

# THE CANADIAN AEROPHILATELIST

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- WHY AN AIR PLANE SANK AT SHELTER BAY

• AND MUCH MORE!



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

**EDMONTON SPRING NATIONAL SHOW 2017** - March 25th and 26th 2017, at the Central Lion's Recreational Centre, 113 St and 111 Ave, Edmonton. Saturday 10 - 5 pm, Sunday 10 - 4 pm. For further information see [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)

**CANPEX 2017** - October 14th to 15th 2017, at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario.

A National-level show sanctioned by The Royal Philatelic Society of Canada, it is also part of the American Philatelic Society's "World Series of Philately".

Features 150 frames of competitive exhibits and National dealers. Hours: Sat. 10 a.m. to 5 p.m. and Sun. 10 a.m. to 4 p.m. Admission is free and there is plenty of free parking.

**TORONTO DAY OF AEROPHILATELY** - Sunday November 5th 2017. 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)

## PRESIDENT'S REPORT

Hard to believe a year has almost past. Hopefully the fall weather will stay around a little longer before the winter freeze.

I would like to thank Dick McIntosh and Robert Timberg for setting up the Day of Aerophilately held at the Greene Foundation in Toronto. A great day was had by all, with many exhibits and presentations. Thank you for those that participated which made the day fun and informative!

The first CANPEX show was held in London this past October and the turnout was terrific. There were 4 air mail related exhibits on the floor and congratulations to Neil Hunter for winning the CAS Best Aerophilatelic exhibit for the exhibit "Eastern Canada Air Routes 1927-28".

I would also like to make a small plea to the membership. I am looking for a volunteer to mail out the journals. If anyone can spare the time please let me know.

I would like to wish everyone a Merry Christmas and Happy Holidays. I trust it will be safe and enjoyable with your loved ones.

**Steve Johnson**

## SECRETARY'S REPORT

Welcome to another new member - #464, Hugo Deshayé, of Courcellette, Quebec.

**Brian Wolfenden**

## CONGRATULATIONS to AEROPHILATELIC EXHIBITORS

### **NOVAPEX - Dartmouth, Nova Scotia - September 2016**

**Jack Forbes**, *Cyprus - Air Mail Usages Paid with King George VI Definitives* - Gold Medal (National), Canadian Aerophilatelic Society Award for the Best Air Mail Exhibit.  
The George MacKenzie Aerophilately Award for the Best Aerophilatelic Exhibit by a member of the Nova Scotia Stamp Club.

**Daniel Michaud**, *The Use of Semi-Official Airmail Stamps from 1924-1934* - Vermeil Medal (Regional)

### **CALTAPEX 2016 - Calgary, Alberta - October 2016**

**Sandra Freeman**, *Bolivia Airmails 1905 - 1945* - COURT OF HONOUR

**Walter Herdzik**, *How Do They Know It's Airmail?* - Vermeil Medal and Canadian Aerophilatelic Society Award for the Best Airmail Exhibit

**Steve Davis**, *Canadian Jet Plane Stamps of 1964: Rates and Usage* - Silver Medal

### **CANPEX 2016 - London, Ontario - October 2016**

**Neil Hunter**, *Eastern Canada's Air Routes 1927-28* - Gold Medal and Canadian Aerophilatelic Society Award for the Best Air Mail Exhibit

**Neil Hunter**, *Air Mail to Eastern Canada's Gold Fields 1924-26* - Gold Medal, and British North America Philatelic Society Award for Best BNA 2 to 4 Frame Exhibit

**Steve Johnson**, *The Postal History of Yukon Airways and Exploration Company Limited* - Gold Medal, and BNAPS Award for Best BNA One Frame Exhibit

**Anthony Mancinone**, *The Apollo Program - Landing Men on the Moon 1961-1972* - Silver-Bronze Medal.



## **And Congratulations to Cheryl Ganz, on receiving a Smithsonian Philatelic Achievement Award.**

The announcement from the National Postal Museum in Washington, D.C., stated that:

*The Smithsonian Philatelic Achievement Award (SPAA) was established in 2002 to honor and celebrate living individuals for outstanding lifetime achievement in the field of philately. This achievement may include original research that significantly advances the understanding of philately, exceptional service to the philatelic community or sustained promotion of philately to the benefit of current and future collectors.*

*Cheryl R. Ganz, Ph.D., FRPSL (born 1950) is an internationally known philatelic expert, author, exhibitor and researcher specializing in aerophilately and zeppelin mail. In 2002, her acclaimed "Come Take a Ride on the Hindenburg" became the first display-class exhibit to win a World Series of Philately grand award. In addition to collecting and exhibiting with distinction, Ganz was an accredited literature judge who led efforts to standardize literature exhibiting and judging. She was the youngest member of the Ameripex '86 organizing committee, a founding director of the American Association of Philatelic Exhibitors and was president of the American Air Mail Society (AAMS). She edited "The Zeppelin Collector" newsletter for 36 years.*

*She joined the staff of the National Postal Museum after earning a doctorate from the University of Illinois at Chicago and became chief curator of philately in February 2008. Ganz curated an impressive array of exhibitions and brought the William H. Gross Stamp Gallery to life, selecting many of the 20,000 philatelic items on display. In 2014, she edited a volume about the National Philatelic Collection titled Every Stamp Tells a Story: The National Philatelic Collection.*

*Upon her retirement in 2014, Linn's Stamp News credited Ganz with "reshaping the public's view of stamp collecting." In recognition of "significant and lasting contributions" to the museum, the Smithsonian granted her emerita status. Ganz is vice-chair of the U.S. Postal Service's Citizen's Stamp Advisory Committee. Her previous awards include the AAMS Aerophilatelic Hall of Fame, Fédération Internationale des Sociétés Aérophilatéliques Gold Medal, Mortimer L. Neinken Medal, Alfred Lichtenstein Award, Carlrichard Bruehl Medal, Elizabeth C. Pope Award, Saul Newberry Award and the U.S. Classics Society Distinguished Philatelist Award.*

Cheryl has also been a valued member of the Canadian Aerophilatelic Society since 1995.

## **NEWS - NEWS - NEWS**

### **INFORMATION ON BRITISH AIR MAIL RATES**

The Airmail Leaflets from 1919-72, which have previously been available at the Postal Museum (formerly BPMA, the British Postal Museum and Archive), have now been digitally copied as a PDF file and can be found on the Great Britain Philatelic Society's website at <http://www.gbps.org.uk/downloads/airmail-leaflets.php>.

These leaflets were issued on a regular basis and listed the airmail postage rates to all destinations.

### **HIGHLIGHTING POSTMARKS**

In the Summer edition of Association of British Philatelic Societies News there is mention of a website <http://retroreveal.org/> hosted by Utah University which enables you to highlight postmarks, overprints, etc. It is free but you have to register. John Rawlins commented that he found it difficult to use, but it is worth having a try. The above items were reported in POSTAGE DUE MAIL STUDY GROUP NEWSLETTER, JUNE 2016. For information about the PDMSG see their website [www.postageduemail.org.uk](http://www.postageduemail.org.uk)

### **F.I.P. NEWS**

The proposal to amalgamate the Aerophilatelic and Astrophilatelic Commissions has been withdrawn. It seems to have been vetoed by FEPA, the European Federation.

Charles Bromser will be taking over as Chairman of the Astrophilatelic Commission after the meeting at PHILATAIPEI in October 2016. - Best wishes to Charles in his new role.

## NEW VIRTUAL PHILATELIC EXHIBITION

The Smithsonian's National Postal Museum has launched a new virtual exhibition, "America's Mailing Industry". The mailing industry consists of all those that communicate with customers and constituents through the U.S. Mail on a large scale—from direct marketers, to publishers, to nonprofits, to public entities—as well as all the businesses that help prepare mail, such as ad agencies, print shops, software vendors and transportation providers.

The partnership between the mailing industry and the postal system is a critical part of the American economy, as its total economic value exceeds \$1 trillion and it employs almost 8 million people.

An explosion of mail in the late 19th and early 20th centuries drove the Post Office Department (through post offices) and large-volume mailers to work together to begin to handle mail more efficiently. Mailers used new methods of paying for postage, which reduced mail handling by postal clerks and enabled the presorting of mail by destination, speeding dispatch and delivery. Mail volume continued to grow to such an extent that by the 1960s it threatened to overwhelm post offices when deposited in bulk by businesses at the end of each work day. This pushed the Post Office Department to embark on a concerted, nationwide campaign to enlist the aid of large mailers in leveling out the daily "mountains" of mail. So began a unique public-private partnership, unprecedented in scope and scale, which continues to this day.

For more information see [www.postalmuseum.si.edu](http://www.postalmuseum.si.edu).

## MAJOR CHANGES IN EXHIBITING

At the Day of Aerophilately in Toronto, Sam Chiu gave a terrific presentation about the new SEVENTH EDITION OF THE MANUAL OF PHILATELIC JUDGING AND EXHIBITING.

This manual has been developed by the American Philatelic Society's Committee for the Accreditation of National Exhibitions and Judges, with input from the RPSC. It will be used to evaluate exhibits at national shows in Canada and the U.S.A. from January 1st 2017.

The complete manual can be viewed at <http://stamps.org/userfiles/file/judges/JudgingManual2016.pdf>

A PowerPoint presentation summarizing the manual and significant changes has been produced by Sam Chiu, Ed Kroft and Rod Paige, and can be viewed at:

[www.rpsc.org/exhibiting/Revised\\_7th\\_Edition\\_of\\_the\\_APS\\_Manual.pdf](http://www.rpsc.org/exhibiting/Revised_7th_Edition_of_the_APS_Manual.pdf)

(The summary presentation has 77 slides, but your editor found it easy to read and follow.)

**The major change for aerophilatelists, is that there are now just three classes of exhibits: General, One-Frame, and Youth. All the previous multi-frame Classes and Divisions have been collapsed into the "General Class".**

**Aerophilately is now one of 15 Categories within the General Class. - These Categories are listed in Section 3.4:**

Advertising, Patriotic and Event Cover Exhibits

Aerophilately Exhibits

Astrophilately Exhibits

Cinderella Exhibits

Display Exhibits

Experimental Exhibits

First Day Cover Exhibits

Maximaphily Exhibits

Picture Postcard Exhibits  
 Postal History Exhibits  
 Postal Stationery Exhibits  
 Revenue Exhibits  
 Thematic Exhibits  
 Topical Exhibits  
 Traditional Exhibits

**However, Section 3.4 also states that:**

“You are not restricted to using only these types, and many exhibits combine aspects of more than one.”

**Aerophilately is defined briefly in Section 3.5.2, and more fully in Appendix 2.1.2:**

**SECTION 3.5.2:**

An Aerophilately exhibit focuses on the development, operation or other defined aspect of airmail services. The exhibit would include postal items transported by air, preferably bearing evidence that the items actually traveled by air. Depending on your overall story, you might also consider airmail stamps, non-postal items documenting air services, forerunners to regular air postal services, or mail flown by carriers where postal services were not available. These exhibits may also show supporting documents such as schedules, photographs, and other ephemera closely related to the subject.

**APPENDIX 2.1.2. AEROPHILATELY EXHIBITS**

Aerophilatelic exhibits are comprised of postal documents transmitted by air and bearing evidence of having been flown. An aerophilatelic exhibit is a study of the development, operation or other defined scope of airmail services, presenting directly relevant items and documenting the treatment and analysis of the aerophilatelic material.

*Aerophilately* is aeropostal history; i.e., the postal history aspect of airmail. Defined above, its focus is the development, operation or other defined scope of airmail services. The term “airmail” includes aerophilately, i.e., “aerophilately” is within the broad scope of “airmail,” not vice-versa.

Airmail and aviation are inextricably intertwined and provide a wide range of potential exhibit subjects and development schemes. Any type of exhibit can be an airmail exhibit:

- *Traditional*: The focus is *airmail stamps*, i.e., stamps printed, overprinted or surcharged for use as postage for airmail usage (whether or not restricted to only airmail usages), including pre-production (essays, proofs, trials).
- *Postal Stationery*: Focus is *airmail postal stationery* (postal cards, aerogrammes).
- *Postal History*, i.e., *aerophilately* = aeropostal history: Focus is airmail services. (The usual “Four Corners” of postal history: rates, routes, means, and markings, *as they apply to airmail services*.)
- Postal History sub-classes: Marcophily; Historical, Social and Special Studies.
- Also: Display, Illustrated Mail, Cinderellas, Thematic, Topical exhibit types. Judges will assess an airmail exhibit on the conventions used for the exhibit type shown. The “airmail” distinction is that the exhibit displays only airmail / aerophilatelic material and directly related items to achieve its stated purpose.
- When selecting aeropostal history items for exhibit, include a variety of origins, destinations, rates and airmail usages.
- Items prepared to be flown but not flown for legitimate reasons may be included.
- Air-forwarded forerunners to regular air postal services, or early airmail flown by carriers where postal services were not available, document the pioneer period and therefore are important in aerophilately parts to the development of airmail.

## ADDITIONAL CONSIDERATIONS

- “Airmail” includes airmail service-specific adhesive stamps, those overprinted and surcharged specifically for use on airmail, postal stationery (including aerogrammes), vignettes, and labels issued specifically for airmail use.
- Show commercially used rather than philatelically inspired covers whenever possible.
- *Philatelic importance* in aerophilately is the measure of the exhibit in relation to the overall development of airmail services, i.e., an exhibit covering a subject with a greater contribution to the development of world airmail service is more important than an exhibit with a lesser contribution. Exhibits of wide geographical areas, earlier periods and longer time periods are more important than their opposites.
- Philatelic depth and diversity should be evident within the exhibit, evidenced by the inclusion of multiple rates, special mail classes, frankings, markings, and diverse users, origins and destinations.
- Many pioneer flights and most experimental, trial, and survey flights carried very limited numbers of covers, most or all of which were philatelic (prepared by or for a collector). However, they often represent the only evidence of the event and therefore, although philatelic, they may be both rare and essentially important.
- Mail recovered from crashes may be very limited. Crash covers are an exception to the rule on condition (see 38, *Manual of Philatelic Judging and Exhibiting*) but postal markings applied to salvaged covers should be as clear as possible.

**However, as mentioned earlier, airmail may be shown in any of the Categories!**

**With regard to One Frame exhibits, an exhibitor can show what they want, but there is a great emphasis on “Fit” -**

Fit is the measure of suitability for a subject that can be covered adequately in one frame. For one-frame exhibits, fit is evaluated as part of Treatment. It is really very difficult to build a top award-winning one-frame exhibit in the same way that writing a short story is more difficult than a longer work. Most subjects that may be suitable are actually 14-page or 18-page exhibit that needs to be stretched or compressed to achieve the proper fit. In spite of these obstacles, there are many excellent one-frame exhibits.

One-frame exhibits use the same conventional exhibit types used to develop multi-frame exhibits plus one special type. A synoptic exhibit attempts to provide a complete story by presenting important highlights or important milestones of the subject. Synoptic exhibits can be mistaken for a single frame part of a multi-frame exhibit. The degree of shallowness (poor) or depth (excellent) of treatment for synoptic exhibits can be assessed in place of fit for conventional one-frame exhibit types

**POOR FIT** will occur if “The exhibit lacks enough material to fill a single frame without padding”, or “The exhibit subject cannot be adequately covered in only one frame, the exhibit is obviously a single frame part of a multi-frame subject, or the exhibitor chose an artificial limit to fit the story in one frame.”

**EXCELLENT FIT** will be when “The exhibit focus is definitively covered in a single frame.”

*It was recommended by Sam that the synopsis for a one-frame exhibit includes an explanation as to how the exhibit “fits” the size of a one-frame exhibit.*

*Having recently been following the debate regarding the addition of airmail stamps as a sub-class of aerophilately at the international level, your editor was struck by the difference between the new “Seventh Edition of the Manual of Philatelic Judging and Exhibiting” and the “Special Regulations for the Evaluation of Aerophilatelic Exhibits at FIP Exhibitions”. This difference is in fact referred to in the Manual, which lists differences between the two in Appendix 1.4 “International Exhibiting”.*

*The manual also specifically states (page 6) that:*

Some types of exhibits that are acceptable in the United States are not recognized by the International Federation of Philately (*Fédération Internationale de Philatélie, or FIP*). If you intend to exhibit outside North America, it is best if you visit the FIP website for the most current source of information on regulations regarding international exhibiting criteria. While there are occasional references to international exhibiting and judging, this *Manual* provides guidelines for United States exhibiting. No attempt has been made to specifically accommodate FIP, Australian, British or any other exhibiting rules or guidelines. Canada generally follows the MPJE7.

Among the other changes that will affect all exhibitors, are:

- exhibitors will now be given a point score for each category on the Uniform Exhibit Evaluation Form
- there will now be 8 levels of medal:
 

Large Gold	Point Range	90–100
Gold		85–89
Large Vermeil		80–84
Vermeil		75–79
Large Silver		70–74
Silver		65–69
Silver-Bronze		60–64
Bronze		55–59
Certificate		0–54

**There is much more information about all the changes in the summary on the RPSC website:** [www.rpsc.org/exhibiting/Revised\\_7th\\_Edition\\_of\\_the\\_APS\\_Manual.pdf](http://www.rpsc.org/exhibiting/Revised_7th_Edition_of_the_APS_Manual.pdf)

**The complete manual can be viewed on the American Philatelic Society website at** <http://stamps.org/userfiles/file/judges/JudgingManual2016.pdf>

**Many thanks to Sam Chiu for his presentation in Toronto, and for his help in preparing this summary.**

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## NEW ROCKETMAIL CATALOGUE



For many years the “standard” rocket mail catalogue has been the one published by Jesse T. Ellington and Perry F. Zwisler in 1967 and 1973. Unfortunately it has been out of print for a long time, and I could not obtain a copy by inter-library loan.

This new catalogue is written in German, but has a lot of coloured illustrations of covers to lead one through the catalogue.

According to David Ball, the American Representative to the F.I.P. Astrophilatelic Commission:

Once in a generation a handbook comes along that represents the gold standard in a collecting field. For those that like rocket mail it has always been the Ellington-Zwisler Rocket Mail Catalog published in 1967. Although entries were presented in a crude and difficult to read typeface and the illustrations were photo reduced black and white copies this diminutive catalog took a stab at including all nations, assigning catalog numbers to each flight and giving a retail value for the material. Despite a Volume 2 that Zwisler edited to address the 1968-1972 period, E-Z is hopelessly out of date.

In Pioneer Rocket Post and Cosmic Post, Hopferwieser reaches for the E-Z high watermark and surpasses it. On its face the volume is beautiful. The work is case bound with glossy stock pages that bring the hundreds of large color illustrations to life. He categorizes the flights either by rocket pioneer (Ley, Roberti, Schmiedl, Tiling, Zucker, etc.) or by project spending about 200 pages on manned missions from the X-15, Apollo and Salyut to STS, MIR, ISS, and SpaceShipOne. An additional 50 pages cover unmanned programs.

Not only has the author totally re-indexed the world of rocket and space mail but has suggested 21st century prices for this seldom seen material. Unlike E-Z, Walter has not gotten bogged down in post WW II rocket flights which were rarely ground breaking and usually done solely for philatelic reasons. Exemplars of all cosmonaut, astronaut, and taikonauts autographs who have ventured into space are also included.

Walter Hopferwieser is that rare breed who is a consummate scholar, an accomplished astrophilatelist, and a solid author.

My only wish, as someone who is illiterate in German, is that an edition be published in English. Retire your well-worn copy of the Ellington-Zwisler Rocket Mail Catalog and prepare to feast on an updated, expanded and bursting with color successor in Pioneer Rocket Post and Cosmic Post.

**“Pionierraketenpost und kosmische Post” can be purchased on the German Amazon website at <https://www.amazon.de/Pionierraketenpost-kosmische-Post-Handbuch-Spezialkatalog/dp/3902662379>**

**Price 39.90 Euros plus postage.**

## WHY AN AIR PLANE SANK AT SHELTER BAY, February 1930



Postmarked CARIBOO ISLANDS QUE FE 11 30. Handwritten endorsement on left side, probably “par voie aérienne”, ( by air route.) Addressed to: Interprovincial Airways Ltd, Grand Mère, Qué. Two line handstamp: “Damaged when Air Plane sank at Shelter Bay 17 2 30” Circular handstamp: District Superintendent of Postal Service Quebec FEB 28 1930 Handwritten note: Received March-1-30 and initials.

This cover was first illustrated in the December 2011 Canadian Aerophilatelist. It was featured again in the March 2015 and June 2015 issues.

It originated in Cariboo Islands, which was a hamlet on the North Shore of the St. Lawrence river, in between Godbout and Shelter Bay, which are two of the post offices to which mail was dropped on the North Shore air mail route. During the winter of 1929/30, there was a weekly dog sled mail along the North Shore from Betsiamites to Seven Islands and Havre St. Pierre. Outgoing mail from Cariboo Islands was normally carried by dog sled to Seven Islands, and then flown from Seven Islands to Quebec City.

The annual report for 1930 submitted by Canadian Transcontinental Airways to the Civil Aviation Branch of the Department of National Defence established that the aircraft involved was a Fairchild 71, CF-AAT, which was assigned to the Quebec - Seven Islands - Anticosti Island air mail run. It had made an unscheduled landing at Shelter Bay on February 17th, and later sank through the ice.

Diana Trafford has now discovered what happened in Shelter Bay during the night of February 17th/18th, and afterwards.



*Shelter Bay is now a suburb of Port Cartier*



*CF-AAT, operated by Canadian Transcontinental Airways on skis during the winter of 1929-1930. Canadian Transcontinental's checkerboard livery is visible on the tail of the aircraft.*

## **PILOT ALEX SCHNEIDER AND THE “WET MAIL” FROM SHELTER BAY**

**Diana Trafford.**

With thanks to Paddy Gardiner for the painting on the cover, and to John Davidson for the map.

***The story behind the story...*** In June 2016 I spent two weeks in Winnipeg going through the extensive Canadian Airways Limited collection at the Manitoba Archives. As luck would have it, I requested the file of correspondence with the Stout Aircraft Company, a Ford subsidiary. In the same box, I spotted the pilot file for Alex Schneider and decided to check it out. Alex Schneider turned out to be the pilot of CF-AAT, the aircraft whose dip in the St. Lawrence River led to the mail getting wet.

*Although the cover that got wet in Shelter Bay was initially described as a “crash cover”, the mail got wet because of a parking problem, not a crash.*

The aircraft was on its way back to Québec after delivering 800 pounds of mail to Sept-Îles, and was carrying 25 pounds of mail on the return trip.<sup>1</sup> Chris Hargreaves estimates that this would have amounted to some 750 items – assuming that the mail in question was all regular mail, and that the average weight per letter was ½ ounce, giving about 30 letters a pound.<sup>2</sup>

For reasons no doubt related to weather conditions, Schneider landed on the shore ice at Shelter Bay (now part of Port-Cartier) and parked the aircraft there for the night. Remember that the St. Lawrence is a tidal river from Québec out to the Gulf of St. Lawrence.

Here, in the words of the pilot, Alex Schneider, is the story of what happened on the night of 17 February 1930 to CF-AAT, a Fairchild 71 operated by Canadian Transcontinental Airways on the Québec North Shore air mail route.<sup>3</sup> - Please note that “Caribou”, is a potent alcoholic drink as well as an animal, and that AE is how Schneider referred to his Air Engineer.

### **Alex Schneider's story**

*On a mail flight at Shelter Bay in February 1930, the Fairchild 71 CF-AAT was parked with folded wings overnight on the ice, about 30 feet from the shore. Shelter Bay is located on the North Shore of the St. Lawrence River. The bay was solidly frozen from the shore to 40 miles out.*

Next morning at 5:30 a.m., my AE (Air Engineer)<sup>4</sup> woke me up saying, "Alex, AAT has disappeared! During the night a great storm has pushed the waves from the open water 40 miles out under the ice and broken up the whole 40-mile-wide ice field right to the shore. It is high tide now and huge chunks of ice are everywhere floating and bobbing around in the water."

I did not believe him. "What have you been drinking, Caribou?"<sup>5</sup> He was so excited, he started speaking in his mother language: "Non, non, il est vrai, AAT est disparu" Well, I got up to see.

As the tide went out, the aircraft reappeared. Every window except the front windshield was broken by the ice floes, and the whole plane was covered with a glistening sheet of ice. With horses, AAT was pulled ashore at low tide. We dismantled her and thawed her out under sails rigged up as a tent. A number of camp stoves were kept stoked to provide the heat for drying out the aircraft. Wood from orange crates was installed in place of the broken window panes. I flew the ship back to Montreal three days later.

The native camp cook told me that never in his life had the ice broken up in February; usually break-up came at the end of March or in April.

### **Praise for "splendid efforts"**

The company lost no time expressing their appreciation. A telegram to Schneider on 18 February 1930 reads:

PLEASE CONVEY MY THANKS TO ALL THE CREW AT SHELTER BAY FOR YOUR SPLENDID EFFORTS TO SAVE YOUR SHIP FROM DISASTER STOP WE ARE HOPING TO SEE YOU ALL BACK WITHIN A FEW DAYS STOP  
Ingram<sup>6</sup>

### **When did Schneider actually reach Québec?**

Although Schneider's account mentions returning to Québec three days after the mishap, presumably on 21 February, and the same reference to three days appears in *Le Soleil* of 14 April 1930<sup>7</sup>, the company records do not agree. Normally, one of the best ways of verifying such facts is from the aircraft log books. Unfortunately, no log books survive for CF-AAT for the period before July 1930.<sup>8</sup> However, a handwritten summary of the 1929-1930 winter air mail season in the Canadian Airways files shows that Schneider flew back to Québec on 25 February.<sup>9</sup>

After returning to Québec, CF-AAT was sent to Lac-à-la-Tortue near Grand-Mère, Québec, for complete overhaul in the company's workshops there. The aircraft was officially inspected and on 8 March 1930, was declared airworthy by the Civil Aviation Branch.<sup>10</sup> Re-registered to Canadian Airways in 1932, CF-AAT would continue in service until March 1936 when an air lock in the fuel system led to a forced landing north of Sioux Lookout and the subsequent write-off of the aircraft.

### **Alex Schneider – Canada's loss**

The name of Alexander S. Schneider is not well known in Canadian aviation history, but it should be, for he was one of our most accomplished pioneer bush pilots.<sup>11</sup>

Alex Schneider had an illustrious 50-year career in aviation. Born in Germany in 1901, he learned to fly in 1918 in the German Navy Flying Corps. When commercial aviation resumed in Germany in the 1920s, Schneider was one of the first pilots engaged, working for Deutsche Luft Hansa and its predecessor companies.

When he left Germany to immigrate to Canada in 1928, Schneider had more than 1,000 hours of flying time to his credit. He received his Canadian pilot's licence #327 on 21 July 1928, under newly implemented

Quebec-Seven Islands  
Anticosti  
Moncton-Magdalen Islands  
Season 1929-30

Date of Trip	Mail out	Mail in	Remarks
1929	Lbs	Lbs (Quebec-Seven Islands)	
12 <sup>th</sup> Dec <sup>r</sup>	763	14	
17 <sup>th</sup> "	800	157	Return flight to Quebec not completed until 21 <sup>st</sup> - forced landing at St. Agnes.
22 <sup>nd</sup> "	800	20	Overnight at Chateaux Outards
28 <sup>th</sup> "	800	337	Return trip not completed until 31 <sup>st</sup>
5 <sup>th</sup> 1930	796	72	Force landed at Rimouski on return - mail landed at Quebec
9 <sup>th</sup> "	800	150	Return trip completed on 11 <sup>th</sup>
71 <sup>st</sup> "	800	68	Force landed at Murray Bay reached Quebec 12 <sup>th</sup> January
14 <sup>th</sup> "	775	-	Force landed at Les Escoumains reached Quebec 16 Jan.
17 <sup>th</sup> "	800	213	
20 <sup>th</sup> "	800	61	
22 <sup>nd</sup> "	800	29	
30 <sup>th</sup> "	800	-	
5 <sup>th</sup> February	798	10	Returned to Quebec on 6 <sup>th</sup>
7 <sup>th</sup> "	797	11	
11 <sup>th</sup> "	796	31	
15 <sup>th</sup> "	798	340	
17 <sup>th</sup> "	800	25	Plane went through ice at Shelton Bay, mail recovered and later sent to destination
20 <sup>th</sup> "	800	418	Return trip completed on 25 <sup>th</sup>
26 <sup>th</sup> "	795	125	
27 <sup>th</sup> "	800	50	
28 <sup>th</sup> "	796	28	

Partial first page of report on 1929-1930 Transcontinental Airways' contract for air mail service from Québec to Sept-Îles and Anticosti Island. The report also covers the Moncton-Magdalen Islands service. (Source: Canadian Airways fonds, Manitoba Archives, M-93-2-12, file 15)

international reciprocal arrangements. He then joined the staff of Canadian Transcontinental Airways (based in Québec) as a bush and mail pilot, and later flew in the same capacity for Canadian Airways Limited, after that company's takeover of Canadian Transcontinental. In 1935, he signed on as a test pilot with Fairchild Aircraft of Longueuil, Québec. Among the planes he test-flew during his five years with Fairchild were the FC Super 71 CF-AUJ and all 24 of the Fairchild 82 models produced. Schneider was also a certified Air Engineer.

With the onset of war, Fairchild began manufacturing Bolingbrokes, and reluctantly had to let Schneider go because of his birthplace, despite the fact that he had become a Canadian citizen in 1933 and not only had letters from such eminent figures as J.A. Wilson, describing him as "one of the soundest pilots in the country," but also had an all-clear from the RCMP.<sup>12</sup>



Canada lost an outstanding pilot when Schneider eventually moved to the United States and became a U.S. citizen. There he spent 15 years with North American Aviation in Los Angeles, completing assignments on Sabre Jet and F-100 fighter planes, training NATO troops in the use of jet-engine planes, and instructing the Royal Air Force in the operation and launching of nuclear-tipped Thor missiles. He retired in 1968 to live in San Jose, California.

### Notes

1. *Canadian Airways fonds, Manitoba Archives, M-93-2-12, file 15*. Handwritten summary of 1929-30 season Quebec-Seven Islands, etc.
2. By telephone, 28 October 2016.
3. *Canadian Airways fonds, Manitoba Archives, M-93-4-7, file 47-4. Pilot file: Alexander S. Schneider*. Letter from Alex Schneider to Miss M.G. Fletcher, dated 23 August 1972.
4. The AE (air engineer) was the aeronautical mechanic who travelled with bush planes in the early days to keep everything in running order. Duties included draining the engine oil on winter evenings, heating the oil the next morning, and warming up the engine with a blow pot before pouring the oil back in. The AE on this flight was Georges Ouellet, according to *Le Soleil*, 14 April 1930, p. 1, "Succès sans précédent au service de la malle sur toute la Côte-Nord."
5. As mentioned earlier, Caribou is a very potent Québec drink.
6. *Canadian Airways fonds, Manitoba Archives, M-93-4-7, file 47-4. Pilot file: Alexander S. Schneider*. A. F. Ingram was manager of Canadian Transcontinental Airways.
7. *Le Soleil*, 14 April 1930, p. 1.
8. Surviving log books for CF-AAT Fairchild 71 cover the period from July 1930 to March 1936. *Canadian Airways fonds, Manitoba Archives, M-93-5-15, file 2 and M-93-6-12, files 5 through 21*.
9. *Canadian Airways fonds, Manitoba Archives, M-93-2-12, file 15*. Handwritten summary of 1929-30 season Quebec-Seven Islands, etc.
10. In 1929 and 1930, Canadian Airways bought out a number of competitors including both Canadian Transcontinental and International Airways, the company operating the base at Lac-à-la-Tortue. Ken F. Saunders was base manager at Lac-à-la-Tortue.
- Re Certificate of Airworthiness, note that the Civil Aviation Branch was then part of the Department of National Defence. Details about this particular aircraft are drawn from *Library and Archives Canada, Aircraft Registration Files, Fairchild 71 – CF-AAT, Microfilm T-7417*. Available online at: [http://heritage.canadiana.ca/view/oocihm.lac\\_reel\\_t7417/1621?r=0&s=4](http://heritage.canadiana.ca/view/oocihm.lac_reel_t7417/1621?r=0&s=4) Accessed 1 November 2016.
11. *Canadian Airways fonds, Manitoba Archives, M-93-4-7, file 47-4. Pilot file: Alexander S. Schneider*. Letter from Alexander Schneider to James A. Richardson, dated 12 November 1931. Letter from Alex Schneider to Miss M.G. Fletcher, dated 23 August 1972.
12. *Library and Archives Canada/Department of Transport fonds/File 5802-6275: Schneider, Alex Siegfried, 1928-1944*. © Government of Canada. Reproduced with the permission of Library and Archives Canada (2016). J.A. Wilson, Controller of Civil Aviation, letter to F.H. Wheeler, Gray Rocks Inn Ltd., 18 January 1940. S. Graham, District Inspector - Civil Aviation, Montréal, internal memo to Controller of Civil Aviation, Dept. of Transport, Ottawa, 12 January 1940.

**The Artist** - The painting of the incident at Shelter Bay on the front cover is by Paddy Gardiner. Paddy was born in 1934 and raised in both the U.K. and Ireland. After apprenticing in aircraft engineering and immigrating to Canada almost 60 years ago, he had various employment, although not always in the aviation field. After

the Avro Arrow Affair, he worked in heavy industry, electronics and even installing radio equipment in the Far North. Paddy had an interesting few years working in the survey aircraft modification field. Finally, he was employed by The Boeing Company, which was an enjoyable end to his working days. The art Paddy now does is for relaxation.

**Many thanks to Diana Trafford, John Davidson and Paddy Gardiner for this article and illustrations; and to Derek Rance and Ian Macdonald for their earlier research on this cover.**

## THE JOY OF POSTCARDS

**Happy flying to everyone, Mike Shand**

As this is being written our American friends are still trying to resolve what some call the most devisive election ever.

Ah, those youngsters. If you were as old as I, you would recall seeing Teddy Roosevelt on TV in 1911 (the date of this card) fulminating against his own chosen successor, Taft. and then at the 1912 convention, breaking with the Republicans to form the "Progressive" Party, thereby ensuring a loss to Democrat Wilson.



Although no longer President in 1911, this could be an earlier photo. Does anyone recognize the type of plane or know who was the first sitting President to fly?



As to who might have been the first Canadian Prime Minister to fly, alas I have no Photo. (Does anyone?). Laurier could have been in the Silver Dart (Feb 1909) although once McCurdy the pilot got on board little room was left for passengers or luggage;

Although McCurdy went on to become, among other things, lieutenant-governor of Nova Scotia. his flying exploits as you see were not always a complete success.

Borden, who followed Laurier as P.M. (1911-1920) never seemed to me to be very adventurous. I never saw him on T.V.



# COLOMBIA'S FIRST AIR MAIL STAMP

Ray Ireson



In May of 1919 an American barn-storming pilot, named William Knox Martin, showed up with his Curtiss bi-plane (a "Jenny") in Cartagena with the intention of making his fortune. However, he was unable to drum up interest in his flying ventures and so he moved to Barranquilla, next door. On June 15<sup>th</sup> he made a trial flight over Barranquilla and caused a sensation. Three days later he flew the first "airmail" in Colombia.

He flew from Barranquilla to Puerto Colombia (a distance of some 30 kilometres), dropped a sack of mail in the town square, then returned to Barranquilla. He carried a passenger, Julio Mario Santodomingo, who was to become prominent in Colombian aviation circles in later years. The "mail" (some 160 "favour" covers) was franked with the current 2 centavos stamp which had been given an unauthorized overprint. Incidentally; the postage rate at the time was 3 centavos, so the 'letters' were under-franked. The Postal Authorities disavowed the validity of this "doctored" stamp and dismissed the Barranquilla Postmaster for having gone along with this fund-raising scheme.





In a footnote beneath the listing of C-1 in their catalogue, Scott states this stamp was used for the first experimental flight from Barranquilla to Puerto Colombia on June 18, 1919 (thus insinuating its legitimacy!). However: this was not the case. As already stated, the Colombian Postal Authorities refused to recognize this overprinted stamp as being a valid postage stamp. There would seem to be little doubt but what the overprinting of the 2 centavos stamp was a fund-raising gimmick used to defray Knox's expenses (they were reportedly to have been sold for \$1.00 each).

The overprinting was performed in a Barranquilla printing establishment, whose presses couldn't cope with a full sheet of 100 stamps. So, each sheet was guillotined into ten horizontal strips of 10. This resulted in the top and bottom margins of many stamps having severely clipped perforations. But there was a glitch in the setting of the overprint. The date fonts used were the Arabic "1", but one stamp (the fifth) in the strip received the Roman "I".



✉ facsimiles ✉



In view of the Colombian postal authorities categorical denial that this was a valid postal issue, Colombian purists were dismayed to see it given recognition by the major catalogue publishers around the world.

Yet, when Colombia issued a set of two stamps in 1959 to commemorate the 40<sup>th</sup>



Anniversary of AVIANCA, one of the stamps depicts the infamous Scott C-1 !!

And ten years later the Colombian Post Office commemorated the 50<sup>th</sup> Anniversary of AVIANCA and their official FDC sported yet again SCOTT C-1, proclaiming it to be the 50<sup>th</sup> anniversary of the first aerial postal service in Colombia!! *MAYBE .... but the stamp is STILL bogus by Colombian Postal Regulations !!*



# Season's Greetings

This issue follows the December tradition, of including a variety of items and greetings from many contributors. Very best wishes to all readers.

Chris and Paul

## CHRISTMAS GREETINGS from DICK MALOTT



At 89 I am blessed to be able to send warmest Christmas Greetings to our CAS membership. Not everyone attains 89. My years have been blessed with a dear late wife, Dorothy, a lovely new companion, Sharleen Marengère, many aerophilatelic friends and equally many military (RCAF/CAF) and military museum friends.

Through out most of my life I have collected, researched, exhibited and judged aerophilately. It has been a privilege to do so. One of the many benefits has been to receive beautiful Christmas cards from philatelic friends, far and wide. I have saved hundreds of these Christmas cards and for the last two years I have had published in "The Canadian Philatelist", and "The Canadian Aerophilatelist", examples of cards and greetings from so many deceased philatelists.

For this greeting I have requested Chris to show a lovely Christmas card from our first CAS President, the late Wing Commander (W/C) Pat Sloan, CD. Pat was a dear friend who served as a bomber pilot during WW II. He developed a gold award exhibit on North and South Atlantic air mail services. Before Pat succumbed to illness he disposed of his collection and sent some books to our CAS library. His many awards were donated to the AAMS Library in Bellefonte, PA. Pat rests in the Canadian Armed Forces National Cemetery, Beechwood, Ottawa, Ontario. I salute his memory.

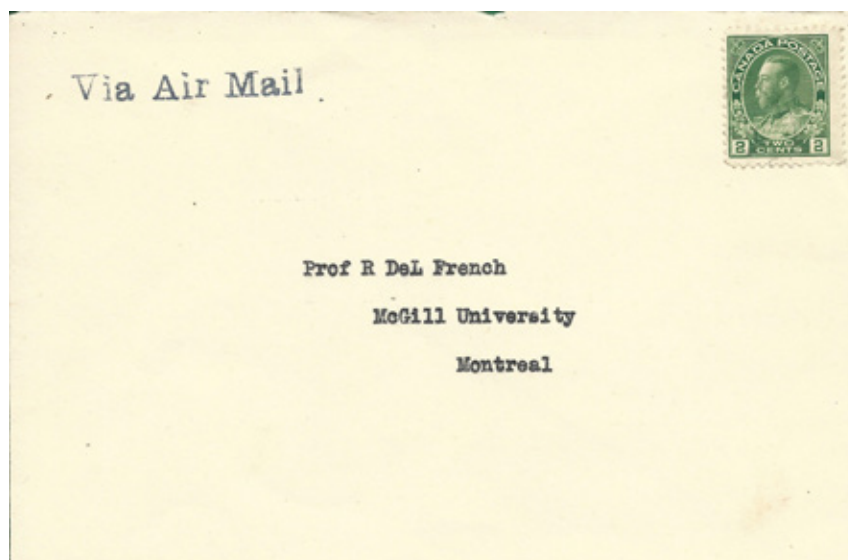
I send a blessed greeting to all and remember "Keep the Christ in Christmas".

*Dick*



# LAURENTIDE AIR SERVICES LIMITED

Tom Reyman



I recently acquired this cover which is listed as CL4-2501, and described as:

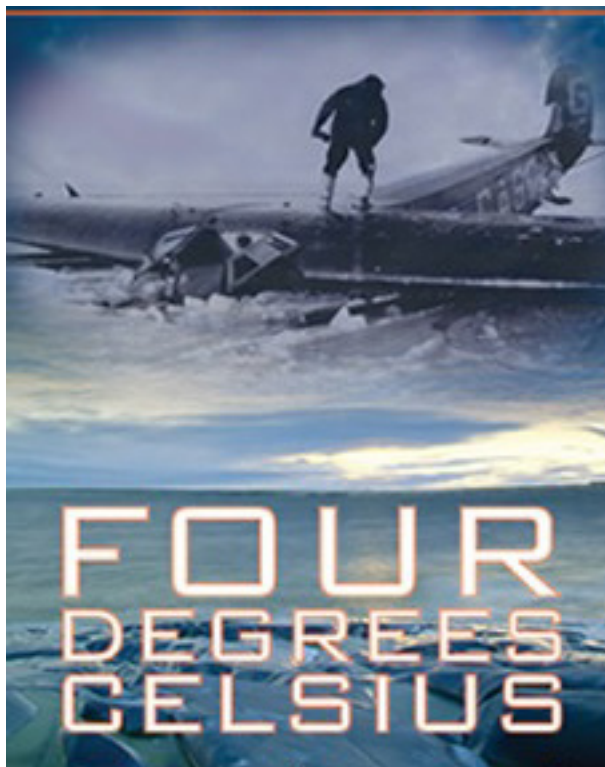
**1925 Trans-Canada Cachet** — In anticipation of a flight from Vancouver to Montreal to ferry a Vickers Viking aircraft, a rectangular cachet was applied to a number of covers. The flight was cancelled due to problems with the aircraft. Most covers were addressed to Prof. R. de L. French at McGill University and have uncanceled Canadian postage pulled off the front of the envelope. CL 3 and CL 4 were both used on these covers.

The cover has Canada 107 on the front. It does not appear that the stamp was removed. I was suspicious that the stamp had been removed and later replaced by someone but I cannot detect any gum residue outside of the current stamp line. Does anyone know what method was used in period to remove the stamps from the "2501" covers, and to perhaps leave no residue?

## More Information on Andy Cruickshank

The last issue of the journal included a description of the incident in 1929 when Andy Cruickshank's plane went through the ice during the search for the MacAlpine Expedition, and the remarkable salvage effort that followed.

It mentioned that Kerry Karram, granddaughter of Andy Cruickshank, has written a book about the rescue of the MacAlpine expedition, in which Cruickshank had a leading role.



I am currently reading Kerry Karram's book - *Four Degrees Celsius: A Story of Arctic Peril* - and am finding it dramatic, engrossing, and most informative. The book is based on hand-written diaries kept by Richard Peace, a member of the MacAlpine Expedition that was lost in the Arctic, and by Andy Cruickshank who led the search expedition organized by Western Canada Airways.

The book also includes more information about the crash in which Andy Cruickshank was killed - an incident when the initiatives taken in early northern aviation didn't work out:

*On June 29, 1932, Andy Cruickshank left the mining camp at Great Bear Lake on a three-hour flight to Fort Rae. His plane was overloaded and his fuel was reduced to accommodate the load. The engine on G-CASL he was flying had been changed just two days prior to the flight, and although Cruickshank had reported to the engineers that there was something seriously wrong with the engine after he tested it, he was instructed by his boss to fly the aircraft. Cruickshank told Esmé (his wife) he would not sign the log book as his formal acknowledgement that the plane was not airworthy.*

*He took off with two engineers, Harry King and Horace Torrie, into a clear sky. Just twenty minutes before his destination was reached his engine died. He never made Fort Rae. Just short of a tiny lake, in the Northwest Territories, Cruickshank's plane fell from the sky. The tangled wreckage showed he had been trying to bring his plane to a safe landing on a lake close to Lake Mazenod. All three were killed.*

*A Department of National Defense enquiry showed that the engine that had been installed on 'SL was the old engine from 'SP, the aircraft that sank in Churchill Harbour during the Dominion Explorers Expedition. The court documents continually questioned the airworthiness of 'SP's engine after its immersion in salt water. However, the fact remained — the engine had been put back into service and installed on 'SL just two days prior to the Fort Rae flight. The cause of*

Western Canada Airways first fatal crash remains unsolved.

For more information about this excellent book, see [www.kerrykarram.com](http://www.kerrykarram.com)

## 1939 - A VERY PUZZLING TRANS-ATLANTIC COVER

John Symons



Mailed HAMBURG August 3rd 1939

Endorsed "By first British transatlantic airmail"



Backstamped NEWYORK August 10th 1939 and September 6th 1939

British P.C.66 Censor Tape

Backstamped HAMBURG-LOKSTEDT October 5th 1939

## HOW DID THIS COVER TRAVEL BACK TO GERMANY?

In the October 2015 issue of the Air Post Journal (APJ) Jim Graue submitted an article entitled *Imperial Airways First-Trans North Atlantic Airmail Flight (But Not for Airmail from Germany)*, about a cover similar to the one shown above. This was followed by a second article submitted by myself and published in the January 2018 issue of APJ similarly entitled *Imperial Airways First Trans-North Atlantic Airmail Flight, Some More Information*.

These two articles established the probability of a number of registered covers like this sent for acceptance on the first Imperial Airways North Atlantic flight which departed from Southampton on 5th August 1939. This probability is based on the range of numbers on the registration labels - Jim's cover is serial number 482, whereas mine is 487. Does anyone have an intermediate number in their collection?

But more importantly the second of the two articles established that the two covers were never carried on Imperial Airways first Transatlantic crossing; at this date German mail had not been accepted for carriage over this route, given the more obvious route via Marseilles, and later Lisbon. The two covers were probably carried aboard the German shipping line Norddeutscher Lloyd's SS *Bremen* from Bremerhaven to New York, and it was during this crossing the airmail etiquette was defaced by the diagonal bar marking.

So much for the westbound crossing but how were these two covers eventually returned to Germany? This has been the subject of some discussion between Chris Hargreaves and myself, and we have reached an impasse. We hope other readers can help us out.

The USPO was unable to deliver the covers to the addressee at the Waldorf Astoria in New York, and decided on 6th September 1939 to return them to the sender. In late August the German government ordered all German shipping to return immediately to their home ports, days later German forces invaded Poland, and on 4th September 1939 Great Britain and France declared a state of war existed between them and Germany. The latest USPO postmark on the two covers is dated 8th September. By this date all German shipping should have departed American ports.

The outstanding questions:

**Did the USPO place covers destined for Germany onboard a British vessel knowing the two countries were at war? If so, why?** It is highly probable the covers underwent censor's examination in Britain, most likely in Liverpool. According to Moreweiser (*Civil Censorship Study Group Bulletin*, vol 24, no 2, pg 56, January 1997) the PC66 label was in use in Britain between September 1939 and June 1940, with censor numbers ranging between 9, the lowest, to those in the 5000s.

**Rather than being sent to Britain, were the covers placed on a neutral vessel which was boarded by the Royal Navy and the covers confiscated?** It was suggested by me the covers may have been examined in Jamaica. Foster stated in *Roses Caribbean Philatelic Handbook*, Handbook number 7: "... one example (PC66) of this type of label has been observed on Jamaican mail...". Here we have at least two PC66s. This has been described as unlikely by John Wilson, given the unreliability of the source.

**Why did the British authorities release the covers following their examination? How did they get back to Germany?** That they did there can be no argument for on the back of the cover is a Lokstedt postmark dated 3rd October 1939!

This is another of those mysteries which make aerophilately so fascinating!

**John C Symons**



## Wartime Air Mail Promotional Items

Here are some air mail promotional panels from wartime Trans-Canada Air Lines schedules.

### Season's Greetings and Happy New Year!

Ian Macdonald

# AIR MAIL

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Every day on regular schedules Air Mail spans Canada at a speed of three miles per minute. Connecting lines reach every important postal distributing centre.

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**The speed of the wind is yours when you use  
AIR MAIL**

TCA schedule folder April 28th 1940

(Cont. next page)

## CANADA REVENUES • DUCKS SEMI-OFFICIAL AIRMAILS

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## AIRMAIL RATES OF POSTAGE

### NORTH AMERICA

Postage, including fees for all air mail services available

1. Canada, Newfoundland or any place in North America not mentioned in Groups 3, 5 and 6.....	6¢ first ounce; 5¢ each ounce after.
3. United States.....	6¢ each ounce.
5. West Indies and British Guiana, Mexico, Cuba, Central America.....	10¢ each quarter ounce.
6. Bermuda.....	15¢ each quarter ounce.

### SOUTH AMERICA

Postage, including fees for all air mail services available

9. (a) Colombia, Ecuador, Venezuela, Dutch Guiana and French Guiana.....	25¢ each quarter ounce.
(b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru and Uruguay.....	35¢ each quarter ounce.

### EUROPE

Postage, including fees for all air mail services available

2. Great Britain and Northern Ireland, Eire — Air Service in Canada only.....	6¢ first ounce; 5¢ each ounce after.
— Including trans-Atlantic Air conveyance	30¢ each half ounce.
4. Europe (except places mentioned in Group 2) — Air Service in Canada only.....	10¢ each ounce.
— Including trans-Atlantic Air conveyance	30¢ each half ounce.

The England-India-Malaya-Australia-New Zealand and England-East Africa-South Africa Air Mail Services are suspended.

### ASIA

Postage, including fees for all air mail services available

7. The rate by the U.S. "Clipper" Service from San Francisco to	
Hawaii.....	30¢ each half ounce.
Guam.....	50¢ each half ounce.
Philippine Islands.....	75¢ each half ounce.
Macao.....	90¢ each half ounce.
Hong Kong.....	90¢ each half ounce.

**Ordinary Stamps and Envelopes May be Used**

**Drop in Nearest Mail Box**

### AUSTRALASIA

Postage, including fees for all air mail services available

8. The rate by the U.S. "Clipper" Service from San Francisco to	
Hawaii.....	30¢ each half ounce.
Canton Island.....	45¢ each half ounce.
New Caledonia.....	60¢ each half ounce.
New Zealand.....	75¢ each half ounce.
Australia.....	90¢ each half ounce.

**For Faster Delivery Use "Special Delivery"**

(10¢ Extra to Canadian and U.S. Points)

Registration, if desired, is additional to the above



## *Mail for Canada's Armed Forces*



Members of Canada's armed forces serving overseas are brought nearer home by Trans-Canada Air Lines.

To carry mail to and from our forces in Europe, TCA operates a regular Trans-Atlantic air service for the Canadian Government, — a service made possible through TCA's established facilities and pioneering work.

TCA has proven an essential arm of Canada's transport, flying Coast to Coast, Halifax to Victoria, east to Newfoundland, north to Edmonton, south to Windsor and New York, 29,200 miles a day, carrying the men, mails and materials essential to the war effort.

TCA schedule folder January 1st 1945

## **AIR MAIL SPEEDS PRODUCTION**



As the United Nations quicken the pace towards Victory, Canada's AIR MAIL Service speeds the delivery of written plans, specifications, orders, correspondence, and instructions that direct the country's business.

In less than 24 hours, the mails are carried from Coast to Coast. Connection is made with U.S. and overseas airlines. For even faster service, there is AIR MAIL Special Delivery. For letters to and from points overseas, Canada's own Trans-Atlantic AIR MAIL Service has been inaugurated.

Use AIR MAIL for your personal letters, too. Your friends will appreciate an AIR MAIL letter, and will likely use AIR MAIL when replying, so that you will hear from them that much sooner.

TCA schedule folder February 1st 1945

**Thanks Ian.**

## Answer to the 2015 Christmas Time Quiz:

# WHAT IS /WAS THE SHORTEST AIR MAIL ROUTE IN THE WORLD?

Chris Hargreaves



Postmarked PELEE ISLAND JAN 4 32  
 Backstamped LEAMINGTON JAN 4 1932  
 Endorsed: Pelee Isl. to Leamington  
 The shortest regular route in the world.

This cover began the enquiry in the December 2015 Canadian Aerophilatelist. The air mail service to Pelee Island was inaugurated in December 1927, and was one of the first air mail services financed by the Canadian Post Office. It operated as an Air Stage service that carried mail at regular postage rates to places that would otherwise be cut off during the winter. The cover was correctly franked at the 3 cents per ounce rate for surface mail to the U.S.A. that applied in 1932. **Pelee Island is situated in Lake Erie, some 20 miles south of Leamington.**



Postmarked: SAN JOSE OCT 15 6 PM 1929

Cachet inscribed: FIRST ANNIVERSARY FLIGHT OCTOBER 15, 1929 SHORTEST AIR MAIL ROUTE IN THE WORLD SAN JOSE - OAKLAND

This cover was also featured in the December 2015 Canadian Aerophilatelist. The air mail route from San Jose to Oakland was a spur service, connecting San Jose to the main U.S. Contract Air Mail Route 8, which operated along the west coast of the U.S.A. from Seattle via Portland,



San Francisco (Oakland), Fresno and Los Angeles to San Diego.

**The air distance from San Jose to Oakland Airport is about 30 miles.** But - although the air mail route from San Jose to Oakland was longer than that between Pelee Island and Leamington, it operated year round, whereas the Pelee Island Air Mail was a seasonal service.



Postmarked: PORT CLINTON, OH NOV 16 1976

Carried VIA RATTLESNAKE ISLAND LOCAL POST

Another contender, also illustrated in the December 2015 journal, is the **RATTLESNAKE ISLAND LOCAL POST**. It was operated by ISLAND AIRLINES, which claimed to be the “Shortest Airline in the World”. Rattlesnake Island is part of the Bass islands, which are south-west of Pelee Island. **The service operated between 1966 and 1989, from Port Clinton, which is 11 miles from Rattlesnake Island.** It restarted in 2005, but now operates from Sandusky Airport, which is 18 miles from Rattlesnake Island.



Postmarked CULVER CITY CALIF. MAY 18 1938

Cachet reads: WORLD'S SHORTEST MAIL HOP – MAY 18th, 1938 – FROM CLOVER FIELD TO LOS ANGELES.

This cover was found by Steve Swain, and described in our March 2016 journal. Steve commented that Clover Field is now the Santa Monica airport, and that “the driving distance from Santa Monica (Clover Field) to Los

Angeles is 16.5 miles. **The flying distance would be about 13 miles.** Although that distance makes the flight shorter than the Pelee Island flight, it was a special flight made in 1938 as part of National Air Mail Week, not a regular route.

*Ian Macdonald wrote that: when I worked for Pacific Western Airlines in the early-1980s we had a scheduled once-a-week Edmonton International to Edmonton Municipal trip, an extra leg added to the Yellowknife-Edmonton 737 flight. The purpose was to position the plane back at the Municipal but it operated as a revenue leg. That was my shortest airliner flight. I don't recall how many minutes but it must have been one of the shortest in Canada.*

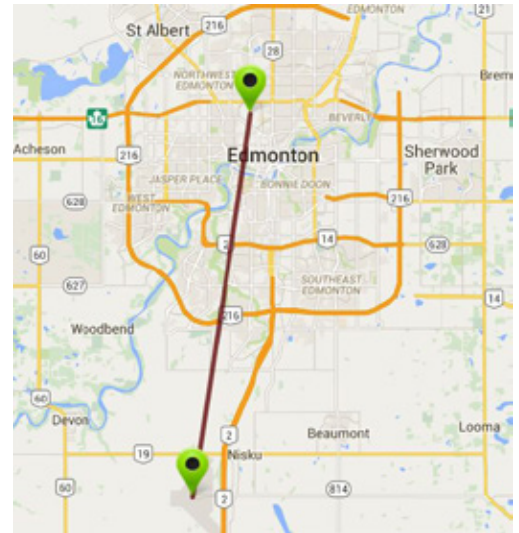
It sounds like this should have been a very short flight, but according to [www.distancefromto.net](http://www.distancefromto.net) **the distance is 18 miles.**

Richard Beith and John Symons both sent me more information about the Westray – Papa Westray air mail service, which is recognized by the Guinness Book of Records as being the shortest scheduled passenger flight in the world. According to Richard Beith's *Scottish Air Mails 1919–1979*, the service was inaugurated on November 24th 1970. The cover shown is one of a small number of souvenir covers that were carried by the operator, Loganair.

**Richard Beith's handbook lists as flight E 1.14:**

*31 October 1974: Westray and Papa Westray Special Flight by Loganair: 'Special souvenir covers were flown over this route to coincide with the publication of the 21st edition of the Guinness Book of Records, this service being listed there as the shortest scheduled flight in the world. Some covers were posted at Westray before the flight and carried as Post Office mail, others were posted at Papa Westray after the flight in [BN] Islander G-AWNR piloted by Captain Alsop.'*

The service currently operates one round trip per day. **The distance between the airports on Westray and Papa Westray is 1.7 miles!** The flight is scheduled to take 2 minutes, including taxiing, but actual duration depends on wind conditions, and the quickest flight took 47 seconds!



In our March 2016 journal I suggested the route between Fort Vermilion and North Vermilion in Northern Alberta, might be even shorter, as according to Denny May in his book *Air Mail in Alberta 1918 - 2006*:

*North Vermilion and Fort Vermilion are half a mile apart across the Peace River. There is a bridge across now, but even in the mid 1960's during early winter and spring break up one had to fly between the two communities.*





Fort Vermilion was originally established in 1788, as a trading post where European settlers traded furs with trappers from the local Dunneza, Dene and Cree first nations. It became the site of a major Hudson's Bay Company post, and a regional centre. The surrounding area is some of northernmost land in Canada suitable for agriculture. In October 1930, the Post Office announced that an air mail service between Peace River and North Vermilion, via Carcajou and Fort Vermilion, would be inaugurated early in December 1930. The inauguration was later postponed, and actually took place on January 31st 1931.

I asked Denny May if he had any additional information, and he replied that:

*The only time I flew that route was May 5, 1966 with Lloyd Northey of Fort Vermilion Air Service. The ice on the Peace River was in the process of breaking up which it did that afternoon - the effect was spectacular and noisy. I think the actual flight from the time of engine start, take-off, 1 minute across the River, landing and shut down was probably 10 minutes maximum, but the take-off to landing flight would have been less than 5 minutes. I am unable to determine where the airstrips on each side of the river were in those days - certainly not where the Fort Vermilion airport is today.*

Since the 1.7 miles from Westray to Papa Westray is the airport to airport distance, a comparison with the distance flown between Fort Vermilion and North Vermilion becomes very difficult. **However, 47 seconds between airports definitely makes the Westray - Papa Westray service the "World's Shortest Air Mail Route" by duration of flight.**

Many thanks to Steve, Ian, Richard, John and Denny for their contributions to this enquiry.

**Chris Hargreaves**



## NEXT ISSUE DEADLINE THE CANADIAN AEROPHILATELIST

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

If you have anything you'd like to be included in the next issue, please send it to the editor: (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 February 1st.**

## INFORMATION WANTED

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

### HOW DID THIS LETTER GET TO SWEDEN?



Postmarked: St. JOHN's 25 Feb 1943



The surface postage rate between Newfoundland and Sweden at this time was 7 cents an ounce and the air mail rate was 40 cents a half ounce. The 5 cents Caribou only pays the preferential foreign letter rate, 5 cents first ounce on letters to British Empire countries and to the United States - as evidenced by the "T 1/20" parking in pencil (2 cents discrepancy doubled = 4 cents, converted at 1c equals 5 centimes = 20 centimes Postage Due). During this point of the War Norway and Denmark were in German hands, so no British ships could enter the Baltic Sea. However, there was a regular (weekly ?) air mail service between Scotland and Stockholm, Sweden. Would this cover have been flown to Sweden? There are no backstamps or other markings on the reverse.

**If you can help, please send information to the editor: Chris Hargreaves,  
4060 Bath Road, Kingston, Ontario K7M 4Y4.  
(Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))**

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## 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

**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](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:

#340 Harold Brosseau  
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#172 Ivan Burges  
#270 Earle Covert  
#423 Glenn Daze  
#260 Fred C. Dietz  
#193 J.P.Gadoury  
#410 T. Isaac  
#364 David Kelly  
#111 James Larry Kobelt  
#450 Ed Kroft  
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#363 Ray Simrak  
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#303 Ronald Trefry  
#425 Paul Varty  
#390 Dr. Paul Vogel

*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.**