

THE CANADIAN AEROPHILATELIST

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September 2015

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OF NORTHERN ONTARIO
- LOTS OF QUESTIONS
- AND MUCH MORE!

AVAILABLE IN A COLOUR PDF

A full colour edition of *The Canadian Aerophilatelist* is also available, as an emailable PDF file. Any member who would like to receive the coloured edition should email Brian Wolfenden at bjnepean@trytel.com



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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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ VOUS ADRESSER À:
 PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3

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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.

Welcome to our new Member At Large - Sandy Freeman

Please note Dick Malott's new email: toysoldier@bell.net.

EXECUTIVE COMMITTEE and RESPONSIBILITIES

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Webmaster - Steve Johnson

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 Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty decrotty@yahoo.com

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

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

This annual event will be held from 11.15am to 4.00pm, at the Vincent Graves 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

The VGG has offered to open their very large library for us on November 1st. - For more information about the VGG Library, and a copy of the library catalogue, see www.greenefoundation.ca/library Members with special interests are invited to contact Kathy at library@greenefoundation.ca

ORAPEX, Ottawa - Saturday April 30th and Sunday May 1st 2016 - www.orapex.ca

Held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. This national level show features some 40 dealers, and over 150 frames of exhibits. For 2016 the theme will be AEROPHILATELY. The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.

World Stamp Show NEW YORK 2016 - NEW YORK CITY, UNITED STATES

May 28- June 4, 2016 Jacob J. Javits Convention Center

Website: <http://www.ny2016.org>

<https://www.facebook.com/ny2016> <https://twitter.com/WorldStampShowNY>

<https://www.pinterest.com/wssny2016> <https://www.youtube.com/user/worldstampshowny2016>

ROYAL 2016 ROYALE – Kitchener Waterloo, Ontario – August 19th to 21st 2016

Annual exhibition and convention of the Royal Philatelic Society of Canada.

For further information see www.rpsc.org

CONGRATULATIONS TO CAS EXHIBITORS AND AWARD WINNERS

ROYAL 2015 ROYALE - London, Ontario - May 22nd to 24th 2015*Single-Frame exhibits:*

Ray Simrak	Canadian Pioneer Airmails 1918-1922	Gold CAS Best Airmail Award
Ray Simrak	<i>The S.C.A.D.T.A. System from Canada To Columbia, South America</i>	Gold
Neil H. Hunter	<i>Eastern Canada Air Mail Routes 1927-28</i>	Gold
Neil H. Hunter	<i>Pan American Airways Atlantic Ocean Routes 1942</i>	Vermeil

SINGAPORE 2015

This was an International Level World Stamp Exhibition, held from August 14th to 19th 2015, in conjunction with Singapore's 50th Year of Independence.

Congratulations to **Sandy Freeman**, who's exhibit on "Development of Bolivian Airmail Service 1910-1945" won an International Vermeil in the Aerophilatelic class!

The Canadian Aerophilatelist was also entered in SINGAPORE 2015, and won a Large Silver in the Literature class. – We entered Volume 29 from 2013, which was the last full year of printed journals in the old format. It will be interesting to see what happens if we enter our new, cyber journal in an exhibition, but we will need to wait for an exhibition that accepts digital journals.

Congratulations also to **Jim Taylor** who won a Large Vermeil for his exhibit of "St. Pierre & Miquelon: Colonial Series Through First Pictorial" in the traditional class, and a large Silver for his book "Mail from the French Shore of Newfoundland" in the Literature class. - Jim is the RPSC International Liaison Officer, and produces the International Exhibitor Newsletter which is regularly quoted from in this journal.

American Air Mail Society - 2015 Major Awards

Among the awards announced in June at NAPEX 2015 were:

Aerophilatelic Hall of Fame

To honor men and women who have contributed significantly to the accumulation of aerophilatelic knowledge, to interest and participation in aerophilately, or rendered outstanding service to national or international organized aerophilately. The names of those honored are inscribed on the Aerophilatelic Hall of Fame plaque at the headquarters of the American Philatelic Society in Bellefonte, Pennsylvania.

Chris Hargreaves Canada

Chris has been editor of The Canadian Aerophilatelist since 1994, and also writes a quarterly column of "Canadian Air Mail Notes" for The Air Post Journal. He is a past President of the CAS; current editor-in-chief for the revised Air Mails of Canada and Newfoundland; and Canadian representative to F.I.S.A., and to the F.I.P. Aerophilatelic Commission.

L. B. Gatchell Literature Award

Presented in honor of the late L. B. (Bart) Gatchell, long time editor of the American Air Mail Catalogue and Airpost Journal, to recognize the literary efforts of members whose articles appear in the Airpost Journal. It is awarded to the best article, series, or regular feature published in the prior year.

Chris Hargreaves Canada

For the article "Canada's First Airmail Service – Victoria to Seattle".

This was part of a quarterly series of "Canadian Air Mail Notes". For a copy of this article, contact hargreavescp@sympatico.ca. For more information about the AAMS and The Air Post Journal see www.americanairmailssociety.org

AAMS President's Award

Awarded at the discretion of the Society President in recognition of service and support to the Society and to the enhancement of aerophilately through positive and exemplary leadership, teamwork and participation pursuant to the AAMS Mission Statement.

Allen Klein

Allen is CAS member #420, and a regular contributor to this journal. He is also a Past President of the AAMS, and a former General Counsel to the AAMS.

AAMS Honorary Life Membership

Awarded by unanimous action of the AAMS Board of Directors in recognition of outstanding and exemplary long-term service to the Society in critical leadership positions that have contributed greatly to its recognition, strength and viability in providing member services, Society stability and international enhancement of aerophilately.

Stephen Reinhard

*First Flight by Mohawk
Airlines from Toronto
to Buffalo.*



Stephen is CAS member #81. His long involvement in aerophilately is reflected in this First Flight Cover: mailed in Toronto on June 17th 1963, and addressed to Steve Reinhard. Stephen has also been Treasurer of the AAMS since 1990, and is currently President of the American Philatelic Society.

PRESIDENT'S REPORT

I hope everyone had a safe and happy summer season. A great deal of news to share from these summer months so let's get started!

I am elated to report to the CAS membership, that Chris Hargreaves has been elected into the AAMS Hall of Fame! Along with this achievement, Chris also won the Literary Award. To say this is a most deserving achievement is an understatement! During my time as a member of the CAS, I have found Chris to be a dedicated airmail exhibitor, a thoughtful researcher and writer. He has served the CAS in many capacities including past president and as our long time editor of the wonderful CAS newsletter. I am grateful to have him as a mentor and on behalf of the CAS membership, Chris, many congratulations for entering the Hall of Fame and winning the prestigious AAMS Literary Award!

I would like to thank Sandy Freeman for joining the executive as a Member at Large. Sandy will make a wonderful addition to the CAS team! I would also like to congratulate Sandy for her achievements at the SINGAPORE 2015 International Level World Stamp Exhibition. Sandy won a FIP Vermeil for her exhibit "Development of Bolivian Airmail Service 1910-1945".

I would also like to congratulate our Editor Chris Hargreaves! The Canadian Aerophilatelist was also entered in SINGAPORE 2015, and won a Large Silver in the Literature class. Chris entered Volume 29 – 2013, which was the last year with the old format. This is a wonderful result and a testament to the hard work Chris puts in producing our wonderful journal.

The Royal 2015 Royale was held in London, and as co-chair of the show, I would like to congratulate Neil Hunter and Ray Simrak for providing four excellent airmail exhibits. Neil earned a Vermeil and a Gold medal, and Ray earned two Golds, along with the CAS Best Airmail exhibit.

I would also like to report that the theme for Orapex 2016 is Aerophilately! I would like to invite all members to attend this show and hope to see plenty of airmail exhibits. I will remind members in future newsletters.

Steve Johnson

SECRETARY'S REPORT

Welcome to two new members:

#453 Steve N. Dulaney of Stayton, Oregon, U.S.A.

#454 Derek Steele from Wokingham, U.K.

Brian Wolfenden

INTERNATIONAL EXHIBITING

PhilaTaipei 2016

The RPSC has received an official invitation to participate at PhilaTaipei, October 21st - 26th, 2016. The World Championship of Philately and 74th FIP Congress will be at the World Trade Centre Taipei, Chinese Taipei. The exhibition features all FIP Classes. For more information see the website

www.taipei2016.post.gov.tw/post/taipei2016/en/index.jsp

The Canadian Commissioner is George Constantourakis, 2115 Girouard, Montreal QC, H4A 3C4

E-mail: geo.constant@sympatico.ca Phone: (514) 482-2764 (evenings & weekends)

For more information on International Exhibiting, see The International Exhibitor newsletter produced by Jim Taylor, the RPSC International Liaison Officer. - To be added to the distribution list for his International Exhibitor Newsletter, contact Jim at miquelon@shaw.ca and include your full name, city and one email address.

REPORT ON THE 47th F.I.S.A. CONGRESS and GENERAL ASSEMBLY

Held in London, May 12th 2015

There were 25 delegates present.

President Ross Wood stepped down after four years as President of F.I.S.A. He was thanked for all he has done for F.I.S.A.

The British representative introduced a motion from the British Air Mail Society that:

F.I.S.A. has, through its continuous persuasions and deliberations, fulfilled its original aims and objectives of universally establishing Aerophilately and Astrophilately as disciplines in their own class, and the organization is to be congratulated on this outstanding achievement.

As this original purpose has been achieved, the British Air Mail Society now considers F.I.S.A. has run its course, and proposes the dissolution of the Federation.

The B.A.M.S. argued that since F.I.S.A. has no official task, no sponsoring, no official publication and members have few insights into what happens with the money, F.I.S.A. has fulfilled its task.

This motion had been circulated in advance, and led to a lively debate.

There was a counter proposal for "F.I.S.A. 3.0", which had a New Vision to:

- Offer effective value to Aero and Astro member societies.
- Promote and facilitate communication between individual members and societies
- Continue an efficient lobbying for Aero and Astro at F.I.P., F.E.P.A./ F.I.A.P.

This also proposed:

A new "state of the art" website with a forum open to all individual members

- Quarterly FISA Newsletter
- Promoting qualified jury
- Continue granting recognition and patronage

(The full proposal can be seen on the F.I.S.A. website at www.fisa-web.com/news2015.html#congress1)

Most of the delegates clearly supported the idea of continuation of FISA, and all but one declined the B.A.M.S. motion.

Wolfgang Porges was proposed as the new President of F.I.S.A., and was elected unanimously.

The remaining Board Members were elected unanimously by the General Assembly and will have the following responsibilities:

Wolfgang Porges	President	Germany	Aerophilately + Germany/ Austria
Dominique Petit	Vice-President	France	French speaking World + website
Stefan Bruylants	Secretary-General	Belgium	Astrophilately + website
Peter Beer	Treasurer	Switzerland	Finances + Switzerland
Hugo Goggel	Member	Colombia	Latin America
Bedrich Helm	Member	Czech republic	Eastern Europe
Hans Mienl	Member	Austria	Balloon post
Derrick Pillage	Member	U.S.A.	North America
Neville Polakov	Member	South Africa	Africa (Non-French)
Richard Saundry	Member	Great Britain	UK + Commonwealth (ex. Australia/N.Z.)
Romano Savini	Member	Italy	Mediterranean + Southern Europe
Ross Wood	Member	Australia	F.I.P. link Australia + Asia

The next F.I.S.A. Congress in 2017 will be hosted in China, in the city of Qingdao.

NEW NEWSPAPER ARCHIVE ARRANGEMENTS AT THE BRITISH LIBRARY

In January 2015, the British Library moved its newspaper collection from Colindale, north of London, to The National Newspaper Building, located at the British Library's northern site at Boston Spa, West Yorkshire.

The newspapers are stored in a dark, airtight, low-oxygen environment, both for preservation purposes and to eliminate the risk of fire. Apparently, humans are unable to breathe within the stacks unless they are equipped with oxygen tanks. Items are normally retrieved by robotic cranes, which transfer stacks of newspapers via an airlock to a retrieval area where staff can remove requested items and send them either to the British Library Newsroom at St. Pancras, London, or the reading room at Boston Spa.

As well as providing access to the print newspapers, where microfilm and digital copies are not available, the British Library's newspaper programme also establishes a 10-year partnership with DC Thomson Family History (formerly Brightsolid) to digitise 40 million newspaper pages and make them available online. 10 million pages are already available online at www.britishnewspaperarchive.co.uk which offers a subscription service – or can be viewed for free in any British Library's Reading Rooms, including Boston Spa.

When doing research for my book "Air Crash Mail of Imperial Airways & Predecessor Airlines", I spent many days at the Newspaper Collection in Colindale. However, I never looked at original newspapers. I looked at microfilms of the newspapers. I was able to look at the original issues of the two major aviation magazines which were published in the 1920s & 1930s, "Flight" and "The Aeroplane".

Ken Sanford

This item is reprinted from the British Air Mail Society's Air Mail News, May 2015. - For more information on BAMS see their website www.britishairmailsociety.co.uk

ANOTHER FLYING CAR CLAIM

As mentioned in our March journal, the occasional articles about flying wings and flying cars, have produced considerable correspondence and entertainment.

Many thanks to Stephen Neulander for sending me a link to a video about the latest the flying-car proposal, the Terrafugia TF-X.



The video at <https://www.youtube-nocookie.com/embed/D4uSWtazRCM?rel=0> is very impressive, and according to the Terrafugia website, the TF-X will fit into a standard construction single car garage, will be able to drive on roads and highways, will be able to take off vertically from a level clearing of at least 100ft in diameter, have a range of 500 miles with cruise speeds up to 200mph. However, the video is just a computer animation, and the TF-X is described as "still in the early stages of development, with a production date estimated at

8-12 years in the future.”

Some readers may recognize the Terrafugia name, and be wondering what is happening with Terrafugia's other ventures? – The Terrafugia Transition was first described and illustrated in this journal in September 2009, at which time it was reported that the Transition had successfully completed its flight testing program, and first delivery was expected in 2011.

According to the most recent article I can find on the internet -

Terrafugia's flying car project is still a couple of years away

by Richard Lawler in engadget, April 21st 2015

April 21st 2015 6:27 pm Terrafugia's car/plane hybrid has been “coming soon” for nearly a decade and it will stay that way a bit longer. In a talk today Terrafugia COO /VP of Engineering Kevin Colburn explained some of the design decisions involved and what else need to happen before pilots/drivers can climb in. The estimated price seems to have climbed a bit from the \$279,000 projection, as he said the company is targeting between \$300k and \$400k.



Terrafugia Transition unfolding its wings.

The second gen Transition prototypes that first took flight in 2013 have racked up over 100 hours in the air already, and according to Colburn it's not doing flight testing anymore, just focusing on testing the drivetrain. To keep weight down Terrafugia opted for a belt-driven CVT, hooked up to a 4-stroke 4 cylinder, 100hp, 140lb engine that runs on premium unleaded gasoline, not aviation fuel. That's enough power and fuel efficiency to give it about a 450-mile flying range. While NHTSA has classified the Transition as a recreational vehicle (technically it does go off-road, just not in the way that usually means), one of Terrafugia's challenges is getting an exemption so it can be sold as a light sport aircraft.

Despite all those weight saving decisions (and extensive use of carbon fiber in the frame), it still has to be crashworthy as an automobile. It's over the Light Sport Aircraft weight limit, and doesn't quite meet the stall speed requirements, but it does pack a full-plane parachute, which Terrafugia says should count for something.

<http://www.engadget.com/2015/04/21/terraflugias-flying-car-project-is-still-a-couple-of-years-away/>

Canada / U.S. Rocket Mail Covers, 2015

On June 24th 2015, Wilfred Ashley McIsaac launched 50 covers in the nosecone of a Super X rocket, from a small airport outside Gananoque in Eastern Ontario. The six foot high rocket soared to 1400 feet before crashing nearly 1/4 of a mile away. The rocket mail survived and after being officially cancelled from the nearest post office in Gananoque, was sent down to Tulsa for the second stage of the event.



FLOWN BY ROCKET
DATE 7/12/15
WARWICK ROCKETRY

Backstamp

Super X rocket getting ready for launch. The mail is inside the nose cone.



Nearly three weeks later on July 12th, the covers were on board another rocket in Leonard, Oklahoma, near Tulsa. Sandy Warwick flew the envelopes inside a German A-2 replica over two separate launches only ten minutes apart. This time after reaching over 600 feet the rocket's main parachute opened and the payload landed safely. Warwick Rocketry is actively launching rocket mail and have been since the 1970s.

The rocket mail covers were then mailed (this time by the US Postal Service) to Gemada stamps in Oregon where they will be made available for sale on Ebay this Fall.

For more information contact **Ashley at: ashleymcisaac233@gmail.com**

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Section I I

CANADIAN AIR MAIL AND AVIATION ANNIVERSARY COVERS, 1959 - 2015

Many thanks to DICK McINTOSH for revising Section I I of AMCN.

The original section listed Anniversary Covers produced from 1968 to 1984. – An Anniversary Cover was defined as, “one issued to commemorate the anniversary of a flight or aerophilatelic event, rather than an original event or a physical re-enactment of an earlier event. - Covers may be flown, (marked “flown”), over the original route but as a part of regular mail of the time (as opposed to a re-enactment flight), or covers may be issued with appropriate markings by a recognized air or aerophilatelic organization or individual and then not flown.”

Dick's listing of Anniversary Covers from 1984 to 2015 is copied below.

If anybody has copies of additional Anniversary Covers, please send details to:

Dick McIntosh, 3 Concorde Place, #205 Toronto, Ontario M3C 3K7

Email: mcintosh47@sympatico.ca

1984

- A8402 November 9 — Ottawa.** McKee Trophy cachet on first day cover of the RCAF 60th anniversary stamp.
- a) Westwin - Cachet commemorating 75th anniversary of powered flight in Canada and RCAF 60th anniversary.

1987

- A8702 April 10 — Ottawa.** Air Canada 50th Anniversary. Three line black cachet.

1989

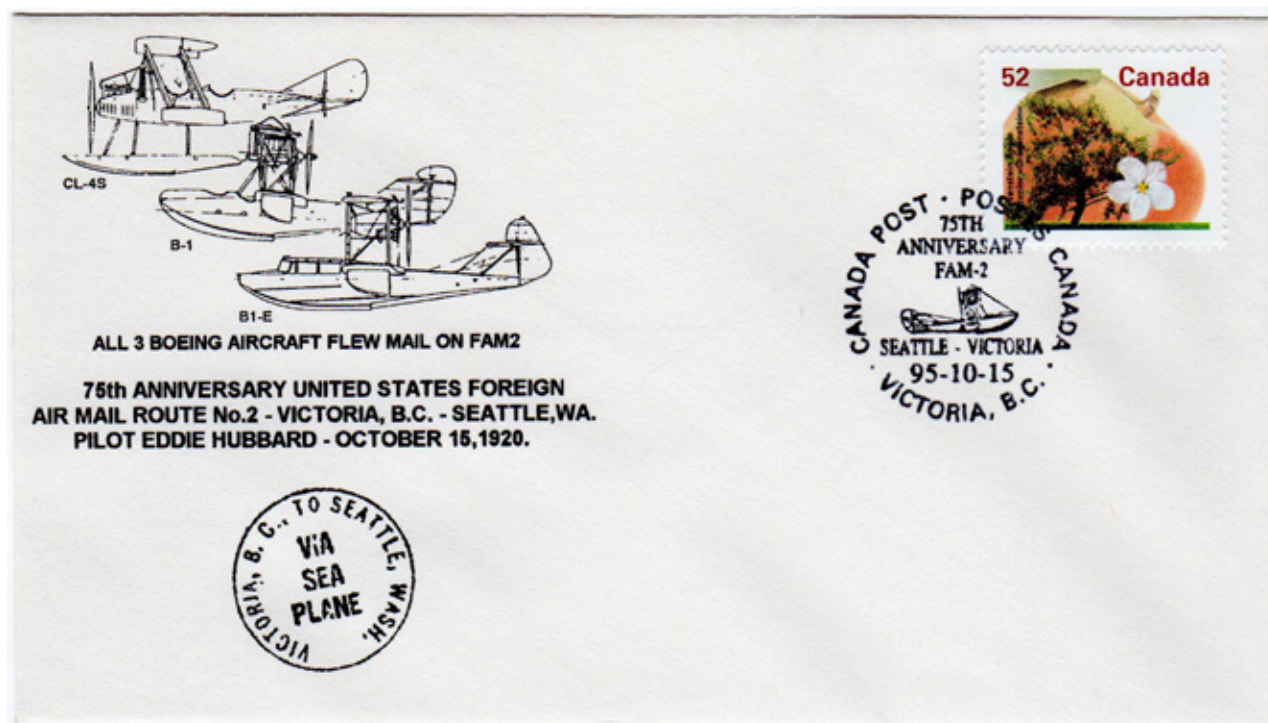
- A8907 November 1 — Kamloops.** 50th anniversary of Vancouver – Kamloops – Whitehorse airmail. Red and blue cachets. Several different frankings. Some covers signed by Sheldon Luck, pilot on original flight.

1990

- A9005 September 15 — 16.** 50th Anniversary flight of the Battle of Britain. Hamilton to Ottawa. Hawker Hurricane HB-YOA, R.J. Franks, pilot. (See CF 9003)

1994

- A9401 March 3 — Vancouver - Seattle.** 75th anniversary of the first North American International Flight by Wm. Boeing and Eddie Hubbard. Black cachet, two types.
- A9403 May 18 — St. John's.** 75th anniversary of Hawker Transatlantic attempt. Black cachet, (164 numbered covers). 15.00
- A9405 June 14 — St. John's.** 75th anniversary of Alcock and Brown Transatlantic Flight. Special "One Dollar" overprint on 15 cent stamp in addition to regular postage. Black cachet, (164 numbered covers). 10.00
- A9407 June 14 — St. John's.** Commemorating Alcock and Brown Transatlantic Flight. Eleven line green printed cachet and illustration of aircraft. Franked with 30c Canadian aircraft stamp and 12c Newfoundland stamp (100) 15.00
- A9409 November 16 — Montreal.** 50th Anniversary of International Civil Aviation Organization. 5.00

1995

- A9501 October 15 — Seattle – Victoria and return.** 75th anniversary of United States FAM. No. 2. Black cachet. Seattle – Victoria.
a) Victoria – Seattle.

A9901	1999, January 16 — Edmonton. 70th Anniversary flight by Wop May to deliver medicine to Ft.Vermillion, 16 Jan. 1929.	26 covers	10.00
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A20202 March 22 — Edmonton. The Royal 2002 Stamp Show was held in Edmonton and two different covers were carried as mail on a flight by the Edmonton Flying Club from Edmonton to Wetaskiwin - commemorating the June 7 1919 flight by George Gorman of May Airplanes Ltd. who dropped 2 bundles of the Edmonton Journal Newspaper over Wetaskiwin, Alberta. Six of the “First Newspaper Flight” covers were flown and 75 of the “Royal 2002 Show” covers were carried. Aviation stamp collector Kyle Miller from Halifax was chosen by the Edmonton Stamp Club to fly with the mail.

A20204 **December 20 — La Malbaie – Seven Islands.** 75th anniversary of the first airmail flight by Charles Sutton and Dr. Louis Cuisinier in a Fairchild FC2-W, G-CAID.

A20204 **December 25 — La Malbaie — Seven Islands.** 75th anniversary of the first airmail flight by Charles Sutton and Dr. Louis Cuisinier in a Fairchild FC2-W, G-CAID 10.00

A20302 **April 26 — Paridise, Newfoundland.** Commemorating the 100th anniversary of Flight and the F/F in Newfoundland, on January 19 by Major Cotton,

A20304 **May 30 — Bonn – Hanover, Canada** Commemorating 5th anniversary of First East to West crossing of the Atlantic and Royal 2003 in Hanover.

A20301	January 31 — La Malbaie. 75th Anniversary of the first same day return airmail flight La Malbaie to Seven Islands. Black printed cachet. (30 copies)	10.00
	a) Clarke City – La Malbaie (33copies)	10.00

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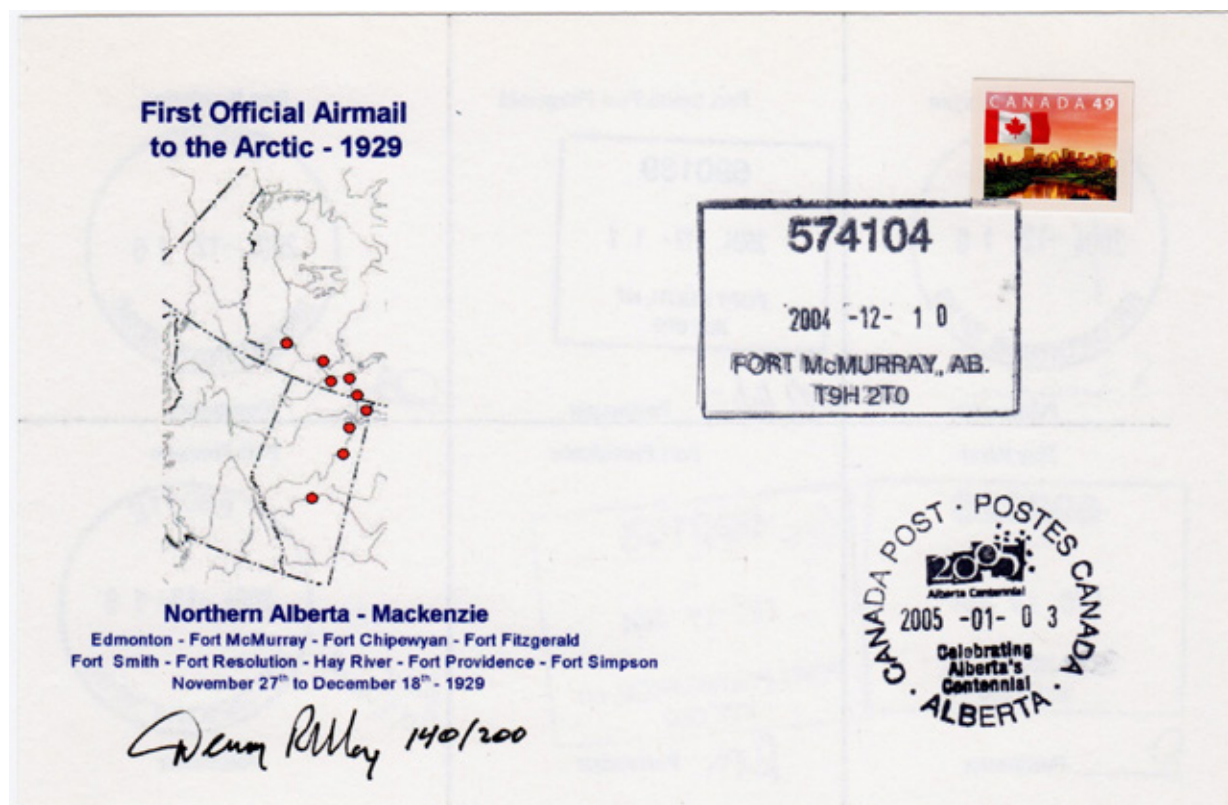
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2004

A20402 January 2. Edmonton. 75 years after the January 2-6 1929 Mercy Flight to Fort Vermilion by Commercial Airways pilots Wop May and Vic Horner a re-enactment flight took place to McLennan, Peace River and Fort Vermilion. The flight was sponsored by the Western Chapter of the Canadian Aerophilatelic Society. The R.C.M.P. provided an aircraft with pilot S/Sgt Jerry Klammer. On board were sons of the original pilots - Denny May and Bob Horner. Official mail was carried by Teresa Williams of Canada Post Corporation in a sealed pouch and cancelled with special cancellations provided for the purpose. All covers were signed by the three pilots on board. Covers postmarked from Edmonton with special back-stamps are dated January 2 and covers postmarked from Fort Vermilion with a special back stamp are dated January 6. 5.00



A20412 Fall, Fort McMurray — Fort Simpson. In the fall of 2004, the Western Chapter of the Canadian Aerophilatelic Society produced a book telling the story of the first Airmail to the Arctic. The 12 page book told the story of the first flights by Punch Dickins of Western Canada Airways, and then the story of the first Official Flights to the Arctic by Commercial Airways. Two postcards were produced for this publication. One for the Southern part of the route was postmarked from Fort McMurray and one for the Northern part of the route from Fort Simpson. Each was postmarked, and signed by the current postmasters, 75 years to the day from locations where the original air mail arrived in 1929. The 200 sets of covers were serially numbered and signed by Denny May, son of pilot W.R. "Wop" May who made the original flights in December 1929. Thanks to Teresa Williams of Canada Post, the covers all were mailed back to Edmonton in Post Office official sealed bags, and then cancelled with the Edmonton special centennial postmark.

Fort McMurray – various points
a. Fort Simpson – various points

10.00
10.00

2005

- A20507 August 11, Toronto.** 75th Anniversary card of the R100 visit. Bears customized stamp with picture of R100 moored at Montreal 10.00

2008

- A20804 May 17, Quebec City.** Commemorating Lindberg's landing on the Plains of Abraham and Royale- 2008-Royal.Aerophilatelic Meeting. 10.00
- A20806 July 30. Foynes — Antigonish.** Cover commemorating the 70th anniversary of the first flight of the Mercury/Maia Composite flight. Black and Green Cachet. 10.00

2009



- A20903 June 13 — Penhold.** Covers were prepared to commemorate the 100th anniversary of powered flight in Canada and the 65th anniversary of Andrew Mynarski's V.C. A Stampe aircraft flew in from Calgary and later a Harvard aircraft left for Wetaskiwin on the first leg of a trip to Baddeck. First day covers of the Silver Dart were signed by both pilots in Penhold. They were not flown.
- A20905 June 7, 2009. Edmonton — Wetaskiwin.** Cover to commemorate the 90th anniversary of the attempt to conduct the first commercial flight between these points carrying newspapers, weather interfered with the original flight. Covers are cancelled in Edmonton and were flown in the Spirit of Edmonton. 12 covers 10.00
- A20906 June 14-28, 2009.** To commemorate the 100 years of flight in Canada, pilot Dan Dempsey flew an F86 Sabre jet, Hawk one at Edmonton, Fort St. John, Calgary, Nanton, Lethbridge, Medicine Hat and back to Edmonton. Pilot signed. Sabre and pilot cachet (10) 10.00
- A20909 December. Edmonton — Fort Vermilion.** Cover, commemorating mercy flight of January 26, 1929, which took 5 days because of mechanical problems and bad weather the reenactment flight, in a home built, **Kelly D** aircraft, the **Spirit of Edmonton**, took 101 days! Signed by pilots. Blue cachet. (12) 10.00

2010

- A20104 November 29, 2010.** Covers were flown from Fredricton to St. John to commemorate the original St John Airport, Millidgeville which operated from 1928 to 1951. A memorial was dedicated at the site. The cover bears a printed cachet and a 1928 postal flight cachet. 10.00

2012

- A20124 June 3, Kingston.** Commemorating the 100th anniversary of flight of Curtiss Pusher aircraft at Kingston fair grounds. Postcard showing a painting of the event. 5.00

If anybody would like to help with the revision of **The Air Mails of Canada and Newfoundland**, and do a peer-review of Section II, please contact Dick McIntosh: mcintosh47@sympatico.ca

For questions about other sections of **AMCN**, please contact Chris Hargreaves: hargreavescp@sympatico.ca

Edward Cherry Burton- Pioneer Air Mail Pilot

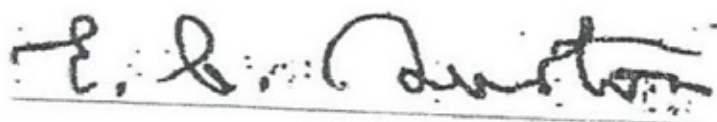
John Lewington



E.C. Burton was born at Redhill, Surrey, England, April 15, 1891, and immigrated to Canada in 1909. He attempted to farm in Saskatchewan but was not successful.

He joined the Royal Flying Corps (Canada), October 1917, training at Deseronto, Ontario, and Ft. Worth, Texas. on Curtiss JN4s. Lieutenant Burton was posted to Leaside, Ontario, April 1918, with #78 Canadian Training Squadron where he served as a flying instructor. He did not serve overseas. The photograph in RFC uniform must predate April 1. 1918, when the RFC and the RNAS amalgamated to form the RAF.

Pioneer Flight PF 10- September 1918- Lieutenant Burton was the pilot for the third demonstration mail flight from Toronto (Leaside) to Ottawa; successfully completed and returned on the same day, Sept 4, 1918, flying Curtiss JN4 "Winnipeg" serial C282. (See above). This flight is recorded in the "Air Mails of Canada and Newfoundland". Covers from this flight bear either CLP 1 or CLP 2 stamps on the back, and one cover recently sold at auction for CS3,750.00. There are no known signed covers from this flight. His signature has been reproduced from a flight report dated April 30, 1931.



Flying jobs were scarce after WWI and he joined the Ontario Provincial Air Service in May 1924. Obtaining Commercial Air Pilot Certificate #198 on June 29, 1924, and flying Curtiss HS2L flying boats until August 16, 1924. He left the OPAS after a nasty leg injury incurred in a crash with HS2L G-CAOC. He was employed by Western Canada Airways in a non-flying role and did not fly for several years. The photograph in leather jacket is dated "circa 1927".

In July 1928 he joined the Toronto Flying Club as a club flying instructor until April, 1929. After a short time as a pilot with National Air Transport Ltd (Toronto) he joined Western Canada Airways (St. Hubert), later named Canadian Airways Limited, flying the Eastern Air Mail routes. In June, 1931, he took part in a record 5 days mail service from London, England to Montreal involving the Canadian Pacific liner "Empress of Britain" and Canadian Airways.

He has the distinction of executing the first parachute escape from a commercial aircraft in Canada on a Canadian Airways scheduled mail flight. Dec 19, 1931, His Stearman 4EM-CF-AMC ran out of gas in fog and Burton jumped from the aircraft at Dunnville, Ontario.

In 1932 he joined an unsuccessful gold exploration venture in the Yukon flying prospectors and supplies with a small flying boat; a Detroit built Eastman Sea Rover.



Burton 1918



Burton c 1927

Wayzata Proposed Flight. In 1932, Burton was approached to pilot a Sikorsky S38 flying boat on a proposed

Trans-Atlantic flight originating in Minneapolis with stops in Toronto, Montreal, Halifax and St. Johns before flying to Europe via Greenland and Iceland. Burton declined this invitation. The flight did not take place, probably due to lack of financial backing, but the blue "Wayzata" airmail stamp is evidence of the proposal.

After a short stint with Dominion Skyways Ltd (Montreal), he joined Amos Air Service in 1934 flying Fairchild FC2 G-CANB and Curtiss Robin CI CF-AHE in Northern Quebec until January 1938. A short stint with another mining syndicate, GB Exploration, took him back to the Yukon and NWT. He was considered too old for flying service with the RCAF in WW2. However the OPAS were hiring pilots with air time and Burton rejoined them in 1940. Since flying with OPAS was a seasonal job, he also instructed navigation and instrument flying with the Commonwealth Air Training Plan and, after the war, flew for Leavens Brothers Air Service. His later aircraft types included Stinson SR9 Reliant, various Moths, Noorduyt Norseman, and DH Beaver. He held his pilots certificate until January 1957.

Edward Cherry Burton died in Winnipeg April 8, 1966. His son, E.C. "Ted" Burton, published the very readable biography "Wheels Skis and Floats" based on the original notes, logs and anecdotes left by the senior Burton. Burton Lake (Lat. 50-29N, Long. 95-7W) in Northwestern Ontario, adjacent to the Manitoba border, has been named in memory of this pioneer pilot.

References:

The Air Mills of Canada and Newfoundland-AAMS

Pioneering in Canadian Air Transport-K.M. Molson

The First 500 Canadian Civil Pilots-K.M. Molson-CAHS

Wheels, Skis and Floats- Burton and Grant-Hancock House

Personal Papers and Photographs of E.C. Burton-Courtesy of his daughter in law-Mrs. Erica Burton

PF-10 cover from Neil Hunter's Exhibit "Evolution of Air Mail - Toronto, Canada, from Biplane to Jet" on CAS website www.aerophilately.ca

John Lewington

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Who flew the CL40-2802 Sioux Lookout - Pickle Lake covers on December 31st 1928?



There was a question in the March 2015 Canadian Aerophilatelist as to who flew the CL40-2802 Sioux Lookout - Pickle Lake covers on December 31st 1928?

John Lewington wrote that:

"AMCN and Longworth Dames are both quite explicit that the pilot for this flight was Dale Atkinson. (Pages 62 and 118 respectively).

I have two covers from this Dec 31 flight and both have all the cachet and identity mentioned in these books. Both are "Flight No.54" as stated by L-D. Both have been cancelled, date stamped and back stamped on Dec 31, 1928. One is not signed and the other is signed "A.H.Farrington-Pilot". The latter is a total contradiction of the current record. Section 26 of AMCN also credits Atkinson with this first air mail flight. The date and flight are not credited to Farrington.

I looked at Van Dam's website. He has 5 covers for this dated flight. All have the cachet etc. Two are signed A.H.Farrington and three are unsigned. Molson is silent about the flight in "Pioneering in Canadian Air Transport" and it is not mentioned in Parrott's book on Farrington.

Does anyone have a Dale Atkinson signed cover for this flight?

Has Atkinson been wrongly credited with this first air mail flight?"

The issue was complicated by the fact that, as Derek Rance pointed out: Farrington signed AMCN 2803 covers that are total frauds - Farrington at that time was a station agent, not a WCA pilot, and Dale Atkinson's written account of the flight totally disproved any connection of Farrington with this flight. [Dale Atkinson's report to Western Canada Airways was reproduced as part of the article 'The January 28th 1928 Air Stage Service Inauguration from Rolling - Portage - Narrow Lake' in the September 2010 Canadian Aerophilatelist.]

The question was partially solved when Gord Mallett sent me an ultimate reference: the aircraft flight report! Gord also commented on the situation at the time:

I have copies of the flight reports for a number of aircraft in the Western Canada Airways fleet as well as numerous other company records for several periods, including December 1 – 31, 1928. I therefore know the flight assignments for Dale Atkinson and Harold Farrington during the latter-stated month. The attached flight report provides the answer – with 100% certainty – to the question posed in Information Wanted page 31 of the March Journal: Who piloted the Sioux Lookout - Pickle Lake 1928 December 31 flights (AMCN CL40-2802)?

WESTERN CANADA AIRWAYS LIMITED									
Pilot <i>Art Farrington</i>	District <i>Patricia</i>	Weather <i>Clear</i>	Av. Alt. <i>2000 ft</i>	PAGE No. <i>A 3320</i>					
Mech. <i>S. Tomlinson</i>	Station <i>Sioux Lookout</i>	9 A.M. <i>Do</i>	Av. Vis. <i>Do</i>						
Mach. <i>G-CASD</i>	Date <i>Dec 31-28</i>	12 Noon <i>Do</i>	Temp. <i>W.</i>						
Eng. No. <i>5462</i>		4 P.M. <i>Do</i>	Wind <i>W.</i>						
Remarks re Engine or Machine:				TOTALS					
				Total	For'd	Gr. Totals			
Flt. No.	54	55	56	57	58	59	60	61	62
Gas Wt.	350	190	240	240	240	240	240	190	140
Oil Wt.	30	30	30	30	30	30	30	30	30
Pilot	155	155	155	155	155	155	155	155	155
Mech.									
Equip.	100	100	100	100	100	100	100	100	100
Oper. Ld.	605	475	525	525	525	525	525	475	425
No. Pass.		2							
Pass. Wt.		350							
Free Bag.		50							
Excess Bag.									
Express	850		410	410	410	410	798	250	
Mail			5	5	5	5			
Pay Load	450		815	815	815	815	798	250	
Total Load	1455		7340	7340	7340	7340	1303	725	
Eng. Start	845	1045	1320	1320	1320	1320	1435	1520	1545
Take Off	850	1050	1325	1325	1325	1325	1440	1520	1550
Land	1040	1200	1415	1415	1415	1415	1515	1540	1625
Eng. Stop	1045	1205	1420	1420	1420	1420	1520	1545	1630
Air Time	150	110	50	50	50	50	35	20	35
Eng. Time	200	120	100	100	100	100	45	25	45
Ground Time	10	10	10	10	10	10	10	05	10
From	Sioux Lookout	Pickle Lake	Sioux Lookout	Sioux Lookout	Sioux Lookout	Sioux Lookout	9 P.m. Rainbow	2 P.m. Rainbow	Rainbow
To	Pickle Lake	Sioux Lookout	Sioux Lookout	Sioux Lookout	Sioux Lookout	Sioux Lookout	4 P.m. Rainbow	4 P.m. Rainbow	4 P.m. Rainbow
Miles	140	140	72	72	72	72	42	15	56
Ton Miles Exp.									
Pass. Miles									
Mail Ton Miles									
Ticket Nos.		6814	6815						
Gas Pumped									
Oil Added									
GENERAL REMARKS									
Certified airworthy and properly inspected:									
(Signed) <i>Art Farrington</i> Pilot No. <i>208</i>									
(Signed) <i>Art Farrington</i> Mech. No. <i>265</i>									

Farrington was the pilot for the flights. Fokker Universal G-CASD was the aircraft. Many other flight details are stated in Farrington's report: clear weather, west wind, 2000 feet ... (Pilot Farrington also held an Air Engineer [Mechanic] Certificate. He signed the report twice: as Pilot No. 208, and as Mechanic No. 265.)

It is interesting to note that 'SD landed at Ontario's Pickle Lake at 10:40 and then took off for the return to Sioux Lookout at 10:50 – only 10 minutes ground time. No time to backstamp covers at Pickle Lake! This is consistent with the AMCN write-up which states: "The covers were backstamped at the point of flight origin;" (i.e. at Sioux Lookout).

Farrington flew 'SD on the Calgary - Regina leg of the Prairie Experimental flights (AMCN 2853) during December 11- 20. When Senior Manager Leigh Brintnell returned from New York with a new Fokker, F.VIII trimotor G-CASC, 'SD was flown by Harold Farrington back to the Patricia (Red Lake Mining) District, arriving there December 22. For each of the next 9 days he made flights in 'SD throughout the Red Lake/Sioux Lookout/Jackson Manin/Pickle Lake/Gold Pines area.

On December 20 Atkinson flew from Winnipeg in Fokker Universal G-CAFU, bound for Sioux Lookout, returning there from his duty in managing the Prairie Experimental flights (where he had been in charge until Brintnell returned from New York). There is no record of him having flown 'SD during December.

Interesting – the "GP", of course, in the December 31 flight report is a short form for Gold Pines; "J M" refers to Jackson Manion.

Interesting as well – Pickle Lake is misspelled as Pickel Lake in the December 31 (AMCN CL40-2802) covers that contain the circular Western Canada Airlines Limited handstamp!

Side note – It is apparent that Managers Brintnell and Atkinson were at loggerheads on a more-or-less permanent basis. Both were eventually 'let go' by WCA. Brintnell went on to establish the very successful Mackenzie Air Service, in direct competition with WCA! Farrington continued in the employ of WCA/CA for several more years.

This flight report clearly establishes that Farrington was the pilot to Pickle Lake on December 31st 1928.

However, the fact that no mail is recorded raises questions as to the status of the 2802 covers?

One possibility is that they were simply unreported. It is also possible that they were considered as part of the 850 lbs. of EXPRESS mail on the outbound flight, and then were flown back to Sioux Lookout as an unreported package.

But, in discussing these covers, Derek Rance commented that: I have always maintained that the covers for this flight were never flown. WCA were sticklers for accurate payload information. The fact that no mail is shown on the flight log tends to support this assumption, particularly when the immediate subsequent flight shows that a recorded 5 lbs of mail was flown to Goldpines.

Derek's concern regarding the CL40 -2802 covers was based on several factors:

1. Gold was first discovered in the Pickle Lake area by Alex Mosher in the fall of 1928. the claims were acquired by F.M. Connell who formed Crow River Mines Ltd in early 1929, shortly afterward renamed Central Patricia Mines Ltd. Also, later in late 1928, Northern Aerial Minerals Exploration discovered vein gold in the same area. By December 30, 1928, both properties were in an early exploration mode of operation.
2. Consequently, there was no post office at Pickle Lake. At that time the area was only accessible by air or by canoe via the Root River Portage.
3. The first Pickle Crow post office was established on 22 02 1935, then named Central Patricia on 04 09 1937, alternatively named Pickle Crow.
4. Work had started on Central Patricia in 1928 by blasting a small pit for a bulk sample. However, it is difficult to believe that this work would have been carried on through December as snow and freezing would have made both prospecting and operations difficult. Traditionally, for these reasons, most mining companies suspend operations during the height of winter.
5. When the flight was made, at best, both prospects would then have been reduced to minimal crews.
6. It is indicated, that potentially 25 covers could have been left at Pickle Lake but as no covers have been located addressed to an individual in Pickle Lake, the rationale for this is somewhat specious.
7. As noted, on the cargo manifest, no mail was carried on either flight: and as, there was nowhere to deliver the mail to it is far more likely that the mail was not flown with the supply delivery, and so could be viewed as being a commemorative issue rather than a first flight. The same is probably true of the

CL40-2801 flight to Favourable Lake where the post office was only opened in 1939.

So, while it has been established that Farrington was the pilot to Pickle Lake on December 31st 1928, the status of the December 31st covers is uncertain!

Further information and/or opinions will be most welcome.

1930's photographs of Northern Ontario

Several articles in this journal have investigated a "crash cover" from when Fairchild 71 CF-AAT went through the ice in Shelter Bay on the night of February 17th/18th 1931. - The most recent article was in the last, June 2015 issue. All the articles can be found in the index to The Canadian Aerophilatelist on our website at www.aerophilately.ca

During this enquiry, Peter Wood sent me a photograph of CF-AAT in action:



CF-AAT at Cassumit Lake.

The photograph is from an album CASSUMIT LAKE, ONTARIO, 1930'S TO 1940'S, AND POINTS EAST, that has been posted on the internet by Charles Dobie.

According to Charles, "This photograph album was found in a Toronto bookstore in the mid or late 1980's. It spans about 15 years, starting in mining camps in northern Ontario in the 1930's, probably Cassumit Lake, (about 120 km north-west of Red Lake) Ontario, the Dobie townsite near Kirkland Lake, Ontario, Kerr-Addison Gold Mines, Ontario, and ending in Halifax and Deep Brook, Nova Scotia around 1943 or after."

The album is at <http://freepages.history.rootsweb.ancestry.com/~cdobie/aircraft/aircraft.htm> and contains photographs of aircraft, mining in Northern Ontario, various people, and much more.

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

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



Junkers Ju-53 CF-ARM

The photographs above and on the previous page are reproduced with the permission of Charles Dobie. - Charles is hoping that as more people know about the album, the family who originally owned it will be found. If anybody can provide any information about these photographs or the album, please contact Charles at cdobie@superaje.com

CF-AAT

RON DUPAS PHOTO

No. 84. Mono Monocoach (CF-AAT c/n 5012)

Photographed at Evergreen Airfield, Vancouver, Washington, USA, 1977



[Main menu](#)

[Next High wing photo](#)

[High wing menu](#)

CF-AAT originally was assigned to a Canadian Airways Fairchild which, on March 12, 1936 crashed on "AT" Lake about 10 miles north of Sioux Lookout, Ontario, Canada.

Peter Wood also sent me this photograph:

We were both surprised to see the CF-AAT registration re-used, so I asked Ian MacDonald about it. - Ian replied:

Canadian aircraft registration letters are re-issued. The methodical issue of letter combinations in alphabetical order without re-issues ended in the early 1970s (there were exceptions) when DoT came near to the end of the three letter alphabetical sequence (CF-ZZZ) and began re-issuing open registrations from CF-AAA on. (The increasing demand for registrations was eventually met by concurrently using a new sequence C-GAAA to C-GZZZ). That's rather an oversimplification and, as I say, there were exceptions.

Thus when the Monocoach was presented for registration the letters CF-AAT were available, the Fairchild having been cancelled decades before. The Monocoach was cancelled from the Canadian Civil Aircraft Register in 1997 and since then CF-AAT has been used three times, on a Eurocopter EC130, a Robinson R44 and currently appear on a Fairchild 24.

On a personal note, I was at Evergreen Field, Vancouver Washington at the Evergreen Fly-In the day that photograph was taken, four of us flew down from Vancouver in a Cessna 172. I recall the Monocoach well, it was bright red.

The photograph is from the website 1000aircraftphotos.com created by Ron Dupas and Johan Visschedijk, and is reproduced with their permission.

Thanks to Ian, Peter, Ron and Johan.



Update on the D.w. handstamp

There was a front page story about the D.w. mystery in the July 28th issue of *Canadian Stamp News*, which was based on "Update #5" in the June 2015 *Canadian Aerophilatelist*. If you would like to see a copy of the CSN story, please contact me at **hargreavescp@sympatico.ca**

I have received copies of several more covers with a D.w. handstamp. - These are all consistent with the "end of air mail service in Winnipeg" theory, and will be described in this journal as space permits.

I also received a comment from Gary Coates regarding the P.O.W. cover with German "Fa." marking:

I have heard several explanations for it, Fristgemass abgefertigt = dispatched within stipulated time. But also Frist Abgelaufen, = required (time) period had passed.

I have been told other explanations by German speakers, but nothing definitive.

Thanks to Gary, and to everybody who has contributed to this enquiry.

Chris Hargreaves

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

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

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

Chris Hargreaves,

4060 Bath Road, Kingston,

Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by November 1st.

QUESTION: CATAPULT MAIL RATES from CANADA to NEWFOUNDLAND ?



This is a FDC cover with a complete set of the 1935 Silver Jubilee issue on cover (face value 34c) mailed registered mail from Victoria, BC to Lausanne, Switzerland. The owner is trying to find out what the additional fee charged for catapult mail from Canada was. US mail had a 20c surcharge applied. Looking at the routings and date cancels, the cover was flown by air to New York, from the SS Bremen and from London to Basel.

If the correct rate was: Airmail Canada to Europe - 10c
Registration fee - 10c
Catapult surcharge - 20c

This gives a total of 40c, and the cover would have been underfranked 6 cents.

If the cover was rated: Canada to New York - 6c
Registration fee - 10c
Catapult surcharge - 20c

The total should have been 36c, and the cover would still have been underfranked.

Can anybody provide any information on surcharges applied to Canadian airmail for catapult mail, and how the rate for this cover should have been calculated?

1937: ENGLAND to MACAO via NEWFOUNDLAND

This was sent to me by Bob Dyer, chair of the BNAPS Newfoundland Study Group, with a comment: "Ever see this before?"



Meter franking of 1 ½ pence from MANCHESTER, Gt. BRITAIN, dated 9 SEP 1937

Addressed to: Mr Pedro Paula Angelo, Avenida Horta e Costa, Macau

"Franked" with two, 3 cent Newfoundland Custom stamps. These have been cancelled by a partially legible handstamp. - The date includes SEP and 37. The stamps are not tied, but show similar wear to the top of the envelope. According to Bob, "The Newfoundland custom stamps are common, but scarce on cover."

Backstamped 15 - X - 37 MACAU

Has anybody seen an envelope like this before, new or used?

Can anybody suggest why this was franked in Newfoundland, while travelling from England to Macau?

1945 - A 45 cent franking to England!



Hal Vogel sent in this cover with a question: This civilian air mail letter from St. John's, Newfoundland, to Cambridge, England, 2 August 1945, contained a one-page letter and totally weighed just under half an ounce. The letter is dated 1 August 1945. My records indicate that this should have been rated at no more than 30 cents. Had the postal clerk or sender wished to be conservative in their weight estimation, it would have been rated at twice that (60 cents). Yet it is franked at 45 cents. Is there a rate that has eluded me or was this just incorrectly franked at the hotel in Newfoundland?

Your editor, who likes colourful and attractive covers, wondered whether somebody had just added the extra stamps to produce a colourful and attractive cover?

Hal didn't think this was likely: I doubt there was any philatelic intention to the franking of this envelope, though that is a possibility. Firstly, it was from a distinguished polar person (Sir James Wordie), who though saving his correspondence from over the years, (much of it eventually ending up in philatelic collections as his son distributed the inheritance of his father's papers, having later added philatelic material to it before having it all disposed of years later), was not a philatelist himself, nor ever thought to be of that interest. He also was writing to a person who also was never understood to have had an interest in posted material or stamps. Somehow (years later) mail to and from Wordie (though having been widely posted) came to be commercially disposed of at the same time and probably in the same lot. Interesting that Wordie's mail to his children all seemed to have been joined in one treasure trove.

His son (Peter Wordie) would evolve into a polar philatelist, but that probably would have been after this letter has been posted. The content of the letter (and others Sir James wrote and posted then during his wait for transportation back to the UK from "business" in Newfoundland) was purely parental and informative. No mention of saving the stamps or envelope. Fortunately, it was opened carefully and preserved for the future.

Hal suggested an alternative view of the overfranking: "that its hurried preparer (he writing several letters during this brief stay in Newfoundland) was unsure whether its weight fell under the first increment limit for air mail (1/2 ounce), so he overfranked it with what he thought would be the next increment (+1/2 the rate per each excess 1/2 oz). Another perspective is that someone at the hotel replied to his question as to how much was air mail for his letter to the UK and the clerk or bellhop simply guessed incorrectly."

Hal also checked with Peter Motson, who commented that: "Your calculations are correct as far as I am aware, ie : 45c is not a contemporary 1945 weight multiple." However, Peter also checked his files, and "found two 45c frankings on similar 1942 Airmail covers which, are not weight multiples for 1942 either."

Can anybody explain this 45 cents franking?

1938 EMPIRE AIR MAIL SCHEME to CANADA



Mailed April 28th, 1938.

An airmail cover to Canada, with ship docking in New York cost 5d. By contrast an airmail cover to the United States docking in the same city cost 1'3d or 15d, and when the Empire Airmail rate went into effect, with ships still carrying airmail across the Atlantic, the rate was further reduced by 2 pence.

The British pound was pegged at 13.33 rupees up to about 1966. One anna was one sixteenth of a rupee. One anna was worth 4 paise or 12 pies. There were 64 paise in a rupee. The rupee was worth 1'6 or 18 pence. So 2 annas 6 paise was 14 paise which seems to be about 3 pence or 6c Canadian. This is important when one considers the following:

The airmail route followed by Imperial Airways was from Calcutta to Gwalior to Karachi to Baghdad to Alexandria and then to Southampton. The Empire Airmail Scheme began on February 28th, 1938. This was where for the equivalent of 6c in postage a letter from Canada reaching London could fly out of England to anywhere in the Empire where airmail routes existed and vice-versa. Some covers used in this service seen do not have airmail stickers or airmail notations. One can imagine that there were a great number of people who held their mail for the first day of this service, the savings would have been huge. Last day covers, featuring the old rates, might be harder to find.

At this point in time there was no trans-Atlantic airmail service and no such Empire service and so it went by surface sea mail across the ocean. No in transit markings or arrival dates indicated, so no idea as to which ship carried it.

The North British and Mercantile Insurance Company was founded in 1809 in Edinburgh, Scotland. In 1959 it became a subsidiary of the Commercial Union Assurance Company. The Ocean Marine Insurance Company, of which the company this item was addressed to was the agent for, was founded in 1859. In 1959 it too became a subsidiary of the Commercial Union Assurance Company.

Miller, Court and Co., were the first stock exchange company in Vancouver to install ticker tape machines – in 1929. It was referred to as “teletype”. They were in room 1011 of the Stock Exchange Building in Vancouver, with Sidney Wilfred Miller (1891-1961) as President. No mention in 1938 directory of a Mr. Court. Also located there was a Miller, Court and Manley (Davison Barrett Manley – 1893-1972)

Apparently 10,000 of these envelopes were printed in one order in 1938, if the printing to the lower left is to be believed.

The 2 anna 6 paise stamp showing a Dak Bullock Cart was quite new back then. It was first issued on December 12th, 1936. The cart was one of the ways back then that the Indian post office delivered the mails. The high values of this regular issue set all dealt with mail transport. Also featured was a "Dak Runner", a "Dak Tonga" and a "Dak Camel". "Dak" is a Hindi word for "mail". Rather an odd subject to have on a "Empire Airmail Scheme" cover.

Duff Malkin

FOLLOW UP: 1944 - IRAN to U.S.A. via CANADA

David Crotty



One puzzle in my article printed in the June 2015 issue of The Canadian Aerophilatelist was the 1944 Iran to Portland, Oregon, cover that was routed through Toronto and Vancouver. The cover is addressed exactly as:

Jantzen Knitting Mills, Portland,
Oregon, Vancouver, Canada.


with the word CANADA in capitals and underlined below.

There is a large pencil arrow pointed at the word "Portland" and the word "Via" inserted in between the words "Oregon" and "Vancouver". The cover has all the backstamps to show how it traveled from Baghdad through New York, Montreal, Vancouver and Portland.

Gary Coates provided the answer even before I got my copy of the journal. By using Google he found 1940's magazine ads on eBay for the Jantzen swimwear. These ads from the 1930's though recent times in wide format magazines like Life were collected because they make great pin-ups. There are about 700 of these ads on eBay as I write this. The item that Gary found was a complete issue of Life that had been digitized so that the company name and the two city names were highlighted. (See next page.)

The ads found on eBay from the 1930s through about 1944 show the company location exactly as the cover was addressed with both Portland and Vancouver. The writer probably didn't realize the two were actually in different countries. In 1945 and 1946 it seems the ads did not state the company location. After 1947 the ads show the location as New York City.

It makes sense that the Post Office in N.Y. saw Canada underlined, and sent it on, ignoring the Portland, Oregon.



- IF YOU LIKE
SMOOTH CURVES
YOU'LL LOVE THIS
SUIT -
George PETTY

*The
"Petty Girl"
suit
of 1940*

BY JANTZEN

A great artist turns to swim suit design! With the same master strokes in simplicity of line that have made him so famous with brush and canvas. Here's George Petty's conception of the Suit of Youth, classic in design with slenderizing princess lines.

Tailored by Jantzen in a perfectly amazing new fabric, Sea Ripple. A swim suit that actually stretches all ways! A swim suit with real foundation garment control! It fits as you have never known a swim suit could fit. See it—feel it—try it on. Lastex® yarn has been knitted-in for perfect figure-molding. There's a new experience in beauty of line and perfection of fit awaiting you. In the new fashionable colors—\$6.95 in U.S.A. For illustrated style folder, men's or women's, address Dept. 311.

A reproduction of this Petty Painting without advertising copy will be sent on receipt of 10c in stamps or coin.

JANTZEN KNITTING MILLS, PORTLAND, OREGON; VANCOUVER, CANADA

*Reg. U.S. Pat. Off.

Jantzen
SWIM SUITS AND SUN CLOTHES

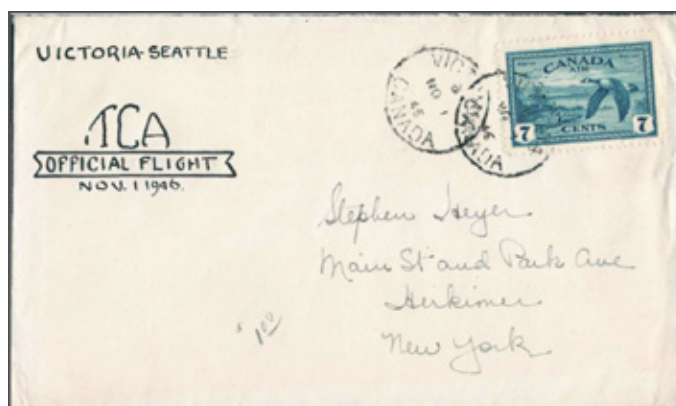
© JANTZEN KNITTING MILLS, 1940

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Once in Vancouver, the cover was redirected very quickly, as it was delivered in Portland the next day. The Vancouver PO may have got this kind of thing so often that they just passed such items on to Portland, but the Vancouver PO may also have felt obliged to deliver to the Jantzen office in Vancouver.

David Crotty

November 1st 1946 - VICTORIA to SEATTLE



No backstamp.

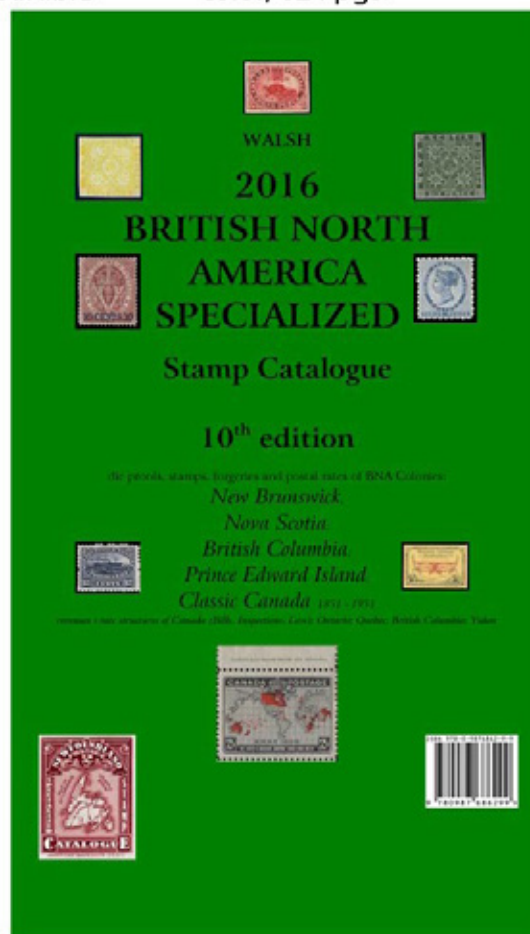
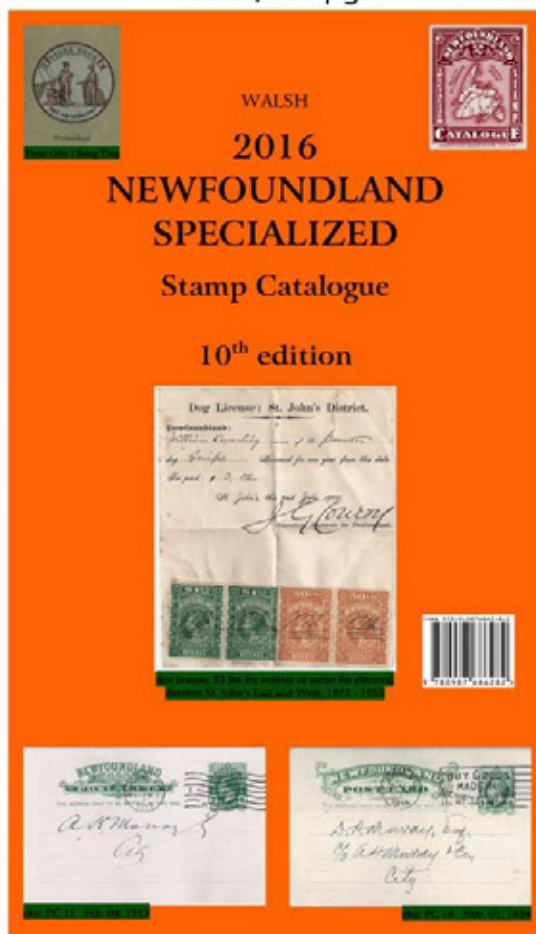
Thanks to Don Lussky for the copy of this cover.

Dick McIntosh has looked into the cover, but can find no reference to a First Flight or special event on that (or any other) date.

Can anybody provide any information regarding this cover?

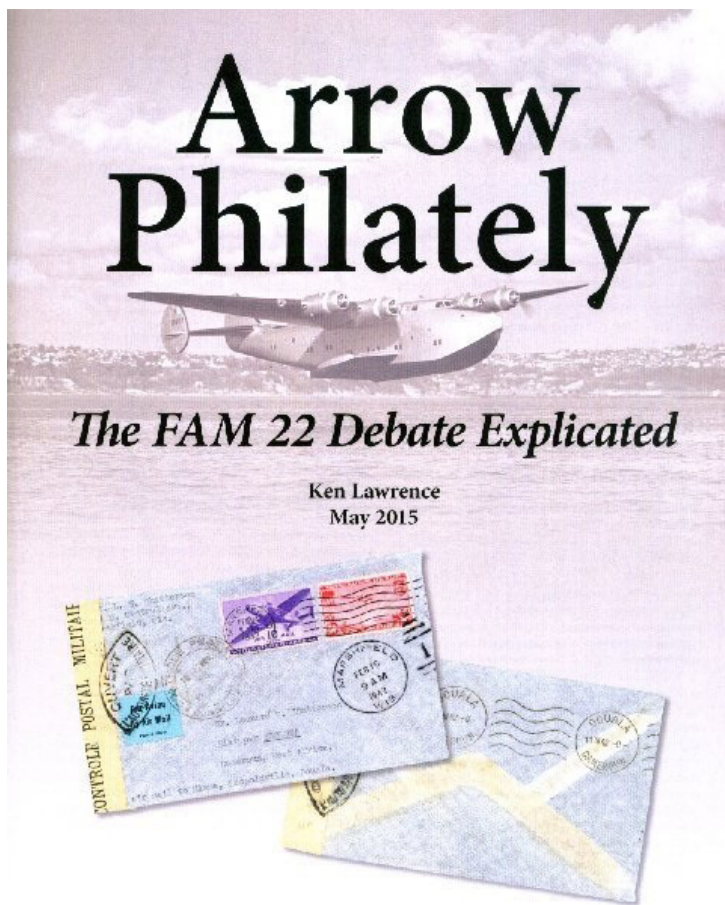
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BOOK REVIEWS



Letter from Ken Lawrence received with a copy of this book:

Dear Reviewer,

My monograph *Arrow Philately: The FAM 22 Debate Explicated* presents fruits of research in previously restricted and unpublished government, academic, and corporate archives together with careful analysis of international air mail from 1941 to 1945. Applying these lessons I have deconstructed and refuted a series of mistaken and misleading articles published in major philatelic journals since 2008.

Foreign Air Mail route No. 22, the trans-Atlantic route from Miami to Africa and Asia during World War II, was the longest and most important air mail route in the world. My report explains why I regard attempts by specialists to diminish its significance as an irresponsible approach to postal history that holds potentially unpleasant but serious consequences for collectors, exhibitors, and hobby organizations.

Apart from the critical aspects, my 25,000-word essay presents an affirmative case for the significance of FAM 22 supported by more than two dozen covers illustrated in full color, with special attention to covers flown via Leopoldville 1943-1945.

The price of *Arrow Philately* is \$15 postpaid to U.S. addresses and \$18 postpaid to the rest of the world. Payment by PayPal is acceptable.

Sincerely,

Ken Lawrence,

P.O. Box 98, Spring Mills, PA 16875-0098, U.S.A. (Email: apsken@aol.com)

Comments by your Editor

I wondered whether or not to include this item, as it is unusual in several respects:

- It is a 36 page booklet written in response to a letter sent to the editor of *The American Philatelist*, which claimed that an article written by Ken Lawrence about FAM 22 was “wrong”, and that the “right” information was given in a number of articles published in other journals, particularly *The Air Post Journal*. However, neither Ken’s original article, nor the other articles, are reproduced in the book.
- The booklet is written in the same tone as the letter above, and contains a number of comments about other people that would not be printed in *The Canadian Aerophilatelist*. Unfortunately, Ken is not the only person to have made comments not usually found in hobby publications during the FAM 22 debate.

However, the covers illustrated in the booklet are very interesting, and the booklet contains a lot of information about mail carried via Miami during World War II.

Ken Lawrence has some excellent arguments, but I doubt the authors of the other articles will consider that they have been totally “deconstructed and refuted”.

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

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

- 1 year - \$15.00 Canadian or US\$13.00 or 8 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$21 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 \$25.00 US),
\$35.00 CDN for members Overseas, (or \$29.00 US, or 25 Euros, or 19 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$45.00 US)
\$65.00 CDN for members Overseas, (or \$53.00 US, or 47 Euros, or 35 Pounds Sterling)

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

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

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

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

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

MEMBERSHIP RENEWAL

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.

Regular members:

- #242 Jacques Bot
- #266 John F. Church
- #369 Hugh Delaney
- #389 Barry Douch
- #336 George B. Dresser
- #406 Louis-Georges
Dumais
- #182 Robert Footitt
- #408 Don Fraser
- #432 John Lewington
- #350 Bill Pearce

#212 Harold J. Petoskey

#81 Stephen Reinhard

#379 E. Wall

#378 Owen L. White

**No advertising
members due to
renew this time.**

**Advertising
members:**

The dues for Advertising Members are \$30 Canadian with an email journal / \$40 with a paper journal. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

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