



# THE CANADIAN AEROPHILATELIST

# #100

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Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

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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 Aerophilateliques) - Club Member

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## SPECIAL ISSUE #100



### Many thanks:

- to everybody who contributed an item for this special issue
- to everybody who has contributed to *The Canadian Aerophilatelist* in the past
- to Paul Balcaen who is now helping to produce *The Canadian Aerophilatelist*.

**This issue contains items from 54 contributors, spanning the period from 1918 to 2014!**

In order to include as many contributors as possible, items have been limited to a maximum of two pages.

Material from a number of items will be carried over to future issues of this journal.

**REPORT on sending *The Canadian Aerophilatelist* by email, and revised membership fees. 59**

**RENEWAL LIST - PLEASE CHECK! and MEMBERSHIP APPLICATION FORM 60**

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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**The Canadian Aerophilatelist** Editor - Chris Hargreaves, Assistant - Paul Balcaen, Index - Gord Mallett

**Revisions to *The Air Mails of Canada and Newfoundland*:** Two sections are now available for peer review:

*Section 5: Government and Other Airmail Covers of Canada* - contact Dick McIntosh [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)

*Section 17: Canadian Air Mail Rates, Domestic and International* - contact David Crotty [decrotty@yahoo.com](mailto:decrotty@yahoo.com)

For information on other sections, contact the editor-in-chief, Neil Hunter (address above).

## CAS CALENDAR

**CALTAPEX 2014 - CALGARY - October 17th to 19th 2014.** - [www.calgaryphilatelicsociety.com](http://www.calgaryphilatelicsociety.com)

Annual show of the Calgary Philatelic Society. The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzyk, address above.

**TORONTO DAY OF AEROPHILATELY - Sunday November 2nd 2014.**

This annual event will be held from 11.15am to 4.00pm, at the Vincent Greene Foundation, 10 Summerhill Avenue, near Summerhill subway station in Downtown Toronto. The Day features displays, questions and answers, sales, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh - [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)

**EDMONTON SPRING NATIONAL SHOW** - March 29th and 30th 2015 - [www.edmontonstampclub.com](http://www.edmontonstampclub.com)

The Western Chapter CAS will hold a lunchtime meeting during the show.

**ORAPEX, Ottawa** - May 2nd - 3rd 2015 - [www.orapex.ca](http://www.orapex.ca) ORAPEX is a national level show, with a large bourse.

The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.

**ROYAL 2015 ROYALE** - London, Ontario - May 22nd to 24th 2015 (proposed) - Annual exhibition and convention of the Royal Philatelic Society of Canada (RPSC). For further information see [www.rpsc.org](http://www.rpsc.org)

**BNAPLEX 2015** - Niagara Falls, Ontario - September 11th to 13th 2015 (proposed) - Annual exhibition and convention of the British North America Philatelic Society (BNAPS). For further information see [www.bnaps.org](http://www.bnaps.org)

**ROYAL 2016 ROYALE** - Waterloo, Ontario - August 19th to 21st 2016 (proposed).

**ROYAL 2017 ROYALE** - Boucherville, Quebec - May 26th to 28th 2017 (proposed).

## PRESIDENT'S REPORT

It is still summer here in London, while wet it has still been enjoyable. I trust all our members are enjoying a safe and happy summer as well.

I am honored to be presenting this report at it is our 100th Anniversary issue. At this point, I could list a number of contributors, both past and present, but I think I would be very remiss if I did not mention a couple of members: Dick Malott who was our first Editor and Past President and our current Editor and Past President Chris Hargreaves. Through their hard work and dedication to not only the CAS but to the hobby, we are able to enjoy a wonderful publication with a wide variety of articles. The 100th Anniversary is for ours to enjoy, but it is a wonderful milestone for our Editors. I would be remiss if I did not mention the efforts of Gord Mallett, who provides a great service with the back issues and provides updated information for the website. On behalf of the CAS membership I thank you for your past dedication and future contributions.

I think it is important to remember the past and not to forget the names associated with this great organization. If you get a chance, please look at our back issues and become a future contributor.

Speaking of the future, we are in the process of an online version of the newsletter. A dry run will be done with this very issue.

With that in mind, I am pleased to announce a new member to the Executive, Mr. Paul Balcaen, who is helping Chris produce the online newsletter. Thank you very much Paul and welcome aboard!

Have a safe and healthy summer.

*Steve Johnson*

## A MESSAGE FROM DICK MALOTT

Hello Chris:

Congratulations for the coloured 100th issue of The Canadian Aerophilatelist. Through your dedicated work and guidance The Canadian Aerophilatelist has developed into one of the leading informative aerophilatelic publications now extant in philately. The first few issues were a paltry effort by me to get something issued on Canadian Aerophilately. It was most kind of you so many years ago to take pity on me and to take over the responsibility of preparing, editing and publishing our journal. What you have done for Canadian Aerophilately and the Canadian Aerophilatelic Society deserves the highest accolades from you peers.

At 87 I have reached the decision it is time to dispose of all the rest of my collections, to withdraw from exhibiting and to forgo further judging assignments. All three of these actions I have so done. However, I have had a wonderful aerophilatelic career over 80 years and thus, as you have asked me so many times to do so, I have commenced to write for posterity, my philatelic and aerophilatelic experiences from my early stamp collecting days as a seven year old school lad to the present day as a senior national and international aerophilatelist.

I expect that it will take a year to do a thorough job in collecting all of my memories and data and presenting the information in a readable condition. I have so much to recount concerning my research, acquisition of material, exhibiting, judging, meeting friends at international exhibitions, visiting local Canadian shows and in particular my 50 years association with the RA Stamp Club in Ottawa. It has been and still is a wonderful voyage of happiness in the aerophilatelic world.

When completed if you wish I will have this story presented in The Canadian Aerophilatelist.

Congratulations again, Chris, for your dedicated work as Editor of The Canadian Aerophilatelist and as a Past President of the CAS.

Sincerely,

Dick Malott

Past President CAS

FRPSC, FRPSL, FCAS, AHF (AAMS)

Fellow Academie de Philatelie de Belgique

## Greetings from Patrick Campbell - CAS member #1

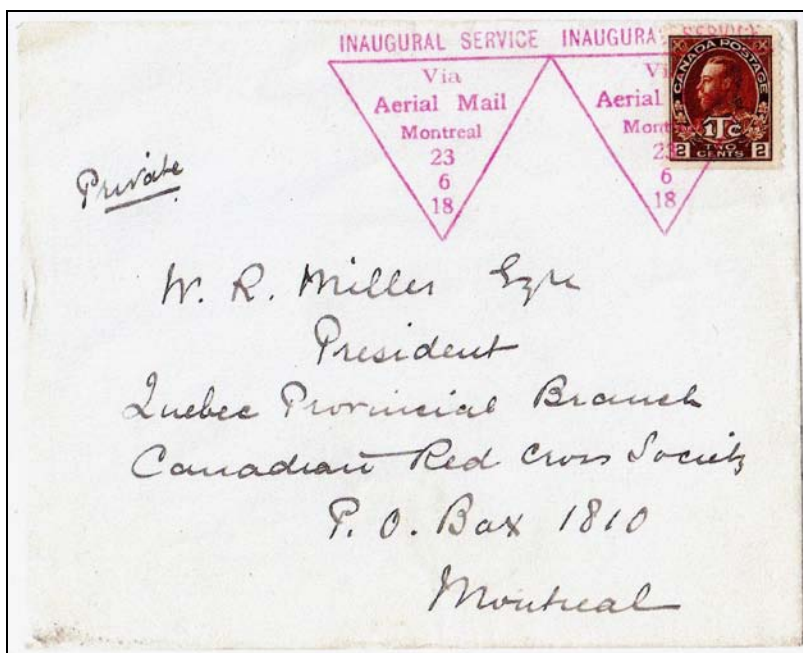


Patrick celebrated his 91<sup>st</sup> birthday on August 29<sup>th</sup>, and is still a very, very active volunteer with the Canadian Aviation Heritage Centre in Montreal. - He is shown above giving a presentation about the restoration of a Curtiss-Reid "Rambler" during a CAHC open House in 2013. - For more information about the various CAHC projects check their website at [www.cahc-ccpa.com/](http://www.cahc-ccpa.com/)

### 1918 -

## The Captain Brian Peck flight from Montreal to Toronto

Ed Matthews



The reason for choosing this cover, the first official airmail in Canada, is the included letter by W. R. Miller, Vice-President of the Back River Polo Club, to himself.

In it he outlines the arrangements made for the plane to land and take off from the grounds of the Polo Club.

The postmark is dated June 23, 1918, and backstamped June 24, Toronto.



## 1918 - THE CAPTAIN BRIAN PECK FLIGHT FROM MONTREAL TO TORONTO from Ed Matthews continued:



ARDS, SURREY GARDENS,  
WESTMOUNT HEIGHTS,  
MONTREAL.

23<sup>rd</sup> June 1918

This letter was given to the Montreal Branch  
of the Canadian Aerial League of the British  
Empire to be carried by Captain Bryan Peck  
of the Royal Air Force by aeroplane to Toronto  
on a special inaugural aerial mail service,  
the first aerial mail service in Canada.  
The Back River Polo Club have granted the  
use of their grounds as a landing place  
to the Aerial League, and this the first  
aerial mail will start from the grounds.

W. R. Miller

Vice President Back River  
Polo Ground

To  
W. R. Miller  
President  
Quebec Provincial Branch  
Canadian Red Cross Society  
Montreal

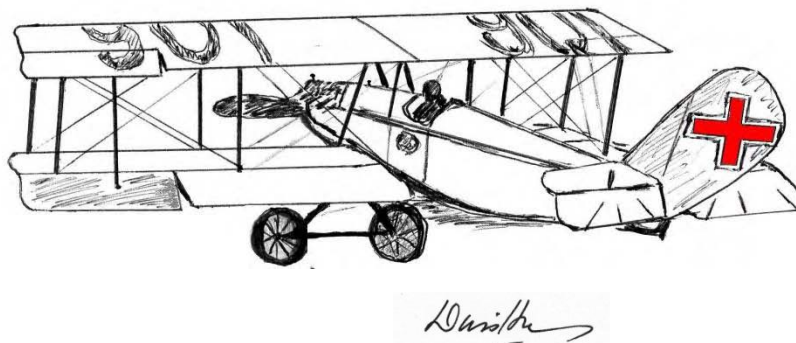
Letter from W. R. Miller, Vice-President of the Back River Polo Club, sent on the first air mail flight in Canada.

It describes some arrangements for the flight, and also has an unusual spelling of Captain Brian Peck.

# 1918 - "QUEEN OF THE SKY"

Gord Mallett

Journal issue #100! MANY THANKS Chris Hargreaves [editor of issues #19 - 100] and Dick Malott [editor of #1 - 18]. The inaugural issue was published on July 1 1985. What a wealth of aerophilatelic information the *Journal* and the former *Newsletter* have provided for us in the CAS.



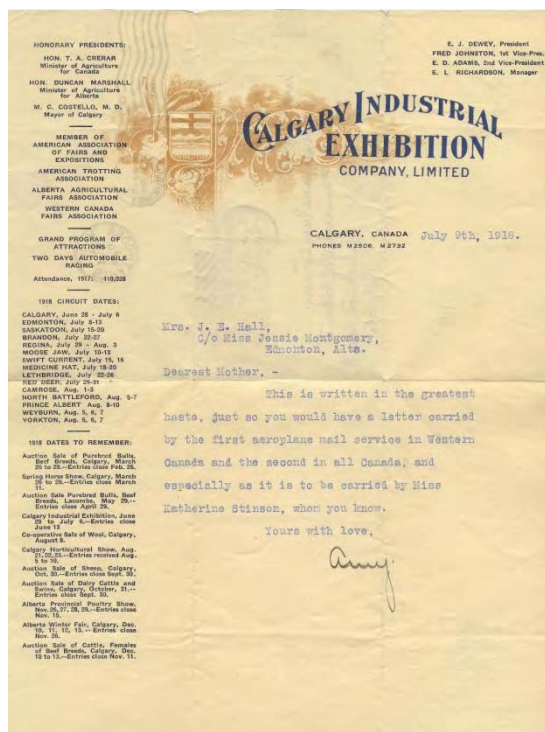
One of my favourite Canadian aviation stories is the pioneering air mail delivery carried out by Katherine Stinson on July 9 1918. At the point she first ventured north of the 49th parallel in 1916 to perform aerobatics, she was recognized as the world's leading female aviator and was dubbed *Queen of the Sky* by the press. Her Calgary to Edmonton air mail flight was the second-only such conveyance in the dominion and is logged as PF-7 in *The Air Mails of Canada and Newfoundland*.

After spending a number of years researching the aviatrix's career and collecting memorabilia linked to her PF-7 flight, I have written a 120-page monograph (available on DVD), titled *Katherine Stinson's Flights in Canada*. It is a study of her flights on the Canadian summer fair circuit as well as her above-noted transport of aerial mail. Nearly two dozen known covers from that transport are examined. A Companion DVD has also been prepared, displaying scans of the more than 180 pictographic items in the study, including the 22 known PF-7 covers, picture postcards, vintage photos and associated images. ( The study and the Companion scans are also available on USB flash drive. ) For further details, contact [CalderRiver@hotmail.com](mailto:CalderRiver@hotmail.com) .



The cover illustrated was addressed to Mrs. J. E. Hall c/o Miss Jessie Montgomery, University of Alberta, Edmonton South, Alberta. In fine pencil writing at the lower left is the inscription, Try c/o Miss J. C. Reed, Alix Alta." It has a two cent plus one cent tax brown George V stamp tied to the cover by the special purple cachet and a July 10 postal cancel from Strathcona, Alberta.

In this personal correspondence written on Calgary Industrial Exhibition stationery, company secretary Amy Hall informs her mother: "Dearest mother, – This is written in the greatest of haste, just so you would have a letter carried by the first aeroplane mail service in Western Canada and the second in all Canada; and especially as it is to be carried by Miss Katherine Stinson, whom you know. Yours with love, Amy."

1918 - "QUEEN OF THE SKY" from Gord Mallett continued:

It's also interesting that this cover flies in the face of the claim by some that aviation/aerophilately and related activities are wholly male-dominated. Here's a folded letterhead that Katherine Stinson carried aboard her PF-7 venture. It was written by Amy Hall to her mother Mrs. J.E. Hall, addressed c/o Miss Jessie Montgomery and then readdressed to a Miss J. C. Reed in Alix. THAT'S FOUR females!!

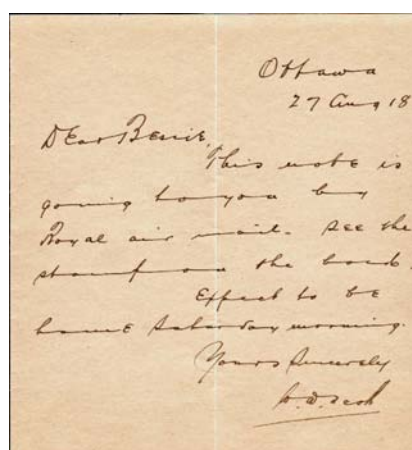
*Gord Mallett*, CAS member #306



# 1918 - Canada's First "Semi-Official" Air Mail Stamp

John Bloor

My submission for the 100th issue of the CAP is a flown cover, franked with CLP1, sent from Ottawa to Dundas, dated August 27, 1918. I've included scans of the front and back of the cover, as well as one of the letter that it carried. The letter reads: "*Ottawa/27 August 18 [a Tuesday]/ Dear Bessie / This note is going to you by Royal air mail. See the stamp on the back. Expect to be home Saturday Morning. / Yours Sincerely / W.W. Scott*". The receiving cancel is Dundas, Ontario, dated August 28, --18. It is probably one of the earliest examples of a personal letter carried in Canada by air mail.



The folded letter was the "same" width as the envelope.

In order to test the practicality of using aircraft to carry mail, the Post Office Department authorized three experimental Royal Air Force flights between Toronto and Ottawa in August 1918. There was no stamp for the first flight. CLP 1 was mainly used on the second flight. CLP 2 was issued for the third flight: it was similar to CLP 1, but had a value of 25 (cents) inserted in the bottom corners.

CLP2, Tete Beche pane of 2.

Offered by Vance Auctions  
in their August 2014 sale.

### **Vance Auctions Ltd.**

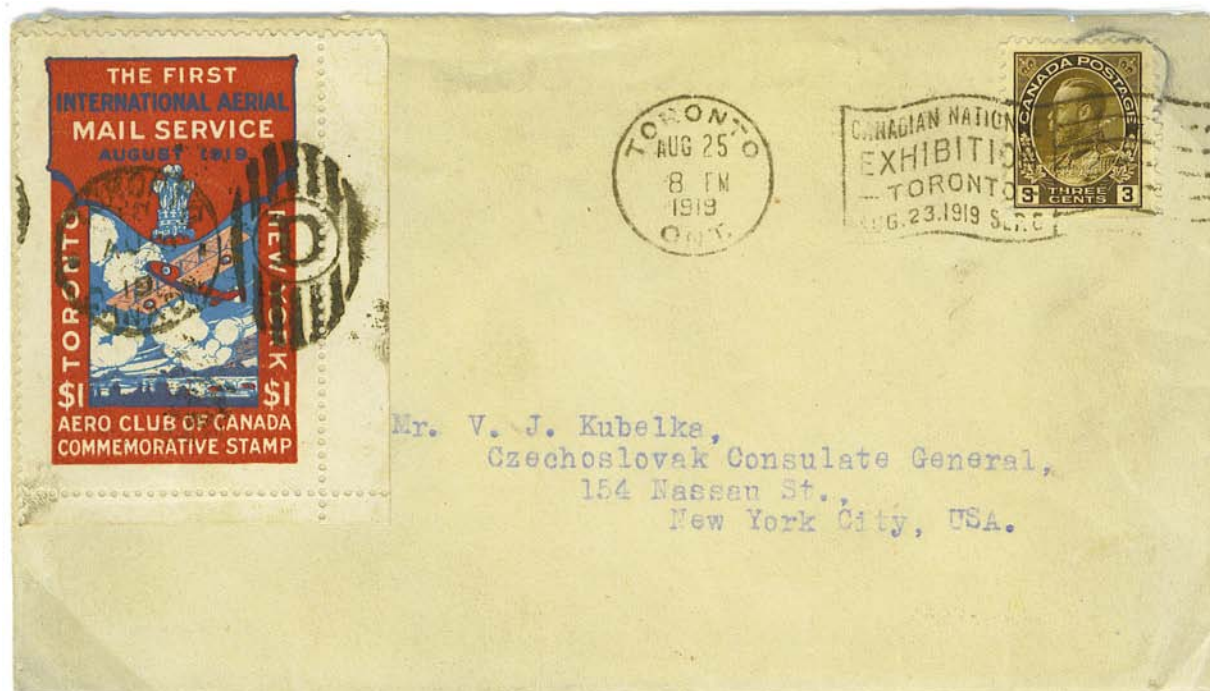
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## **CLP3 - Toronto to New York Air Race**

Ray Simrak



Aero Club of Canada \$1.00 special stamp on the front, which was a restricted use, as postal regulations stated that labels were to be on the reverse, cancelled August 25, 1919. Three cents postage, addressed to the Czechoslovak Consulate General in New York City from Gurofsky Company "Bankers and Steamship Agents" return address on reverse.

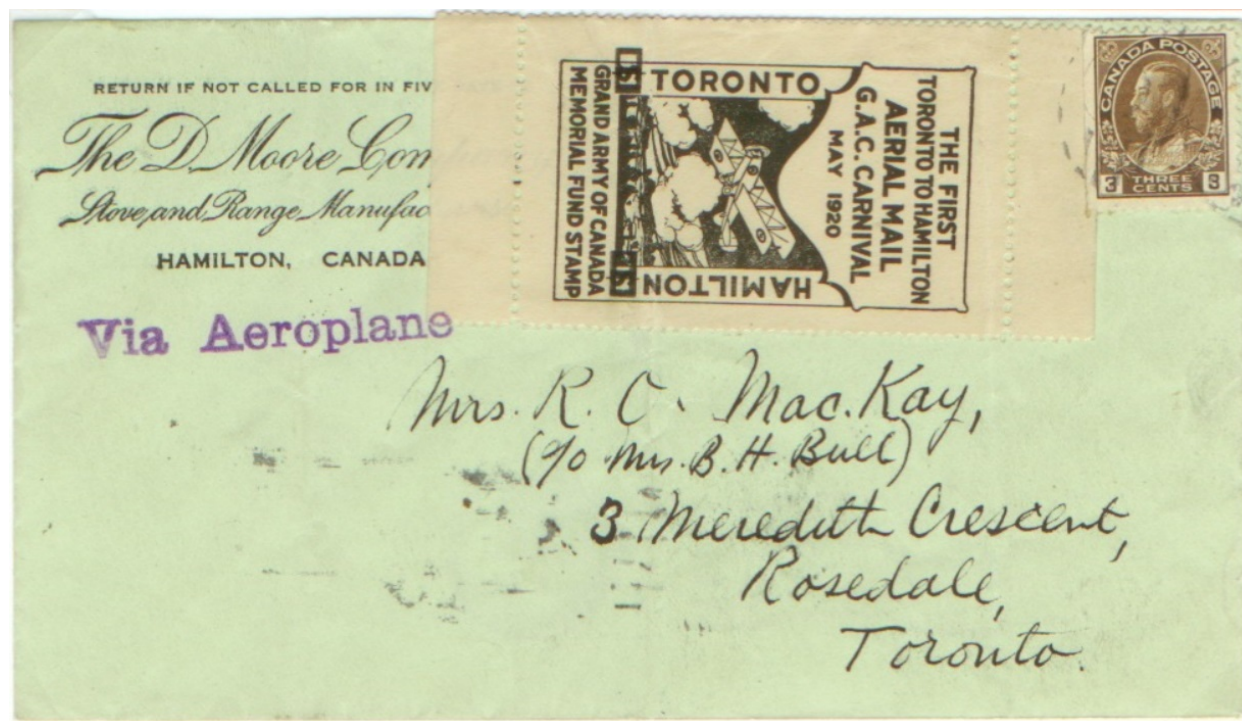


## CLP 4 -

## GRAND ARMY FLIGHT- HAMILTON to TORONTO

MAY 28th, 1920

The Grand Army of Canada (United Veterans) obtained approval from the Post Office for a special stamp to be used on mail flown between Toronto and Hamilton in connection with an Athletic Carnival to be held in Toronto. The Pilot Arthur K. Colley and mechanic W. C. Landrigan of Colley Aerial Service flew a Curtiss JN-4 (*Canuck*) biplane. The plane left the Leaside Aerodrome at 4:00pm and arrived at Hamilton's Eastwood Park at 4:45pm. The return flight occurred at approximately 5:00pm.



*This cover flown on the return trip from Hamilton is one of the few known to exist from this flight. Receiving cancel: TORONTO, MAY 28, 7:30PM. Rate: 3¢ first class letter rate and \$1.00 Grand Army stamp of which only 50 were reported to have been produced.*

This page is an extract from the exhibit

## EVOLUTION OF AIR MAIL - TORONTO, CANADA FROM BIPLANE TO JET

by Neil Hunter

that is one of the exhibits that can be viewed in the "Exhibits" section of the CAS website at

[www.aerophilately.ca](http://www.aerophilately.ca)



# 1922 – Major Cotton arrives in St John's

Bill Beaudoin

I have recently obtained some postcards showing Major Sydney Cotton's arrival in St John's after his attempt at a mail flight from Botwood to Halifax had been abandoned.



Captioned: "Martynside" Aeroplane on Quidi Vidi Lake Jan. 14<sup>th</sup> 1922 - Shows the aircraft touching down on the frozen lake.



Captioned: "Martynside" Aeroplane on Quidi Vidi Lake Jan 14<sup>th</sup> 1922 St. John's N.F. and shows people running out to the aircraft.

The captions were printed on the front of the postcards. The cards are backstamped T.B. HAYWARD 163 GOWER St. ST. JOHN'S, NFLD. - The glare on the photos is from my camera and not on the postcards

According to a history of St. John's, the local papers gave full reports about the Botwood/St. John's flight. - According to one report:

**Jan 17, 1922 Botwood to St. John's by Airplane** After several unsuccessful attempts and many disappointing waits, due to weather and other causes; Major F.S. Cotton & Capt. V.S. Bennett arrive in the city by airplane at 1:10 p.m. Saturday after an excellent 2 hour run from Botwood. The machine used was the Martynside and to Capt. Bennett who is the son of Mr. J.R. Bennett, M.H.A. belongs the honor of being the first St. John's boy to arrive in his native city by airplane. The Martynside is a plane similar to that which Mr. Raynham had at Pleasantville for the contemplated trans-Atlantic flight, which did not materialize owing to hard luck on each occasion that the flight was attempted. Since that time no other airplanes have visited St. John's, hence citizens were keenly interested in the Botwood-St. John's flight, and when it became known on Saturday that the flight had left Botwood at 11:00 a.m. her movements were eagerly enquired after, and as each station along the line reported the machine as coming large numbers of people repaired to Quidi Vidi lake where the landing would be made. At 1:05 p.m. Manuels reported the plane as passing and few minutes later she passed over the city. Going towards the White Hills, she turned beautifully and coming lower made a graceful landing near the bottom of the lake, the skis taking the ice without the least difficulty. Major Cotton then taxied up the lake til opposite the hangar which had been erected near the C.L.B. Boat House where the airship was brought to a stop and the aviators stepped from their compartments receiving a whole hearted ovation from the assembled throng. Both were feeling in the pink of condition, and despite the cold weather were quite comfortable each being well clad for the journey and wearing their "Sid Cot" clothing which was especially designed by Major Cotton, and is now extensively used by airmen.

Another report commented that:

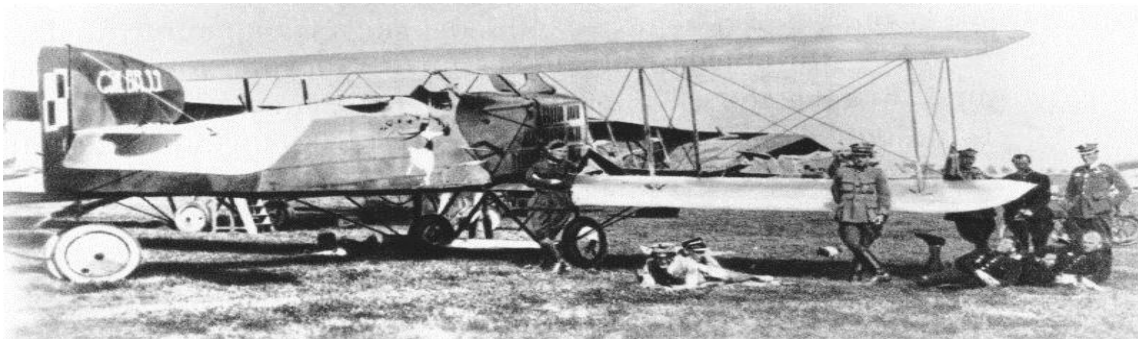
The Martinsyde aeroplane with Major COTTON and Captain BENNETT on board, arrived at St. John's at five minutes past one today, having left Botwood twelve minutes after eleven. It passed Port Blandford at noon and Whitbourne at 12:50. Speed maintained was 90 miles an hour, and would have been greater but for losing oil. Aeroplane made good landing on ice on Quidi Vidi on flat skids, and will go into hangar which has been erected there. The aeroplane did last 33 miles of trip from Botwood at rate of 200 miles per hour.

## Lignes Aeriennes Latecoere- *Compagnie générale aéropostale* - the early years.

David Whiteley

Pierre Latecoere was a French industrialist, based in the city of Toulouse. He initially had contributed to the war effort by manufacturing munitions. In 1917. He was also one of the earliest pioneers of long range commercial aircraft. After the Great War he turned to the assembly of aircraft, building more than 800 fighters under license to the British firm of Salmson. He also began to design and build airplanes of his own. These included some of the first airliners, which carried up to 10 passengers. He won a strong position in the realm of seaplanes and flying boats. Several early craft of the 1920s had poor safety records, but his five-passenger Late 17 and the Late 25 were more successful. A mail version, the Late 26, also entered general use. The eight-passenger Late 28 became a mainstay of his airline.

In December 1918 he formed an airline which he called *Lignes Aeriennes Latecoere*, often called "the Line." It initiated a commercial air service between Toulouse and Barcelona Spain, (December 25, 1918),, just six weeks after World War I ended. Continuing down Spain's Mediterranean coast, Latecoere reached the city of Alicante in Spain two months later and continued onward to Rabat, Morocco, in March 1919. In September, he initiated regular service to Casablanca.



Breguet 14

*The French Aeropostale airline used it between 1919 and 1927 on the Toulouse-Dakar line. Those planes were very solid and could land almost everywhere. They enabled inland explorations and scheduled airline operations. They were in the middle of days of glory of the Aeropostale airline, with pilots like Mermoz, Guillaumet, St Exupery, Reine or Ville.*

This connection between Casablanca and Toulouse took two days, with a number of intermediate stops. Latecoere used Breguet aircraft at first, but early in 1920, he replaced them with his own flying boats. By September he was offering daily service to Morocco. He also launched additional trans-Mediterranean flights from Alicante to Algiers and Oran in Algeria, where many French people lived. In 1922 he began service within North Africa itself, serving a route from Casablanca to Oran. Three years later, he pushed down the western coast of Africa to reach Dakar, Senegal in French West Africa. He started early in 1925 with a test flight from Rio de Janeiro to Buenos Aires. It required six stops and took 36 hours, while covering a straight-line distance of 1,000 miles (1,609 kilometers). A similar flight reached Recife, on Brazil's northeast coast, with three stops. Anticipating a serious commitment to South America, Latecoere obtained financial support from a wealthy banker in Brazil, Marcel Bouilloux-Lafont. This financier increased his stake until he took control of the Line in 1927. He gave it the new name of the *Compagnie générale aéropostale*, better known by the shorter name *Aéropostale*,

**COMPAGNIE GÉNÉRALE AÉROPOSTALE - THE EARLY YEARS** by David Whiteley continued:

reflecting its continuing strong involvement in airmail. Pierre Latecoere abandoned the airline he had founded and returned to building aircraft in Toulouse where he continues to manufacture both commercial and military planes for France.



**Casablanca, Morocco to Billancourt, France November 10 1924. - Flown by Lignes Aeriennes Latecoere**

EDITOR'S NOTE: during the CAS AGM at ROYAL 2013, it was suggested that The Canadian Aerophilatelist include more items about international aerophilately, but of a general nature. - Many thanks to David Whiteley for sending me an article on the *Compagnie générale aéropostale* which is just the type of item that people were talking about.

Due to space limitations, only the first two pages of David's article are included in this issue. - The rest of David's article will be published in a future journal.

# 1924 - CLP5

Paul Cere



CL5a,bc, 1924 (\$1.00) Black on red, Estevan - Winnipeg airmail semi-official, Inscriptions Inverted Type I and II.

A complete pane of two, each with inscriptions inverted, the bottom stamp showing the Type II inscription with wide spacing between “e” and “w” of Saskatchewan., A gem pair of this very rare error, tied to an immaculate illustrated flown cover by violet oval “Via Aeroplane / Oct. 1<sup>st</sup> 1924 / Estevan, Sask.” violet oval handstamp.

Additional strike ties a vertical strip of three of 1c yellow “Admirals”. Winnipeg backstamp.

This is the only cover recorded bearing a complete pane of two with the inscription inverted.

**The flight was intended to publicize the area around Estevan. - Unfortunately, after flying 13 miles the aircraft had to land near Bienfait due to engine trouble. It crashed while taking off again, and the mail was sent on to Winnipeg by rail.**



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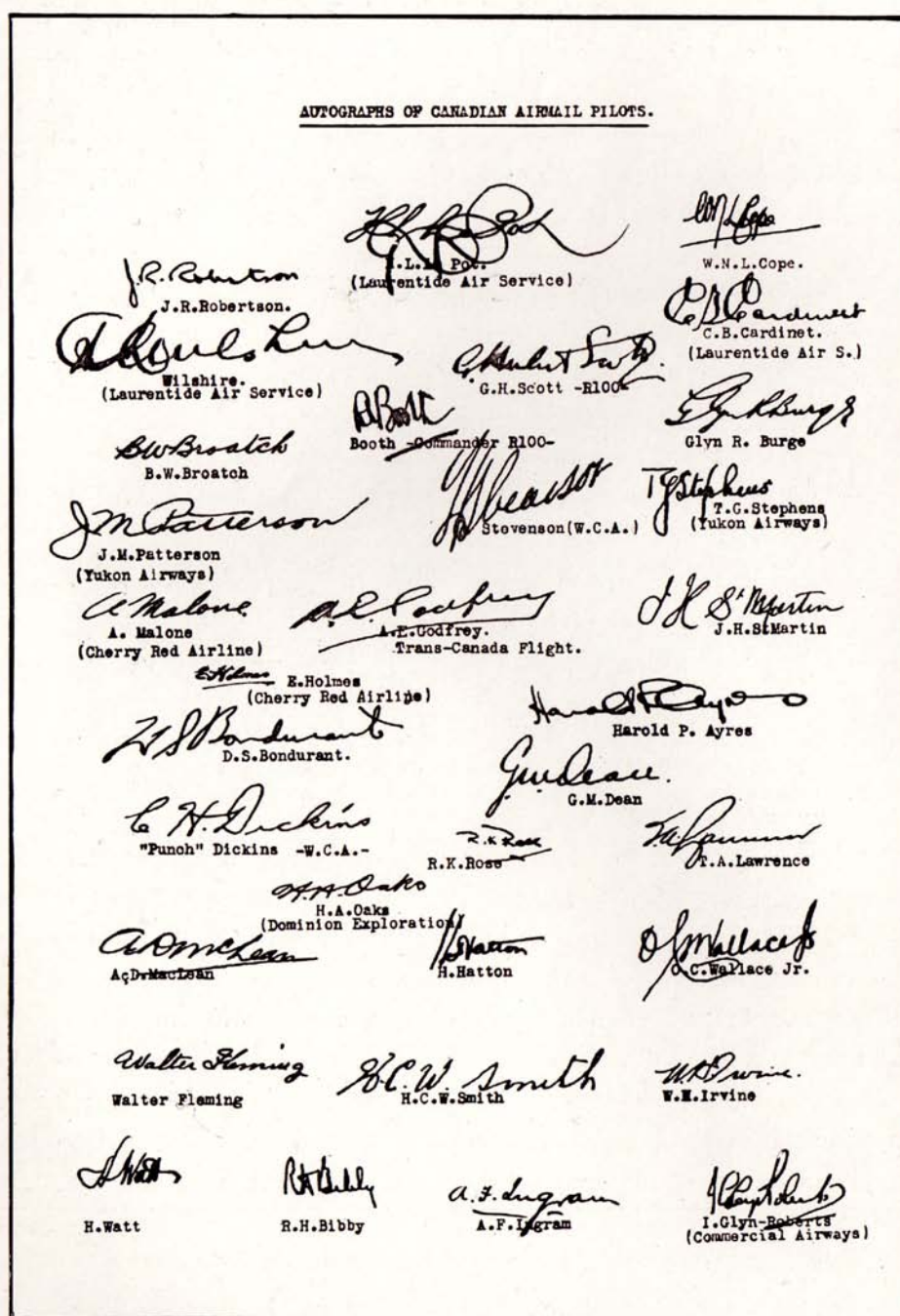
[info@kelleherauctions.com](mailto:info@kelleherauctions.com) [www.kelleherauctions.com](http://www.kelleherauctions.com)



# Pilot-signed covers

John Lewington

One of John's interests is pilot-signed covers, and he sent me this display of signatures that originally appeared in Ian Morgan's *Specialized Catalogue of Canadian Airmails* in 1931.



John noted that:

- the top signature, of H.L. LePot from Laurentide Air Service, is not a pilot - signature. - H.L. LePot was an administrative clerk with Laurentide.
- the "top right" signature, attributed to C.S. Cardinet, is actually that of C.S. (Jack) Caldwell. - There is no record of a C.S. Cardinet associated with Laurentide.

**Are there other errors in this potentially very useful display that readers are aware of?**

# 1927 - Richard Byrd Trans-Atlantic Flight

Donald Holmes

Six weeks after Lindbergh flew the Atlantic, Richard Byrd and his crew of Bernt Balchen, Bert Acosta, and George Noville, attempted to fly from New York to Paris in the Fokker Trimotor airplane "America". Byrd was sworn in as a U.S. Air Mail pilot before he left New York, so this was the first direct air mail flight from North America to France. After crossing the Atlantic, fog prevented a landing in Paris, so they flew back to the coast of Normandy, and landed by the light of the light house at Ver-sur-Mer. The flight had lasted 46 hours and 6 minutes. The aircraft landed 300 yards offshore, and it took the crew an hour to reach the shore in a rubber dinghy.

Once on shore they started knocking on doors, but it was the middle of the night: their high school French was lousy, people wouldn't believe they had just flown in from America, and doors were closed in their faces. Eventually they convinced the lighthouse keeper that they had just come from New York, and the keeper and his wife gave them room overnight.

The beach at Ver-sur-Mer was later the site of "Gold Beach" during the D-Day landings.



Diorama in the Ver-sur-Mer museum showing the aviators meeting the lighthouse keeper.



Cover for the 70<sup>th</sup> Anniversary of Byrd's flight, sold at the museum.



# 1927/28 - St. John's, Newfoundland to St. John's, Antigua

## Tom Reyman



A friend, who knows I collect Canada Air mail covers, presented me with this curiosity. In 1927, a Mr. Max Berendes of Portland, Oregon produced a philatelic cover with the intent that it would travel from St. John's, Newfoundland to St. John, New Brunswick, and finally reach St. John's, Antigua, B. W. I.. From examining the cover, it appears that the journey required a year to accomplish.

The front and back of the cover appear to be missing postage (and, probably, date stamps that would help fill out the complete story) but this much can be gleaned from the remaining clues. Starting with a Canada U25 postal stationery envelope, a Newfoundland #132 and, perhaps, other Newfoundland postage was added to initiate the mailing. No Newfoundland postmark is seen and was probably on the missing postage. By some means, the cover arrived at New Brunswick and was date stamped May 12, 1927. The next cancellation appears to be Washington, D.C. but only a partial postmark can be seen on the upper left front. The "Via Air Mail" and route imprint for the New York to Atlanta May 1, 1928 first flight appears on the front along with a notation for "Washington to Richmond, VA". There is a Richmond, VA date stamp on the lower back for May 2, 1928 so the cover may have been flown from Washington. The additional note on the bottom front says "Rail and S.S. (Steam Ship) to" and an arrow pointing to Antigua, B. W. I. The back has May 14, 1928 receiver stamps (three!!) for Antigua, B. W. I. so the cover took at least a year to complete this circuit.

**Editor's Note:** Covers like this produced by Max Berendes, which travelled between similarly named cities, and on an unrelated First Flight, are most intriguing.

In recent years, Barry Countryman has researched many topics for The Canadian Aerophilatelist, including the life of Max Berendes. Barry's article in our June 2008 issue noted that:

*Maximilian Francisco Berendes was born on October 29<sup>th</sup> 1870. His father, Henry Berendes, had arrived in New Orleans from Germany in 1859, when he was 17 years old. Henry was a shoemaker, and by 1889 had a store in Astoria, Oregon. He had married Matilda Althalm, also from Germany, and they had three children.*

*In 1889, Max worked in Astoria as a clerk for John A. Montgomery who sold stoves. About this time Henry and Matilda divorced. Matilda, Max and his sister Carrie subsequently moved to Tacoma, where Max was a store clerk. The family moved to Portland, Oregon in 1910. Three years later Carrie, an invalid for several years, committed suicide by drinking carbolic acid. Her screams at 2 a.m. awoke the family, which could not help her.*

*Max, as guardian of his mentally ill mother's affairs, brought suit against three individuals on July 14, 1914 for allegedly defrauding her of \$1,300 in a real estate transaction.*

*On Dec. 7, 1920 in Ashland, near the California border, Max married Jennie E. Greenough. She had filed for divorce in April from Zina Hiram Greenough, Portland life insurance agent and former building contractor.*

*Max was a salesman, according to the 1925 city directory, and two years later a stamp collector. By then he and his wife lived apart, and divorced before 1930. A career change from labourer followed, as his death certificate says he was a former U.S. Customs inspector.*

*Max was living in Pasadena, California when he died on June 13, 1956, age 85, due to inanition (exhaustion resulting from lack of food and water) and "debilitation," with arteriosclerosis an underlying cause.*

Barry added a comment, "If anyone needed a hobby it was Max". - I think he's right!

# AEROPHILATELIC ARCHAEOLOGY

Chris Hargreaves

I used to teach High School History courses, which covered everything from Ancient History to current day politics.

Now, when I am at stamp shows, I sometimes feel like an archaeologist, as I search through boxes of covers, wondering what I might find!

Some years ago I came across the following description of Archaeology:

"Archaeology is rather like a vast, fiendish jigsaw invented by the devil as an instrument of tantalizing torment, since: a) it will never be finished; b) you don't know how many pieces are missing; c) most of them are lost forever and d) you can't cheat by looking at the picture."

From *Bluff Your Way in Archaeology* by Paul Baker (1989)

Quoted by Victoria Stevens in *The Toronto Star*, February 3<sup>rd</sup> 2001.

That sounds a lot like aerophilately to me, (though I'd skip the reference to the devil), and why I love it!

One of my favourite areas is the early Canadian Government flights, between 1927 and 1929. - As the following covers show, there are lots of discoveries to be made, and questions to be answered.

## La Malbaie to Seven Islands, January 1928



The first air mail flight along the north shore of the St. Lawrence, from La Malbaie to Seven Islands was made on December 25<sup>th</sup> 1927 by Pilot Charles Sutton, accompanied by Dr. Louis Cuisinier. They flew back to La Malbaie the next day.

Pierre Vachon has done extensive research on the North Shore flights, and has been searching for a cover flown on the first same-day return flight from La Malbaie to Seven Islands, which was made by his father, Roméo Vachon, on January 31<sup>st</sup>, 1928.

Dick McIntosh recently found the above cover, which was mailed in Quebec City January 14, 1928. It is stamped at La Malbaie on January 31<sup>st</sup>, and was flown to Seven Islands where it was stamped again on the same date. It was then carried by dog-team to Thunder River (now Rivière au Tonnerre) where it is stamped once more on February 7<sup>th</sup>; and on to its destination at Hâvre St. Pierre where it is backstamped on February 9<sup>th</sup> 1928.

## February 1928 - First Air Mail to Anticosti Island

This flight is currently described in *The Air Mails of Canada and Newfoundland* as:

**1928, February 8-11 — La Malbaie - Port Menier.** This was a winter flight to Anticosti Island by way of Seven Islands; service was performed by Romeo Vachon of Canadian Transcontinental Airways. There were no special markings. The mail, while high in poundage, consisted mostly of parcels. Return mail from Port Menier was flown on the second flight on Feb. 11 as there was not enough time on Feb. 8 for postal handling. Total poundage to Port Menier was 511 pounds; from Port Menier, 92 pounds.

<b>2805</b>	La Malbaie - Seven Islands, Feb.8		25.00
	a. La Malbaie - Port Menier, Feb. 8	(275 pieces)	25.00
	b. Seven Islands - Port Menier Feb. 8		25.00
	c. Port Menier - Seven Islands, Feb. 11		25.00
	d. Port Menier - La Malbaie, Feb. 11	(100 pieces)	50.00

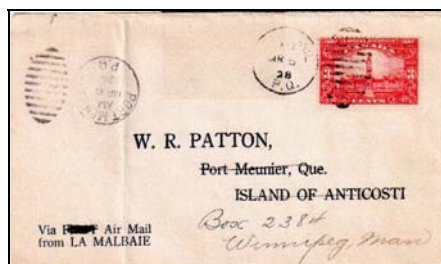
However, there are several covers around that don't fit this listing.

From Paul Varty:



Paul commented that: "This Roessler cover has a Port Menier AM FE 7 28 duplex cancel with a La Malbaie AM FE 9 28 backstamp. The FE 7 postmark indicates it was prepared for the flight ahead of time, so it was ready to go immediately upon arrival of the outgoing flight. Was this cover on the true return first flight?"

From John Irvine:



This cover is cancelled LA MALBAIE MR 5 28 and PORT MENIER MR 6 28

- Why was it not flown on the First Flight, for which the envelope was printed?
- Why was it franked 3 cents, when only 2 cents was required?

W.R. Patton was a major dealer in Flight Covers. - Is this cover just a product of several mistakes, in which case what happened? Or was there something else going on?

**DICK MCINTOSH** is updating *Section 5: Government and Other Airmail Covers of Canada* for the revised edition of *The Air Mails of Canada and Newfoundland*. A draft copy of the revised section is now available for peer review, and will be sent by email if you contact Dick McIntosh at [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)

Everyone is invited to participate in the revision of AMCN, and to send comments/suggestions/corrections to Dick.



# **“THE FIRST DOG-MAIL CONNECTING WITH AEROPLANE AT ST. HUBERT AIRPORT NEAR MONTREAL, CANADA”**

Ian Macdonald

What was this all about, a publicity stunt perhaps?



The aircraft shown is Fairchild FC-2W2 G-CAVN that was registered to Canadian Colonial Airways Ltd. on 29th September 1928. There are no reports of snow when the Montreal - Albany air mail service was inaugurated on October 1<sup>st</sup> 1928.

**Can anybody provide any information about these postcards?**

# Air Mail to the Arctic - 120,000 First Flight Covers

Denny May

The tender for air mail service to the Mackenzie River District closed June 7, 1929 but was not signed until November 25. The contract was awarded to *Commercial Airways Ltd.*, of Edmonton Alberta.

All the mail for these flights was carried by train from Edmonton to Waterways on November 26 and the First Flight Covers were pre-cancelled at Edmonton dated November 26. Over the next few weeks a variety of flights were taken from Fort McMurray starting December 10. In some cases mail was carried by dog team to some communities off the regular air mail route (for example Rae and Herschel Island) but the awarding of this contract meant there was no more dog team or water transport contracts for mail service.

From December 10 through December 20 mail was carried to communities in Northern Alberta (Fort Chipewyan and Fort Fitzgerald) and the South Mackenzie District (Fort Smith, Fort Resolution, Hay River, Fort Providence and Fort Simpson). On December 21 two planes left Fort Simpson but had to return due to bad weather and left again on December 22 for the run down the Mackenzie River to Wrigley, Fort Norman, Fort Good Hope, Arctic Red River, Fort McPherson and to Aklavik on December 27. On December 30 the return flights started and the final leg to Edmonton was flown on January 3 by 'Wop' May & Cy Becker and accompanied by Guy Rocke the Postmaster from Fort McMurray, Tim Sims of Canadian Wright Ltd., mechanic Casey van der Linden, Ted Watt of the *Edmonton Journal* & Postal Superintendent Walter Hale.

In total 125 flights were made by 6 pilots using 4 aircraft - total flying time was approximately 181 hours.

The philatelic mail accounted for 1,270 lbs (or about 120,000 covers) and was sent from Edmonton to Fort McMurray on November 26 in 26 special bags (see photo below) having been cacheted and stamped. The commercial mail carried on these flights totaled 7,677 lbs. including parcel post.



Cover from FORT McMURRAY to AKLAVIK, signed by Wop May.



EDITOR'S NOTE: A detailed list of the various flights was prepared by Denny and the Western Chapter of the CAS on the 75<sup>th</sup> Anniversary of the flights in 2004. Denny has also produced an excellent history of *Air Mail in Alberta* that is available as a book or as a CD. For more information contact Denny May at [maycroft@shaw.ca](mailto:maycroft@shaw.ca)

# Bob Of The Northland

## Brian Wolfenden



I am sure most of the members of the Canadian Aerophilatelic Society are familiar with the name R. (Bob) Arlidge A.K.A. "Bob of the Northland". Most of us will have at least one "Bob" cover in our collections.

In a recently acquired air mail cover, I discovered the letter and advertising coupons illustrated with this article.

With a deposit of \$2.00 or more you could subscribe to Bob's "First Flight Cover Service" so that you didn't miss, as Bob puts it, "Those Good Sudden Ones". He quotes as a reference the Supt. Of Postal Services Edmonton, who I believe at the time was R.W.Hale as this letter was postmarked April 23, 1930. We can also see from this letter that Bob was the Western Canada representative of the "American Aero Philatelic Society" who's digest he was promoting with one of the enclosed subscription blanks, along with the "Aero News".

As a final thought, wouldn't we all love to take advantage of his offer for 5 different semi-official air mail stamps for only \$1.00.

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## Pan Am's Canadian Route - 1931

Jonathan L. Johnson, Jr.



**Posted 01 Aug 1931, AMF, Newark w/01 Aug 1931, Saint John backstamp. Cover re franked w/Canadian postage and cancelled 04 Aug 1931, Hampton Station, probably flown on a later flight from Saint John to Newark via Bangor and Boston.**

U.S. Foreign Contract Air Mail Route No. 12, (FAM-12), was a short route of about 250 miles, from Bangor, Maine, to St. John, New Brunswick, and Halifax, Nova Scotia. It was inaugurated on the same day that U.S. Contract Air Mail No.1, (CAM-1), was extended from Boston to Bangor. Pan American Airways, whose experience up to this time had been limited to the Caribbean and South America, wanted to develop flying experience in the north, in anticipation of a possible trans-Atlantic island hopping route to Europe.

Because the CAM-1 extension, Boston-Bangor, was a domestic service it was contracted to Boston Maine Airways and operated by PAA as subcontractor. This made PAA operator of the combined route, Boston-Halifax.

The route was operated by Sikorsky S-41 aircraft, with one flight daily in each direction, except Sundays.

PAA were given a ten year contract for FAM-12, but operations in 1931 were only authorized from August 1<sup>st</sup> to September 30<sup>th</sup>. Operations on both FAM-12 and the CAM-1 extension, Boston-Bangor, were discontinued on September 30<sup>th</sup> 1931, and not resumed in 1932.



**Postcard of Sikorsky S-41-B, NC-41V, taken at Godfrey Field, Bangor, Maine, in August 1931.**

# IMPERIAL AIRWAYS

**First Scheduled Flight, Cape Town to London, January 27 - February 16, 1932**

Walter Herdzik



These commercial first flight air mail covers were posted to the USA. The top cover was posted at "CAPE TOWN 27.JAN.32.12 — 5 AM KAAPSTAD 23". It is short paid three pence, however, it is not surcharged. The bottom cover is posted at "PIETERSBURG 28 JAN 32 7-\_\_ AM" and has back stamp "SALISBURY 28JAN1932 5-PM S. RHODESIA". The bottom cover has the correct postage of one shilling and three pence as well as the "JUSQUA" cancel of the air mail to London and surface mail beyond.

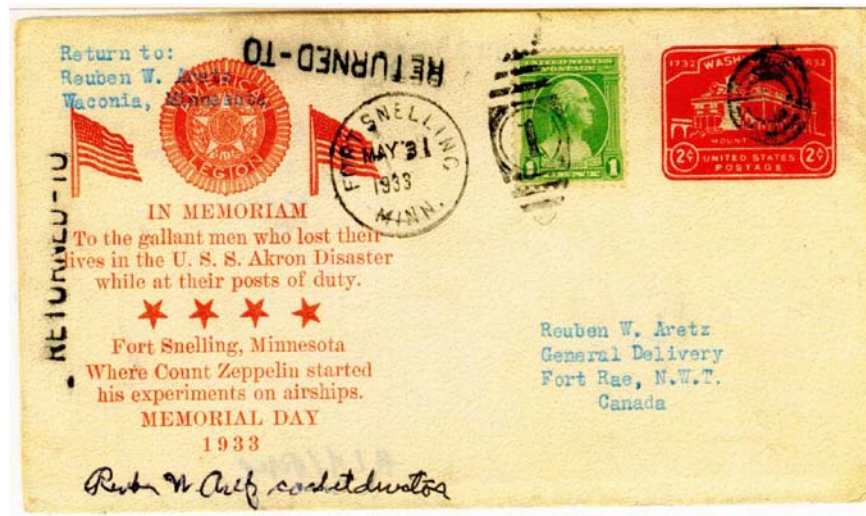
From these covers, it appears that some air mail was not handled consistently.





# 1933 - U.S.S. Akron

Alan Klein



Cover created by Reuben Aretz, addressed to *General Delivery, Fort Rae, N.W.T., Canada*  
Mailed from FORT SNELLING MINN. MAY 31 1933



Backstamped RAE JUN 12 33 - Returned to Reuben Aretz in Waconia, Minnesota.  
Handstamped JUN 26 Rec'd

The USS Akron (ZRS-4) was a helium-filled rigid airship of the U.S. Navy that was destroyed in a thunderstorm off the coast of New Jersey on the morning of 4 April 1933, killing 73 of her 76 crewmen and passengers. This accident was the largest loss of life for any known airship crash. During her accident-prone 18-month term of service, the Akron also served as a flying aircraft carrier for launching and recovering four F9C Sparrowhawk fighter planes. (Wikipedia.)



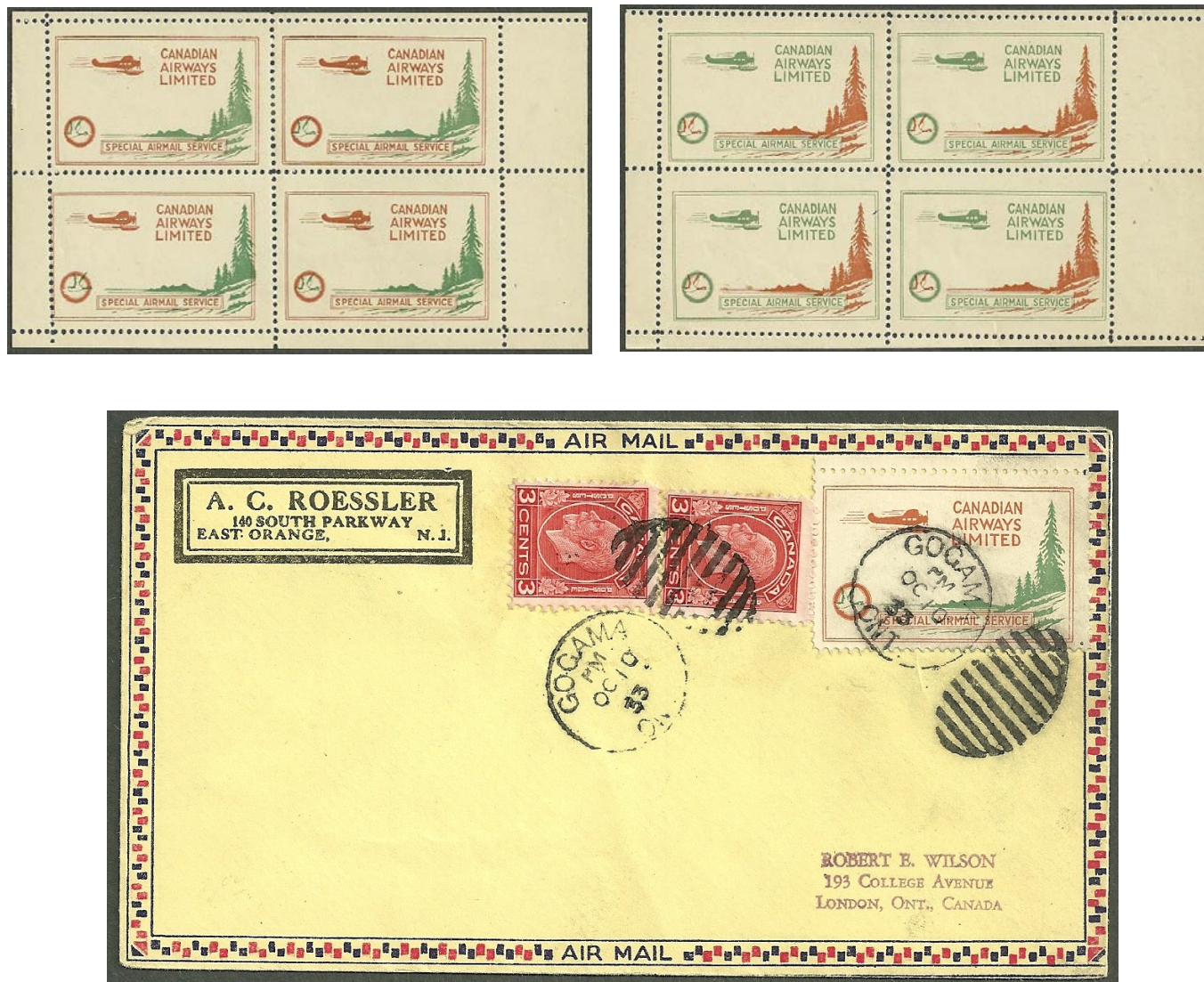
Size comparison of U.S.S. Akron with Airbus A380 and Boeing 747.

[ <https://www.flickr.com/photos/fcarvallo/5307609717/> ]

## Some Roessler odds and ends

Trelle Morrow

"I think these panes are rather rare. You might like to do up something for your newsletter."



In 1933, a number of covers appeared on the market bearing a bogus airmail sticker in orange and green inscribed "Canadian Airways Limited — Special Airmail Service." These covers, all of which were postmarked at Gogama, Ontario, originated in the United States from the American stamp dealer A.C. Roessler, of East Orange, New Jersey. Claiming that they were a new Canadian semi-official airmail stamp, he advertised them in England in the January 4, 1934 issue of *Flight* magazine. He based the design of the sticker on the company's official envelope, reversing the design except for the aircraft. The stickers were printed in panes of four and the total printing included some twenty with the colours reversed so that the trees, etc., appeared orange instead of green. Though these stickers now have a certain interest, they in no way have any connection with Canadian Airways and are entirely bogus.

C.A. Longworth-Dames,  
*The Pioneer and Semi-Official Air Mails of Canada 1918-1934*

Unitrade Press, Toronto, 1995.

Page 166.



# The Silver Dart Flight Commemorations

Derek Rance

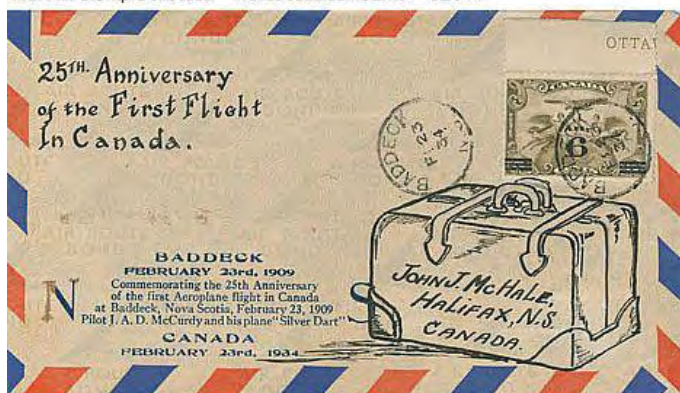
The original Silver Dart flight, piloted by J. A. D. McCurdy, was flown on February 23 1909. The plane was built by the Aerial Experiment Association (AEA) which was formed under the guidance of Dr. Alexander Graham Bell and was a derivative of earlier aircraft that had been designed and built in Hammondsport NY by a Canadian/U.S. team. The Silver Dart earlier had made a number of successful flights in Hammondsport and was dismantled and then shipped to Baddeck in Cape Breton where it was flown off the ice of Baddeck Bay, to become the first controlled powered flight in Canada.

After a number of subsequent flights, the Silver Dart was taken to Camp Petawawa for a demonstration flight to a skeptical Canadian Army, but the sandy terrain and the thin 2 inch wheels caused difficult takeoffs and on its fifth flight landing, one wheel struck a rise in the ground wrecking the aircraft which never flew again.

## 25<sup>th</sup> Anniversary

The cover illustrated below (AMCN 3405) was issued at Baddeck and also at Montreal St. Hubert Airport. In keeping with the times no commemorative stamp was issued.

NSARM Stamp Collection novascotia.ca/nsarm/ c 2014



NSARM Stamp Collection novascotia.ca/nsarm/ c 2014



## 50<sup>th</sup> Anniversary

A Silver Dart, flying replica was built by RCAF volunteers, in Trenton in 1958 and flown from an iced Baddeck Bay to replicate, and commemorate, the original 1909 flight's 50th anniversary. Unfortunately, shortly after the replica's plane's take-off, it crashed, due to prevailing turbulent wind conditions. It was later repaired and then donated to the Canada Aviation Museum.

The Canadian Postal Service issued a commemorative stamp (Scott #383) which reportedly for authenticity could be attached to a Silver Dart 50<sup>th</sup> anniversary postal first day cover obtainable by sending 20 cents to the secretary of the Golden Arrow Flight commemorative at Baddeck N.S. However, a number of different first day covers were also printed most of which were postmarked at Ottawa, Ontario.



## 75<sup>th</sup> Anniversary



A Cinderella stamp was also produced



A Silver Dart replica was built by Gordon McCrea of Baddeck, for the 75th anniversary of the flight of the Silver Dart (1984) and is now housed at the Atlantic Canada Aviation Museum, located near the Halifax International Airport. Gordon and his team were able to use the original plans and other documents from the Bell Museum in Baddeck to fully replicate the aircraft. The replica is a finely crafted but static reproduction, with the engine being made of wood to save weight.

No commemorative stamp was issued but the Cape Breton Tourist Association issued a 1984 MacPuffin tourist token with a nominal \$1 market value with an image of a puffin and an image of the Silver dart on the reverse.

### 100<sup>th</sup> Anniversary

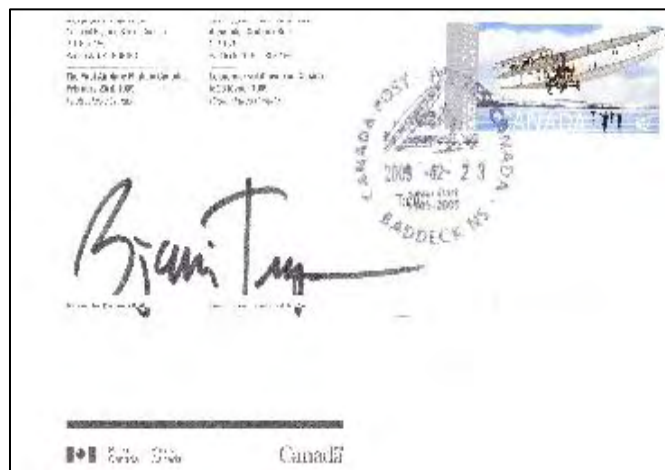
The 100<sup>th</sup> anniversary was celebrated at Baddeck, with a Silver Dart replica built by volunteer group in Welland ON known as AEA 2005. The plane was constructed using the plans made for the original Silver Dart and work was completed in early 2009. The plane was first tested in in Hamilton ON by Bjarni Tryggvason a former Canadian astronaut. However on testing the plane was found to be unstable and so the center of gravity was moved forward by adjusting the fuel tank position and adding more frontal weight.

The centennial flight was scheduled to be on Monday February 23, 2009 but an unfavorable weather forecast of high winds for that day caused the centennial flight to be moved forward to Sunday, February 22. Tryggvason piloted this flight. The first flight only flew 10 metres before having to land, but the fifth flight of the day achieved a distance of 3500 feet. A number of commemorative covers and postcards were produced. All were stamped at the Baddeck post office on Monday, February 23, 2009 to become official first day covers for the Silver Dart stamp issue. Two of the cover and postcard types were pilot signed, one being issued by Parks Canada and the other by the Canadian Aeronautical Preservation Association (CAPA). CAPA issued 1000 covers, 99 of which were carried on the flights. CAPA stated: *"They are signed by the pilot of the replica Silver Dart, Bjarni Tryggvason, who carried these enveloped (sic) with him during the flights. He stated that they gave him extra insulation from the wind on the lake that day."* None of the Parks Canada cards were carried by the pilot.

The aircraft is now on permanent display in the Alexander Graham Bell Museum in Baddeck.



CAPA flown cover priced \$100.00



Parks Canada postcard

# 1935

## WINNIPEG to BERENS RIVER FIRST FLIGHT

David Reynolds

Recently I attended a classic car sale where not only the cars but the entire contents of an old garage and workshop were being sold off. Along one wall were fifty odd pictures on a range of subjects being sold off at \$20 each. They were all oil based art work baked on to one or one and a half mm. thick flat iron with a couple of mm. of the edges rolled over to keep them rigid. The subject matter varied but centred on the automotive industry in North America and seemed to indicate production during the late 1930s or 1940s. I bought 3 of them, one extolling Walt Disney's Snow White and the Seven Dwarfs and another of a bald eagle, wings outstretched on an old dead tree looking down into the valley below, and the one here portrayed. It is the smallest and measures 33cm by 25cm and obviously refers to 3509a on page 148 of The Airmails of Canada and Newfoundland.

Please can anyone tell me 1. Is that the pilot referred to in 3509, and if so is that the plane he would have used? 2. Is this a one off or are there more of these around of perhaps different flights? 3. Maybe someone will know something of the process of producing these, how, who and when??

Whatever it is nice to have hanging on the wall in my stamp room!





# 1937 RUSSIAN POLAR FLIGHT

Barry Lewis



On June 20, 1937, a Soviet-built ANT-25 monoplane landed at Vancouver's Pearson Air Field, completing the first airplane flight from the Soviet Union to the United States across the North Pole. The aircraft, with long, red, albatross-like wings, passed over the field in preparation for an unscheduled and unexpected landing. And although the arrival at Pearson Field was a complete surprise, there was no mystery as to the aircraft's identity. People around the world have anxiously followed its progress as its crew sought to be the first to cross the North Pole from Moscow to San Francisco.

Three Soviet flyers, pilot Valery Chkalov, copilot Georgy Baidukov, and navigator Alexander Belyakov, operated the ANT-25 single-engine monoplane on this attempt to be the first cross the polar regions. All were experienced cold-weather pilots, each having been made Hero of the Soviet Union and awarded the Order of Lenin for their achievements in a pioneering flight in the same aircraft across the Soviet Union's frozen Siberian provinces, from Moscow to Udd Island (now Chkalov Island) on the Soviet Union's Pacific coast.

Long and careful preparations were made for the flight, as a forced landing in the Polar Regions would mean certain death for the entire crew. Finally, after receiving last-minute permission from Soviet dictator Josef Stalin, Chkalov lifted the heavy, fuel-laden aircraft off the runway at Moscow's Shchelkovo airport at dawn on Friday, June 17, 1937. Unlike the well-publicized flights of the likes of Charles Lindberg, Wiley Post, and other aviation record-setters, the closed and paranoid nature of the Soviet Union attempted to keep all knowledge of the flight a secret. It was a full 24 hours into the flight before word of it leaked out. When it did, people around the world were captivated, and eagerly devoured what little information could be gleaned from their newspapers.

The first 24 hours of the trans-polar flight proved to be routine and uneventful, but the remainder of the long flight would test the mettle of the Soviet Union's elite flyers. As the flight neared the Polar Regions, the aircraft's magnetic compass became inoperable: navigation would have to rely solely on dead reckoning and a solar heading indicator, with corrections made by regular sun and star observations. Unfortunately, bad weather awaited the flight and only rarely could navigator Belyakov take accurate sightings. Adding to the crew's worries were frequent storms, strong headwinds and dangerous icing conditions. The headwinds and storms slowed the ANT-25's progress and consumed fuel at an alarming rate. These impediments to progress also threatened to stretch the crew's meager oxygen supplies to the limit. Icing of the planes fabric-covered wings was a constant hazard, and only the plane's propeller had any de-icing capability. At one point in the flight even the coolant for the ANT-25's engine began to freeze up. The crew quickly thought to utilize their supply of drinking water, only to find that it, too, was frozen. In the end, the reservoirs of the pilots' own urine were used to solve the problem (and stored for later study by Soviet flight surgeons).

The flyers crossed the North Pole on Friday night and the plane headed into northern Canada. With little opportunity for navigational sightings and no radio stations in Canada's far north, the Russians were literally flying blind, while on the ground millions waited eagerly for any word from the plane. It wasn't until early Saturday morning that a Canadian Signal Corps outpost in the Northwest Territories heard from the plane. They forwarded word from the Russians that the ANT-25 would have to come down somewhere between Seattle and Oakland, depending on how long their fuel held out. Spectators and reporters flocked to airfields in Seattle, Portland, and Oakland on the chance that they might be fortunate enough to witness the end of this historic flight.

**Continued**



**1937 RUSSIAN POLAR FLIGHT by Barry Lewis continued:**

To avoid the heavy weather and headwinds, the crew turned their aircraft to the west to cross the Rockies over northern Canada, then fly down along the coast from the Queen Charlotte Islands. South of Oregon, the ANT-25 developed a problem with its fuel pump, so the trio decided to turn back to Portland for their landing.

As the plane broke through the clouds and rain over Portland's Swan Island airfield, however, the Russians were surprised to find huge numbers of cheering spectators waiting below. Remembering how the Paris crowds had literally torn Lindberg's plane apart, Chkalov ordered his co-pilot "Let's not land here! They will take the aircraft apart for souvenirs. Let's go to the other shore." indicating the military airport in Vancouver, Washington, marked on his map.

With the throngs across the river in Portland, only the regularly posted guards were on hand when the big Russian plane touched down at Pearson Field. The three Russian aviators had endured 63 hours and 16 minutes in their cramped and cold aircraft and covered 5,288 miles. Later examination would reveal that a mere eleven gallons of fuel remained in the aircraft's tanks.

Within minutes of the aircraft's arrival the base commander was summoned and General George C. Marshall (who would later achieve fame as Army Chief of Staff, Secretary of State and author of the now famous Marshall Plan) drove straight across the post golf course to greet the Russians. Baidukov would later relate how the newly promoted General seemed to bask in the limelight and publicity surrounding the three fliers.

From the moment the Russians touched down in Vancouver they were welcomed as heroes. For the remainder of the day cars streamed across the Interstate Bridge from Portland full of well wishers. This was merely the beginning of a long nation-wide tour of the United States, which included a visit with President Roosevelt and a parade in New York City. Their fame was even greater in their homeland, with Chkalov acquiring the nickname "The Russian Lindberg." Such was his popularity that by year's end he was made a Deputy of Soviet Nationalities and a member of the Supreme Soviet of the Soviet Union.

Sadly, Chkalov's reign as the Soviet's premier aviation hero would be short-lived. Eighteen months after his transpolar achievement the Russian hero was dead, killed in a controversial flight test of a new Soviet fighter plane. Such was Chkalov's fame that both Stalin and his Foreign Minister Molotov served as pallbearers, although rumours persisted that the Soviet dictator might have played a role in the aviator's death. His remains were deposited in a place of honour in the Kremlin wall.

The Pearson Air Museum in Vancouver is home to a small but interesting collection of materials about the Soviet Transpolar Flight of 1937. Pictures, documents and other items from the flight and from other aspects of Chkalov's career, including his Hero of the Soviet Union medal, are either on display or preserved in the museum's collections. The families of the celebrated fliers donated many of the items. Outside the museum stands a monument to the flight, erected in 1975. It was the first monument in the United States commemorating an achievement by the Soviet Union.

**This article is reprinted from AIRCRAFT STAMP NEWS, journal of the Aircraft Study Group of *Thematics Southern Africa*, with which the CAS exchanges journals. - For more information on the Aircraft Study Group, contact Barry Lewis, 10 Coronation Street, Westcliff, Hermanus, 7200, South Africa or email [baroy.hermanus@gmail.com](mailto:baroy.hermanus@gmail.com)**

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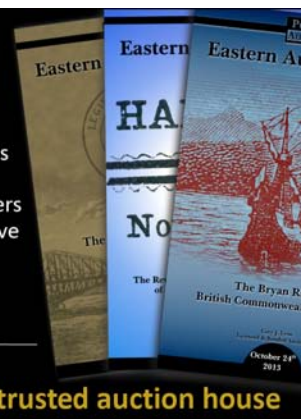
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# Commemorating the 1937 Russian Polar Flight

Andrew Mrozowski



This cover is signed by all three members of the ANT-25 crew. Unfortunately it was handed to them without turning the cover around, so the autographs are “upside down”. If one turns the cover/journal upside down, the autographs will read Chekaloff (pilot) top; Beliakoff (navigator) directly below; Baidukoff (co-pilot) on left.

No flown covers are known to exist from the flight.



Contemporary real picture postcard of the aircraft and crew.



Set of four stamps issued by Russia to commemorate the flight on April 10<sup>th</sup> 1938. - At the top right, Portland (Oregon) has been erroneously printed instead of Vancouver (Washington) in Russian.



# 1937 - NASCOPIE COVERS

Don Lussky



**COVER 1: Postmarked PORT HARRISON AU 1 37 P.Q. - No backstamps.**



**COVER 2: Postmarked CHURCHILL AU 8 37 MAN. - No backstamps.**

QUESTION FROM DON: Where were these covers picked up by the air mail plane?

EDITOR'S SUGGESTION: Winnipeg.

The Royal Mail Ship Nascopie was a steamer-icebreaker, operated by the Hudson Bay Company. It made thirty-four annual trips as a supply ship to remote outposts in the Eastern Arctic, between 1912 and 1947.

The postcard on the next page shows the Nascopie. The map is from the back of the card, and shows the Nascopie's annual route. This postcard also reflects a widespread public interest in "the Arctic" during the 1930's. A few people, like Francis Flood, were able to travel as tourists on the Nascopie. But many people sent covers on the Nascopie, to be mailed back to them from various northern Post Offices. - In 1939 10,000 pieces of philatelic mail were carried by the Nascopie to be cancelled in Craig Harbour, the northernmost post office in Canada. [1]



The schedule published for the Nascopie in 1937 [2] included the following stops:

	Arrive	Depart
Montreal		July 10
Port Harrison	Aug 3	Aug 5
Churchill	Aug 8	Aug 11
Craig Harbour	Aug 26	Aug 30
Halifax	Sept 27	
Montreal	Sept 29	

COVER 1 indicates that the Nascopie arrived at Port Harrison ahead of schedule. The cover was offloaded, postmarked, and would then have been returned to the Nascopie with other outgoing mail.

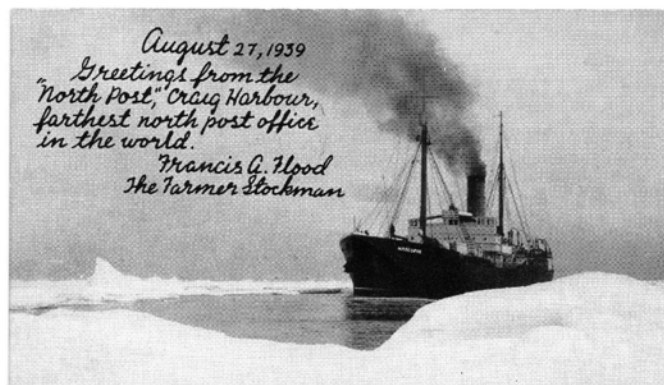
COVER 2 would have been unloaded in Churchill when the Nascopie arrived on schedule, and postmarked accordingly.

However, a review of covers from the Nascopie indicates that after delivery to and cancellation by the designated post office, mail was delivered to the addressee by the fastest available route, in keeping with normal Post Office practice. - For example, the cover from Craig Harbour on the right, was offloaded and added to the mailstream in Halifax. It was not kept on board until the Nascopie finished its voyage in Montreal.

COVER 2 would therefore not have been returned to the Nascopie after postmarking. - It would have been sent from Churchill to Winnipeg by rail.

COVER 1 would also have been unloaded in Churchill, and sent to Winnipeg by rail.

Once in Winnipeg, COVERS 1 and 2 would have been sent by air mail from Winnipeg to Pembina, and then continued by U.S. Air Mail services from Pembina to Minneapolis - St. Paul, Chicago, New York, and Boston. New Bedford is about 90 kms south of Boston.



Dotted lines indicate route of my journey to Santa Claus land, going by way of Churchill, returning down the Atlantic coast.—Francis Flood.



Registered cover postmarked CRAIG HARBOUR SP 8 3  
Transit marks on back include HALIFAX SP 28 35

**However, to continue with the analogy with archaeology that I made on page 18, this is one of the puzzles in which one doesn't know if any pieces are missing, and there's no picture to look at to check the solution.**

**If anybody has any additional information about the Nascopie covers, please send it to the editor.**

#### References:

- [1] "History of the Arctic mail service", by J.W. Anderson in *Maple Leaves*, August 1970.
- [2] *Eastern Arctic Mails 1876 to 1963* by Ian Mowat, BNAPS Exhibits series No. 5, p.47.

## IMPERIAL AIRWAYS COVERS — TRANSATLANTIC ROUTE. AUGUST 1939

JOHN SYMONS

I found the articles on the above subject published in *The Canadian Aerophilatelist* between March 2000 and June 2002 extremely useful in understanding the covers in my collection. I have been able to add one or two snippets of information, but unfortunately also more questions.

### Official Covers



Over the past few weeks I have collected over 100 serial numbers from my own collection, the pages of the *Canadian Aerophilatelist* and the Internet. These all agree with the allocations described in your journal. However, there is one observation. There does not appear to have been any formal allocation to Eire or Newfoundland. All the Irish and Newfoundland covers I have seen are in the serial number range 1 to 8000, with one exception. There is no doubt the Newfoundland covers are the more difficult to find. I have just obtained my first copy. On it is a handwritten note: 'Only 25 official covers flown'. Unfortunately no source for this statement is given. Can anyone provide a reference for this quotation?

I can add to one question, this regards the payment of the additional 1½d. I recently obtained a cover with the rate of 1s 4½d, as reported in the press cutting.



Bit of a long shot, but can anyone suggest what the encircled 'F' could stand for? How was the additional 1½d arrived at? I was under the belief the surface rate was 1d, and the rate for a surface route across the Atlantic plus internal Canadian airmail was 5d. The only 1½d rate that I am aware of at this time is that of the Empire Air Mail Scheme (EAMS). I know Canada was a member of EAMS, and I have a cover in my collection originating in Canada addressed to India with postage charged at 6c, but never a Transatlantic cover.



The only other two covers of interest are both unused examples of the bright blue version. One lacks a serial number which leads me to assume that the application of the serial numbers was not at the premises of the firm that produced the covers, but most likely by either Imperial Airways, or a subcontractor. Why were serial numbers applied? The second cover has the serial number 10031, and must therefore have been purchased in the USA.

I notice that Imperial Airways official covers produced for the extension of the Far East to Singapore service are also serialised.

### E McKnight Kauffer Covers



Regarding the 'Printed in England' handstamp, as these only to date been found on Canadian covers may I suggest this handstamp was applied by some authority within Canada. It seems highly improbable these handstamps would have been applied elsewhere in the United Kingdom, and not to those destined for the USA. Just as was reported in the Canadian Aerophilatelist, cover 7475 was found without this handstamp, so I can record an earlier cover, serial number 629 was sent from Montreal to Dublin.

I can add a further four covers with handstamps and serial numbers to your list:

15024. Montreal to London (Stanley Gibbons.) small handstamp on front. Internet.

15072. Montreal to London (Stanley Gibbons.) small handstamp on front. My collection.

17062. Eastbourne to Exeter, Devon. large handstamp on back. My collection. Carried on second flight.

This cover was posted in Eastbourne, Ontario on 14th August.

17101. Montreal to Hull, Yorkshire. large handstamp on back. My collection.

### References

Canadian Aerophilatelist. Mar 2000, Jun 2000, Sep 2000, Mar 2001, Jun 2002.

*John C Symons*

**John is editor of AIR MAIL NEWS, quarterly journal of the BRITISH AIR MAIL SOCIETY, with which the CAS exchanges newsletters. - For more information on BAMS see their website [www.britishairmailsociety.co.uk/](http://www.britishairmailsociety.co.uk/)**



# 1<sup>st</sup> September 1939

Richard Beith



## Brno, German Protectorate of Bohemia and Moravia, air mail to St Kilda near Melbourne, Australia.

Seeing that September 2014 is the 75th anniversary of the outbreak of WWII in Europe, I thought this cover was particularly appropriate.

Bohemia and Moravia had been occupied by the Germans back in March 1939, but pre-invasion Czechoslovak stamps were still valid. This cover has been franked at the peacetime rate of 2.50K overseas letter/20g + 5K air fee/5g. The circled 'D.K. Br 2' in purple is a currency control mark for the Brno 2 post office - an early form of postal censorship.

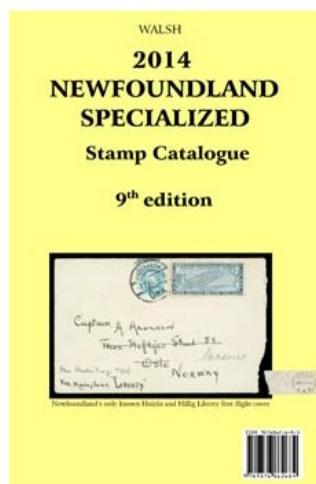
The letter probably went by train to Budapest, then by KLM to Athens or Alexandria. Carried onwards by Imperial Airways flight SE 174 arriving at Sydney on 14 September, as shown by the Sydney Air Mail slogan on the reverse. By this time Australian postal censorship was in full swing and the cover has an Opened by Censor seal and the handstamp of censor V 23, both applied in Melbourne.

This cover might be from the last despatch from the Protectorate to the British Empire before the UK declared war on Germany on 3 September, following the German invasion of Poland on 1 September.

*Richard.*

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## 2014 Newfoundland Specialized



Aerophilately is very prominent. Information on AIRMAILS includes:

- 1919 Hawker Airmail Overprint
- 1919 Martinsyde Airmail Overprint
- 1919 Alcock and Brown Airmail Surcharge
- 1921 Halifax Airmail Overprint
- 1922 Vickers-Vimy Airmail Essays
- 1927 De Pinedo Airmail Overprint
- 1930 Columbia Airmail Surcharge
- 1931 Airmail issue (unwatermarked)
- 1931 Airmail issue (watermarked)
- 1932 Domier Do - X Airmail Surcharge
- 1932 Wayzata Essay
- 1933 Labrador Airmail issue
- 1933 Balbo Airmail Surcharge
- 1943 Airmail issue
- 1919 - 1940 Unissued Airmail
- Essay Die Proofs of 1919 -23; 1931; 1940
- 1919 - 1947 First Flight Covers

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# April 1940

Alan Tunnicliffe



As your next issue will be in colour, I thought I'd send in this colour scan of a cover (postmarked at Oamaru 26 April 1940) that we have just had in our society's mail sale. As you can see it is addressed to Hamilton, Ontario, and was carried on the inaugural flight to England from NZ via Australia, and has the red Jusqu'a bars indicating it went by surface from UK to Ontario.

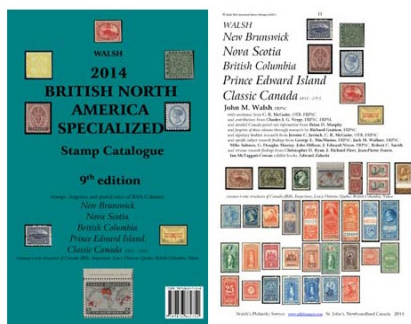
*Alan*

Alan is editor of New Zealand Air Mail News: newsletter of the NEW ZEALAND AIR MAIL SOCIETY, with which the CAS exchanges journals.

For more information on the NZAMS, check their website at [www.newzeal.com/Philately/AirmailSociety.htm](http://www.newzeal.com/Philately/AirmailSociety.htm) or contact Alan Tunnicliffe, PO Box 29144, Fendalton, Christchurch, 8540, New Zealand.

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## 2014 British North America Specialized



Aerophilately is very prominent.  
Information on AIRMAILS includes:

Canada Semi-Official Airmail Stamps and flights  
1918 - 1919 Aero Club of Canada issue  
1920 Grand Army of Canada issue  
1924 Laurentide Air Service Limited issue

1924 Estevan - Winnipeg issue  
1925 Northern Air Service Limited issue  
1926 Jack V. Elliot Air Service issue  
1926 Elliot - Fairchild Air Service issue  
1926 Elliot - Fairchild's Air Service issue  
1926 Elliot Fairchild Air Transport Limited issue  
1926 Fairchild Air Transport Limited issue  
1926 - 1927 Patricia Airways and Exploration Limited issue (Style ONE, TWO and THREE)  
1927 Western Canada Airways Limited - Service issue and Jubilee issue  
1927 London (Canada) to London (Great Britain)  
1927 Yukon Airways & Explorations Co. Ltd. issue  
1928 Patricia Airways Limited issue  
1928 British Columbia Airways Limited issue  
1928 Moose Jaw Flying Club issue  
1928 Klondike Airways Limited issue  
1929 - 1930 Commercial Airways Ltd. issue  
1929 Cherry Red Airplane Limited issue  
1932 - 1934 Canadian Airways Limited issue  
Canada Government Official Airmail Flights 1912 - 1996

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## The Metropolitan Air Post Society



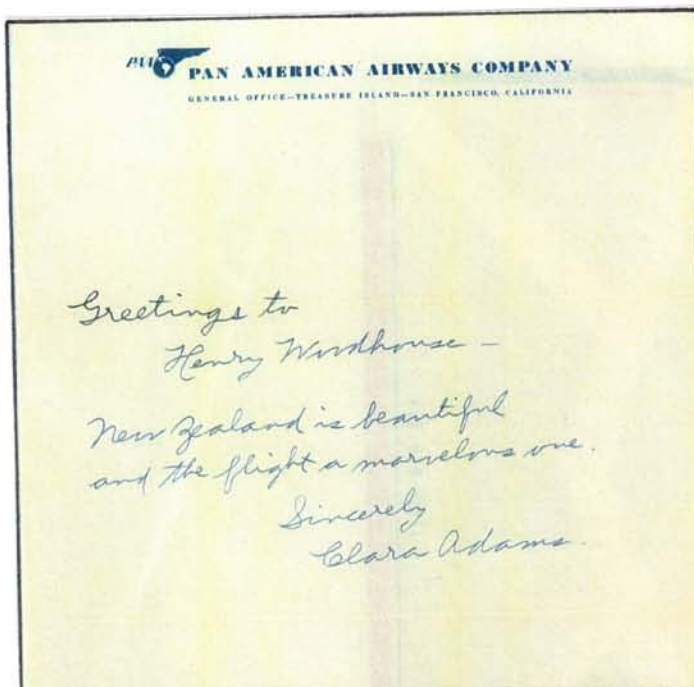
I saw this poster in the *Bulletin of the Metropolitan Air Post Society*, shortly after inviting everyone to send in colourful items for this issue! - MAPS is another of the societies the CAS exchanges journals with.

The Metropolitan Air Post Society usually holds its meetings in New York City or Massachusetts, but has members around the world. The society has a particular interest in mail carried by Pan American Airways. - For more information on MAPS check their website [www.mapsnewyork.org/home.html](http://www.mapsnewyork.org/home.html)

Reproductions of several vintage Pan Am posters, including the one above, can be purchased from the PAN AM HISTORICAL FOUNDATION. The Foundation has a wide variety of other items with the Pan Am logo for sale, including caps, calendars, coffee mugs, t-shirts, and jackets; as well as a variety of books related to the history and operations of Pan Am. - For more information check the Foundation's website at [www.panam.org/shop.html](http://www.panam.org/shop.html)



# GREETINGS FROM MIKE SHAND



CLARA ADAMS

HENRY WOODHOUSE

For me the attraction of Aerophilately has always been planes and people, rather than rates and routes. Without planes there would be no flown covers and without covers many interesting people would no longer be known.

CLARA ADAMS would be in the Guinness Book of Records for having the most Air Miles ever, had such things existed in the 1930's



She flew on the DO-X, the Graf Zeppelin, the Hindenberg and in 1939 went commercially around the world for \$1,935 in 16 days 19 hours 4 minutes (Heinmuller timing!)

(See Jack Knight Air Log Jul 1998 for more)

Clara Adams & Lindbergh  
on M-130 Flying Boat

(Krupnick)



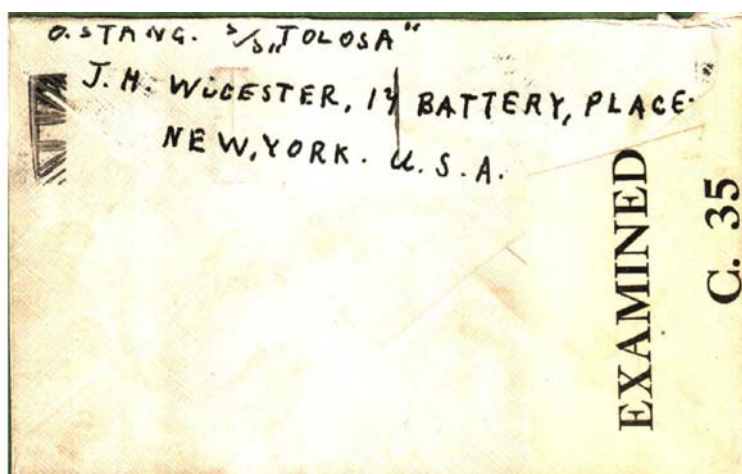
Less is known now of HENRY WOODHOUSE and his Aerial League of America but he was an influential figure in aerial events such as the Glidden Aerial Derby.



MIKE SHAND  
1183 AGINCOURT ROAD  
OTTAWA ONTARIO CANADA  
K2C 2H8

# 1941 - Air Mail to Norway ?

Hal Vogel



This is properly franked air mail from Canada to Norway, although it could not have been directly flown from Canada on the date it was cancelled (18 August 1941). It bears what appears to be Canadian censorship stamped resealing tape, but nothing to indicate it was censored in Europe. It is roughly opened at the top, so appears to have been received, and in any case, there is no auxiliary marking to indicate it was returned to sender due to an inability to provide the service (i.e., mail from Canada to Nazi-occupied Norway).

The return address seems to be an undercover address for "Free" Norwegian merchant sailors. It is sent by an apparent merchant seaman aboard the Norwegian transport s/s "Tolosa," that was then in the process of completing its third (individual) transit between Port Alfred, Que. and Greenland (Godthaab & Ivigtut) via Sydney, N.S. 18 August 1941 (its Sydney cancellation) was the day it departed Sydney for Godthaab. Ivigtut was the site of an important cryolite mine, whose material was vital to the war effort.

It has been suggested that there was some sort of rerouting of this air mail (it is franked and marked for air mail service) to the USA from Canada, to enable a Trans-Atlantic mail flight to occur. That still would not automatically explain why it was not censored in Germany or Norway (probably being flown from USA [NY] to Lisbon from where it was flown to Berlin and on to Oslo).

Is it likely that this is how air mail was handled from Canada (combatant) to an enemy country (Nazi-occupied Norway) via (at this time) a "neutral" (USA)? The USA had Trans-Atlantic air mail service to Lisbon. Germany had resumed airline service from Lisbon at this time, and air mail to Norway then is known to first go through Berlin, where it generally was censored.

Continued



**1941 - AIR MAIL TO NORWAY? by Hal Vogel continued:****Summary of correspondence between Hal Vogel and Chris Hargreaves:**

A number of issues regarding this cover were discussed.

The first is that the cover is addressed to Norway, which was occupied territory. - Mail to "enemy countries" stopped at the beginning of the war, and most mail from Canada to Norway ended when Germany occupied Norway in April 1940. However, there were some special arrangements, such as mail sent via Thomas Cook and Sons.

In his "Airmail Operations During World War II", Thomas Boyle described a Norwegian Maritime Mail system:

*The 901 ships of the Norwegian merchant maritime operated after April 1940 exclusively in support of the allies. The London based Norwegian Shipping and Trade Mission (NORTRASHIP), with branches in 38 countries, handled administration of the ships and its crews including the transmission of mail. Mail from a ship's crew was collected by a crewman who delivered it to a consulate or a NORTRASHIP office with the ship's arrival in port. The mail, franked with stamps of the visited country, was then usually posted in its mail system, if it was non-belligerent. The mail was then sent by surface or air mail to Norway. Crewmen were not allowed to disclose the ship's identity on the envelope or in the letter.*

This would seem to be the most likely way in which the cover started its journey. However, the cover gives the name of the ship on the back, which it should not have done.

The cover would have been sent from Sydney to Ottawa. - It has a Canadian censor tape and handstamp, and LaBlonde and Tyacke's "The Postal History of World War II Mail Between Canada and Switzerland" gives Ottawa as the location of censor #35.

A major question is what then happened in Ottawa?

Although the cover was censored, the censor didn't black out the name of the ship. The censor tape has also been cut to leave the return address visible. This may have been done to facilitate the cover being sent to the return address in the U.S.A. (There may also be a completely different explanation for the careful exposure of the return address: that a former owner of this cover cut away the censor tape to expose the address.)

If the cover wasn't forwarded to the "return address" in New York, what happened to it? - It may have been sent to a Dead Letter Office as undeliverable, or it may have been sent to a warehouse and held till after the war. But if either of these happened, one would have expected there to be an auxiliary marking on the cover to indicate what had happened.

If the cover was forwarded to the "return address", what happened to it in New York? - There is nothing on the cover to indicate it was held in New York, so was it put in the mail to Miss Wiggen in Trondhjem, Norway?

At this time the U.S.A. was still neutral, and had mail relations with Germany and Norway. Could a "Canadian" cover have been put in the trans-Atlantic air mail to Lisbon, for onward transmission to Germany and Norway?

Once again, the lack of auxiliary markings is an issue with this cover. As mentioned earlier, if the letter had been sent to Europe, one would expect there to be German censorship markings on it. One suggestion as to why there aren't any, is that it may have avoided censorship, since it had come from a neutral country, the U.S.A.

Since there is no sign that the cover had been held or rejected at some point, should we accept that it was delivered, and probably by air? If so how this might have occurred? Is there a better explanation than the one presented above?

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# 1942 - The "D.w." handstamp is used again !

Kevin O'Reilly

These covers are part of a lot acquired from a Quebec dealer.

All three were sent by an employee of Bechtel-Price-Callahan, the prime contractor for the Canol Project, the pipeline from Norman Wells, NWT to Whitehorse, Yukon and associated infrastructure during WWII. These were mailed from the Canol Hotel used to house employees in the Edmonton area before most of them moved on to locations to the north.

The covers are all postmarked SOUTH EDMONTON, and sent to the same address in VIRGINIA, MINNESOTA.

- Top cover: Surface mail to the US (3 cents) plus registration (10 cents)  
Postmarked: 11 OCT 9 42  
Backstamped: VIRGINIA Oct 13 42
- Middle cover: Airmail to the US (6 cents)  
Postmarked: OCT 26 4.30PM 942  
No backstamps.
- Bottom cover: Airmail to the US (6 cents) plus Special Delivery (20 cents)  
Postmarked: 13 NOV 7 42  
Backstamped: VIRGINIA Nov 10 42

I have no explanation for the D.w. marking on the middle cover but it would appear to extend the period of usage by more than 10 years if it is a legitimate postal marking. It seems rather odd that this marking would appear on only this one cover and not all three unless it has some very specific meaning or use.

I hope this is of some use.

Kevin O'Reilly

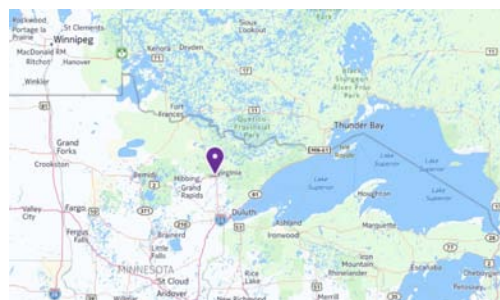


## EDITOR'S COMMENTS

This is the 44<sup>th</sup> cover recorded with a D.w. handstamp.

It is quite different from the previous 43, as they all occurred during the period that the Prairie Air mail service was operating: March 3<sup>rd</sup> 1930 to March 31<sup>st</sup> 1932.

However, it is similar to the other covers, as the handstamp has still only been found on Air Mail covers, and they all travelled through Winnipeg. - VIRGINIA is in eastern Minnesota, so this cover would have flown from Edmonton to Winnipeg, then been transferred to surface routes.



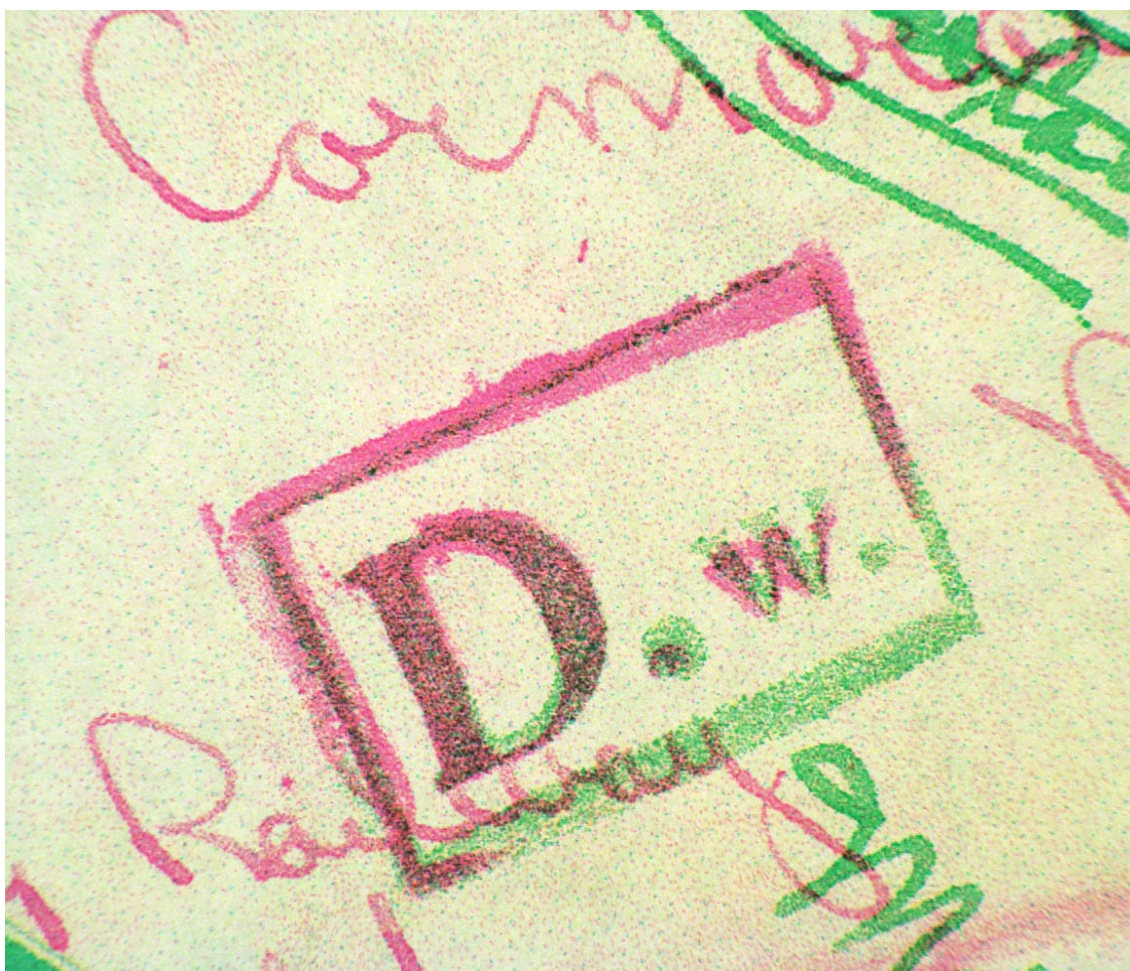


Kevin also sent me a scan of covers #24 (June 24<sup>th</sup> 1931) and #44 taken at the same time.

I passed this on to Garfield Portch of the Vincent Greene Foundation, who very kindly analyzed it with their Celestron microscope. - He changed the colours of the two covers to make them distinctive, enlarged the images, and then superimposed one handstamp on the other. The result is shown below.

It looks from Garfield's image that the impressions may have been made by two different handstamps, which raises more questions: was a new D.w. handstamp produced in 1942? Why was it re-introduced in 1942?

I'm also wondering why Kevin's cover is the only one with a D.w. handstamp from 1942 that I've ever seen or heard about?



If anybody has any comments about this cover from 1942, suggestions, more information, or copies of additional covers with a D.w. handstamp from any year, please send them to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)]

## 1942-45: the role of Shediac on Pan Am's Northern Trans-Atlantic Route

Back in the June 2002 *Canadian Aerophilatelist*, the question was raised:

### 1942-45: what was Pan Am's Northern Trans-Atlantic Route?

This was an attempt to reconcile several conflicting "strands" of information. - The "conventional wisdom", in books such as Thomas Boyle's *Airmail Operations During World War II*, was that Pan Am used the same route as it did in 1939: New York - Shediac, New Brunswick - Botwood, Newfoundland - Foynes, Eire.

However: there was no mention of a stop at Shediac in correspondence regarding the inauguration of Pan Am's resumed service via Botwood in May 1942. Shediac was also not mentioned in the British *Ministry of Civil Aviation Report on the Progress of Civil Aviation 1939 - 1945* when it was transcribed by John Wilson, or by John Daynes' in his *Wartime Air Mail* which also transcribed the Ministry report. The entry by John Daynes was:

#### 1942 - Summer Route

Shannon (Eire) - Botwood (Newfoundland) - Baltimore (U.S.A.):

15th May - 29th October, 16 eastbound and 15 westbound flights were made with Boeing 314A flying boats. Connection with the United Kingdom was made by means of the services from Eire.

The issue was complicated by the fact that no timetables were produced for the wartime period, but it was eventually decided on the basis of circumstantial evidence that the conventional wisdom was correct. (*Canadian Aerophilatelist*, March 2003.)

Now, however, we have confirmation/proof that Shediac was a regular stop on Pan Am's northern wartime route!

In 2007, some "confidential timetables" were found in the Pan American Airways archives in the Richter Library at the University of Miami. Later, in 2012, a collection of "Trip Summaries" were also found in the Pan Am archives.

These summaries contained terrific information, but the library initially refused to allow direct images of its materials to be published.

The summaries were then transcribed by David Crotty, and have been published in his book *Pan American Airways 1939 - 1944*, (see details on next page). David's book summarizes hundreds of flights. The first flight of the resumed Pan Am service in May 1942 is reported as:

Notes      Mail: Contract Mail as picked up except where noted  
               Pass: Paid Passengers as picked up except where noted  
               Express: Probably non USPO parcels  
               Aircraft names from The Foynes and Botwood Logs by Peter Berry

Trip	3027	Route	3	Aircraft	American	NC18602		1st since 10/9/39
Location	Date	Depart	Arrive	Fly Time	Mail	Express	Pass.	Notes
NBA-SHE	5/18/42	1206	1722	5:16	1815.00		20FOY	2D
SHE-BTD	19	1154	1530	3:36	743.00			24H Mechanical
BTD-FOY	19-20	2008	0922	13:14				
			<b>Totals</b>	22:06	2558.00	0.00	20	Sheets 3027-3052 use BTW instead of BTD for Botwood

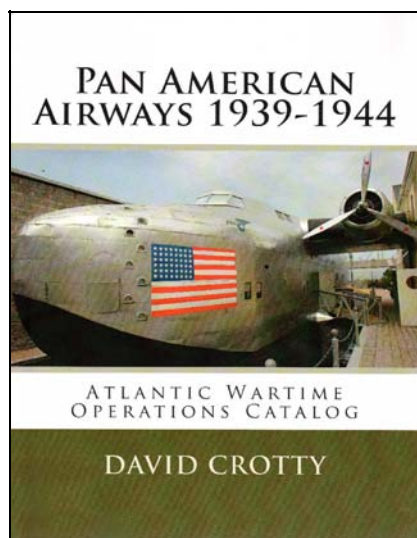
[ NBA = North Beach, New York   SHE = Shediac   BTD = Botwood   FOY = Foynes ]

Subsequent flights on Pan Am's northern route are described in similar detail, and Shediac was part of the route.

The Pan Am trip summaries have also been studied by John Wilson. - He has written about them on the website of the West Africa Study Circle - [www.wasc.org.uk](http://www.wasc.org.uk) - and many of the original documents are now reproduced on that site. The original documents give some additional information, such as weather conditions for the flight and altitude flown. They are easy to read when enlarged on the website.

**Many thanks to David Crotty and to John Wilson for all the work they have each done to make this information available to all aerophilatelists.**





***Pan American Airways 1939 - 1944: Atlantic Wartime Operations Catalogue* by David Crotty.**

Soft bound, 442 pages, 8½" x 11", with some maps and full-colour illustrations.

List price \$70.00 Available from [www.amazon.com](http://www.amazon.com) - offered price and shipping charges fluctuate.

**Author's summary:**

During World War II Pan American Airways, like many commercial companies, performed exemplary service for the U.S. war effort in the Atlantic, while continuing to operate commercial air routes. During that time, however, much of the operation was kept confidential due to security concerns. After the war was over there was a little ceremony in which the U.S. State Department publicly acknowledged some of PAA's accomplishments. One writer wrote that the "Veil had been lifted." Unfortunately most of the information that might have been shared with historians and hobbyists remained hidden in the airline's files. Several historians wrote books describing PAA's history but today they remain in these files unpublished.

While the histories of many airlines have been published in recent decades for the historian or the aerophilatelist, the story of PAA remained largely hidden.

This author has uncovered a tremendous amount of primary information about PAA in its records that are now open. This information includes unpublished details of the fourteen commercial routes PAA operated in the Atlantic from 1939 through 1944, and includes hourly flight details of these commercial routes. The commercial trip details have been transcribed into a catalog for the researcher and hobbyist. The commercial Atlantic trips have been cataloged by the routes as well as chronologically.

In addition, some details of PAA's work with the U.S. Army and Navy that have never been published are included. The first of these operations are known as the Special Missions.

The other operations, known as the Cannonball, the Fireball and the Y-Trips are all described in as much detail as possible. Still, little is known about these operations and investigations into them continue.

Most of this information has been hidden for 70 years. It is time to say that truly "The Veil has been lifted."

This book is an effort to repay the many aerophilatelists who have assisted the author over the years.

**Review by Chris Hargreaves:**

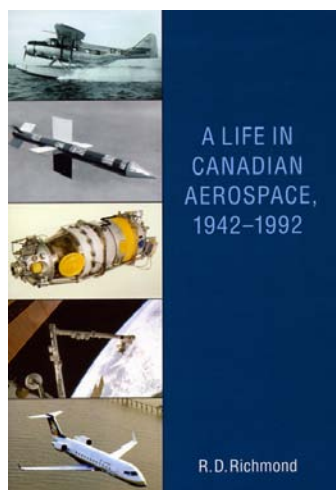
This is a big book, containing a huge amount of data, but it is clearly laid out, and I found it quite easy to find information I wanted.

The book is aimed at general readers as well as specialist aerophilatelists. - It includes a preface describing the North Atlantic survey flights and airmail services before the war, and chapters giving an overview of Pan American Airways Atlantic Operations during World War II. These chapters are based on articles previously published by the author. This results in some repetition between the chapters, but also means they can be read independently.

Most of the book consists of detailed flight summaries, laid out like the one on the previous page. - This detailed information generally stops at the end of 1944, as trip summaries for 1945 have not been found.

Although much of the detailed flight information is available on the web ([www.wasc.org.uk](http://www.wasc.org.uk)), I expect that readers who prefer paper publications to using the internet will be very pleased with this book.

## New book from CANAV Books - Larry Milberry



### ***A Life in Canadian Aerospace 1942-1992* by Dick Richmond.**

Privately published, but available through CANAV books at \$40.00 (\$54.60 all-in with postage and tax).

#### **Review by Larry Milberry:**

R.D. “Dick” Richmond’s personal story, this truly is a model for the aeronautical autobiography (much in the way of Z.L. Leigh’s *And I Shall Fly*, which CANAV published in 1985). Dick tells his story from boyhood days to joining the National Research Council early in WWII as a young aeronautical graduate from the University of Michigan. There he works on such R&D projects as re-engining a Fairey Battle with a Wright engine. At Fairchild near Montreal he helps at proving target-towing gear for an RCAF Bolingbroke, and devises skis on an emergency basis to rescue some Ferry Command Lockheed twins stranded in Labrador. Other such unusual projects also are covered, adding important depth to the story.

The war over, Dick is on the design team for the Fairchild Husky bush plane, works on the Burnelli “flying wing” at Cartierville, then does landmark work on the prototype North Star for Canadair. This is fascinating material about which few of us previously have known much. Other pioneering projects in this period for Dick include Sabre III speed record flying in the California desert and the T-36, Canadair’s ill-starred twin-engine trainer developed along with Beech for the USAF. He also works on the Argus and CL-41 at Canadair, before taking over development there of the Sparrow missile for the Avro Arrow. Then, with the demise of the Arrow, Dick joins Canadian Pratt & Whitney, where his legacy is with the Sea King helicopter program being developed for the RCN. This chapter touches on many other vibrant CPW programs, especially the PT6 and its many applications.

In 1970 Dick joins Douglas Aircraft of Canada, where he heads such programs as the DC-10 and overcomes some grave labour/management issues. From “DACAN” he moves to Spar to largely oversee development of the Canadarm to the point of its initial flight aboard Space Shuttle “Columbia” in 1981. The rest of Dick’s incredible career flows forth, mainly with him back at Canadair as a top man on the Challenger program. His efforts go a long way towards salvaging the Challenger when it was on the rocks. Such other programs as the CL-215 are covered, as is Dick’s seminal role in getting the Canadair Regional Jet on the road to success.

*A Life in Canadian Aerospace 1942-1992* takes the reader inside Canada’s aerospace industry as no book has so far come close to doing. You will walk away from this one with an “insider’s” sense of what has gone on in a large part of Canada’s aerospace industry in the wartime and postwar years, and well into the modern era. The book is beautifully produced with many relevant photos. It’s a 190-page 7x10 hardcover with dust jacket. There’s a detailed index.

This is a book that few Canadian aviation bibliophiles will want to miss.

*Larry Milberry*

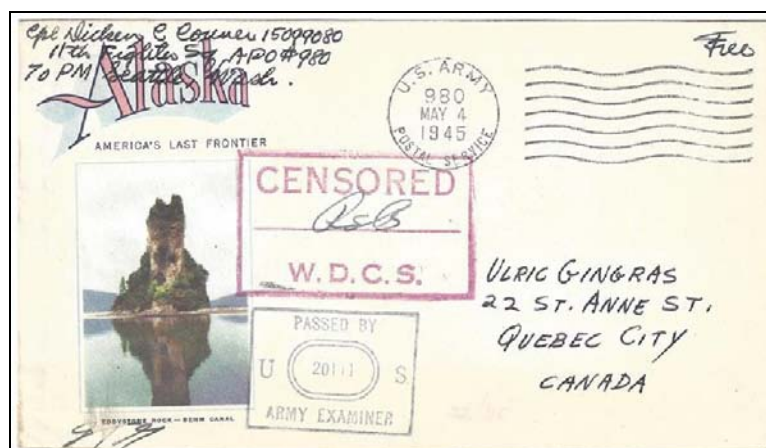
**CANAV Books** — 51 Balsam Ave., Toronto, Ontario, Canada M4E 3B6

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**Web:** [canavbooks.com](http://canavbooks.com) **Blog:** [canavbooks.wordpress.com](http://canavbooks.wordpress.com)

# Airmail to Grosse Isle, Quebec

Hugh Delaney



Dear Chris

Here are two covers for issue 100. They are addressed to Quebec City the postal station for the Wartime Disease Control Station on Grosse Isle.

The station was operated by the Canadian and American governments to do Bacteriological and Biological research during WW II. It was converted after the war into animal research and ultimately was turned over to be an historic site, to commemorate it's history as a quarantine station from 1832 to 1937, when the station was moved to Quebec City. The island suffered the death of nearly six thousand Irish in 1847 as part of the mass immigration of Irish suffering from the Potato Famine and eventually death from Typhus.

The top cover was sent to Freddy Masson who operated for 34 years as administrator of the island and the letter was from A.P.O. 707 Manila, Luzon, Philippines Concession, to Freddy Masson in Quebec City . The second item was sent from Cpl. Dicken C. Connor 15099080 11th Fighter Squadron A.P.O. # 980 . It bears "free postage" and CDS U.S. Army Postal Service 980 May 4, 1945 Censored WDCS with initials RSB and passed by Boxed U 20111 S Passed by Army Examiner and addressed to Ulric Gingras in Quebec City. Both items were sent by Air mail. The latter from Alaska.

Regards, Hugh Delaney



# Cockburn Island - Dec 7 1947

Terry Isaac



Hi Chris,

Good morning (Kiwi time)

I have acquired a cover which is only mentioned in AMCN on page 256 under "No covers are known".

The only air mail "marking" is in pen (claiming "first Air Mail") but it is cancelled on Cockburn Is. on 19 December 1947 with 2 further Cockburn B/S, being a registered cover.

There is no Sault Ste. Marie B/S but a Toronto 1 the next day which indicates quick travel. That also contains the letters "RE---N.TERMINAL" with 3 indecipherable letters ("GST"?).

The question is whether this is really a legitimate first flight air mail cover. Are other similar covers now known?

Yours faithfully

Terry Isaac

Upper Hutt, New Zealand

EDITOR'S COMMENTS: Terry's cover was discussed with Dick McIntosh, editor for Section 5, *Government and Other Airmail Covers of Canada* in AMCN. It is addressed to Gordon Waldie, who is a known philatelist. We agreed that it is a legitimate, previously unrecorded First Flight Cover, and it is going to be listed in the revised edition of AMCN.

A draft copy of the revised Section 5 is now available for peer review, and can be obtained by contacting Dick McIntosh at [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca).

## 1947 - Emergency mail.

Mike Street



I bought this cover for my Peace Issue collection. It was written up as follows:

*In southern Saskatchewan in 1946-47 a hard winter of heavy snows and extremely cold temperatures had closed railway lines and roads, isolating communities and causing thirty people to perish. By early February coal stocks and food supplies in cities and rural areas were dangerously low. No first class mail had been received in some isolated districts for over a month and businesses were suffering.*

*On February 8<sup>th</sup> 1947 a "Special Emergency Mail Flight" out of Moose Jaw was authorized by the Federal Dept. Of Postal Services. The following day a plane equipped with skis was flown to Assiniboia, Gravelbourg, and Shaunavon delivering and picking up mail. During the next four days, eight more planes were made available to fly groceries and needed supplies into stricken communities. In some localities normal mail deliveries were not possible until weeks later.*

*The "Emergency" mail sticker was hand drawn by J.F. Anderson, Supt. Of Postal Services in Moose Jaw. The cover was flown on the Feb. 9<sup>th</sup> emergency flight, backstamped in Assiniboia, and returned to Mr. Anderson.*

## 1958 - R.C.A.F. Comet cover



This is one of many interesting covers that Herbert Lealman has sent me details of.

Herbert sent it to me as a spectacular example of the Comet covers created by (for) Harry Gordon. - It was flown on a flight carrying the Minister of National Defence from Ottawa to Vancouver on the 28<sup>th</sup> October 1958.

However, it is also notable for what happened after it was listed on Ebay earlier this year:

- it was listed for seven days, at an opening bid of \$11.00
- in the last minute of the sale, the "winning bid" went from \$52.99 to \$521.99 !

## 1966 - PACIFIC WESTERN AIRLINES CRASH COVER WITH UNLISTED CACHET

By Ken Sanford

The cover shown below sold on eBay in May 2014 for US\$281.00 with 3 bidders. It is from the crash of the Pacific Western Airlines crash at Reef Island, British Colombia on 10 March 1966. The aircraft was a Grumman Goose amphibian. The cachet and label on the back are new varieties, which are not listed in the American Air Mail Catalogue, Canadian section.



Accompanying Newspaper Clipping about the crash

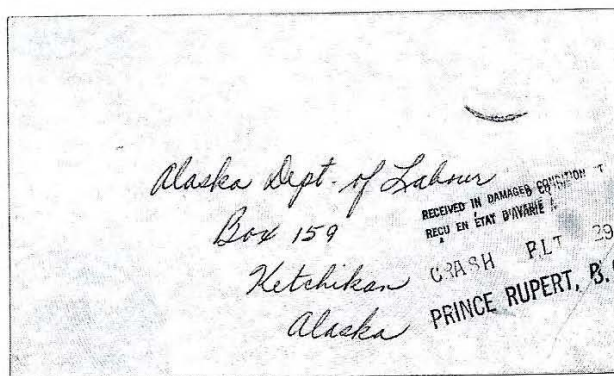


The AAMC listing is shown below.

282

## AMERICAN AIR MAIL CATALOGUE

**660310 March 10 — REEF ISLAND, BRITISH COLUMBIA — PACIFIC WESTERN AIRLINES.** Stewart to Prince Rupert, B.C., Trip 292. The "Grumman Goose" crashed in bad weather into the Portland Canal near the northwest corner of Reef Island. The pilot survived but six passengers were killed. Mail was forwarded after cachet was applied. Three handstamps were applied in varying sequences to form the cachet: "Received In Damaged Condition At / Recu En Etat D'Avarie A / Prince Rupert, B.C. / Crash Flt 292." A few pieces were forwarded with postal mimeo. Three covers reported. Cachet. 300.00



a.

300.00

CANADA POST OFFICE



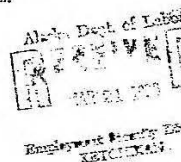
POSTES CANADIENNES

Our File N/réf. Van. Dis. - Enq. - Air Accident - Northern B.C.

Your File V/réf.

Vancouver 3, B.C.

To Addressee of Enclosure



The enclosed item was damaged in an airplane accident in Northern British Columbia and was received here in a very wet condition.

Any delay in forwarding from this office resulted from the fact that it was necessary to hold the mail for a brief period to permit it to dry as it has been subjected to water damage.

A.E. Catterall  
District Director

Encl.  
1-7-9

Ken Sanford is not only a regular contributor to *The Canadian Aerophilatelist*: he is also editor of *La Catastrophe*, quarterly journal of the WRECK & CRASH MAIL SOCIETY, with which we exchange journals. - For information about the *Wreck & Crash Mail Society* check their website at <http://wreckandcrash.org> or contact Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: [kaerophil@gmail.com](mailto:kaerophil@gmail.com)]

# 1966 - OPERATION SKYHOOK, FLIGHT 1159

Nino Chiovelli



In 1947 the United States Navy, Office of Naval Research, transferred all balloon activities to Operation Skyhook. The project used thousands of unmanned polyethylene balloons to carry instrument packages into the atmosphere for basic research, (and to carry out clandestine photographic operations over Iron Curtain countries).

Flight 1159 was conducted by RAVEN Industries from the joint Canadian Forces - U.S. Military Base at Fort Churchill, Manitoba on July 7, 1966.

The flight was conducted for the NASA—Goddard Flight Center, and was launched at 05:21Z on July 7, 1966 under the direction of G. Mancuso and M. Fulkerson. The layout and launch went smoothly with essentially no crosswind. After a 16.4 hour flight, termination was made with the main timer which operated four minutes late. Impact occurred in a lake and damaged the photo barograph.

Principal investigator for Flight 1159 was Dr. V. K. Balasubrahmanyam. The experiment was one of a continuing series of measurements designed to study the effect of solar activity of the number and energy distribution of galactic cosmic rays. The equipment contained a Cerenkov scintillation counter array which can give information of charge composition of rays from protons to oxygen and energy distribution from 200 MeV/ nucleon to 1 BeV/nucleon. ("MeV" is a measurement used to determine the binding energy of light nuclei. "BeV" is a measurement used to calculate proton - antiproton formation.)

Problems with radio command equipment occurred immediately after launch, although all command channels functioned normally during pre-flight checkout. Postflight analysis revealed that the center conductor of the command antenna was open at the BNC connector, preventing signals from entering the command receiver. As a result, no command ballast was dropped, however, the dribbler continued to function normally. - The climb factor of a scientific balloon is controlled by the amount of lifting agent (in this case helium), temperature and load weight including ballast. The result of no command ballast drops during ascent was a "rounded" entry into float: the balloon topped out at maximum altitude in a slow curve rather than a near straight climb.

Poor communications from 11:00Z to 18:00Z resulted in few position fixes since coordinates and times couldn't be referenced. The blackout condition existed at all three stations and was undoubtedly due to solar activity. This was predicted to increase in severity and duration over the next few years, and the report included a recommendation on how to circumvent this problem.

The cover shown was carried aboard Flight 1159. Note the dual franking: The U.S. postage signifies mailing from the U.S. Military Base at Fort Churchill and is cancelled July 4, 1966. The actual launch date was July 7, 1966. The balloon landed on the same date after the 16.4 hour flight at 59 degrees 6 minutes north latitude, 12 degrees 2 minutes west longitude in a lake in northern Alberta, and was date stamped at Uranium City the recovery base on July 8, 1966.

I hope that printing this report of Flight 1159 will bring attention to an interesting scientific balloon launch in Canada, and would like to thank RAVEN Industries for providing this information, and Neil Hunter for the cover.

# 1969 - LAMB AIRWAYS



**Postmarked:** CHURCHILL 27 VIII 69

**Handstamp:** Courtesy of Lamb Airways

**Addressed to:** CANADA AIR MAIL NOTES EARL H. WELLMAN, Editor

This cover was found by Bas Burrell who was a later editor of the CANADA AIR MAIL NOTES in the *Jack Knight Air Log*, together with Dick Malott.

According to the website of the WESTERN CANADA AVIATION MUSEUM:

Tom Lamb earned his commercial pilot licence in 1935 and began making chartered deliveries. He called his company Lamb Air, which was later simplified to Lambair. Lamb had six sons and would often bring one along on flights, sitting the boys on his lap so he could teach them the controls. His sons Greg, Donald, Dennis, Jack, Doug, and Conrad all became pilots and aircraft engineers. Together, the Lamb's came to form the largest family-run airline in the world.

By the 1970s, Lambair operated aircraft of every shape and size – from helicopters to the Bristol Freighter, which had a capacity exceeding five tonnes. Lambair operated 25 aircraft and employed more than eighty people, until Calm Air bought them out in 1980.

The WCAM website also recounts a surprising but delightful tale that:

Tom Lamb, founder of Lambair, once shuttled 16 beavers as part of a program to restock beavers into lakes around The Pas. It was the 1940s and, hard as it is to believe today, beavers had become almost extinct across Manitoba.

As he tells the tale, at 6,000 feet, the critters started escaping from their gunnysacks. The cabin was soon filled with curious beavers. They clambered over Lamb's feet, stood on hind legs to inspect the control panels, and hopped onto seats for a better view - while Lamb tried to navigate his five-seater Stinson.

It got worse.

When Lamb arrived at his home in The Pas for a stopover, his three daughters invited their classmates over to help dress the beavers in petticoats and baby clothes. (It seems the beaver is a bit of a cuddler and, despite the fantastic choppers, doesn't bite the way a muskrat does.)

When Tom's plane finally started landing on lakes to restock, another problem arose. The beavers wouldn't get out of the plane. They were like dogs in cars. They loved it. Tom would push them into the water and they'd scramble back up onto the pontoons.

**The WCAM website is at [www.wcam.mb.ca](http://www.wcam.mb.ca)**

**If anybody has any more information about LAMBAIR carrying mail - or beavers - please send it to the editor of this journal.**



# November 10<sup>th</sup> 1980 - CANADA POST: Military Aircraft

## Peter Wood



The date - revisited November 10, 1980 - occurred around 1917. The place - High in the skies. The event - possible attack. The people - probable victim Snoopy; antagonist unknown, but suspect The Red Baron.

The circles under the right wing of the right aircraft: are those cannon shots from the infamous Red Baron as Snoopy in his Jenny struggles to evade his arch enemy?

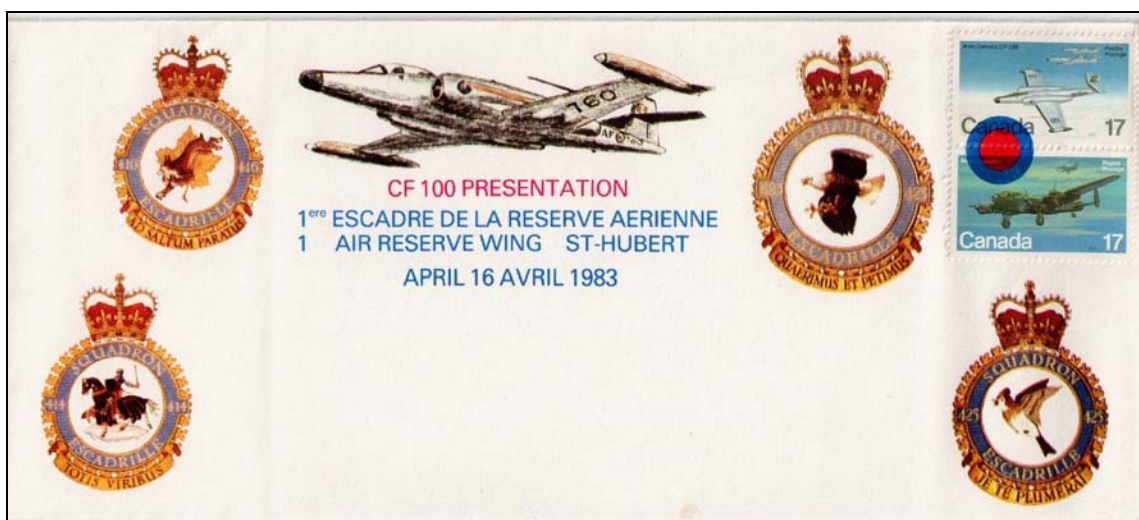
Are they early anti-aircraft shells from the ground?

Are they explosions from hand dropped bombs?

Solution: During the printing process dirt gets on the printing roller and caused this misprint. The speck is usually removed when the drum is automatically cleaned after each rotation. The fact that it re-occurs in slightly different places is simply a coincidence.

*Peter*

## Greetings from Stephen Neulander



**The insert in this cover reads:**

CF 100

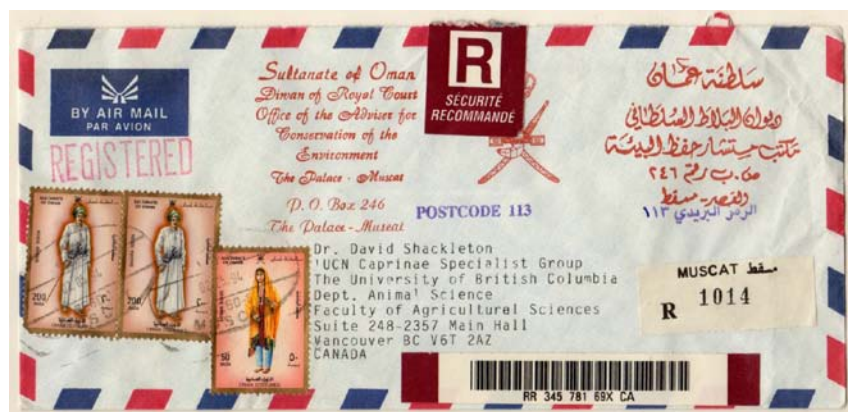
The first Canadian designed and built all-weather, jet fighter interceptor. In service from January 1950 to June 1982.

The Canuck operated out of RCAF station St Hubert with EWU/414, 416, 423, and 425 Squadrons. Aircraft 750 was the last CF-100 to fly, ending its career June 28, 1981 at this base. This aircraft was presented to Canadian Forces Base Montreal by 1 Air Reserve Wing, 401 and 438 Squadrons. It was dedicated on April 16, 1983, by Honorable J. Gilles Lamontagne, Minister of National Defence, to the Canadians who built, maintained, and flew the Canuck.

*Stephen*

# 1994 - Airmail from OMAN to CANADA

Duff Malkin



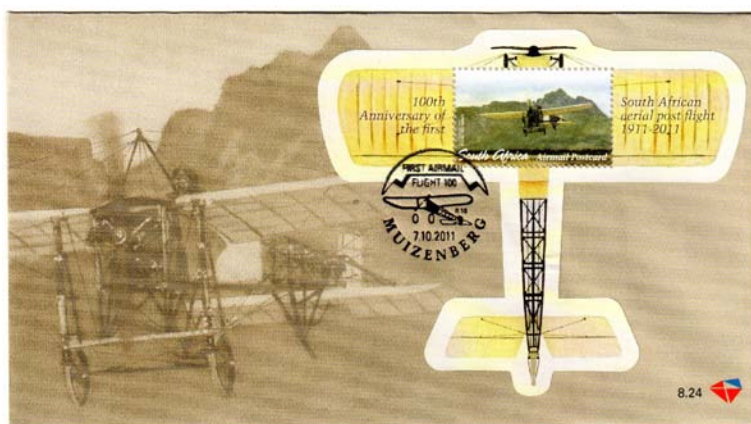
This cover was bought at a stamp shop locally. Not recently but maybe about 10 odd years ago. It is a shame that the 200 baisa stamp on the left has an extremely short perforated lower left corner and the 50 baisa stamp is kind of short perforated at the bottom, but other things compensate. An official airmail envelope from the Sultanate of Oman with a provisional address upgrade applied sent by registered mail (thus the postage) to Canada is not the kind of usual thing one sees every day.

Most of the University of British Columbia mails go through and are processed by their campus mail system which usually applies a receiving mark. Evidently this item may have been delivered by Canada Post. There is, unfortunately, no receiving mark on the item to indicate when it was put into Canadian postal hands.

Sent from Oman on the 2<sup>nd</sup> day of May 1994.

*Duff*

## 2011 - 100<sup>th</sup> Anniversary of the First South African Airmail Flight



The first flight was made from Kenilworth to Muizenberg on 27<sup>th</sup> December 2011.



This miniature sheet was issued on 9<sup>th</sup> October 2011: World Post Day. - According to the First day Cover insert, World Post Day was established by the Universal Postal Union in 1969, "to create awareness of the role of the postal sector in everyday life, as well as its contribution to the social and economic development of countries".

The AEROPHILATELIC SOCIETY OF SOUTHERN AFRICA is another of the societies with which the CAS corresponds and exchanges journals. For more information on ASSA, contact Neville Polakow, 149 Cape Road, Mill Park, Port Elizabeth 6001, South Africa [Email: [nevillep@interkom.co.za](mailto:nevillep@interkom.co.za)]

## 2011 - Canadian "Rocket Mail"

Ashley McIsaac



Wilfred Ashley McIsaac launches the first of his five Canadian Rocket Mail flights on a crisp clear morning in Gananoque, Ontario, on October 31st, 2011.



One of the seven covers which were flown on board the first launch of the Canadian Rocket Mail program. - The flight lasted 1½ minutes, and reached an altitude of 2,500 feet.

Ashley McIsaac's first launch was described in the December 2011 *Canadian Aerophilatelist*. - Details of all five launches between 2011 and 2014 were given in the June 2014 *Canadian Aerophilatelist*.

For further information see the **CANADIAN ROCKET MAIL FLIGHT SUMMARY - 2011 TO 2014** at: <https://docs.google.com/document/d/1ILJp8yS9heOxPvOyFQyv803dXNAON1tyg7CoPAmXEZs/edit>

## 2014 - CANADIAN ASTRONAUT on a UKRAINIAN COVER



**Roberta Bondar featured on a Ukrainian post cover, first issued in 2008.**

**The cover has a Women in Space cancel, and is postmarked 03.01.14**

Roberta Bondar flew on the NASA Space Shuttle *Discovery* during Mission STS-42, January 22–30, 1992. She was Payload Specialist for the first International Microgravity Laboratory Mission (IML-1), during which she performed experiments in the Spacelab.

This cover was illustrated in the June 2014 issue of *Orbit*, quarterly journal of the Astro Space Stamp Society, with which we exchange journals. For more information on the ASSS visit their website [www.astrospacestampsociety.com](http://www.astrospacestampsociety.com) or write to the editor of *Orbit* - Jeff Dugdale, Glebe Cottage, Speymouth, Fochabers, Moray, Scotland IV32 7LE.



# EDITOR'S REPORT - ISSUES 100 and 101

**My thanks again to everybody who contributed to this special issue for journal #100, and to Paul Balcaen who is now helping to produce *The Canadian Aerophilatelist*.**

Thanks also to David Crotty, Denice Guimond, Jim Taylor, John Walsh, Paul Balcaen, Peter Wood, and Richard Beith, for responding to my request for computer advice / mentoring regarding production of an electronic version of *The Canadian Aerophilatelist*.

John Walsh performed what seems to be the cyber equivalent of a magic trick, and condensed my files for journal #99 into a single .pdf file of 2.77 megs!

A copy of this electronic version of journal #99 is being posted on our website [ [www.aerophilately.ca](http://www.aerophilately.ca) ]. It is the size, format, and quality that we plan to distribute our journal in. – At present I'm receiving several journals in electronic format, and find that some are inviting to read, while others are awkward, and so get put off to "later". We reckon that a file like the one for issue 99:

- is small enough to send out as an email attachment, so it will be easy to access
- but is of good quality
- and readers can scroll through it quickly and easily, so it will be inviting to read.

Everyone is encouraged to visit the website, and check out our sample cyber journal.

We plan to begin the option of receiving *The Canadian Aerophilatelist* electronically with the next issue, #101.

## NEW MEMBERSHIP FEES

It was mentioned in the last issue that we would be able to lower membership fees for members who receive their journal by email.

The new fee for members who receive the journal by email will be \$15.00 Canadian for anywhere in the world!

We will also now offer a discount to all members who renew for a two-year period. - They can deduct \$5 Canadian from whatever the total fee is for the type/area of membership they want.

## TRANSITION TO CYBER-MEMBERSHIP

Since some members have recently renewed their membership at the "paper rates", we are going to give a "2 for 1" credit to members who want to convert to "cyber-membership". - Any member who chooses to receive the journal by email, will receive an extra month's membership for each month remaining in their current membership.

## HOW TO CHANGE

Members who want to switch to cyber-membership should email Brian Wolfenden at [bjnepean@trytel.com](mailto:bjnepean@trytel.com) and tell him which e-mail address they want the journal sent to.

If you want to receive both a paper journal and the electronic version, just email Brian and tell him so. - You will only have to pay the paper-membership fee. There will be no additional charge to receive both versions of the journal.

## ADVERTISING MEMBERS

Our Advertising Members pay a higher membership fee, but are guaranteed an advertisement in each issue. - 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.) The new fee for advertising members will be \$40 Canadian with an email journal / \$50 with a paper journal. If anybody would like to become an advertising member, please contact the editor.

## NEXT ISSUE

As mentioned on the cover, I have additional information on several items to carry over for the next and future issues. However, I want to encourage everybody to keep sending me new items. - I will try to publish new items promptly.

The next issue will be our annual  
SEASONAL SPECIAL.

All members are invited to contribute to each newsletter, but particularly to this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greeting to other members, and/or any other information you like, and send a scan or photocopy of it to the editor to arrive by  
November 10<sup>th</sup>

## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal *The Canadian Aerophilatelist* which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
- a "sales department", with discount prices on several publications, and a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our *Short Guide to Canadian Aerophilately*, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. ( [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) ) OR check out our website: [www.aerophilately.ca](http://www.aerophilately.ca)

### The membership dues for members who receive *The Canadian Aerophilatelist* by email are:

- 1 year - \$15.00 Canadian or US\$14.00 or 9 GB pounds or 11 Euros - anywhere in the world  
2 years - \$25.00 Canadian or US\$23 or 14 GB pounds or 18 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 \$28.00 US),  
\$35.00 CDN for members Overseas, (or \$33.00 US, or 25 Euros, or 20 Pounds Sterling).  
2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$52.00 US),  
\$65.00 CDN for members Overseas, (or \$62.00 US, or 47 Euros, or 37 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](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*

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 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.

#203 John H Bloor	#389 Barry Douch	#432 John Lewington	# 9 Geoffrey Thompson
#242 Jacques Bot	#336 George B Dresser	# 2 R.K.Malott	#379 E. Wall
#172 Ivan Burges	#406 Louis-Georges Dumais	#350 Bill Pearce	<b>Advertising members -</b>
#271 Nino F Chiovelli	#182 Robert Footitt	#212 Harold J. Petoskey	<b>please see page 59:</b>
# 62 Gary Coates	#408 Don Fraser	# 6 Ken Sanford	#443 Eastern Auctions
#304 James Davidson	#273 Denise Guimond	# 4 Mike Shand	#444 Daniel F. Kelleher
#369 Hugh Delaney	#319 Donald Kaye	#286 Jean Rowe	Auctions LLC

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