

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2022

No. 130

IN THIS ISSUE:

- CAS AGM AND ZOOM MEETING APRIL 24TH
- NEW INFORMATION ON KLONDIKE AIRWAYS
- NORTH ATLANTIC CROSSROADS: GANDER
- 1964: THE POTEZ 840 NORTH AMERICAN TOUR

Cover: A Transcontinental Airways Fairchild and a Royal Mail van at the Saint-Hubert Airport, Montréal, 1930



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

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Index - Gord Mallett - (see contacts above)

CAS CALENDAR

ORAPEX 2022 - New dates new dates April 23 -24 and a new location: Nepean Sportsplex, 1701 Woodroffe Ave, Nepean, ON.

See www.orapex.ca for future information.

CAPEX 22 - June 9 -12, 2022 in Toronto. This will be an International One Frame Stamp Exhibition. See www.capex.org for more information.

BNAPEX/CALTAPEX 2022, celebrating the 100th Anniversary of the Calgary Philatelic Society, September 2 - 4, 2022 at the Hyatt-Regency Hotel in downtown Calgary. Dealers, Exhibits, Seminars, Awards Banquet, etc.

Additional information at www.calgaryphilatelicsociety.com

AEROPHILATELY 2022 - November 4 - 6, 2022 at the American Philatelic Society headquarters in Bellefonte, Pennsylvania. This is an all-airmail exhibition being organized by the American Air Mail Society. It has been approved as a one time World Series of Philately show. See <https://www.americanair-mailsociety.org/about/conventions/> for more information.

PLEASE NOTE:

AEROPHILATELY 2022 has had to change its dates to November 4-6, 2022. This has occurred due to a change in the Penn State University football schedule by the BIG 10 Athletic Conference. The game with Minnesota, originally scheduled for November, has been rescheduled for AERO 2022's original dates. That means that all hotel rooms in the State College/Bellefonte will be filled with football fans, at a cost of \$400-\$700 per night. The AAMS has signed a contract with the BEST WESTERN PLUS, University Park Inn and Suites, 115 Premiere Dr., State College, PA 16801, for a block of rooms at \$82 per night, including a free full hot buffet breakfast. The hotel has also given the AAMS a party room for Thursday, Friday, and Saturday evenings, where there will be informal get-togethers with complimentary beverages and snacks.

For more information see <https://www.americanairmailsociety.org/aerophilately-2022/>

PRESIDENT'S REPORT

As of this writing, hope is on the horizon, as it would seem virus restrictions in Ontario are being lifted. Hopefully, this is a positive sign as we head into 2022. My hope, is that the spread of the virus can be stopped worldwide so we may go back to our normal lives.

A reminder to all members, we are planning on having our AGM during ORAPEX which is in Ottawa on April 23-24. Please note the show is at a new location. The AGM will be electing members for the Executive Committee. If you are interested in being part of the Executive Committee, please let me know. The agenda will include various reports by current

Committee Members and will hopefully conclude with a PowerPoint Presentation by yours truly on Yukon Airways and Exploration Company Limited.

Some great news to share! The Canadian Aerophilatelist won Vermeil at the 17th New Zealand National Philatelic Literature exhibition. This is a terrific achievement and congratulations to Chris Hargreaves, Paul Balcaen and to all the contributors for making our journal world class!

Stay safe everyone.

Steve Johnson

THE CAS AGM WILL BE LIVE AND BROADCAST AS THE NEXT CAS/BNAPS ZOOM MEETING ABOUT AEROPHILATELY

2:30 to 4:00 Eastern Time on Sunday April 24th.

Steve Johnson

**Will give a presentation on
Yukon Airways and Exploration Company Limited.**

If you do not receive a Zoom invitation with the electronic copy of The Canadian Aerophilatelist, you can find details on the CAS website at www.aerophilately.ca



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Theme: "Topicals, Thematics and Illustrated Mail"
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Saturday, April 23rd, 2022 - 9a.m. to 6:00p.m.
Sunday, April 24th, 2022 - 9a.m. to 4:00p.m.

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1701 Woodroffe Avenue
Ottawa, Ontario K2G 1W2

www.orapex.ca
info@orapex.ca

SECRETARY'S REPORT

Welcome to two new members:

#514 Denis Doren of Ontario

#515 Neil Doren of British Columbia

As of January 17, 2022, the Society has a total membership of 135. This is an increase of 4 from January 04, 2021. The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

CANADA: 2022

<i>Alberta</i>	8
<i>British Columbia</i>	19
<i>Manitoba</i>	1
<i>New Brunswick</i>	4
<i>Newfoundland</i>	1
<i>Northwest Territories</i>	1
<i>Nova Scotia</i>	4
<i>Ontario</i>	41
<i>Quebec</i>	9
<i>Saskatchewan</i>	1
<i>Total</i>	89

USA:2022

<i>Arizona</i>	1
<i>California</i>	2
<i>Colorado</i>	1
<i>Connecticut</i>	2
<i>Illinois</i>	3
<i>Kentucky</i>	1
<i>Maryland</i>	1
<i>Massachusetts</i>	1
<i>Michigan</i>	1
<i>New Jersey</i>	1
<i>New York</i>	4
<i>North Carolina</i>	2
<i>Ohio</i>	1
<i>Oregon</i>	1
<i>Texas</i>	1
<i>Virginia</i>	2
<i>Total</i>	25

INTERNATIONAL: 2022

<i>Australia</i>	2
<i>Cayman Islands</i>	1
<i>P.R. China</i>	1
<i>France</i>	1
<i>India</i>	1
<i>Ireland</i>	1
<i>Israel</i>	1
<i>Italy</i>	1
<i>Netherlands</i>	1
<i>New Zealand</i>	2
<i>Spain</i>	1
<i>Sweden</i>	1
<i>Switzerland</i>	1
<i>U.K.</i>	6
<i>Total</i>	21

GRAND TOTAL: 135

**Brian Wolfenden
Secretary, CAS**

**CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT
FOR THE YEARS ENDING 31 DEC 2020 AND 31 DEC 2021**

	2020	2021
Opening Bank Balance	<u>27,400.43</u>	<u>26,481.10</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	1,468.78	2,435.49
CAS Covers – sale of various philatelic covers	0.00	0.00
Other Sales – includes e.g. books, pins & advertising	0.00	150.00
Donations – from members	<u>0.00</u>	<u>5.00</u>
Income Generated and Received during the Year	1,468.78	2,590.49
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	28,869.21	29,071.59
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	53.00	53.00
CAPEX meeting	0.00	250.00
Office Supplies	65.74	101.34
Postage-such as for CAS journal, covers & books	703.99	761.38
Printing and Photocopying – such as journal and catalogue	760.15	887.77
Bank Charges-chequing account,cheques,deposit stamp	0.00	0.00
ORAPEX sponsorship	0.00	1,000.00
Trans Can., Peck & Stinson Cent. Flights	300.00	0.00
New C.A.S. catalogue	467.94	0.00
Engraving – presentation plaques/donations	<u>37.29</u>	<u>46.77</u>
Expenses Incurred during the Year	<u>2,388.11</u>	<u>3,100.26</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>2,388.11</u>	<u>3,100.26</u>
Closing Bank Balance	<u>26,481.10</u>	<u>25,971.33</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	<u>-</u>	<u>-</u>
Financial Position at 31 Dec	26,481.10	25,971.33

BRIAN WOLFENDEN
Treasurer – CAS

EDITOR'S REPORT

I am very pleased to announce that The Canadian Aerophilatelist won Vermeil at the 17th New Zealand National Philatelic Literature exhibition held in November 2021.

Many thanks to Paul Balcaen for his great covers and layout for each issue; Tom Reyman for his regular column of "Semi-Official Notes"; Ian Macdonald for his frequent contributions on all sorts of topics; and to everybody else who has contributed an article or information.

Thanks also to Gord Mallett for regularly updating the index to our journal which makes it easy to locate information that has appeared in one of the last 129 issues. – The index can be found on our website www.aerophilately.ca or you can get a free copy as a Word document or .pdf file by emailing Gord at gdmall@telus.net

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2022

will be presented to

TOM REYMAN

for his columns of "Semi-Official Notes"

in The Canadian Aerophilatelist

March 2018 - March 2022

The Editor's Award is presented each year to a person chosen by the editor to recognize "an outstanding contribution to the journal or aerophilately". - The Award was created as a way for the editor to recognize current achievements, in addition to writing obituaries which record past achievements.

The main theme of 2021 has often been described as "stay the course". That certainly applies to philately, as we have waited for regular meetings and shows to resume.

In keeping with that theme, I'm very pleased to be able to recognize Tom Reyman who has "stayed the course" and written 17 columns of his "Semi-Official Notes" over the last four and a quarter years. With the publication of his column on Canadian Airways Limited in this issue, Tom has written about every Semi-Official airline except the controversial Klondike Airways, and provided a clear description of their history and operations, together with very useful illustrations of their covers.

I am very pleased that Tom has said that he is going to continue "on course", and will keep writing articles about Semi-Official Airmails and other topics.

Many thanks for all your columns and articles Tom.

Chris Hargreaves

AMCN2 UPDATE

The preparation of a revised edition of The Air Mails of Canada and Newfoundland is now going very well. The sections that were drafted in 2020 are being updated, and the values reviewed by the dealers who advertise in this journal. AMCN2 should be printed and published this summer!

Chris Hargreaves

AMCN2 Editor-in-Chief

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Toronto, Canada**

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The Canadian Aerophilatelic Society will be hosting a meeting of the FIP Aerophilatelic Commission from 12 noon to 2:00 PM on Saturday June 11th at the CAPEX 22 venue. – The meeting will include a presentation produced by Norman Banfield, Acting Chairman of the FIP Aerophilatelic Commission, about developments in the guidelines for aerophilatelic exhibiting. We will be making arrangements so that people who are not at CAPEX can participate in the meeting by Zoom.

CPS 2022 BNAPEX
100 Years of Stamp Collecting in Calgary

**September 2-4, 2022
Calgary, Alberta**

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Celebrating the 100th Anniversary of the Calgary Philatelic Society, 150th anniversary of the birth of John McCrae, and the 110th Anniversary of the Calgary Stampede.

CPS 2022 BNAPEX is a Canadian RPSC **nationally sanctioned** show accepting BOTH BNA and Worldwide exhibits. Non BNAPS exhibitors are welcome to exhibit.

AERO 2022 – NEW DATES

Aerophilately 2022
 An APS World Series of Philately Show
 November 4-6, 2022
 APS National Headquarters
 Bellefonte, Pennsylvania

Exhibits must be aerophilatelic or astrophilatelic in nature or have an airmail or astro theme

For Exhibit Rules & Entry Forms:
stephenreinhard42@gmail.com
 For Dealer Table Reservations:
wcfortii@aol.com

Deadline for receipt of entries: Aug. 1, 2022

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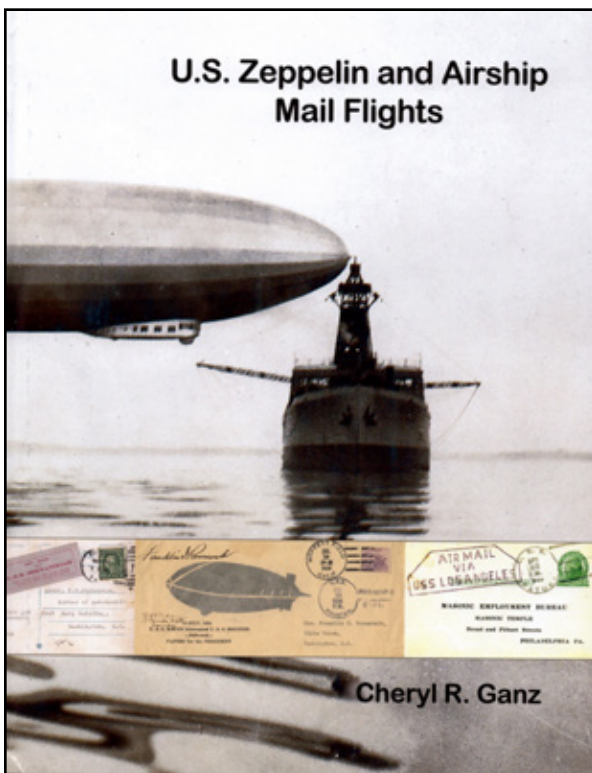
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See page 2 of this journal for more information.

IN MEMORIAM

Charles Oakley: 1929-2021

Charles was a regular participant in the annual Days of Aerophilately held in Toronto. He was a veteran of the RAF, who served in Germany from 1948 to 1951. Later he moved to Canada, and served in the Metro Toronto police from 1958 to 1989. Charles was an avid collector. As well as his stamp and cover collection, he had a vast music collection, (and a philatelic collection of music on stamps), and another vast collection on books on many topics including aviation history.



Correction to email address

This book by Cheryl Ganz is all about U. S. Zeppelin and airship mail flights. Cheryl has collected, exhibited, researched, lectured and written about airships for many years. Each chapter covers a different airship, starting with the “Shenandoah”, and continuing on through the ZR-2, ZR-3, ZRS-4 “Akron”, and ZRS-5 “Macon”. There is background information on each airship with lots of historic photos of the airships and the people connected with them. Then all types of known covers are shown in color, followed by a flight log of all the flights by that airship. There is also a special event cover list for the “Akron”. The final chapters cover Navy airship bases & squadrons, Army airships, and shows covers from those bases, and finally a section on private & commercial airships, which shows all known souvenir covers carried by them, also in color. There is also an extensive list of references and a comprehensive index.

279 pages, 8 1/2 inch format, hard cover. \$80.00. 10% discount to American Philatelic Society members, plus \$5.08 media rate postage within the USA and \$37.60 Global Priority mail outside the USA.

It is available from: <https://classic.stamps.org/Publications>

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NEW INFORMATION ON KLONDIKE AIRWAYS

Post Office Department Approval of Klondike Airways' Semi-Official Sticker

ALEC GLOBE

In my Zoom presentation on March 6, I reminded collectors that the most frequently consulted sources for Canada's Semi-Official air mail have a poor opinion of Klondike Airways. The 1997 catalogue of Air Mails of Canada and Newfoundland states that "It has so far not been substantiated that [Klondike Airways] ever received permission to charge additional air fees above normal postage rates." C.A. Longworth-Dames presents a more forceful position in *The Pioneer and Semi-Official Air Mails of Canada, 1918-1934* (Toronto: Unitrade Press, 1995, p. 142):

Klondike Airways never obtained official authorization or approval from the postal authorities to charge an air mail fee for any mail carried. It is considered by the author unlikely that the company issued these stamps and that they were more likely to have been privately produced.

Repetition creates comfortable "truths." Those statements have not only been repeated many times. They have also been elaborated with speculations. Klondike Airways is said to have owned no planes and flown no mail. Even its existence has been doubted. A.C. Roessler is named as the probable creator of the stickers. Because most Klondike Airways covers are addressed to him, it has been claimed his covers are bogus items that never reached the Yukon.


It is surprising that nobody has bothered to search through documents from the 1920s for confirmation or refutation of those claims. Until now.

First off, I read every surviving issue of the Yukon newspapers *Dawson News* and *Whitehorse Star* from 1924 to 1931. I wanted to know everything possible about the origins and operations of the company.

Klondike Airways and its principal operators are mentioned often. At Library and Archives Canada in Ottawa are several boxes of Post Office Department (POD) records concerning Yukon mail. The most important is RG3, volume 2430, file 6-5-9, "Yukon service, 1927-1937." The POD documents quoted here come from that file. Some items are illustrated, because seeing is believing.

The Results of Research
In 1927, Greenfield and Pickering Royal Mail Stage held the POD contract to transport mail overland from

Form 6102, replacing Form 2A-T.W.

CLASS OF SERVICE DESIRED		CANADIAN NATIONAL  TELEGRAPHS	Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph
Day M ^o <input type="checkbox"/>	Day L ^o <input type="checkbox"/>		
Night Message <input type="checkbox"/>	Night Letter <input type="checkbox"/>		
<small>Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM</small>			
<small>HEAD OFFICE, TORONTO, ONT. W. G. BARBER, GENERAL MANAGER</small>			
RECEIVER'S NO.	TIME FILED	CHECK	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

OTTAWA 2 November 1927

Murray
 District Supt. Postal Service
 Vancouver B.C.

Whitehorse Wernecke mail service. Department has no objection to airplane mail service as outlined in your wire first instant involving no cost to Department.

ANDERSON.

Illustration #1 - Anderson telegram 2 November 1927.

Form 6102, replacing Form 2A-T.W.

<p>CLASS OF SERVICE DESIRED</p> <p>Day Message <input type="checkbox"/></p> <p>Day Letter <input type="checkbox"/></p> <p>Night Message <input type="checkbox"/></p> <p>Night Letter <input type="checkbox"/></p> <p><small>Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM</small></p>	<h1 style="margin: 0;">CANADIAN NATIONAL TELEGRAPHS</h1> <p style="font-size: small;">HEAD OFFICE, TORONTO, ONT. W. G. BARBER, GENERAL MANAGER</p>	<p>Exclusive Connection with WESTERN UNION TELEGRAPH CO.</p> <p>Cable Service to all the World</p> <p>Money Transferred by Telegraph</p>
RECEIVER'S NO.	TIME FILLED	CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Ottawa 4th October 1928

J.F. Murray,
District Superintendent Postal Service
Vancouver B.C.

Department grants sticker privilege to Greenfield and Pickering with usual provisos at twentyfive cents per letter during midwinter period Forward sketch of stamp

COOLICAN

Illustration #2 – Coolican telegram 4th October 1928

Form 6102, replacing Form 2A-T.W.

<p>CLASS OF SERVICE DESIRED</p> <p>Day Message <input type="checkbox"/></p> <p>Day Letter <input type="checkbox"/></p> <p>Night Message <input type="checkbox"/></p> <p>Night Letter <input type="checkbox"/></p> <p><small>Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM</small></p>	<h1 style="margin: 0;">CANADIAN NATIONAL TELEGRAPHS</h1> <p style="font-size: small;">HEAD OFFICE, TORONTO, ONT. W. G. BARBER, GENERAL MANAGER</p>	<p>Exclusive Connection with WESTERN UNION TELEGRAPH CO.</p> <p>Cable Service to all the World</p> <p>Money Transferred by Telegraph</p>
RECEIVER'S NO.	TIME FILLED	CHECK

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Ottawa, Oct. 16, 1928.

Murray,
District Supt. Postal Service,
Vancouver, B.C.

Department approves proposed air mail sticker submitted by Greenfield Pickering for their Company Klondike Airways Limited.

Coolican.

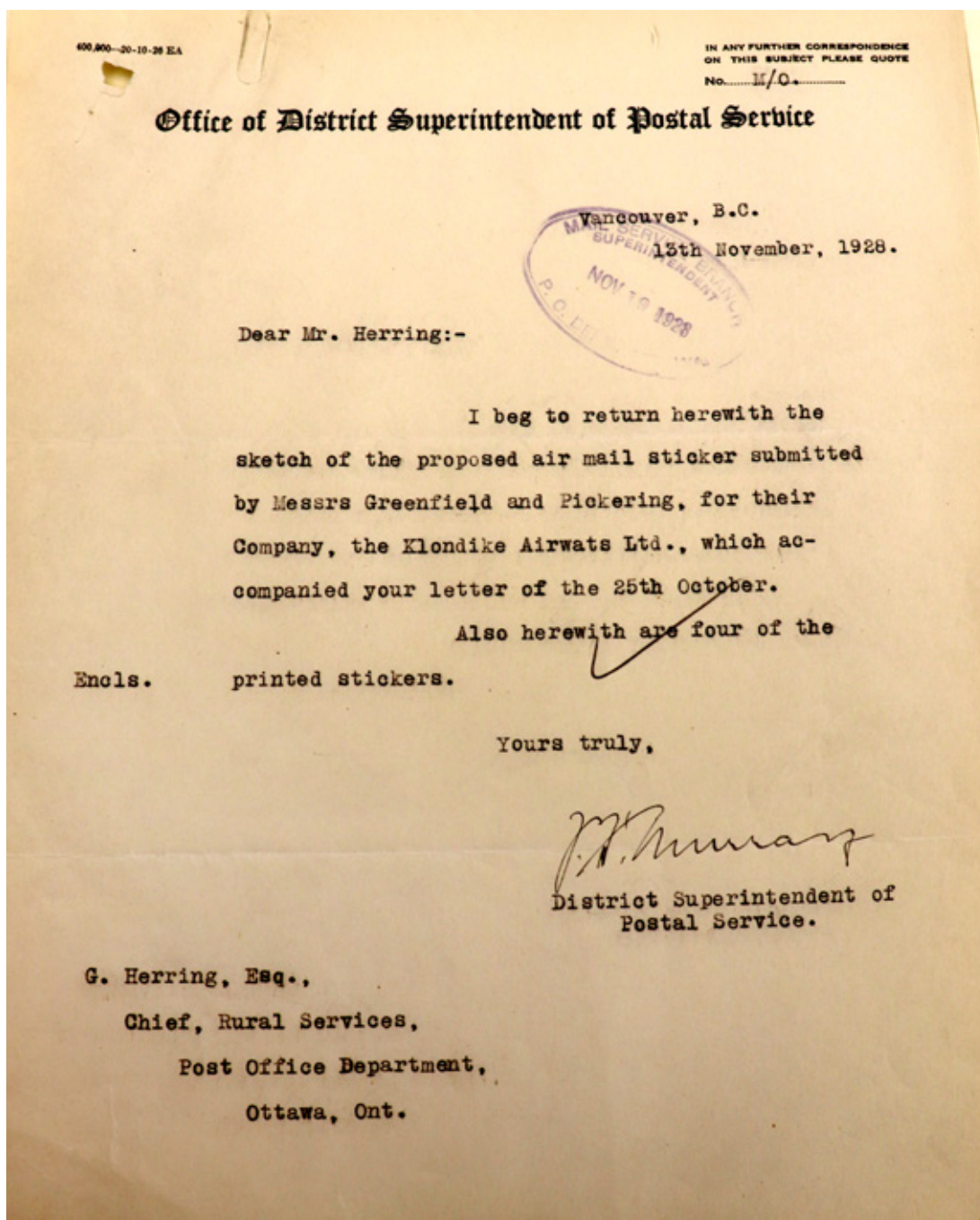
Illustration #3 - Coolican telegram October 16th 1928

Whitehorse to Dawson in the winter. At a meeting in Dawson in early November 1927, business manager Jack E. Pickering “stated that his firm would have two airplanes in the Yukon Territory by next spring for use in connection with their interests.”¹ His idea was to fly the mail during the fall freezing period and spring thaw when overland travel proved difficult at best and often impossible.

Almost a year later, on September 14, 1928, G.C. Anderson, Superintendent of POD Mail Services, telegraphed approval of delivery “during fall and spring periods by airplane on distinct understanding that quality of service provided in ‘land’ contract is not reduced and that there is no additional cost to department.” (Illustration #1.) Newspapers were enthusiastic and featured reports in *Dawson News*, October 4, 1928: 2 and October 9, 1928: 1; *Whitehorse Star*, September 28, 1928: 1.

Pickering moved quickly and purchased a plane. On September 21, 1928, a de Havilland D.H. 60X Moth was registered to Klondike Airways. I Because the shoulder

¹ Dawson News, November 5, 1927, p. 1.



of Postal Services. On October 4, 1928, he telegraphed approval of a 25¢ sticker during the midwinter period and requested a sketch. (Illustration #2.) J.F. Murray, the Vancouver District Superintendent of Postal Service, was the middleman, because he looked after Yukon postal affairs.

On October 15, Coolican telegraphed approval of the design. (Illustration #3.) His wording leaves no doubt that Klondike Airways was a company formed by Greenfield and Pickering.

Because of the short time it took to print the stickers, they were run off by a Vancouver printer chosen by Pickering's Vancouver lawyer, who was also involved in this correspondence. On November 13, Murray returned a pane of four Klondike Airways stickers as well as the original design. (Illustrations 4A and 5.) The POD wanted it back to ensure that the

approved drawing was followed.

A New Understanding of Klondike Airways

Archival research is a hit and miss affair. The rewards are great when illuminating material is found. The documents presented here correct several previous misconceptions.

First, Klondike Airways began in 1928 as a spinoff company of the ground transportation operator Greenfield and Pickering Royal Mail Stage.

Second, on September 14, 1928, the POD granted the airline permission to fly mail without

Illustration #4A – Murray letter November 13th 1928
 seasons fell under POD contract, no stickers would be used. However, Pickering also applied for permission to fly with 25¢ company stickers “during the winter period... from the first week of December to the first week of April.” That additional luxury service would not affect people who were content with seven- to fourteen-day overland delivery at just the post office surface rate of 2¢.

That request climbed slowly up the bureaucratic ladder to P.T. Coolican, General Superintendent



Illustration #5 - Pane of 4 Klondike Airways stickers sent with letter of November 13th 1928.

Alec's exhibit on The Development of Pioneer and Semi-Official Air Mail Within Canada 1918-1934, and details of his research will be published by BNAPS later this year.

stickers during the difficult fall and spring seasons, when land travel was sometimes impossible. The POD insisted that costs were to be kept within the contract agreement.

Third, Klondike Airways bought a plane on September 21, 1928.

Fourth, on October 4, 1928, the POD granted Klondike Airways permission to fly mail with 25¢ Semi-Official stickers during the winter. This was in addition to the land contract.

Fifth, the stickers were printed at Vancouver and samples sent to Ottawa on November 13, 1928.

Sixth, advanced collectors know how difficult it is to find covers with Klondike Airways stickers. Most Yukoners were content to wait a week or two for the overland delivery of a first-class letter at 2¢. Very few people or businesses were prepared to pay twelve and a half times as much per item for delivery by air mail. Survival rates of real mail tend to be very low, because envelopes are usually discarded once the mail is opened.

Finally, guesswork has not served Klondike Airways well. Whether a cover was flown or not needs to be confirmed by finding reports of flights in Dawson News or Whitehorse Star.

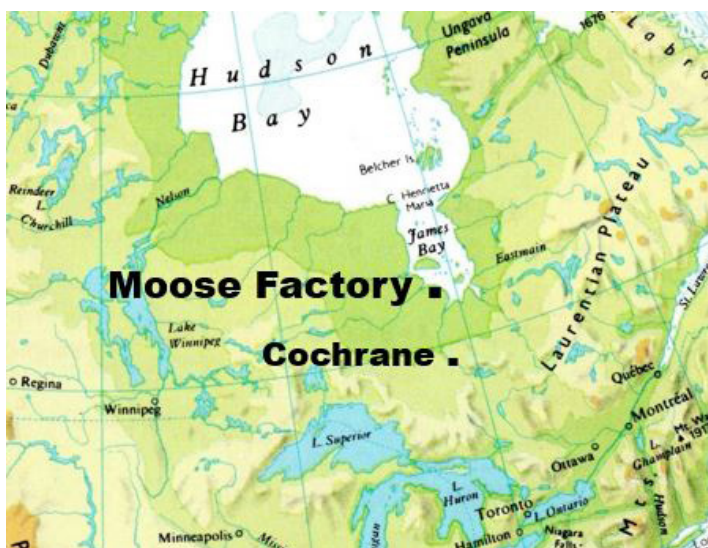
Much more about the complex history of Klondike Airways and other Semi-Official airlines will appear in book form later this year.

Alec Globe

MAIL FLOWN TO MOOSE FACTORY IN JANUARY 1922

Robert Galway

Moose Factory is situated at the mouth of the Moose River. It was originally founded as a Hudson's Bay Company fur-trading post in 1673, when it was called Moose Fort. The name was changed to Moose Factory in the 1820s, the term "Factory" referring to the jurisdiction of the Hudson's Bay Company business agent who was called a "factor." - Revillon Freres was a rival fur trading company the Hudson's Bay Company.

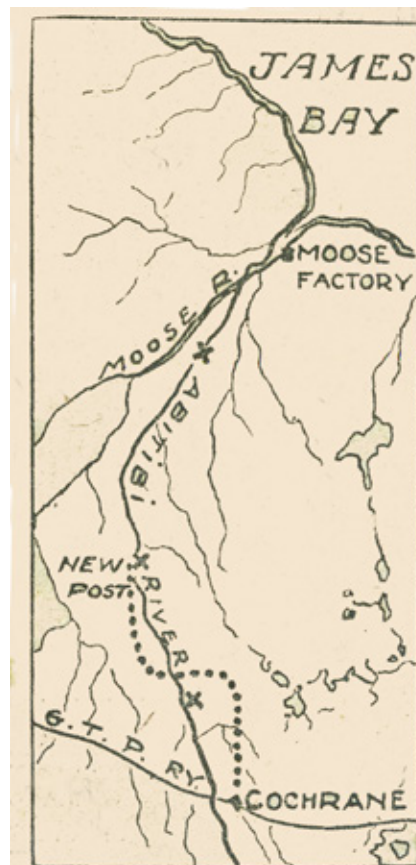


On February 1922 The Mail And Empire newspaper reported that Captain W. Roy Maxwell and Pilot J. H. St. Martin had flown mail between the railhead for the Temiskaming and Northern Ontario Railway at Cochrane, and Moose Bay.

Many thanks to Robert Galway for this newspaper clipping showing the route, found in a scrapbook kept by Roy Maxwell, and for transcribing the article below from the Illustrated Canadian Forestry Magazine, May 1922, which gives a very detailed and interesting description of the venture.

Winter Flying in Canada's Far North
Four Flights from Cochrane to Moose Factory on Hudson Bay Successfully
Accomplished in AVRO Machine. -- Pilot's Story of the Experience.

DURING the past Winter a most interesting flying operation has been carried out by Canadian Aerial



ONTARIO'S NEW RAILWAY.

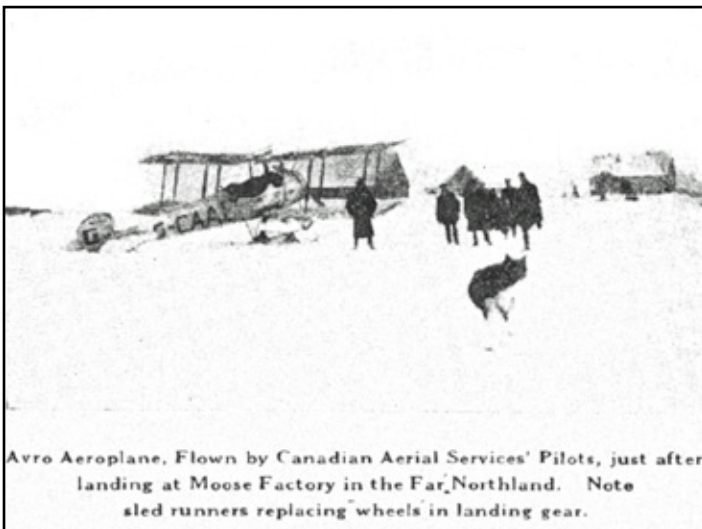
Dotted line shows route of the extension of the T. and N. O. Railway from Cochrane to New Post, or Oil Can Portage, the contract for which was recently awarded. The map also shows the Abitibi river route followed by Captain W. Roy Maxwell in his spectacular mid-winter aerial flight from Moose Factory to Cochrane in less than three hours.

Services. Limited. Montreal. Four flights were made from Cochrane to Moose Factory. Hudson Bay This operation was undertaken for the purpose of locating oil. reported in the vicinity of Moose Factory. The personnel and equipment were—W. R. Maxwell in charge; J. H. St. Martin, assistant; W. H. Cannon and J. Hyde, mechanics. The machine used was an Avro with a Le Rhone 110 H.P. rotary engine.

The aeroplane was shipped from Montreal, January 19th. 1922, and arrived at Cochrane on January 28th., equipped with skis which had been previously tested and found satisfactory under conditions at Montreal. On arrival the type of skis with which

the machine was equipped was found unsatisfactory due to peculiar snow conditions. Due to extreme cold, snow falling in the Far North is in the form of sugar snow. i.e. particles of ice. not large soft flakes as in more southerly region. This form of snow does not pack. with the result that a person walking upon it sinks immediately through almost any depth to the ground. It is very difficult to walk even with very large snowshoes.

On the aeroplane being set up it was found that the skis. had been built very much too narrow to permit the machine taking off. as the machine in taxiing would bury itself to the fuselage in the snow. New skis were therefore designed 14 inches in width and boxed in at the sides. to prevent side slipping into the snow. The new skis having been tested and found satisfactory, the machine was ready for the first flight on February 5th at 3.45 p.m. The engine was warmed up to get the oil circulating properly: baggage and equipment was checked over. consisting of the following: a double sleeping bag, provisions for two for one week, snowshoes for two, four gallons of oil, twenty gallons of gas, engine spare parts and a complete tool kit. The story of the flight is best told on the words of Capt. W. Maxwell, the pilot in charge. whose report is in part, as follows:



Avro Aeroplane. Flown by Canadian Aerial Services' Pilots, just after landing at Moose Factory in the Far Northland. Note sled runners replacing wheels in landing gear.

STORY OF THE FLIGHT

We took off into the North and climbed steadily until we reached the Abitibi River. at an altitude of 3.000 feet. The Timiskaming & Northern Ontario Railway are building an extension to the railway from Cochrane to Moose Factory. Their engineers are at

present on location work. as far as New Post. half-way. As we followed the river we noted below. the various snowshoe trails of engineers. and of trappers. Darkness was creeping down on us, so we landed at New Post just at dusk. This was the first visit of an aeroplane to this Hudson Bay Post.

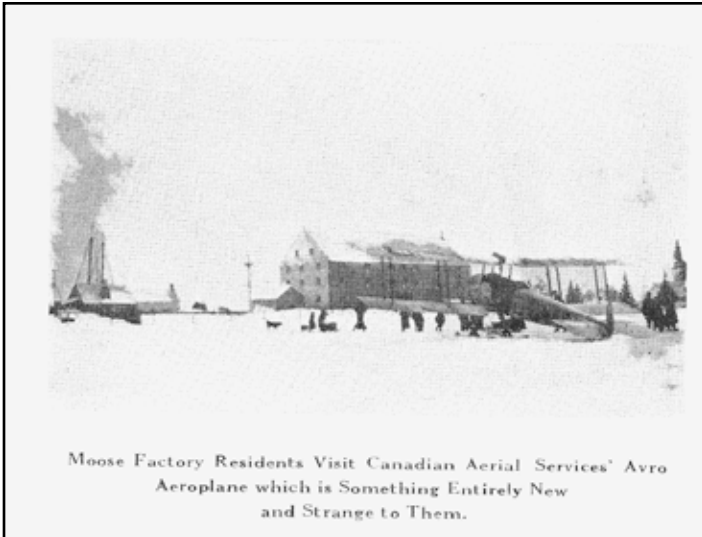
On arrival at New Post, it was found that the Abitibi River had been frozen to such an extent that the water being unable to float beneath the ice was overflowing with the result that the river was covered with a soft slush. On landing in this slush our left ski was damaged. The snow caked up in front of the runner splitting it. The ski was taken off and an old Indian sewed the broken members of wood together with Moose thong.

A very enjoyable evening was spent at New Post. The old Indian chief who had repaired our ski drew and indicated on our maps many lakes to the East of New Post, none of which are shown on the Government maps.

After refueling in the morning from gas we were carrying, we had the Indians snowshoe a track some one hundred yards long, this on account of wet slushy snow. We took off without any difficulty and followed the river again. As we approached the Moose River, low clouds were encountered, and we had to descend to five hundred feet. We circled Moose Factory and landed in the clearing just in the rear of Hudson Posy Store. Our arrival certainly surprised the inhabitants as many of them had not even arisen, it being Sunday morning.

We were given quite a reception. In the evening we had a very nice game of bridge. Our total flying time in was two hours and ten minutes. This trip by the ordinary method of travel. i.e. dog team, occupies on an average of eleven days each way. We refueled in the afternoon. ready for our return flight.

The Hudson Bay Factor at Moose Factory reported a very mild Winter with but fourteen inches of snow. The river was particularly smooth and even had it been very rough. channels between islands lend themselves splendidly for landing of machines. on skiffs. with plenty of protection against wind and storm.



Moose Factory Residents Visit Canadian Aerial Services' Avro Aeroplane which is Something Entirely New and Strange to Them.

THE RETURN FLIGHT

"Monday noon after getting all the information necessary and having secured the mail from Revillon Frères, we took off toward the North, circled the Post once and headed South up the Moose River. Clouds at one thousand feet prevented us from making the long hops across points. Some forty miles from the Junction of the Abitibi and Moose Rivers the engine started to vibrate, and a landing was necessary. A repair was made to a broken push-rod and we took off again.

It was snowing and the wind was from the South-east. We flew low over New Post dropping several cakes of soap and the Bay mail. While at New Post we had been advised by the Hudson Bay Company's Factor there that the Post had been without so, for a considerable period of time and requested that if possible, we get a supply from Moose Factory and drop it at New Post on our return trip. On arrival at Moose Factory we reported this shortage to the factor there and secured a supply. On our return trip we carried mail from Moose Factory for New Post. This mail and the soap were tied in packages to which we attached small balloons. On arrival over New Post on our return journey we circled low, and these packages were dropped landing directly in front of the Hudson Bay Company's house. After leaving New Post we flew for a short distance and found it was necessary to land and refuel. The snow was deep, and a flying start was necessary. After the machine was in motion we hopped in and took off. The weather had changed to a clear sunny day and at the last bend on Kettle Falls on the Abitibi we cut across to Cochrane. Our flying time on the return

flight was two hours and thirty-five minutes..

"The Abitibi, the Moose and practically all of these rivers lend themselves beautifully to Winter flying. The new skis functioned well. We suggest the use of improved boxed skis. These would prevent the machine from slicing in when taxiing on turn. We found that oil, if properly heated and engine members also heated before flight function quite well even under severe cold weather conditions. Snowshoe trails could easily be detected on lakes and rivers from a height of 3,000 feet. The engineers on extension to the T. N. & O Railway could be seen at work above rapids.

OTHER FLIGHT MADE

Following this flight, three additional flights were made from Cochrane to Moose Factory and flights were carried out around the shores of James Bay, the temperature varying from zero to forty-six degrees below. These flights were carried out without mishap with one exception.

Pilot J. H. St. Martin had a forced landing due to a broken connecting rod. sixty miles North of Cochrane. necessitating a snowshoe tramp over this distance to secure spare parts to effect repairs. This trip, and the return trip from Cochrane by dog team occupied four days, the machine being ready for flying on the morning of the fifth day. The trips were carried out without any accident to personnel, and though considerable hardships. due to cold and exposure to extreme weather were experienced, on the whole the various trips were enjoyed by all concerned.

Commenting on the operation. an official of Canadian Aerial Services. Limited. said: -We feel we have every reason to be proud of the manner in which the operation was carried out. It was pioneer work, but it has demonstrated that flying can be successfully carried out in extreme temperature and over unsettled country, without undue risk to equipment and personnel. We feel the experience gained on this flight will be of great value in future work of this nature and have no hesitation in saying that. in the future, rapid communication between extreme outlying points of civilization and large center's will be effected by the use of aircraft both for the transportation of travelers, supplies and mails. The operation was completed just before the break-up on the Abitibi River. On the last trip from Moose Factory to Cochrane it was noticed that in several places on

this river, notably at Kettle Falls. there was a considerable stretch of open water. While we had planned additional flights it was felt that we were not justified in taking the risk of flying over this country with a machine equipped for landing on snow and with a prospect of the ice going out of the river, thus leaving no landing ground. The machine was therefore dismantled and shipped back to Montreal.

Illustrated Canadian Forestry Magazine, May 1922

Thanks Robert.

Since the delivery of mail was reported in the press, this flight is being included as PF-21A in Section I – Pioneer Flights – of the revised *Air Mails of Canada and Newfoundland*, even though no mail carried on these flights is known.

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NEXT ISSUE DEADLINE THE CANADIAN AEROPHILATELIST

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

If you have anything you'd like to be included in
the next issue, please send it to the editor:

(for images, make high res tifs/jpegs - 300 dpi)

Chris Hargreaves

4060 Bath Road, Kingston,
Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca
by May 1st.

1928 – MOOSE JAW FLIGHT TO WINNIPEG

When is a cover “commercial”?



The Moose Jaw Flying Club covers are listed as PF-32 in Section I of The Air Mails of Canada and Newfoundland. The covers are postmarked Moose Jaw, 10:30 a.m., August 17, 1928. The Winnipeg receiver of 8:10 p.m., August 17, almost never cancels the sticker on the back. Only 161 covers were flown. Moose Jaw covers are scarce and expensive. Even so, at least one can usually be found every year.

The last issue included the cover from Peter Edwards shown above left, who commented:

Here's a photo of my grotty copy of the Moose Jaw flight which as you can see was rudely treated even with the instruction "Please open carefully", Pilot signed and forwarded to Vancouver and with folds as if been filed, so could it be commercial?

This led to the question HOW DOES ONE DEFINE A “COMMERCIAL” COVER?

My thanks to Alec Globe who sent in this response:

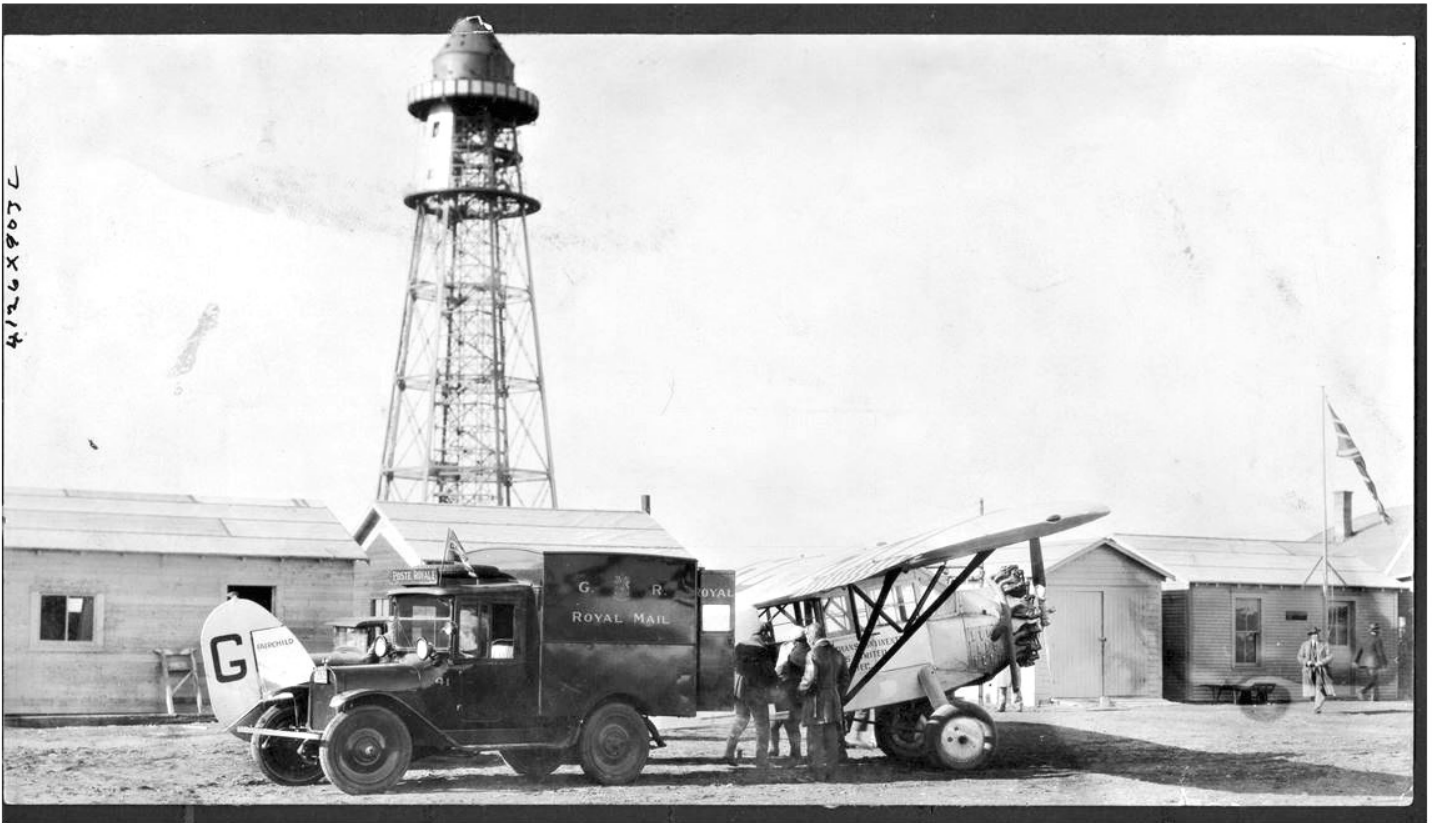
The previous issue of the *Canadian Aerophilatelist* included a richly annotated cover from the Moose Jaw flight.

Pioneer and Semi-Official air mail collectors make a distinction between philatelic and commercial covers. Most single Pioneer flight covers and Semi-Official first flight covers were generated by air mail dealers and collectors. Covers from those flights tend to be plentiful. They were almost never opened and usually survive in excellent condition because they went immediately into philatelic collections. The Moose Jaw cover illustrated above right is a fine philatelic piece.

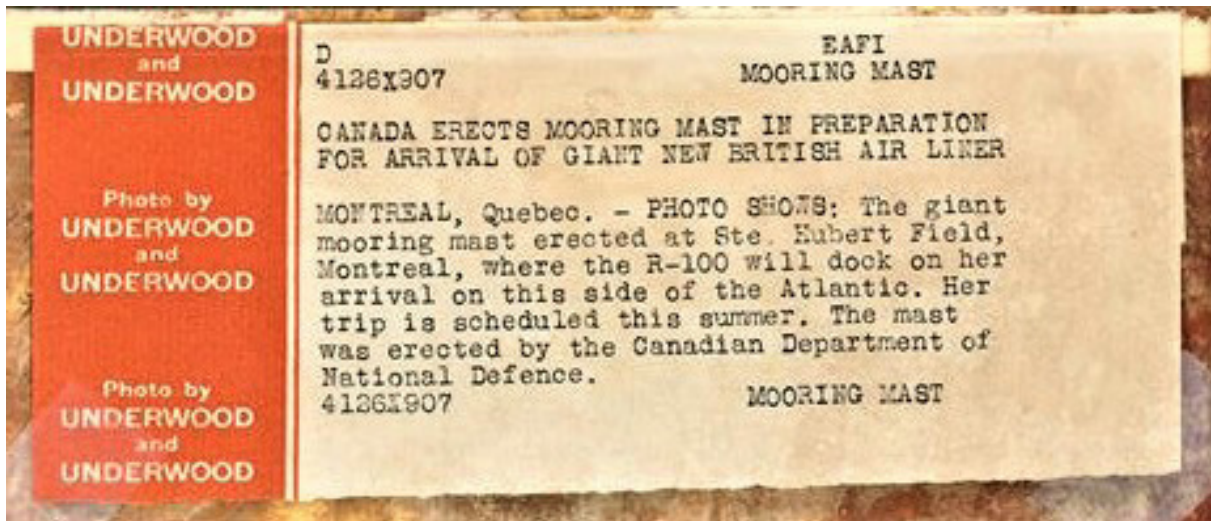
Real mail is termed “commercial.” That term is not strictly accurate. In addition to business correspondence, the category also includes government communiqués, personal letters, parcels, newspapers, and anything else that was flown for real-world purposes. Commercial covers are comparatively rare, because most people throw out envelopes once they are opened. Surviving commercial covers were often opened roughly, or cut down to reveal the contents, or crumpled by being stuffed somewhere. For collectors of Semi-Official commercial mail, a motto might be: “The grubbier, the better.” The annotated Moose Jaw cover in the last issue is a beautiful example of a commercial piece.

1930 – ST. HUBERT AIRPORT, MONTREAL

Thanks to Ian Macdonald for a copy of this great photo he came across:



There is an agency label on the back:



I'm intrigued that there is no mention in the description of the Transcontinental Airways Fairchild and Royal Mail van that look like they have been posed in the foreground of the photograph.

It seems that regular air mail service was "old news" by 1930.

SEMI-OFFICIAL NOTES

Tom Reyman

No. 17

CANADIAN AIRWAYS LIMITED

Western Canada Airways and the Aviation Corporation of Canada merged to form Canadian Airways Limited in November 1930. Two major railroad companies, Canadian Pacific and Canadian National, had provided funding for the merger which resulted in a combined company that controlled most of the air transport business in Canada. Leading up to 1932, the new company had taken over numerous air mail contracts and was receiving substantial revenue from the Canada Post Office. However, in 1932, the Post Office reduced its general mail contracts in the Western Provinces for financial reasons.

The northern parts of Alberta still needed mail delivery so Canadian Airways applied to provide that service as a semi-official airmail contract carrier for that area. This would be the last semi-official contract issued by the Post Office. A new company stamp was produced (CL51) and the first flight began on December 30, 1932, originating in Edmonton, Alberta with Fort McMurray as the destination. The only plane used for this route was a Junkers W33, and the image of that plane was put on the company stamp.

In July 1934, a new stamp (CL52) was created by overprinting the CL51 with the words "10 cents". This stamp was used from July 1934 through the last contract flights in late 1934. The Post Office resumed carrying the mail at that time.



← CL51 Stamp
CL52 Stamp ->



Figure 1 – First Flight from Edmonton to Fort McMurray on Dec. 30, 1932



Figure 2 – The back of the cover showing the placement of the CL51 stamp. The cover was prepared by “Bob of the Northland”, a stamp dealer in Edmonton.



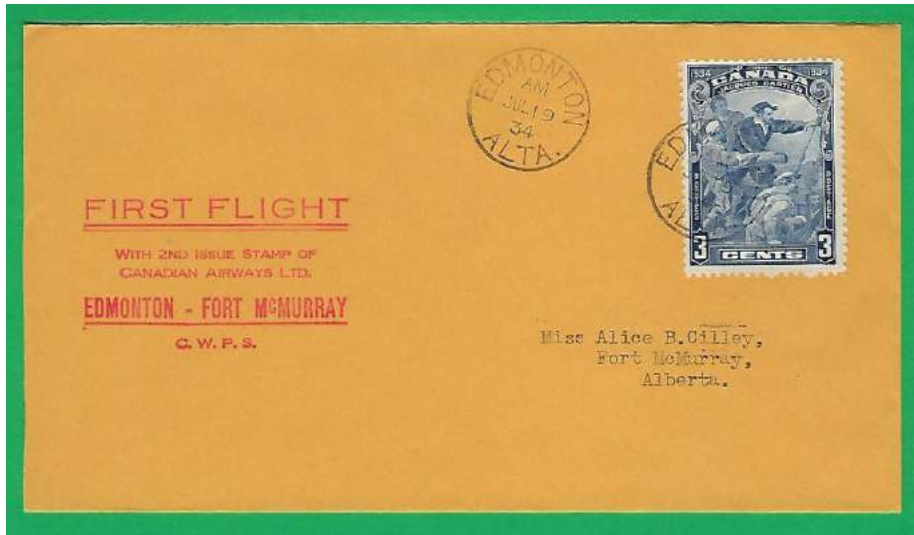
Figure 3 – This is the return flight from Fort McMurray. The cover was cancelled in Fort McMurray Dec. 31, 1932 but the flight occurred on Jan. 3, 1933.



Figure 4 – The back of the cover shows the Edmonton cancellation on the back.



Figure 5 – Not all First Flight covers were initiated by “Bob of the Northland”. This Fort McMurray to Edmonton cover is an example. The CL51 stamp is on the back. Note that the First Flight cachet was not applied.



Figures 6 and 7 – The dates of First Flights using the CL52 stamp were on July 19, 1934 (Edmonton to Fort McMurray) and July 21, 1934 (Fort McMurray to Edmonton). Both covers were prepared by “Bob of the Northland”. The CL52 stamps are on the back.



A.C. Roessler, a stamp dealer in New Jersey, was known to create covers that were never flown or were outright philatelic souvenirs. This is a philatelic cover that used a CL52 stamp on a flight from Norway House, Manitoba. This location was not part of the Canadian Airways Limited Semi-Official airmail route from Edmonton to Fort McMurray. The receiving cancellation on the back is Newark, New Jersey. (Figure 8)



In 1933, Mr. Roessler created this stamp based on the design of the Canadian Airways Limited official envelope and then offered them for sale to his clientele as a “new” semi-official stamp. This stamp had no connection to the actual airways company and must be regarded as being bogus and considered to be a “cinderella” stamp by collectors.



References:

- *Air Mails of Canada and Newfoundland*; Sixth Edition:1997, Pages 75-76.
- Milberry, Larry; *Aviation in Canada: The Formative Years*; CANAV Books, Toronto: 2009, Pages 181-194.
- Longworth-Dames, C. A.; *The Pioneer and Semi-Official Air Mails of Canada 1919-1934*: The Unitrade Press, Toronto, 1995. Pages 161-166.
- *Unitrade Specialized Catalog of Canadian Stamps, 2019*: The Unitrade Press, Toronto, 2019, Pages 609.

NORTH ATLANTIC CROSSROADS: THE ROYAL AIR FORCE GANDER UNIT 1940-1946

By Darrell Hillier

Reviewed by Diana Trafford

Twenty one years ago, 42 aircraft descended on Gander. Not by choice. The date was September 11, 2001.

An hour after the first plane crashed into the World Trade Center in New York, the U.S. Federal Aviation Administration shut down American air space. All pilots halfway across the Atlantic Ocean en route to the United States that morning were diverted to airports on Canada's east coast. Residents of Gander and nearby communities welcomed thousands of passengers from the 38 commercial airliners and four military aircraft that landed at Gander airport on short notice. "Come from Away," the hit musical, immortalizes the Newfoundland warmth that greeted Gander's 6,600 unexpected guests.

The choice of Gander as a diversion point for large airliners was no coincidence. The airport was uniquely equipped for the task by its role as a major military airfield during the Second World War. At the time, Gander airport was the largest in the world, and during the war years, it dispatched thousands of bombers across the North Atlantic for use by Allied forces in the defence of Europe.

A recent book by Newfoundland aviation researcher Darrell Hillier, *North Atlantic Crossroads*, published in 2021, zeroes in on the wartime story of the Gander unit of the Royal Air Force (RAF) Ferry Command. But the book is more than a Ferry Command history, according to Frank Tibbo, an aviation historian living in Gander. He sees it as a "comprehensive record" from the first survey of a possible airport site in 1935 to Newfoundland's retrieval of the airport from Canada in 1946.

Author Hillier dates his interest in aviation history to 1980 when he moved to Gander as a teenager and learned that he could visit the place where a Boeing B-17 Flying Fortress had crashed years earlier near the Trans-Canada Highway. He was hooked. He visited other crash sites around the airport, and eventually in other parts of the province. His research evolved to include air force operations during the

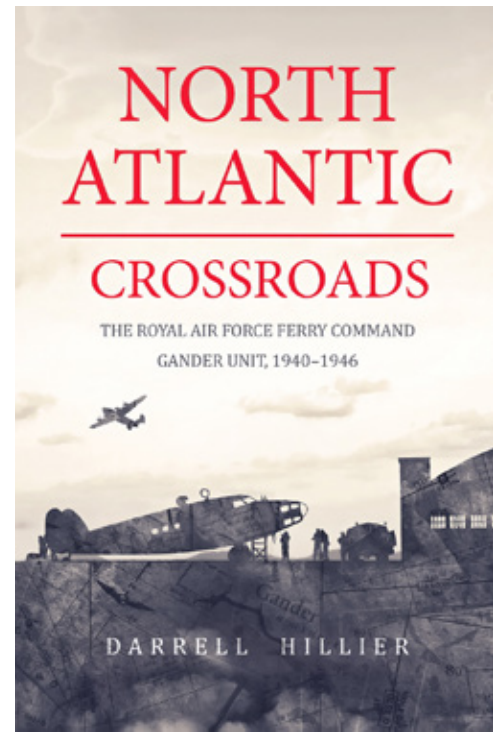
Second World War at all the military airfields in Newfoundland and Labrador, especially the work of the RAF Ferry Command unit at Gander.

"There was something special about Ferry Command that drew me in," Hillier confesses. "I discovered that the Gander unit went to great lengths to salvage downed aircraft, whether in whole or in part. The stories fascinated me, so about ten years ago I started writing my first draft of the book, concentrating on crashes and salvage work."

More drafts followed as his perspective expanded to include the work of the RAF Gander unit, the overall mission of Ferry Command, the human-interest stories of the people involved, and the broad political, economic and military context. Published in summer 2021, *North Atlantic Crossroads* is an eminently readable book that will appeal to anyone interested in Gander, military aviation, or Newfoundland and Labrador's contribution to the Second World War. The 275-page book includes 50 photos, end notes and an index. It is available from Amazon and other book dealers.

Thanks Diana.

North Atlantic Crossroads: The Royal Air Force Gander Unit 1940-1946 is also available from Larry Milberry at CANAV books: for more information and/or a copy of Larry's general list of over 200 aviation books, email him at larry@canavbooks.com or tel. (416) 698-7559.



AN AEROPHILATELIC DISASTER

Mike Street



Figure 1. Letter from Aylmer, Ontario to London, England posted 20 August 1955.

On 20 August 1955 a writer in Aylmer, Ontario addressed the letter in Figure 1 to a correspondent in London, England. He applied a copy of the recently released (1 June 1955) stamp honouring the 10th anniversary of the International Civil Aviation Organization (ICAO) [1]. After a promising start, Aerophilatelically it was all downhill from there. To pay the balance of the 15¢ per oz first level air mail rate, but totally against postal regulations, the writer cut out and glued the 10¢ indicium from an A20, A21 or A22 postal stationery air letter, and also added a white on blue “BY AIR MAIL / PAR AVION” etiquette.

When the letter reached the Aylmer Post Office the illegal use of the indicium must have stuck out like a sore thumb, because a clerk wrote

“10 Stamp cut off air mail letter” on it in pencil. The Aylmer Post Office also added a double box handstamp with a penciled “10” on the left side, and “CENTS / DUE” on the right.

At either the London Post Office or, more likely, the Toronto Air Mail Facility at Malton Airport, the letter was subjected to more indignities. The entire postage due box was scratched out in pencil and replaced by the “SHORT PAID FOR AIR CONVEYANCE over PORT INSUFFISANT POUR AVION” handstamp. As if that wasn’t enough, the air mail etiquette was defaced by the double-bar diagonal “Jusqu’a” mark to ensure that postal personnel would ignore it too. As the final indignity, the letter was then put in the surface mail stream and sent on its way to England.

INDEX to THE CANADIAN AEROPHILATELIST

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

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

catalogue number can be utilized to locate pertinent articles.

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



Figure 1 - Potez – 840 (Ref. 6)

The Short-lived French Potez 840 Airliner and the North American Tour

James R. Taylor FRPSL FRPSC

Potez was a French aircraft manufacturer. It was founded as *Aéroplanes Henry Potez* by Henry Potez (1891-1981) at Aubervilliers, France, in 1919. A long list of aircraft was developed and manufactured for over forty years and a world war (Ref. 1). The business fell on tough times in the 1950s. Potez 840, a four-engine French airliner designed in the 1960s, carried all the historic French Potez firm hopes to become a major aircraft manufacturer again. The Potez 840 was one of many proposed designs in the late 1950s to early 1960s for a Douglas DC-3 / C-47 replacement. It was felt that many airlines would look to replace their old C-47s with much newer technology but similarly sized aircraft.

The Potez 840 was a four-engine French business aircraft first flown in 1961, and the new model was presented at the *Salon de Aeronautics* in 1962 (Figure 1). The all-metal Potez 840 was designed as a cantilever low-wing aircraft with retractable tricycle landing gear. In addition to three crew members, room was provided for sixteen to eighteen passengers (Ref. 2).

Four turboprop engines were attached to the front wings. The initial prototype 840.01 had the 328-kW Turboméca Astazou II, while the second model 840.02 used the Astazou XII with 447 kW. The Potez 841 had four Pratt & Whitney of Canada PT6 A-6

engines with 417 kW of power. The 842 version was modified with Astazou engines (Ref. 3).

The first flight of prototype 840.01 took place on April 29, 1961 (Ref. 2). This prototype was reserved for static testing. The second more powerful prototype, 840.02, F-BJSU, was flown in June 1962, had Astazou XII engines of 447kW each. F-BJSU was ferried to the United States as N840HP for American distributors Turbo-Flight Inc. on tour to attract North American sales (Ref. 3). Potez 840.02 plane was actively advertised in a sales tour in the United States and Canada. The tour publicity featured Henry Potez, the aviation pioneer himself (Figure 2).



Figure 2 – Henry Potez arrives in the United States press photo



Figure 3 - St. Pierre & Miquelon airmail 100F Scott C28, issued September 28, 1964.

For United States buyers, a price of 550-570 thousand dollars was announced, while the French “selling price” of Potez was 450 thousand - the price difference was due to US taxes and distributor surcharges (Ref. 3).

As a demonstration, an airmail flight was planned using the touring Potez 840 from the French Overseas Territory of St. Pierre and Miquelon to New York City. A special airmail stamp picturing the airliner and a map of the proposed flight is Figure 3. The engraved stamp, designed by Albert Descaris, is inscribed “1ère LIASON POSTALE AERIENNE.” The face value is 100 francs. Proofs, imperforates and first day covers (Figure 4) are available.



Figure 4 - Philatelic First day cachet cover with inappropriate jet illustration



Figure 5 - Scarce actual Flown cover, a modern airmail rarity



Figure 6 - Receiving back stamp on Figure 5 reads Times Square New York City September 29, 1964

However, evidence was lacking that the planned Potez 840 flight to New York originating in St. Pierre was actually flown. After years of searching, I acquired the cover in Figure 5 and which was flown on the flight and as a registered airmail letter was properly postmarked on arrival (Figure 6) the next day.

Despite the sales tour, orders for the plane failed to materialize. The plan was to manufacture a batch of 25 aircraft for Chicago-based Turbo Flight Inc. at Baldonnel (near Dublin), Ireland, with financial aid from the Republic of Ireland Government. In 1968 this factory was closed without completing a single Potez 840 aircraft. Just two more prototypes were built. In 1964 Potez 840.02 N840HP returned to France from the United States and became registration F-BMCY. Shortly after that, two improved aircraft followed with modified drive and the designation Potez 841. In 1965 and 1967, the last two aircraft emerged as Potez 842. The only two Potez 841 aircraft produced were taken over by the German carrier Aero-Dienst (D-CAER and D-CHEF registrations), which used them for 21 passengers (Ref. 4). No other customers were found for Potez 841. The manufacturer also introduced a version of the Potez 842 powered by French engines Astaza XII. Two aircraft of this version were made, which then flew for the French Civil Aviation Authority. French President Charles de Gaulle donated one of them to the King of Morocco in 1976 (Ref. 4). It was in the Moroccan Air Force under registration CN-MBC (or CN -ALL). Production of the Potez 840 type was terminated in 1967. Only eight Potez (840.01, 840.02, 841 and 842) were manufactured up to 1967.

These eight-light transports were the last aircraft of the Potez marque to be built, with company

assets acquired by the French firm Sud-Aviation. One Potez 840 is now stored at the Musée de l'Air, Paris (Ref. 1). Figure 7 shows a scarce cover from the Musée with a red meter illustration of the Potez 840 and a 30 centime Paris postal meter impression dated -9 3 67. The HP logotype for Henri Potez, surrounded by wings, appears on the left, and the museum address is along the meter bottom. The corner card reads ASSOCIATION DES AMIS DU MUSÉE DE L' AIR.

A second 840 has been restored and is flown under the auspices of the French Association Aeromedicale. Only two of this development from the basic Potez 840 design survive - the other (CN-ALL) is said to have remained derelict at Rabat in Morocco until moved to the United States. The intact fuselage is in the Shetland Islands, and it suffered a wheels-up landing at Sumburgh Airport in 1981. Besides four Potez 840s, two 841s were also made, using Pratt and Whitney Canada PT-6A turboprops (Ref. 2).

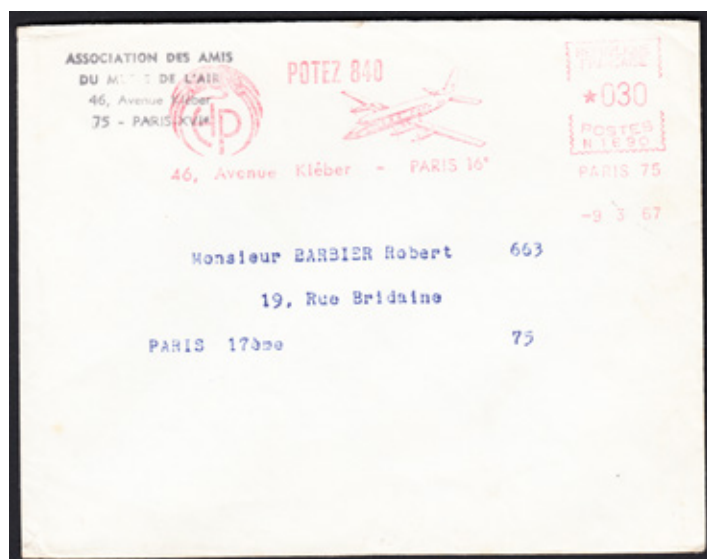


Figure 7 - Museum illustrated postage meter 30 centimes cover. HP logo for Henry Potez.

At least three planes have found their final resting places in the United States. The prototype changed its registration to American in 1974 and was scrapped in 1976. The second German 841 was recorded in the mid-70s in Kansas. The Moroccan 842 was registered in the USA in 1979, in California as N9878A and belonged to Military Aircraft Restoration Corp. The restoration did not work out (Ref. 5). The lack of demand from airlines and businesses for the 840s meant the end of the manufacturer Potez. Due to air travel growth, most airlines in the 1960s went for larger aircraft, and almost none of the proposed

smaller aircraft like the Potez 840 secured purchase orders.

Jim Taylor

Construction Specifications Potez 840

Crew	3
Passengers.....	16-18
Length	15.62 m
Span	19.35 m
Height	5.47 m
Empty weight.....	4985 kg
Off weight	7800 kg
Top speed.....	541 km / h
Engines.....	four turboprop engines Turbomeca Astazou II, each with 328 kW

References

1. <http://aviastar.org/air/france/potez-840.php>
2. <https://www.airliners.net/photo/Untitled/Potez-842/1538095>
3. <http://all-aero.com/index.php/54-planes-p-q-e-r-s/8403-potez-840>
4. <https://www.czechairliners.net/index.php/encyklopedie-letadel/dopravni-letadla/1096-potez-840.html>
5. <http://www.airwar.ru/enc/aliner/potez840.html>
6. André Cros - This photograph is part of the Fonds André Cros, preserved by the city archives of Toulouse and released under CC BY-SA 4.0 license by the deliberation n°27.3 of June 23, 2017, of the Town Council of the City of Toulouse. INFORMATION WANTED

Q. 1 – A mystery Laurentide Air Service Limited straight-line cancellation:

But the cover does not have any postal markings! If this was just an administrative/office marking and didn't go through the mail, why was the semi-official stamp attached?

Has anybody seen this handstamp used on other covers?

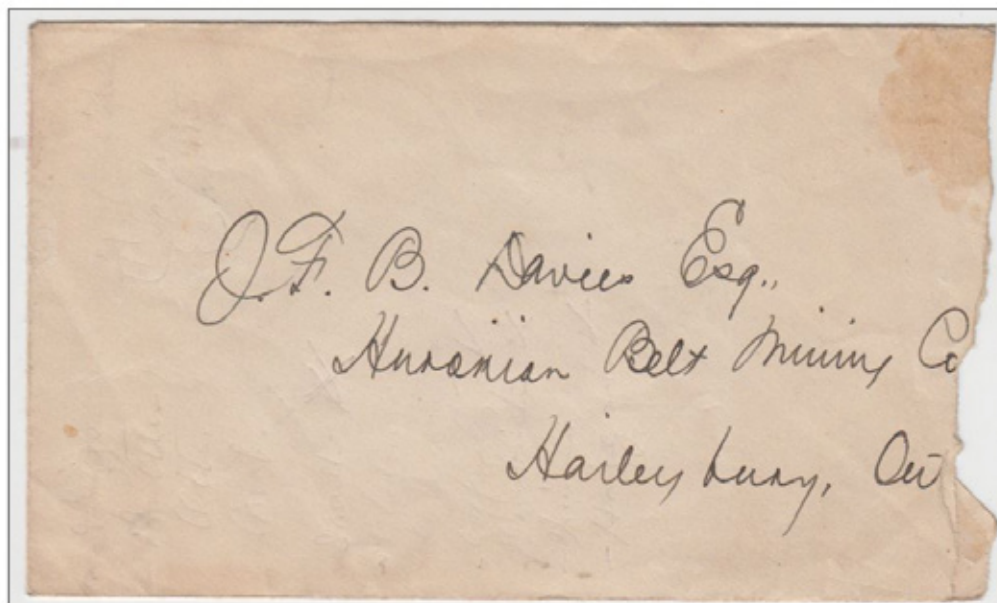
Can anybody provide more information regarding this handstamp?

INFORMATION WANTED

Q. 1 – A mystery Laurentide Air Service Limited straight-line cancellation:



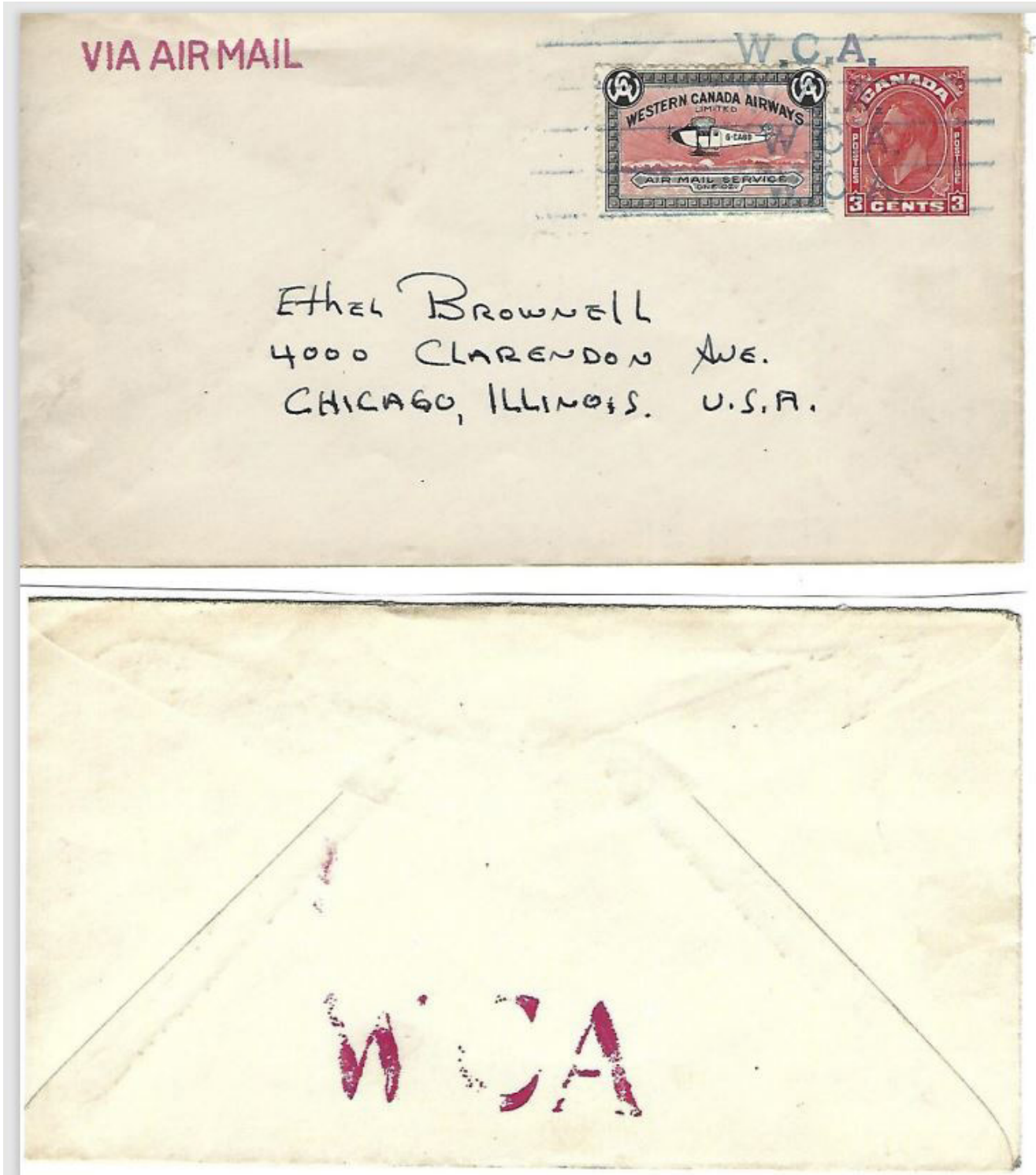
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If this was just an administrative/office marking and didn't go through the mail, why was the semi-official stamp attached?

Has anybody seen this handstamp used on other covers?

Can anybody provide more information regarding this handstamp?



Q. 2 – Another mystery cancellation, but from Western Canada Airways:

This cover seems to have gone through the mail since it is addressed to the USA, but has no date stamps or post office markings.

Has anybody seen a cancellation like this before?

Does anybody know where the cover would have been sent from?

Can anybody provide any more information about the cancellation or the cover?



Q. 3: The De Havilland DH80A Puss Moth

Terry Judge has written that:

I'm in the middle of checking the Canadian data for the DH80A Puss Moth for an upcoming Air-Britain book. In the list sent to me was the following item; "An unidentified Puss Moth was loaned by DHC to Canadian Airways 11.30 for air mail trials based in Montreal and was returned 22.12.30". I don't know the source of this statement but it could possibly be CF-AGY; an internal DND letter, dated 6.11.30 states "This aircraft is being flown in the next few days by Capt Bibby of Canadian Airways".

Does anybody know anything about this air mail trial?

**If you can help with any of these questions, please send information to the editor:
hargreavescp@sympatico.ca**

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

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

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

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

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

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

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

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

MEMBERSHIP RENEWAL

All memberships were extended for six months from March 2020 at no charge, while everybody was adjusting to the era of COVID 19.

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

Regular members:

#271 Nino Chiovelli,
#266 John Church,
#326 Gary Cristall,
#403 David Crotty,
#455 Bernie Finkelstein
#387 Ronald Markwell,
#234 Kevin O'Reilly,
#491 Bob Parsons,
#194 Derek Rance,
#513 Antoni Rigo,
#511 Roger
Stanley-Smith,
#470 David Whitbread,
#413 Howard
Wunderlich

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

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