

# THE CANADIAN AEROPHILATELIST

No.  
101

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2014

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- **AND MUCH MORE!**



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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ VOUS ADRESSER À:  
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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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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**

**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** - 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** - Annual exhibition and convention of the British North America Philatelic Society (BNAPS). For further information see [www.bnaps.org](http://www.bnaps.org)

**CALTAPEX 2015 - CALGARY** - [www.calgaryphilatelicsociety.com](http://www.calgaryphilatelicsociety.com)  
 Annual show of the Calgary Philatelic Society, held every October. The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzik, address above.

**TORONTO DAY OF AEROPHILATELY - Sunday November 1st 2015.**

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)

**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

As I write this report, snow is coming down here in London. While still Fall, it is a reminder that winter is on its way. My congratulations to our editor Chris Hargreaves for piecing together our 100th special issue. I am sure you agree it was worth the wait! The amount of incredible material was staggering. I would like to thank all the contributors who provided such interesting material. Also, I would like to thank Paul Balcaen for his help with the production of our 100th issue. I would like to remind everyone that Royal 2015 Royale will be held in London, Ontario. I hope to see many of you there. Perhaps with an exhibit as well! I wish all of you a very happy and healthy Holiday Season and all the best in the coming New Year. May your stocking be filled with joy and holiday cheer.

*Steve Johnson*

## SECRETARY'S REPORT

Welcome to two new members:

# 447 Barry Countryman, Toronto, Ontario

#448 Bernie Smith, Winnipeg, Manitoba

# AEROPHILATELY 2014

## CONGRATULATIONS TO THE CAS MEMBERS WHO EXHIBITED:

### Multi-Frame Exhibits

#### **FIP Large Vermeil/National Gold (85-89 points)**

David Crotty - PAA Trans-Atlantic Airmail Services 1939-1945 (87 points)

### Single Frame Exhibits

#### **Single Frame Grand/FIP Gold/National Gold (90+ points)**

Cheryl Ganz - LZ-129 Hindenburg Onboard Postmarks (94 points)

also American Air Mail Society Special Prize

#### **FIP Gold /National Gold (90+ points)**

Cheryl Ganz - The 50 Cent Zeppelin Issue: A Study in Design (94 points)

also American Air Mail Society Special Prize

Steve Johnson - Yukon Airways and Exploration Company Ltd. (90 points)

#### **FIP Vermeil/National Gold (85-89 points)**

Allen Klein - ZR-3 Delivery Flight to the United States (85 points)

#### **National Silver (65-74 points)**

Ray Simrak - Canadian Dispatch Pacific Clipper Mail 1935-1941 (66 points)

*Thanks also to CAS Member Stephen Reinhard who was one of the judges, and who as APS President was a major factor in organizing this very successful event.*

**It was also announced during AEROPHILATELY 2014 that CAS member KEN SANFORD has been elected to the AEROPHILATELIC HALL OF FAME. - Many congratulations Ken!**

## LETTERS TO THE EDITOR

### THE CANADIAN AEROPHILATELIST #100

The special issue of our journal has been very well received.

Many thanks to everybody who wrote to me about the issue. - It was great to read comments like:

An outstanding issue, WELL DONE.

May I congratulate you on a fantastic issue (no. 100) of The Canadian Aerophilatelist.

I just finished reading your 100th issue! What a wonderful publication. The four-color format is a great addition to the already fine work you do.

wow! rcvd the #100 issue ystdy & sat right down & read it cover to cover.

I would also like to thank Paul Balcaen for creating the cyber-copy of the issue. - Paul is now going to be doing the layout of The Canadian Aerophilatelist, beginning with this issue (#101).

### INDEX TO THE CANADIAN AEROPHILATELIST

Gord Mallett wrote that he has updated TCA index up to #100 SPECIAL ISSUE. Both the content and colour made #100 one of the best-ever!

Checking records, that makes the total number of pages in the past 100 issues of the Newsletter/Journal to be 3,236 ! At the point that you get to #200, Chris, that count will be nearly 7,000 (the first 20-odd issues averaged just 16 pages each)! ;-)

The updated index is being posted on the SAC website at [www.aerophilately.ca](http://www.aerophilately.ca)

**I use the index regularly, and think it's terrific. - Many thanks to Gord for creating and updating it.**

### COMMENT ON THE REVIEW OF FRENCH AFRICAN AIRMAILS 1932 TO 1940

Can I add an amplification to Ken Sanford's review of the English translation of 'Lignes Africaines' by Gérard Collot & Alain Cornu, in the June 2014 Canadian Aerophilatelist.

Only one French language volume of Lignes Africaines has been published; that was Tome I (volume I) covering the years 1911 - 1931, published in 1999 by Sinais of Paris, an excellent 190 page quality illustrated hardback. It appeared impossible to find a publisher for volume 2 covering 1932 to 1940, hence that text appeared in instalments in French as noted by Ken. The new book is thus the first appearance of this material in book form.

*Richard Beith*

### 10th Anniversary of EXPONET, largest virtual philatelic exhibition

Dear Sir,

We are pleased to inform you about the new version of virtual permanent philatelic exhibition EXPONET. This exhibition celebrates 10 years of its existence. In all that time we managed to get about 900 exhibits from all over the world, so currently its scope surpasses even the great classic philatelic exhibitions. It is daily visited by many philatelists from around the world. The exhibition has got a number of recognitions and received also a patronage of the Minister of culture of the Czech Republic.

To improve the functionality and user comfort of EXPONET we have prepared completely new solution and step by step we transfer all the exhibits from the old system. It's not an easy process and it also costs time and money. You can visit EXPONET at **[www.exponet.info](http://www.exponet.info)** If you like it, please recommend it also to your friends. Of-course we highly appreciate any help.

You can also place your exhibit on EXPONET. This presentation would be in the form of scans (300 dpi) from A4 sheets and is free of charge. For more details please see the technical specifications at

**<http://www.exponet.info/specifications.php?lng=EN>**

We look forward to your early positive response.

With best regards

*Milan Cernik & Exponet team*

[exponet@volny.cz](mailto:exponet@volny.cz)

## INTERNATIONAL EXHIBITING

Some interesting developments in exhibiting were reported in recent issues of The International Exhibitor, the newsletter produced by Jim Taylor:

### AIRMAIL STAMPS: A SUBCLASS OF AEROPHILATELY

The FIP Aerophilately Commission met at PhilaKorea August 11, 2014. Chairman Ross Wood of Australia presented "Airmail stamps: A subclass of Aerophilately". This new sub-class is an attempt to help exhibitors and juries to decide whether exhibits with airmail stamps should be placed in traditional class or airmail class.

In many exhibitions there are a number of exhibits that are being transferred from Aerophilately to Traditional and vice versa depending on how they are written up and the material that they contain. This creates extra work by the jury to make sure that each of these exhibits is correctly and properly assessed.

It would be much easier if there was a sub-class within Aerophilately where there could be much more emphasis on the stamps, and their creation and study. Also there is a large number of aero philatelists that collect and study stamps who do not wish to exhibit in traditional. These changes that Ross outlined in the presentation will encourage more collectors to exhibit at all levels and be aptly rewarded for their efforts. More information at the website <http://www.fipaero.org/>.

### Guidelines Released for "Modern Philately"

by Dr. Peter P. McCann, RDP

Modern Philately, sometimes recently referred to as an experimental 'Promotional Class', has as its primary objective the encouragement of collectors of recent or modern philatelic material and to exhibit this at the highest level in FIP. Also to demonstrate to Postal Administrations that there is an extensive body of philatelists who collect and study the material issued by them in the past 20 years, i.e., approximately 1991 to the present.

The FIP Board is now making this class available at all FIP World and Specialized Exhibitions, for such modern exhibits that comply with the special regulations (REVS) for the Traditional, Postal History, and Postal Stationery Classes. It is planned that Aerophilately, Thematic and Revenue will also be subjects for Modern Philately in the near future.

Qualifying exhibits for Modern Philately must contain philatelic material issued by postal authorities within approximately the last 20 years. Stamp series or philatelic topics which were substantially issued after 1991 are qualified as topics for the Modern Philately exhibits. However, there is meant to be some latitude in the dates of the material shown and there is not an arbitrary limit that material issued before 1991 cannot be shown as long as the majority of the exhibit fits the criteria of Modern Philately.

Modern Philately exhibits will be judged according to the respective REVS currently in force for the above-mentioned classes with the points awarded as follow:

*Presentation 5 points*

*Treatment (25) & Importance (5) 30 points*

*Knowledge & Research 35 points*

*Condition & Rarity [see allocation below] 30 points*

*Condition (10 points)*

*Rarity (10 points)*

*Difficulty of Acquisition (10 points)*

*Total 100 points*

The distribution of points available recognize that Modern Philatelic material is worthy of study and in many instances is difficult to acquire, treat and present as the short passage of time since their issue has not provided an accurate or precise indication of importance or rarity.

FIP Medals will be awarded to the appropriate exhibits and they will be recorded in the FIP Awards records. A Certificate of Participation will be given to exhibits attaining less than 60 points.

For the foreseeable future, acceptance of entries into the Modern Philately category at FIP World and

Specialized Exhibitions will be based on the recommendation of national commissioners and at the discretion of Exhibition Organizing Committees. Exhibitors are entitled to apply for 3 or 5 frames per exhibit. Acceptance of any entries in the Modern Philately category will not preclude acceptances of entries in any other Class. All other requirements of the Exhibition IRES will apply.

### Questions and Answers :

Q : What is the difference between Modern Philately and Pro-motional Class ?

A : Nothing – they are essentially the same thing. Modern Philately is the most recent and final name for the category of showing modern philatelic issues in a shorter format of 3-5 frames.

Q : Why do Modern Philately exhibits receive FIP Medals and Open Philately and One Frame Exhibits do not?

A : The subjects of Modern Philately exhibits are actually a segment of the already established Classes of Traditional, Postal History, and Postal Stationery formal Classes with their own REVS. The other two categories are quite different in the content material and scope of the actual exhibits.

Q : Will the Modern Philately category ever become its own separate Class ?

A : No, as the exhibits are actually Traditional, Postal History, and Postal Stationery material judged under these REVS, the Modern Philately exhibits can be judged by the accredited FIP Jurors from these Classes.

Q : Can modern philately exhibits receive Large Gold awards ?

A : Because of the brevity and recent time frame of the exhibits, the development and importance of the exhibits are restricted thus not allowing for the demanding nature of achieving a Large Gold award.

Q : Why have yet another category of exhibits?

A : There is a demand for showing more recent philatelic material that can be recognized as such at the international level. Much of this demand comes from newer exhibitors and Federations that are just now starting to develop FIP level exhibitors.

Q : Can a stamp series that was first issued in 1985 and is still used today be exhibited in Modern Philately ?

A : Modern Philately exhibits emphasize material issued in the last 20 years or so. However, this is not meant to be a rigid time rule and if the majority of the material falls inside the 20 year period, it can be shown as a Modern Philately exhibit. (Reference: Flash no. 118 p. 10 also on the FIP website)

## SINGAPORE 2015



INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES  
FEDERATION INTERNATIONALE DES SOCIÉTÉS AÉROPHILATELIQUES

Jim also reported that, "Application forms for all classes, including the literature class, along with the IREX (Individual Regulations for the EXhibition) are now available for the Singapore 2015 FIP World Philatelic Exhibition in Singapore August 14-19, 2015. The deadline for receipt of completed entry applications to the Canadian National Commissioner, Denis Hamel, is December 15, 2014. This allows the Commissioner to review the application and forward accepted applications to the Singapore organizing committee." - For more information see [www.singapore2015.com](http://www.singapore2015.com), or contact Denis Hamel, 504-300, rue St-Georges, Saint-Lambert, QC J4P 3P9 Tel: (438) 398-3800 E-mail: [hamel.denis@videotron.ca](mailto:hamel.denis@videotron.ca)

*Jim Taylor is the RPSC International Liaison Officer. - To be added to the distribution list for his International Exhibitor Newsletter, contact Jim at [miquelon@shaw.ca](mailto:miquelon@shaw.ca) and include your full name, city and one email address.*

### INFORMATION FROM FISA:

The FISA board met on September 11, 2014 in Bellefonte/USA for its annual meeting.

The Board regretfully took notice of Stefan Bruylant's decision to resign from the board. – Stefan has been the FISA webmaster for many years, and was also a FISA Vice-President.

The next FISA Congress will take place on Tuesday, May 12, 2015 at 2 pm in the premises of the Royal Philatelic Society in London, England. The whole day will be devoted exclusively to Aerophilately just one day ahead of the opening of LONDON 2015 EUROPHILEX (May 13 – 16, 2015). At 10 am the Pillage Cup will start, a

competition between members of the American Airmail Society and the British Air Mail Society; followed by a luncheon. The congress will be held before we enjoy the traditional afternoon tea.

We spent a lot of time discussing the questions of shaping FISA, and we reviewed again FISA's functions as specified in the Statutes (Article 3). Various propositions for optimization were reviewed. We must stress again that FISA is not in a position – and according to its Statutes not obliged – to issue a "Bulletin". Our mission is primarily lobby work at FIP and FEPA, and to offer the members an internet-platform where the worldwide activities of Aero- and Astrophilately can be called up and updated contact links are available. It can not be our job to manage a forum.

For more information on FISA, see their website [www.fisa-web.com](http://www.fisa-web.com)

*EDITOR'S NOTE: I have enjoyed corresponding with Stefan Bruylant for many years, and want to thank him for the work he has done for aerophilately and astrophilately.*

## A NICE SURPRISE!

### YUKON AIRWAYS & EXPLORATION COMPANY LIMITED

Just when you think there is nothing else to collect. This little gem popped up at a recent auction. A commercial Yukon Airways dated November 17, and flown back to Whitehorse on the 23rd. Very few covers on known dated November 16th, but this is the first I have seen dated on the 17th.

Have a great holiday season everyone!

Steve Johnson



# 1918: Experimental Air Mail Service, Toronto - Ottawa

## FIRST FLIGHT - August 15th 1918

To test the feasibility of air mail, the Post Office authorized the Aero Club of Canada to arrange three flights between Toronto and Ottawa with a refueling stop at Deseronto. These flights were flown by pilots of the RFC in Curtiss JN-4 (*Canuck*) biplanes. The first flight was undertaken by Lt. Templer Longman in C-280.

Most of the mail carried on these flights was from government sources. *This cover from Toronto to Ottawa is one of the few exceptions.* Receiving cancel: OTTAWA AUG 15, 1918 (in green) similar to the one on the face of the next cover.



### AIR ROUTE TO OTTAWA

**Weekly Mail Service Has Been Arranged For, to Begin on Monday.**

Toronto and Ottawa are to have a regular aerial mail service, for at least two weeks. The Postmaster-General has now given his authority for a weekly return aerial letter mail between Toronto and Ottawa, which will be carried out through the medium of the Royal Air Force.

The next aerial mail from Toronto to Ottawa will close at the General Post-Office at 10 a.m. August 26th at enquiry wicket No. 4. Letters may be posted in city boxes in time for Sunday evening collection and in downtown boxes as late as 8.30 on the morning of August 26. Return mail will leave Ottawa on Tuesday, August 27.

All letters must have "by aerial mail" prominently written on the address side of the envelope, with the usual three-cent stamp affixed on address side of letter. In addition the special stamp of the Aero Club of Canada must be on the back of the envelope. This stamp costs 25 cents, and the proceeds are to go to the Royal Air Force Prisoners of War Fund. The stamps may be purchased at the General Post-Office, the canteens of the Royal Air Force, and in the office of the Aero Club of Canada.

↑ **Cover from Neil Hunter's exhibit**  
EVOLUTION OF AIR MAIL -  
TORONTO, CANADA FROM BIPLANE TO JET  
that can be viewed on the CAS website at  
[www.aerophilately.ca](http://www.aerophilately.ca)

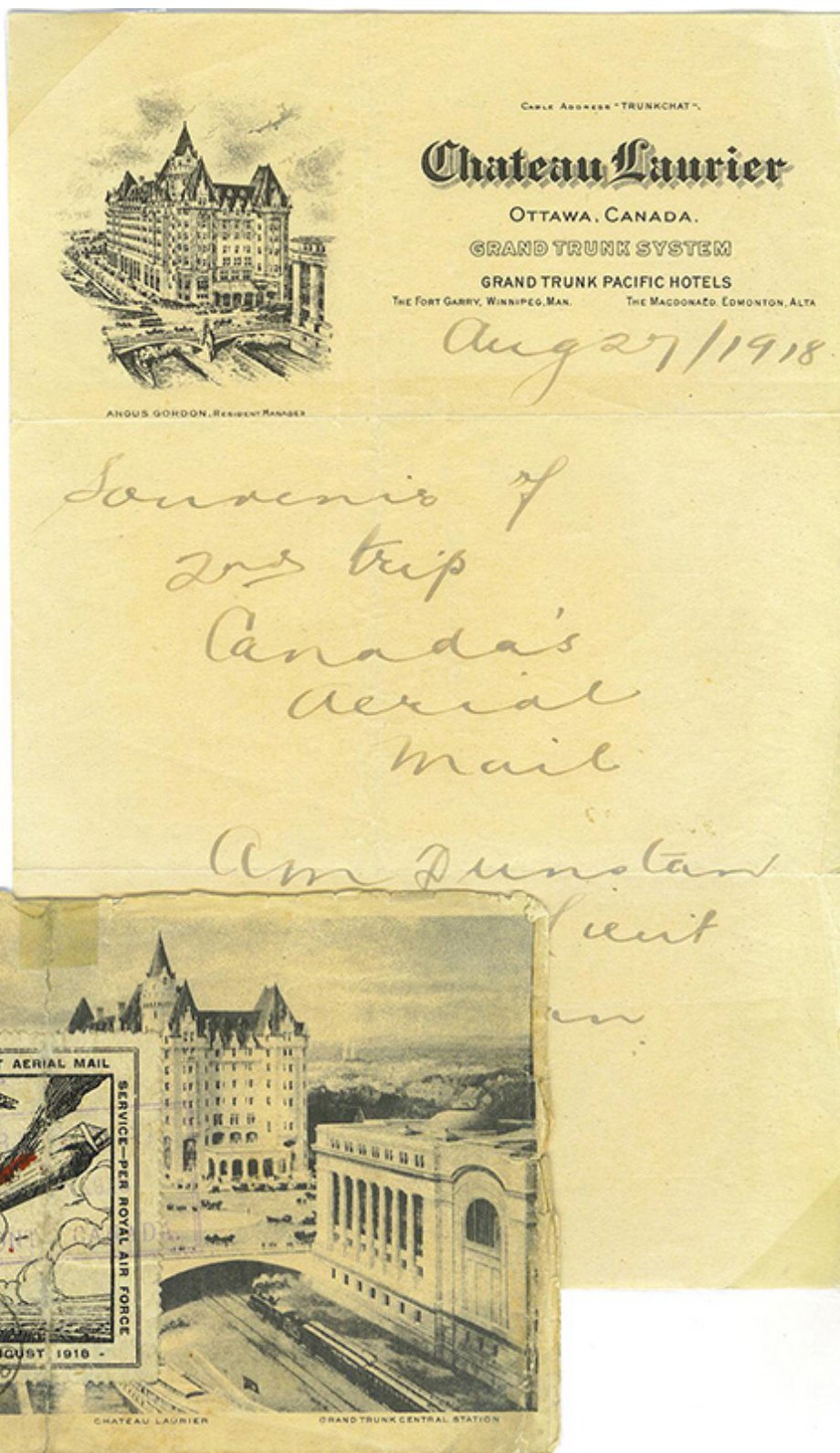
← **Newspaper report** describing the experimental service,  
published in *The Toronto Daily Star*,  
Friday August 23rd 1918, page 19.  
From Barry Countryman.

**Cover from the second Ottawa - Toronto flight,**

August 27th 1918, containing a letter from the pilot - Lt. Arthur M. Dunstan.

From Ray Simrak.

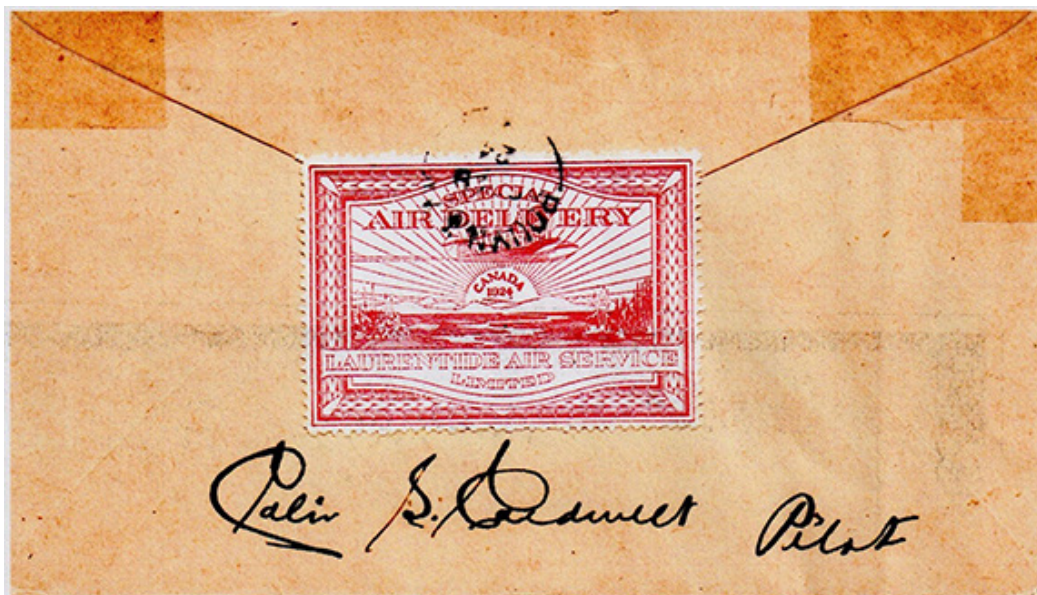
The Aero Club of Canada's  
Ottawa-Toronto,  
Aug. 27, 1918



Personal letter, with enclosure by pilot, Lt. Arthur M. Dunstan. Flown August 27, 1918 from Ottawa to Toronto in a Curtis JN-4 "Canuck" named "Winnipeg." Departed Ottawa 11:00 a.m. arriving Toronto later that day. With 3c regular postage, canceled Ottawa Aug. 27, 1918 and Aero Club special stamp (without numerals of value), scroll cancel "By Aeroplane Aug. 27, 1918 Ottawa, Canada."

# 1924 - LAURENTIDE AIR SERVICE LIMITED

John Lewington



I recently acquired this cover signed by C.S. (Jack) Caldwell, pilot for Laurentide in the early days of semi official air mail, circa 1924-1925. It is franked October 28, 1924, at Rouyn, and addressed to Springfield, Mass. The postage was paid with a three cent carmine Admiral stamp paying the standard rate for the period. The semi official CL3 is tied to the cover with franking for the same date. Pilot Jack

Caldwell pioneered the Haileybury to Rouyn route for Laurentide with a first air mail flight on September 11, 1924.

Caldwell's career with Laurentide included aerial exploration north of Lake Athabasca with Irene Vachon in a Vedette flying boat. He was also the Air Engineer to Pilot Donald B. Foss, on September 2, 1922, when HS2L G-CCAC "La Vigilance" was lost on takeoff near Fauquier, Ontario.

When the Ontario Provincial Air Service was formed he moved from Laurentide to the OPAS and was in the first cadre of pilots along with "Doc" Oaks, etc. He left there to move to the Canadian Vickers Company in Montreal as a company test pilot. While flying for them in 1929 he bailed out of a Vickers Vedette flying boat when it went into an uncontrollable spin while on test. Thus, he became a Canadian member of the Caterpillar Club as a civilian pilot who saved his life by use of a parachute. Jack Caldwell was killed later in 1929 when his aircraft struck a power line.

I have another query arising from this cover. The front of the cover carries a VIA AEROPLANE MAIL stamping which is flanked by wings on each side. The imprint is somewhat light. Can members tell me anything about the origin and use of this particular stamp?

Thanks for your assistance and Merry Christmas.

John A. Lewington



## 1927 - The LONDON to LONDON flight



This item is an unused postcard for the Sir John Carling flight from London, Ontario to London, England, by Tully and Medcalf. I know nothing about it, but it is attractive and I've never seen it pictured or described anywhere. If anybody has seen one like it before I'd be interested to learn more about it.

*John Bloor*

## Finding a Moose on Cover!

An interesting Canada Air Mail AAMS #2939c cover was found at a recent stamp show. The first attractive feature of the cover was the location of the CI stamp in the lower left corner where it was totally missed by the cancellation postmark. On closer examination, it was found that the stamp was inverted and there was an imprint of a moose on the stamp. If anyone has an explanation for the origin and purpose of the moose imprint, I would like to learn of it. *Tom Reymen*



## FOLLOW UP: February 1928 - First Air Mail to Anticosti Island



### Cover addressed to:

W.R. Patton, c/o Postmaster, La Malbaie  
Re-directed to Port Menier  
Re-directed to Winnipeg

### Cancellations:

WINNIPEG FE 1 28  
LA MALBAIE AM 8 FE 28  
LA MALBAIE PM 11 FE 28

### Backstamps:

WINNIPEG FE 1 28  
LA MALBAIE AM 8 FE 28  
PORT MENIER AM FE 8 28  
LA MALBAIE PM 11 FE 28  
PORT MENIER PM AP 1 28  
LA MALBAIE 1 AP 28

Many thanks to PAULVARTY for sending me this cover from the First Flight, and the letter from W.R. Patton to one of his customers which describes the handling of this cover. - The description in the letter (enlarged next page) matches that in *The Air Mails of Canada and Newfoundland* :



**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. (See next page)

<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, Paul also sent me copies of the covers shown on the next page, which indicate that either the handling of these covers was very erratic, or that Patton's letter does not give the full story.

## CANADIAN &amp; UNITED STATES AIR MAIL COVERS (FIRST FLIGHTS)

*My GUARANTEE—*

*Your money refunded in full,  
plus return postage, on any  
covers when you desire.*

W. R. PATTON  
BOX 2384

WINNIPEG, MAN.  
(CANADA)

C.P.S., Inc. 11

(Member since 1919, lowest  
number of the Society)  
S.T.P.A. 18

April 7th 1928

Mr. J. Harvey Westren,  
12 Lynwood Ave,  
Toronto, Ont.

Dear Sir;

Herewith please find enclosed cover of first flight to Anticosti. This left Winnipeg on Feb. 1st, and went from La Malbaie to Port Menier on first flight of Feb. 8th. The plane left immediately and returned for mail on the 11th when this came back to Malbaie. Owing to confusion re dates of first flights I sent these covers back for this statement to be verified. The P.M. sent cover back to Port Menier, and same came over by air mail on April 1st, making three flights in all. This has been charged your account at \$ 1.00, leaving you balance of \$ 5.65.

If you do not want this cover, will you please return at once as have only seven, the few others (5) becoming lost, and there are not enough to go round my special list. Might state that special list is rotated, and you may or may not, get covers of each special according to whether they will run the list or not.

Yours very truly,

*W. R. Patton*



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**Postmarked:** PORT  
MENIER AM FE 7 28  
**Backstamped:**  
LA MALBAIE AM 9 FE 28

Addressed to A.C.  
Rosessler and QUEBEC  
5 PM FEB 10 1928

Is this one of the covers  
that forced Patton to  
defend his covers? -

It was apparently cancelled the day before the flight, and flew to LA MALBAIE by the return flight on Feb 8th. The QUEBEC roller cancel suggests it's a genuine cover, not an after-the-flight Roessler creation. However, a similar cover illustrated in the September 2014 Canadian Aerophilatelist had the same PORT MENIER and LA MALBAIE cancellations, but not the QUEBEC cancellation. Is the missing cancellation significant?



**Postmarked:** PORT  
MENIER AM FEB 11 28  
**Backstamped** LA  
MALBAIE PM 11 FEB 28

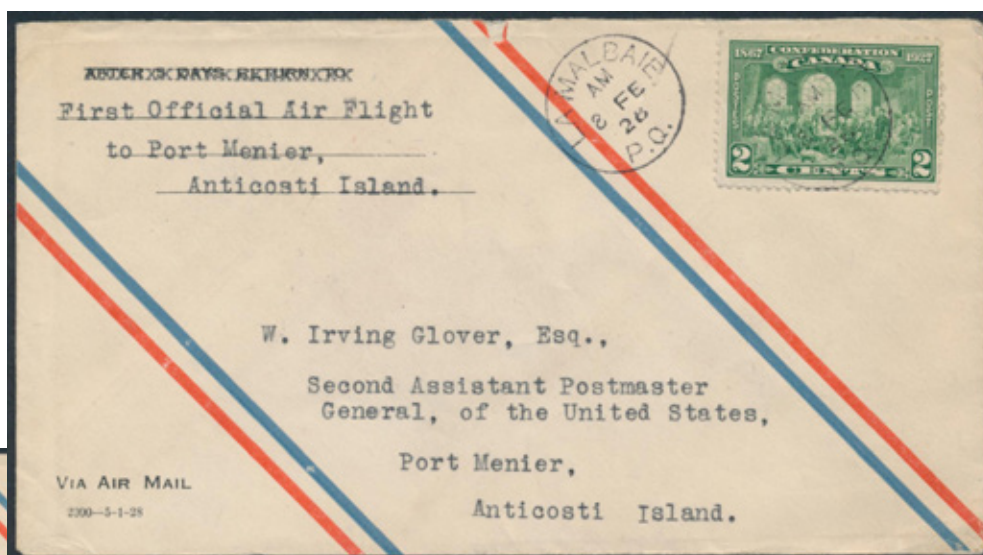
This is another Roessler  
cover, but this one con-  
forms to the AMCN listing  
for 2805d.



**Postmarked:** LA MALBAIE  
AM 8 FE 28

**Backstamped:** PORT  
MENIER AM FE 8 28

Addressed to W. Irving  
Glover Esq, Second Assistant  
Postmaster General of the  
United States, Port Menier,  
Anticosti Island, this should be a  
definitive cover for establishing



how these covers were handled. Unfortunately, there are no markings to indicate its journey after arriving in Port Menier.



**Postmarked:** LA  
MALBAIE AM 8 FE 28, but  
a different handstamp to  
the one used on the Glover  
cover above.

**Arrival cancellation:**  
PORT MENIER AM FE 8 28  
- the same handstamp as on  
the Glover cover, but on the  
front.

**Then backstamped:** LA MALBAIE 6 MR 28 !  
Why was this cover handled differently from the  
cover to Glover?

*Many thanks to Paul Varty for these covers.  
If anybody can provide more information about these  
flights, please send it to the editor.*



# Via Air Mail

## First Official Flight

### Charlottetown to Summerside

### January 1929



Thanks to Don Lussky for sending me a copy of this cover. - It is listed in *The Air Mails of Canada and Newfoundland - Section 5*, as #2905b.

#### 1929, January 21-24 —

**Moncton - Charlottetown.** Mail was flown on a weekly basis at the regular 2c surface rate during the winter season only. There were no special cachets applied. Pilot was R. K. Rose. The first flights were on the indicated dates and provided an intermediate stop at Summerside. Other flights at the 2c rate took place on February 2, 6, 7, 21 and 23. Moncton applied two different postmarks and backstamps.

<b>2905</b>	Moncton - Summerside, Jan. 23	45.00
a.	Summerside - Charlottetown, Jan. 23	75.00
b.	Charlottetown - Summerside, Jan. 24	75.00
c.	Summerside - Moncton, Jan. 24	50.00
d.	Moncton - Charlottetown, Jan. 23	50.00
e.	Charlottetown - Moncton, Jan. 21	50.00

However, the listing gives a date of January 24th 1929, whereas this cover is both cancelled and backstamped on January 23rd 1929.

This error has in fact already been noticed, and extensive changes are being to the 2905 listing in the revised edition. Of AMCN. - The new listing will be:

**1929, January 21-24 — Moncton - Summerside - Charlottetown.** Mail was flown on a weekly basis, during the winter season only, at the regular 2¢ surface rate. (some mail was franked with the 5c airmail rate.) There were no special cachets applied. Pilot was R. K. Rose. The first flights were on the first indicated dates. The subsequent dates on which covers were flown on some segments are shown. Values of later dates, while uncommon, are somewhat less than those of with the first date. Moncton applied two different postmarks and backstamps. Additional flight dates occurred with Grindstone Island included as an origin or destination. (see 2911). The last flight of the season is believed to be March 21 in conjunction with 2911.

<b>2905</b>	Moncton - Summerside, Jan. 23, 24, Feb. 28, March 2	45.00
a.	Summerside - Charlottetown, Jan. 24	75.00
b.	Charlottetown - Summerside, Jan. 23, Feb. 6, 7, 9	75.00
c.	Summerside - Moncton, Jan. 24, Feb. 7, 12, March 11	50.00
d.	Moncton - Charlottetown, Jan. 23	50.00
e.	Charlottetown - Moncton, Jan. 21, 25, Feb. 6, 8	50.00

**The revised Section 5: Government and Other Airmail Covers of Canada for the next edition of *The Air Mails of Canada and Newfoundland* is now available for peer review.**

**We are currently looking for people to help proof-read the revised Section 5. If you are interested in helping with this project, please contact DICK MCINTOSH at [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)**

## Lignes Aeriennes Latecoere - Compagnie générale aéropostale PART 2

**David Whiteley**

*Editor's note: The first part of David's article, covering the years 1917 to 1927, appeared in the September 2014 Canadian Aerophilatelist.*

Aéropostale soon spread its wings anew. Late in 1927 it launched a weekly service from Rio de Janeiro to Natal near Recife, and to Buenos Aires. That city also became an airline center as the company set up a subsidiary, Aeroposta Argentina. It crossed the southern continent, reaching Asuncion, Paraguay, and, in 1929, Santiago on Chile's Pacific coast. Other services connected Bahia Blanca, south of Buenos Aires, with the oil-producing center of Comodoro Rivadavia.

With operations well established both in South America and down the western African coast, the next step was to link the two domains. The first such service linked Toulouse and Buenos Aires that took a total of eight days. From Dakar, airmail on the Line was loaded onto one of four war-surplus destroyers given to the company by the French government, to travel across the South Atlantic to the city of Natal, Brazil, on the northeast coast of South America.

However, there was much interest in an all-air connection. The South Atlantic was at its narrowest—1,890 miles (3,042 kilometers)—between Dakar in French West Africa and Natal, Brazil. Winds were generally light; clear weather made navigation relatively easy, and the island of Fernando de Noronha, 250 miles (402 kilometers) from Natal, was conveniently located for use as a refueling stop.

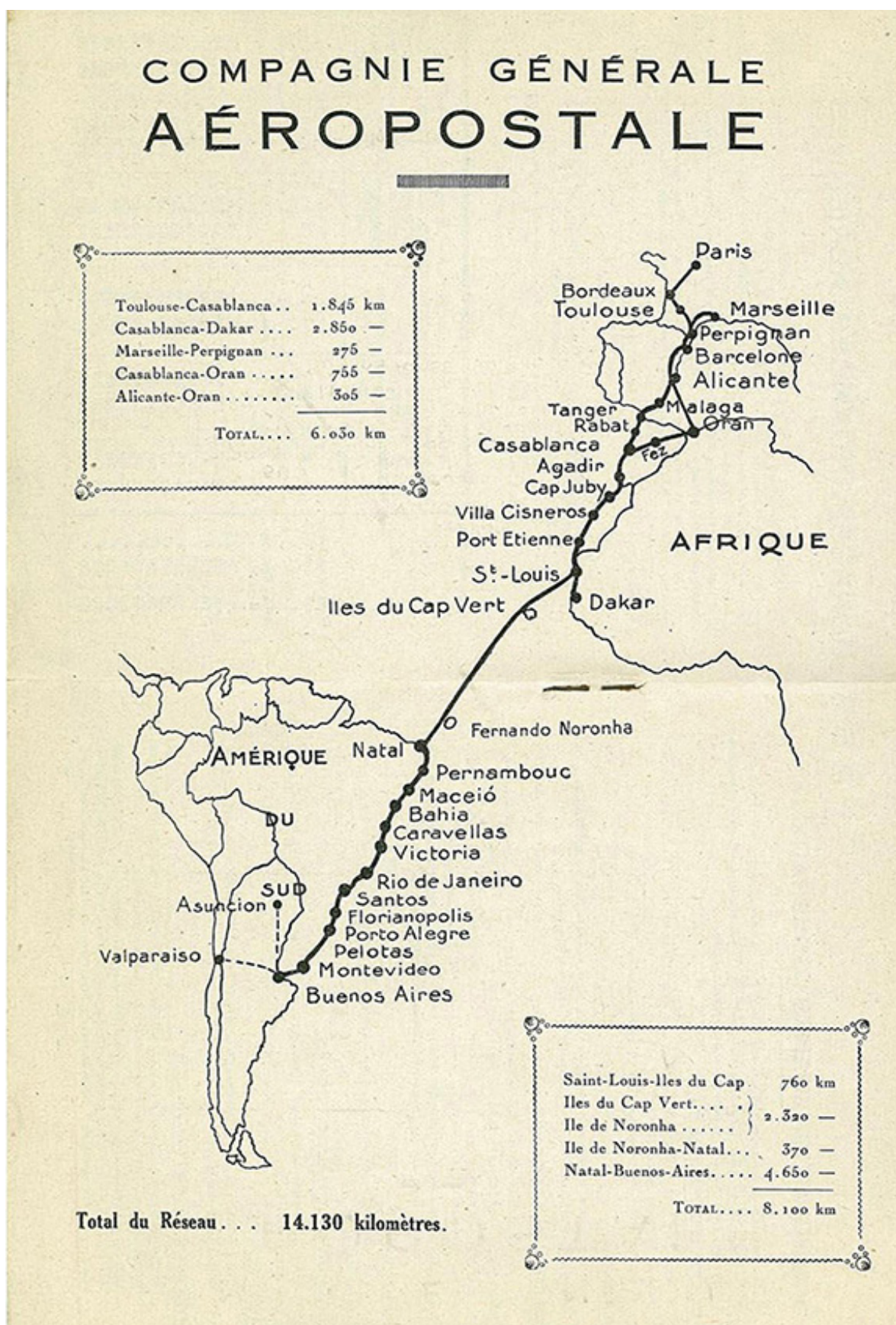
In May 1930, Mermoz took a Latecoere 28 flying boat across the South Atlantic, flying from Dakar to Natal in slightly less than 20 hours. However, his plane went down on the return trip 500 miles from the African coast, though Mermoz himself survived and all the mail was recovered. Better aircraft again proved to be the answer. Early in 1933, Mermoz flew a Couzinet Type 70 landplane from Dakar to Natal, covering the distance in less than 15 hours.



The Couzinet 70 Arc-en-Ciel (Rainbow) was a three-engined commercial monoplane designed for the South Atlantic sector of the France-South America route. First flown in 1929, the Arc-en-Ciel was modified in January 1933 and, as the Model 71, began a regular mail run to South America on 28 May 1934. From 24 July that year there was a regular monthly crossing. The Model 70 was derived from an earlier design, the Couzinet 10-01, which was also named Arc-en-Ciel. The Model 70 made a number of record-breaking pioneer flights.

*David Whiteley - Continued next page*

## Map from Timetable, April 1928



# Timetable - 1929 David Whiteley - Continued

# TIME TABLE

Daily Service FRANCE - SPAIN - MOROCCO	Service thrice weekly MARSEILLE - ALGIERS	Weekly Service FRANCE - FRENCH WEST AFRICA SOUTH AMERICA
Marseille... 4 h. 30' ↑ 19 h. 10' Toulouse... 5 h. 30' ↑ 18 h. 20' Barcelona... 8 h. ↑ 15 h. 30' Alicante... 11 h. 10' ↑ 11 h. 50' Malaga... 14 h. 30' ↑ 8 h. 30' Tangiers... 16 h. ↑ 7 h. 10' Rabat... 17 h. 30' ↑ 5 h. 10' Casablanca... 18 h. 20' ↑ 4 h. 30'	Marseille... 6 h. 30' ↑ 10 h. Algiers... 11 h. 30' ↑ 5 h. Leave Marseille: Tuesday, Thursday, Saturday. — Algiers: Monday, Wednesday, Friday. From 1st October daily service, Mondays excepted. <b>PARIS-BORDEAUX-BIARRITZ</b> Paris... 13 h. ↑ 17 h. 15' Bordeaux... 17 h. ↑ 13 h. 30' Biarritz... 18 h. 30' ↑ 11 h. 45' Leave Paris: Tuesday, Thursday, Saturday. Leave Biarritz: Monday, Wednesday, Friday. Connecting at Biarritz with the Biarritz-Madrid line.	Marseille... Sunday ↑ Saturday Toulouse... — — Dakar... Monday Friday Rio de Janeiro... Saturday Saturday Montevideo... Sunday Saturday Buenos Ayres... Sunday Saturday Santiago... Monday Friday <i>The voyage from France to the Argentine is effected in a week and there is a connecting air service to carry mails from Buenos Ayres to Paraguay.</i>

# RATES

	Letters, Postcards, Closed Packets	Samples, printed matter, commercial papers	GOODS	PASSENGERS
	Per oz.	Per oz.	Per kilog. or 4 cubic dm.	With 15 kilos of luggage
England-Spain .....	2 d.	2 d.	10 francs	TOULOUSE to:
England-Morocco ..	4 d.	4 d.	20 »	Barcelona ..... 650 francs
England-Algeria ..	4 d.	4 d.	20 »	Alicante ..... 1250 »
England-French West Africa.	1 s.	1 s.	30 »	Malaga ..... 1650 »
	per half oz.	per 2 oz.	Goods will shortly be accepted for these destinations.	Tangiers ..... 1700 »
England-Brazil .....	3 s. 6 d.	3 s. 0 d.		Rabat ..... 1800 »
England-Uruguay ..	4 s. 2 d.	3 s. 6 d.		Casablanca ... 1850 »
England-Argentina ..				PARIS to:
England-Paraguay ..				Bordeaux ..... 720 francs
England-Chile .....				Biarritz ..... 950 »
England-Bolivia .....				Madrid ..... 1325 »
England-Peru .....				<i>At the moment passengers are not accepted for French West Africa or South America.</i>
<i>The above air mail surcharges are additional to the ordinary postal rates.</i>				

## Comparison of the time in transit by ordinary transport and by aeroplane:

	EUROPE-ALGERIA	EUROPE-MOROCCO	EUROPE-WEST AFRICA	EUROPE-SOUTH AMERICA
<b>Aeroplane</b>	Marseille-Algiers .. 5 h.	Toulouse-Casablanca .. 12 h.	Toulouse-Dakar .. 30 h.	France-Buenos Ayres 8 days
<b>Train and boat</b>	—	Bordeaux-Madrid-Casablanca .. 73 h.	—	France-Santiago ... 9 days
<b>Boat</b>	Marseille-Algiers .. 27 h.	Bordeaux-Casablanca .. 75 h.	Bordeaux-Dakar .. 8 d.	France-Buenos Ayres, 13 to 21 d.
	Port-Vendres-Algiers ... 25 h.	Marseille-Casablanca .. 72 h.		France-Santiago ... 20 to 27 d.

# COMPAGNIE GÉNÉRALE AÉROPOSTALE

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Telephone: Gerrard 3485/6 and 4815/6

David Whiteley - Continued next page

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Wolfenden  
Canadian Flight Covers

See my table at the  
Ottawa Stamp and Coin  
Dealers Monthly Bourse  
At the RA Centre

Aéropostale fell into difficulties. Its patron, Bouilloux-Lafort, became financially overextended during the Great Depression. In 1931, the airline went bankrupt; it continued to operate on a shoestring, though its days clearly were numbered. In 1933 it joined with four other French airlines to form a single national carrier: Air France. This airline shut down in 1940 when that nation fell to Nazi conquest. It reemerged after the war and again grew strong with financial support from the government in Paris.



**Buenos Aires, Argentina to Hamburg, Germany by Aéropostale Sept 22 1929**

**An Aéropostale Latecore 28-1 Mailplane**



**Paraguay to Alsace, France May 14 1930  
by Aéropostale**



**ARGENTINA 1930**  
**Aéropostale Buenos**  
**Aires-London flight,**  
crashed into sea off  
Uruguay 'Recovered  
from Sea' cachet on  
reverse with additional  
'Do Not Tax' Officially  
sealed at London.

**Uruguay to**  
**Prague,**  
**Czechoslovakia**  
August 15 1931 by  
Aéropostale



The **Latecoere 26** flew the mail from  
Toulouse, France to Saint Louis, Senegal  
in 1925. Some were also used in  
Venezuela.

## Aeroposta Argentina S.A 1927 - 1949

Aeroposta Argentina S/A. Poetz 25 Used on the Buenos Aires Santiago Route



**Aeroposta Argentina S.A.** was an early pioneering airline in Argentina established in the late 1920s, and a subsidiary of the French airmail carrier Aéropostale. It was created on September 5, 1927 as a subsidiary of the Aéropostale (formally, Compagnie générale aéropostale). In 1929, Aéropostale started expanding its airmail service within South America, and provided the first domestic air services on routes to Asuncion, Paraguay, Santiago de Chile, plus Bahía Blanca, Comodoro Rivadavia and Rio Gallegos in southern Argentina.

The task to open the new air routes was given to, among others, two well-known French aviators: Antoine de Saint-Exupéry as

the director of the newly formed company based in Buenos Aires, and to Jean Mermoz, as the company's chief pilot. Saint-Exupéry conducted Aeroposta's inaugural flight on November 1, 1929, flying from an airfield at Villa Harding Green to Comodoro Rivadavia.

In the early days of commercial aviation, which was still in its infancy, its pioneers had to scout routes and sites for everything from potential emergency landing strips to gasoline depots. Saint-Exupéry's experiences in Argentina would inspire his novel *Night Flight*, winner of the Prix Femina literature award in 1929 and later made into a identically named Hollywood movie. That same year regular flights commenced to other Argentinian cities: Posadas and Mendoza. The following year service was further expanded to include Comodoro Rivadavia and San Antonio Oeste, closely followed by Río Gallegos.

In May 1949, Aeroposta Argentina merged with three other air carriers, A.L.F.A., F.A.M.E. and Z.O.N.D.A., giving rise to a new airline, Aerolineas Argentinas.

### Aeropostal Alas de Venezuela 1927 - 1933

In 1929, the French company Aéropostale (known as Lignes Aériennes Latécoère until 1927), then under the leadership of its owner Marcel Bouilloux-Lafont, arrived in Venezuela. Aéropostale viewed Venezuela as the ideal bridge to link South America with the Caribbean islands of Guadeloupe and Martinique. This idea materialized on 3 July 1929. Three Latécoère 28's carried out the first flights of the new airline, although some Latécoère 26's were also used in those earlier routes. On 31 December 1933, the Venezuelan government purchased the airline after the French government inexplicably decided to stop subsidizing it.

David Whiteley

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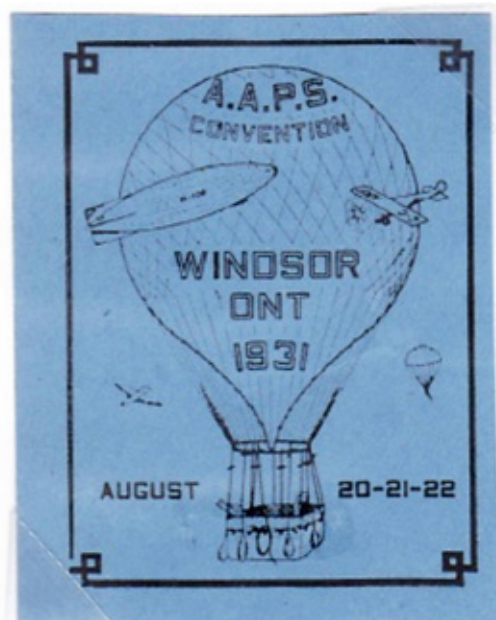
# American Aero Philatelic Society

## 2nd Convention: Windsor, Ont., 20-22 Aug., 1931

### Stuart Keeley

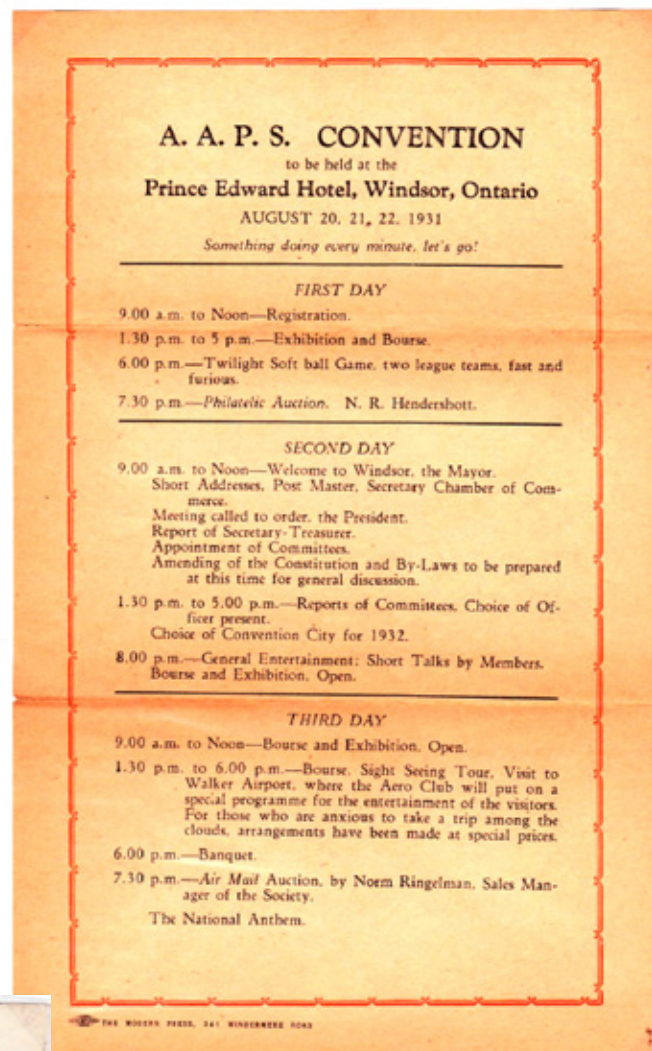
The A.A.P.S. was essentially a regional society like many of its counterparts of the era. There were a number of this type of society across the U.S.A. (and Canada). Only two A.A.P.S. conventions were held: Toledo, Ohio in 1930 and Windsor in 1931. It was after all the time of the great depression.

There are no records about the A.A.P.S. save for a brief listing of the 1st and 2nd conventions in the 'Fields-Picklo Catalogue of Philatelic Show Seals, Labels & Souvenirs'. There are no Windsor Stamp Club archives available for this time frame.

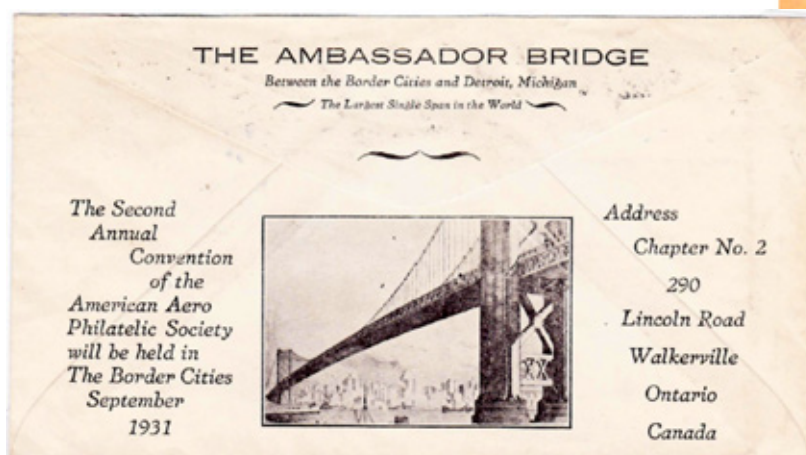


Before the Exhibition the A.A.P.S. produced a philatelic seal (above). It is found in 4 different colours: blue as illustrated here, yellow, red and white.

Earliest known use of one of the seals on a cover is February 16th 1931.



The A.A.P.S. also produced an advertising envelope, the back of which is shown on left.





Show covers were produced on all three days of the 1931 A.A.P.S. Convention and Exhibition. They were all airmail covers featuring a 5 cent air-mail stamp as well as a 1 cent stamp. The cachet is the 'hand stamped' version of the philatelic seal. There is some variation in colour for the cachets indicating different ink pads were in use. The envelopes were printed locally by 'The Modern Press' 341 Windermere Road, Walkerville, Ont. (Very small print at the bottom of

the envelopes.) Note the red ensign as well as the flag of the U.S.A. acknowledging this as an international event. This cover is a souvenir of the first day of the convention. The cancel at the lower left is a cancel put on the envelope at the Windsor-Walkerville Airport.

I am putting together a single frame exhibit about the 1931 A.A.P.S. - I am looking for covers, especially show covers with seals, additional seals, and (if available) any show covers with USA stamps affixed.

**If anybody can help, please contact me at [stuart.keeley@sympatico.ca](mailto:stuart.keeley@sympatico.ca) or 15 Baxter Cres., Thorold, Ontario L2V 4S1.**

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

Season's Greetings, Walter



## Double Register Round Trip First Flight Cover

**The Cover** - As noted at the top centre, this "busy" double registered first flight cover travelled from Durban to Cape Town, South Africa to London, England to Amsterdam, Holland to Padang in Dutch East India (now Indonesia). A postmark on the back indicates it was received at "PADANG 3.8.32 12-IN". As noted by the registration label at the lower left from Padang, and the postage stamp from Dutch East India at centre right, it was reposted from Padang on March 21, 1932 to Durban. There is no evidenced or cancel to indicate when, if at all, that it was delivered to Durban. A well travelled cover!

**The Postage** - There are nine South African definitive stamps from the ½ d to the 5 shilling values making a total of 9 shillings and 10 ½d. In addition, there are 3 x 4d and a single 1 shilling air post stamps. The total postage from South Africa totals 11 shillings and 10 ½ d. By this analysis, this is a philatelic postage rated cover as it far exceeds the postal rate. On the return flight, a single 2 ½ guilder stamp (the highest value of that current definitive set) was applied for the return flight.

# U.S.S. Macon commemorative covers - “Double Usage” in Canada Allen Klein



**Cancelled:** U.S.S. PORTLAND DEC 7 A.M. 1934 USS MACON SIGHTED  
and McKENZIE ISLAND PM DE 11 34 First Flight to Kenora  
Addressed to M. SUSSMAN, 520 West 158th St. N.Y. City, N.Y., U.S.A.  
Cover is under-franked 3 cents for U.S. Air Mail.

**Cancelled:** MOFFETT FIELD  
CALIF JAN 2 5.30PM 1935  
and WINNIPEG AM JAN 14  
35 - First Flight to God's Lake  
cachet - GOD'S LAKE PM  
JAN 14 35  
Addressed to H. GORDON -  
770 GARDEN ST., BROOKLYN,  
N.Y., U.S.A.  
VIA DIST. SUPT. OF POSTAL  
SERVICE WINNIPEG -  
MANITOBA - CANADA  
*I have only seen four of these  
“Double Usage” covers: two  
were created by M. Sussman,  
and two by Harry Gordon. All  
Best Regards, Allen*



## FOLLOW UP: 1935 - WINNIPEG to BERENS RIVER FIRST FLIGHT

The September 2014 Canadian Aerophilatelist included a question from David Reynolds regarding a metal plaque he had purchased, that pictured a cover from the 1935 WINNIPEG to BERENS RIVER First Flight:



David was intrigued as to what connection, if any, there was between the pilot and aircraft pictured, and the Winnipeg to Berens River First Flight?

I've received two responses to David's question:

Derek Rance wrote that:

*The picture is not of the plane that would have been used. The pictured plane is the very distinctive 1916 Type P. Morane-Saulnier "Parasol". It was largely used by both the French and British armies for short reconnaissance and as an artillery spotter. The downward facing roundels were emplaced to identify the aircraft to ground troops so hopefully they would not try to shoot them down.*

*There is no record of one of these being registered in Canada.*

I also received a message from Ian Macdonald:

*The aircraft is Morane-Saulnier Type P of the Aéronautique Militaire. I see no connection with Hollick-Kenyon's 1935 flight, presumably the maker of the print just liked the picture. The colours of the roundel have been reversed, the French roundel was a red outer circle with a blue central circle.*

Here is a copy of the original print, stolen from the internet:

It's great to have the aircraft identified, and still a big mystery as to why it was featured on the FFC.

*Many thanks to Derek and Ian for this information.*



Collection Thollon-Pommerol 2008

## 1939 - IMPERIAL AIRWAYS TRANS-ATLANTIC FIRST FLIGHT COVERS

Imperial Airways produced two covers for their first Trans-Atlantic service: the McKnight Kauffer design shown below, and the much more common "flying envelope" design illustrated in the September 2014 Canadian Aerophilatelist.

The generally accepted explanation for the existence of two designs, is that given by N.C. Baldwin in the second edition of BRIDGING THE ATLANTIC. He states that the design had "been withdrawn after some had been sent to Canada and released to the public". - It seems that objections arose as the cachet only featured the UK and US flags: since the route also involved Ireland, Newfoundland and Canada, it was felt that if all flags were not illustrated, none should be shown.

Until now, all but one of the McKnight Kauffer covers recorded fitted Baldwin's explanation. - They originated in Canada, (mainly in Montreal, but some were from Winnipeg and Vancouver), and had "similar" numbers on the back, between 15004 and 17024. - The exception was a cover illustrated in Joseph Bergier's POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA, 1919 - 1945, that was mailed from London to J.P. Evans in Buffalo, U.S.A., and mailed back to England. The cover was numbered 1861.

Many thanks to John Symons for sending me a copy of this cover, #1864, which is the second McKnight Kauffer cover found that was mailed from England:



**Postmarked:** LONDON S.W.1 4 AUG 1939 Franked: 1 shilling 3 pence (8d + 7d stamps)

**Addressed to:** J.P. Evans Esq., Hotel St. Moritz, New York City, N.Y., U.S.A.

**Re-addressed to:** 17 Ealing Park Gardens, London W.5, England

**Re-franked:** 30 cents (Trans-Atlantic air mail stamp)

**Cancelled:** BUFFALO N.Y. AUG 8 12.00PM 1939

**Receiver postmark on back:** NEW YORK AUG 6 12 PM

The front of this cover is "identical" to Joseph Bergier's cover.

There is a handstamp on back of the cover GUARANTEED BCM/AIRFIELD LONDON - This was a guarantee applied to covers by Francis J. Field, who stated in an advertisement in the May 1939 issue of Aerofield, that:

*We hereby Guarantee that every Air Cover bearing the genuine mark BCM/AIRFIELD, is guaranteed to be genuine in every respect and as described by us in our advertisements and invoice, and that if proved otherwise we will, without time limit, refund the cost (plus reasonable expenses) originally paid to us for it.*

BCM was the special address/name used by a London based company called British Monomarks Limited, which had a Post Office licence allowing them to provide a secure Poste Restante and Mail Forwarding service for travelers and businesses. The Francis J. Field advertisement stated that: BCM/AIRFIELD is a Monomark permanently reserved for us without time limit, and therefore any enquiry regarding the guarantee cover which is addressed to BCM/AIRFIELD, London, W.C., at any time will be forwarded to us. - In 2004 British Monomarks had a website, which traced their history back to 1926. However, when I mailed a letter to

(Continued)

BCMAIRFIELD, LONDON W.C., ENGLAND, it came back marked NOT AT THIS ADDRESS \*\*\* RETURN TO SENDER \*\*\*

The presence of this handstamp is intriguing, as BRIDGING THE ATLANTIC was published by Francis J. Field! - Wouldn't N.C. Baldwin have known that some of the McKnight Kauffer covers had been used in England, by Francis J. Field? If so, who was he keeping this information from?

**John Symons commented that, "There is a lot more mileage in these covers." - I agree!**

MARKINGS

This publication has given extensive space in recent issues to the mysterious D.W. markings on Canadian flight covers. Perhaps there are other interesting markings, recorded or not recorded, applied in Canada or applied elsewhere in mail addressed to Canada.

I offer one such of which I have never seen another indicating a war-time routing from BAHREIN via INDIA-AUCKLAND-USA. AND on to CANADA.

In his very fine publication, "AIRMAIL DIRECTIONAL HANDSTAMPS", (2003), Ian McQueen lists thousands of markings but not this one.

He does have something similar from BAHREIN but this westward instead of going east via NZ to connect with PAN-AM clipper service.

The postmark is unclear but it would be taken in the clipper from Nov 25 1939 (to avoid the war in Europe) till Pearl Harbor Dec 1941.

The McQUEEN publication lists 11 markings on Canadian mail (surely there are more?) including one that is mysterious to me - but perhaps not to you experts.

A. O.

HAPPY SEARCHING IN 2015


**MIKE SHAND**  
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**Air Mail**
  
**Bahrein-Lagos-USA.**

Season's Greetings from Mike Shand

# IMPERIAL CENSORSHIP OPERATIONS IN THE GAMBIA IN 1942 by John Wilson

**Published by The Civil Censorship Study Group, 2014. A4 softbound, full colour, viii + 28 = 36 pages. ISBN 978-1-908008-03-9. Available from Graham Mark, Oast House West, Hauling Way, Wivelescombe, Somerset TA4 2PP. UK. Price including current postage £8.75 inland; £11.25/€14.00 to Europe or £12.50/US\$21.25 worldwide. Payment by Paypal is acceptable subject to 5% extra to cover the fee. Remit to: gmarkb34@btinternet.com**

*Reviewed by Richard Beith*

Ten or so years ago, aerophilatelists, censorship buffs and postal historians had a simplistic view of transatlantic air mail routes during the Second World War. Since then a number of researchers have opened our eyes to the actual complexities of routing and censorship. John Wilson has been prominent in all these developments, particularly in utilising the actual flight records in the Pan American Airways archives held at the University of Miami.

The Italian airline L.A.T.I. (Linee Aere Transcontinentali Italiane) successfully operated a service from Rome to Rio de Janeiro (later extended to Buenos Aires) for two years from December 1939. This route allowed mail to and from the Axis countries and South America to avoid the Imperial Censorship, mail only bearing German or Italian censor seals or handstamps: a serious breach of Allied security. The eventual closure of this line in December 1941 was only achieved by promising the Brazilian authorities that Pan American would operate a 'L.A.T.I. substitute' service on the Brazil - Lisbon route and vice versa. Unfortunately this substitute service still provided an Allied censorship-free route for Axis mails. Wilson quotes from The Times (London), concerning mail arriving in Buenos Aires from Germany in two weeks (thanks to Pan American) only censored in Germany. It was agreed that Pan American's Boeing 314 flying boats would make an extra call at Bathurst where a team of Imperial censors would be established. However the Brazilian authorities insisted that their mail was not to be examined by British censors, so all the ten calls made at Bathurst were officially described as 'Emergency Calls'.

A team of five censors and one clerical assistant arrived in Gambia from the United Kingdom on 12 February 1942. They had to wait until 8 March to examine their first mails, the tenth and final mail drop occurred on 25 July. Six calls were in the Brazil - Lisbon direction, four southbound from Lisbon. Subsequent mail examination was based in San Juan, Puerto Rico, following the establishment of the San Juan Agreement. These Imperial Censors usually operated separately from the local censors, recruited in 1939. The locals used the official censor code for Gambia 'NN', but the Imperial Censors used 'INN'. Wilson has identified censor seals for all five Examiners: 5453, 5524, 5960, 6185 and 7219, used within that February-July 1942 period. In addition, octagonal 'Crown/Passed/No.' handstamps are recorded using P.202 and P.203.

Peter Wingent has supplied colour maps of the two routes involved and there are five appendices copiously illustrated in colour listing and illustrating: I Censor Label types; II Mail from non-Axis Europe intercepted and examined in Bathurst; III Mail from South America to Europe intercepted and examined in Bathurst; IV Mail from South America to Europe and vice versa, intercepted at Bathurst and forwarded to the UK for censorship and Terminal Mail from the Gambia opened and resealed with P.C.90 labels; V Imperial handstamps used on mail in transit and terminal mail.

This well printed volume records an interesting and important censorship activity over a seven month period. John Wilson is to be congratulated on his careful research and for ensuring that this information is available for all to read. Strongly recommended for perusal by the above-mentioned aerophilatelists, censorship buffs and postal historians.

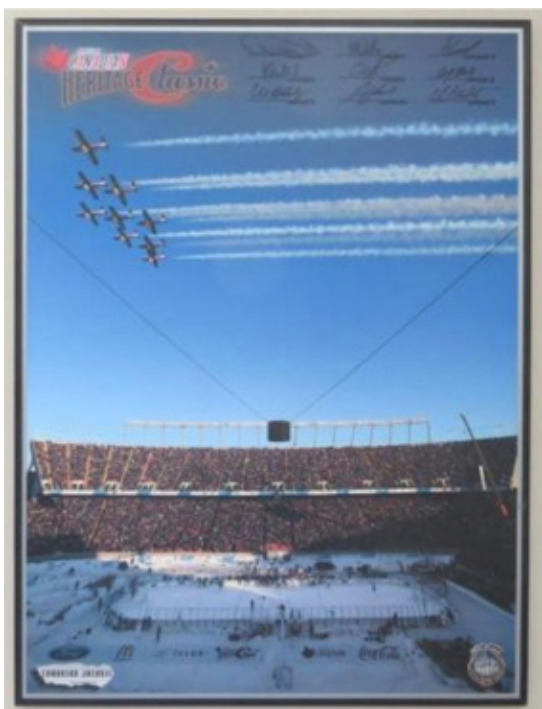
*Richard Beith*  
21.8.2014

**VERY BEST WISHES TO ALL READERS  
FOR THE CHRISTMAS SEASON AND NEW YEAR.  
Chris Hargreaves and Paul Balcaen**

**Like our new look? Please send comments and suggestions to editor Chris Hargreaves.**

## **NEXT ISSUE DEADLINE - February 1st.**

THE CANADIAN AEROPHILATELIST is produced quarterly in March, June, September and December. If you have anything you'd like to be included in the next issue, please send it to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Email: hargreavescp@sympatico.ca



## A Snowbirds cover from Gord Mallett

One might fairly argue that Snowbirds demonstration flights, CFL football games and NHL hockey games are three of the top leisure-time events that we in this country feel define us as Canadians.

It was dam cold on November 22 2003 but nearly 60,00 fans watched in the outdoor stands as all three Canadian icons shared the stage – hockey, aviation and football!

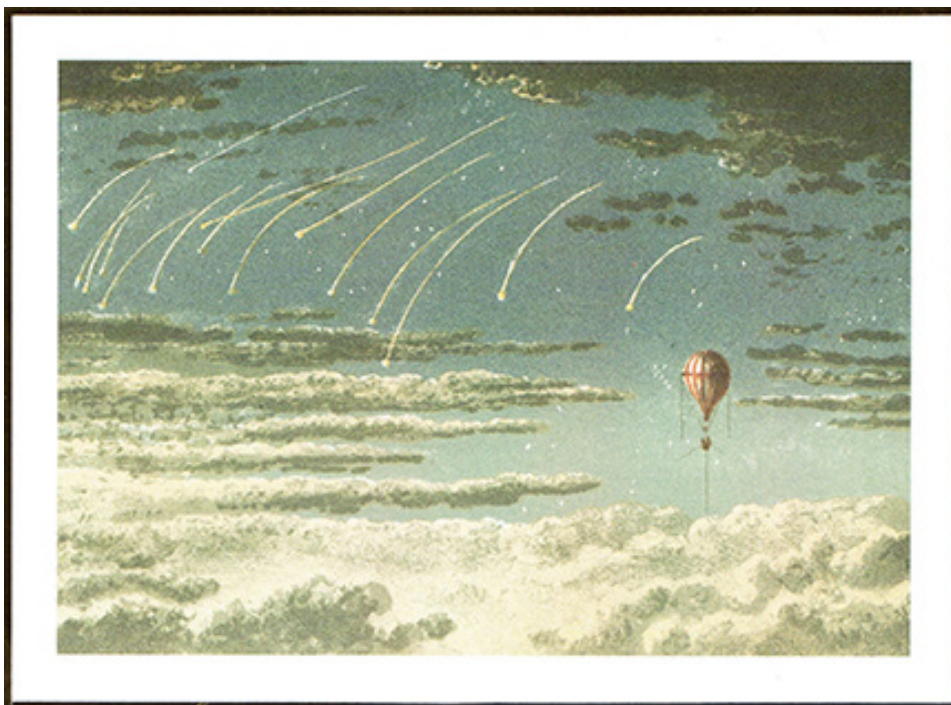
Nino Chiovelli and I prepared 12 covers that were carried by the Snowbirds for their flypast over Edmonton's Commonwealth football stadium prior to the first-ever NHL outdoor demonstration hockey game – the Heritage Classic. After the old-timers played their demo game, an official, regularly scheduled, NHL game was played between Montreal Canadians and the Edmonton Oilers. Montreal won 4-3.

*Merry Christmas and a Happy 2015, Gord*

## A Greeting Card from Stephen Neulander

In *Travels in the Air*, English meteorologist James Glaisher wrote of his aeronautical and scientific adventures while ballooning with three Frenchmen, an astronomer, a journalist, and the noted historian of ballooning, Gaston Tissandier. Describing his November 1868 flight over Paris, Tissandier wrote we rise slowly amidst the snow, which is falling abundantly, and we can scarcely see the ground any longer... [To the people watching below,] we looked like an immense icicle floating among the moving snow-flakes.'

This image was drawn by Albert Tissandier, who accompanied his brother Gaston on the flight. The illustration and text and from a card produced by the Smithsonian Institution.



*Best wishes to everyone for a healthy New Year, Steve*

## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

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

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

#135 Beatrice Bachmann	#323 Donald B. Holmes	#277 Ed Matthews	#275 Thomas Shaw
#340 Harold Brosseau	#410 T. Isaac	#329 Denny May	#222 Douglas M. Smith
#322 David G Brown	#364 David Kelly	#320 Gordon McDonald	#445 Robert Timberg
#270 Earle Covert	#111 James Larry Kobelt	#17 Richard McIntosh	#303 Ronald V. Trefry
#423 Glenn Daze	#310 Charles LaBlonde	#321 Andrew Mrozowski	#425 Paul Varty
#260 Fred C. Dietz	#171 Albert Leger	#446 Norman Pike	#390 Dr. Hal Vogel
#312 Barry Frost	#109 Gary J Lyon	#435 Thomas Reyman	#13 Janice E. Weinstock
#193 J.P. Gadoury	#106 Maurice Malenfant	#417 Stephen Rose	#374 David Whiteley

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

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