

# THE CANADIAN AEROPHILATELIST

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September 2016

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- AND MUCH MORE!

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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

Editor: Chris Hargreaves, 4060 Bath Road,  
 Kingston, Ontario K7M 4Y4  
 Tel. 613 389 8993  
 hargreavescp@sympatico.ca

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

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

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

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

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

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

**CAS CALENDAR****CALTAPEX 2016 - CALGARY** - October 15th and 16th, 2016

Annual show of the Calgary Philatelic Society. For further information see [www.calgaryphilatelicsociety.com](http://www.calgaryphilatelicsociety.com)

**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, 11.15 a.m. to 4.00 p.m.

Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Dick McIntosh - [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)

**EDMONTON SPRING NATIONAL SHOW 2017** - information will be posted at [www.edmontonstampclub.com](http://www.edmontonstampclub.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](http://www.orapex.ca)

**ROYAL 2017 ROYALE** - May 26-28, 2017.

Hotel Mortagne, 1228 Nobel, Boucherville QC. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see [www.rpsc.org](http://www.rpsc.org)

**BNAPEX 2017** - Annual exhibition and convention of the British North America Philatelic Society, will be held in conjunction with CALTAPEX 2017, September 1st - 3rd 2017 at the Hyatt Hotel, Calgary. For further information see [www.bnaps.org](http://www.bnaps.org)

## **YOUR EDITOR'S EMAIL WOES**

I use Microsoft Outlook 2016, and everything was working just fine in July.

But my internet service provider, Bell Canada, is migrating email accounts from a POP server (run by Microsoft), to it's own IMAP server. This totally screwed up my email, and that of many other people!

Among my problems was that:

- Bell deleted all the messages in my Inbox from before July 27th
- then it dumped about 9,000 emails from 2012 to 2016 into my Sent email box
- then it started rejecting new messages because my mailbox was full! - Sometimes the sender was sent an email saying their message wasn't delivered, and sometimes they weren't!

I have also lost a variety of files, and discovered that Bell didn't transfer groups of contacts when the address book was transferred!

I have spent many hours trying to sort out these email problems - Sometimes the Bell Technical support staff have helped, and sometimes they tell me somebody else will call back. I've not yet had somebody actually call me back!

I think I have now managed to recover most of the missing emails and files. However, I'm not sure what is still missing, and don't know what Bell Canada never sent to me.

So: if you have sent me an email, and expected a response but haven't received one, please send me the message again. Also, if you have sent me an item for the journal which hasn't yet been published, please send it to me again.

**Chris Hargreaves**

## **PRESIDENT'S REPORT**

It has been a very quiet philatelic summer in London, perhaps due to the extreme heat! However, I am pleased to report that other members have been quite active.

Congratulations to Chris Hargreaves and Sandra Freeman on being asked to join the Philatelic Specialists Society of Canada. The Society is a wonderful group of philatelic specialists covering almost every aspect found in philately. If you would like more information on this group, please contact myself or go to the following link- <http://www.philatelicspecialistssociety.com/>

I had the great pleasure of traveling to Kitchener-Waterloo for the 2016 ROYAL-ROYALE and was pleased to see a number of Aerophilatelic exhibits. My congratulations to:

Neil Hunter who received Gold and Best Aerophilatelic Exhibit for Air Mail to Canada's Gold Fields 1924-1926 and a Vermeil for the exhibit Eastern Canada's Air Mail Routes 1927-1928.

Garfield Portch, who exhibited on behalf of Chris Edwards, received Silver for the exhibit -The Imperial Airways Africa London to Cape Town 1925-1932.

Dick McIntosh received a Silver-Bronze for a very interesting exhibit entitled Visit of the R100 to St. Hubert Airport 1930 & Return Trip.

Speaking of shows, I would like to remind members of a new National Level show being held this October 15-16, 2016 at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. Please look at <http://www.canpex.ca/> for more information.

I hope everyone has a safe and happy summer!

**Steve Johnson**





# World Stamp Show NY2016

May 28-June 4, 2016  
Javits Center

## **CONGRATULATIONS TO THE CAS MEMBERS who exhibited aerophilately:**

Ray Simrak - Canadian Pioneer Airmails 1918-1922 - Single Frame, 92 points (There were no medals awarded to the single frame exhibits.)

## **Who exhibited in other classes:**

Cheryl Ganz - The 50c Zeppelin Issue: A Study in Design - Single Frame Traditional, 94 points, also Best in Class, Special Prize (Treatment.)

Sammy Chiu - Chefoo Local Post, China, 1893-96 - Large Vermeil, 86 points.

Hal Vogel - 1838-42 Wilkes Antarctic Expedition: Its Many (often unfavorable) Facets - Vermeil, 84 points.

Kevin O'Reilly - A Postal History of the Yukon (1893-1939) - Vermeil, 83 points.

John Walsh - Newfoundland Legal Documents: Stampless Precursor and 1898 Queen Victoria First Revenue Types - Vermeil 80 points

Cheryl Ganz - Every Stamp Tells a Story - Large Silver, 79 points (Literature).

## **Who gave talks on aerophilately:**

David Crotty - The ATC carried the mail in Africa during WWII

Cheryl Ganz - Introduction to Collecting Zeppelin Mail

Chris Hargreaves - Gerhard Zucker's project for rocket mail over Niagara Falls in 1936 - Visionary, Fantasy or Fraud?

Ken Sanford - Air Crash Mail of Pan American World Airways

## **And who helped make it all happen:**

Stephen Reinhard - Chair of the Judges and Judging Committee.

## **BACK ISSUES OF THE AIR POST JOURNAL ONLINE !!!**

This is great news for everyone who enjoys aerophilatelic research!

The American Air Mail Society has begun loading scans of APJ back issues onto its website: [www.americanairmailssociety.com](http://www.americanairmailssociety.com)

Over the last three months, about 150 of the earliest issues have been scanned and posted. Most issues from 1929 to 1942 can now be viewed online at: [http://www.americanairmailssociety.org/html/airpost\\_journal.html](http://www.americanairmailssociety.org/html/airpost_journal.html)

A printed index for APJ volumes 1-60 (1929-1989) was published some years ago, and can be purchased from the American Philatelic Society - details at <http://www.stamps.org/DisplayPage.aspx?id=33>

**MANY THANKS** to Charlie Nelson who is doing the scanning, and to David Crotty - the AAMS webmaster - for all the uploading.

Since the latest APJ was whole number 1035, it will take a while before most of the issues are digitized, but it's terrific that the process has started.

## NEW PUBLICATIONS

### **The Development of Canadian Armed Forces and Civilian Air Letters 1942 to 1996**

**Earle L. Covert**

Released July 2016. 104 pages, 11x17 (8.5x11 cover), spiral bound  
Colour C\$ 110.00 [ISBN 978-1-927119-66-2].

#### **Reviewed by Mike Street:**

Invented during World War II to save weight on mail to and from Canadian Servicemen and -women overseas, the Air Letter in its many colourful civilian forms remained in service until 1996. Earle Covert's *The Development of Canadian Armed Forces and Civilian Air Letters 1942 to 1996*, the 90th volume in the BNAPS Exhibit Book Series, is also the first BNAPS exhibit book to be published in 11x17" landscape format. Many years of research and collecting have resulted in a collection of Armed Forces and Civilian Postal Stationery Air Letters that is unrivalled. The Civilian Air Letter section received a Gold award at BNAPEX 2014 BALPEX, while the Armed Forces Air Letter section received a Gold award at BNAPEX 2015 NIAGARA FALLS.

Earle Covert was born in Toronto in 1938. He attended schools in Brooklyn, New York, Toronto and Ottawa. In 1964, after graduating as a Medical Doctor from Queens University in Kingston, Ontario, he and his wife Audrey moved to Hay River, Northwest Territories where he started General Practice. In the 32 years he was there, he also did obstetrics, minor surgery, anaesthesia and occasionally dentistry, and served as Coroner, Town Councillor, and Medical Officer of Health. With other physicians he provided service to Fort Providence, Fort Resolution and Pine Point, travelling thousands of miles by small aircraft and car. In 1996 Earle and Audrey moved to Alberta but continued to practice part-time in Hay River and Fort Simpson, and then at the Campbell Clinic in Coaldale, before retiring in December 2012.

Earle has been involved in the British North America Philatelic Society (BNAPS) as Secretary, Member of the Board, Chairman of the Board and President, and is currently Chairman of the Convention Committee and Chairman of the Postal Stationery Study Group. He has shown over 60 different exhibits of Canadian Postal Stationery, Revenues, and Modern Postal History. He published *Strike Courier and Local Post of the Elizabethan Era*, and wrote over 20 articles for *BNA Topics* and for *Postal Stationery*, the journal of the United Postal Stationery Society. ( Earle is also a member of The Canadian Aerophilatelic Society. Ed.)

BNAPS books are available from: Sparks Auctions, 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada. Email: <BNAPS@sparks-auctions.com>. Phone: (613) 567-3336. (If no answer, please leave a voicemail. Your call will be returned.) Internet orders can be placed at <http://sparks-auctions.com/bnapsbooks/>

Prices given above are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. (See [www.bnaps.org/](http://www.bnaps.org/) for membership information.) Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for the exact amount of shipping plus \$2 per order. For payment by cheque or money order please contact Sparks Auctions in advance. Applicable taxes will be charged on orders delivered in Canada.

## WEBMASTER'S REPORT

Back issues of *The Canadian Aerophilatelist* from issue #1 - July 1985, to #86 - March 2011, can now be viewed on the CAS website at [www.aerophilately.ca](http://www.aerophilately.ca)

Many thanks to Charles Livermore and Gord Mallett for scanning the original journals.

**Steve Johnson**

## **American Air Mail Catalogue, Seventh Edition, Volume Two: POLAR AEROPHILATELY**

Edited by Dr. Hal Vogel, with assistance of Dr. David Larson.

Polar Aerophilately is an entirely new volume in the American Air Mail Catalogue (AAMC) series.

The AAMC was introduced in 1940 in one volume (Scott Standard Postage Stamp Catalogue was also one volume at that time). In the ensuing 75 years, AAMC has appeared in six editions; the first volume of the 7th Edition was introduced last year. Polar Aerophilately is Volume 2 of the 7th Edition.

Prior AAMC editions included polar aerophilately with the large and very popular Trans-Ocean Flights Section last published in AAMC 5th Edition. That section, a priority for the 7th Edition, has been broken up into several smaller sections, primarily by geography (ocean). Polar flights was one of these.

The breakout of polar flights came to the attention of the American Society of Polar Philatelists (ASPP) and Hal Vogel, who volunteered as section editor. ASPP, as the most directly concerned specialty group, was advised to include listings for all polar aerophilately as they see it. This volume — encompassing 447 major listings — is their product.

Our deepest appreciation for the creation and production of this new AAMC volume goes to Hal Vogel as its visionary, creator and editor, and to Vickie Canfield Peters as production editor.

*From the introduction by Jim Graue, President AAMS*

### **What is polar aerophilately? - Extract from the introductory remarks by Hal Vogel:**

Polar aerophilately encompasses postal aerophilatelic material and associated aero-subject items (1) from, to, over or through either polar region, or (2) otherwise related to either or both of the earth's extremes.

It includes aero material from interrupted, aborted or altered flights where a polar component had been intended. Also included are documented events or flights that were a part of or associated with a polar flight, such as a non-polar route-positioning flight for a record polar flight.

Polar aerophilately is considered a distinct specialty because of the unique and often challenging and precarious nature of the aero events they document. Polar aerophilately is also distinct because it is a major component of both aerophilately and another distinctively recognized philatelic specialty — polar philately.

### **What is the geographic scope of the polar philatelic regions?**

The delineation of polar for aerophilatelic purposes adheres to the same parameters applicable to polar philately. Essentially, this includes (Figures 1 and 2):

**Walsh NEWFOUNDLAND** Specialized Stamp eCatalogue 10th ed., 2016 color, 737 pgs. [www.nfldstamps.com](http://www.nfldstamps.com)

**Walsh BRITISH NORTH AMERICA** Specialized Stamp eCatalogue 10th ed. 2016 Color, 624 pgs. [www.nfldstamps.com](http://www.nfldstamps.com)

- stamps; airmails; flights; forgeries; die proofs; unissued essays; revenues; stationery; Government Official flights; semi official airmails and flights •





**Figure 1**



The Arctic Polar Philatelic Region includes:

1. North or South Pole or North or South Polar related
2. Specifically the following geographic entities:
  - Alaska
  - Greenland
  - Northernmost areas of Scandinavia normally considered Arctic or sub-Arctic
  - Canada sub-Arctic and Arctic areas, especially Labrador, Nunavut, Yukon Territory and Northwest Territories
  - Svalbard (and its largest island, Spitsbergen) and other Arctic and sub-Arctic islands of the Northern Hemisphere



- North and Northwest Russia, Siberia and its adjacent islands as well as the neighboring southern territorial (Asian) fringe bordering and associated with Siberia
- Antarctica and its nearby associated islands
- Falkland Islands
- Marion, Prince Edward, Gough and Bouvet islands
- French sub-Antarctic islands
- South Sandwich and South Georgia islands
- South Orkneys, South Shetlands, Campbell, Auckland, Macquarie and Heard islands

Iceland is not normally considered “polar” for purposes of philately. Some polar aerophilatelic material is canceled or postmarked in Iceland, however the Iceland postmark would be secondary to the character of the piece. It may have been canceled en route at Iceland during a polar flight, making the Iceland cancellation an origin, destination or transit marking. The one exception is during World War II when military mail associated with Iceland, including flight material, is polar philatelic and thus included within polar aerophilately.

### **What are polar aero events?**

Polar aero events include actual aerial events as well as those activities of which the event is a part or which pertain to a proposed, attempted or actual aerial event.

Aero events include fixed wing, rotary-wing and lighter-than-air flights, manned and unmanned parachute drops, rocket launchings, tethered and free, manned or unmanned balloon events, pigeon flights, aerial descent of leaflets, packages and messages. Aerial events related to a specific flight or flights also are included, encompassing tests, crashes and other interruptions, related lectures, celebratory and homage ceremonies, tours and visitations, flight preparations and relevant prior and post-flight affairs.

### **Why is some polar aerophilately not listed in the flight listings of the catalogue?**

The flight listings record the more notable events and material of polar flight and aero activity. Space does not permit listing all polar aero events and its philately.

There are currently scores of ordinary and scientific mission support flights each year in the polar regions. Many now are routine and would be equatable elsewhere to the thousands of regularly scheduled, chartered, commercial or private daily flights. Although polar aerophilatelists continue to document a number of these recurring, now-routine flights, they are less remarkable individually than those recorded in this catalogue.

The recurring, routine flights have been noted. Their first occurrence (or initial series of occurrences) is listed and mention is made that this sort of flight continues.

Some successive individual “standard” flights still may be notable because of some distinction that sets them apart. Those “routine” exceptions are recorded as separate entries, even though technically among what otherwise would have been a redundant, standard or routine flight.

The 1960s and 1970s generally are considered a polar flight watershed, when what had been extraordinary began to evolve into the routine. Ordinary or routine polar flight covers generally are valued at \$5 to \$25. The earlier material usually is valued higher than more contemporary items, but there are exceptions.

**Hal Vogel**

### **EDITOR'S REVIEW**

There is a spectrum of opinions regarding catalogues, from those who think they should just be a list of known items with estimated values; to those who want an “encyclopedia” giving information about the items listed. The Polar Catalogue falls on the encyclopedia side of the spectrum, and is a terrific resource for people who want to know more about polar covers. Congratulations Hal and your team on an excellent publication.

## IN MEMORIAM - ROLAND KOHL

Roland served as President of the International Federation of Aerophilatelic Societies (FISA) from 1977 until 1998. For many years, he was also President of the Swiss Airmail Society. Roland also organized a number of aerophilatelic exhibitions in Switzerland, most of which were held in the Swiss Transport Museum in Lucerne.

One of his main specialities was Austrian Airmails, and in 1998 he published a Handbook & Catalogue of the Airmails and First Flights of Austria, which includes SCADTA and Zeppelin flights, special cancellations etc. Roland Felix Kohl was born in Dresden, Germany on March 3, 1921. He moved to America after the war, and got a job with Amman and Whitney, the famous bridge builders. With a team of other engineers, he designed the huge cable anchorage for the Brooklyn side of the Verrazano-Narrows Bridge. He married Kirsten in 1958, and they returned to Europe in 1962. In 1970 he was offered a job as Chief Engineer for the Zurich International Airport.

While at an international philatelic exhibition in Thailand, Roland fell in love with the country. After Kirsten's death in 1995, he purchased a 12th floor condominium on the beach in Patong, Phuket. He was there on December 26, 2004 when the historic tsunami hit. Fortunately he was located in a sturdy 30 story building and was an observer of all the chaos that ensued. Eventually, he developed glaucoma and macular degeneration and hearing loss. Unable to get good health care he decided in 2011 to return to the United States and live with his first cousin, André and his wife Sally in Delaware. Succumbing to various ailments, he passed away peacefully on July 11, 2016. He was 95 years old.

As I lived in Switzerland from 1975 to 1998, I met Roland many times, and served with him for many years on the FISA Board. He was a great aerophilatelist and was known to philatelists Worldwide. He was a good friend and I will miss him.

**Ken Sanford**

## IN MEMORIAM - ED MATTHEWS

Ed was a regular and valued participant in the annual Day of Aerophilately held in Toronto each Fall. He died suddenly on June 17th from an aneurysm.

Ed was born on March 29th 1932 in the Netherlands. His family immigrated to Canada in 1949.

Ed graduated with a B.Sc. in Chemical Engineering at Sir George Williams University (Montreal) in 1957, earned his Engineering degree and worked for Alcan Canada, Wire and Cable Division for 45 years, first in Montreal, then Bracebridge and later Toronto, variously as superintendent, plant manager, and director of technology, the work of which took him all over the world.

Ed had a wide variety of philatelic interests, which included Canadian aerophilately, Dutch philately, and the Japanese occupation of the Dutch East Indies.

He very much enjoyed research, and contributed to The Canadian Aerophilatelist on many topics, including Roessler's covers from the Victoria - Seattle air mail service in 1925; the Jack V. Elliot Air Service Semi-Official "Blue Essay"; and Captain Brian Peck's Montreal - Toronto flight in 1918.

In 2001 Ed received The Canadian Aerophilatelist Editor's Award for his research into the "Long Lake overprint" on the Western Canada Airways C40 semi-official stamp. I am reprinting this article below, as a tribute to Ed.

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## A MYSTERY SOLVED: THE WESTERN CANADA AIRWAYS “LONG LAKE” SEMI-OFFICIALS

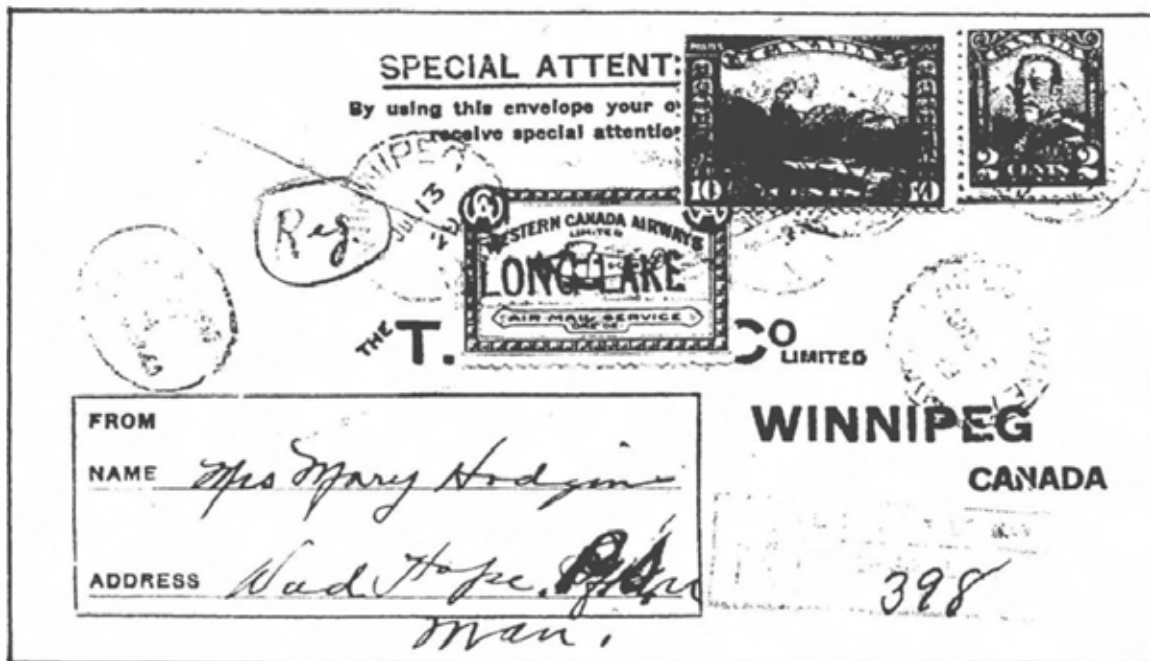
**Ed Matthews**

The LONG LAKE overprints are listed in the Air Mails of Canada and Newfoundland as follows:

“Long Lake” Overprint — Previous listings in the American Air Mail Catalogue included a 2-line overprint on CL 40, such stamps used on a first flight of Oct. 9, 1928. Everything about this usage, while scarce, is dubious. The name “Long Lake” had, by October 1928, been changed to Wadhope. All reported overprints were 1-line and not 2-line. Dates of usage are reported from Aug. 15, 1928, to Oct. 15, 1929. In addition, on various reported covers, the CL 40 is not properly tied. These covers with CL 40 should therefore be considered as souvenir covers.

However, the following cover (Figure 1) challenges this listing, as it seems without doubt to be a commercial cover, and the Western Canada Airways stamp is tied to it by both the 10 cent Mount Hurd stamp and a Winnipeg postmark.





**Figure 1: Cover mailed by: Mrs Mary Hodgins, Wad Hope, Man**

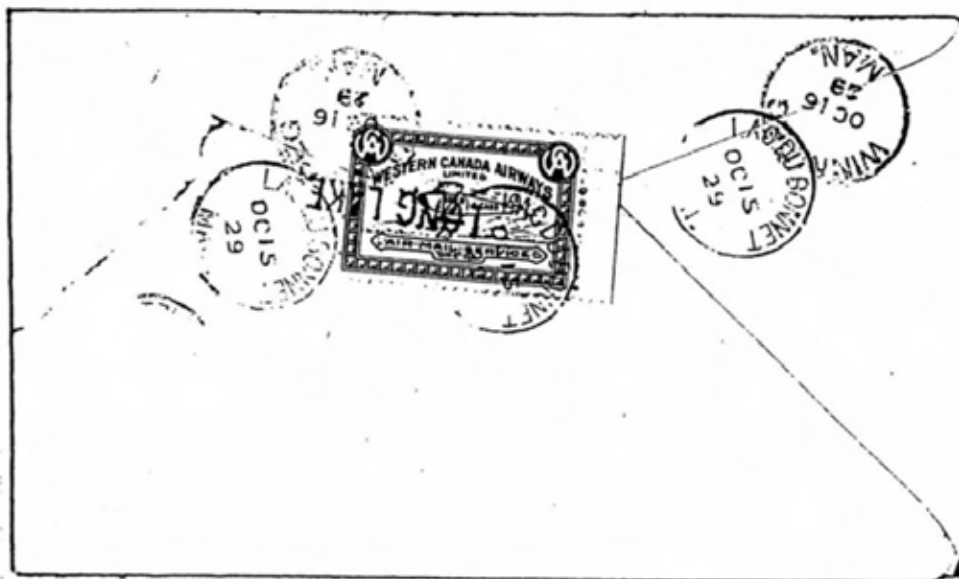
*Return address changed to: Wad Hope P.O. Man.*

*Postmarked: LAC DU BONNET JUL 12 29 MAN*

*Registered: LAC DU BONNET, MAN. ORIGINAL NO. 398*

*Receiver postmark: WINNIPEG JUL 13 29 MAN*

It also seems that "LONG LAKE" was not an overprint but a cancellation! - John Wheeler has the cover illustrated as Figure 2, in which the "overprint" is tied to the cover as well as the stamp.



**Figure 2: Cover Registered on front: LAC DU BONNET, MAN.**

*Backstamped: LAC DU BONNET OC 15 29 and WINNIPEG OC 16 29*

*Mailed to "the Stirling Family" in Winnipeg. The regular stamp has been torn off the front of this cover.*

But if the "overprint" was in fact a cancellation, why was it being used, when the cover in Figure 3, from the

collection of Murray Heifetz, shows that the Wadhope post office had an official datestamp?

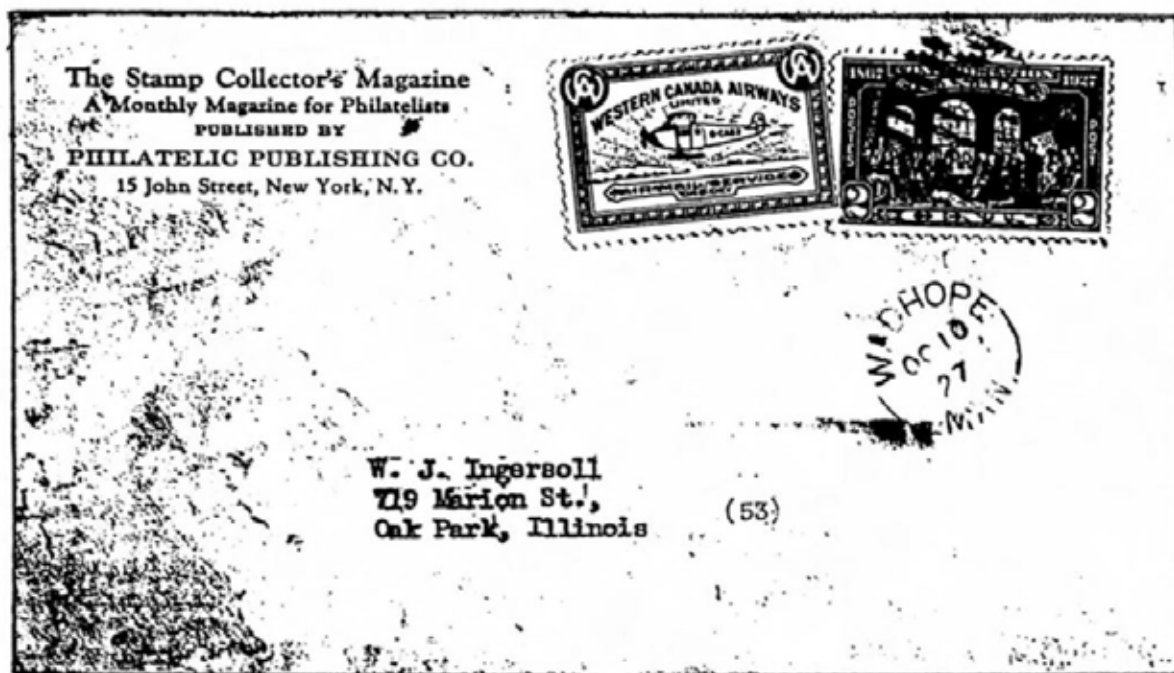


Figure 3: Postmarked: WADHOPE MAN OC 10 27

Yet if Wadhope had an operating Post Office, why were these covers being sent to Lac du Bonnet? And why were the Western Canada Airways semi-official stamps being used at all, since a Government Air Mail service to and from Wadhope had commenced on October 4th 1927, (AMCN #2713); and was still operating in 1929, as the 1929 REPORT ON CIVIL AVIATION included under SUMMER SERVICES:

*Lac du Bonnet-Bissett-Wadhope.*

*Distance-82 miles.*

*Frequency—Semi-weekly trip every Tuesday and Friday.*

*Contractors—Western Canada Airways, Limited, Winnipeg. This serves the mining district in southeastern Manitoba during the summer months.*

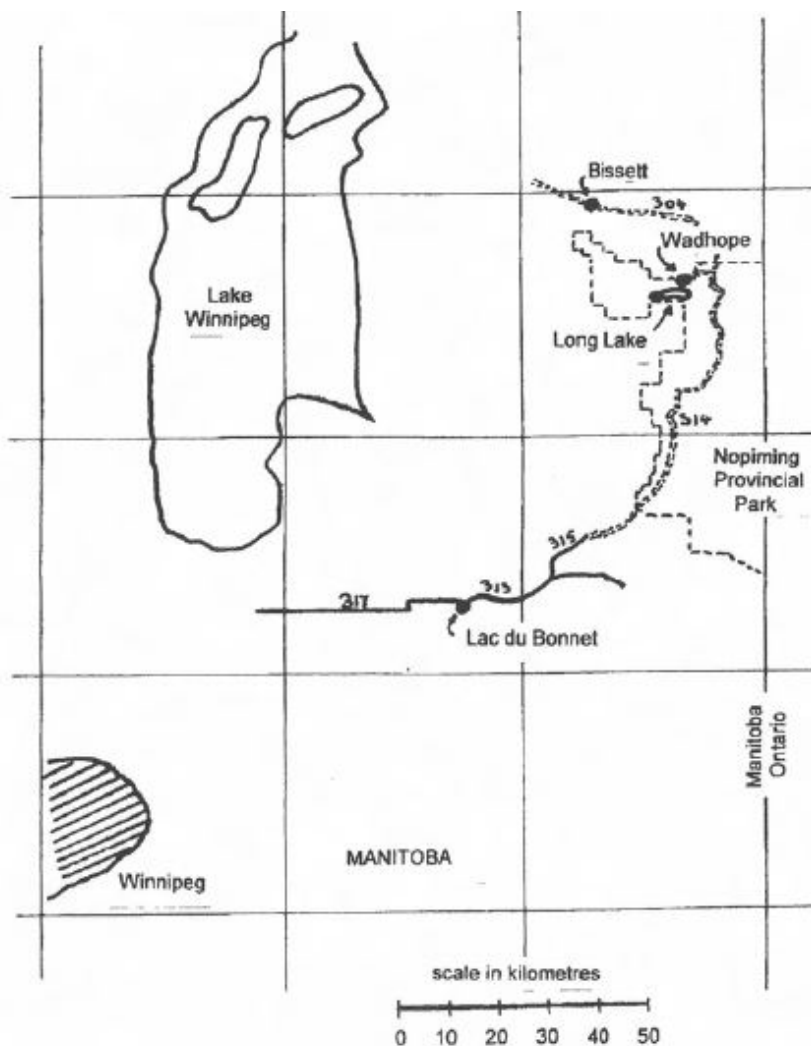
In trying to clear up this mysterious “overprint”, the first question is “where is Wadhope?” It is not answered by looking at present-day road maps of Manitoba!

According to the Internet Wadhope was located at 50°54' 00" N and 95°20'00" W. I plotted this out and sure enough, there was Long Lake, (there are quite a few Long Lakes in Manitoba, hence the reticence of the Post Office to use this name), and it now lies within the confines of Nopiming Provincial Park. The Wadhope site is now a provincial picnic ground! You can reach it from Lac du Bonnet by a road, 130 km long, 90 km of it a gravel road. See Figure 4 for its location related to Lac du Bonnet and Winnipeg. [Ref. 1]

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To give an idea of the size of these small mining towns, the 1997 Federal statistics give a population of 300 for Bissett, and 1089 for Lac du Bonnet. In its heyday Wadhope would have had a population of, say, a 100 souls!

A second question is “who was mining what at Wadhope?” This was readily answered by the Internet: Central Manitoba Mines Ltd was mining gold in this area which is part of the Canadian Shield.

Third question: “what was the history of the Wadhope post office?” This one required considerable digging, (or should I say mining), in the Government Archives. Mr. Jim Kraemer of Ottawa and Sue Sheffield did a lot of the digging. (The way Sue Sheffield digs up data would make you believe she is a mining engineer herself!). I also engaged a researcher in Ottawa to search in the Postal Inspector reports for that area and period. [Ref. 2]

The post office opened on 1927 - 08 - 01, and closed 1937 - 12 - 08. It reopened again on 1949 - 07 - 02, and closed for good 1951 - 06 - 30 due to lack of business. [Ref. 3]

<i>Postmaster</i>	<i>Date appointed</i>	<i>Date vacated</i>	<i>Reason</i>
Archibald Campbell	1927-08-01	1933-02-09	resignation
Irvine Meredith Marshall	1933-04-01	1933-05-26	resignation
Curtis Houston	1933-11-15	1937-07-20	resignation
Archibald Brown (acting)	1937-07-28	1937-12-08	office closed
Mrs. Marjorie G. Howell	1949-07-02	1951-06-30	office closed [Ref. 3]



During Campbell's tenure the post office was located in the Campbell General Store, located about a 100 feet from the mine shaft.

The Wadhope post office was a non-accounting office and reported a gross postal revenue for the period ending March 31, 1928 of \$499.65. A year later it reported a take of \$943.65. Wadhope became an accounting office in 1934. [Ref. 4] To become an accounting office which issues and cashes money orders, it has to have a certain volume of traffic and be equipped with an appropriately sized safe.

The Post Office Department took over the financing of the Western Canada Airways Ltd airmail route serving Lac du Bonnet, Wadhope, Bissett and English Brook around 1927-10-04 and the semi-official airmail stamp was no longer required. [Ref. 5]

The records show the number of flights, the miles flown and the weight of the mail carried. These weights clearly indicate that the bulk of the mail must have been ore sample bags sent to Winnipeg for analysis, and drill bits and the like going to the mines. At that time there was no road into the Wadhope and Bissett mining areas: either one canoed and portaged taking several days, or one flew.

Now for the final question, "what about these semi-official stamps "overprinted" LONG LAKE?" - If the post office was financing the airmail route, such stamps should no longer be needed.

Let's look at the bare facts:

- almost all the Long Lake "overprinted" stamps known to me occur on registered non-philatelic covers, mainly to the T. Eaton Co. in Winnipeg. (No Roessler shenanigans here!)
- registered covers bearing this stamp originating in Wadhope enter the mail stream at Lac du Bonnet, not at Wadhope. The regular split circle WADHOPE canceller which was available, has not been used. Murray Heifetz and Wally Silvestri both supplied copies of regular covers dated Sep and Oct 1927 clearly showing the Wadhope postmark. These covers are not registered.
- the "overprint" is in fact a cancellation of the s.o. airmail stamp, and it occurs either entirely on the stamp or ties the stamp to the cover.
- the address side of these T. Eaton envelopes is the side with the closing flap and the stamps have been stuck over the flap.

As a non-accounting office in this period the Wadhope postmaster could register letters, but not issue money orders. What to do if a patron requests a money order and wants the letter registered? I remember very well when we lived on a farm in the early fifties we would hand the open Eaton envelope to the rural postman with enough money to cover the money order and the postage. The letter has to go open to allow the money order to be inserted at the nearest accounting office, Lac du Bonnet, where the money order is issued, the letter closed, the s.o. airmail stamp stuck on and cancelled, the regular stamps stuck on and postmarked and the letter registered.

It would appear that the Lac du Bonnet post office cancelled the regular stamps with its own datestamp, but cancelled the s.o. airmail stamp with the straightline LONG LAKE, something which could also have been achieved using its regular datestamp. The straight-line LONG LAKE was not a post office canceller. It is possible that the pilot bringing the letter to the post office after his flight from Wadhope applied the LONG LAKE cancellation, but I doubt that. The registered letter now enters the mail stream at Lac du Bonnet.

The tricky part is that such a letter was not in the hands of the post office between Wadhope and Lac du Bonnet, hence it had to pay its own airfare with the semi-official WCA stamp cancelled with a non-post office canceller!

Once it entered the mail stream at Lac du Bonnet the Post Office paid for the trip to Winnipeg and beyond. When the Wadhope post office achieved accounting office status in 1934 the whole problem of what to do with registered covers containing money orders was solved and normal procedures could be adopted.

**We can therefore state that this use of the semi-official airmail stamp was completely legitimate, even if unusual!**

I would like to thank everybody who contributed to this enquiry.

**Ed Matthews,**

Ref. 1: Rand McNealy Manitoba Provincial Map

Ref. 2: Annual reports of the Postmaster General for the years 1927 to 1930. National Archives, Ottawa.

Ref. 3: Post Office Record Card, Wadhope, Manitoba, National Archives, Ottawa.

Ref. 4: Annual reports of the Postmaster General.

Ref. 5: The Pioneer and Semi-official Airmails of Canada 1918-1934 by C.A. Longworth-Dames, The Unitrade Press 1995, page 113.

Ref. 6: from Internet InfoSources; Mining in Manitoba. Bissett Mining Area. Manitoba's Mining Communities.

**Editor's accolade:**

There were no concerns raised during the comment / "peer review" period after publication of Ed's article, and it became the accepted solution to this mystery.

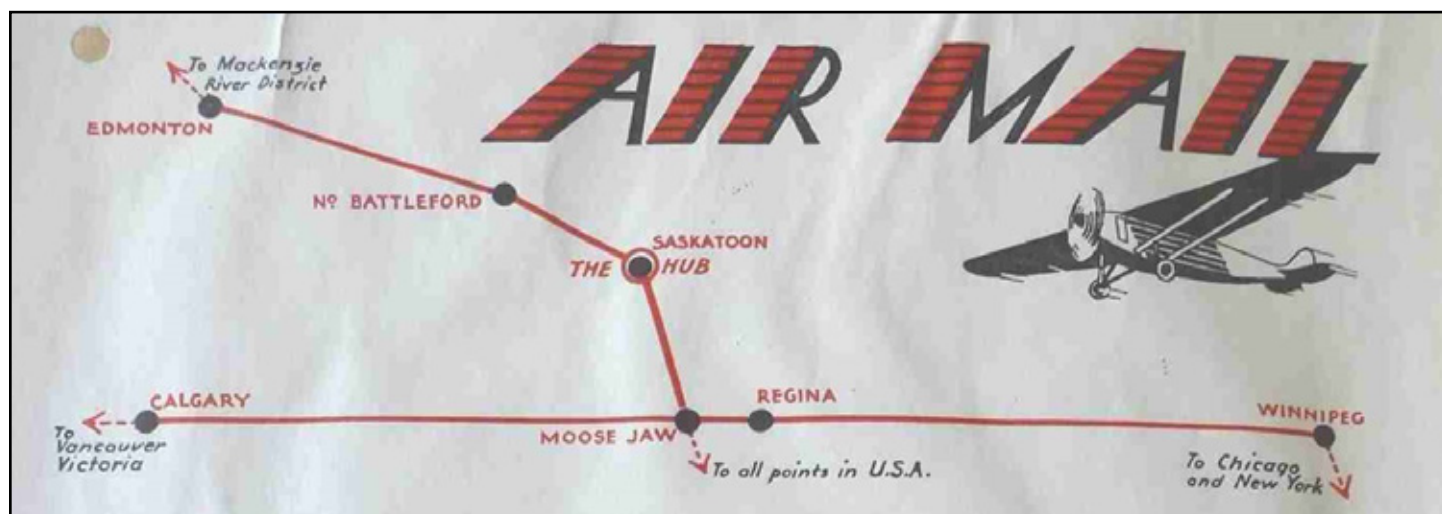
*On behalf of The Canadian Aerophilatelic Society, I would like to offer our condolences to Ed's daughter Chantal, his sons Eddy and Erik, and to all the other members of his family.*

**Want lists welcome**  
203A Woodfield Drive,  
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[www.brianwolfenden.com](http://www.brianwolfenden.com)

**Wolfenden**  
Canadian Flight Covers

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

## THE PRAIRIE AIR MAIL SERVICE, 1931



Part of a promotional leaflet, published by the Saskatoon Post Office in July 1930.

**Air Mail Service Schedules on Routes in Operation—Continued**

Westbound (d)	Winnipeg-Calgary (815.5 miles)	Eastbound (e)	Rate of postage (including air mail fee)
19.30 C.T. 21.50 M.T. 22.10 M.T. 22.40 M.T. 23.00 M.T. 1.25 M.T. 1.45 M.T. 2.45 M.T. 3.05 M.T. 4.10 M.T.	Lv.....Winnipeg.....Ar. Ar.....Regina.....Lv. Lv.....Regina.....Ar. Ar.....Moose Jaw.....Lv. Lv.....Moose Jaw.....Ar. Ar.....Medicine Hat.....Lv. Lv.....Medicine Hat.....Ar. Ar.....Lethbridge.....Lv. Lv.....Lethbridge.....Ar. Ar.....Calgary.....Lv.	7.00 C.T. 2.50 M.T. 2.40 M.T. 2.15 M.T. 1.55 M.T. 23.35 M.T. 23.25 M.T. 22.25 M.T. 22.05 M.T. 21.00 M.T.	5c. first ounce, 10c. each ounce after
Westbound (e)	Regina-Moose-Jaw-Edmonton (493 miles)	Eastbound (e)	
1.30 M.T. 2.00 M.T. 2.10 M.T. 3.35 M.T. 3.45 M.T. 4.35 M.T. 4.55 M.T. 7.25 M.T.	Lv.....Regina.....Ar. Ar.....Moose Jaw.....Lv. Lv.....Moose Jaw.....Ar. Ar.....Saskatoon.....Lv. Lv.....Saskatoon.....Ar. Ar.....North Battleford.....Lv. Lv.....North Battleford.....Ar. Ar.....Edmonton.....Lv.	22.30 M.T. 22.00 M.T. 21.45 M.T. 20.20 M.T. 20.10 M.T. 19.20 M.T. 19.00 M.T. 16.45 M.T.	do.

**Schedule from the JUNE 1931 MONTHLY SUPPLEMENT to the POST OFFICE BULLETIN.**

(d) = Daily except Saturday. (E) = Daily except Sunday.

I recently discussed the Prairie Air Mail service with Diana Trafford, and she sent me copies of some of the daily reports sent by Western Canada Airways to the Post Office in Ottawa. The reports covered the month of June 1931, and I was struck by the fact that all four parts of the service were only completed on schedule on one out of a possible 22 days! (There was also one Saturday when all 3 parts were on schedule, and three Sundays when the single Winnipeg - Calgary part was flown and on schedule.)

The most common problem cited for delays was head winds. There was also one reference to smoke, (June 5th); and two days when some flights were cancelled due to dust, (June 17th and 18th).

To give a sense of these reports, I have reproduced all the reports from the first week of June, as they were submitted. I have also reproduced the report from June 17th.

Many thanks to Diana for these reports. — The originals are in the *Western Canada Airways/Canadian Airways Collection* at the Manitoba Archives in Winnipeg, Reference M-93-2-16.

**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](mailto:hargreavescp@sympatico.ca)

**by November 1st.**



WESTERN CANADA AIRWAYS  
Western Lines of  
CANADIAN AIRWAYS LIMITED

Mr. G. Herring,  
Chief Superintendent,  
Air Mail Service,  
OTTAWA, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - JUNE 1st, 1931

- Calgary-Winnipeg - On schedule, 10 minutes late arriving at Winnipeg account strong head winds, Brandon to Winnipeg.
- Edmonton-Moose Jaw-Regina - On schedule.
- Regina-Moose Jaw-Edmonton - On schedule.
- Winnipeg-Calgary - On schedule, Winnipeg to west of Moose Jaw. Adverse winds caused forty minutes delay in arrival at Calgary.

WESTERN CANADA AIRWAYS

AGM/EK

Air Mail Department.

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WESTERN CANADA AIRWAYS  
Western Lines of  
CANADIAN AIRWAYS LIMITED



Mr. G. Herring,  
Chief Superintendent,  
Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - JUNE 2nd, 1931

- Calgary-Winnipeg - Left Calgary 21.00 force landed 21.30 account rain and low clouds; took off at 23.10, but landed again 23.35, ceiling less than 200 feet. Took off 1.05 and landed 1.30, account low ceiling. Took off 2.45 and arrived Lethbridge 3.10. Held at Lethbridge till 3.50 to get weather reports. Landed Webb 6.30 to change machines with westbound plane. Left at 7.00, arrived Moose Jaw 8.40. Moose Jaw to Winnipeg plane took off from Moose Jaw at 2.30 with local mail and mail from Edmonton-Regina route. Arrived Winnipeg 8.00 - delayed by headwinds en route.
- Edmonton-Moose Jaw-Regina - On schedule.
- Regina-Moose Jaw-Edmonton - On schedule.
- Winnipeg-Calgary - Left Winnipeg 19.30, landed Broadview 21.00 account squalls and poor visibility. Mail trained #1 on instructions of District Superintendent, Postal Service, Moose Jaw. Mail conveyed Regina to Moose Jaw by Regina to Edmonton plane of 3/6/31. Left Moose Jaw 5.00, landed Webb 6.45 to change machines with delayed eastbound plane from Calgary. Left Webb 7.00, arrived Calgary 10.45.

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Mr. G. Herring,  
Chief Superintendent, Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - JUNE 3, 1931

Calgary - Winnipeg - On schedule.  
Edmonton-Moose Jaw-Regina - On schedule.  
Regina-Moose Jaw-Edmonton - Held at Regina till 4.20 to pick up  
mail from train #1 which had been  
trained at Broadview by Winnipeg to  
Moose Jaw plane of 2-6-31.  
Left Moose Jaw 5.00; arrived Edmonton  
10.00.  
Winnipeg - Calgary - On schedule.

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Western Lines  
CANADIAN AIRWAYS LIMITED

Mr. G. Herring,  
Chief Superintendent,  
Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - 4th JUNE, 1931

Calgary-Winnipeg - On schedule  
Edmonton-Moose Jaw-Regina - On schedule  
Regina-Moose Jaw-Edmonton - On schedule  
Winnipeg-Calgary - On schedule

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Chief Superintendent,  
Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - JUNE 5th, 1931

Calgary-Winnipeg - Left Calgary 21.00, landed Gladys 21.30 on account of very heavy smoke. Left Gladys 2.30, arrived Lethbridge 3.30 - held at Lethbridge till 4.00 for weather reports. Arrived Medicine Hat 5.00 - left at 5.20, arrived Moose Jaw 7.45 - Moose Jaw to Winnipeg plane left Moose Jaw 2.20 arrived Winnipeg 7.40, delayed by strong head winds en route.

Edmonton-Moose Jaw-Regina - On schedule

Regina-Moose Jaw-Edmonton - On schedule

Winnipeg-Calgary - On schedule Winnipeg to Moose Jaw. Left Moose Jaw 23.00, returned at 23.10 account low clouds. Left Moose Jaw 1.55, arrived Lethbridge 5.10, arrived Calgary 6.20 - made train connections at Lethbridge and Calgary.

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Mr. G. Herring,  
Chief Superintendent,  
Air Mail Service,  
OTTAWA, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - 6th JUNE, 1931

Calgary-Winnipeg - On schedule

Edmonton-Moose Jaw-Regina - On schedule

Regina-Moose Jaw-Edmonton -- On schedule

Winnipeg-Calgary - Nil.

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Air Mail Department. -

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Western Lines of  
CANADIAN AIRWAYS LIMITED

Mr. G. Herring,  
Chief Superintendent, Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - JUNE 7, 1931

Calgary - Winnipeg - Nil.  
Edmonton-Moose Jaw-Regina - Nil.  
Regina-Moose Jaw-Edmonton - Nil.  
Winnipeg - Calgary - On schedule Winnipeg to Moose Jaw.  
Prepared to leave Moose Jaw at 23.00,  
but wheel broken in turning round to  
taxi out. Spare machine used. Held  
at Medicine Hat 1.30 to 3.30 for  
severe electric storm to clear.  
Arrived Calgary 5.40.  
Train connections made at Lethbridge  
and Calgary.

WESTERN CANADA AIRWAYS

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Air Mail Department

WESTERN CANADA AIRWAYS  
WESTERN LINES  
CANADIAN AIRWAYS LIMITED



Mr. G. Herring,  
Chief Superintendent,  
Air Mail Service,  
Ottawa, Ont.

TRANS-PRAIRIE AIR MAIL OPERATION - 17th JUNE, 1931

Calgary-Winnipeg - Cancelled - high wind and dust.  
Edmonton-Moose Jaw-Regina - Edmonton to Saskatoon on schedule -  
cancelled Saskatoon to Moose Jaw  
account high wind and dust.  
Regina-Moose Jaw-Edmonton - On schedule  
Winnipeg-Calgary - Left Winnipeg 19.20, but forced to return  
after proceeding as far west as Macgregor.  
High wind and dense dust. Left Winnipeg  
again at 5.00 on 18th June but forced to  
land at Broadview at 7.40, account dust and  
high wind. Mail train #8 at Broadview.  
Flight, Broadview to Calgary cancelled.

WESTERN CANADA AIRWAYS

AGM/EH

Air Mail Department.



## Andy Cruikshank or Andy Cruickshank? - Pioneer Air Mail Pilot

Following the article in the June Canadian Aerophilatelist, I received a very interesting email from Johan Visschedijk, who pointed out an error, as the pilot's name is Cruickshank, not Cruikshank.

Johan commented that:

*The error is all over the internet, as both names are known in Canada. There are even lakes with both names, as stated by the Northern Heritage Centre at Yellowknife:*

*Cruickshanks Lake    Named after Andrew Cruickshank, Canadian Airways    65°55'00"    117°26'00"*  
*pilot who was killed in July of 1932*

*Cruikshank Lake    From Department of Interior plan of Thelon Game Sanctuary    63°32'00"*  
*105°21'00"*

Since receiving Johan's email, I have noticed that both spellings are indeed widely used.

Unfortunately the Air Mails of Canada and Newfoundland uses the wrong spelling - Cruikshank!

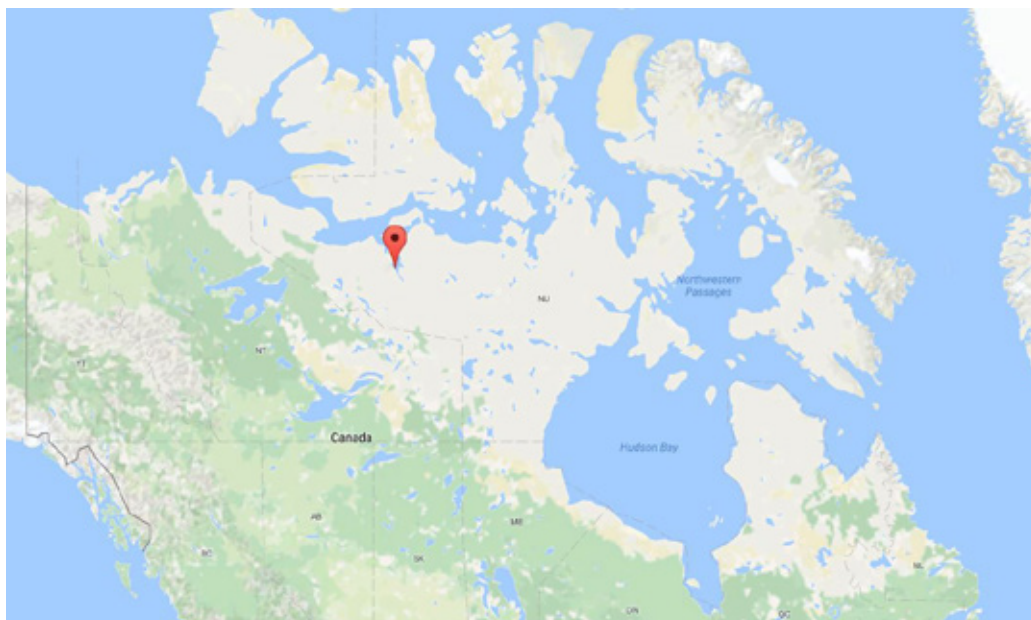
A nice confirmation of the correct spelling is from the "Queen of the Yukon" aircraft which Andy Cruickshank flew for the Yukon Airways and Exploration Company. - A replica of the aircraft, built for Expo 86, is now displayed in the Yukon Transportation Museum in Whitehorse:



On the door to the cockpit, but less so in my photograph, the pilot's name is clearly A.D. CRUICKSHANK.

There was also a mix-up in the aircraft registrations for the two accidents in which Andy Cruickshank was involved.

In 1929 he was flying for Western Canada Airways, and participated in the search for the MacAlpine Expedition. On August 24th, a group of explorers led by Lieutenant-Colonel C.D.H. MacAlpine, President of Dominion Explorers Limited which had flown into the Arctic to search for mineral deposits. The party used two aircraft, and when one of them became overdue at its destination, Western Canada Airways began a search and rescue operation which would become the most expensive and extensive in Canadian history, costing over 21 million dollars in today's currency value, and more than 17,000 miles (27,360 km) flown by the five search aircraft.



Andy Cruickshank was flying Fokker Super Universal G-CASQ, which went through the ice near Bathurst Inlet on October 26th. (Shown by the red lozenge on the map.)

This incident, and the recovery of the aircraft, is described and illustrated by Ken Molson in his terrific book *Pioneering in Canadian Air Transport*:



*Salvage operations commence on Andy Cruickshank's 'SQ submerged in the salt water of Bathurst Inlet.*

Andy Cruickshank in G-CASQ was one of four aircraft that flew parallel to one another, some miles apart, to search a wide area in their flight to Bathurst Inlet.

Arriving at the trading post at Bathurst they could see that the inlet had not yet frozen so they swung southward to the Dominion Explorers' camp at Burnside. When they arrived there they could see that some small islands at the mouth of the Burnside River had permitted some ice to form and they proceeded to make their landing there. Bill Spence was first down and he could feel the rubbery new ice giving under the aircraft and gunned the motor to reach the older ice nearer shore. Roy Brown followed using the same tactics. Andy Cruickshank unfortunately broke through the rubbery new ice on landing and the machine came to rest with its nose and cabin submerged, supported on the under surface of the wing.

T. W. Siers, the Maintenance Manager of Western Canada Airways who was part of the search party, describes the salvage operation performed on this aircraft:

*"Fortunately the water was shallow and the skis touched bottom. It was essential that this machine be removed from the water and ice in as good condition as possible as the only way to get it back to Winnipeg was to fly it there. So before the ice had time to form where the machine went through, a one inch rope was passed down in the water and fastened around the crankshaft behind the propellor hub. Next, a piece of timber 8" x 8" x 18' was rigged up as a gin pole in front of the engine, its base resting on the ocean bed. Two double blocks were used and the machine gradually came up through the ice but it was found that the weight of the machine sank the gin pole into the mud. To overcome this, a 3" x 6" x 10' piece of timber was lashed and nailed to the 8" x 8" and the hitch changed from the 8" x 8" to the 3" x 6". This change allowed the machine to be lifted clear of the water and ice. There was a slight but uneven tide. This in itself was a source of annoyance for at times the ice would come up against the fuselage and the tidal water came on top of the ice.*

*"Large holes were cut in the ice around the skis. Each side of the undercarriage with its ski was taken off as a unit. Nothing more could be done to the machine until the ice became thick enough to use jacks. During this waiting period the propellor was taken off the engine and dismantled and all instruments removed. All this was very trying work as the weather was bad and the crews suffered intensely from the cold.*

*"The dismantled engine was taken into the house of Dominion Explorers and all hands turned to helping remove all traces of damage due to the action of salt water. Magnetos had to be baked in an oven before they could be revived. The propellor was bent when the machine went through the ice so the blades had to be shortened and balanced before it could be of further use.*

*"By the time these parts were put into condition for assembly the ice under the machine had become firm enough for the use of jacks. First of all the tail of the machine was levelled up on to a gas barrel giving the machine a tail high position. Then as only one jack was available a 3" x 6" was placed across the front undercarriage fittings with the jack placed under the centre of the 3" x 6". Working slowly and gently the machine was jacked up and blocked until such time as the undercarriage without skis could be fitted. Once this undercarriage was fitted it was an easy matter to put on the skis and man-haul the machine away from the bad ice area.*

*"A large tarpaulin was thrown over the machine to make a nose hangar. In this a coal stove made out of a small gas barrel was placed and the engine, instruments and propellor were assembled and installed in the machine.*

*"The engine was ground tested and ran satisfactorily as far as power went but only one magneto functioned and as we had no spares it was agreed that the machine should fly on one magneto. During this time the weather was severe and everyone suffered from the cold. Communication with the outside world was maintained by the wireless station at Bathurst, sixty miles north of Burnside where landing facilities were restricted."*

Ken Molson does not say when 'SQ first flew again, but there is a reference to an attempted flight on November 25th. At that time, " 'SQ would not develop full power and the day was spent giving the engine a checkup." Meanwhile another of the Fokker Super Universals, G-CASL, was having engine trouble and had developed a cracked cylinder. So: "the propeller was taken from 'SL to replace the shortened propeller of 'SQ and instruments were also borrowed from 'SL because those on 'SQ were not working after their immersion in salt water which prevented any flying in bad weather."

The other aircraft in the group had also been involved in various incidents, with the result that: "At this point, 'SQ, the machine that had been immersed in salt water at Bathurst Inlet, was the only serviceable machine in the party."

This was only a temporary situation. "On December 2, the first members of the MacAlpine expedition reached Cranberry Portage and the railway. All members of the expedition and the rescue party were safely out by December 4 except J. D. Vance and his air engineer, B. C. Blasdale who were still at Baker Lake with the damaged Fokker 'RK. After some discussion as to whether they would be picked up by aircraft it was finally agreed that they would go out by dog team which would take several weeks.

Ken also wrote that: "During the search the newspapers carried almost daily stories of the search operations, and some of them were somewhat colored versions. In an interview following his return from the searching operations, Roy Brown is quoted by a reporter as saying:

*"All this talk about an epic flight and heroism is the bunk. We were just doing our jobs, flying is what we are paid to do. The only unusual thing about it is that we were flying up there at a time when we had no business to."*

**Really! - It all sounds epic to your editor!**



*The final repairs to 'SQ were carried out with the aid of a canvas nose hangar.*

Three years after the MacAlpine rescue, Andy Cruickshank and two air engineers - H.W. Torrie and H.F. King - were killed in an accident on June 29th 1932. He had been flying in support of mining exploration at Great Bear Lake, and was flying from Cameron Bay to Fort Rae. The aircraft involved was another Canadian Airways Limited Fokker Super Universal, G-CASL. The crash occurred on a height of land near Mazenod Lake, north of Fort Rae, NWT. According to Ken Molson:

*The aircraft had gone in almost vertically with great force. All the occupants were killed instantly with no salvage obtainable from the machine. Walter Gilbert made a most careful inspection of the wreckage and issued a comprehensive report of his findings. No explanation for the accident was ever determined, and it was particularly difficult to understand as Andy Cruickshank had been one of the outstanding pilots of the Company and was noted for his excellent flying and good judgement.*

Johan added that Kerry Karram, granddaughter of Andy Cruickshank, has written a book about the rescue of the Domex explorers in 1929, in which Cruickshank had a leading role. The book - *Four Degree's Celsius, A Story of Arctic Peril* - documents the search and rescue drawing upon the reports in the Northern Miner and Manitoba Free Press newspapers, and the recently discovered diaries of Andy Cruickshank and Richard Pearce,



a member of the stranded party. Details of the book are on the internet at:

<https://www.amazon.com/Four-Degrees-Celsius-Story-Arctic/dp/1459700511>

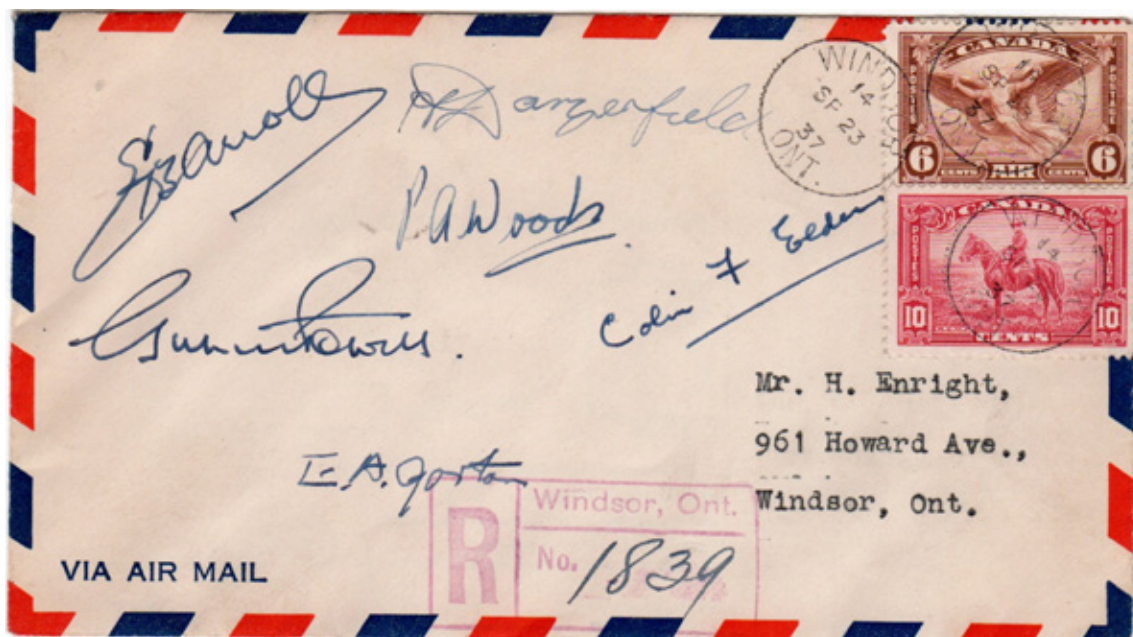
There is also more information on the website [www.1000aircraftphotos.com](http://www.1000aircraftphotos.com) which is maintained by Johan and by Ron Dupas.

Thanks Johan.



The YUKON TRANSPORTATION MUSEUM is a very interesting and well laid out museum near Whitehorse Airport, that explores the links between developments in transportation and the development of the Yukon. For more information see <http://goytm.ca/>

## A mystery cover from Windsor, Ontario



Postmarked September 23rd 1937

Addressed to Mr. H. Enright in Windsor, Ontario

Can anybody identify any of the signatures, and/or explain why the cover was mailed?

Please send information to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario or to [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

## FOLLOW UP - FINDING AIRPORTS

Ian MacDonald

The article in Aerophilatelist # 107 on the U.S. Post Office effort to encourage the identification of cities by painting names on rooftops, reminded me of this picture from a 1931 booklet:

**NOTES ON AERODROME DEVELOPMENT** For Airports, Private and Intermediate Aerodromes, Seaplane Ports and Seaplane Anchorages in Canada. Department of National Defence, Civil Aviation Branch to facilitate a standard development, January 1931, The King's Printer

One arrow indicates true north, the other the direction and distance to the airport. In this case I am unsure if the airport is an aerodrome or the seaplane port.

### 33. Roof Marking

Displaying the name of the city or town, a true north sign and an aerodrome identification marker with an arrow indicating the direction and distance to the nearest aerodrome, upon the roof of large buildings in the community is an aid to air navigation. Such signs may be constructed for illumination at night. Snowfall during the winter may detract from the beneficial effect of such signs, but nevertheless they are useful for many months during the year.

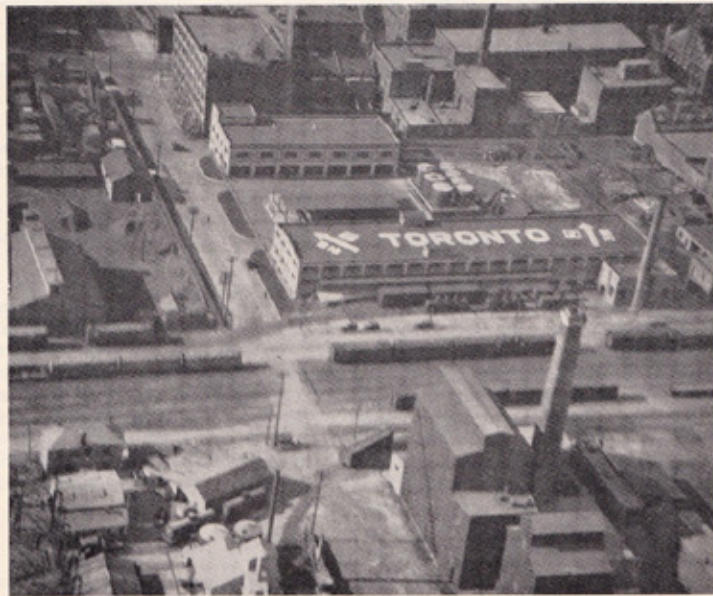


FIG. 12.- Example of roof markings in cities and towns.

Desirable letter sizes and proportions, and the distances at which different size signs can be read by day under favourable atmospheric conditions.

	Feet	Feet	Feet	Feet
Letter height. . . . .	6	10	15	20
Legibility in daylight. . .	5,000	8,500	13,000	17,000
Minimum letter width. . . . .	$\frac{3}{8}$ of the height			
Width of stroke. . . . .	$\frac{1}{8}$ "			
Minimum space between letters. . . . .	$\frac{1}{4}$ "			
Approximate length of sign—height of letter multiplied by the number of letters.				

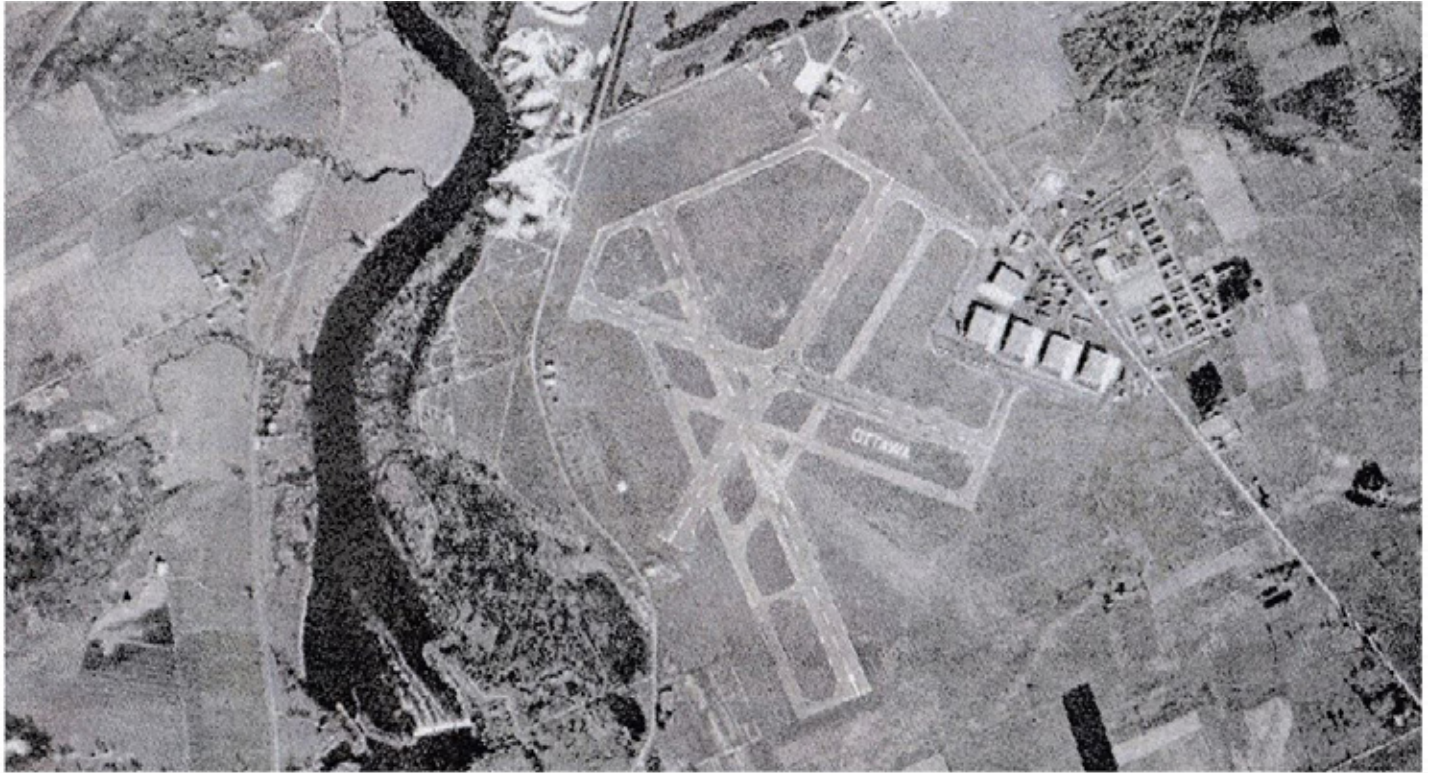
While a sign as a whole may be visible at a considerably greater distance than shown, the eye can distinguish between two strokes of a letter only when they are separated by one minute of arc, which corresponds to  $3\frac{1}{2}$  inches for each 1,000 feet. Due to the foreshortening of the letter when viewed obliquely, the apparent separation of strokes is reduced, and the legibility distance is reduced accordingly.



I don't know how widespread this practice became in Canada,

The article about the 'EIRE' signs on the Irish coast brought the 'OTTAWA' sign at Uplands to mind. It was created sometime before 1945 using crushed rock, I think, and was visible well into this century but is now just a ghost, a crop mark of The Age Of Aviation. I believe Montreal had a similar sign.

Here it is in a 1945 vertical:



(National Air Library Photo image, from Rennert's A City Takes Flight, The Story Of Ottawa International Airport)

Thanks to Google Earth, here it is in 2013, or at least 'TTWA', though only just.- It can be seen more clearly in dry summers.

The letters are by Taxiway Alpha just west of the deicing bays



**Thanks Ian.**

**Can anybody identify the location of the building in the brochure?**

## “BOXED” AIR MAIL REVISITED – REVISITED

### Tom Reyman

Murray Heifetz produced a most excellent monograph, published in the March 2006 issue of the Canadian Aerophilatelist, under the title “The ‘Boxed’ Air Mail Hand Stamp Re-visited”. (It is posted on the CAS website at [www.aerophilately.ca](http://www.aerophilately.ca) Ed.)

I came “late to the party” and became aware of this document in 2012. As I reviewed the air mail covers I have on hand, I found hand stamps on three covers that vary from the 20 types of hand stamps noted in the monograph by Murray Heifetz. Following is a discussion of each cover and I am hoping that further study of the “boxed” air mail hand stamps since 2006 has already answered the my questions. If not, here are three more covers to add to the conversation. I would be pleased to receive any feedback on the subject.

#### Cover #1 – 1932 Montreal to Albany, NY.

This is a FDC for the C3 air mail stamp and has no backstamp as would be expected for a cover with a U.S. destination. Since the cover was posted in Montreal, I looked at the hand stamp types used there on or before February 22, 1932. Only the types I, Ib, Ic, and Vb were in use before that date. However, none of these types had the open corners at the top left and bottom right shown on the subject cover. In fact none of the 20 types presented had two open corners. The closest candidate was the elusive type Vb with one open corner at the top left.

Since Mr. Heifetz was not able to obtain hand stamp dimensions for the type Vb, those specifications could not be used to verify if this is a Vb type. The box dimensions on the subject cover are box size – 44 x 17 mm, letter size – 40 x 8 mm, and the imprint color is violet. Could this be a variation of the mysterious type Vb?



#### Cover #2 – 1933 Vancouver to Utica, NY.

This cover has two different “boxed” air mail hand stamps, appearing to be types I (left) and II (right). Again, there is no backstamp which is usual for a U.S. destination. Both of these hand stamp types were used in Vancouver in the time period and the imprint sizes and ink colors match the listings for the two types. However, the type I exhibits a slight break in the boxline in the lower left corner while all of the listed type I imprints are continuous. The Type II boxline appears to be thinner and is well-worn producing a smudged and incomplete imprint (It also includes a greasy fingerprint in the lower right corner perhaps from a metal shop employee!). The question remains, why two different air mail hand stamps on the same cover?





Cover #3 – 1936 Regina to Toronto.

Here, again, is a cover with two different hand stamps. The continuous frame of the left box makes it similar to the type I series and the box and letter sizes (box - 45 ½ x 18 mm, letters - 39 ½ x 9 mm) are in the range of the type Ib. In addition, the imprint is bolder (“heavier”) and in this regard is more like the type IIIa style but with violet ink. Was the type Ib used in Regina?

As for the right hand stamp, everything looks correct to call this a type VIIIa including the Regina origination, in fact, there is another type VIIIa imprint on the back of the cover but no dated backstamp receiver.

The discrepancy is the earliest date of use – the cover is Jan. 3, 1936 and the listed type VIIIa has a March 28, 1938 earliest date. My guess is that the right hand imprint (and the one on the reverse) was applied correctly in Regina. The challenge is to determine where and when the left hand imprint was added and why it is not clearly one of the 20 types listed. As with cover #2, why were two hand stamps of two different types applied to the front of the cover?

Overall, I find that this subgroup of air mail covers presents a worthwhile and challenging activity for collectors to determine what they have in their collections. I certainly am very grateful to Murray Heifetz for his fine work and for leaving us with a roadmap to continue the search for answers.

**Tom Reyman**



## 1924 - Air Mail to Estevan





Both these covers purport to be endorsed by the pilot, E.A. Alton, but the signatures are very different! Is there a good reason for the difference? Or is one of them not genuine? If so, which is the genuine one?

The flight was intended to publicize the area around Estevan, which was described on the back of the covers as: "THE CENTRE OF THE ONLY RICH COAL BEARING AREA IN SASKATCHEWAN - NINE BILLION TONS OF LIGNITE COAL IN ITS VICINITY. Unfortunately the aircraft had to land near Bienfait due to engine trouble. It crashed while taking off again. The mail was sent on to Winnipeg by rail.

**If you can explain the difference, please send information to the editor:**

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario or to [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

## NEXT ISSUE - SEASONAL SPECIAL

**The Canadian Aerophilatelist** is published quarterly in March, June, September and December. The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a photocopy of it to the editor - Chris Hargreaves, 4060 Bath Road, Kingston, Ontario ( or [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) ) **to arrive by November 1st.**

## MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

### 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

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

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

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

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

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

## MEMBERSHIP RENEWAL

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

### Regular members:

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