Ian, Keith, Kevin and Mike for the information they have provided on questions raised in the last issue.

1918 - AN INTRIGUING ENVELOPE !

Postmarked: TORONTO APR 20 2.30PM 1918



The aeroplane on the envelope appears to be a Curtiss JN-4, variant unknown, of the US Army Aeronautical Division. The view of a JN-4A above is copied from Peter Bowers' Curtiss Aircraft 1907-1947 for comparison.

Ian Macdonald

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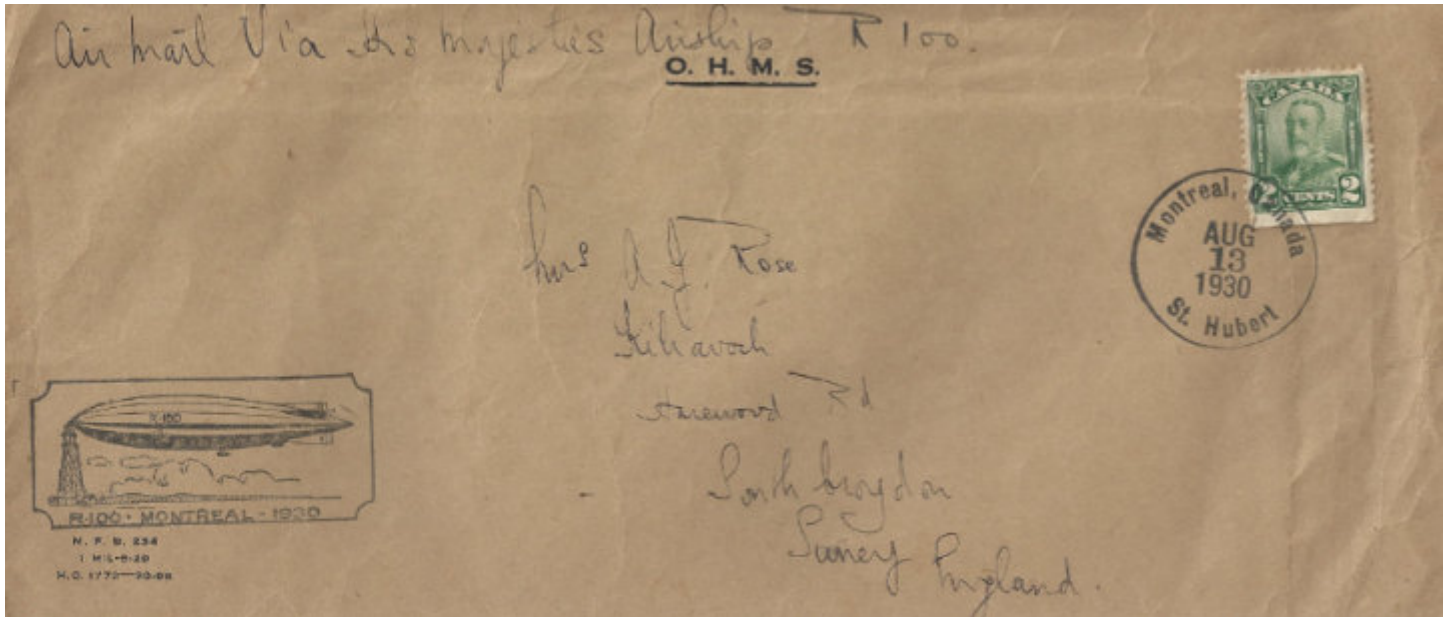
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WHO WAS FLYING OFFICER R.K.ROSE ?

Les Selby showed this cover which came with a letter signed by King Rose addressed to his mother in England that said the letter was being carried by the head of Canadian Air Force's Engineering Department, Group Captain Stedman, on the return flight of R-100 from Montreal to Great Britain in August 1930.



Robert Kingsley Rose was born in Sidcup, Kent (now part of Greater London) in 1899. He was the third son of Agnes Blanche and Arthur James Rose, a ship insurance agent. He enlisted March 2, 1916 and was a Second Lieutenant in the Royal Flying Corps the following year.

Flying Officer Rose sailed from Southampton on March 24, 1928 on S.S. Berengaria and arrived in New York on March 30. On the passenger list his closest relative was his father, residing at Kilravoch, Harewood Rd., South Croydon. His occupation: R.A.F. and his destination: R.C.A.F. headquarters in Ottawa. Robert met the Canadian Immigration Service at Lacolle, Quebec, with \$100 in his pocket, and employment in a new country.

In 1930 he attended an instrument flying course at Camp Borden.

He died October 1, 1933 while piloting a Spartan Three Seater biplane near Drogheda, Ireland. It was making demonstration flights as part of an airshow when, shortly after takeoff, the engine failed. The plane made a sharp left turn before crashing. The passengers, a couple, also perished.

Barry Countryman, Ian Macdonald

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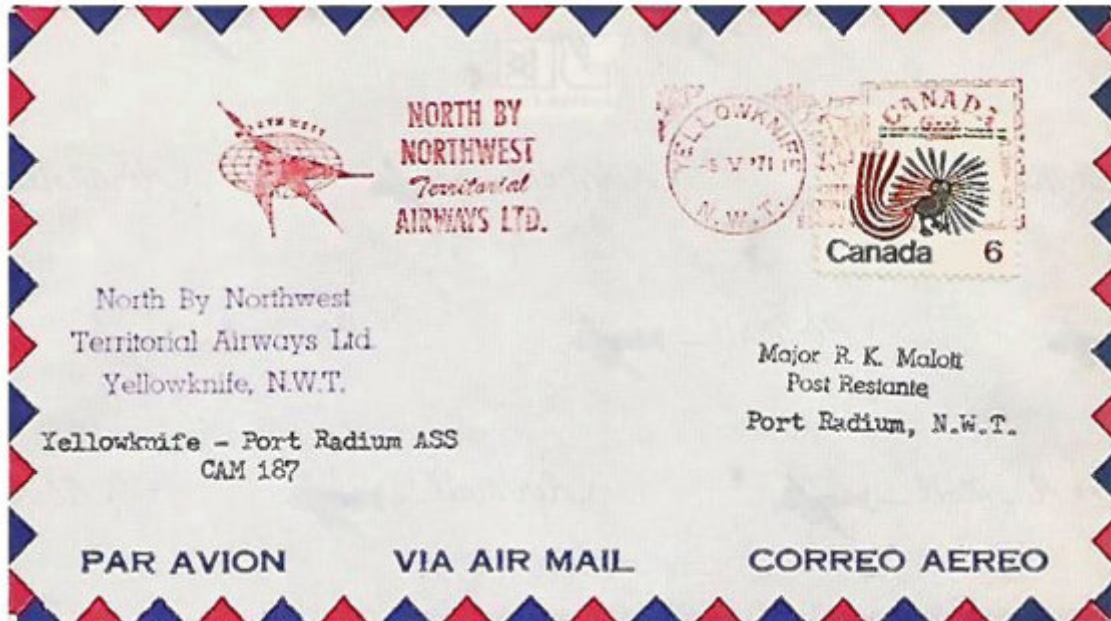
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WHAT DID ASS STAND FOR?



ASS stands for AIR STAGE SERVICE.

Kevin O'Reilly

(An AIR STAGE SERVICE was one in which mail was sent by air, without an extra fee being charged for air mail. The term was widely used for services to remote locations during the 1930's. I'm surprised to see it used in 1971, as the separate surface and air mail rates had ended on November 1st 1968. Ed.)

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WHY AVOID EDMONTON?



The yellow AVOID EDMONTON label was applied by William Grosvenor as part of his campaign against the Ghermezian family, developers of West Edmonton Mall, and their company, Triple Five Corporation. - According to an article in THE CALGARY HERALD, February 25, 1989:

Bill Grosvenor is the albatross around Triple Five Corp.'s corporate neck.

The middle-aged former Briton is determined to drive Triple Five out of business, claiming its West Edmonton Mall has done irreparable damage to the local economy.

"Wherever I go, I warn the public of the harmful effect of Triple Five," says Grosvenor.

When a British TV crew came to town recently to see the mall and report on Triple Five's plans to build something similar in the north England city of Leeds, Grosvenor made sure everyone heard from him too.

And when a delegation of West Germans arrived last month for their own tour and to start negotiating construction of a mall and entertainment facility there,

Grosvenor also gave them an unexpected earful.

He writes hundreds of letters to wherever Triple Five might do business. The campaign includes about 140,000 gummed labels printed to entreat people not to come to Edmonton or invest in any Triple Five project.

"Anything and everything I can get that makes Triple Five look bad, I mail it out," Grosvenor says. "I'll do everything I can within the law to put Triple Five out of business."

He points to a stack of mail on the other side of his living room, saying the letters are from overseas supporters of his anti-mall campaign. But Grosvenor refuses to open even one for examination by a reporter.

The self-described "militant" refuses to be photographed and says he can't reveal his business holdings because to do so would invite harassment by Triple Five.

Grosvenor says the concessions the City of Edmonton granted to Triple Five total millions of dollars.

Local residents and merchants are straining to pay for those concessions, he says, estimating property and business taxes have been tripled in recent years.

But a city official says property tax increases have matched inflation, while business taxes have either fallen or risen only slightly.

Bill Grosvenor also attacked all sorts of corporate and private entities, including the Edmonton Stamp Club. His last major case involved a 5 million dollar claim against the Saskatchewan Coop. He was in the process of opening a stamp shop in the basement of the Coop Grocery Store, and claimed that dust had fallen from the basement ceiling and destroyed his stock of stamps. After more than a month of ranting and raving, the Chief Justice threw his case out and assigned damages.

Keith Spencer, Mike Street, and <https://www.nizkor.org/grosvenor-william-calgary-herald/>

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WHO PRODUCED THIS GREEN HANDSTAMP? WHY?



The item was mailed through APO 09677, the US Army-Air Post Office at Goose Bay. A collector/dealer by the name of Jim Mettler was located at Goose Bay and sent out a lot of correspondence, some marked with this cachet.

Kevin O'Reilly

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December. The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to send **Seasons' Greetings** to other members. - Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a copy of it to the editor - Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, K7M 4Y4 (hargreavescp@sympatico.ca)

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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 CAS runs the website www.aerophilately.ca which provides extensive information about Canadian air mail

We also provide a question-and-answer service for mystery air mail stamps and covers; a library that can be searched for information on particular topics; and representation of Canadian aerophilatelists at national and international levels.

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

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MEMBERSHIP RENEWAL

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.

LIFE MEMBERSHIP - members who have reached the age of 85 and been a member in good standing for 15 years are no longer required to pay the annual membership fee. Contact Brian Wolfenden for more information.

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- #495 Gordon Easton,
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- #425 Paul Varty

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 members:

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