

THE CANADIAN AEROPHILATELIST

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June 2017

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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

SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLÉZ VOUS ADRESSER À:
 PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3
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President: Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8, Tel: 519 913 1834, steverman@rogers.com
Vice-President: Tony Hine, 125-720 King Street West suite #109, Toronto M5V 3S5, Tel: 416 649 7045, tonyh6@gmail.com
Secretary-Treasurer: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2, Tel: 613 226 2045, bjnepean@trytel.com

Members at Large:

David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A., NEW TEL: 859 360 0676, decrotty@yahoo.com
 Walter Herdzik, 104 Cantrell Drive S.W., Calgary, Alberta T2W 2M6, Tel: 403 238 7845, herdzikw@telus.net
 Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6, Tel: 905 985 8848, n.h.hunter@sympatico.ca
 Gord Mallett, #202 - 1966 Durnin Road, Mission Creek Towers, Kelowna, BC V1X 7Z2, Tel: 250 868 8848, gdmall@telus.net
 Sandy Freeman: 13 - 1012 Ranchlands Blvd. N.W., Calgary, Alberta T3G 1Y1, Tel: 403 241 9280, freemangs@shaw.ca

Past Presidents: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Tel: 613 389 8993, hargreavescp@sympatico.ca
 Major (Ret) R.K. "Dick" Malott, CD, 1275 Richmond Rd - Apt 610, Nepean, Ontario K2B 8E3, Fax: 613 829 7673
 Tel: 613 829 0280, E-mail: toysoldier@bell.net

Webmaster - Steve Johnson

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

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

Section 5: Government and Other Airmail Covers of Canada - contact Dick McIntosh mcintosh47@sympatico.ca

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

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

CAS CALENDAR

BNAPLEX 2017 - will be held in conjunction with CALTAPEX 2017, September 1st - 3rd 2017 at the Hyatt Regency Hotel, Calgary.
 Annual exhibition and convention of the British North America Philatelic Society, For further information see 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

EDMONTON SPRING NATIONAL SHOW 2018 - this show is traditionally held during the last weekend of March. Information about the 2018 show will be posted at www.edmontonstampclub.com

ORAPEX 2018 - May 5th and 6th 2018 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 2018 is "The Military". For more information check the ORAPEX website - www.orapex.ca

ROYAL 2018 ROYALE - June 22-24, 2018. To be held at the Holiday Inn and Suites, Parkway Convention Centre, 327 Ontario St., St. Catharines, Ontario L2R 5L3.

Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPLEX 2018 - September 21-23, 2018. Will be held in Quebec City, at the Hotel Plaza Quebec, 3031 Laurier.

Annual exhibition and convention of the British North America Philatelic Society. Further information will be posted at www.bnaps.org

SECRETARY'S REPORT

Welcome to four new members:
#466 Alan Spencer of Birmingham, UK
#467 Cameron Clay of Nepean, ON
#468 Douglas Becker of Brighton, MI
#469 Alec Globe of White Rock, BC

Brian Wolfenden

Secretary, CAS

PRESIDENT'S REPORT

I would like to thank the number of members who attended our annual general meeting at ORAPEX 2017. Lively discussion took place, and I thank all the members for their input. Part of the discussion involved the new catalogue. I am asking all members who collect Canadian Semi-Official Airmails, to look at the current catalogue, and if they could send me a list of flown covers that aren't listed. I would like to make the new listings as complete as possible.

I would like to thank Brian Wolfenden for taking over the newsletter mailing. Any change of mailing address should be sent to Brian. I would also like to thank Joan Hafer, who assists Brian with CAS memberships and helps organize our financial records. Thank you Joan for your many years of service to the Society!

This year's theme at CANPEX 2017 is the 90th anniversary of the ill fated "London to London" flight. Hopefully, we will have some airmail exhibits, plus a London to London half frame display. It should be a great philatelic event!

I wish everyone a safe and happy spring/summer season

Steve Johnson

REPORT ON THE ANNUAL GENERAL MEETING

EDITOR'S NOTE: Jesse Robitaille of Canadian Stamp News was present throughout ORAPEX, and it was very nice to have Jesse attend our Annual General Meeting. This is a copy of Jesse's article about our AGM that was published in the June 13th issue of Canadian Stamp News.

Canadian Aerophilatelic Society addresses 'state of society' at Orapex

By Jesse Robitaille

About 15 members of the Canadian Aerophilatelic Society (CAS) attended the society's annual general meeting (AGM) at the 56th edition Orapex this May.

The May 6 meeting began with a fond exchange of memories about the club's recently deceased members followed by a moment of silence.

"Unfortunately, it's the nature of the hobby," said CAS President Steve Johnson, commenting on the death of long-time members Pierre Vachon as well as Ray Ireson. "They're big losses."

According to Vachon's obituary, published by the Ottawa Citizen on May 5, "preserving aviation history was a vocation for Pierre all his life." He died on May 3 at the age of 85.

Ireson was likewise influential in aerophilatelic circles, both as a prominent exhibitor and collector.

"I didn't really get to know Ray very well, but I knew of his collections," said Johnson. "If ever he were to throw up his Colombian SCADTA (Sociedad Colombo-Alemana de Transportes Aereos), well, you know: I was able to judge it once, and of course, I had to wipe up the drool from the floor. He was also very nice."

CAS WEBSITE

Johnson also thanked CAS Secretary-Treasurer Brian Wolfenden, who couldn't attend the society's AGM because he was busy working the Orapex bourse as a dealer. Wolfenden recently assumed responsibility of the society's newsletter mailings.

"I thank Brian for doing that, which frees me more time for the website. I look to the website, which is getting more and more popularity, but the problem is the time I have to update it," said Johnson, adding an initial quote from a website company was \$120 a month.

"We're not rich as a society, and I can't imagine Brian as treasurer allowing such an extravagance," he added, with a laugh. "So unless we can find a cheaper option, we'll just have to make do with what we have right now."

CAS JOURNAL, CATALOGUE

The CAS also issues a quarterly journal, The Canadian Aerophilatelist, which is available as both print and online editions. About 40 CAS members receive an electronic copy of The Canadian Aerophilatelist while 100 members still receive the print copy through the mail.

Chris Hargreaves, editor of The Canadian Aerophilatelist, also announced the CAS is about a year away from having all the information compiled for its forthcoming revised catalogue.

The forthcoming catalogue is a revised edition of The Air Mails of Canada and Newfoundland, which was a joint effort by the CAS and the American Air Mail Society (AAMS) originally published in 1997.

CHANGES IN AEROPHILATELY

Johnson said aerophilatelic valuations – like most philatelic valuations – are an intensive process.

"When I started in 'Semis' (Semi-Official stamps), it was about 2002, and it was under the radar. I could go on eBay and buy Laurentide covers, which catalogue for \$250-\$300, and I was getting them for about \$30."

What followed was a "boom period," Johnson said, adding collectors were buying Western Canada Airways first flight covers for \$450.

"But then the market crashed for everything in 2008, and it sunk down again."

A DISCUSSION IN VALUATIONS

"When I look at my own stuff, do I value it as to what I paid for it?" asked Johnson, noting the private market often precedes public sales such as auctions.

"But what's it auctioning off for now? I've bought covers for four figures, but is it worth what I paid three years ago, when you had other people chasing it who aren't chasing it now? And what do you value a crash cover when there's only one known?"

He admits, "There's no perfect answer in terms of how you value a particular flight."

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

Wolfenden
Canadian Flight Covers

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

VOLUNTEERS

As with most philatelic societies, the CAS is seeking volunteers to assist with its various goals, including compiling of its forthcoming revised catalogue.

For more information about the CAS, which boasts about 130 members from across Canada and abroad, visit aerophilately.ca



Gilles Morel Chris Hargreaves Dave Bartlet Steve Johnson
Diana Trafford Alastair Bain Dick Malott Ken Lemke Sam Chiu Dick McIntosh

Many thanks to Jesse Robitaille for the article and the photo, and to Canadian Stamp News for permission to reprint them.

REVISING

THE AIR MAILS OF CANADA AND NEWFOUNDLAND

The revision project is now well under way.

In discussions about the revised catalogue, which is being referred to as AMCN2, the “wish list” that people have for the new catalogue includes:

- up to date values, particularly for the Pioneer covers (Section 1); Semi-Official covers (Section 3); and the older Government flights in Section 5
- a more comprehensive listing of Semi-Official covers (Section 3)
- a listing of covers produced after AMCN1 was published in 1997 – particularly in Section 5, Government and Related Flights; Section 11, Anniversaries; and the Military Section (12) that includes Snowbird covers
- revised listings, which incorporate research that has been published in *The Canadian Aerophilatelist* and other publications
- an authoritative section on Air Mail Rates, that resolves the differences which sometimes occur between the rate tables in current publications
- general information about air mails of Canada and Newfoundland, so that the new catalogue is still an “entry level” publication for people coming into the hobby of aerophilately.
- lots of coloured illustrations of covers.

There have also been discussions as to what format AMCN2 should be produced in. - A number of publications are now being published “electronically” as CDs, or as files that can be downloaded from the internet. - These

tend to be cheaper, and certainly save on postage, but many people find them less convenient than books.

The American Air Mail Society, which will be publishing AMCN2, currently prefers books. - I think this is a good policy, provided the publication is “small” enough to be carried around fairly easily. We have therefore set a target that AMCN2 should be no larger than the current ANCN.

So: the next question, is how to achieve the goals on the “wish list” above, within the current catalogue size of 550 pages?

Our plan is:

- to reprint the “general” sections of the catalogue in full, with corrections, recently flown covers, previously unrecorded covers, revised values, and a lot of illustrations. The “general” sections encompass #1 - Pioneers; #3 - Semis; #4 - Airships; #5 - Government Flights; #11 - Anniversary Covers; #12 - Military Covers.
- to expand Section 17 so that it becomes the definitive reference on Air Mail Rates.
- to condense Sections 23 and 24 on Newfoundland Air Mail Stamps and Covers. – These topics were covered in great detail in AMCN1, and there is minimal new information. However, we reckon there should be a basic listing of these stamps and covers, in a publication called *The Air Mails of Canada and Newfoundland*.
- For the remaining, specialized sections, we will publish updates and corrections, and direct readers to the listing in the original AMCN1. We will also refer readers to some of the new books published since AMCN1, which go into the topics in more detail.
- to add an index that includes all the covers listed in both AMCN1 and AMCN2, based on a flight's date and place of origin, similar to the index in the Fifth Edition of the American Air Mail Catalogue. - This should minimize the problem of people wondering why some covers aren't listed in their copy of AMCN2.

We currently have a number of section-editors working on different parts of AMCN2, but I am still contacting people to review some of the specialized sections of AMCN1. – I hope to publish a list of the section editors in the next issue of *The Canadian Aerophilatelist*, but want the list to be complete before it is published.

Meanwhile – if anybody has questions or comments about the revised catalogue, please contact me.

Chris Hargreaves, hargreavescp@sympatico.ca

Co-ordinating Editor, *Air Mails of Canada and Newfoundland* (Revised Edition)

BNAPEX 2017

September 1st - 3rd 2017 at the Hyatt Regency Hotel, Calgary.

The show will include a Joint Meeting of the BNAPS Airmail Study Group, and the Canadian Aerophilatelic Society, at 10 a.m. on Saturday September 2nd, when there will be a presentation on: “Update, Contents and Schedule for the revision of *The Air Mails of Canada and Newfoundland*, 1997.”

For more information see <http://www.bnaps.org>



Calgary



BNAPEX 2017
CALTAPEX CALGARY
 BNAPS annual convention in conjunction
 with CALTAPEX

CONGRATULATIONS - TO AEROPHILATELIC EXHIBITORS

ORAPEX 2017

Multi-Frame

Alastair Bain	The Semi-Official Stamps and Covers of Commercial Airways Ltd 1928 to 1931	Large Vermeil CAS Best Air Mail Exhibit Award
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Single Frame

Chris Hargreaves	A History of Canada's Air Mail Stamps, 1928-1939	Large Vermeil
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ROYAL 2017 ROYALE

Multi-Frame

Richard McIntosh	Canadian Aerophilately, Roessler's Contribution	Gold AAMS Best Air Mail Exhibit Award CAS Best Air Mail Exhibit Award BNAPS Best 2 - 4 Frame Exhibit Award
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Single Frame

Chris Hargreaves	A History of Canada's Air Mail Stamps, 1928-1939	Vermeil
------------------	--	---------

John McEntyre	Canada: The Development of Official International Airmail Routes. 1928-1942	Large Silver AAPE Best Presentation Award
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to Ed Kroft, FRPSC

Ed Kroft is a member of the CAS with a special interest in air mails to, from, and through Palestine. He is also the International President of the Society of Israel Philatelists.

Ed is a very active philatelic Judge. He lives in Vancouver, but judges at National Level shows across Canada, and in the U.S.A. He was co-author, with Sam Chiu and Rod Paige, of the RPSC Guide to changes in the *Seventh Edition of the Manual of Philatelic Judging and Exhibiting*, and led a very interesting and wide-ranging discussion about these changes at ORAPEX. (The Guide was reported on in the December 2016 *Canadian Aerophilatelist*, and can be viewed at

www.rpsc.org/exhibiting/Revised_7th_Edition_of_the_APS_Manual.pdf)

At ROYAL 2017 ROYALE, Ed was elected as a Fellow of the Royal Philatelic Society of Canada. He was also elected Vice-President of the RPSC.

and to Jim Taylor

Jim is a regular contributor of news about International Exhibiting to this journal. He was elected President of the RPSC at ROYAL 2017 ROYALE in Boucherville.

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INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES

The new FISA website is up and running at <http://www.fisa-web.com/>

The 47th FISA-CONGRESS will be held on Saturday, October , 2017 in A-2552 Hirtenberg /Austria as part of ÖVEBRIA 2017, a National Exhibition with International Participation and FEPA Recognition.

The village is located at the Wienerwald border about 40 minutes southwest of Vienna and 10 minutes west of Baden, the famous spa town. Details can be seen on the homepage: www.briefmarkenverein-hirtenberg.at. If any reader is interested in attending the Congress as a representative of the Canadian Aerophilatelic Society, please contact your editor at hargreavescp@sympatico.ca - I am the CAS rep to FISA, but not able to attend this Congress.

New website on Astrophilately

The Belgian Philatelic Society for Astrophilately - BFV Cosmos - has launched a completely new website, dedicated to astrophilately in all its divisions: research, books, astrophilatelic clubs, exhibitions, publications, regulations, etc.

The site is at www.bfvcosmos.be

Congratulations to Stefan Bruylants on a great looking site.

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IN MEMORIAM

Ronald Trefry

Ronald had been a member of the CAS since June 2000. He lived in Portland, Oregon, and was also a Life Member of the American Air Mail Society.

Malcolm Crux

Malcolm lived in London, Ontario, and joined the CAS in 2009. He was a member of the Royal Canadian Artillery from 1951-1955 and fought in Korea from 1952-1953. He was also a retired Sergeant of the London Police Force, 1960-1989.

Norris Dyer

Bob Dyer, as he was generally known, was an expert on Newfoundland philately, and very helpful and generous in sharing his knowledge. He was Chairman of the BNAPS Newfoundland Study Group, and a Past President of BNAPS.

Bob lived in Petaluma, California. He worked for the State Compensation Insurance Fund for 32 years, and retired as State Contract Services Manager with a staff of over 500 employees.

Bob was particularly interested in the surcharged stamps of Newfoundland. He exhibited at local, national and international shows, and won many Gold and Platinum awards.

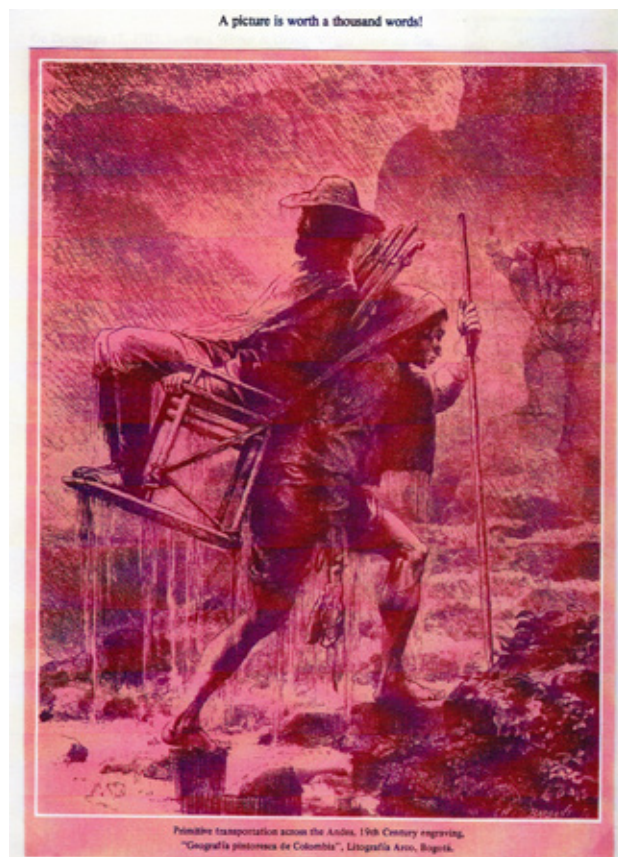
He was also passionate about wildlife and nature photography. Bob was very active in the Petaluma Wetlands Alliance, and was Senior Docent for Shollenberger Park, where he lead tours and educated children about the wildlife in the area.

Ray Ireson

Ray joined the CAS after showing his exhibit on *The Development of Aviation and Airmail Services in Columbia* at FILEX in 2015. His exhibit was one of the aerophilatelic exhibits at ORAPEX 2016, when the theme of the show was Aerophilately.

Ray lived in Roxboro, Quebec. Part of his early schooling had been in Peru, and in his banking life he worked in Latin America for many years, including a period as a bank manager in Columbia. In his philatelic life he was a very active member of the Lakeshore Stamp Club, a Past President of the Columbia/Panama Philatelic Study Group, won the Grand award at the National Topical Stamp Show twice, and was a Fellow of the RPSC.

At ORAPEX 2016, Ray's exhibit won the AAPE Best Presentation Award. - One of Ray's favourite parts of the exhibit, was this print showing "19th Century Means of Transport in the Andes", in which somebody is being carried 'piggy-back' over the Andes!. Ray commented that, "In my mind it dramatizes the hardships encountered in crossing the Andes before the advent of the aeroplane." Ray also noted that, "I've been criticized by more than one judge for that page, which admittedly is non-philatelic". It seems typical of Ray that he kept the page in his exhibit.



Pierre Vachon



Pierre speaking at the CAS Symposium during ROYAL 2013 ROYALE in Winnipeg.

Roméo Irené Pierre Vachon died peacefully on May 3, 2017, at the age of 85.

Pierre had a long and distinguished career in the civil service in Ottawa, serving in External Affairs, Industry, Trade and Commerce, the Laurendeau- Dunton Commission on bilingualism, the Privy Council Office, the Metric Commission and Environment Canada, and in New Brunswick as Secretary to the Cabinet Committee on Official Languages under Louis J. Robichaud. He was a strong advocate for the poor and the environment. He taught Sociology at the Canada School for Public Service. As a younger man, Pierre was a distance runner, cross-country skier and enthusiastic sailor. He was a founding member of the Club de Voile Grande- Rivière in Aylmer and served as president of the Quebec Sailing Federation. Pierre had a lifelong love affair with the visual arts, looking at paintings and drawings and creating and acquiring them. He loved to travel. He made many retreats to monasteries, including Oka, Glastonbury and Notre-Dame du Calvaire. His spirituality, athleticism and solitary nature were all fulfilled as he twice walked the Camino de Santiago and many other hikes and pilgrimages. His associations and clubs included The Saint John Eclectic Reading Club, the Royal United Services Institute and the Canadian Aviation Historical Society. He was a founding member and past president of the local Wallace Turnbull Chapter. He was also a member of the Canadian Aerophilatelic Society and the Canadian Aviation Artists Association. Preserving aviation history was a vocation for Pierre all his life. The Musée de l'aviation in Sainte Marie de Beauce was very close to his heart and he contributed much of the material that honoured Les Quatre As de l'aviation and his beloved father Roméo Vachon.

Part of Pierre's Obituary published in the Ottawa Citizen, May 5th 2017.

Pierre was a very active member of the CAS. He was particularly interested in the air mail flights along the North Shore of the St. Lawrence, which were often flown by his father. Pierre published his research in The Canadian Aerophilatelist; and prepared a presentation for the First CAS Symposium at ROYAL 2008 ROYALE in Quebec, which was given to us by his daughter Marie-Danielle. He later made presentations at the 2011 meeting of the CAS during the ROYAL in Montreal; and at the Second CAS Symposium in Winnipeg during ROYAL 2013 ROYALE.

The following article from the June 1999 Canadian Aerophilatelist is being reprinted as a tribute to Pierre.

MAILDROPS ON THE NORTH SHORE.

Pierre Vachon

In May of 1927, Charles Lindbergh had just crossed the Atlantic ocean alone proving that planes had become a safe and reliable means of transportation by air. The same year, the Canadian Postmaster General awarded a series of important airmail contracts, and Canadian Transcontinental Airways was the company chosen to inaugurate airmail service along Quebec's North Shore. This newly formed company had agreed to make thirty-two mail deliveries to a dozen or so isolated communities over the winter of 1927-28.

On November 11, 1927, the Quebec City newspaper *Le Soleil* reports that Canadian Transcontinental Airways had just been awarded a mail delivery contract for the North Shore, from Quebec City to Seven Islands, and that the mail would be dropped by parachute. Later in the same month, Cuisinier was interviewed again and said he was leaving for New York with pilot Sutton to pick up two new Fairchild airplanes and that on his return he would drop a mailbag by parachute over Quebec City. However, it was not until the Christmas day of 1927 that Dr. Louis Cuisinier, Canadian Transcontinental's general manager, took off from Quebec City for Seven Islands to fly the first North Shore mail run. Captain Charles Sutton was the pilot at the controls and they flew in a single-engine Fairchild cabin monoplane powered by a Pratt & Whitney air-cooled radial engine that was mounted on floats.

My father, Romeo Vachon is first reported by the Quebec City *Le* newspaper as being on the scene when, on February 8, 1928, he and his flight engineer Thibeault complete the first round trip distributing mail on the same day. Mailbags dropped by Charles Sutton and Louis Cuisinier on Christmas Day, 1927 were equipped with parachutes according to newspaper accounts of the times. However, this practice appears not to have continued for very long as a photograph published in *Le Soleil* on March 23, 1928, shows a Fairchild dropping a mail bag by itself in a flight over Clark City. The caption under the photo is interesting in that it says Clark City - located three hundred miles from the provincial capital - had been relying until then on dog teams for mail deliveries effected every three to four weeks. Since that December, the city had been most fortunate to get its mail only four and one half hours after the plane's departure from Quebec City.

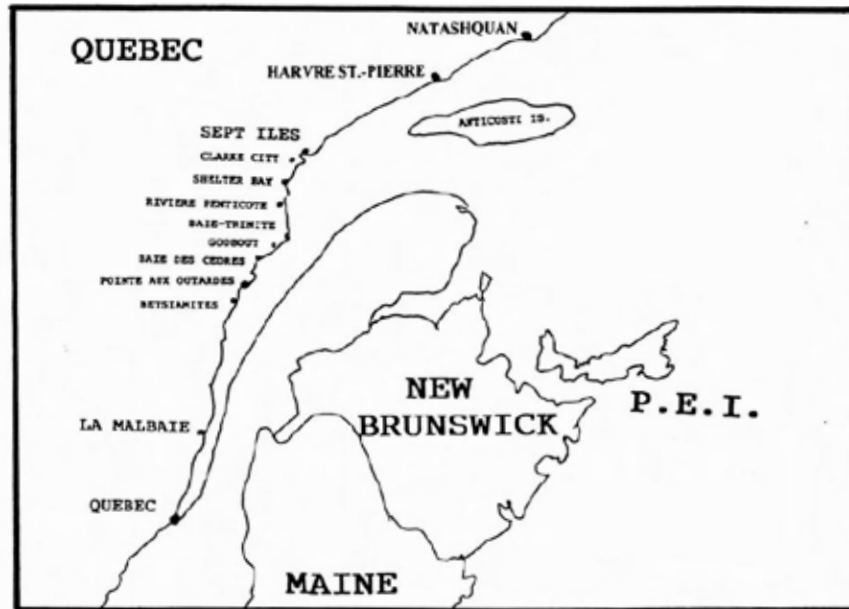
Donat Vachon's Account.

As indicated earlier, North Shore mail runs were made by a pilot and his flight engineer. My uncle Donat Vachon, now ninety-six, was one of those who flew with my father, Romeo Vachon, between 1928 and 1930. He recently told of this experience to author Nicole Dorton in the following manner: when it came the time for the drop, his brother Romeo, piloting the plane, would reach back and open the rear window so that Donat could throw the bags out into the airstream by hand. They used the rear window so there would be no chance for the bag to hit the wing strut and damage the plane.

Babe Woollett's Description.

Babe Woollett, who died recently, described for me in greater detail the mail-dropping technique he used on the North Shore mail run in 1929 in a telephone call a couple of years ago this way: each mailbag was first rolled tightly against itself and made fast with the bag's own drawstrings. Then, the mailbags were placed in the cabin in reverse order to the anticipated sequence of the drop: Bersimis first and Seven Islands last. Once a week they would go further to Harvre St.-Pierre and Anticosti. Each pilot had his mail-dropper with him and his was usually a man named Romeo Belanger, a person full of joie-de-vivre, whom he had nicknamed "Bellhanger".

On arrival over a designated community, Woollett would circle the settlement to alert the people of his presence and then make a low level practice pass at the location marked with flags beforehand as the spot where they wanted the mail to land. On the second run, the pilot would tell the mail dropper when to open the window and then when to start to push the bags out against the air stream.



(Map drawn by Basil Burrell.)

Bibby's Narrative.

R.H. (Dick) Bibby is quoted on his North Shore maildrop experience at some length by K.M. Molson in his book titled "Canadian Airways Limited: Pioneering in Canadian Transport".

At the point when Bibby tells his story, probably around 1929-30, Lac-Sainte-Agnes had been set aside in favour of Quebec's Saint-Louis airport, the same airfield is often referred to in French as "Bois Gomin". Fairchild 71's then in use were mounted on skis and a pilot was assisted by an engineer. Some twelve hundred pounds of mails were carried and landings were not possible at any of the settlements - Bersimis, Ontarides Falls, Pentecost, Franklin, Trinidad Bay, Godbout, Shelter Bay - until reaching Seven Islands. A visit to Clarke City was then made separately. The next day, Anticosti and points as far as Havre St.-Pierre were covered.

Bibby's colourful account "includes a description of how the engineer would pare down his finger nails the previous evening to avoid having to lose them as the slipstream would tear the mailbag away from his hands".

Bill Irvine's Account.

Irvine flew the North Shore mail run from 1930 until 1934 with "one hundred per cent delivery". He recounts in an article published in the July issue of Wings, 1978, how he would get up at four in the morning and take a truck to the old St. Louis airport in Quebec City and check on any weather reports obtained over the single line telegraph wire. The mail service was done twice weekly and, in the event of really bad weather reports, the flights were postponed until the next day.

There would be about 1,000 lb. first class mail to be loaded in sequence for dropping. Bersimis, some 150 miles away, was the first drop and other maildrops were made "at another dozen or so villages till we got to Sept-Iles where we landed and gassed up". It was 330 miles from Quebec City to Seven Islands, then a further 125 miles to Havre-Saint-Pierre and finally 80 miles more to reach Natashquan. Anticosti was fifty miles off course from Seven Islands, and mail was both delivered and picked up there.

The pilot would descend to about fifty feet altitude and shout "Go" to the mechanic behind him who would then start throwing mail bags out the back window of the Fairchild 71 as fast as he could. Sometimes there was so much mail that another circuit had to be made.

Sydney Woodham's Story.

Sydney Woodham used to be operations manager for Canadian Airways at Rimouski in the late thirties. Now

also over the ninety mark, he described his experience as follows: Around 1935, the federal government awarded the North Shore winter airmail contract to Quebec Airways (a subsidiary of Canadian Airways) and had then insisted that the aircraft used on the run be twin-engine, have a single enclosed cockpit and a cabin able to carry up to eight passengers, as well as a mixed load of passengers and freight. It also had to be capable of mail delivery via a special floor chute in the rear fuselage and provide space in there for the mail dropper.

Two-way radio voice communication was also considered a necessity by that time.

According to Woodham the government insisted on these safety measures because the North Shore mail run was by then being serviced from Rimouski and planes had to fly over a large expanse of open water to reach Seven Islands. The aircraft that were chosen for this purpose were de Havilland Dragon Rapides manufactured in England but assembled by the same firm's subsidiary in Toronto.

Sydney Woodham has no difficulty recalling how he did it on the Rapide. The pilot would motion to him when he was to station himself near the chute at the rear and then, by means of an electric buzzer, when to open the trap door and push the mailbag out the rear chute. That was it.

Conclusion.

Low level maildrops had many advantages: they saved flying time by eliminating the need for repeated landings and take-offs and lessened the added wear and tear on engines and airframes that these same procedures entailed; also, these maneuvers are always a little risky in rugged terrain like the North Shore and these were reduced to a minimum. All of these are important factors when operating in remote areas with no proper landing fields, poor communications and absence of any support facilities in the event of an emergency. However, their principal drawback was that they did not allow mail originating there to be taken on board and this had to be transported in the traditional manner to a pick-up point, like Seven Islands.

After my father joined Canadian Transcontinental Airways, he soon replaced Dr. Cuisinier as manager and made a number of changes in operations to improve safety and reliability of service including the installation of on-board radio for weather notices and the construction of landing fields at various points along the way. In 1938, after having been awarded the McKee Trophy, largely on account of this work, he left the position of Eastern Division Superintendent with Canadian Airways, the firm that had acquired Canadian Transcontinental in 1930, and joined newly formed Trans Canada Air Lines. Within a few years he had stopped flying altogether and turned his attention exclusively to the management of the air transportation business.

Pierre Vachon

This article was originally published in the June 1999 issue of THE CANADIAN AEROPHILATELIST

HOW I BECAME AN AEROPHILATELIST #2

Ian Macdonald

EDITOR'S NOTE: This series began with an article by Gord Mallett, who commented that it was originally written as a response to an email request from a new collector, who had asked him about how he became an aerophilatelist, and how he had gained the information for his series of DVDs on Early 20th Century Aviators & Air Mail.

Gord suggested that the topic might be of general interest, and that it would be interesting to invite other readers to send in an item on how they became aerophilatelists. I agree with Gord, and encourage everybody to send in an account of how they became an aerophilatelist.

I was very pleased to receive this response from Ian Macdonald:

As a half-hearted juvenile stamp collector - there were just too many different stamps from too many countries - I began saving covers, any covers, because the postmarks interested me. That interest in postal covers

and a passion for aviation converged when my grandmother gave me this 1911 Coronation Air Mail Cover received from her brother nearly fifty years before while she was on holiday, and my philatelic interest narrowed to air mail envelopes.



My uncle Robert Greig added this verse on the back;

*Cards may be carried over sea or despatched by railway train
But I'm the first as you will see conveyed by aeroplane
Now my trip is over my travelling days are done
I'm an article of interest you can hardly dare to shun*

R Greig

The teen years saw aviation interests expand and philately wither.

Forty years or so later, looking for aviation content in a second hand store in Richmond BC I came across this grubby cover in a basket of old post cards. Hmmm, lots of local aviation history and some questions I could not answer, three dollars, I bought it and was hooked.



Fifteen years later, having become a member of The Canadian Aerophilatelic Society, I acquired some back issues of The Canadian Aerophilatelist and among them, in the December 1999 issue, was my cover, presented by the late Jim Brown.

But it isn't my cover, I am just the current custodian, as was Jim Brown. Perhaps, a few years from now the next custodian will present it again in The Canadian Aerophilatelist.

Ian Macdonald

(The ball point pen signature must have been added later. It's hard to read - could it be aviation engineer Ted Cressy? Was he a custodian, too?)

EDITOR'S NOTE: The 1928 cover was Jim Brown's contribution to our December 1999 journal, which was one of our early SEASONAL SPECIAL issues, featuring short items from many contributors.

Jim's comment on the cover was:

This cover flew on two air mail routes. Seattle - Victoria FAM 2 July 12, 1928. Victoria - Vancouver, B.C., on British Columbia Airways Limited first flight, July 23rd. It was held in Victoria eleven days for B.C. Airways first air mail flight to Vancouver. In Vancouver it was in General Delivery until August 4th then returned to sender at Portland, Oregon. A fine example of dual franking. Five cents Canadian postage covers 2c rate Victoria-Vancouver and 3c rate Vancouver-Portland. The US rate from Portland to Victoria was 2c which was overpaid by 8c. B.C. Airways air mail service was in operation one way from Victoria to Vancouver July 23rd. Regular mail service commenced August 3rd when their semi-official stamp was available. The possibility of mail being carried on both routes is extremely remote. August 25th B.C. Airways Ford Trimotor crashed in the Juan de Fuca Strait off the Olympic Peninsula with the loss of crew and passengers. Mail was not lost as it was not carried between Victoria and Seattle.

THANKS FOR THE ARTICLE IAN.

I hope more readers will send in anecdotes or articles about how they became an aerophilatelist.

First aircraft at Martinique October 12, 1922

James R. Taylor



Figure 1 - Picture postcard with the Sampaio Corrêa II flying boat at Fort de France harbour.

The back of the cover, Figure 2, shows the brief message in French and the unusual destination, Czechoslovakia in central Europe. The secret message in the lower left is L.CC1921. The card manufacturer's mark "A.Thiriat & Co Toulouse" is in the lower center of the card back.

The aircraft is shown in an enlarged view in Figure 3. The H-16 seaplane had a range of a thousand kilometers at a speed of 160 kilometers per hour. The pilot, former US Navy aviator Lieutenant Walter Hinton, was assisted by co-pilot Euclides Pinto Martins, a retired Commander of the Brazilian Navy and mechanic John Edward Wilshusen. On board was journalist Georges Thomas Bye, with the New York World and Thomas Balzulte, Pathé-News cameraman.

In the early morning of 17 August, 1922 the original H-16 Sampaio Corrêa I departed for Brazil from the Hudson River in New York City witnessed by a huge crowd. A thunderstorm forced the pilot to land at Charleston, South Carolina. The aircraft left the next day for Nassau, Bahamas where it was on display for several days. En route to its next stop of Port-au-Prince, a second storm forced it to land at Guantanamo Bay, Cuba. Deceived by the lights of a military ship that the pilot had taken for the entrance to the bay, a high ocean swell was too high and the aircraft crashed into the sea and was unrecoverable. The initial mission failed (Ref. 1).

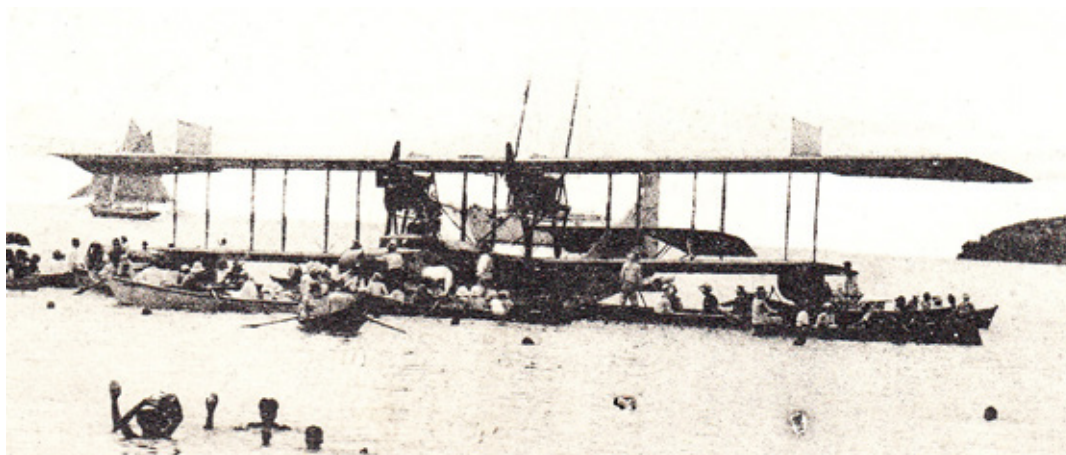


Figure 3 - Enlargement of Figure 1.



Figure 4 - 1933 Airmail stamp of French Guiana.

A new sea plane, purchased from the United States Navy, was renamed Sampaio Corrêa II and a second attempt, from Pensacola, Florida, was made on September 3, 1922. This time the flight headed directly to Port-au-Prince, Haiti. More bad luck, an engine failed and had to be replaced. A month later the spare replacement engine arrived. On October 7, 1922 the aircraft reached Santa Domingo and then San Juan. The flight between Puerto Rico and Guadeloupe occurred on October 11, 1922. Then on October 12, 1922 Fort-de France,

Martinique was reached.

The seaplane departed Martinique on October 15, 1922 and in spite of rain storms arrived at Port of Spain Trinidad (Ref. 1 various dispatches). 30 days were lost to propeller replacement and repairs. On November 21, 1922 they were airborne again for Georgetown, Paramaribo, Cayenne and finally on December 1, 1922 they landed on the Cunani River, Brazil. Hopping from Brazilian town to town, the crew were feted and given heroes welcomes. At 11:32PM on February 8, 1923, the seaplane was sighted flying over the Bay of Guanabara and Rio de Janeiro. Upon landing, they had been met by the motor boat *Independência* of the Brazilian Navy department. The first one to be embraced by Senator Sampaio Corrêa was Pinto Martins followed by Hinton, the pilot, George Thomas, the journalist and finally the cinematographer John Thomas who, after all, had filmed the event! Several days of parties and honors followed in Rio de Janeiro.

The pioneering flight of the Sampaio Corrêa II encountered many cultures that had never seen a flying machine before. The event was so inspiring in the Brazilian city of São Luís that it named their soccer club "Sampaio Corrêa" after the famous sea plane. One of the firsts was the flight of the Sampaio Corrêa to Cayenne, French Guiana. The flying boat was later featured in the design of the November 20, 1933 French Guiana set of 8 airmail stamps showing the plane in flight over the capital, Cayenne Dally #16-23 (Ref. 5). The 10 franc value from the set is shown in Figure 4.

Jim Taylor

References:

(1) *New York Times*, various articles 16 August 1922 through February 10, 1923.

(2) http://collections.fondation-clement.org/?id=recherche_grandpublic&action=search&form_search_fulltext=%22Hydravion%22

(3) <http://mapage.noos.fr/dsiroy/journal2.htm>

(4) <http://www.earlyaviators.com/ehinton2>.

(5) *Dally, 2006-2007, Catalogue de cotations des timbres des DOM TOM, 2nd Edition, Dally SARL, Paris, 815 p.*

WHEN IT COMES TO THE POINT –

How a Catalogue error occurred

Jacques Bot

EDITOR'S NOTE: At a time when we are revising The Air Mails of Canada and Newfoundland, I found this article about how a catalogue error occurred particularly interesting.

The article originally appeared in the December 2016 issue of La Catastrophe, quarterly journal of the Wreck & Crash Mail Society, and is reproduced with permission.

Introduction

Information about the first experimental flight from The Netherlands to The Dutch East Indies (DEI) can be found in many sources. The pilot wrote a book about this adventurous journey (ref. [1]) and a serial story appeared in the main Dutch philatelic magazine (ref. [2]).

The one-engined Fokker (F.VII H-NACC) left Amsterdam on 1 October 1924. Two days later a leaking radiator forced the pilot to make an emergency landing (near Saladinovo (now Ognyanovo) about 25 km west of Plovdiv in Bulgaria. The leaking radiator had caused the destruction of the engine and the emergency landing resulted in a collapsed landing gear and damage to the wing. The flight could be resumed on 2 November after installation of a new engine and necessary repairs. The aircraft arrived in Batavia (Weltevreden Airfield) on 24 November 1924.

Most sources report that 281 postal items were carried from Amsterdam to Batavia. A remarkable exception is the American Air Mail Catalogue (AAMC), that gives a carried quantity of more than 5000 items. This article shows that the number given in the AAMC is wrong and also gives a possible explanation how this error could occur. Moreover, some minor inaccuracies in the AAMC are discussed.

American Air Mail Catalogue

The first experimental flight from Amsterdam to Batavia is listed in 2 chapters of the AAMC (ref. [4]):

(1971) Fourth Edition (Volume Four) (1974) Fifth Edition (Volume One)		(1966) Fourth Edition (Volume One) (1981) Fifth Edition (Volume Four)	
Early Foreign Flights / Netherlands		Trans-Oceanic Record Flights	
12.	<p>1924, October 1 Experimental Flight Amsterdam - Batavia, Java</p> <p>This was an 11,000 mile flight and 5,276 covers were carried at a special fee of 10 gulden each. A special cachet consisting of a double circle and the words</p> <p>Vliegtocht Nederland - India X.24.8V. was applied to all mail.</p>	1026.	<p>1924, October 1 First Flight Amsterdam - Java</p> <p>The first air service between Holland and Java was inaugurated on the above date on a flight from Amsterdam to Weltevreden. Two types of cachets were used on covers carried in this flight, one a black double circle cachet inscribed</p> <p>Vliegtocht Nederland - Indie I.X 24 8V and the other with continuous inscription around the circumference.</p>

The 'Feuille d'Avis' (fig. 1) for this flight shows that 281 postal items (registered mail was not allowed) were carried.

fig. 1: 'Feuille d'Avis' (from ref. [2])

This is convincing evidence that the number of 5,276 carried items given in the Early Foreign Flights chapter of the American Air Mail Catalogue is wrong.

Dutch Airmail Catalogue

Early editions of the Dutch airmail catalogue (ref. [3]) specify that 5 postcards and 276 letters were carried on this flight:

Year	Carried	Remarks
1940	(5, 276)	'space' after 'comma'
1945	(5,276)	no 'space' after 'comma'
1966	(5 krt, 276 br)	k(aa)rt(en) = postcards; br(ieven) = letters

It is explained in the introduction of this catalogue that the number of items carried is given between round brackets; two numbers separated by a comma give the number of postcards carried, followed by the number of letters carried.



fig. 2: the mail bag (from ref. [1])



fig. 3: one of the 276 covers (correctly franked)

I assume that the editor of the AAMC used the 1945 edition as a source of information; however, he erroneously read the two numbers separated by a comma as one number (the number of flown items). This is quite understandable, because '5,276' is the American notation for 'five thousand two hundred and seventy six'. On the other hand, it is understandable that the editor of the Dutch catalogue did not realize that this expression could cause confusion, as the European notation for 'five thousand two hundred and seventy six' is: '5.276'.

Inaccuracies

First Experimental Flight

The two AAMC listings use different terms for the flight (experimental flight, first flight, first air service). I prefer to use the term 'first experimental flight', because more experimental flights followed before a regular air service between Amsterdam and Batavia became operational a few years later.

Franking

The expression 'special fee of 10 gulden' in the AAMC is inaccurate. Required franking for this flight is composed of surface rate and air mail fee:

- The surface rate for this flight was the normal surface rate for the DEI:
 - for a postcard: 12½ cent
 - for a letter: 20 cent (0-20 gr) + 10 cent (for each additional 20 gr)
- The airmail fee for this flight was 10 gulden per 20 gr.

Postmarks

The Early Foreign Flights chapter of the AAMC mentions a special cachet. The Trans-Oceanic Record Flights section is more accurate. Indeed, two different special circular date stamps were used to cancel this mail (fig. 4).



fig. 4: the two handstamps (from ref. [2])

It is clearly seen that the wordings of the two date stamps are:

circular date stamp 'without star'	circular date stamp 'with star'
VLIEGTOCHT I.X.24.8v. NEDERLAND - INDIE	VLIEGTOCHT NEDERLAND - INDIE I.X.24.8v. *

The wordings in the AAMC are different in details.

References

- [1] *Door de Lucht naar Indië (1925)*; J. van der Hoop
- [2] *Philatelie (1974)*; *De Eerste Postvlucht in 1924*; H.J.C. van Beek
- [3] *Vliegbrieven Catalogus (1940/1945/1966)*; J. Boesman
- [4] *American Air Mail Catalogue (Fourth Edition & Fifth Edition)*

Many thanks to Jacques Bot and Ken Sanford, editor of *La Catastrophe*, for this article.

For more information about The Wreck & Crash Mail Society, see their website at <http://wreckandcrash.org/> or contact Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: kaerophil@gmail.com]

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APRIL 1928 - AN EARLY RIMOUSKI COVER

In 1928, the regular service carrying mail between Montreal and trans-Atlantic steamships as they passed Rimouski, was inaugurated on May 5th/6th, at the same time as the Montreal - Toronto and Montreal - Ottawa air mail services.

DOUG LINGARD found this cover postmarked RIMOUSKI AP 27 28 which precedes the inauguration:

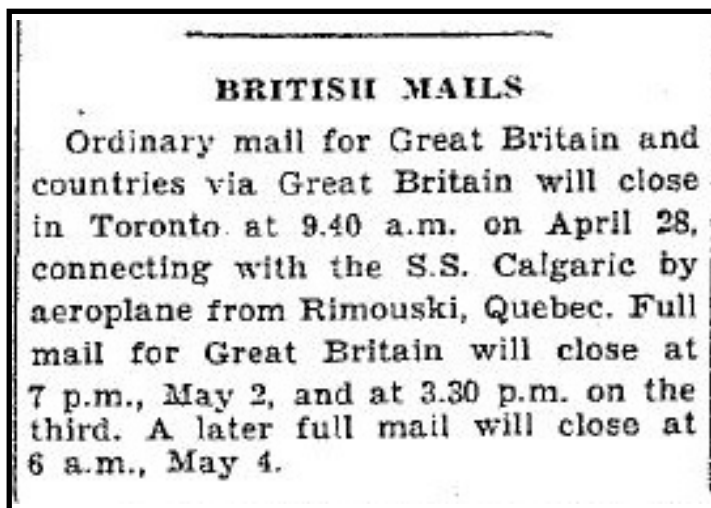


The pencil message on the back of the cover reads:

Rimouski to Toronto Ship to shore Carried by plane from incoming European steamer

Doug has done a lot of research in the Postal Records at the National Archives, and thought he'd read somewhere that there were trial flights before the May inauguration.

In searching back issues of THE TORONTO STAR, I found the following story on Page 16 of the April 26th 1928 edition: (right)



This confirms that there were some flights before the inauguration. If there was an air mail flight to Rimouski on April 28th, there may well have been a flight from Rimouski on April 27th. Also: the cover is addressed to A.C. Roessler, who had a very wide network of contacts, and often got covers carried on pioneering flights. However, while the cover was probably flown from Rimouski to Montreal, some elements of the statement on the back of the cover are questionable:

- if the cover was part of the mail being carried across the Atlantic, it would have been transferred in a closed bag at Rimouski, and not been cancelled in Rimouski.
- if the cover was prepared by a person on the ship, who wanted it transferred in Rimouski, and flown from Rimouski, it should have been franked 2 cents + 20 cents Special Delivery. According to the Post Office announcement for the St. Lawrence ship-to-shore service:

Arrangements have also been made whereby passengers on incoming transatlantic air mail carrying steamers may have the privilege of forwarding letters by airplane from Rimouski to Montreal, Ottawa and Toronto when such letters are prepaid with Canadian Special Delivery stamps in addition to the ordinary postage.

(Quoted in George B. Arfken and Walter R. Plomish, Air Mails of Canada 1925 - 1939 p.19)

The franking indicates the cover was mailed in Rimouski, and then carried on a flight to Montreal, which is the process followed by many covers when the service was officially inaugurated on May 6th, such as:



Since Doug's cover wasn't backstamped, it's uncertain whether it was only flown to Montreal by a trial flight, and was then sent to Toronto by train, or whether it was flown all the way to Toronto.

Can anybody provide:

- more information about the April pre-inauguration flights?
- a copy of another cover from the per-inauguration flights? Since the April 27th cover was crated for and addressed to A.C. Roessler, multiple covers may have been produced, but I have never seen another cover like this.

Thanks Doug for this intriguing cover.

1930: R-100 AIRSHIP VISITS MONTREAL

The R-100 crossed the Atlantic in 72 hours, and moored at St. Hubert, Montreal at 4.30 a.m. on August 1st. - The mooring took 23 minutes, which was quite an achievement, as the R-100 was the first airship to use the mast at St. Hubert, and 10 out of the 14 people on the mooring crew had never seen an airship before.



The card above shows the R-100 at the mooring mast in Montreal, is cancelled on the first and last days of the R-100's visit, and is signed by the St. Hubert Postmaster George Faille. According to George Faille, "A few days after August 1, a fellow came in with a couple of hundred photo cards. He offered George half, if he would stamp and sign some with the backdate of August 1st. George made up a few with the earlier date. He added circular postmarks to the cards that he autographed for the stranger. He received approval to sell blank cards at the post office for 10 cents each, as a private enterprise, in order to help sell more stamps for the post office." [Jack Knight *Air Log*, April 1997, p.23.]

Over one million people came to St. Hubert to see the R-100 during its ten day visit. - All the roads leading to St. Hubert had been placed in first class condition before the visit, and Canadian National Railways, whose main line ran beside the airport, ran special trains to carry thousands of visitors, and built special sidings to accommodate them.

The Post Office provided a souvenir cachet that was applied to mail franked with a 5 cents air mail stamp, or 2 cents for postcards. Mail had to be handed in at the Post Office, or dropped in one of 20 postal boxes placed around the airfield grounds, that were emptied every twenty minutes. Up to 500 items were cancelled and cacheted each day.



A.C. Roessler forged the cachet and postmark on covers which he sold to his clients for 25 cents, and later 50 cents.

A genuine cachet is shown above - Two of Roessler's forgeries, from Dick McIntosh's collection, are shown next page

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June,
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If you have anything you'd like to be included in
the next issue, please send it to the editor:
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This is a **forgery** cover by Roessler, a New Jersey stamp dealer. Note the blurred postmark and cachet. All his forgeries were on this date, August 13.



A second Roessler forgery cover, addressed by hand, and with the cachet in purple.

Roessler's forged cachets are much less distinct than the genuine cachets. - Roessler also only franked the above covers 2 cents, rather than the 5 cents required to get the cachet.

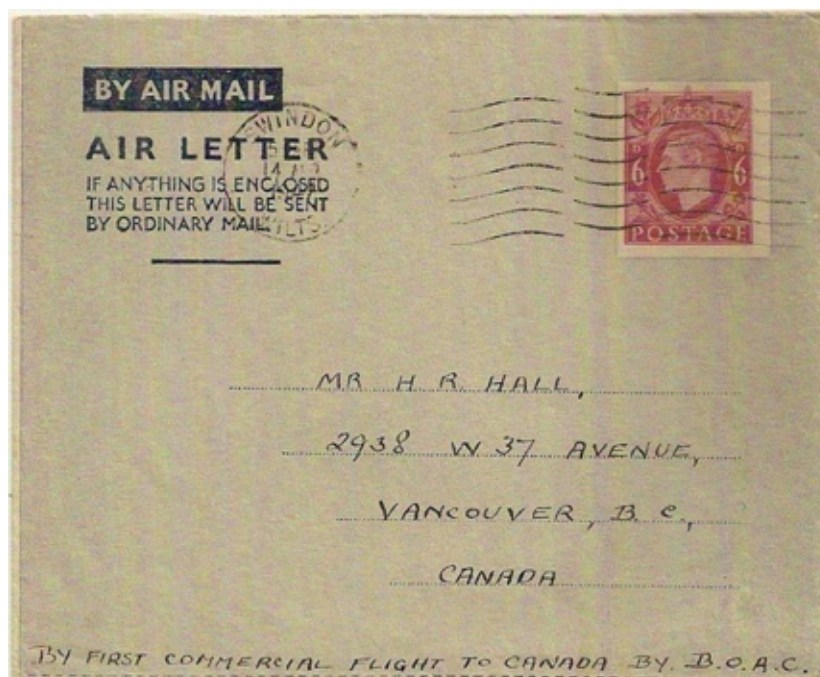
The R-100 made a courtesy flight over Ottawa, Toronto, and Niagara Falls on August 9th-10th, and returned to England on August 13th-16th.

Much more information regarding the operation of the R-100, the public response in Canada, and the souvenirs produced, can be found in Barry Countryman's fascinating book R100 in Canada.

1947 - FIRST COMMERCIAL FLIGHT

FROM ENGLAND TO CANADA BY

BRITISH OVERSEAS AIRWAYS CORPORATION



Postmarked SWINDON 14 APR 1947

Thanks to HERBERT LEALMAN for the scan of this Air Letter.

Herbert added that on 15 April 1947 the first commercial BOAC operation to Canada commenced, with a weekly Constellation service between London and Montreal, via Prestwick and Gander. This was BOAC's first commercial operation to Canada. The first three services operated via Shannon and the first via Prestwick was on 6 May. - There's more information at:

<https://www.britishairways.com/en-ca/information/about-ba/history-and-heritage/explore-our-past/1940-1949>

This flight was previously unrecorded, but will be included in AMCN2.

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1985 -MODEL AIRPLANES CARRIED MAIL IN CANADA

Thanks to RON MIYANISHI

who found this article by Denise McCarty in Linn's Stamp News, December 9, 1985.



With the cooperation of Canada Post, radio controlled airplanes flew with the mail for the first time in Canada in September 1985.

Seven model airplanes made the 50-mile flight from Jasper to Hinton, Alberta, on September 15th as part of the Jasper Homecoming Weekend and the Centennial Celebration of Jasper National Park.

This park is located in western Alberta.

Piet Steen, coordinator of the event, reports that these radio controlled airplanes, which are sometimes called "toys for grown people," are exact miniatures of existing airplanes.

The Yellowhead Stamp and Coin Collectors Society originated the idea for the flight.

Other organizations involved included Canada Post, Edmonton Radio Control Society, Hinton R.C. Flyers, Jasper National Park and the Royal Canadian Mounted Police.

Bill Kobitowich, Edmonton city services transportation superintendent of Canada Post, delivered the mail from Jasper to the takeoff point in a postal delivery van.

The envelopes then were loaded by pilots and crews and flown to Hinton. The planes followed the Yellowhead Highway, which had been blocked off for the occasion.

Two of the planes crashed along the way and mail from those flights received a special “crash” cancel.

The covers, which had been numbered and canceled with a pictorial postmark at Jasper, were backstamped at Hinton and placed in the mailstream.

Ryan Brown, a high school art student and summer employee of YSCCS under a federal grant, designed the cachet and cancel for the flight.

A set of four covers addressed to the society could be obtained for a \$10 donation to its youth program.

Steen adds that this was not the first time mail had been transported from Jasper to Hinton in an unusual manner.

He reports that in 1981, during a postal strike in Canada, runners carried more than 500 envelopes between the two towns.

This relay race, the Alexander Lindsay Memorial Run, lasted a little more than six hours.

Because of the strike, the covers could not be canceled at Hinton.

The postmaster at Entrance, a nearby small village, was happy to cooperate, however, and supplied the needed cancels. The Yellowhead Stamp and Coin Collectors Society received the idea for the flight from a similar flight, TRANSPLATA I, in May 1983 from Argentina to Uruguay.

Ten radio controlled airplanes carried a total of 854 envelopes while flying over the Rio (River) de la Plata from Buenos Aires, Argentina, to Conolia, Uruguay.

The Latin American Post, the official organ of the Latin American Philatelic Society, reported on this flight in its spring 1985 edition.

Of the ten planes, one crashed into the river; another had to make an emergency landing and only three made the crossing according to the rules set up by the Argentine Federation of Model Airplane Enthusiasts.

Only the covers transported on these three planes received a backstamp at Colonia.

Special labels were placed on the 120 envelopes from the plane that made the emergency landing. These labels read, “Flight interrupted/did not arrive at destination.”

The 91 envelopes from the plane that crashed were found in a plastic bag floating in the water.

A label reading, “Model airplane suffered accident/piece salvaged/from the river Plata,” was put on these covers.

El Clarion, a Buenos Aires newspaper, ran a story about the flight with the headline, “Flight over the river by a mini squadron,” on May 22, 1983.

This account began, “Three small planes, which looked like toys, crossed yesterday over the river Plata in a little over two hours and were welcomed in the city of Colonia by the Uruguayan Naval authorities and some 2,000 people, who were waiting for them.”

Thanks Ron

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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.

A Most Peculiar Cover!



QUESTION: I am intrigued by this most peculiar cover. Whatever is it? Was Trans-Canada Air Lines really involved?

EDITOR'S RESPONSE: I agree - this is indeed a most peculiar cover!

I can't see any indication as to when it was posted, though the "Conserve Coal" slogan dates it between 1943 and 1946, according to the slogan listing in *Coutts Slogan Postmarks of Canada* (3rd Edition 2007).

I note the slogan was used in Saskatoon, so given the "Yellowknife Sask ??? pilot" endorsement, I'm wondering if somebody had fun making up the cover, which was then flown from Yellowknife to Saskatoon, where it was put in the mail and flew via Regina and Montreal to Quebec? If so, the Regina - Montreal stage would have been by TCA. However, I thought TCA was fully stretched operating the Trans-continental route, so wouldn't have been involved in a flight to/from Yellowknife.

IAN MACDONALD'S RESPONSE: I'm thinking that the envelope originated in New York because of the sender address on the back, the Rapid Telegram Company stamp top right and the Pennsylvania Railroad sticker.

'TCA' may not have any connection with Trans-Canada Air Lines, the pencilled notation 'Trans Canada Airways' perhaps added by a puzzled stamp dealer. On the other hand, TCA did operate to New York. And the big green 'D L McD' circles, what were those? Did "RMS" have a railway connotation, the stamp overlaps the RR sticker? Train to Canada and then

EDITOR'S FURTHER RESPONSE: *Your comments about the cover originating in New York seem sound. However, I think it was only created there, and was carried by somebody to somewhere in Canada. - If it had been mailed in New York it would have attracted a bunch of U.S. Postage Due endorsements.*

CAN ANY READER MAKE SENSE OF THIS COVER?

FOLLOW UP - 1935 - CANADIAN AIR MAIL TO AFRICA



This cover was described by Peter Wingent in the March 2016 Canadian Aerophilatelist.

It was mailed in Coleman, Alberta, on May 31st 1935; is endorsed "Via Air Mail"; and addressed to Kenya Colony, British East Africa.

It is franked at 23 cents, but the air mail rate to Africa was 35 cents from 1 July 1934, reduced to 25 cents on 1 July 1935. Registration would have been an extra 10 cents.

Chris Anstead has confirmed that the BDRY LINE & WPG backstamp is from the Boundary Line and Winnipeg Railway Post Office. He added that the backstamp is known from 1930-1942, and that Boundary Line is on border between Manitoba and Minnesota. Boundary Line was a transfer point for mail leaving the Canadian RPO, being handed over to US RPO.

So: instead of being charged Postage Due, and flown from Winnipeg to Chicago and New York; the cover was sent on by rail from Winnipeg, but with no markings to that effect!

But: since the cover was backstamped by the BDRY LINE & WPG R.P.O. on June 1st, and backstamped again in New York on June 3rd, it looks like the cover was transferred to air mail in Minneapolis or Chicago, and flown to New York.

Peter has also established that the Kisumu arrival datestamp proves the cover was flown from London to Kenya because by ship it would have taken 3 weeks, so could not have arrived by the date of the Kisumu cancel, (21 June 1935), which also was the day of arrival there of a southbound Imperial Airways service.

So what happened in Canada? - If anybody has additional information and/or theories, please send them to the editor: they will be much appreciated.

MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

Membership rates based on current exchange rates

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

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 18 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$23.00 US),
\$35.00 CDN for members Overseas, (or \$27.00 US, or 22 Euros, or 25 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$43.00 US)
\$65.00 CDN for members Overseas, (or \$50.00 US, or 40 Euros, or 47 Pounds Sterling)

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

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

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

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

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

MEMBERSHIP RENEWAL

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

Advertising members:

- #186 Chris Hargreaves
- #353 Chris Carmichael
- #443 Eastern Auctions
- #262 E.S.J. Van Dam
- #412 John Walsh
- #324 H. Lealman MBE
- #308 Don Lussky
- #387 Ronald Markwell
- #234 Kevin O'Reilly

Regular members:

- #194 Derek C. Rance
- #397 Paul M. Cere
- #454 Derek Steele
- #271 Nino Chiovelli
- #421 Vic Willson
- #326 Gary Cristall
- #413 Howard Wunderlich
- #403 David Crotty
- #453 Steve N. Dulaney
- #455 Bernie Finkelstein
- #238 Cheryl Ganz

The dues for Advertising Members are \$25 Canadian per year, in addition to their regular membership fee. - 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.