

# THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2023

No. 137

SEASON'S  
GREETINGS

## IN THIS ISSUE:

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- **SHEDIAC, N.B. – TWO NEW AMF POSTMARKS**
- **HELIJET AIRWAYS FIRST FLIGHT COVERS**

**AND MUCH MORE!**

## LATE NEWS

**AMCN2 wins a LARGE GOLD MEDAL  
and the RESERVE GRAND AWARD  
at the CHICAGOPEX Philatelic Literature Exhibition**

**AVAILABLE IN A FULL COLOUR PDF**

This full colour edition is available as an emailable PDF file.  
Email Brian Wolfenden at [bjnepean@trytel.com](mailto:bjnepean@trytel.com) to be added to the E-mailing list.

**Volume XXXIX Number 4**

Royal Philatelic Society of Canada – Chapter No. 187  
 American Philatelic Society - Affiliate No. 189  
 FISA (Fédération internationale des sociétés aérophilatéliques) – Club Member  
 WEBSITE – [www.aerophilately.ca](http://www.aerophilately.ca)

**Editor:** Chris Hargreaves, 4060 Bath Road  
 Kingston, Ontario K7M 4Y4  
 Tel. 613 389 8993

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[dave.bartlet@shaw.ca](mailto:dave.bartlet@shaw.ca)

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 Sandy Freeman, 343 – 4135 University Ave. N.W., Calgary, AB, T3B 6K8, Tel: 403 241 9280, [freemangs@shaw.ca](mailto:freemangs@shaw.ca)  
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 Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, [ggmallett@gmail.com](mailto:ggmallett@gmail.com)

**Past President:**

Chris Hargreaves, 4060 Bath Road, Kingston, ON, K7M 4Y4, Tel. 613 389 8993, [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

**Webmaster:**

Dave Bartlet (see contacts above)

**The Canadian Aerophilatelist:**

Editor – Chris Hargreaves (see contacts above)  
 Layout Editor – Paul Balcaen, [labriseman@pm.me](mailto:labriseman@pm.me)  
 Columnist - Tom Reyman (see contacts above)  
 Index – Gord Mallett (see contacts above)

**CAS CALENDAR****CAS / BNAPS AIR MAIL STUDY GROUP ZOOM MEETING**

Feb 4, 2024 Sunday 11:00 AM Eastern Time (US and Canada)  
<https://us06web.zoom.us/j/86890986692?pwd=p8S4gzf9pjlfzSRjVtx16fhO0GhEx.1>  
 If attending by telephone: Meeting ID: 868 9098 6692 Passcode: 100937  
 Find your local number: <https://us06web.zoom.us/j/86890986692?pwd=p8S4gzf9pjlfzSRjVtx16fhO0GhEx.1>

**EDMONTON STAMP CLUB SPRING NATIONAL STAMP SHOW – March 23rd – 24th 2024**

Central Lions Recreation Centre 11113-113 St., Edmonton, Alberta  
 March 23: 10:00 am to 5:00 pm March 24: 10:00 am to 4:00 pm  
 Dealers buying and selling stamps, National Level Exhibits (WSP), Jr Table, Free Evaluations, Door Prizes, and more. Website: <http://www.edmontonstampclub.ca>

**ORAPEX 2024 – OTTAWA - May 4th - 5th 2024**

at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2.  
 May 4 10am-6pm May 5 10am-4pm  
 The theme will be “Marcophily/Postmarks”. About 35 dealers. National level exhibits – ORAPEX is part of the American Philatelic Society's "World Series of Philately." See [www.orapex.ca](http://www.orapex.ca) for more information.

**BNAPLEX 2024 – KINGSTON, ONTARIO – August 23rd – 25th 2024.**

Annual Exhibition of The British North America Philatelic Society  
 For information see [www.BNAPS.org](http://www.BNAPS.org)

**ROYAL\*2024\*ROYALE – FREDERICTON, NEW BRUNSWICK – September 20th-22nd 2024.**

For information see [www.rpsc.org](http://www.rpsc.org)

**CALTAPEX – CALGARY, ALBERTA – October 2024**

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

**QUÉBEC CITY OLD PAPER SHOW - October 26th 27th 2024**

Travelodge by Wyndham Hotel and Convention Centre. 3125 Hochelaga Blvd., Quebec City, Quebec  
Saturday 10 a.m. to 5:30 p.m. Sunday 10 a.m. to 3 p.m.

25 dealers in attendance: stamps, postal history, covers, postcards, ephemera, old papers, archives, vintage posters and magazines and antiquarian books. One to two pages exhibition.

E-mail: [salonduvieuxpapierdequebec@videotron.ca](mailto:salonduvieuxpapierdequebec@videotron.ca) Website: <http://https://svpq.ca/>

## **CAS and BNAPS AIR MAIL STUDY GROUP JOINT MEETINGS ANNUAL DAY OF AEROPHILATELY IN TORONTO - SUNDAY, NOVEMBER 5TH**

This hybrid meeting had 34 participants: 10 at the in-person meeting at the Vincent Graves Greene Philatelic Research Foundation in Toronto, and 24 on zoom who were spread out from British Columbia in the west, to Edmonton in the north, France to the east, and Arizona in the south..

Clark Seaborn gave a great presentation about THE PRAIRIE AIR MAIL: 1930-1932, which focussed on the aircraft involved and the problems encountered in flying the routes. It concluded with a very interesting video about the commemorative flight of the restored Fokker Super Universal bushplane CF-AAM to the Yukon in 2001. A variety of covers were produced for this visit. The video shows how the air mail commemorative flight was run, and includes shots of the covers being delivered and cancelled in various post offices.. The video is number 9 in a series of 10 videos showing various stages in the restoration of CF-AAM. It can be seen on YouTube at: [\(526\) Fokker Super Universal: Back to the Sky - Episode Nine - YouTube](#)

The complete series of ten videos can be found by Googling “Fokker Super Universal back to the sky”.

Clark’s presentation was followed by Bob Galway, who described the fascinating problems and issues involved in selecting pilots for the 1927 London to London flight that was featured in the last issue of the Canadian Aerophilatelist.

Both presentations were recorded by Charles Livermore. The video is currently available at <https://drive.google.com/file/d/1AkOhdTVHRqpghqQS54ltUx4KXPgmIA?e=IQB7kf>

and will be posted on the CAS website in the future.

After these presentations the folks in Toronto went for a long lunch, then returned to the VGGF for two more presentations: one by Bob Galway on Flying Officer Kingsley Rose, (part of which is included later in this issue), and a description by John Bertram of his visit while in England to the London Postal Museum and Underground Postal Railway Museum

## **NEXT ZOOM MEETING:**

**SUNDAY FEBRUARY 4th**

**11.00 am to 1.00 pm Eastern Time.**

The meeting will begin with a tribute by John Bertram to Robert Bradford. – It will describe his life as a renowned aviation artist, historian, curator, and national museum founder; and feature the elegant series of 16 aircraft stamps he produced for Canada Post in 1979-82, including some draft studies which changed considerably before getting final approval for an actual stamp.

The meeting will be organized on a “show and tell” basis to facilitate discussion between participants. - Everybody is invited to show a cover franked with one of Bob Bradford’s stamps, or one of their favourite covers, and/or describe their collecting interests, and/or raise questions they hope the group can help answer. Illustrations of covers can



be sent to Charles Livermore at [charleslivermore@hotmail.com](mailto:charleslivermore@hotmail.com) or Dave Bartlet at [dave.bartlet@shaw.ca](mailto:dave.bartlet@shaw.ca) who will have it ready to be screened, or you can use Screenshot yourself.

The Zoom link is:

<https://us06web.zoom.us/j/86890986692?pwd=p8S4gzf9pjlfzSRjVtxl6fhO0GhEx.1>

If attending by telephone:

Meeting ID: **868 9098 6692** Passcode: **100937**

Find your local number: <https://us06web.zoom.us/j/keucrPjgo9>

## SECRETARY'S REPORT

Welcome to 4 new members:

- #532 Glen Singer of Tulsa, OK, USA
- #533 Ralf-Peter Wunschmann of Reinbach, Germany

- #534 Colin Benford of Truro, UK
- #535 Pierre Verhelst of Sault Ste. Marie, ON

**Brian Wolfenden**

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## PRESIDENT'S REPORT

The year seems to go by so fast, but when the news report warned of freezing rain, I was reminded that winter is just around the corner. Better to stay inside, drink a warm beverage, and enjoy our hobby.

I have some sad news to bring to the attention of the society, with the passing of Dr. David Piercey. David was not a member of the society, but known to many, and a dear friend to every segment of Canadian and International philately. He was an exhibitor, National level judge, former chair of the Royal Philatelic Society of Canada (RPSC) Judging and Exhibiting Program, elected as a Fellow of The RPSC in 2010, and partnered with The RPSC to publish the book, "Let's Talk Exhibiting," which featured many of the columns he had written for The Canadian Philatelist. On a personal note, I will always remember at CAPEX 2022 giving myself and fellow juror John Wilson a big bear hug as he entered the lobby "let's have some fun!" On behalf of the CAS, I went to send along our condolences to his family and many friends.

The Royal/Royale 2023 was held in London, Ontario, and am pleased to announce the participation of 4 aerophilatelic exhibits:

- David Collyer- Years of Change – International Air Mail to and from Australia – January 1939 to December 1945 (Large Gold Medal & American Air Mail Society Award)
- Gary Steele- Canadian Mail Sent via the Empire Air Mail Scheme 1938-1939 (Gold Single Frame & Canadian Aerophilatelic Society Award for Best Airmail Exhibit)

Award for Best Airmail Exhibit)

- John Moore- Air Mails from Zanzibar 1931-1966 (Large Vermeil Medal)
- Les Selby- The Golden Age of the Rigid Airship (Vermeil)

I want to thank the exhibitors for sharing their exhibits at the show. The full palmares can be found at: <https://www.canpex.ca/palmares.pdf>

On reflection, with the news as troubling as it gets, I want everyone to please have a safe, healthy and prosperous Holiday Season.

**Steve Johnson**

## CONGRATULATIONS TO MORE AEROPHILATELIC EXHIBITORS

### **BNAPEX 2023, Halifax**

- Gary Steele - *Canadian Mail Sent via the Empire Air Mail Scheme 1938 – 1939* (Vermeil Single Frame & Canadian Aerophilatelic Society Award)
- Rob Lunn - *Alouette: Canada's Entry into the "Space Race"* (Vermeil Medal)

### **CALTAPEX 2023, Calgary**

- Walter Herdzik - *Imperial Airways First Regular Flight London to Cape Town, Jan 20 - Feb 2, 1932.* (Gold Medal & Canadian Aerophilatelic Society & Jon Johnson Award for the best exhibit (of two frames or more) by a member of the Calgary Philatelic Society.)

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## AMCN2 EDITOR'S REPORT

When the American Air Mail Society was deciding how many copies of AMCN2 to print, a goal was set for the CAS to sell 100 copies in 2 years.

I am delighted to report that we have sold 100 copies in just under 1 year!

These are all in addition to the complimentary copies given to section editors and major contributors.

Many thanks again to Brian Wolfenden, Dave

Bartlet, Lee Ann Stewart, Mike Street, Philip Wolf, Steve Johnson and Tom Watkins for their help in distributing and/or selling copies of the catalogue.

The AAMS is now sending 20 more copies of AMCN2 to the CAS, so that we can continue to make them available in Canada and overseas at a subsidized price for postage. – Copies are available for \$65 Canadian + \$10 postage to anywhere: contact [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) for more information.

**Chris Hargreaves**

# COMMEMORATING HISTORIC EVENTS Aerophilatelists 'outraged' over lack of RCAF issue

By Jesse Robitaille, Canadian Stamp News October 24<sup>th</sup> 2023

After campaigning for a stamp to celebrate the Royal Canadian Air Force (RCAF) centenary as part of Canada Post's 2024 stamp program, aerophilatelists were disappointed to learn the Crown corporation will forgo marking the milestone.

While next year's stamp program has yet to be announced – it typically comes late in the preceding year – Canada Post's Stamp Advisory Committee works two years in advance to determine the subjects to be featured. After more than a yearlong campaign to push for an RCAF centenary stamp, aerophilatelists and aviators recently learned Canada Post won't mark the 2024 anniversary.

"I originally heard that Canada Post had decided not to include a stamp for the RCAF centenary in their 2024 stamp program from John Orr," said longtime aerophilatelist Chris Hargreaves, a past president of the Canadian Aerophilatelic Society, a national organization focused on Canadian aerophilately.

Hargreaves, who said many aerophilatelists are "outraged" at the decision, previously sent a question to Canada Post's customer services department through its website in July. As of early October, he had yet to receive a response.

Orr, a retired colonel with the Canadian Armed Forces and a historian with the Shearwater Aviation Museum in Dartmouth, N.S., spearheaded the museum's campaign for a stamp to honour the RCAF anniversary.

Orr received an email from Canada Post staff stating the Crown corporation had not reconsidered an earlier decision to forgo a stamp marking the RCAF centenary for its 2024 stamp program.

Orr said the Shearwater Museum campaigners "went the polite route and had Minister Sean Fraser, the federal political minister for Nova Scotia, write a letter to the CEO of Canada Post asking for this decision to be revisited."

"The reply to the minister came from the senior vice-president responsible for the national stamp program and was a no," Orr added.

While CSN contacted Canada Post for comments, media relations manager Lisa Liu avoided answering several questions about the RCAF issue and instead provided the statement: "We will share the news release with you once it is been issued.

Hargreaves believes Canada Post should mark the milestone to "reflect the importance of the RCAF to



## Fake die proofs exposed at seminar

**By Jesse Robitaille**  
A recent die proof was used to "blame" the die proof and not the die proof by the Stamp Advisory Committee. The die proof was used to "blame" the die proof and not the die proof by the Stamp Advisory Committee. The die proof was used to "blame" the die proof and not the die proof by the Stamp Advisory Committee.



From a recent submission to VGG

## Aerophilatelists 'outraged' over lack of RCAF issue

**By Jesse Robitaille**  
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Canada and honour the thousands of people who have served in the RCAF."

"I think the recent debacle of MPs giving a standing ovation to a person who fought for the Nazis during World War II reflects a lack of historical knowledge by all the people involved in that invitation as nobody realized that the people fighting against Russia during World War II were on the German side, not the Canadian one," he said, referencing 98-year-old Yaroslav Hunka, who received a standing ovation in Parliament this September during a visit from Ukrainian leader Volodymyr Zelensky.

Hunka served in the 14th Waffen-SS Grenadier Division, a voluntary unit mostly comprised of ethnic Ukrainians under Nazi command.

The debacle, which made global headlines and "deeply embarrassed parliament and Canada," according to Prime Minister Justin Trudeau, resulted in the resignation of Speaker Anthony Rota, who left his post days later.

"Canada Post has recognized the role of commemorative stamps in creating historical awareness with many issues in the past," said

Hargreaves, who edits both The Canadian Aerophilatelist and The Air Mails of Canada and Newfoundland. "Many of these stamps have recently commemorated lesser-known people and events. I think it is important that Canada Post also recognizes and commemorates major institutions like the RCAF."

Other groups, including the RCAF Association, have also campaigned for a centenary stamp plus a commemorative coin and other memorials across

Canada.

"We would like to work with Canada Post and design a suitable commemorative stamp or set of stamps helping to mark the RCAF centenary," reads the group's website.

In 2018, the U.K.-based Royal Mail, Isle of Man Post Office, Jersey Post, Royal Gibraltar Post Office and other Commonwealth postal services issued sets marking the 100th anniversary of the Royal Air Force.

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## Patrick Wolff -Select Stamps and Covers



I am selling on ebay the Wop May and Denny May Collection of Canadian flight covers under seller "select".

I will donate 3% of the purchase price of any cover bought by a BNAPS member to BNAPS.

5-8 Ave SW, Unit 107B, Calgary, Ab, T2P 2T3 Tel. 403-264-1551 [selstamp@telus.net](mailto:selstamp@telus.net)

## DIFFERENT APPROACHES TO PICTURE POSTAGE STAMPS

Hi Chris,

I received the Oct. 24<sup>th</sup> CSN copy and read your comments about the Canada Post decision NOT to create an anniversary stamp for the RCAF. It is very unfortunate that Canada Posts Stamp Advisory Committee and Philatelic Services don't listen to what collectors want. If they are concerned about the number of stamps being issued I would suggest cut back on the multiple issues on the same topic, ie. Do we need 5 ferries or 4 residential school stamps?

Canada Posts Picture Postage (PP) program allowed collectors to create stamps for occasions where our post office wasn't willing to create an issue. For reasons, still unknown, our post office felt Canadian Stamp collectors didn't deserve this option to create commemorative stamps and cancelled it on short notice in August 2022. Many collectors, including myself, wrote Canada Post asking them not to cancel the PP's or at least keep it until the end of the year. As Jesse Robitaille mentioned, if the media relations decides to reply then one may get a boilerplate reply that the decision has been carefully considered, etc. I created over two hundred PP stamps in the twenty years until the PP program shut down. You have seen some of my stamps which included many aerophilatelic PP designs.

Several countries offer picture postage programs. I decided that I was too young to retire designing stamps and switched in August 2022 to the Austria Post Office to have them print my designs. My first Austrian designs were commemorative stamps for



the cancellation of Canada's PP program.

The Austria program is described on the Austria Post Office website: [MEINE MARKE - PostAG](https://www.post.gv.at/DE/MEINE-MARKE-PostAG) which is in German/English. Namibia in SW Africa printed PP souvenir sheets for me, and New Zealand printed PP stamps for a friend of mine.

Collectors like Austrians PP's. The Austria Post office keeps track of the number of PP's printed. As of today they printed 8900 different stamps, some are for personal use, others like mine are available to other collectors. I checked with different countries and all have different Picture Postage rules and regulations. Australia's stamp are attached labels and don't allow flags. Which means they wouldn't have printed my BREMEN stamp. New Zealand has a minimum order of 50 stamps. Germany only sends PP to a German address.

**Peter Lepold**

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## 2023 FIRST FLIGHT COVER FROM GERMANY



### LUFTHANSA - 26 MARCH 2023

First use of the Boeing 787-9 "Dreamliner" in service from Frankfurt to Montreal.

This flight will be listed as number 202301 in section 5 of AMCN2.

Many thanks to Ralf-Peter Wünschmann for this cover.

### FUTURE FIRST FLIGHT COVERS FROM GERMANY ?

The German Lufthansa Aerophilatelic Society (Interessengemeinschaft Lufthansa Aerophilatelie) created a cover for the first Boeing 787-9 Dreamliner direct flight from Frankfurt to Vancouver that was scheduled for October 29<sup>th</sup>, but changed to November 16<sup>th</sup>.

However, there has been a change at Canada Post, and Philatelic Services refused to accept them! There are also changes happening in the USA, as the US postal service used to cancel covers which were sent to the postmaster, but this is now happening infrequently and sometimes requires a collector to do it.

The German Lufthansa Aerophilatelic Society (Interessengemeinschaft Lufthansa Aerophilatelie) is currently looking for collectors in Minneapolis, Raleigh-Durham and Washington DC, who would be willing to help their society with the processing of Lufthansa covers. The club prepares the covers with stamps, and the contact cancels the covers and returns the envelopes in a box to Germany. Anyone who is interested in helping should contact Karl-Jürgen Schepers at [K-j.schepers@t-online.de](mailto:K-j.schepers@t-online.de)

Thanks to Peter Lepold and Karl-Jürgen Schepers for this information.

## AMCN2: THE AIR MAILS OF CANADA AND NEWFOUNDLAND 2nd edition

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

Includes additional listings of Pioneer Flights; a revised listing of Semi-official covers by airline; updated listings of Post Office, Airline, and Special Event covers to 2020; expanded information on air mail rates; a new listing of wartime air letter forms; examples of pilot signatures; and much more.

**Price: \$65 + \$10 postage to anywhere**

Payment can be made by Interac e-Transfer or PayPal to [canadianairmail@gmail.com](mailto:canadianairmail@gmail.com)

## Pilot Signatures, Canada

An updated file is being added to the CAS website. - Tapping on the title will then yield a listing of more than 250 covers signed by pilots who flew mail in Canada prior to WWII. To view high-quality scans of the full set of covers, most digital platforms then require tapping the small black rectangular icon on the listing's top right side.

Alternatively, to view only those covers flown by an aviator of your choice, scroll down and tap his/her name. Letters and related items of memorabilia are included, some containing the pilot's signature. Several of the covers are shown below:



**MERRY CHRISTMAS** with wishes for ongoing success in pursuing those areas of Canadian aerophilately—researching, collecting, exhibiting, writing—of particular interest to you.

Gord Mallett

## BOGUS NEWFOUNDLAND AIRMAIL STAMPS

Unfortunately the wrong illustration was printed for the “Cleary” overprints on page 578 of *AMCN2*. - The correct layout is shown below.

578

Section 23 - Newfoundland Air Mail Stamps

### BOGUS ISSUES

These items are included as although they are bogus, they are listed quite frequently in auction catalogues and on the internet.

#### MARTINSYDE “CLEARY” OVERPRINTS



Various Caribou stamps, also an imprinted card and envelope, were privately overprinted by Edwin Cleary, an English reporter who was on assignment from the *Daily Express*, London. Approximately 20 pieces of mail are known and all were canceled May 17, 1919. These items were not officially sanctioned and are considered to be bogus. (*AMCN1*, page 476.) (Harmer, *Newfoundland Air Mails*, Chapter 3.)

#### LABRADOR LABELS



This bogus issue also has a variety of false explanations for it. One of the false stories refers to the \$1.00 stamp, and that: “It was dreamed-up by U.S. G.I.’s who were stationed with Canadian troops in Labrador and Newfoundland in the early 1940’s, for protection of North America against any attempted Nazi landings. The idea was that they could expedite the G.I.’s mail back to the U.S. The scheme was based on using the U.S. Air Force as the transfer agent. It didn’t work because the flights had no regular Schedule.”

The labels were, in fact, issued in 1908, purportedly by an American company that claimed to have a charter from the Newfoundland government to develop the natural resources of Labrador, provided that it operated a postal service to various parts of Labrador during the navigable season. The stamps were ordered by a Dr. Villecourt from a printer in Montreal. Shortly after the set was issued, Dr. Villecourt was arrested in Montreal for being in possession of spurious stamps. However, it was impossible to convict him, as the judge considered the case a matter for the courts of the United States and Newfoundland only (Newfoundland wasn’t part of Canada at that time). The man was therefore released on turning the stamps over to the judge, who ordered them burned. (TCAP: March 2008 p. 19; June 2008 p.24; Sep. 2008 p.28.) (Also Lafrenière p. 224; and *AMCN1* p. 473.)

# NEW BRITISH COLUMBIA AIRWAYS FIND - 1928



**Cancelled: VICTORIA 13 AU 25 28  
VANCOUVER 14 AU 26 28**

**American dumb cancellation on U.S. air mail stamp**

This cover was mailed at 13:00 on August 25th which is about 2 hours after the plane crashed. The sender (and the post office staff) must not yet have known that the aircraft had been lost.

It was sent by sea to Vancouver where it was cancelled the following day, and then to Seattle as it bears 5c U.S. postage to pay for air conveyance through the USA on route to the UK.

**Tom Watkins**

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## SEASON'S GREETINGS from JOHN LEWINGTON



### CANADA ...Semi Official Air Mail

#### Patricia Airways Limited

This fascinating small cover bears witness to three air carriers in the Red Lake area. It was flown, July 4, 1928, by Western Canada Airways Ltd as part of the mail taken over from Patricia Airways Limited after the demise of that company.

Originating in Montreal, it was prepared by well known collector Ian C. Morgan, and addressed to be returned to him. Postage was paid by two one cent orange MacDonald stamps (cat # 141) and must have been transported to and cancelled at Rolling Portage July 4, 1928.

Facsimile of the front of this cover.



The front has also been hand stamped VIA AIR MAIL in green ink with the notation Clearwater Lake underneath in pencil.

The signature is that of D.A. Atkinson with a red hand stamp PILOT. Atkinson was at this time a pilot flying WCAL routes in the Red Lake area.

Finally there is a black boxed hand stamp THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO MONTREAL.

Since Ian Morgan intended this item to be carried by Patricia Airways and Exploration Limited and he placed that company's CL25c stamp (Style three with type B overprint in black) on the reverse.

At Clearwater Lake it received a SON Patricia Airways Limited circular cancellation over the yellow PAEL CL25c company stamp.



Finally, the cover was actually flown by Western Canada Airways Ltd., receiving their purple square hand stamp HUDSON, ONT. (ROLLING PORTAGE P.O.), JUL 4, 1928, and a purple inverted hand stamp demanding COLLECT 10c AIR MAIL CHARGES.



There is no backstamp to indicate that the cover reached Montreal.

## AND A NEW KLONDIKE AIRWAYS FIND - 1929



### Canceled MAYO LANDING JAN 1 29 YUKON

I cent coil pair, 25 cents Klondike CL 45, and McGreely Express stamp tied by Mayo Landing broken circle (and grid) on Roessler extravaganza cover to East Orange, New Jersey. Only three covers previously reported from this January 1<sup>st</sup> 1929 Mayo Landing to Whitehorse flight. No mail is reported for the return flight to Mayo Landing. The Cinderella stamp of McGreely's Express was a label intended for use on a ferry service between Deya and Skagway in Alaska in 1928.

**The cover is a variation of KL 2901-CL 45 in  
The Air Mails of Canada and Newfoundland (2<sup>nd</sup> edition.)  
Found and sold by Hugo Deshaye**

## HUGO DESHAYE (Philatelist) Inc.

HUGO DESHAYE, MMM CD

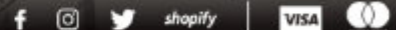
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## 1930 - MORE INFORMATION ON FLYING OFFICER KINGSLEY ROSE

A cover flown on the return flight of the R-100 airship from Montreal to Great Britain was shown in our June Journal. It was sent by F.O. Rose to his mother, and there was a request for further information. A short biography of F.O. Rose with information from Barry Countryman and Ian Macdonald was published in the last issue. Many thanks to BOB GALWAY for this additional information:

I looked up my material on V. Kingsley Rose. It is a fascinating subject. He came to Camp Borden in the late 1920's from Britain, then was seconded to the RCAF.

In 1929, the Government of Canada and Province of Ontario decided to launch the James Bay Treaty 9 resigning, actually termed the Adhesions to the James Bay Treaty 9 project. The two Commissioners were the Federal GOC Appointee, N. A. Awrey, and the Ontario selection, Walter Cain, Dep. Minister of Lands and Forests. Awrey refused to fly in an Ontario Provincial Air Service Plane as that might diminish his role and promote that of Cain to "lead dog".

Accordingly, Cain was flown by Roy Maxwell in a DH60M Moth of the Ontario Provincial Air Service CF-OAC, while Awrey was assigned a new Fairchild 71 of the RCAF, "WX". Flying Officer V. Kingsley Rose was the assigned pilot.

They rendezvoused at Remi Lake east of Kapuskasing near the Canadian National Railway town of Moonbeam. They first went to Moose Factory and at the end of the trail was Big Trout Lake northwest of Osnaburgh House close to Red Lake. The day before that scheduled Treaty Day, FO Rose, accompanied by a young Hudson Bay Company clerk took off on a scouting trip. The Fairchild stalled on take-off and crashed into the bay near the Hudson Bay Post. Rose escaped but Morrison was trapped in the cabin and drowned. He had just completed his own pilot's licence in the days before the accident. A tragic ending to the 1929 Treaty Flights of Awrey and Cain.

The RCAF sent a relief Fairchild 71 aircraft piloted by FO Harding.

The Treaty was completed by the signing of the Winisk First Nations group in 1940 (see attached.)

V. Kingsley Rose returned to England at a later date, and died in Ireland in 1933.

## PLANES FLY NORTH FOR COMPLETION OF INDIAN TREATY

Cain and Awrey Leave  
Ottawa July 2 on Long  
Flight

An aerial flight of some 2,500 miles, extending over a period of 35 days, and transporting its participants into wilderness sections of Ontario is planned for Walter C. Cain, Deputy Minister of Lands and Forests, and H. N. Awrey of the Department of Indian Affairs, Ottawa, who on July 2 take off from Ottawa in two Bellanca cabin machines to complete, with the Indian bands located north and west of the Albany River—from Osnaburgh House to the Hudson Bay Shoreline—the adhesion to Indian Treaty 9 that they partially negotiated in their air adventure of last summer.

Messrs Cain and Awrey, as Provincial and Dominion Commissioners in these Indian treaty negotiations, will be piloted by Dave Harding and George Rose and will be accompanied from Sioux Lookout on by Dr. Mitchell, a Government Medical Official there. For the payment of monies, guaranteed under old treaties, the party will carry some \$35,000 in bright new greenbacks.

Most of the treaty places visited in last year's flight will again be called upon by the Commissioners. In addition, new negotiations will be conducted at Winisk and Severn; with the Deer Lake tribe at Sandy Lake, and at Round Lake, a little lake in the heart of the barrens which has been renamed Caimax Lake, after Mr. Cain and Captain W. Roy Maxwell, Provincial Air Force Director, who were forced down there last year when strong head winds and storm depleted their Moth's gasoline supply.

It is Mr. Cain's plan, while away, to survey the timber resources of the new sections; to consider the establishment in suitable areas of trading and mission posts and generally to prepare for the Government a report on the vast potentialities of the country.

# 1934 AIR MAIL: CAMERON BAY – COPPERMINE

## Addition to listing in AMCN2 Section 5

**1934, January 25-27 — Cameron Bay - Coppermine.** On this date a post office was first opened at Coppermine. W. E. Gilbert of Canadian Airways made the first flight in both directions in a Junkers monoplane, CF-ARM aircraft. Official cachets were applied in black to all covers prepaid at the air mail rate.

<b>3401</b>	Cameron Bay - Coppermine, Jan. 25	(4189 pieces)	3.00
	a. Coppermine - Cameron Bay, Jan. 27	(3967 pieces)	3.00



**Cancelled CAMERON BAY 13 JAN 25 34 N.W.T.  
Backstamped COPPERMINE 15 JAN 25 34 N.W.T.**

Pilot signed.

Franked 6 cents for air mail up to 1 ounce within Canada.



**Cancelled COPPERMINE 11 JAN 27 34 N.W.T.**

**Backstamped CAMERON BAY 13 JAN 27 34 N.W.T.;**

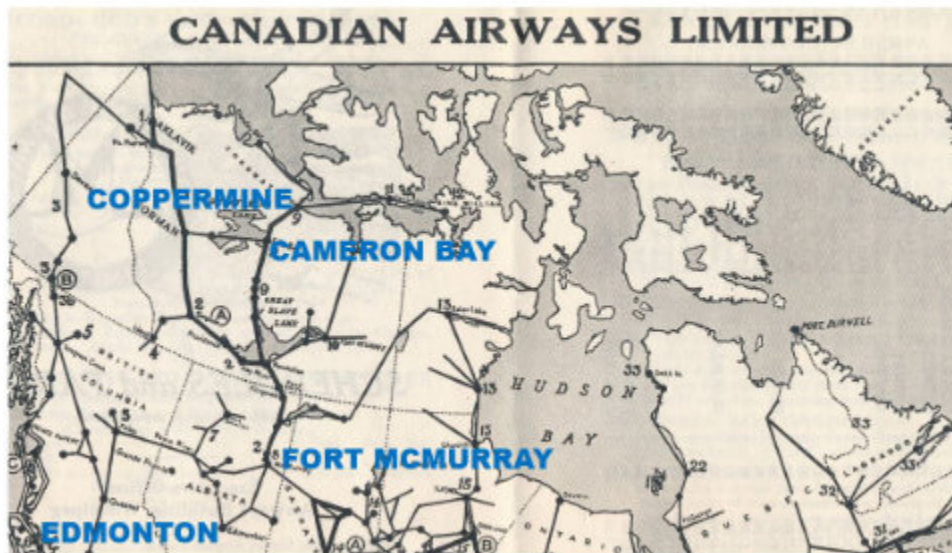
**EDMONTON FE 3 34 ALBERTA; WADSWORTH OHIO FEB 8 1934 REGISTERED**

Franked 18 cents = 8c for air mail up to 1 ounce to U.S.A. + 10c Registration.

**Thanks to Don Lussy for noticing that some dates were missing from the original listing.**

## 1935 AIR MAIL TO THE ARCTIC

Thanks to Neil Dolan for this information from the Canadian Airways Limited schedules and tariffs, November 1



### Sub-base at Fort McMurray, Alberta 2-A Air Mail Service—Winter, 1935-1936

#### DEPARTURE DATES FROM FORT McMURRAY

To EMBARRAS PORTAGE, FORT CHIPEWYAN, FORT FITZGERALD, FORT SMITH, FORT RESOLUTION—

Nov. 21, 28; Dec. 5, 12, 19, 26; Jan. 2, 9, 16, 23, 30; Feb. 6, 13, 20, 27; Mar. 5, 12, 19, 26; Apr. 2, 9.

To HAY RIVER, FORT PROVIDENCE, FORT SIMPSON, FORT WRIGLEY, FT. NORMAN—

Nov. 28, Dec. 12, Jan. 9, Feb. 6, Mar. 5, 26.

To GOOD HOPE, ARCTIC RED RIVER, FORT McPHERSON, AKLAVIK—Dec. 12, Feb. 6, Mar. 26.

9 To FORT RAE, CAMSELL RIVER, CAMERON BAY, GREAT BEAR LAKE—

Official mail schedule, one trip monthly. Passengers, express and mail are handled weekly from Fort McMurray to the Great Bear Lake Mining Area, departing from Fort McMurray every Thursday.

To CAMERON BAY, COPPERMINE—

Trips are made between Great Bear Lake and Coppermine as traffic warrants. Official mail leaves McMurray Jan. 23.

To FOND DU LAC—

Official mail leaves Jan. 2nd and March 12th. Mail is carried on the majority of trips performed by planes of the Canadian Airways, therefore mail for Northern points should reach McMurray as soon as possible, and not be mailed to connect only with scheduled trips.

To GOLDFIELDS, SASK.—

Weekly service from Fort Chipewyan.

The Canadian Airways base on GREAT BEAR LAKE was located at ECHO BAY. The town which developed at Echo Bay was originally called CAMERON BAY, then renamed PORT RADIUM in 1937.

Neil is looking for maps of Canadian air routes between 1919 and 1950. If you can help, please send scans to [ndonen@shaw.ca](mailto:ndonen@shaw.ca) and also to your editor at [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

## 1935: AIRMAIL FROM JAPAN TO ARGENTINA

### Brian Plain

In the early 1930s, Japan began flights between Tokyo and Osaka which connected to the South China/Trans-Siberian Railway in Manchuria. In 1935 the connecting point was Changchun, half-way between Mukden and Harbin. Mail could be sent from there to Irkutsk by rail and then flown to Europe via Lufthansa, whose route extended to Moscow and Berlin.



Mailed at Osaka and addressed to Buenos Aires, Argentina, this cover was sent via Airmail and endorsed VIA / SIBERIA / IRKUTSK / FRANCE. Mailed on August 28, 1935, it arrived at Changchun the same day and at Berlin Zentralflughafen on September 6, 1935 after a of the trip of 10 days. It was then sent to France for surface transmission to Argentina. A partial Buenos Aires receiver's marking confirms its arrival but cannot be dated.

#### Probable route:

Osaka > Changchun (airmail by Dai Nippon) > Harbin > Irkutsk (by rail) > Moscow > Berlin (by Lufthansa) > Marseilles (brackets by rail) > Buenos Aires (by French ship).

#### Rate:

100 Sen. - The breakdown is uncertain but some of the charges may be assigned.

10 Sen: UPU Single Weight Letter Rate (20 grams) + 60 Sen Japan Air Surcharge = 70 Sen.

It is possible that there was an additional surcharge of 30 Sen applied for the Lufthansa flight.

(The cover is not large enough to have been significantly overweight. To make-up 30 Sen it would have had to be between 100 and 120 grams as additional weight was charged 6 Sen per 20 grams.)

**Can anybody provide more information regarding the rates that would apply to this cover?**

## Shediac, N.B. – Two New AMF Postmarks

Mike Street

Anyone who has collected, looked at or otherwise paid attention to air mail flight covers to and from Canada will have seen at least one, and probably many more, covers flown to or through Shediac, New Brunswick, among them: Shediac-Foynes; Shediac-Botwood; Shediac-New York; Shediac - Amsterdam Netherlands via Dublin, Shediac - London England via Dublin, Shediac – Brussels, Belgium, or reverse. Shediac is a heavily Acadian town in Westmorland County in south eastern New Brunswick, on the Northumberland Strait roughly opposite Summerside, Prince Edward Island.

After starting to revise Section 16, Air Mail Facility (AMF) Cancellations, for *The Air Mails of Canada and Newfoundland*, 2nd edition – 2022 (AMCN2) project, I read through the articles on the subject by J.F. Wilsdon, Joe Purcell, Bill Robinson and others that appeared in *The Canadian Philatelist* and *BNA Topics* and, of course, the original Section 16 of AMCN1 compiled by Bill Robinson. One day, while looking at an eBay listing of a Shediac cover, I decided to see what list number and other information had been assigned to Shediac in Section 16. It wasn't there! The purpose of the article is to remedy this aerophilatelic injustice.

An Internet article helps start the process:

*Shediac had been one of the ports of call of the Italian "airmada" which brought 24 Italian air force flying boats across the Atlantic in 1933. When trans-Atlantic passenger flights were planned, Shediac was positioned on the arc of flight which saw flying boats leave Long Island Sound near New York, fly up the Atlantic coast, across the Gulf of St. Lawrence to Newfoundland and then take the long flight to stop in Ireland before reaching Southampton, England. The boats could have easily flown directly from New York to Newfoundland but the Canadian government demanded a landing in Canada in exchange for the rights of overflight.*

*The port did have some advantages in addition to the political trade-off. Besides its sheltered harbour Shediac was also close to the railway leading to central Canada and still had rail links to New England. Canadian mail could be added to the cargo during the brief stop. While the region was generally referred to as Shediac, it was the wharf at Pointe du Chene (Figure 1) on the east side of the Bay which served as the air harbour; a customs house,*



Figure 1. Postcard view of Pan Am Clipper at Pointe du Chene 1939 [1]



Figure 2. First flight cover for the New York to Shediac leg of the 24 June 1939 inaugural Pan American Northern Trans-Atlantic Foreign Airmail (FAM 18) service. A 24 June 1939 SHEDIAC over CANADA circle date stamp was applied on the reverse when the airplane stopped over.

*passenger terminal, maintenance facilities and administration offices were constructed.” [1]*

After WWI the expansion of general aviation all over the world led to a huge increase in public interest in the industry. Requests for First Flight Covers (FFCs), promoted by philatelic publications and supported by Post Offices, exploded.

On 24 June 1939 Pan American Airways inaugurated Northern Transatlantic passenger service between New York and Southampton, England – via Shediac, Botwood, Nfld. and Foynes, Ireland, using Boeing 314 “Yankee Clipper” flying boats. Cacheted covers were made available for the full flight and for different legs of the flight.

According to *The Air Mails of Canada and Newfoundland*, 2nd edition [2], a total of 17,796 covers of the type shown in Figure 2 were carried on the New York to Shediac leg of the first flight, confirmed by the 6¢ in United States postage on the cover. It is uncertain how many of these covers received the 24 June 1939 SHEDIAC over CANADA circle date stamp applied when the airplane stopped over. Confirming promotion of the flights by philatelic publications, the filler in the envelope in Figure 2 is an advertisement for Scott Stamp Albums!

An additional 67,080 covers carrying the black SHEDIAC to FOYNES cachet shown in Figure 3 were carried aboard the full inaugural Pan American Northern Trans-Atlantic service flight from New York, confirmed by the 30¢ in Canadian postage on the cover to Switzerland. These covers did not receive the 24 June 1939 SHEDIAC over CANADA circle date stamp transit mark but did receive the SHEDIAC over CANADA machine cancel shown in Figure 3.

Chris Hargreaves made available a 7 June 1939 United States Post Office Department notice, titled *TRANS-ATLANTIC AIR MAIL COVERS*, which gave extensive details about how covers for these flights would be handled. In addition to the postal rates applicable to both the full flight and to different legs of the flight, the notice made clear that “... mails will be received and dispatched at Moncton, N.B., Canada, instead of Shediac.”

Instead of inundating the small post office at Shediac with a large portion of the 67,080 covers trans-Atlantic covers processed, the Canada Post office installed a Perfect cancelling machine with a “SHEDIAC over CANADA” hub dater and seven-wavy line obliterator (Figure 3) at Moncton to process the June 24 first flight mail. The date in the hub was Jun 24 /11am /1939. The machine stayed in use for the July 1 westbound first flight and processed the many covers submitted for the Shediac-New York stage of that flight.

Due to international interest in the Boeing flights, the cover in Figure 4 was mailed at London, England on 29 June 1939 in time to catch the return flight of the first Yankee Clipper.

The printed endorsements on the cover read *FIRST EAST - TO - WEST NORTH ATLANTIC AIR MAIL BY “YANKEE CLIPPER”* at top right,



Figure 3. First flight cover postmarked by a 24 June 1939 SHEDIAC over CANADA machine cancellation and placed aboard the inaugural Pan American Northern Trans-Atlantic service flight from New York via Shediac and Botwood, Nfld. to Foynes, Ireland. The reverse of the cover is blank.

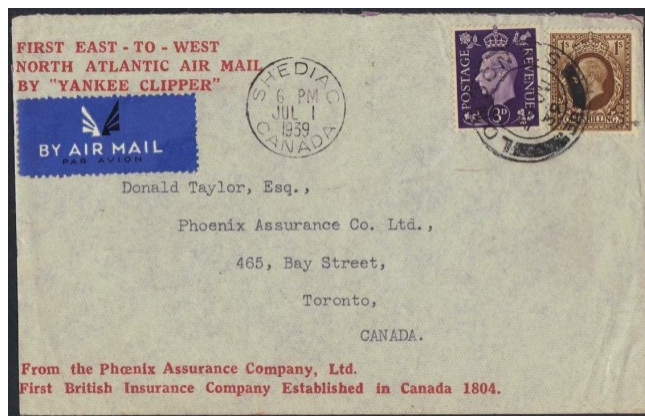


Figure 4. First flight cover of Yankee Clipper westbound. A 1 July 1939 SHEDIAC over CANADA circle date stamp transit mark was applied on the front.

and *From the Phoenix Assurance Company, Ltd. / First British Insurance Company Established in Canada 1804.* along the bottom. The envelope was addressed to the company's office in Toronto. A 1July1939 SHEDIAC over CANADA circle date stamp transit mark was applied on the front.

## Shediac Postmarks

The late George MacManus, in his *Post Offices of New Brunswick 1783-1930* [3], lists only three postmarks for Shediac. They are: a) Type CDS 2 - Proof 2 Apr 1917 - SHEDIAC over N.B.; b) Type CDS 5G - Proof 2Apr1917 - SHEDIAC \* N.B. \* (small letters with stars); c) Type DPX 8 - Proof 26Nov1927 - SHEDIAC over N.B. + 9-bar oval duplex (Figure 5). Types a) and b) are illustrated in the book, but I have not been able to locate actual examples of SHEDIAC cancels a) or b).]

Because the date range of his book ends in 1930, George did not list the SHEDIAC over CANADA circle date stamp shown in Figures 2 and 4, nor the SHEDIAC over CANADA machine cancels shown in Figures 3 and 6.

Both Reg Morris [4] and Dan Hunka [5], in their works on Perfect Cancelling machines, note that the Shediac machines were “Used only on first flight covers.”

It will be noted that the SHEDIAC over CANADA circle date stamp was used only on the covers in Figures 2 and 4 as *transit marks*, that is they were applied when the Boeing aircraft stopped over at Shediac. In the case of the eastbound flight, Figure 2, the airplane was held up for several days before carrying on to Botwood and beyond. The circle date stamp was not applied to the covers in Figures 3 and 6, both of which, for postal purposes, originated at Shediac.

To date, both the SHEDIAC over CANADA circle date stamp and the SHEDIAC over CANADA machine cancel are only known with June 24 or July 1 dates, which leads me to the conclusion that because both were used only for the FAM 18 flights, both postmarks deserve to be considered as Air Mail Facility (AMF) marks.

## References and Endnotes:

[1] [FlyingBoats Made Shediac Bay an Air Hub, Flying Boats Made Shediac Bay an Air Hub | Sailstrait \(wordpress.com\)](https://www.wordpress.com)

[2] Christopher Hargreaves, Ed. *The Air Mails of Canada and Newfoundland*, 2nd edition, 2022, American Air Mail Society (AAMS) and Canadian Aerophilatelic Society (CAS); Volume 4 of the Seventh Edition of *The American Air Mail Catalogue*, pages 243-245.

[3] George MacManus, *Post Offices of New Brunswick 1783-1930*, Jim Henneck Ltd, Toronto, 1984; pp 170-171 & 196.

[4] Reg Morris and Robert J. Payne, *Just Perfect: The Patents and Postal Markings of Machines Invented by Joseph O. Lamoureux and Omer Francois Lefebvre 1912-1980*, BNAPS, August 2007, p 188,



Figure 5. SHEDIAC over N.B. 9-bar oval duplex, used in 1937.



Figure 6. Flight cover postmarked by a 1 July 1939 SHEDIAC over CANADA machine cancellation and placed aboard the first westbound Pan American Northern Trans-Atlantic service flight during the Shediac to New York stage. The reverse of the cover is blank.

[5] Dan Hunka, *Installation of Perfect Machines by number, location - Rev 21March07*. Privately published.

[6] Jennifer Sweet, CBC News, 5 July 2023; *Did you hear the one about Bob Hope and the Queen of the Netherlands going to N.B. in a flying boat?*

[7] Wade Short, *pers. comm.* 2 August 2023. During the conversation I learned that the original building constructed on the wharf at Pointe du Chene had been moved into the village and converted into a home, which still stands today.

**Mike Street**



*Happy Holidays from Cheryl Ganz*

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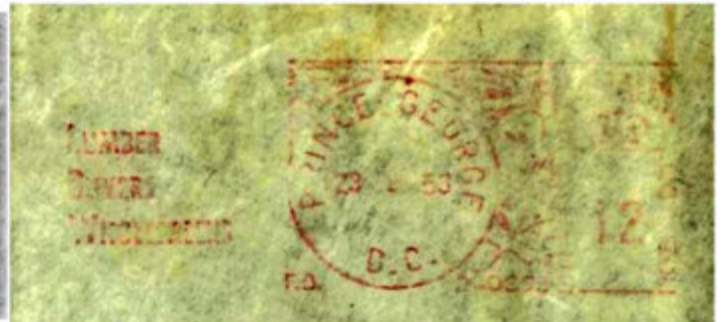
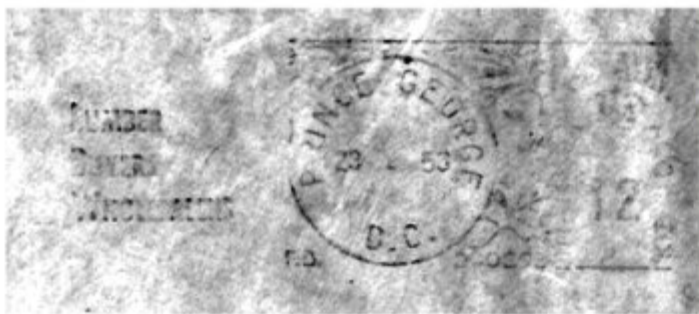
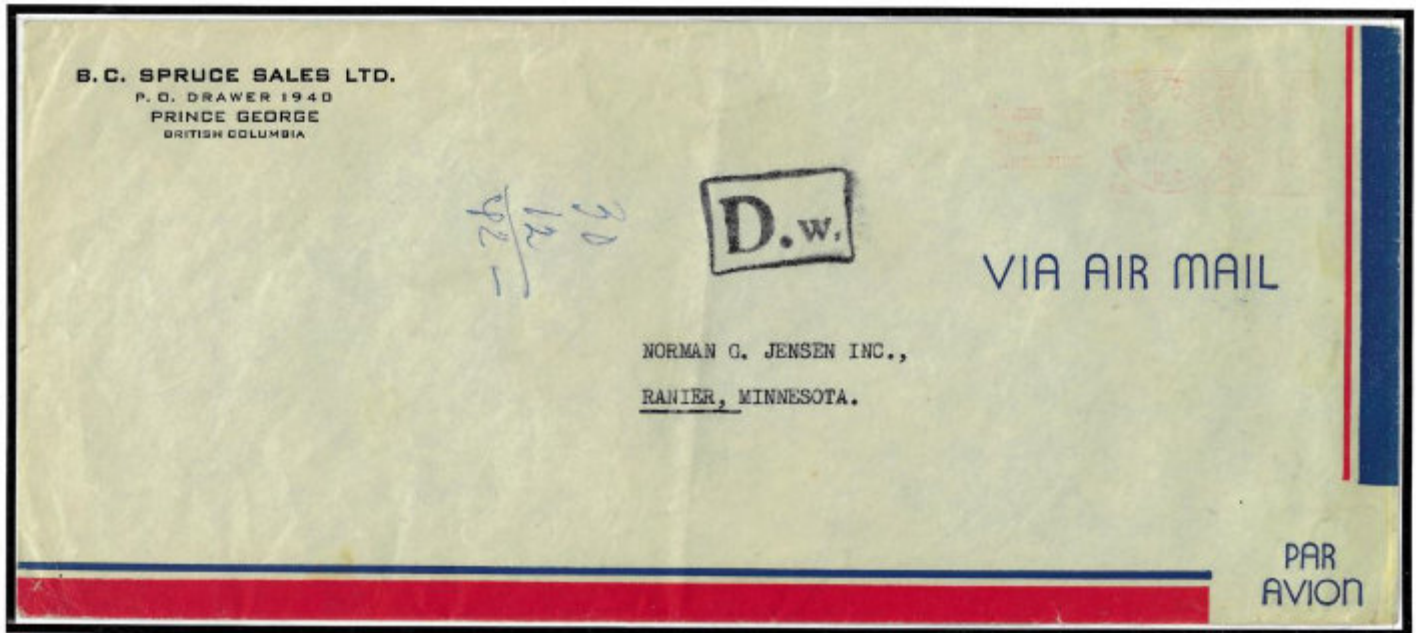
We can make home visits to purchase collections.





# A COVER WITH THE D.w. HANDSTAMP FROM 1953

Chris Hargreaves



## Cover from PRINCE GEORGE B.C. to RANIER, MINNESOTA, U.S.A.

### With faint machine cancellation 23 ? 53

Over a seven year period from 2008 to 2015, 57 correspondents in six countries contributed to a research project into what the "D.w." handstamp stood for.

It concluded that the handstamp was applied when a cover was diverted from air mail to a surface route in Winnipeg.

By the end of the study, 80 covers had been analyzed. – 77 were from the period March 3rd 1930 to March 30th 1932, during which the Prairie Air Mail Service operated between Winnipeg, Calgary and Edmonton.

All of these 77 covers would have been diverted for one of three reasons:

1. Many railway services started from Winnipeg, and were operated by one passenger/mail train per day. Mail would reach its destination more quickly if it was sent by rail from Winnipeg, than it would if it was flown from Winnipeg to a point on the Prairie Air Mail Service, and then sent on by rail.
2. There were two trans-continental trains from Winnipeg to Vancouver each day. Their times changed slightly over the years, but in general:
  - Train 3 left Winnipeg at 9:00 a.m., arrived in Calgary at 7:55 a.m. the next morning and in Vancouver

at 9:00 a.m. two days after leaving Winnipeg.

- Train 1 left Winnipeg at 7:00 p.m., arrived in Calgary at 6:45 p.m. the next evening, and in Vancouver at 8.15 p.m. two days later.

The Prairie Air Mail Service left Winnipeg at 8:00 p.m. and reached Calgary at 4:40 a.m. The air mail service speeded up delivery of letters mailed in Winnipeg during the day to Vancouver or other places west of Calgary, as they could be flown to Calgary overnight to connect with Train 3 the next morning. However, letters mailed during the night would reach Vancouver as quickly if they were sent by Train 3 in the morning as if they were held for the air mail flight.

3. The Prairie Air Mail Service only operated six days per week. There was no flight from Winnipeg on Saturday, so mail posted during the day on Saturday would reach destinations like Vancouver sooner if it was sent by Train 1 on Saturday evening than if it was held for the air mail service on Sunday.

Of the three other covers:

- One was mailed from South Africa to Kindersley, Saskatchewan in December 1938, so would have been diverted in Winnipeg to rail from the Trans-Canada Airlines service west of Winnipeg that had been inaugurated on October 1st 1938.
- One was mailed in July 1942 from Prince Rupert to Benidji, Minnesota, and continued by rail from Winnipeg.
- The third was mailed in October 1942 from Edmonton to Bryers, Virginia, and also would have continued by rail.

An 81st cover has since been reported, dated 15th August 1942 and mailed from St. Thomas, Ontario, to Mikado, Saskatchewan, so would also have arrived in Winnipeg by Trans-Canada Airlines, and then been diverted to rail.

The cover shown from 1953 is addressed to RANIER, MINNESOTA, U.S.A. so would also have continued by rail from Winnipeg.

Many thanks to DAVE MCGILL for sending me this cover.

**I am intrigued by how few covers there are with a D.w. handstamp after March 1932! – If anybody has one, please send a copy of it to me at [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)**

## 1978 LINDBERGH COMMEMORATIVE FLIGHT

Correction to AMCN2 Section 5 listings 7817 and 7822.

Thanks to Don Lussy for pointing out that the flight was made by the Experimental Aircraft Association, not Eastern Airlines.



**AMCN2 #7817: 1978,  
June 30 – July 11 — Points in  
Eastern Canada.**

# HELIJET AIRWAYS

Brian Wolfenden



## To be added as #8619 in Section 5 of AMCN2

Helijet Airways, now called Helijet International was established in 1986 and started operations between Vancouver and Victoria in November 1986 with one Bell 412 helicopter and fourteen staff. Its first scheduled flight from Vancouver to Victoria was November 27, 1986. To commemorate the first flight, the company produced 12 first flight covers that were flown from Vancouver downtown to Victoria downtown and then back to Vancouver. The cover above is postmarked at the Vancouver Main Post Office Counter Service and is signed on the front by 2 different people, but neither signature is readable. There is also a Nov 27 1986 Helijet Airways handstamp on the front. The back of the cover contains all the information about the flight.



**Helijet LAFD Bell412** (By ChristianValle-commonsfile,CCBY-SA4.0,I )



**To be added as #8738 in Section 5 of AMCN2.**

By November 1987, the company had added a Sikorsky S76 helicopter. Its first flight was November 2, 1987 from Vancouver Airport to Victoria downtown and then back to the Vancouver Airport. The company produced only 8 covers to commemorate this flight. This cover is cancelled at Vancouver B.C. 2 Nov 1987 with a MOON #647608 hand stamp. It has 2 Helijet Airways Nov 02 1987 handstamps. (With one date pen corrected from 1983 to 1987). It also has an undated VANCOUVER, A.M.F. / B.C. handstamp bottom left. This cover also has 2 signatures that are not readable. Again, all the information about the flight is on the back of the cover.

The company is still in operation and now runs a diversified operation with 15 aircraft and 150+ employees. It has added helicopter flights to Nanaimo as well as operating air ambulances out of Prince Rupert/Seal Cover and Vancouver International Airport. It is now one of only 2 companies in North America offering scheduled helicopter service. The other is BLADE Urban Air Mobility which operates in the New York City area.



**Helijet C-GCHJ** ( By wiltshirespotter-C-GCHJ )

## UPDATE ON 2023 TRANS-ATLANTIC BALLOON FLIGHT

Gord Easton



In the June 2023 CAS journal, there was a small article on purchasing a cover for the first trans-Atlantic balloon flight with a woman pilot in command, that was planned for this summer. The pilot of the balloon was Deborah Scholes. She was accompanied by her husband Mike Scholes who is blind: the flight was intended to promote the Blind Veterans UK organization

I purchased this cover in June and received it at the end of September.

Unfortunately, due to a burner malfunction and a compromised valve line the flight ended at Meelpaeg Lake, Newfoundland - for a total flight time of only 21 hours and 8 minutes. This information is written on the cover. I also received a printed letter from Deborah Scholes outlining the forcing down of the balloon and it alludes to her and her husband trying this another time in the future.

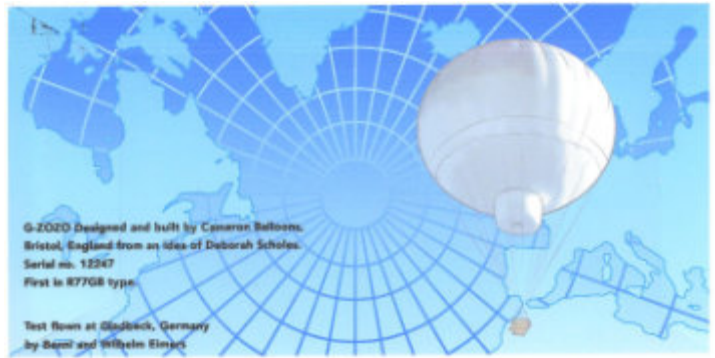
There are three cancels on the cover:

- The first one only obliterating the bottom left corner of Scott #2408 (7 cent insect stamp) dated June 22, 2023. - I checked the website and there are four entries of the balloon planning to take off that day, but ultimately it did not due to military activity and weather conditions
- The second cancel - also from Sussex N.B. is the take off date: July 20, 2023 (Pocon # for both 123021 Post Office Sussex N.B. E4E 1B0 standard rectangular cancel)
- The third cancel is from Millertown Newfoundland dated July 21, 2023 (smaller rectangular cancel - Pocon # 003182) Millertown NL A0H 1V0) Millertown was probably the closest post office from their forced landing.

I presume they cancelled it on June 22, 2023 as they thought they would go on this date, but at the very last moment, cancelled the flight. They must have added the July 20th cancel when they were a lot more sure of a go for the flight.

I couldn't find out how many envelopes actually were on board the balloon, but I think I saw that 400 were carried. The covers were sold for £48 (about \$80 Canadian.)

**Thanks Gordon. – The cover will be added to Section 8 (Balloon Flights) of AMCN2 as BC-202210**



## 2023 - REPURPOSED IRISH NEUTRALITY SIGN

The Canadian Aerophilatelist has included several articles in the past about the large identification signs placed around the Irish coast to indicate to pilots that they were flying over Eire which was neutral territory. - Thanks to IAN MACDONALD for passing on this article about a repurposed sign in memory of Sinéad O'Connor.

### Sinéad O'Connor tribute appears in Ireland as funeral plans announced

Installation appears on hillside overlooking seaside town of Bray, where singer is to be buried.



A fleeting installation honouring Sinéad O'Connor has been unveiled on a hillside overlooking the Irish seaside town of Bray, where she is to be buried on Tuesday.

A message in 30ft-tall letters spelling out "ÉIRE ♥ SINÉAD" that was visible from the air appeared on Sunday outside the County Wicklow town, south of Dublin, that was her home for 15 years.

The tribute, which used the Irish name for Ireland, appeared 11 days after police found the singer unresponsive in a south London flat, prompting shock and grief around the world. O'Connor was 56.

A statement from O'Connor's family said she will be buried on Tuesday and that the public will be able to pay final respects when the cortege passes the Bray seafront.

The hillside sign appeared above a recently rediscovered second world war navigational landmark, which reads "Éire" and was used to guide pilots. The initiative was a collaboration between a Dublin-based creative agency, The Tenth Man, and signwriting and mural specialists Mack Signs. A drone filmed the installation from the air. The sign was made from recycled plastic and was to be removed on Sunday night.

"So much has been said about Sinéad since her recent passing, I'm not sure what is left to say," said Richard Seabrooke, The Tenth Man's executive creative director. "We just wanted to take the opportunity to mark the moment with a bold statement that symbolises what she meant to this little country of ours."

Rory Carroll, *THE GUARDIAN*, 6 August 2023. (Abridged.)

**A very comprehensive index to The Canadian Aerophilatelist, with short summaries of all articles since the first issue in 1985, is available on the CAS website [www.aerophilately.ca](http://www.aerophilately.ca)**

## IF ALL YOU WANT FOR CHRISTMAS IS AN INVERTED JENNY ...

**You may be waiting for a long time!**

The following item is based on a news story by Charles Snee in Linn's Stamp News, Nov. 9<sup>th</sup> 2023:

Sale No. 1299 Hall - Bid/Ask

← → ↻ auction.siegelauctions.com/sale/1299/hall?Status=live

**Current Lot: 2154 °**

24¢ Carmine Rose & Blue, Center Inverted (C3a). Position 49

**Current Price**

US: \$1,700,000  
 GBP: £1,558,903  
 EUR: €1,372,540  
 JPY: ¥225,056,330

**Previous Lot:**  
 - \$

### **Finest mint 1918 Jenny Invert tops \$2 million in Nov. 8 Siegel auction**

The final price of \$2,006,000 is the highest ever paid for a single U.S. stamp.

On Nov. 8, it took roughly two minutes for Robert A. Siegel Auction Galleries in New York City to sell the finest example of the famous United States 1918 24¢ carmine and blue airmail stamp with the blue center inverted (Scott C3a), popularly known as the Jenny Invert, for a wisp above \$2 million.

That stamp, from position 49 in the discovery pane of 100 that was purchased May 14, 1918, for its \$24 face value in Washington, D.C., is in mint, never-hinged condition.

Six of the 100 Jenny Inverts are known mint, never-hinged, and the position 49 stamp is the best of that group in terms of condition and grade.

In 2022, both the Philatelic Foundation and Professional Stamp Experts issued certificates stating the mint position 49 Jenny Invert stamp is genuine and assigning it a grade of extra fine-superb 95.

Siegel saved the best for last because the position 49 Jenny Invert, which was part of the Nathanael Greene collection of outstanding U.S. stamps, was offered separately as a single lot immediately following the conclusion of the 153-lot Nathanael Greene sale.

Prior to opening the bidding, Scott Trepel, president of Siegel Auction Galleries, reminded potential bidders of various regulations surrounding the sale of the stamp, which Siegel last sold in 2018 for \$1,593,000 to the anonymous owner of the Nathanael Greene collection.

“Arrangements will have to be made to pick up the stamp because we won’t be dropping it in a FedEx envelope,” Trepel said.

With the formalities out of the way, Trepel opened the bidding shortly past 4:30 p.m. Eastern Time at \$1.2 million.

With competition from bidders in the room and on the phone, the price quickly advanced to \$1.25 million and then to \$1.3 million.

Trepel then took a bid of \$1.35 million and repeated that amount several times before stating “fair

warning,” meaning that he was about to hammer down the lot. Seconds later, a bid of \$1.4 million was received.

Bidding then smartly advanced through \$1.5 million, \$1.55 million, \$1.6 million and \$1.65 million before Trepel announced a bid of \$1.7 million “in the room,” meaning that someone on the auction floor placed that bid.

Shortly after a phone bidder dropped out and with no further bids being announced, Trepel hammered down the stamp to its new owner for \$1.7 million. The final realization, with Siegel’s 18 percent buyer’s premium tacked on, came to \$2,006,000 million.

That final price is the highest ever paid for a single U.S. stamp.

Trepel told Linn’s Stamp News that there were 60 registered bidders for the single-lot sale. Of those, eight participated in the sale, “but from the \$1.2 million opening we had four in play [placing bids],” Trepel said.

David Fritz, an attorney in New York City, is a friend of the winning bidder, who prefers to remain anonymous at this time. Fritz attended the sale and provided Linn’s with the photo of the Siegel monitor that shows the final hammer price of \$1.7 million.

“I know that he specializes in U.S. classics and owning [a Jenny Invert] was a boyhood dream,” Fritz said.

“This is a historic moment for the hobby,” Trepel said. “I believe that when this stamp comes to market again it will sell for even more.”

To learn more about the most famous U.S. error stamp, visit Siegel’s Invert Jenny website. Among the website’s many useful features is a reconstruction of the original pane of 100 that shows the various single stamps and multiples. Clicking on any of the images brings up a detailed overview that includes a summary of the item’s provenance, certifications and sale transactions.

**To sign up for Linn’s Stamp News free newsletter go to:**

<https://secure.amospublishing.com/enewsletters/linns-stamp-news/>

*Best wishes for the Holiday Season  
To all our readers,  
Chris, Gord, Paul and Tom*

## **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 at

[hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) or to:

**Chris Hargreaves, 4060 Bath Road,  
Kingston, Ontario K7M 4Y4**

**PLEASE SEND IMAGES (JPEGS, PNG,  
PDF) AT 300 DPI AND AS LARGE AS  
POSSIBLE**

**SEND BY FEBRUARY  
1ST.**

## 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 CAS runs the website [www.aerophilately.ca](http://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.

### 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 to anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 to 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)
- 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)

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

New members can receive a free, one year membership with delivery of The Canadian Aerophilatelist by email – just send information required below to Brian Wolfenden at [bjnepean@trytel.com](mailto: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**

Dues can be paid by e-Transfer in Canada; or by PayPal to [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

or by cheque in Canadian or US \$ payable to The Canadian Aerophilatelic Society mailed to Brian Wolfenden at address below.

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

## MEMBERSHIP RENEWAL

The following members are 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.

### Regular members:

<p>#525 Larry Brown, #447 Barry Countryman, #461 Michael Croy, #436 Peter Edwards, #482 Brainard Fitzgerald, #342 Sandy Freeman, #469 Alec Globe, #361 Walter Herdzik, #284 John Irvine, #359 Steve Johnson, #416 Charles Livermore,</p>	<p>#308 Don Lussky, #418 Ian M. Macdonald, #155 Larry Milberry, #212 Harold J. Petoskey, #463 Mike Street, #428 Michael Valenti, #139 G.A. Wilson</p>
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*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:

#464 Hugo Deshaye,  
#443 Eastern Auctions,  
#262 E.S.J. Van Dam

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