

THE CANADIAN AEROPHILATELIST

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 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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CAS CALENDAR**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

BNAPLEX 2016 - Fredericton, New Brunswick - September 30th to October 2nd

Annual exhibition and convention of the British North America Philatelic Society. For further information see www.bnaps.org.

CALTAPEX 2015 - CALGARY - www.calgaryphilatelicsociety.com

Annual show of the Calgary Philatelic Society, held every October.

CANPEX 2016 - London, Ontario - October 15-16, 2016

CANPEX is the acronym for CANadian National Philatelic EXhibition, the first of which will be in 2016. It is hosted by the Middlesex Stamp Club and is managed by volunteers from various stamp clubs in Southern Ontario and related philatelic organizations and societies.

CANPEX 2016 will be held at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. Open: Saturday 10-5, Sunday 10-4. Free Admission, free parking, lunch counter.

TORONTO DAY OF AEROPHILATELY - Sunday November 6th 2016

Displays, trading, and lots of excellent conversation. Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto.

For more information contact Dick McIntosh - mcintosh47@sympatico.ca

EDMONTON SPRING NATIONAL SHOW 2017 - information will be posted at www.edmonton-stampclub.com

ORAPEX 2017 - May 6th and 7th 2017 at the RA Centre, 2451 Riverside Dr., Ottawa ON.

ORAPEX is a National Level show, and is part of the American Philatelic Society's "World Series of Philately." It features some 40 dealers and 150 frames of exhibits. There is free admission and parking.

The theme for ORAPEX 2017 is "Ships and Ship Mail – Building a Nation". For more information check the ORAPEX website - www.orapex.ca

PRESIDENT'S REPORT

I would like to thank all those members who participated at this year's Orapex 2016. The theme was aerophilately, and wow, what a show! There were ten multi frame aerophilatelic exhibits, one single frame entry, one non-competitive and the court of honor. To say that airmail was represented is an understatement! There was an amazing array of material showcased and my congratulations to Sandra Freeman and Michael Croy for winning top Airmail Awards.

On top of this, I would like to thank Sandra for her efforts in organizing and delivering exhibits from Western CAS members. It was a pleasure to view the material.

I would like to congratulate Chris Hargreaves who was honored at Orapex for his contributions to aerophilately. Chris was featured on the Orapex souvenir cover!

There are many reasons why I enjoy this hobby. The main reason is the cross section of people I have had the pleasure to meet and luckily befriend. While I was at Orapex I had unfortunately learned of the passing of one of our newest members, Chris Edwards. Chris was planning on putting his first exhibit together with the help of my good friend, Garfield Portch. Chris unfortunately passed away in December 2015, however, Garfield continued putting the exhibit together and exhibited a single frame of Imperial Airways in Chris's honor earning a silver-bronze medal. I congratulate Garfield and while the medal is nice, your heart is gold.

Lastly for this report, I would like to advertise that a motion has been passed that the CAS will pay exhibit fees for air mail exhibits at The Royal Royale, BNAPEX or any other National Level show until 2018. This is for CAS members only. This is a project to encourage members to exhibit material and hopefully we will have the same representation for all National level shows as we did at Orapex.

Have a safe and happy Spring season.

Steve Johnson

ORAPEX 2016



The CAS Society Frame - produced by Paul Balcaen and Chris Hargreaves from past covers and articles in The Canadian Aerophilatelist.



Hugo Deshayé (left), and Earle Covert - one of the western CAS members who came east for ORAPEX.

ORAPEX 2016 AWARDS

Name	Title of Exhibit	Special Award(s)
Court of Honour		
Chris Hargreaves	Winnipeg's Air Mail : 1910-1939	Gold Medal
Open Class Exhibits		
Gold		
Sandra Freeman	Development of Bolivian Airmail Service 1910-1945	APS Medal of Excellence (1900-40); AAMS Best Airmail
Earle Covert	Armed Forces Air Letter Sheets	PHSC E.R.Toop Best Military Postal History; APS Medal of Excellence (1940-80); BNAPS Best BNA Two to Four-Frame
Vermeil		
Michael Croy	The History of Canadian Aviation and Pioneer Airmail 1906 - 1934	BNAPS Best Researched BNA; CAS Best Airmail
Neil Hunter	Air Mail to Canada's Gold Fields 1924-1926	
David Hanes	Camp Borden 1916-2016	
Jack Forbes	Cyprus Air Mail Usages Paid with King George VI Definitives	
Dick McIntosh	Early Air Mail Flights Between Moncton and the Magdalen, Islands, Charlottetown and Summerside	
Walter Herdzik	Imperial Airways, England - Africa First Flights, 1931-1932	
Silver		
Raymond Ireson	The Development of Aviation & Airmail Services in Colombia	AAPE Best Presentation
Silver-Bronze		
Hugh Delaney	Aerophilately - Fun and History - Introduction to Ways to Collect Air Mail Stamps and Covers	
One Frame Exhibits		
Silver-Bronze		
Chris Edwards per Garfield Portch	The Imperial Airways Africa Route London to Cape Town 1925-1932	
Non-competitive Exhibits		
Gordon Mallett	Katherine Stinson Aviatrice	

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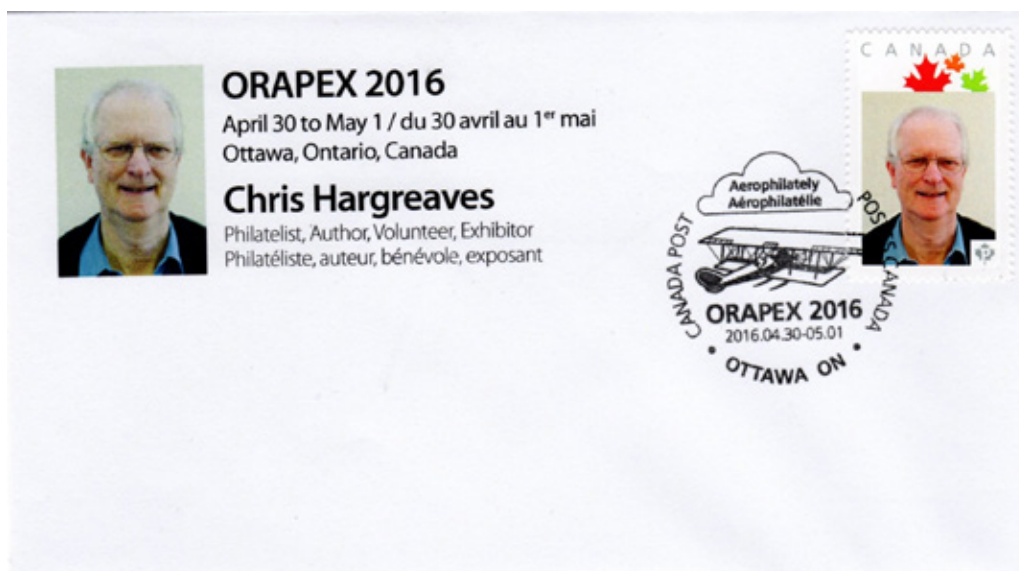
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Sandy Freeman
with her AAMS Best Airmail Exhibit Award.

ORAPEX COVER



Each year, a commemorative show cover is created which features the theme of the show, or the honouree, or both. At ORAPEX 2016, Chris Hargreaves was honoured for his contributions to aerophilately.

Chris has been editor of *The Canadian Aerophilatelist* since 1994, and also writes a quarterly column of "Canadian Air Mail Notes" for the American Air Mail Society's *Air Post Journal*. He is a Past President of the Canadian Aerophilatelic Society; current editor-in-chief for the revised catalogue of *Air Mails of Canada and Newfoundland*; and Canadian representative to the Aerophilatelic and Astrophilatelic Commissions of the F.I.P. (Fédération Internationale de Philatélie).

Chris has developed a presentation on "Covers Across the Canadian - American Border" that has been presented at AEROPHILATELY 2007 held at the American Philatelic Society's headquarters in Bellefonte, Pennsylvania; as well as at the American Air Mail Society annual conventions at WESTPEX, San Francisco in 2009; and in Sarasota, Florida in 2012.

He has recently received the BNAPS Vincent G. Greene Award for the best article or series appearing in *BNA Topics* in 2014, for "Update on the 'D.w.' Covers, Parts I and II"; and the 2015 - AAMS L.B. Gatchell Literature Award, for the best article in the *Air Post Journal* in the prior year, for a column on "Canada's First Airmail Service - Victoria to Seattle".

In June 2015 Chris was elected to the Aerophilatelic Hall of Fame (AAMS).

As a personal Aerophilatelic friend of Chris, I congratulate him for his dedicated work in so many facets of Canadian Aerophilately over so many years. I wish him well for many more years of aerophilatelic endeavours.

Dick Malott



Many thanks to DENNY MAY for his donation of First Day Covers for the Centenary of Flight stamp. The covers were originally created by The Canadian Aeronautical Preservation Association, and were given to early arrivals at ORAPEX.

Thanks also to Denny May for the FDCs carried on the Silver Dart replica in 2009, and to Larry Milberry for his donation of aeronautical books. These were given as special prizes during the ORAPEX Awards Reception.

Canadian Aerophilatelic Society

Annual General Meeting

ORAPEX 2016 Ottawa May 1st 2016

In attendance: N. Hunter, A. Bain, M. Shand, D. Malott, S. Johnson, B. Wolfenden, C. Hargreaves, K. Lemke, D. McIntosh, M. Street, E. Covert, P. MacDonald, R. Majors

There was a one minute silence to remember absent friends, Chris Edwards, Murray Heifetz & others.

On a motion by N. Hunter & seconded by D. Malott the minutes of last year's meeting & the 2015 financial statement were accepted by a unanimous vote.

The secretary, B. Wolfenden reported an increase of 3 members to 132 as of Jan. 1, 2016 compared to Jan. 2015.

On a motion by D. Malott, seconded by C. Hargreaves it was unanimously agreed to reward J. Hafer for her hard work on behalf of the C.A.S., with a bottle of her choice.

On a motion by D. Malott, seconded by D. McIntosh the society unanimously gave a vote of thanks to our Journal editor Chris Hargreaves & also to Paul Balcaen our electronic Journal producer.

On a motion by N. Hunter, seconded by D. Malott it was unanimously agreed to give life memberships to all members 85 years of age & older, provided they take the Journal by email. Dues would still have to be paid for a paper copy.

On a motion from E. Covert, seconded by D. Malott, amended by a motion from N. Hunter, seconded by D. Malott, it was unanimously agreed that the C.A.S. would pay the exhibit fees for air mail exhibits at The Royal, BNAPEX or any other national level show to the end of 2018. This is for C.A.S. members only.

There was a discussion about the new edition of The Air Mails of Canada & Newfoundland. S. Johnson has the

semi-official section almost ready. He plans to get his section to the editor, C. Hargreaves, this summer. Chris plans to have the catalogue to the AAMS 18 months after receiving Steve's section. If all goes well, this should be in January 2018. After that it is out of our control.

At 1.55 p.m. on a motion by D. Malott, seconded by D. McIntosh, the meeting was adjourned.

Brian Wolfenden



CAS AGM: From left to right - Chris Hargreaves, Dick McIntosh, Steve Johnson, Mike Shand, Alastair Bain, Ken Lemke, Brian Wolfenden, Neil Hunter, and Dick Malott.

EDITOR'S REPORT

It was quite thrilling to be the honouree at such a large and well organized show as ORAPEX 2016.

After I was honoured at the Awards Reception, I had a great urge to make an Oscar-style acceptance speech, thanking the people who have helped and supported me in various ways over the years. However, there are a lot of people who have helped and supported me, and any list would have either left out very significant people, or been much too long to have been appropriate in the circumstances of the Awards Ceremony.

Now I can write as much as I want! But there are 357 names in my philatelic address book, so a short list would still leave many people out, and a long list would be an abuse of my editor's power!

So I would just like to thank everybody who has contributed in different ways to making aerophilately so much fun over the last 25 years. I look forward to continued correspondence, discussion, and debate with you all.

Chris Hargreaves

SECRETARY'S REPORT

Welcome to three new members:

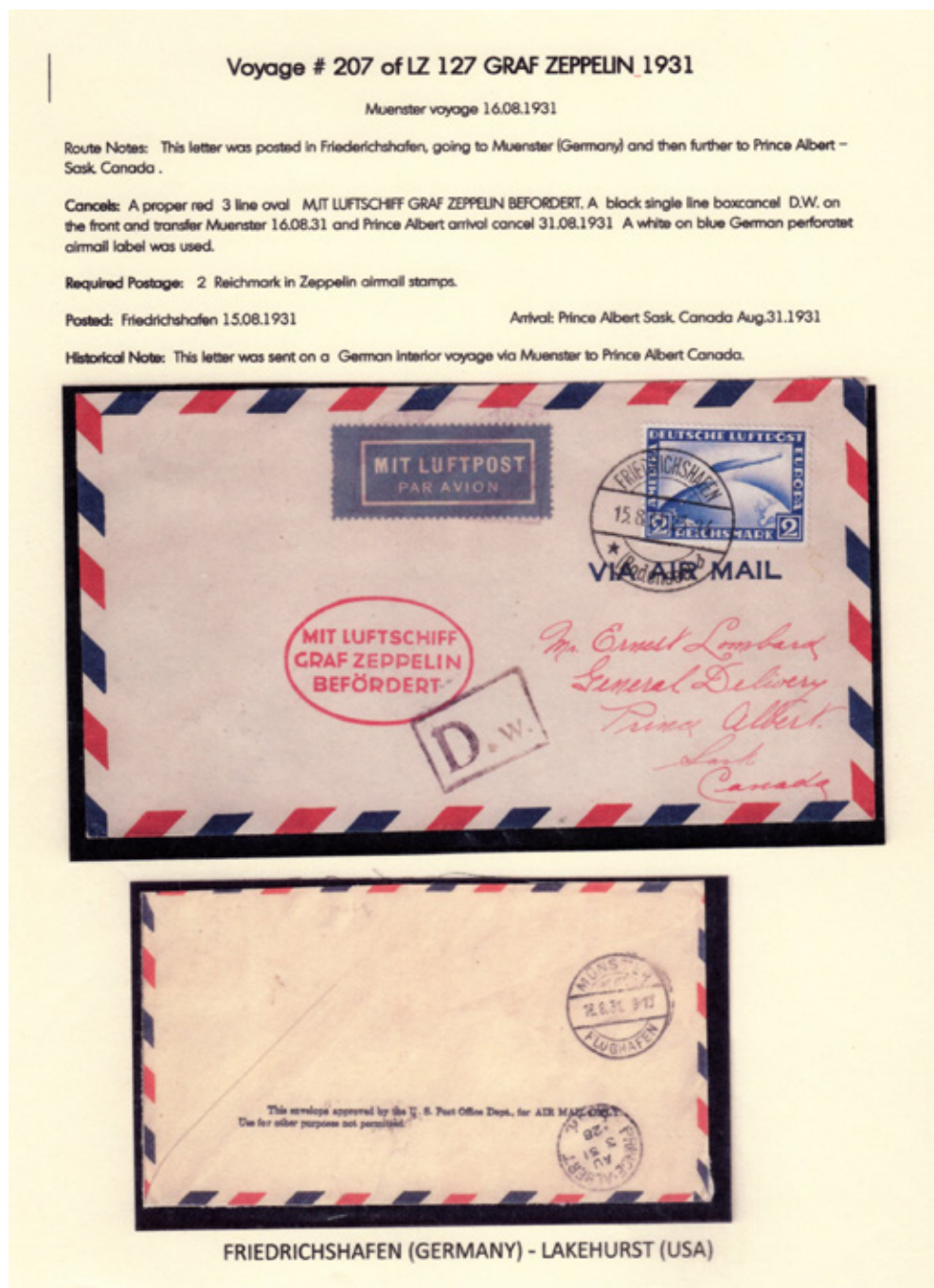
#461 Michael Croy of Mississauga, ON

#462 Pierre Hudon of Hawkesbury, ON

#463 Mike Street of Ancaster, ON

Brian Wolfenden

In Memoriam - Hans Steinbock



Hans had a stamp store in Calgary for many years, before he retired to the Niagara region of Ontario. I first met Hans at ROYAL 2009 in St. Catharines, where he had an exhibit of "Zeppelin Mail to & from Canada". The page (on the left) was part of that exhibit. Hans was given an introductory-membership to the CAS because of his exhibit, and became a very active member of our society. I enjoyed chatting with him at various shows after that, and at the CAS Days of Aerophilately in Toronto.

On behalf of the CAS, I would like to offer condolences to Ingrid and all of Hans's family.

Chris Hargreaves

LETTERS TO THE EDITOR

FROM: IAN MACDONALD re Future Seaplanes, March 2016 Canadian Aerophilatelist:

I question whether the seaplanes on page 11 are seaplanes. They look to me to be ground effect vehicles and to draw on Russian work with Ekranoplans. They plane over the sea, but are not aircraft. Have a look at https://en.wikipedia.org/wiki/Caspian_Sea_Monster There is a video of one of the Caspian Sea Monsters at <https://www.youtube.com/watch?v=V8Nu94khHoo>

Editor's comment: I had never heard of the Ekranoplans before, and found the Wikipedia story and the video intriguing.

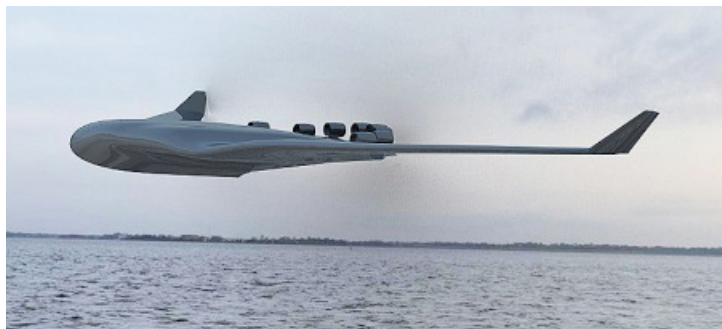
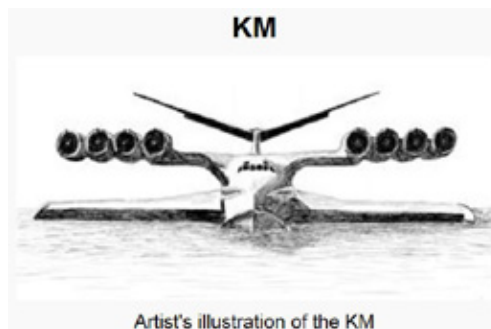


Illustration from March 2016 Canadian Aerophilatelist.



According to Wikipedia:

The Caspian Sea Monster, officially «KM» (Korabl Maket, Russian - Корабль-макет Experimental Craft), also known as the “Kaspian Monster”, was an experimental ground effect vehicle (or ekranoplan)—a craft that flies, but stays close to the ground so it can rely on the ground effect. It was developed at the design bureau of Rostislav Alexeyev.

The KM was designed in 1964 – 1965, and was unique in size and payload. The first spy photographs from American spy satellites showed a strange aircraft carrying letters “KM” on its fuselage. CIA disambiguated it as “Kaspian Monster”, while it actually meant “Korabl maket” – “prototype ship” in Russian. The chief designer for this aircraft was Rostislav Alexeyev and the lead engineer was V. Efimov.

The ekranoplan had wingspan of 37.6 m, length – 92 m, maximum take-off weight – 544 tons. Until the An-225, it was the largest aircraft in the world. It was designed to fly at an altitude of 5-10 meters to use the ground effect.

KM was designed as a special vehicle for the military and rescue teams. However designing such a machine caused serious difficulties. It was documented as a marine vessel and prior to the first flight a bottle of champagne was broken against its nose. It displayed the Soviet Navy Flag and was assigned to the Soviet Navy, since the ground effect is only possible within several meters from the surface. The new vehicle was, however, piloted by air force test pilots.

KM testing started in 1966 at the Caspian sea near Kaspiysk (Dagestan).

First flight was performed by V. Loginov and Rostislav Alexeyev himself, which was very unusual - most Soviet aircraft designers never piloted their own creations. All works were conducted under patronage of the Ministry of Shipbuilding Industry.

The KM was determined to have an optimum (fuel efficient) cruising speed of 430 km/h (267 mph, 232 knots), and a maximum operational speed of 500 km/h (311 mph, 270 knots). Maximum speed achieved was 650 km/h (404 mph, 350 knots), although some sources claim up to 740 km/h (460 mph, 400 knots).

KM was tested at the Caspian Sea for 15 years until 1980. In 1980, pilot error caused a crash without human casualties. The vehicle was too heavy to recover from its watery wreck site. Authentic footage of this crash was

recently posted on Youtube by an unknown source, only to be removed 2 hours and 43 mins later, possibly at the behest of The Federal Security Service of the Russian Federation.

Thanks Ian.

FROM: Jim Reichman re Soviet Space Dogs Book, March 2016 Canadian Aerophilatelist

Thanks for letting me know about the reference to my book review in Orbit. If your readers want to read a philatelically-based reference about these Soviet space dogs and their flights, you can refer them to my 97-page Philatelic Study Report 2012-4, *Soviet and Russian Philatelic Items Related to Dogs in Space*, dated 15 November 2012, which is available at my publisher's web site at: <http://www.americanastrophilately.com/Reichman.html>

FROM: Diana Trafford about more research websites:

Great news for anyone doing aviation research using Department Of Transport and earlier aircraft information!

Terry Judge's website, www.historicccar.ca has now gone public!

The aim of the website is, "To provide as accurate and consistent a document as we can manage - a document that will detail every known Canadian civil aircraft registration, allotted either officially or unofficially; the result is a series of searchable databases. The Index lists all known registrations, listing aircraft type and manufacturer's serial number, when the registration was allotted and deleted, and its immediate and subsequent identities (if any). From the Index you will be able to access a detailed history of those registrations for which we have that information. In the near future we will include a photo database that will attempt to offer photographs of each registration listed in the database. Almost all the information comes from official sources which are in the public domain.

Terry has also emailed that:

Within the last couple of weeks I have been made aware that certain Library & Archives Canada microfilm, have been, or are being, digitized by the Canadiana website.

The microfilm containing the "Aircraft - Registration & Operations" files, which are one of the sources that I use for the website can be accessed at http://heritage.canadiana.ca/view/oocihm.lac_mikan_133868. Unfortunately, Canadiana do not provide an index. However, you can go to http://www.collectionscanada.gc.ca/02/02010502_e.html (the old ArchiviaNet which is user friendly) and plug in a registration to find out which reel it is on, or enter the T-number which will give you a list of the registrations on that reel. This appears to be a work in progress.

Also, the early accidents are at http://heritage.canadiana.ca/view/oocihm.lac_mikan_135963. Again, no index, though you can use the same process listed above.

There may be other microfilm sets available on Canadiana that may be of interest.

Thanks Diana, and many thanks to Terry Judge for making this information available.

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WORLD WAR II CENSORSHIP IN BERMUDA



Mailed BRYRUP, DENMARK, February 24th 1942, to IVIGTUT, GREENLAND

Route: Bryrup to Copenhagen (surface); to Berlin and Lisbon (Deutsche Lufthansa); to Bolama, Bermuda and New York (Pan American Airways); to Ivigtut (surface). Censored: German Geöffnet tape and red circle cancel (Berlin) on back Bermuda P.C.90 tape, censor 1347. (Analysis by Neil Hunter.)

Many thanks to Jim Taylor, who found this article on the internet at

<http://bernews.com/2011/11/bermudas-second-world-war-espionage-role/>

It originally appeared in BERNEWS on November 11th 2011, and has been slightly abridged.

Bermuda's WWII Espionage Role

It's been said Bermuda was "Britain's number-one listening post" during World War II [1939-1945] –and if that's true, then the Princess Hotel was its headset.

The waterfront hotel in Hamilton was transformed into the island's counterintelligence headquarters for the British, which monitored the transatlantic mail passing through the island aboard flying boats - a Pan American World Airways Clipper is shown moored off the Darrell's Island air station in the Great Sound during the war years. Bermuda was a staging point for the US-European flights operated by Pan Am and Britain's Imperial Airways.

"A thousand people worked in the basement, checking to see if letters contained messages in invisible ink or if an extra period, when magnified, might reveal a hidden message," former hotel manager Ian Powell has said. Ultimately some 1,500 British intelligence officers, academics and code-breakers descended on Bermuda to man the Imperial Censorship station shortly after the outbreak of the war. Many of the censors were attractive

young women — largely university students — who became known as the “Censorettes”.

Though the schedule could be grueling, with thousands of letters to slog through each day, the censors found time to swim and play tennis and golf, and they even had a debate team and amateur dramatics society.



Pan Am Clipper moored off the Darrell's Island air station

But it was hardly all sun, surf and a sybaritic lifestyle for the Bermuda censors — they were also responsible for exposing up some of the most notorious Nazi spies active in North America before the US entered World War II in 1941.

“Bermuda proved a geographically convenient location for the scrutiny of mail exchanged between North America and Europe,” said former Tucker’s Town resident Rupert Allason, a British espionage historian who writes under the pen name Nigel West. “All correspondence sent to or from Europe was examined by Imperial Censorship staff based at the Hamilton Princess Hotel, and suspect items were intercepted and photographed. “This led to the identification of several German spies, among them George Nicolaus and Joachim Ruge.”

But its most celebrated case involved the Bermuda censorship operations playing a key role in the uncovering of the largest Nazi espionage operation in America.

It was operated by Kurt Frederick Ludwig in 1940-41 and the network became known as the “Joe K” spy ring because it was the code name used in letters sent to Berlin addresses giving information on Allied shipping in New York Harbour and other sensitive military information. Details of the ship movements the ring provided were passed on to Nazi submarines operating in the Atlantic and a number of UK-bound vessels were torpedoed as a result.

Authorities in both the US and the United Kingdom had concluded a spy ring was operating out of New York City soon after Britain and Germany went to war in September, 1939. But the first break came when Bermuda’s censorship station — run by New York-based British Security Coordination [BSC], the organisation responsible for all UK secret intelligence activities in the Western hemisphere — intercepted letters written to “Lothar Frederick” and signed by a “Joe K”.

“The censorship examiner who had been working on the Joe K correspondence was a very determined young lady named Nadya Gardner,” said historian H. Montgomery Hyde in an account of the Bermuda censorship station. “She thought that the letters might contain secret writing in addition to the clear text, and she sent them

to the censorship laboratory for chemical tests to be applied.

“The results were negative. Nevertheless Miss Gardner was not satisfied. Fortunately she herself possessed a slight knowledge of inorganic chemistry, and she suggested that the old-fashioned iodine reagent, which was much used by the Germans during the First World War, should be tried.

“After considerable persistence by Miss Gardner in the face of the doubts voiced by the experts, this test was eventually made.

“This time the results were astonishing, since the secret writing which was brought out in every letter tested was seen to contain the latest information on aircraft production and shipping movements.

“Moreover, it was established that the secret ink was a solution of pyramidon, a powdered substance often used as a headache cure and readily obtainable at any pharmacy or drug store.”

As it was known that “Lothar” was an alias used by high-ranking Nazi official Reinhard Heydrich, a watch was set in Bermuda for any further letters with the Joe K signature.



The Princess Hotel - headquarters to Britain's Wartime Censorship Operation

Subsequent letters from Joe K were intercepted by the Princess Hotel censors, their contents read and recorded, and the envelopes so carefully resealed that their recipients would not detect any evidence of tampering.

Joe K had shown up as the signature on many letters sent to accommodation addresses. In March 1941 BSC chemists detected secret writing in a Joe K letter; the secret message referred to a duplicate letter sent to “Smith” in China.

The BSC mail-intercept operation was run in coordination with the US Federal Bureau of Investigation — even though its director J. Edgar Hoove and William Stephenson, the Canadian-born head of the BSC, did not get along. Knighted after the war, Sir William Stephenson later retired to Bermuda and lived here until his death in 1989.

The FBI was able to trace the Smith letter and found that it contained a plan of US defenses in Pearl Harbor, Hawaii.

Despite this break, they were still in the dark as to who were involved in the spy ring, until an unexpected event took place that led eventually to its downfall.

On the night of March 18, 1941, a middle-aged man wearing horn-rimmed spectacles and carrying a brown briefcase foolishly made the attempt to cross the street against a traffic light in New York's Times Square. He was hit by a taxi and fatally thrown under the wheels of another car. His companion ran into the street after him, grabbed the briefcase that fell near his body and fled from the scene.

The fatally injured man was identified as a courier for the Spanish Consulate, Don Julio Lopez Lido. His body

was unclaimed for a time but the Spanish Consulate in New York finally buried him. His companion, who ran from the scene, called the dead man's hotel and asked for them to hold the man's room until further notice. In the meantime, the hotel management had informed the local authorities, and they began to investigate the mysterious circumstances behind the accident.

The New York Police had taken note of the seemingly uncaring action of Señor Lido's companion as reported by witnesses, and took a deeper look into the dead courier's background. Although he was identified as a Spaniard, they were puzzled by the fact that the dead man's papers were in German, not Spanish; his notebook contained names and possible assignments of some US soldiers; his clothes contained no labels. Moreover a check made at the hotel room yielded maps, articles on military aviation and other curious items. All of these items were turned over to the FBI.



Boeing 314 flying boat

In the meantime, another Joe K message, also followed up by the FBI, contained a panicky message about a car in New York running down and killing a certain "Phil". The BSC had informed the FBI that "Phil" had been Captain Ulrich von der Osten of the German Abwehr intelligence agency who had entered the United States via Japan a month prior: he was supposed to direct the activities of a group of spies in the US. Based on this, the FBI was able to determine that "Señor Lido" and von der Osten were one and the same.

Piecing together a reference from "Phil's" notebook, an intercepted cable from Portugal to Joe K. and information from the Joe K letters intercepted in Bermuda, the FBI was able to identify von Osten's companion as Ludwig himself. He was located and thus placed under surveillance to determine his contacts.

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It was later known that von der Osten arrived in the US with the purpose of directing the Joe K spy ring; however, with his untimely death, Ludwig was left in command of the ring. Under FBI surveillance Ludwig was seen continuing his routine of visiting the docks in New York Harbor and US Army posts around the state.

Ludwig and ten other members of the Joe K spy ring were subsequently indicted in the US District Court for the Southern District of New York for treasonable conspiracy and espionage. Censors from Bermuda were flown to New York to testify against the spies.

Because their spying was undertaken before the US entered World War II, the spies escaped the death penalty and were sentenced to long prison terms instead.

Following the trial, the New York prosecuting attorney wrote to BSC headquarters at Rockefeller Centre to thank Sir William Stephenson for the role played by the Bermuda operation in breaking up the spy ring. Now that the Ludwig case is finally and successfully concluded, I wish to take this opportunity of expressing to you my appreciation of the most friendly and helpful co-operation and assistance which you and your associates rendered us in that case," said US Attorney Mathias F. Correa.

"In my opinion the testimony and exhibits furnished ... by members of the Imperial Censorship stationed at Bermuda contributed very largely, in the case of some of the defendants almost wholly, to the successful outcome of the case."

Andy Cruikshank-Pioneer Air Mail Pilot

John Lewington



Andrew (Andy) David Cruikshank was born, Feb 26, 1898, at Hillhouse, Shotover, Oxfordshire, England. He was the fifth of nine children in his farming family.

At the beginning of WWI, Andy enlisted in the Queens Own Oxfordshire Hussars as a motorcycle dispatch rider.

He transferred to the RFC, as an Air Observer/Gunner, in April, 1917, but was re-mustered for pilot training at the Central Flying School, Upavon. Later the same year, he was posted to France flying SE5 (Scout) aircraft with 84 Squadron, then commanded by Sholto Douglas. We have no record of victories or awarded medals.

The photograph in RAF uniform must have been taken after April 1, 1918, when the RFC and RNAS were amalgamated to become the RAF. At war's end, he was demobbed and moved to Canada to work on an uncle's farm in Saskatchewan. Cruikshank joined the RCMP during April, 1923, and, after training in Regina, was posted to the Yukon.

He could see the potential in Air Transportation and he resigned from the Police in 1927, and, with Clyde Wann and James Finnegan, formed the Yukon Airways and Exploration Company. He was the first company pilot/Manager of Operations and received Canadian civil pilots licence number 230.

After accepting the newly manufactured aircraft at the San

Diego Ryan factory, he flew Ryan BI Brougham G-CAHR "Queen of the Yukon" from San Diego via Reno, Seattle, Vancouver, Skagway (shipped on the Princess Alice disassembled), and over the Chilkoot Pass to Whitehorse.

Inaugural Air Mail flight: CL42-2703-November 24, 1927 -Whitehorse, Mayo Landing, Dawson, Wernecke and Keno Hill. Covers from this flight carry Yukon Airways semi-official stamp (CL42) plus regular first class postage. The Ryan aircraft was used for this flight, and Cruikshank was the pilot, but there is some confusion over the number of pieces carried and the exact date(s) of take-off and landings. Covers from this flight are not pilot signed. The flight was abandoned after severe weather caused engine problems and a forced landing near Mayo. The mail proceeded by ground transportation.



The illustrated cover is addressed to Keno Hill so it must have been delivered by dog team and was received at Keno Hill December 6.

The November 1927 flight is Cruikshank's last recorded flight with Yukon Airways. In 1928, he left the financially strained company to join Western Canada Airways as manager of the flight school in Winnipeg. He was later succeeded in that position by Con Farrell and he became a general duty pilot.

During August 1929, he participated in the search for the McAlpine party flying Fokker Super Universal G-CASQ. When WCA became Canadian Airways Limited in November 1930, he flew the prairie air mail routes.

Inaugural Air Mail flight: CL40-2906-August 22-25, 1929-Prince George to Fort Grahame (Ingenika Mines) and return. The cover illustrated carries Western Canada Airways semi-official stamp (CL40 with manuscript dated 24/8/29 cancel on reverse) plus regular first class postage and has been signed by the pilot- A.D. Cruikshank. It is believed there were 30 covers on the inbound flight and about 70 on the return.



CL40 Stamp from the cover
reverse showing manuscript
cancel '24/8/29'

Andy Cruikshank died in a crash near Mazenod Lake, north of Fort Rae, NWT, with two air engineers in Canadian Airways Limited's Fokker Super Universal G-CASQ June 29, 1932, while flying in support of mining exploration at Great Bear Lake.

A biography of this pioneer pilot, based on family correspondence, was written by his daughter, Mrs. June Lunny, in 1992, entitled "Spirit of the Yukon".

References:

CL42-2703 and CL40-2906 are flights recorded in the sixth edition of "Air Mails of Canada and Newfoundland"

Spirit of the Yukon-June Lunny-Caitlin Press

Pioneering in Canadian Air Transport-K.M. Molson

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

Photograph courtesy of Mrs. June Lunny

John Lewington

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Customised Canadian Postal Indicia

Nino Chiovelli

Indicium

The stamp impression of a postage meter or the imprint on postal stationery (as opposed to an adhesive stamp), indicating prepayment and postal validity. Plural: indicia.

Several examples of the Customised Canadian Postal Indicia illustrated in the January and February 2016 issues of the Edmonton Stamp Club BULLETIN drew my interest. Over the past three years several of these items were received at our residence and like many other stamp collectors I kept them.

Doing a bit of research on the internet brought the knowledge that Canada Post authorized the use of the Customised Indicia effective 5 May 2013. Without a doubt, that action created a new and interesting specialty category in the field of philatelics. Those of us who kept these items out of curiosity may even be drawn into that specialty? Simply because the artwork is extremely interesting and it should be preserved.

The long road of promoting business has taken Canada Post from officially implementing precancelled stamps in 1889 to generic indicia then onto introducing the modern concept of Customised Indicia. Apart from invigorating veteran stamp collectors, this pleasant promotional initiative may serve to draw new blood into the field of philatelics?

The question is how will this new area be handled? Will some keep the entire advertisement as a cover or will some neatly cut the customised stamps to place them in an album? Both methods should be acceptable and will certainly lead to interesting debates.

The following illustrations include a few different Canadian Custom Indicia and some foreign examples:



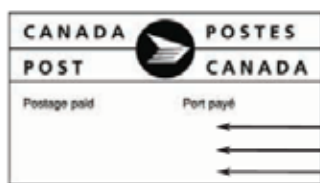
Above left: a Canadian Cancer Research Society indicium. Center is a TELUS indicium. Note: the diagonal hairline break midway through the photo. Murphy strikes again and errors will always keep philatelists on their toes! The illustration on the left depicts an Alberta Local Authorities Pension Plan Indicium.



From left to right: The Mustard Seed indicia issued in 2014 and 2015 respectively. The machine cancel over top of the

left indicium indicates that the letter was delivered to a wrong address and re-mailed at a letter box. An indicium from a number ten envelope mailed from the Scarborough, Ontario Air Miles Customer Care Department.

A generic Postal Indicia may be used for any service.

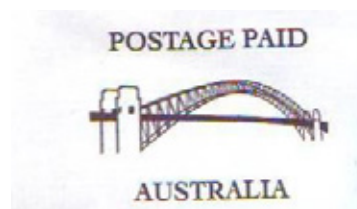


A Perforated Edge Design Postal Indicia has the same requirements as the generic Postal Indicia, except the size of the Postal Indicia is measured from the outer edges.

NOTE : The Perforated Edge Design Postal Indicia is only available for Addressed Admail™ (including Dimensional Addressed Admail), Lettermail™, Incentive Lettermail™ and Publications Mail™.

Above are two examples of the Canada Post Indicia available to Bulk Mailing Customers. Those who are interested in obtaining information on this service may do so by viewing excerpts from the Canada Postal Guide on the Canada Post Website: www.Canadapost.ca. Canadian Generic Indicia and text are courtesy of Canada Post.

The following are a few international indicia that may be of interest:



Above left an Italian International Priority Post indicium with an Air Mail label printed adjacent to it guaranteeing priority handling. The Australian indicium above right indicates postage paid, the Air Mail label was printed on the lower left of the cover.



Above left a French Post indicium indicating the international mail rate was paid. Above right this British Royal Mail indicium was accompanied by the words Air Mail printed on the upper left side of the cover.

Bibliography: Customised Canadian Indicia form part of the author's collection.
Foreign Indicia form part of the author's collection.
Canadian Generic Indicia and descriptive text courtesy: of the Canada Post

Website: Precancel historical information courtesy of the Precancel Handbook

HOW EARLY PILOTS FOUND THEIR WAY

Chris Hargreaves

I received several comments from readers who enjoyed the article by Hugh Delaney in our December 2015 journal, about the “70 ft Cement Arrows across the U.S.A.” to guide early air mail pilots. Since then I have come across several other schemes to help pilots find their way.

Signs on the Irish coast

[Treasa Lynch](http://eiremarkings.org/) <http://eiremarkings.org/>



EIRE63 – Portacloy, County Mayo. Coastal erosion has clipped the corner of the box. Also note that the number was very clearly added later.

Many years ago, in a piece about the lighthouses on the coast of Brittany, I saw a comment that the lighthouses were to tell the mariner where he was, and not just to warn him against rocks. In 1942-1943, a large number of signs were placed along the Irish coast to tell pilots where they were.

Today, we take high technology navigational aids for granted. In the 1940s, GPS did not exist. In 1942-43, close to the locations of the coastal watch huts, signs were placed on the Irish coast to identify the land below as Eire, and not, for example, Great Britain or Northern Ireland. Shortly after the EIRE signs were constructed, mostly by the volunteers of the local Look Out Post (known in the documentation as LOPs), the identifying number of the relevant LOP was added, enhancing the signs' value as a navigational aid. A list of LOPs, their locations and numbers were given to allied pilots thus allowing themselves to reduce the risk of crashing in the Republic of Ireland, and also, giving them greater detail on where they were.

Currently available information suggests the signs were really only of use during the day, although according to Michael Kennedy's work on the Coastal Watch (Guarding Neutral Ireland, 2009), fires may have been lit near some of the signs during winter nights.

Approximately 85 of these signs were built. I don't have an exact number. There were 82 coastal watch stations and I believe that at least two sites constructed two signs, namely Achill Island and Slieve League. In 2012, realizing there was no list of the still existing signs, I decided to locate as many of them as could still be seen from commercially available satellite imagery. I have been fortunate to locate more than 15, all on the western coastline. Eight of them are still to be seen on headlands in Donegal, where the greatest number of them have survived.

In researching this, I have learned a great deal about the coastal watch in Ireland during the Emergency, that great language by which we engaged in the myth that we were not at war. I have spent a great deal of time reviewing maps, satellite photographs and aerial photographs. A certain number of people have been very helpful in terms of locating these signs. Some of these people, I will not even know their real names.



THE WORD "EIRE" IS SPELLED OUT ALONG THE COASTLINE OF NEUTRAL IRELAND AT 82 POINTS IN .30 FOOT WHITE LETTERS AND EACH IS NUMBERED AS SHOWN BY THE TRIANGLES ◀ 00 ON THIS CHART.

NOTE: Nine airdromes in "EIRE" Neutral Ireland as shown on chart.

1. RINEANNA—First class field, 4 concrete runways 3 of which are over 5000 feet. If emergency landing must be made in "EIRE" use this field if possible, otherwise use 2 or 3 below.
2. COLLINSTOWN—Triangular field. Runs of 5100 and 4200 feet. Grass. Should be O.K. for all types of aircraft.
3. BALDONNEL—4 runways, longest 3270 feet. Grass surface. Should be O.K. for all types of aircraft.

The following six airdromes are emergency fields only with no service facilities. Depending on the approach and condition of the surface large aircraft may have to crash land with gear up to use these fields.

4. GORMANSTON—Grass rather rough. 2700 by 2700 feet.
5. RATHDUFF—2 grass runways slightly rough approx. 3000 feet.
6. BALLINCOLLIG—Narrow strip E-W 1800 feet.
7. ORANMORE—Turf, well drained 2100 by 500 feet.
8. TRAMORE—Rolling turf 1800 by 1500 feet.
9. CURRAGH CAMP—Grass, rough, 1650 by 1200 feet.

PILOTS' NOTE—

ALL 19 AIRDROMES IN NORTHERN IRELAND ARE SUITABLE FOR LANDING FOUR ENGINE AIRCRAFT. THE BORDER BETWEEN NORTH IRELAND AND "EIRE" NEUTRAL IRELAND IS SHOWN ON THE CHART AS FOLLOWS: PILOTS SHOULD NOT LAND IN "EIRE" EXCEPT IN EMERGENCY CONDITIONS INVOLVING THE SAFETY OF THEIR AIRCRAFT.

Via Clive Moore I have an extract of the USAAF Map navigation map used by pilots during the war on which the numbers are marked.



A map of the still extant neutrality signs. - Time is not kind to these installations but a number of them in Mayo, Donegal, Cork and Clare have been recently renovated.

Treasa Lynch

FINDING WINNIPEG 1928



Backstamped: WINNIPEG 8 PM MAR 29 1928

This cover was flown to Winnipeg by Floyd Bennett and Bernt Balchen in a Ford Tri-Motor that was being prepared for Commander Byrd's South Pole Expedition. The aircraft was fitted with skis in Winnipeg, which were then tested on flights to The Pas, north of Winnipeg.

At that time Winnipeg was still using an airfield at St. Charles. - To help Floyd Bennett find the airfield an escort plane was sent up. However, the escort plane was too slow to make a connection, and Bennett flew 20 miles past St. Charles Field before realizing his mistake. He then turned back towards Winnipeg, saw the de Havilland Moth that had been sent up to meet him, and followed it to the airfield.

In May 1928 a new airfield was opened in Winnipeg, called Stevenson Aerodrome after Captain Fred Stevenson, a Western Canada Airways pilot who had been killed in a crash in January 1928. (It is now the Winnipeg James Armstrong Richardson International Airport.), in honor of James Armstrong Richardson who was the founder of Western Canada Airways, and a very prominent Winnipeg businessman.

The Western Canada Airways Bulletin of June 16th 1930 gave these directions for finding Stevenson Field:

Approaching Winnipeg by air from the south a direction marker may be seen on the Winnipeg Electric Company's gas tank which is located some 1 1/2 miles west of the junction of the Red and Assiniboine Rivers. The marker consists of an arrow 115 feet long, pointing towards the Stevenson Aerodrome. AIRPORT is painted in 15-foot letters and 3 M (miles) in 20-foot chrome yellow letters.

The Neon beacon on the Hudson's Bay Company Store is three miles east of the aerodrome. Another landmark is Polo Park Race Course, one mile S-E of the aerodrome, with its name prominent on the roof of the grandstand.

The north and south runway of the Stevenson Aerodrome of natural turf is about 2800 feet, while the east and west runway is about 2200 feet. Two large flood lights and a revolving beacon have been installed.



Commander Byrd's Ford Tri-Motor - with skis.

MARKING TOWN NAMES ON ROOFS

The following announcement was published in the U.S. Post Office's Postal Bulletin on October 3rd 1928:

MARKING ROOFS AS GUIDE TO AERIAL NAVIGATION

OFFICE OF THE POSTMASTER GENERAL,
Washington, October 1, 1928.

The proper identification of towns and cities as an aid to aerial navigation is one of the outstanding means of civil aviation in the United States. To that end the Daniel Guggenheim Fund for the Promotion of Aeronautics, with which Col. Charles A. Lindbergh is associated in cooperation with the Post Office Department, the Department of Commerce, and aeronautic organizations throughout the United States, has undertaken to accomplish this work in a comprehensive manner.

The scheme contemplates the painting of the names of cities or towns on the roofs of one or two prominent buildings in communities with population ranging from 1,000 to 50,000.

Within a few days the postmasters at such cities and towns will receive a letter from the Guggenheim fund setting forth very fully what is desired in the matter, and explaining in detail how they can be of assistance.

The Post Office Department was the pioneer in establishing air mail routes and is still vitally interested in national flying. Therefore, postmasters are requested, immediately upon receipt of a letter from the Guggenheim fund, to consult with local civic organizations such as chambers of commerce, boards of trade, etc., with a view to having accomplished what is desired. In other words, they are requested, as representatives of the Post Office Department, to do what they can to create and maintain an interest that will eventually result in having their cities and towns so labeled that they may be identified from the air. They are further authorized to communicate the result of their efforts to the Guggenheim fund.

HARRY S. NEW,
Postmaster General.

The Postal Bulletin

Published daily, except Sundays and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

VOL. XLIX

WASHINGTON, WEDNESDAY, OCTOBER 3, 1928—Two Pages

No. 14808

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HARRY S. NEW,
Postmaster General.

RETURN OF UNDELIVERABLE LICENSE PLATES

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, October 2, 1928.

Attention of South Carolina Postmasters:

It has been reported to this bureau by the South Carolina State Highway Department that a number of postmasters are delinquent in the return of undeliverable license plates, although all of the wrappers contain a request that the mail be returned in five days if not delivered, and bear a pledge for return postage. This matter has frequently been brought to the attention of postmasters through notices published in the Postal Bulletin, and it is requested that all postmasters, as well as those in South Carolina, take immediate steps to the end that all mail will be promptly returned in the future in accordance with the instructions contained in the return card or, in the absence of such instructions, in accordance with the Postal Laws and Regulations. (See sections 608-616.)

JOHN H. BARTLETT,
First Assistant Postmaster General.

POSTPONEMENT CONVENTION OF NATIONAL FEDERATION OF POST OFFICE CLERKS ACCOUNT OF RECENT HURRICANE

FIRST ASSISTANT POSTMASTER GENERAL,
Washington, October 1, 1928.

The convention of the National Federation of Post Office Clerks, announced to be held at San Juan, P. R., October 12 to 13, 1928 (Bulletin of September 1, 1928), has been postponed indefinitely on account of the recent hurricane in Porto Rico.

JOHN H. BARTLETT,

VISUAL NAVIGATION

These directions from the U.S. Air Mail Service were reprinted in The Bulletin of the Metropolitan Air Post Society, Oct-Dec 2013. - I am reproducing the original text for the first stage of the Transcontinental route, but have changed the formatting to fit the page width of this journal.

UNITED STATES AIR MAIL SERVICE

PILOTS' DIRECTIONS

NEW YORK-SAN FRANCISCO ROUTE

DISTANCES, LANDMARKS, COMPASS COURSE, EMERGENCY AND REGULAR
LANDING FIELDS, WITH SERVICE AND COMMUNICATION FACILITIES AT

PRINCIPAL POINTS ON ROUTE

WASHINGTON

GOVERNMENT PRINTING OFFICE

1921

Post Office Department,
Office of Assistant Postmaster General,
Division of Air mails.

These flying directions and the ground information were prepared with the cooperation of pilots and supervisory officials of the Air Mail Service and with the assistance of the postmaster located within 5 miles of the line of flight. All employees of the Air Mail Service will be required to familiarize themselves with the information relating to the section of the route with which they are concerned.

Otto Praeger

second assistant Postmaster General Washington, D. C.

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

February 20, 1921

**TRANSCONTINENTAL AIR MAIL.
PILOT'S LOG OF DISTANCES, LANDMARKS, AND FLYING
DIRECTION'S.**

NEW YORK TO BELLEFONTE.

0. Hazelhurst Field., Long Island.--Follow the tracks of the Long Island Railroad past Belmont Park race track, keeping Jamaica on the left. Cross New York over the lower end of Central Park.

25. Newark, N.J. -Heller Field is located in Newark and may be identified as follows: The field is 1- 114 miles west of the Passaic River and lies in the New York, Lake Erie & Western Railroad. The Morris Canal bounds the western edge of the field. The roof of the large steel hanger is painted an orange color.

30. Orange Mountains--Cross the Orange mountains over a small round lake or pond. Slightly to the right of course will be seen the polo field and golf course of Essex Country Club. About 8 miles to the north is Mountain Lake, easily seen after crossing the orange mountains.

50. Morristown, N.J. -About 4 miles north of course. Identified by group of yellow buildings east of the city. The Delaware, Lackawanna & Western Railroad passes the eastern side of Morristown.

60. Lake Hopatcong-- A large irregular lake 10 miles north of course

64. Budd Lake.--Large circular body of water 6 miles north of course.

78. Belvidere, N.J. -On the Delaware Rv. Twelve miles to the north is the Delaware Water Gap and miles to the south is Easton at the junction of the Lehigh and Delaware Rivers. The Delaware makes a pronounced U-shaped bend just north of Belvidere. A railway joins the two ends of the U

111. Lehigh, Pa.---Directly on course. The Lehigh Valley and Central Railroad of N.J. running parallel pass three miles through Lehigh. The Lehigh River runs between the railroads at this point. Lehigh is approximately halfway between Hazelhurst and Bellefonte. A fair sized elliptical race track lies just southwest of town but a larger and better emergency landing field lies about 100 yards west of the race track. The field is very long and lies in a north south direction.

114. Much Chunk.-Three miles north of Lehigh and on the direct course.

121. Central Railroad of New Jersey. -Two long triangular bodies of water northwest of the railroad followed by eight or nine small artificial lakes or ponds about half a mile apart almost parallel with the course but veering slightly to the south.

148. Cathouse Mountain Range, which appears to curve in a semicircle about a large open space of country directly on the course. To the north of the course may be seen the eastern branch of the Susquehanna. Fly parallel to this until Shamokin Creek is picked up. This Creek is very black and is paralleled by two railroads. Shamokin Creek empties into the Susquehanna just below Sunbury.

168. Sunbury, Pa. -At the junction of the two branches of the Susquehanna River. The infield of a race track on a small island at the junction of two rivers furnishes a good landing field. The river to the south of Sunbury is wider than to the north and is filled with numerous small islands. The two branches to the north have practically no islands. If the river is reached and Sunbury is not in sight look for islands. If there none, follow the river south to Sunbury. If islands are numerous, follow the river north to Sunbury.

170. Lewisburg, Pa. - Two miles west of Sunbury and 8 miles north.

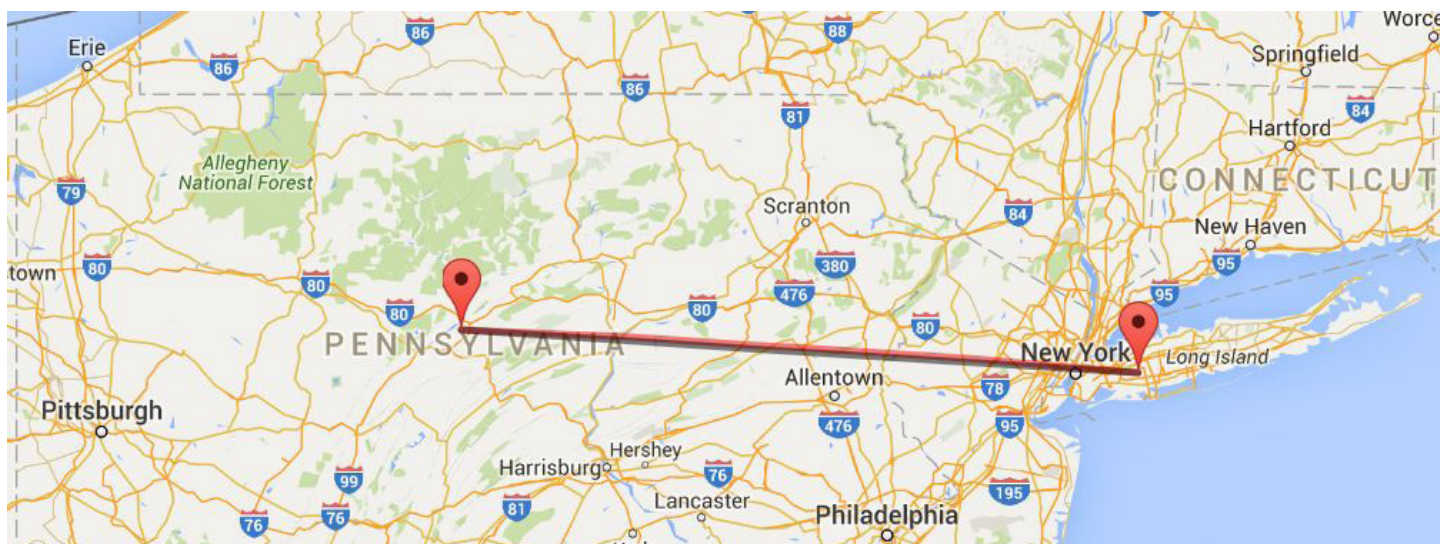
174. After leaving Sunbury the next landmark to pick up is Penns Creek. Which empties into the Susquehanna 7 miles south of Sunbury. Flying directly on course. Penns Creek is reached 6 miles after it joins the Susquehanna 7 miles south of Sunbury.

178. New Berlin - Identified by covered bridge over Penns Creek.

185. The Pennsylvania Railroad from Lewisburg is crossed at the point where the range of mountains coming up from the southwest ends. The highway leaves the railroad here and goes up into Woodward Pass, directly on the course. A white fire tower may be seen on the crest of the last mountain to the north on leaving the pass.

202. The next range of mountains is crossed through the pass at Millheim, a small town. A lone mountain may be seen to the south just across the Pennsylvania tracks.

217. Bellefonte, Pa.-After crossing another mountain range with a pass Bellefonte will be seen against the Bald Eagle Mountain Range. On top of a mountain, just south of a gap is the Bald Eagle Range at Bellefonte, may be seen a clearing with a few trees scattered in it. This identifies this gap from others in this range. The mail field lies just east of town and is marked by a large white circle. A white line marks the eastern edge of the field where there is a drop of nearly 100 feet.



The ease of modern technology: Bellefonte to Hazelhurst Field, (later Roosevelt Field) near Mineola.
Map from <http://www.distancefromto.net/> Air distance 216.83 miles.

FOLLOW UP

1929 - MERITON (MERRITTON) CRASH COVERS

In our last journal (#106), Ken Sanford asked for information about the following crash, which is not listed in Section 7 of AMCN, but is listed in the Nierinck air crash cover catalogue "Recovered Mail":

290914 Meriton, Canada

Special flights were originated on the 13th, 14th & 15th of September for the inauguration of the Niagara District Airport at St. Catherines. The 14th, the flight took a dramatic end when the plane crashed at Meriton. The 6 occupants were killed.

Ian Macdonald sent me the following information:

The 1929 accident at 'Meriton' - in fact Merritton - referred to on page 8, involved the Skyways Ltd Travel Air A-6000-A CF-ABE. Flown by F.M. Bradfield, took off with five fare paying passengers on a short joy ride. Inexplicably crashed just out of sight of the airport. All on board killed. (From Larry Milberry's Aviation in Canada;

The Formative Years). Would mail have been carried on a local joy ride?

By co-incidence I acquired this cover a few weeks ago, did it travel by air all the way from St Catharines?



Editor's comment: I have a similar cover to Ian's, to the same addressee, but cancelled on September 13th. These covers are listed in Section 5 of AMCN as:

1929, September 13-15 — St. Catharines Airport Opening. Purple printed cachet. Covers were issued for each day; some were postmarked September 16. The covers bear the signature and seal of the St. Catharine's Flying Club.

2949 St. Catharines, postmarked any date

20.00

I note that the time in the postmark on my cover is 7 PM, which would be very late to start flying to Toronto to connect with the Toronto-Buffalo airmail. So: it looks like it was sent by train from St. Catharines to Toronto, to be flown on the Toronto – Buffalo airmail the next day. In that case Ian's cover, which is dated the day after the 3-day official opening airport, and at "5" (AM), could have been sent to the Post Office at the end of the events on Sept. 15th, then postmarked and put on a train to Toronto on the 16th.

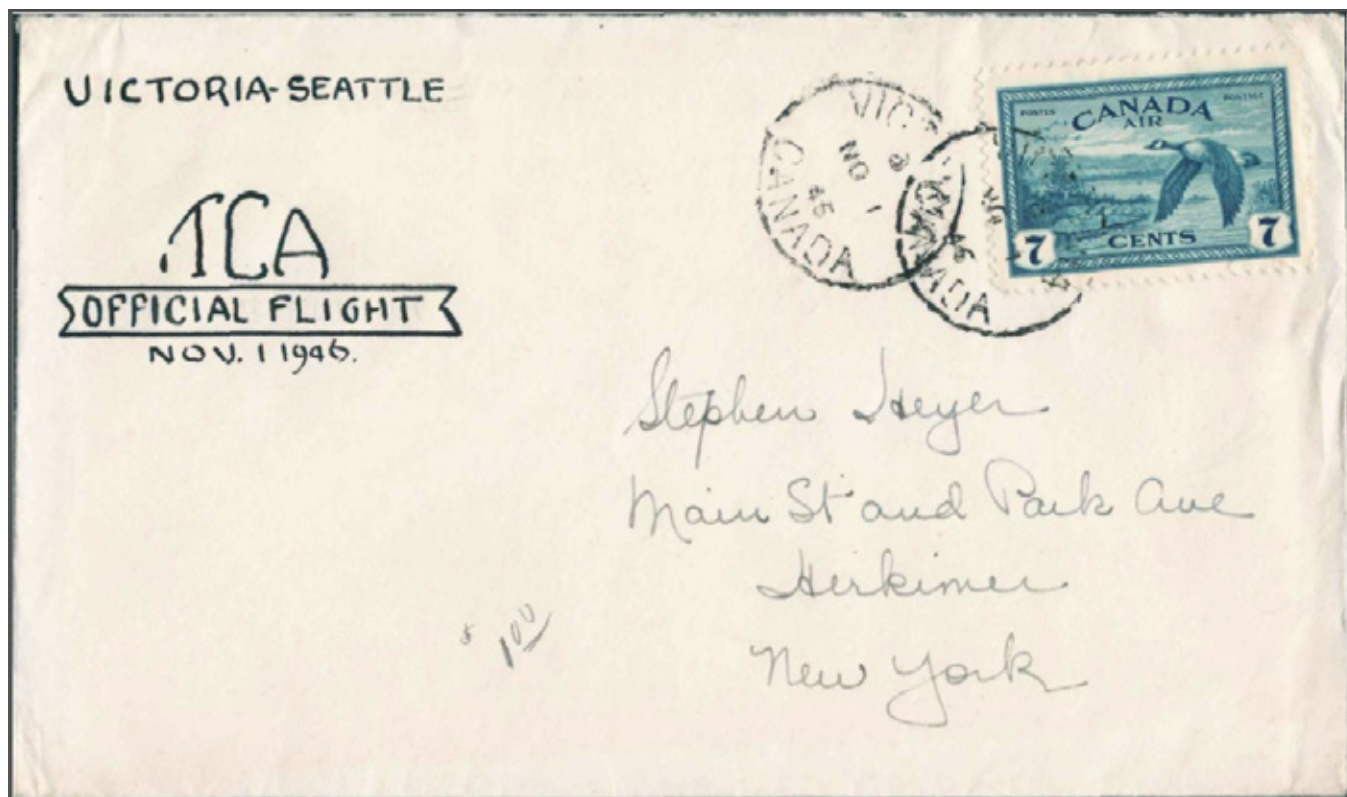
This raises the question as to whether these covers would have been flown on a "short joy ride", before being placed in the mail to Toronto? If so, the flight which crashed on September 14th may also have carrying souvenir covers that were going to be mailed after the flight landed, which would explain the listing in Nierinck. These type of flown souvenir covers were quite popular, but if that is what was going on, it's a bit strange that there wasn't some sort of note on the cover to indicate that it had been flown.

Can anybody provide more information about the covers flown at the St. Catharines Airport Opening?

November 1st 1946 - VICTORIA to SEATTLE

Ian Macdonald

Regarding the Special Flight cover illustrated on page 30 of the September 2014 Canadian Aerophilatelist.



Today I was able to examine the VICTORIA DAILY TIMES of 1st November 1946 and confirm that the cover commemorates the first Trans-Canada Air Lines scheduled flight between Victoria and Seattle. Equipment was a DC-3 and the airport used in Seattle would, in those days, have been Boeing Field. The southbound flight departed Patricia Bay at 0855 and the northbound trip returned at 1110.

The newspaper has an account of a celebrator luncheon held at the Empress Hotel reminiscent of Leacock's Sunshine Sketches Of A Little Town, the various men, all men, of some importance droning on in optimistic mood ... eve of great expansion, ... two neighbourly countries, ... no longer an island ... focal point for all transcontinental airlines, blah, blah, blah. Among those present were the Victoria Mayor, President of the Seattle City Council, the Director of Aeronautics for the State of Washington and members of parliament and TCA officials.

On the business page a short article noted the arrival of the first Air Express from Seattle and listed some of the commodities, which included orchids and roses.

Finally, a photograph of the southbound passengers posed in front of the DC-3 appeared deeper in the paper. The crew did not appear in the picture and were not named.

Something of a surprise was the lack of TCA advertising in the newspaper, TCA generally promoted new routes in the press.

I don't have a 1946 TCA schedule, but the 1st October 1947 timetable lists two round trips a day.

The DC-3s were eventually replaced by Viscounts but they lasted into the jet age, here is a TCA DC-3 sharing the ramp at Seattle-Tacoma International Airport with a Pan American 707 and a Western Airlines DC-6.



Mike Roberts post card #C10632 published by C.P. Johnston Company, Seattle. Undated.

Thanks Ian



INFORMATION WANTED

July 1926 - A cover from BRUCE MINES to TORONTO

Bruce Mines is located along Highway 17, on the north shore of Lake Huron in the Algoma District of Ontario.

In 1846, the first copper mine opened in Bruce Mines. Miners from Cornwall, England emigrated to the area to work the mines. The mining companies quickly built wharves and docks in the bay to handle the influx of people and materials. Two of the mine managers built their homes at the entrance to the main dock property. They made sure that only approved boats used the docks. The mining companies did not allow any stores to open in their town. All of the miners and their families were forced to purchase from the Company Store. The Marks brothers from Hilton Beach would load a barge on St. Joseph Island and bring fresh produce, meat and lumber to the miners in Bruce Mines. They were not allowed to land on the dock, so would anchor

their barge in the middle of the bay and the people of Bruce Mines would row and paddle out to buy merchandise from them. Eventually they opened one of the first mercantile stores in Bruce Mines.



The Bruce Mines changed ownership several times between 1847 and 1944, when they were decommissioned. The area was named after James Bruce, the Governor General of Canada appointed in 1846. The Bruce Mines comprised Bruce, Wellington and Copper Bay mines. In 1876 the mines were closed due to floods, cave-ins, and declining profits, leading to a shift to agricultural development in the area. Several attempts to re-open the mines in the early 1900s saw only limited success by Mond Nickel, who shipped the quartz-copper flux ore to Sudbury. Mond Nickel shut down the Bruce Mines in 1921, and despite occasional efforts to resume mining, has been inactive since then. However, the mine shaft are still open for the public to see. Bruce Mines was the second ever copper mining town in all of North America behind Cliff Mine in Michigan's Copper Country.

Can anybody provide any information regarding how this cover travelled from Bruce Mines to Toronto?

NEW PUBLICATION

NEWFOUNDLAND AIR MAILS

Part I : Exhibit



Jean-Claude Vasseur, FRPSL, AEP

NEWFOUNDLAND AIR MAILS 1919/1939

Part II : Notes



Jean-Claude Vasseur, FRPSL, AEP

Newfoundland Air Mails by Jean-Claude Vasseur

Newfoundland Air Mails by Jean-Claude Vasseur

Two volumes. Vol. 1: 128 pp. Vol. 2: 129 pp. A4 format (29.7 x 21.0 cm)

ISBN 978-2-9555361-0-0

This two-volume work is the result of more than 15 years of study on Newfoundland air mails.

Volume I consists of a 128-page exhibit shown at Europhilex 2015 (London, UK), where it won a Large Gold Medal and Best in Class Award, covering the period from 1919 to 1939. The exhibit is divided into two areas:

1. Transatlantic Air Mail from the 1919 "Challenge" to the first commercial Northern Route flight (84 pages)
2. Internal and continental flights (44 pages)

Volume II presents a 129-page study, historical as well philatelic, of Newfoundland air mails with theories and opinions on most of the flights, such as:

1. More than 80 covers franked with the stamp surcharged for the "Hawker" flight
2. More than 25 covers on the 2nd supplementary mail of the Martinsyde
3. The "London E. C." back stamp on the Vimy flight explained
4. The various mails of the Handley-Page explained
5. The "De Pinedo" stamp plated (in collaboration with Peter Motson)
6. The story of the Columbia
7. A complete overview of General Balbo's Armada flight with significance of the numbering system and numerous curiosities
8. An Appendix listing 616 items relating to Transatlantic Air Mail known by the author to the end 2015

For more information or to order, contact the author by email at jcbvasseur@orange.fr Mention "Newfoundland Air Mails Book" in the subject line. (Information from <http://www.bnaps.org/books/bookreviews.htm>)

Editor's Comments: I have one concern about these publications, which is their title. - Although they are supposed to cover the period 1919 to 1939, Volume I has 125 pages on the period 1919 to 1936, and 3 pages on the years after 1936! Volume II only covers flights up to 1933!

However: Volume I is a high quality colour reproduction of Jean-Claude Vasseur's exhibit. I think it's terrific! So did the judges at Europhilex 2015, who gave the exhibit a Large Gold Medal.

I particularly like Volume II. - I think it's great that Jean-Claude's research and ancillary material are being made available to collectors, as well as his exhibit.

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:
(please use high res images/jpegs - 300 dpi)

Chris Hargreaves,

4060 Bath Road, Kingston,

Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by August 15th.

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

Membership rates based on current exchange rates

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

- 1 year - \$15.00 Canadian or US\$13.00 or 8 GB pounds or 10 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$18 or 13 GB pounds or 16 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 \$21.00 US),
\$35.00 CDN for members Overseas, (or \$25.00 US, or 17 Euros, or 23 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$38.00 US)
\$65.00 CDN for members Overseas, (or \$45.00 US, or 32 Euros, or 42 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:

- | | |
|-------------------------|--------------------|
| #235 Dominique Tallet | #404 Robert Toombs |
| #37 Joseph Berkovits | |
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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 who have already renewed their membership, thank you for doing so.