



THE CANADIAN AEROPHILATELIST

#77

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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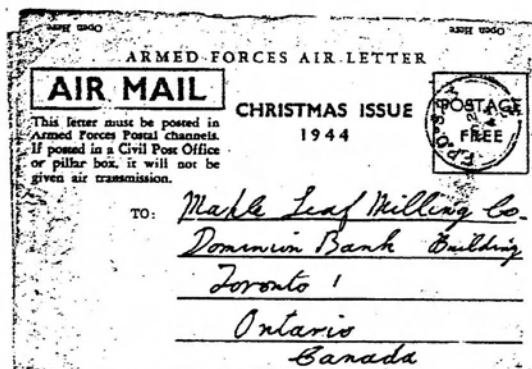
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EDITORIAL - Many thanks to everybody who sent in items for the newsletter during the year. This is the traditional "Seasonal Special" issue, and I have tried to use items from many different people. Season's Greetings and very best wishes for 2009 to all readers. Chris

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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PRESIDENT'S REPORT

In October, I had a very nice time at the annual Day of Aerophilately in Toronto.

I have enjoyed attending many CAS meetings over the years, and would encourage everybody reading this newsletter to attend one if they can. - They are great fun, and you will be welcomed at any of them.

To help everybody who may be travelling in Canada, or to Canada, participate in the CAS meetings, we have developed a list of CAS meetings for 2009. - Please contact the persons mentioned for more information about times, dates, parking, etc:

EDMONTON - March 2009

The Western Chapter of the CAS will have a meeting at the Edmonton Stamp Club Spring National Show, which is being held from March 28th to 30th at the West Edmonton Mall. Contact Dave Brown (details at top of page) for more information.

OTTAWA - Sunday May 3rd

The Annual General Meeting of the CAS will be held on Sunday May 3rd at ORAPEX 2009. - ORAPEX is the annual RA Stamp Club Exhibition and Bourse. It will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, on May 2nd and 3rd. Contact Dick Malott (details at top of page) for more information.

ST. CATHARINES, ONTARIO - Sunday June 14th 2009

This meeting will be part of ROYAL 2009 ROYALE, the 82nd convention of the Royal Philatelic Society of Canada, being held from June 12th to 14th at the Parkway Convention Centre. The show will include 200+ frames of exhibits, and over 40 International Dealers. The convention centre is part of the Quality Hotel, which is offering a show rate. The centre is also only about 20 minutes from Niagara Falls.

For more information about ROYAL 2009, visit the website www.royal2009.ca or contact Stuart Keeley, 15 Baxter Crescent, Thorold, Ontario L2V 4S1. - For information on the CAS meeting, contact Brian Wolfenden (details at top of page).

KINGSTON, ONTARIO - Saturday September 12th 2009

A joint meeting of the *British North America Philatelic Society's Airmail Study Group* and the CAS, will be held as part of BNAPEX, which is being held in from Friday September 11th to Sunday September 13th. For more information on the show, check the website www.bnaps.org or contact me: I will also provide details of the meeting.

CALGARY - October 2009

The Western Chapter of the CAS will hold it's Fall meeting at CALTAPEX. - Contact Dave Brown for more information.

TORONTO - Sunday October 25th

The fifteenth annual Toronto Day of Aerophilately, will be held at the Vincent Greene Foundation, close to Summerhill subway station on the Yonge St. line. - For more information contact Murray Heifetz: email MurrayHeifetz@rogers.com or tel. 416 444 6494.

Season's Greetings and very best wishes for the New Year to all members and readers, Chris Hargreaves

SECRETARY'S REPORT

Welcome to another new member:

388 Richard E. Weigand of Kingston, Ontario

Brian Wolfenden

WEBMASTER'S REPORT

A new feature has been placed on the Website entitled Awards. This link is for CAS member who have won medals for exhibiting, or for other achievements.

The links page has been updated.

The library has been updated.

The counter as of November 16, 2008 now stands at 1576.

Steve Johnson

WESTERN CHAPTER REPORT

We had a small group meeting in Calgary for lunch during CALTAPEX.

Our next get-togethers will be at my place in mid February 2009, then in the spring at the Edmonton National at the end of March 2009.

Please contact me for more information on both meetings.

Dave Brown

PAST PRESIDENT'S GREETING

Dear fellow Aerophilatelists:

I wish to thank the members of the CAS for their kind and thoughtful condolences concerning the sudden demise of my dear wife Dorothy (55 years married) by a massive heart attack while a resident of the Starwood Nursing Home in Nepean. Dorothy was a loving and talented wife - an exceptional cook, an excellent seamstress and petipoint artist, and very tolerant of my many hobbies, especially stamp collecting. She was often a partner when I went to RPSC and FIP shows. Although she did not collect stamps Dorothy was very happy that I enjoyed the Aerophilatelic activity so much.

With the 2008 Christmas Season at hand I will experience my first Christmas without Dorothy by my side opening our presents and peering into our special Christmas stockings. One never knows what the future will bring. I wish to all of you a very joyous Christmas and a Happy New Year for 2009. I also wish that you all appreciate the time that you have with your family during this Christmas Season while your loved ones are still with you.

My very best Aerophilatelic greetings to all for Christmas 2008.

Dick Malott

Past President CAS

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

FISA has a new website address: www.fisa-web.com

LIBRARIAN'S THANKS

- to **Barry Countryman** for donating a copy of his book **HELIUM FOR AIRSHIPS AND SCIENCE: The Search in Canada 1916-1936** to the CAS library. I'd never given much thought to where helium came from, until I saw that Barry had written a book on the subject. The book is a very interesting and enjoyable read.

The book is 96 pages, 6" x 9", professionally printed, with some good quality illustrations. Copies can be purchased for \$20, including postage, from Barry Countryman, 211 Sutherland Drive, Toronto, Ontario M4G 1J1

- to **JACK INCE** for donating another box of assorted catalogues and magazines to our library.

A full list of our library holdings is on our website: www.aerophilately.ca For a printed copy of this list, and/or more information about any of the items in the library, just contact the librarian: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [Email: www.hargreavescp@sympatico.ca]

NEWS, RESOURCES, etc.

- **CONGRATULATIONS to MURRAY HEIFETZ.** - I've been informed by Ken Sanford that:

The book O.A.T. and A.V.2 Markings, by Murray Heifetz, published by the American Air Mail Society in 2007, won a vermeil medal at the APS StampShow in Hartford, CT in August. The book is available from the AAMS at: <http://www.americanairmailssociety.org>

- I've received the following email from **INDIA**:

Dear Chris,

I saw your website:<http://www.aerophilately.ca/>

Can you please pass on my name & email ID, to your friends?

I wish to connect to, and exchange /buy any British India Aerophilately Items, available with you all.

Thanks,

Surya Rao Maturu

M.SURYA RAO, 93A, Block A2B, PASCHIM VIHAR, NEW DELHI-110063, INDIA

- **Paul Huber**, who was mentioned in the articles on Max Berendes covers, can be contacted by email at Fairwinds@gorge.net My thanks to Janice Weinstock for sending this information.

- **Nino Chiovelli** publishes a newsletter, The Drop Line, on behalf of Klondike Balloon Safaris Ltd., that contains a mixture of balloon, airship, and philatelic news.

I've found it very interesting to follow the progress of the new Zeppelin NT airships in this newsletter.

Some background on these airships, taken from Wikipedia, is that:

Zeppelin NT ("Neue Technologie", German for new technology) is a class of airships being manufactured since the 1990s by the German company Zeppelin Luftschifftechnik GmbH (ZLT) in Friedrichshafen. The company can be considered the successor of the companies founded by Ferdinand von Zeppelin which constructed and operated the very successful Zeppelin airships in the first third of the 20th century.

The Zeppelin NT airships constructed so far are 75 m long, with a volume of 8,225 m³. They are thus considerably smaller than the old Zeppelins, which reached a maximum volume of 200,000³. Furthermore, they are inflated exclusively with the non-flammable gas helium.

In standard operations with a maximum payload, the gas cells do not create enough buoyancy to make the whole ship "lighter-than-air." The negative buoyancy is overcome with engine power. The buoyancy can change when traveling with reduced payload and partially emptied fuel tanks, but usually the Zeppelin NT starts its journey with a net downward force of about 3,000 N (306 kg), and on long trips can end up lighter than air if a lot of fuel is used.

Three propeller engines provide the Zeppelin NT with excellent maneuverability. Two lateral engines, equipped with tilting propellers and usually aligned horizontally, can be turned 90° upward or 30° downward. The aft engine powers a pushing propeller that can be turned 90° downward, as well as a steering propeller directed to the side and working similarly to the lateral-thrust units of some ships.

The design currently has a range of some 900 km (500 nautical miles) and reaches top speeds of 125 km/h (70 nautical mph or 78 mph). Standard operational altitude is 300 m (1000 ft), but up to 2,600 m (8,500 ft) is possible. The Zeppelin NT is able to take-off and land vertically. Only three helpers are required on the ground.

The Zeppelin NT has a passenger capacity of 12, plus 2 crew, or the capability to lift 1,900 kg of payload. It can stay airborne for up to 24 hours.

The prototype first took to the air in September 1997. The Deutsche Zeppelin-Reederei (German for German Zeppelin shipping company) has successfully offered joyrides with Zeppelin NT airships since August 15, 2001.

The latest "good news" for the ZEPPELIN NT, is that it was issued a type certification certificate by the U.S. Federal Aviation Authority in June 2008, which will allow the start of Zeppelin NT operations in the U.S. - One of the ZEPPELIN NT airships has been purchased by Airship Ventures Inc., a company based at Moffett Field, California. The company plans to offer "flightseeing" tours, and conduct media and scientific flight missions.

However, some of the old airship problems remain. - Four ZEPPELIN NT airships have been built so far, and one of these was damaged beyond repair by a wind gust in 2007. The Drop Line reported that:

Whirl wind destroys Zeppelin moored in Botswana

Friedrichshafen, 20 September 2007

At approximately 2:10 p.m. local time in Botswana the Zeppelin NT prototype airship leased to DeBeers was destroyed by a wind gust. The airship was moored to the mooring mast and a duty crewman was onboard when the unfortunate accident occurred. The sudden whirl wind flipped the airship on its side and slammed the rear section into the ground injuring the crewman onboard and virtually destroying it.

Fortunately the South African crewman suffered only minor injuries but was kept in hospital overnight for observation.

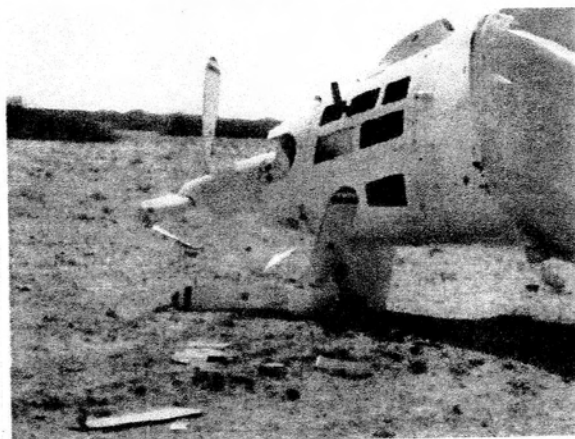


Photo showing damage to rear motor assembly, taken at the crash site. Courtesy of ZLT Zeppelin Luftschifftechnik GmbH & Co. KG.

The airship had been conducting an airborne geophysical survey on behalf of De Beers Prospecting Botswana. - A *full tensor gravity gradiometer* had been installed, to measure changes in the Earth's gravity field associated with geological density variations. The technology is based on accelerometers, and the data quality is sensitive to the turbulence and motion usually associated with fixed wing aircraft installations. The airship, flying slowly at night in relatively cool calm air, provided a very stable and vibrationally quiet platform. The resulting data was capable of revealing the faint gravity signals associated with diamond-bearing Kimberlite pipes buried under the Kalahari sands. (Thanks again to Wikipedia for this explanation.)

The Drop Line has also reported another airship accident, that occurred earlier this year:

The Russian built "Total Pole Airship" was consigned to Jean-Louis Etienne at the Marseille-Provence Airport on 12 October 2007. The airship was being fitted with some special equipment and employed in crew training prior to proceeding to the Arctic.

Unfortunately a strong gust of wind tore the airship from its mooring mast on 22 January 2008. Shortly thereafter it crashed into a nearby house. The damage cannot be repaired and Etienne reluctantly announced that his planned expedition to measure the polar icecap will be abandoned.

For more information regarding The Drop Line and Klondike Balloon Safaris Ltd., contact : Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta T5E 3G6. (Email: nchiovel@telusplanet.net)

CHRISTMAS CHALLENGES

What Cover Travelled Furthest For The Least Postage?

THANK YOU to everybody who commented on the "challenge" in last year's September and December newsletters.

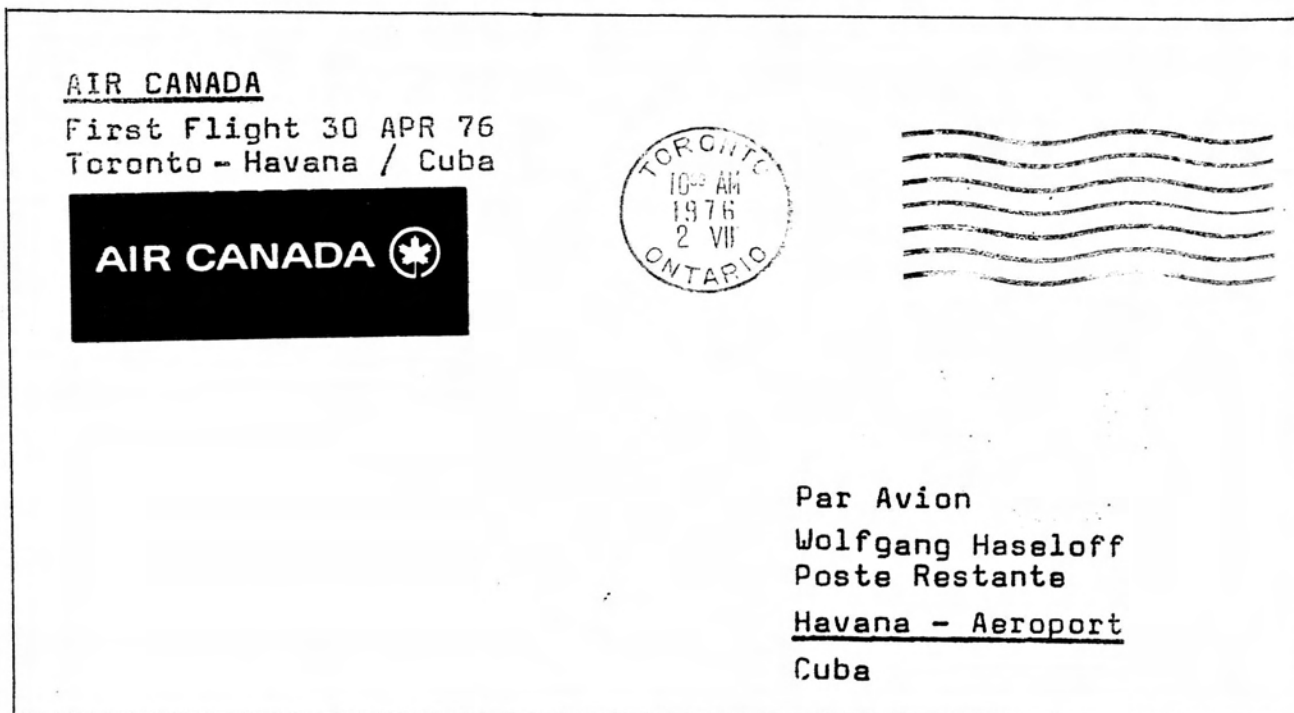
That challenge concluded with some covers that had flown for no postage.

DENICE GUIMOND pointed out another item in this category: the Christmas 1944 "Postage Free" Air Letters, one of which is shown on the cover of this issue of the newsletter. - According to an article by Lt.Col. R.H. Webb in the May - June 1963 Canadian Philatelist, (accessed on the website www.rpsc.org),

the "Christmas 1944" air letter was issued in Canada for use by members of the British Armed Forces and Merchant Marine who were in this country in late November and December 1944".

However, this description doesn't seem to fit the Air Letter on the cover addressed to Toronto, Ontario; or Denice's Air Letter which is addressed to Kingston, Ontario! - **Can anybody provide more information about these Air Letters?**

JOHN JOHNSON sent me the cover below, that Mark Tyx sent to him. - It's from Air Canada's Toronto - Havana First Flight on 30th April 1976, (AMCN 7627), properly backstamped, but with no postage!



Please return to sender:
Bitte zurück an Absender

Wolfgang Haseloff
Postfach 1724

D-7400 TÜBINGEN
W. Germany

Many thanks to Denice, John, and Mark.

I've also received this letter, which I think will make a fun challenge for this Christmas:

CHARLES, CHARLIE & CHUCK

Donald Holmes

One fine spring morning I awoke early. Out of the blue the name of Charles came to mind. As I lay there, my mind fixed upon a single-page exhibit I had once prepared headed "A PAIR OF AIRMAIL CHARLIES". This page featured philatelic material related to two renowned airmen named Charles...yes, Kingsford Smith and Lindbergh. These two caused Yeager, Nungesser and Kenwood to follow in a flash across my mind screen. More Charlies to be sure. So when I arose I decided to go with the flow, open a reference or two and see if I could expand my list. After an hour or so my list had risen to thirty-five.

Later I began to "play" with this list of mine, the kind of thing retired aerophilatelists do. It suddenly seemed evident to me that "Charles" and aviation had something going on between them. What a sweep of flight history my 35 names represented! From Prof. Charles of gas-filled balloon beginnings, to Charles "Pete" Conrad and Charlie Duke of space-age notoriety. My list came easily...how many others might I have missed (including Charlottes and Charlenes as well)?

Philatelic thoughts then edged in, of course, and I began to wonder if all these similarly named individuals had commemorative stamps or covers celebrating their exploits. I knew at once that postcards could serve up part of the story. Perhaps there was an opening here for a Charles-filled aviation/airmail history..., unique Display Class opportunity. At least viewers named Charles would like it. Even a few of the exhibition judges might be real live "Charlies"! Didn't Cheryl Ganz suggest that exhibitors should exercise their own creative talents to bring new ideas to the Display Class? Seems to me that we ought to heed such advice from one of the best.

One preliminary step along the way was to consult a book of my wife's that deals with the "hidden" meaning of names. What could "Charles" mean? Might there be a clue here as to why aviation appealed to this select brand of mortals?

Author Ted Andrews offers "STRONG" in his "Sacred Power of Your Name" (1990, Llewellyn Publications, St. Paul, MN). He proposes that "those of this name have come to breathe new air into personal power and its expression within their life...these individuals have come to assert their energies outwardly." Fascinating insights from author Andrews.

Now to the list. - It is randomly ordered.. .not chronological and not alphabetical. I do, however, offer certain categories that help make things more manageable.

Precursors of Powered Flight:

1. Prof. J. A. C. Charles - made the first flight in a. gas-filled (hydrogen) balloon on 1 Dec. 1783 (Paris to Nesles -17 miles). Only entry where Charles is the surname.
2. Capt. Charles Renard - first fully-controlled airship flight. 1884, France.

continued



Another Christmas challenge: CHARLES, CHARLIE & CHUCK by Donald Holmes continued:**Pioneers of powered flight:**

1. Louis Charles-Joseph Blériot - a surprise entry because we rarely hear his middle names.
2. & 3. - Charles E. Taylor and Charles W. Furnas - both served as mechanics to the Wrights. Charlie Taylor also assisted Cal Rodgers on his 1911 transcontinental flight across the U.S.A.
4. Comte Charles de Lambert - first Wright student, (Camp d'Auvours, 1908). Also 1909 first airplane flight over Paris.
5. Charles M. Manly - assistant to Dr. Samuel Langley (1903).
6. & 7. - Charles K. Hamilton and Charles F. Walsh - both pilots with the Glenn Curtiss exhibition team (1911-12).
8. Charles Hubert - French pilot, First U.K. Aerial Kail (1911).
9. Charles Stewart Rolls - Royal Aero Club Founder, Rolls Royce. First round trip over the English Channel & return. Died 1910.
10. Alfred Charles William Harmsworth (Lord Northcliffe) - Publisher. Greatest promoter of early aviation in England.
11. Charles K. Willard - First American barnstorming pilot. Later aircraft designer with Glenn L. Martin.
12. Charles T. Weymann - American. 3rd G. Bennett speed winner - Eastchurch, 1911.
13. Charles J. Hibbard - American pioneer pilot - crashed Miami, O. 1912.
14. Charles L. Wachter - French, 10th fatality - 3 July 1910, Reims.

Military aviation pioneer:

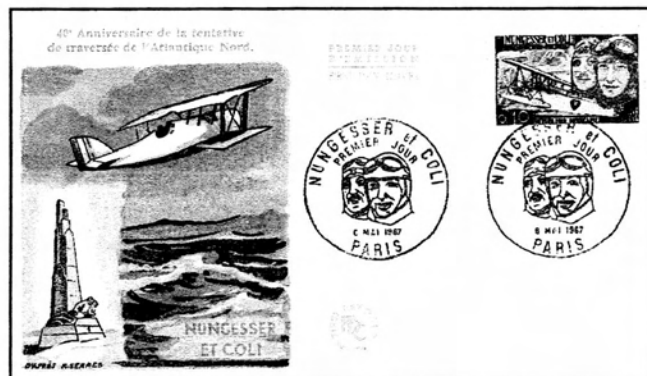
1. Charles Rumney Samson - 1912 flight off deck of Royal Navy vessel.

Special Flights:

1. Sir Francis Charles Chichester - 2nd solo flight. England - Australia. Navigation sciences.
2. Charles A. Lindbergh - Solo N.Y. to Paris 1927. Other trail-blazing and special mail flights.
3. Charles Kingsford Smith - first transPacific flight 1928. Other record flights. Australia's greatest pilot of record.
4. Charles E. J. M. Nungesser - Famed French W.W.I Ace. Lost in May 1927 attempting with Coli an east-West Atlantic crossing by air.
5. Charles W. A. Scott - Helped pilot MacRobertson air race winner DH-88 Comet, 1934. Bought Cobham's Flying Circus.
6. Charles E Yeager (Chuck) - First supersonic flight in X-1. (October 1947).

Mail Pilots (if not listed above):

1. Charles Witmer - American pioneer. Flew mail at Atlanta November 1911.
2. Charles (Chuck) Kenwood - U.S. Mail pilot killed on duty 10/1/30. (See AAMC 30.1 for 1930.)

continued

Another Christmas challenge: CHARLES, CHARLIE & CHUCK by Donald Holmes continued:**Constructors:**

1. Charles Voisin - minor partner with brother Gabriel who built *14bis* for Santos Dumont in 1906, and began producing his own designs in 1907. Charles died in a car crash in 1912.
2. Robert Charles Morane - 1 of 3 founders of Morane-Saulnier which firm became known for speedy monoplanes.
3. Charles de Nié Port - took over brother Edouard's company in 1911 when Edouard died in crash at French air show. Name became Nieuport for business, and survived death of Charles in 1913.
4. Charles Richet - Gyro plane expert joined Bréguet. Bréguet-Richet produced first helicopter to lift a man in 1907.

Space-Related:

1. Dr. Charles (Chuck) Berry - Flight surgeon to U. S. astronauts.
2. Charles "Pete" Conrad - Apollo 12 Commander.
3. Charles (Charlie) Duke - Apollo 16 crew.
4. Chuck Friedlander - head of the Astronaut Office, Cape Kennedy.

Aviation Historians:

1. Charles Dollfus - France's greatest aviation historian.
2. Charles H. Gibbs-Smith - Britain's greatest aviation historian.

It's highly possible that Charles is simply a popular name. Perhaps there may be as many Johns (such as Alcock and Mermoz), or Henrys (such as Farman, Péquet & Focke.) But before we list these, permit me to add three more Charlies that came to me.. you're right, just this morning while shaving...

Rear Admiral Charles E. Rosenthal,

Charles "Bub" Cowart (Zeppelin groundcrew U.S.N.)

and Charles G. Grey (great Aviation Journalist.)

THANKS DONALD!

When I read Donald's article, I immediately thought of a 39th aviation "Charles, Charlie or Chuck": CHUCK MALLET, who flew as Snowbird number 9 in the 2003, 2004, and 2005 seasons, and signed many covers for the CAS.



Chuck Mallett: son of our CAS member Gord Mallett

A 40th person on the list could be Charles Sutton, who was much involved in the first airmail flight along the North Shore of the S. Lawrence River in 1927.

IF ANYBODY WOULD LIKE TO SUGGEST ADDITIONAL NAMES TO ADD TO DONALD'S LIST OF CHARLES, CHARLIE'S, AND CHUCK'S, OR TO CREATE A LIST BASED ON ANOTHER NAME, I'D BE GLAD TO HEAR FROM THEM.

When Gord's Dad met Denny's Dad - In 1929

Gord Mallet sent me a copy of this wonderful message he sent to Denny May:

Denny

You'll recall that, enroute to the CAS meeting the other day, I said I would scan and make prints for you of some Brownie camera 'snaps' my dad passed on to me several years before he died. The scans of the snaps are below.

As to the snaps - this is really interesting. Your dad, Wop, and my dad, Ivan, appear together in the same picture - the second picture from the top. Dad wrote the date as May 1929 on the back of one of the pictures. But on the back of another of the pictures he identified the date as March 1930. Actually both are incorrect as evidenced by the data in the CF-AAL logbook [Wop May's logbook for Lockheed Vega CF-AAL, 2 Feb 1929 to 30 Mar 1930, original held at Glenbow Archives, Calgary - May Collection #M829]. Wop actually made this flight in March 1929 - Saturday March 9th to be exact!

Here's what transpired. On the back of the picture showing the crowd of onlookers dad wrote "*Wop May's plane landed a half mile north of Hackett. I took the snap. The boy is Albert Keast. It was a red-letter day at Hackett. The rest of the by-standers were local folks.*"

Allow me to add a few details -

In 1929 Hackett was just a tiny whistle stop, 25 miles southeast of Stettler, on a branch line of the CNR. There were a couple of elevators and a one-room schoolhouse. My dad, just 19 years old at the point the snaps were taken, was the teacher at the school. It was a Saturday, so school was out. Teacher and student alike were free to spend time looking at the beautiful new red aeroplane and perhaps chat a bit with its famous pilot. [As an aside - I spent most of my summers, up to the point I was 16, on my grandfather's farm five or six miles north of Hackett. I did my crosscountry hike to that farm from Stettler along with the required overnight solo campout, as a final requirement for my Pathfinders and Queens Scout badges.]

As to the order in which the pictures were taken, I'm not sure. The second one from the top was taken by someone other than dad. Dad notes on the back side that it's him standing in front of the plane. Zooming in you can see he's wearing a tie! I guess that was the proper attire for a young first-year teacher to be wearing when out and around the countryside, even on a Saturday. Then again, dad was always a bit 'formal', especially considering the fact that he himself had been raised on a farm near Forestburg. The last time he came to visit us, in his 92nd year, he appeared at the door wearing a tie and a hat!

It's interesting too to note that the two ladies in the snaps are wearing hats and all the men and boys, caps. But then, in the group shots taken back in that era, everyone is seen to be wearing a hat of some sort - young or old - summer or winter! . By zooming in on the cockpit in the last picture in the vertical set you can clearly see your dad's cap. He appears to be leaning over, perhaps checking out instrumentation on the dash. Too bad that none of the shots were taken with a front view of your dad.

The couple who are re-entering the plane in the bottom shot are the "2 Passengers paid" referred to in the March 7th entry in his logbook. Here's what dad told me about what transpired that day. He told me that a rich farmer or businessman from Grande Prairie hired Commercial Airlines to fly him and [if I remember correctly] his wife to visit a relative farming in the Hackett area. Then after a short visit they again boarded the plane and headed back in a northerly direction. He wasn't aware of or couldn't remember further details.

Looking at page 2 of the CF-AAL logbook the story can be fleshed out considerably:

1. on March 7th two paid passengers were flown from Grande Prairie to Edmonton, a 300 mile flight of 2 hours 10 minutes. There was a strong tailwind as evidenced by the ground speed of about 140 mph.
2. on March 9th two paid passengers [and one gratis passenger] flew 140 miles from Edmonton to a location identified as "S. E. Stettler". The flight took 1 hr. 30 min. for an average speed of a little less than 100 mph.
3. later that day a 15 minute 25 mile took place, again with two paid passengers but this time with an extra gratis passenger.
4. still later that day a 1 hour 15 mile flight was made terminating at Edmonton, again with two paid passengers and, again, one gratis passenger.

Continued

WHEN GORD'S DAD MET DENNY'S DAD, 1929 - A copy of a message from Gord Mallet to Denny May continued:

5. on March 10th - a Sunday and back in Edmonton - Wop made 31 short flights for a total of 275 miles covered over almost three hours. A total of 27 paying passengers were carried that day.

Based on the logbook details it appears that on March 7th Wop flew to Grande Prairie, picked up the couple and then returned to Edmonton that same day. Two days later he flew the couple down to Hackett. After a short visit the couple were flown back to Edmonton via Stettler where the plane landed to let off one of the gratis passengers. The next day CF-AAL was used to take up paying passengers on short circuits at Edmonton.

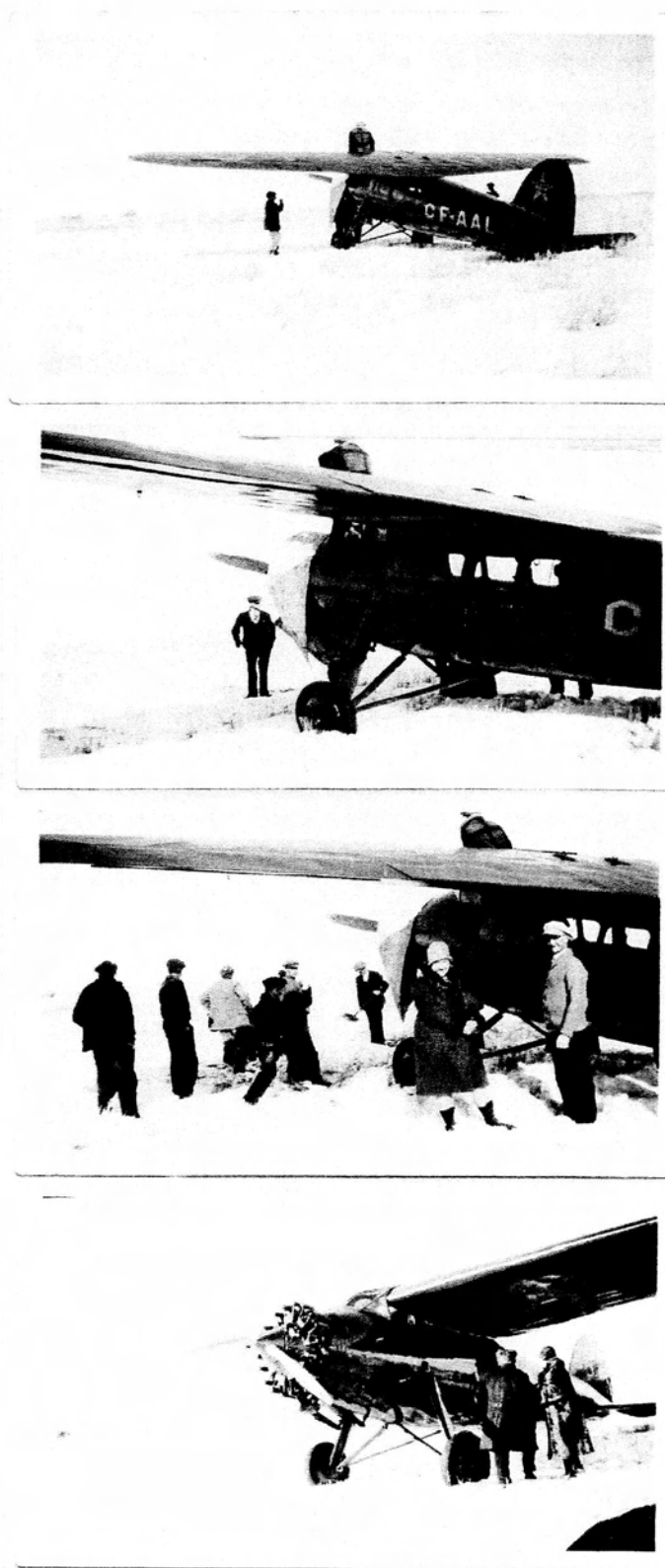
Looking at the entries on the first two pages of the logbook it appears that the flight down to Hackett was one of CF-AAL's earliest commercial flights - the first having been a trip to Westlock with a nurse and doctor. Many of the first logbook entries were the various legs to the plane's flight to Edmonton from Burbank California. And then there were several 'proving flights', including a couple with a 'Mrs. May' - your mother!

I suppose 'AAL's most famous flights [along with the three new Bellancas in the four-plane red armada] were those made later in the year flying the inaugural air mail along the Mackenzie 'down' to Aklavik. Those flights were detailed carefully in the Inaugural Flights Along the Mackenzie package you yourself put together earlier using, in part, Kevin O'Reilly's detailed flight data for the four planes.

Logbooks are invaluable in determining the details related to these early flights. I have been of this opinion for some time now - in reference to flight covers. Cachets, cancellations and backstamps of course are the markings that, fairly reliably, provide evidence of a flight. But sometimes these markings prove to be misleading - indicating a flight that in fact did not take place. I can provide many examples of this from covers in my own collection.

See you soon

Gord



Gord also mentioned that CF-AAL was often called 'the big red cigar', and that this was its third commercial flight.

I really enjoy these messages, which put me at "three degrees of separation" from the pioneer aviators.

MANY THANKS Gord and Denny.

THE REMARKABLE STORY OF CAPTAIN LISANDRO GARAY

The life of Captain Lisandro Garay, and story of his attempted flight from New York to Honduras, was told in the September 2007 Canadian Aerophilatelist.



That article ended with a question as to whether anybody could provide more information regarding the stamps issued with regard to this flight.

DENICE GUIMOND sent me the following information:

- 1) In the Scott catalogue, the overprints on stamp 13C are listed as air semi-postal (stamps CB1-4).
- 2) Both Silombra and Sanabria catalogues also list the basic issue and overprints. See attached scans. Total qty 100,000 printed (breakdown in listing). However, the two catalogues show different relative values (basic compared to overprints, and mint vs used). Sanabria shows a value on cover (wishful thinking - although covers could have been prepared for the flight...)!
- 3) No reference found in SG or Y&T catalogues.
- 4) the relatively high face value (more than twice the required air mail franking?) could imply that it was a fundraising stamp issue (even without the surcharge).

HONDURAS 235

1929. — Gravés par l'American Bank Note Company de New-York.
Émis en l'honneur de l'aviateur Lesandro Garay. Dent. 12.

9	50 c. carmin, 5.000.	450.—	300.—	
---	----------------------	-------	-------	--

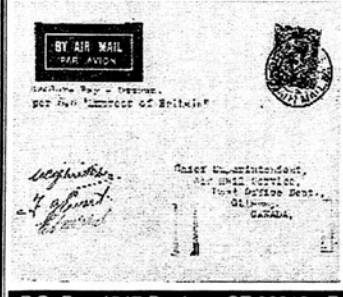
1929. — Idem. Timbre précédent surchargé d'une valeur supplémentaire à l'occasion d'un vol direct New-York-Tegucigalpa.
Surcharge noire.

40	50 c. + 5 c. carmin, 35.000.	450.—	200.—	
41	50 c. + 10 c. carmin, 25.000.	450.—	250.—	
42	50 c. + 15 c. carmin, 20.000.	200.—	300.—	
43	50 c. + 20 c. carmin, 15.000.	250.—	400.—	

Le vol direct New-York-Tegucigalpa n'a jamais eu lieu. Les timbres néanmoins ont été mis en vente, malgré que leur légalité soit contestable.

Silombra - 1945

Continued



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THE REMARKABLE STORY OF CAPTAIN LISANDRO GARAY continued:

4



5

1929, June 5. Issued in honor of the aviator LISANDRO GARAY. Recess. ABN. (10x10). P12.

16	4	50c carmine, 5,000	2.00✓	2.00
17	5	50c+5c carmine, 35,000	1.50✓	75
18	"	50c+10c carmine, 25,000	1.50	75
19	"	50c+15c carmine, 20,000	1.50✓	75
20	"	50c+20c carmine, 15,000	1.50✓	75
		Set of 5	7.50	
		✉ 4/20/30		15.00

Sanabria - 1951

I also sent a copy of the September 2007 newsletter to Tulio Soto, who wrote the article on the *Latin American Aviation Historical Society* website, (www.laahs.com). - Tulio sent me two photos of Lisandro Garay, "One was shot very near the end of his life, by Captain Paul Holsen II. The other photo, is from his youth, and I do not know the name of the photographer."

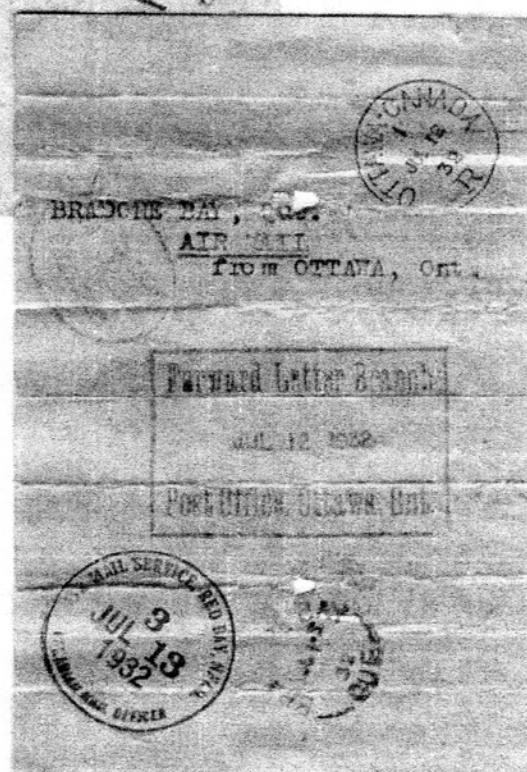
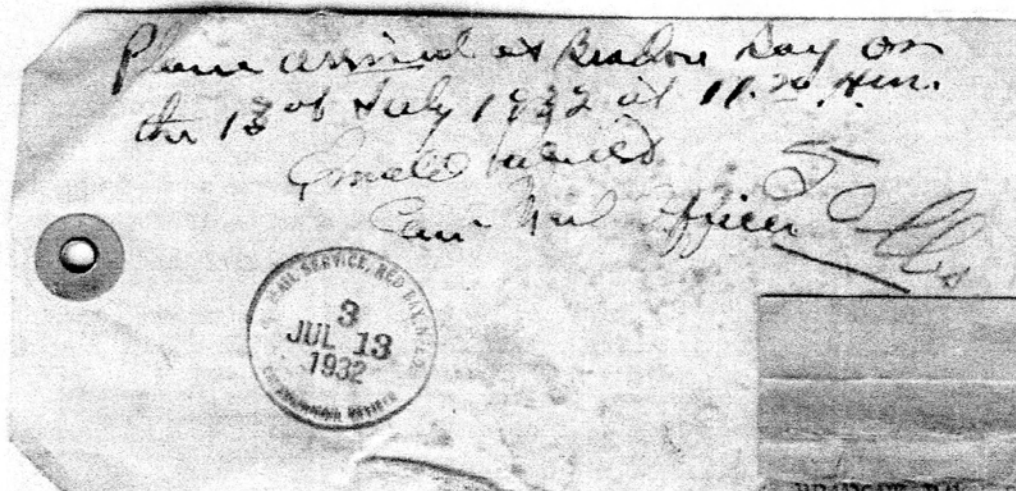


Many thanks to Denice Guimond and Tulio Soto.

NORTH SHORE / STRAITS OF BELLE ISLE AIRMAIL

Kevin O'Reilly

Following on Hugh Halliday's article in the September 2006, Kevin sent me a couple of related pages from his Labrador exhibit that tell more of the story:



Mail Service: Special Canadian airmail service.

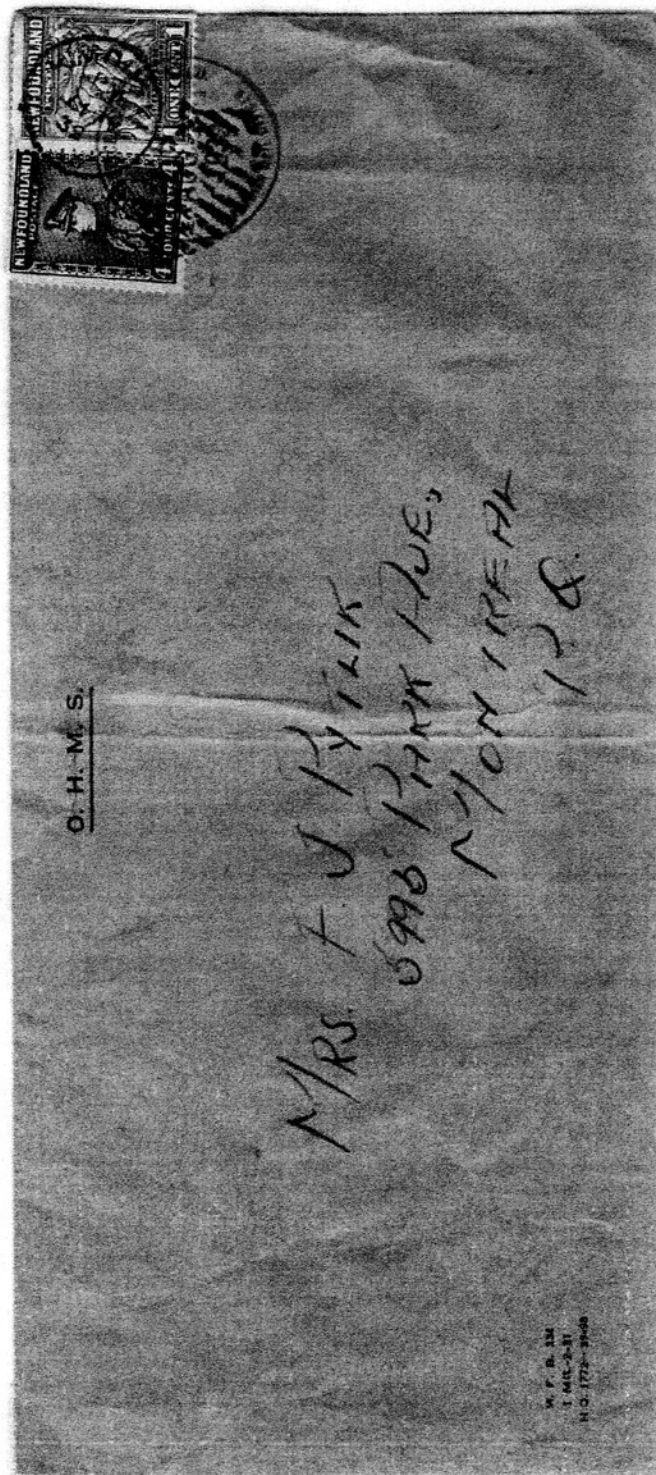
Rate: Canadian airmail rates for mail to and from Canada (no postage required as official usage for mail bags).

Philatelic Significance: Incoming registered air mail bag tags and facing slip from Ottawa to Bradore Bay, Quebec and on to Red Bay, one of the air bases used during the special mail service for the 1932 Imperial Economic Conference held in Ottawa. These items were carried on the third flight of the special arrangement (note the indicia "3" in the circular rubber marking applied by the Canadian Mail Officer, Emile Paquet). Six bags of philatelic mail were carried to Bradore Bay and two mail bags were carried through to Red Bay for transfer to the *Empress of Britain*. It appears that the tags and facing slip were returned to Montreal on the regular North Shore ship service.

The Royal Canadian Air Force received \$35,000 from the Canadian Post Office Department to test the concept of air mail transfers from commercial steamers in the Straits of Belle Isle to central Canada. This arrangement might have saved as much as 36 hours transit time if ships were to proceed all the way to Montreal with mail but the service was hampered by poor weather.

NORTH SHORE / STRAITS OF BELLE ISLE AIRMAIL by Kevin O'Reilly continued:

NORTH SHORE/STRAITS OF BELLE ISLE—RED BAY



Mail Service: Special Canadian airmail service.

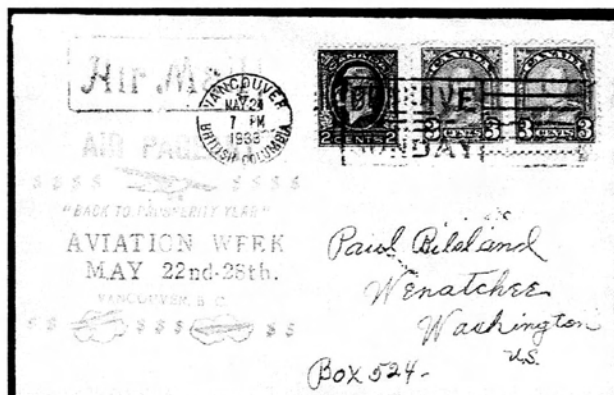
Rate: Newfoundland letter rate to Canada 5 cents.

Philatelic Significance: First cover addressed to the District Superintendent of Postal Service at Quebec City bearing Newfoundland stamps. There was no air mail rate in place to Canada but this cover was flown back to Quebec on July 17-18 from Red Bay on flight number 4 that carried 34 bags (800 lbs.) back to Rimouski for onward transmission by airplane and railway. Second cover likely sent by fitters air engineer George Pytlík assigned to the Belle Isle Detachment operating two Bellanca aircraft between Red Bay and Havre St. Pierre. Stamps cancelled by the Canadian Mail Officer's circular date stamp on August 17. Carried on the eighth and final flight of the operation (note indicia "8") and cancelled again on arrival at Rimouski by a duplex date stamp. This flight did not stop at Bradore Bay, indicating that the circular rubber marking of the Canadian Mail Officer was applied at Red Bay.

Thanks Kevin.

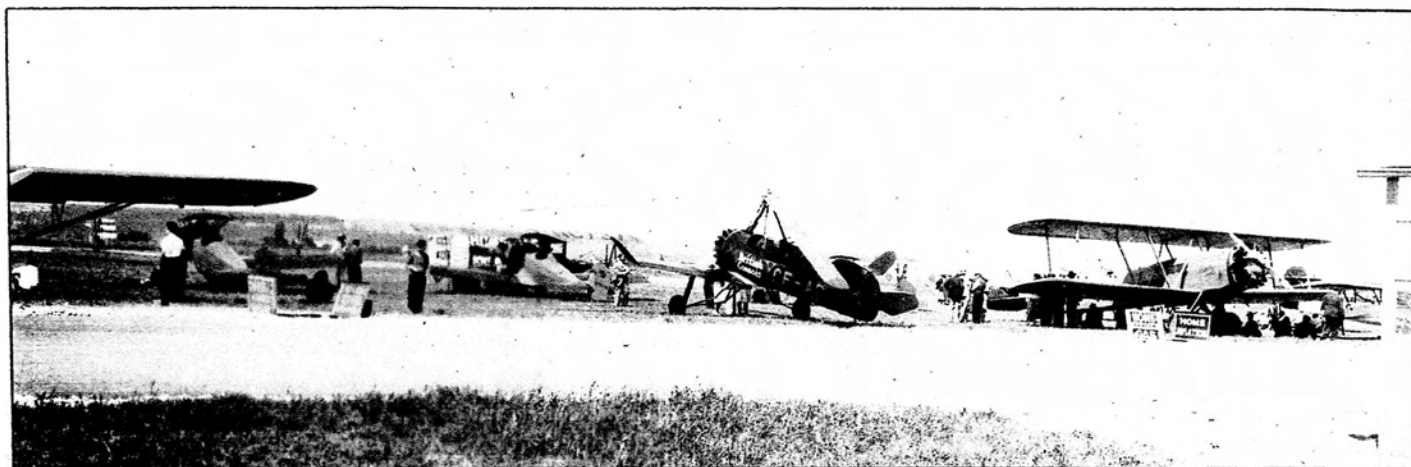
1933 VANCOUVER AIR PAGEANT

Ron Miyanishi



Covers from the 1933 Vancouver Air Pageant are listed as #3321 in The Air Mails of Canada and Newfoundland.

RON MIYANISHI has sent me these photographs that his father took of the event!



Pitcairn Autogiro CF-ARO

Continued

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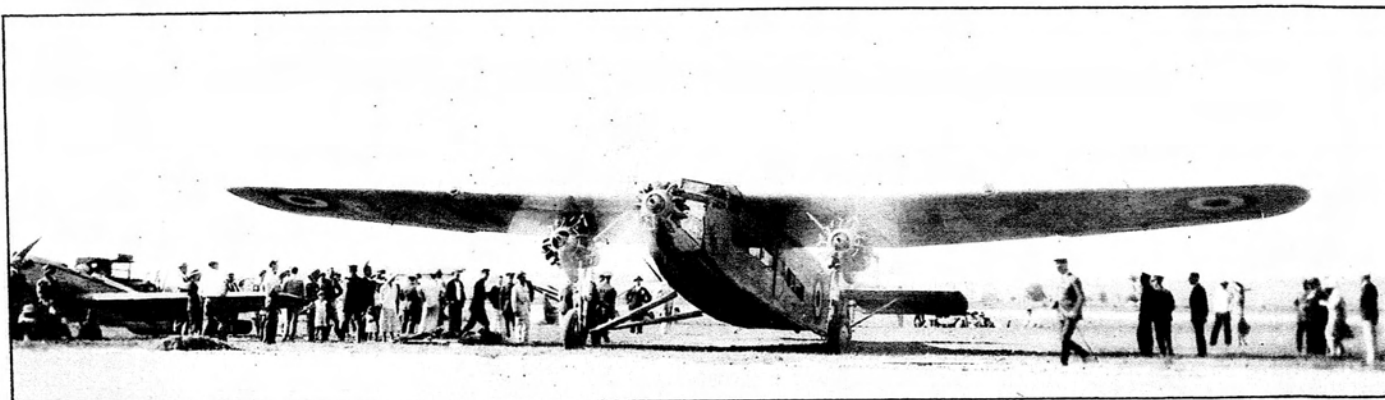
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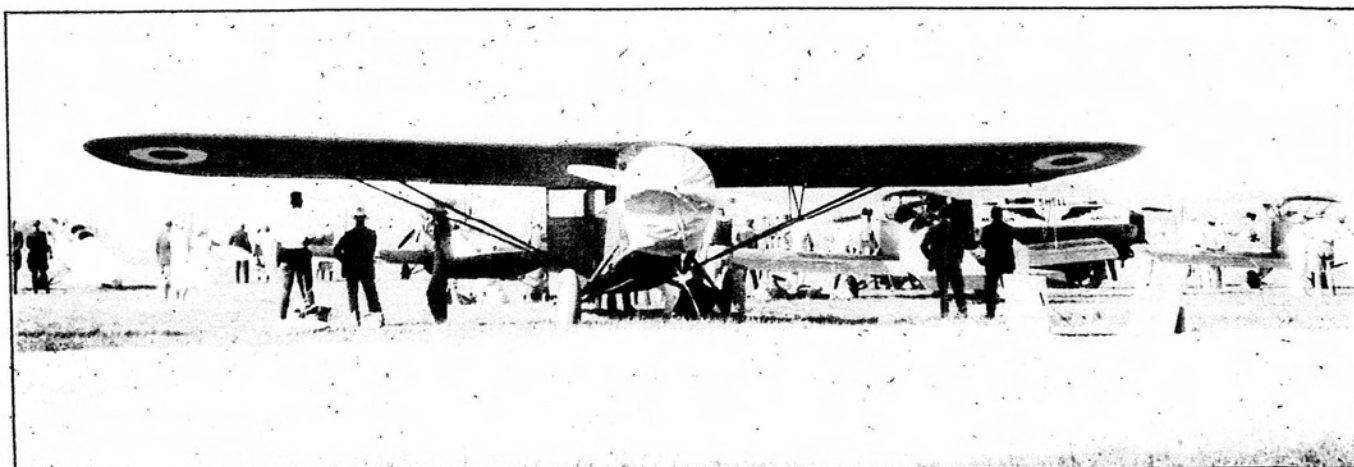
Tel/Fax: (845) 362-5330 • E-mail: rws45@aol.com



1933 VANCOUVER AIR PAGEANT, Ron Miyanishi continued:



RCAF Ford Tri-motor G-CYWZ



Fairchild ?

Thanks Ron.

www.brianwolfenden.com

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12 th July	9 th August	13 th September	11 th October	8 th November	13 th December

AMPLE PARKING - FREE ADMISSION

THE HINDENBURG

Many thanks to MURRAY HEIFETZ, who sent me a very useful note regarding The Air Mails of Canada and Newfoundland:

I've just had occasion to look at the zeppelin section of the Canadian airmail catalogue and noticed an anomaly. This section includes a report on the revenues listed by different cities for mail carried on the Hindenburg. One might assume that these are the cities from which Hindenburg covers were posted, and that the absence of a listing indicates that there was no posting from such city.

This is not in fact the case. It would appear that mail posted from smaller cities was only reported under the listing for the closest larger city. For instance, in my records, I show postings in May from Niagara Falls and Portage la Prairie; in June from Botha, Alta., and Hamilton; in July from Windsor; in September from Niagara Falls and Woodstock; and in October from Woodstock..

What makes me sure of my assumption is the omission of Woodstock in September and October, when so many covers on the 8th, 9th, and 10th flights were sent from Woodstock.

I've also had an interesting message regarding *The Hindenburg* from KEN SANFORD:

A fake Hindenburg crash cover was listed on eBay on the 13th of September, by a Power Seller with 100% positive feedback.

The starting price was US\$399.00. A real one sold on eBay a couple months ago for US\$18,000, which is about normal.

It is definitely a fake Hindenburg crash cover. It is very similar to another one that came on the market six or seven years ago, but it had a different address.

They both had singeing on the front as well as on the edges. Legitimate covers normally have it only on the edges because the covers were tied in bundles and only got burned on the edges. They also both had a U.S. post office sealing label affixed on the center left side, but not on the edges. The sealing labels would normally be affixed to the edge of the cover, and folded to the back to keep the contents from falling out.



This cover was also singed on the back!

I sent a message to the seller to point out that the cover was a fake, and I sent a similar message to eBay Customer Service. Probably because of one, or both of those messages, the cover was withdrawn.

As well as being a regular and much appreciated contributor to The Canadian Aerophilatelist, Ken is editor of La Catastrophe, the quarterly journal of the Wreck & Crash Mail Society. For more information on that society, contact: Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: kaerophil@gmail.com]

MORE COMMENTS ON AMCN 3809 AND WILKINS' SEARCH

Chris, I got the latest Auction #264 from Vance. Lot # 5848 is a copy of the Wilkins' flight that you were investigating in last issue. Picture shows well.



5848. ✉ 233, Tied by Edmonton 16 Feb 1938 CDS to SOVIET SEARCH EXPEDITION FLIGHT COVER to Aklavik (receiver 18 March) & re-posted 18 March. This special flight was an unsuccessful search for lost Russian aviators over the Arctic Ocean & Canadian Arctic. The cover has been signed by all crew members including Herbert Hollick-Kenyon & the famous SIR HUBERT WILKINS. VF. Very few covers known & the first we have seen. See photo below Est 600.00+

Thanks to Basil Burrell for passing this on.

I also receive comments from Bas, Richard Beith, and Rex Terpening regarding the claims described in the last issue, that the Russian flights were faked!

All three doubted the claims of a hoax, particularly Rex who commented that:

With regard to the loss of the Levanevsky party, I am not one of the disbelievers.

I have never doubted that the flight took place, and would like to now direct you to a very convincing article on this subject by Viktor Yeletsky. This story appeared as Item #10 under "Stories", in the History of the Royal Canadian Signals Corps, a now defunct organization that was vital to all of us people in the north, back in the Thirties. For access go to www.nwtandy.rcsigs.ca which will open the RCSigs site. There you will find numerous source entries but, for your purpose, click on "stories", and there you will find Mr. Yeletsky's interesting account. From the data that he has presented I feel that there is no doubt that the Levanevsky flight most certainly did take place.

As an additional word, I learned of a statement that originated, I understand, from a very interested Russian party (who had his own amateur radio receiver). Apparently he was monitoring the Levanevsky channel and picked up a signal on Lev's frequency a couple of days after the aircraft had landed. The message apparently gave a Lat/Long location, and finished with the words "send help". This was at the time that the "summer search" (with the PBY flying boat) was taking place. The Russian authorities undoubtedly receive this message information. Apparently they preferred a "mystery disappearance" to admitting that their aircraft had had a mechanical failure.

As a last item, Chris, the RCSigs people were our message mainstay, back during the 30's, and I was asked to provide a few comments, as one of the users of their great services. These are also listed under "Stories".

Kindest regards, Rex

I checked out the www.nwtandy.rcsigs.ca website, and had a very interesting and enjoyable time, reading not just the stories from Viktor Yeletsky and Rex, but many of the other stories too.

Many thanks to Bas, Rex and Richard for their comments.

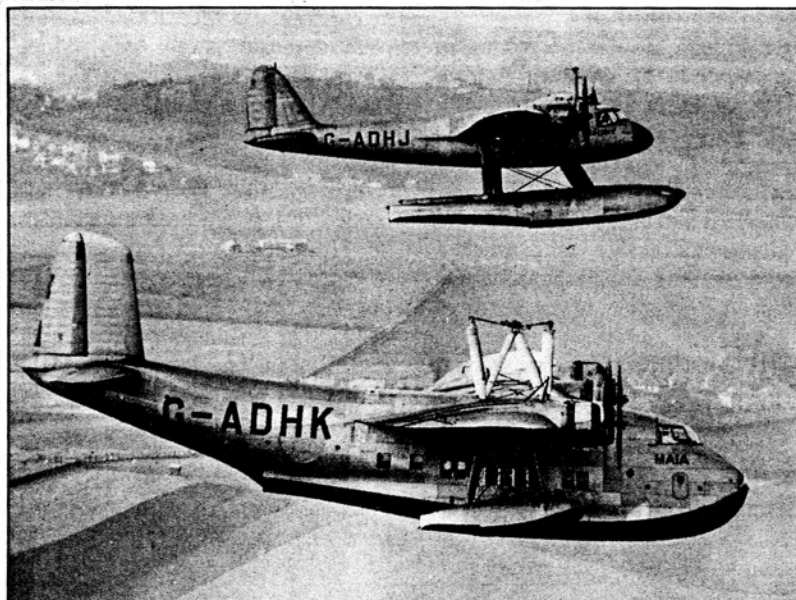
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1938 - THE *MERCURY* AND *MAIA*



The S.20 "Mercury" lifts dramatically off in mid-air from the S.21 "Maia".

Kent, England, February 6

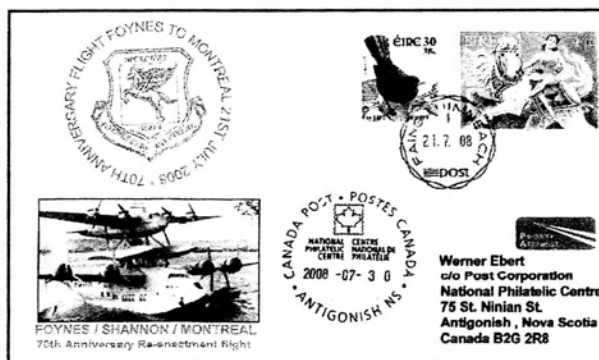
Witnessed by only a few people on the ground near the river Medway, Britain's unique Short-Mayo composite aircraft separated in flight for the first time today. The combination consists of a heavily loaded seaplane riding on top of a much larger flying boat. The idea, by Major Robert Mayo, is that the bigger airplane will be able to lift a seaplane so heavily loaded that it

could not take off by itself. The lower, or parent, aircraft *Maia* is a four-engined Short S.21, similar to the S.23 "C" class Empire flying boats but broader, to give greater buoyancy. The upper plane *Mercury* is an S.20 floatplane powered by four 340-hp Napier engines. Cruising at 180mph, it is expected to carry sufficient fuel for 6,000 miles. Both pilots take part in the separation

From
Chronicle
of Aviation
(JL
International
Publishing,
1992).

The *Mercury* flew the Atlantic on July 21st 1938, landing in New York after being launched from the *Maia* over Foynes, Ireland. Total flying time was 22 hours and 29 minutes.

Many thanks to JOHN MULLEN for sending me this commemorative cover he produced for the 70th Anniversary of the TransAtlantic flight:



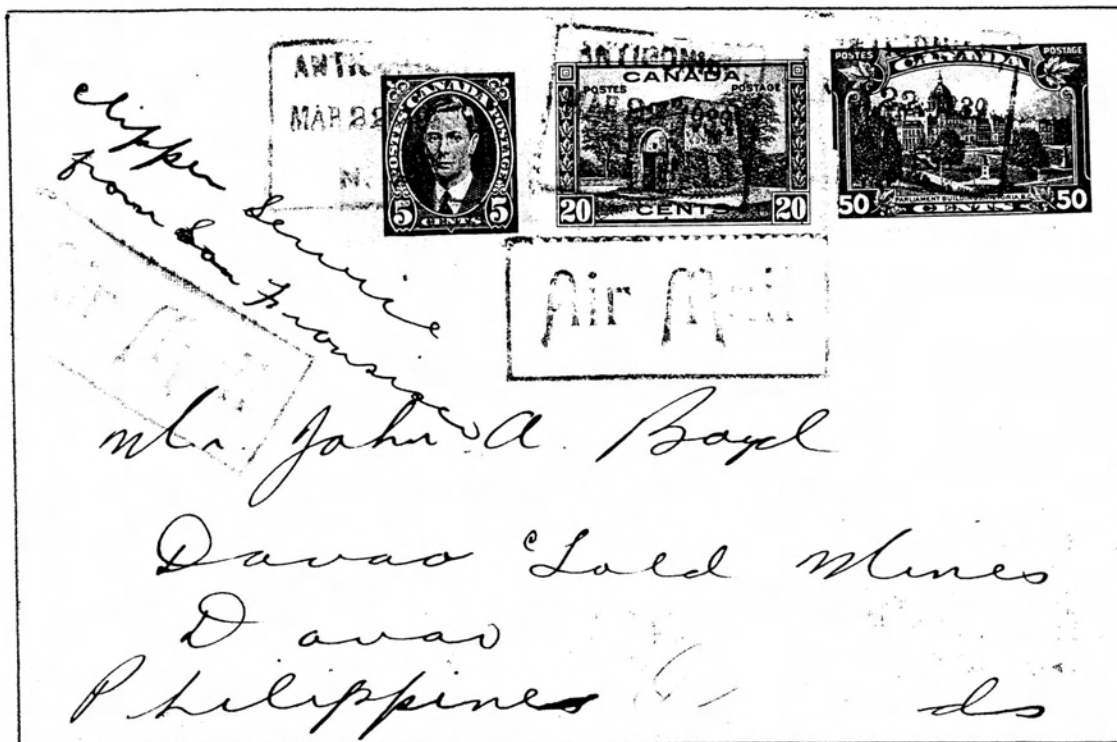
John also designed the cachet for the *Bremen* anniversary covers described in the last issue of The Canadian Aerophilatelist, (page11). In 2009 he will be producing covers to celebrate the 1939 first commercial flight Canada / Ireland / Canada.

If you would like more information about John's covers, he can be contacted at:

John Mullen, 52 Raheen Drive, Tallaght, Dublin 24, Ireland. [Email: jdmail1@yahoo.co.uk]

"BOXED AIR MAIL" HANDSTAMPS

Murray Heifetz



Cancelled: ANTIGONISH MAR 22 1939 N.S.

I'm enclosing a very interesting cover to illustrate type VII in my revised classification of the "Boxed Air Mail" handstamps, that was published in the March 2006 Canadian Aerophilatelist.

It was posted from Antigonish to Manila in 1939. This combination with correct 75c clipper rate is quite a scarce item. The point of interest to me for the airmail marking was the use of type VII in violet, and the first example I have seen of a double strike.

I now have "Boxed Air Mail" strikes in magenta, violet, black, green, blue, red orange, and a pink-red ink.

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1939

PAN AM'S FIRST NORTHERN TRANSATLANTIC FLIGHT



ALAN KLEIN sent me this cover, which is part of his exhibit on Crosby covers and cachets, with a note that:

These covers are quite rare, as there are W.G. Crosby errors in the cachets.

If you look at the East Coast map of the United States, the City of Baltimore has slid off the coast line, and is placed IN the Atlantic Ocean.

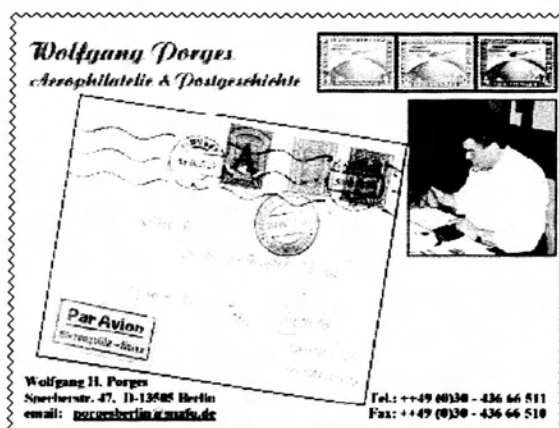
Among some Pan Am collectors, these covers are called *Baltimore at Sea* because of the error.

Most of these errors exist on Canadian flights, because Crosby pulled the errors on most of the U.S. covers he sold, but the covers he sold to Canada he could not recall.

I do not recall hearing about these "Baltimore at Sea" covers before, or seeing any of the!

I think they're intriguing, and note that not only is Baltimore adrift, but the cachet shows a route via Montreal, which the flight didn't stop at; and suggests a return route via Brussels and Paris to Lisbon, which was definitely not the Yankee Clipper's return route.

Thanks Alan.



TRANS-ATLANTIC - MIDDLE ROUTE

PAN-AM FAM 18 - 1942

U.S.A. - Unoccupied France



Trouve a La Boite

The above cover is postmarked Cambridge, Massachusetts, 8th June 1942 and carries a 30-cent adhesive correctly paying the transatlantic air mail postage. It is addressed to "Unoccupied France". Also, the cover has been impressed with a rectangular mark (in black ink) "Trouve a la Boite" together with a triangular "T" mark.

It was carried from New York to Lisbon by Pan Am FAM 18 service, being censored en route by the British Censor Office in Bermuda, and thence to Marseilles by D.L.H.

On delivery, the cover has been re-addressed to another destination within "Unoccupied France" and postage due adhesives of 3 francs have been affixed and cancelled with a cds "7-8/42" being a charge of double the domestic postage rate available.

It is considered that if the cover, following arrival was to be re-addressed, it should have been handed back to the postman at time of delivery, or returned to the local post office shortly thereafter, and then no additional postage (or "taxe") would have been required.

However, since the cover left the custody of the postal service and was re-posted in a letter box, it was taxed at double the applicable domestic rate, as it was effectively "unstamped mail". The postage thus due would have been collected on delivery.

In arriving at the above conclusion, the assistance of fellow philatelists, Marty Bratzel, Maurice Tyler, Stan Luft and Peter Smith is gratefully acknowledged.

Season's Greetings from Jack Ince.

NORTH ATLANTIC - SOUTHERN ROUTE - FAM 18

January 29, 1943 - Oskarshamn, Sweden - Milton, Mass., USA

Route: To Stockholm - by train
 Stockholm - Berlin - A.B.A. - Swedish Air Line - (Boyle - 366)
 Berlin - Stuttgart - Lyon - Marseilles - Barcelona - Lisbon - D.L.H. - (Boyle - 195/96)
 Lisbon - Bolama - Belem - Trinidad - Bermuda - New York - Mar. 11 (I.I.B. 156)
 New York - Boston - CAM 18 - revised

Receiving Cancels: Boston - Mar. 25, 5pm

Travel Time: 58 days

Rate: Franking - 1.40 ore - weight between 5gm - 10 gm - surface rate .30 kr per 20 gm. plus air mail rate .55 kr. per 5 gm (Boyle - 376)

Censor: Berlin - Geöffnet Tape and Censor red stamp
 Bermuda - P.C. 90 Tape 904

Acquired: eBay - 11/06 - 15

Comments: re-addressed from Dorchester, Mass to Milton, Mass (outsider Boston)

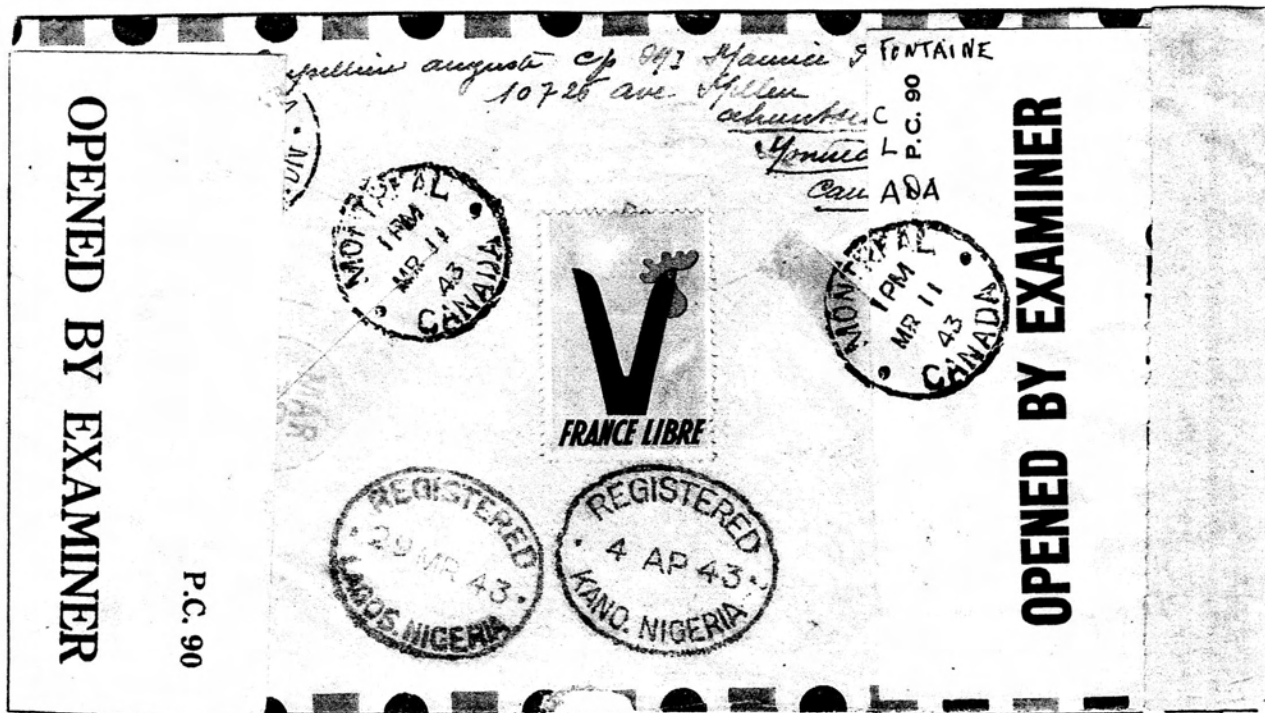


Wishing you all a Very Merry Christmas and a Great 2009.

Neil Hunter

1943 FAM 22

AIRMAIL from MONTREAL to MARADI in Free French Niger



Correct rate, 85 cents = 75c/half ounce + 10c registration.

Routing: Montreal 11 March 1943, Miami 13 or 18 March, Lagos 29 March, Kano 4 April.
Two PC90 censorseals, Nigerian D shaped censor h/s and faint Free French censor mark over plain paper seal at left.

Also m/s *West Africa Service* and *Miami-Lagos*.

All good wishes to you and yours, Richard Beith.

1945 - FIRST POST-WAR TRANS-ATLANTIC SERVICE

According to the American Air Mail Catalogue this was operated by Sweden:

FOREIGN FLAG FLIGHTS

207

- 25 1945, June 27 — Swedish Intercontinental Airlines (SILA) from Stockholm to New York via Reykjavik, Iceland and Goose Bay, Labrador. This was the first postwar Transatlantic flight by a foreign airline. More than 250 covers, largely commercial mail, had cachet applied in Sweden. A survey flight of June 13, 1945, operated by ABA (Swedish parent company) blazed the trail using Gander, Newfoundland instead of Goose Bay. (See Trans-Oceanic #1360).
to New York 5.00

This description is from the 1971, Fourth edition of AAMC. - More information on these covers is given in Thomas Boyle's wonderful Airmail Operations During World War II:

The government of Sweden refused to let A.B.A. do any preparations or planning for a post-war trans-Atlantic service. A group of businessmen were particularly anxious for a Swedish airline company plan for external post-war air routes. Consequently, the Svensk Interkontinental Lufttrafik AB (SILA) was formed and capital was raised. SILA obtained a few aircraft from the U.S., by permission of the U.S. Embassy in Stockholm. They received ten U.S. Air Force Boeing B-17 aircraft that had made forced landings in Sweden. SILA engineers studied the B-17 and concluded that it could be converted to civilian use. Seven were repaired and converted, while three were held for spare parts. The first aircraft was ready for flight in January 1944. After crews were trained, the first official round-trip flight was made on 13 June 1945 from Stockholm to Reykjavik. A very small amount of mail was carried..

On 27 June 1945 a trans-Atlantic flight from Stockholm to New York was flown using one of SILA's converted Boeing B-17 with stops at Reykjavik and Goose Bay, Newfoundland. Air mail bearing a special cachet was carried on the flight and its return.

HERBERT LEALMAN sent me this illustration of a cover offered on eBay, which he commented was the first cover from this flight he'd seen addressed to Canada:



It's the first one I've seen addressed to Canada too!

Herbert also commented that this cover particularly appealed to him, as the date of the large blue Toronto cancellation, JULY 4 1945, was the day he was born!

Thanks for the illustration Herbert, and best wishes for a Happy 64th birthday in 2009.

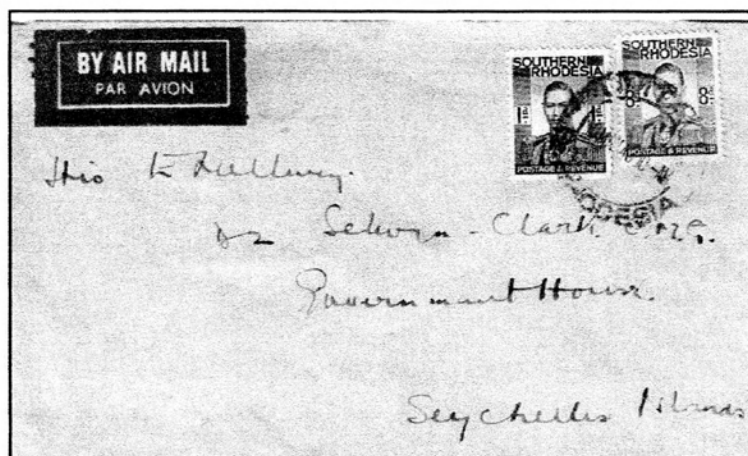
CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a detailed index to this newsletter by email at no charge, or on diskette in Microsoft Word or WordPerfect format, or as a printed version for the cost of production. He will also copy articles, and/or back issues of the newsletter. - For more information contact:

Gord Mallett, #2, 6909 Manning Place, Vernon, B.C. V1B 2Y6 (Email: gdmall@telus.net)

An Extraordinary Cover

By George Stewart FRPSL



This cover was posted from Umtali Southern Rhodesia on 10 May 1948 with the 9d airmail rate to Seychelles. It has a Victoria arrival backstamp of 20 May 1948. The cover is addressed to *His Excellency, Dr Selwyn-Clarke CMG, Government House, Seychelles Islands*.

The cover has three very interesting features.

Firstly, it contains the Southern Rhodesian 1937 8d value plus the 1d. The 8d is a scarce rate and not that often seen on a cover.

Secondly, after the end of the war, the RAF, who had carried limited civilian airmail, withdrew from the Seychelles in June 1946. It was nearly seven years before another aircraft was seen over Seychelles airspace. [1] The cover would have gone airmail by from Southern Rhodesia to Mombassa, Kenya and by sea to the Seychelles.

However, thirdly, it is the addressee that is the most interesting. Dr Percy Selwyn Selwyn-Clarke (with an e and two Selwyns) was a career Colonial Medical Officer and later Director of Medical Services Hong Kong, when the Japanese occupied the Territory. With the Governor's authorisation he offered his services to the Occupying Forces who, in the hope of preventing the outbreak of disease, allowed him to remain in his position. The escape of interned British doctors to China led to his arrest; torture and a Court Martial sentenced him to death. After eighteen months deprivations he was unexpectedly released to an internment camp where he continued medicine until liberation.

Crippled by his treatment while incarcerated he had to use two sticks to walk. Selwyn-Clarke was appointed Governor of the Seychelles from 1947 to 1951. It was unprecedented for the Colonial Office to transfer anyone from their medical branch to a political post in this way. Though it was kindly meant as some sort of a rest cure after his experiences, no one took account of the fact that Selwyn-Clarke was by temperament, incapable of resting.

In the Seychelles he found that truancy amounted to only 30% of pupils attending school. Selwyn-Clarke announcing he would attend a school brought the truants out. He made them take an oath in front of him to attend. Turnout increased substantially. His contribution to this primitive island, was immense and to this day *The Selwyn Clarke Market* is a must visit for tourists.

Indeed an extraordinary man, Sir Percy Selwyn Selwyn-Clarke KBE, CMG, MC, MD, FRCP died in 1976, aged 82 [2].

This article was first published in the Rhodesian Study Circle Journal, 217 December 2005 United Kingdom

[1] Handout on Royal Philatelic Society London web site rpsl.org.uk of a display of Seychelles airmails by Keith Fitton FRPSL on Feb 8 2001

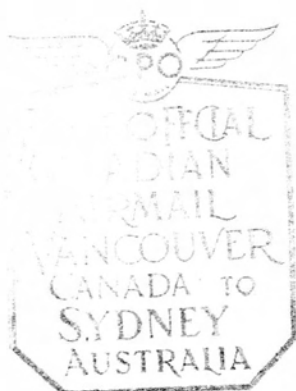
[2] *British Medical Journal* 1995; 311:492-495 (19 August)

60 YEARS AGO: REMEMBERING C A N A D I A N P A C I F I C

Late in 1948 it was agreed that a Canadian Airline should be allowed access to Trans-Pacific routes. However as T.C.A. had neither the equipment or staff, the Air Transport Board awarded service to C.P.A. using Canadian built DC-4M's.

**BY AIR MAIL
PAR AVION**

*First Flight
"Vancouver - Sydney"*



*Leslie W. Woodhead
131 Rosebank Rd.,
Aurora, S.W. 3
Auckland
New Zealand*



NOVA SCOTIA



ONTARIO



BRITISH COLUMBIA

Menu



YUKON TERRITORY

solade panachée



QUEBEC



NEW BRUNSWICK

steak pie
top round of beef in demi glaze
sauce with onions, carrots and peas
covered with puff pastry



NEW BRUNSWICK



SASKATCHEWAN

fromage - dessert

café



PRINCE EDWARD ISLAND



NORTHWEST TERRITORIES



MANITOBA



ALBERTA

Canadian Pacific AIRLINES

Y-52

The route was Vancouver to Sydney via Hawaii & Fiji, with first flight

JULY 13 1949

Very few letters went on to New Zealand via this route as direct service was available on B.C.P.A.

Ah! The good old days when flying was fun.



MERRY XMAS TO ALL.

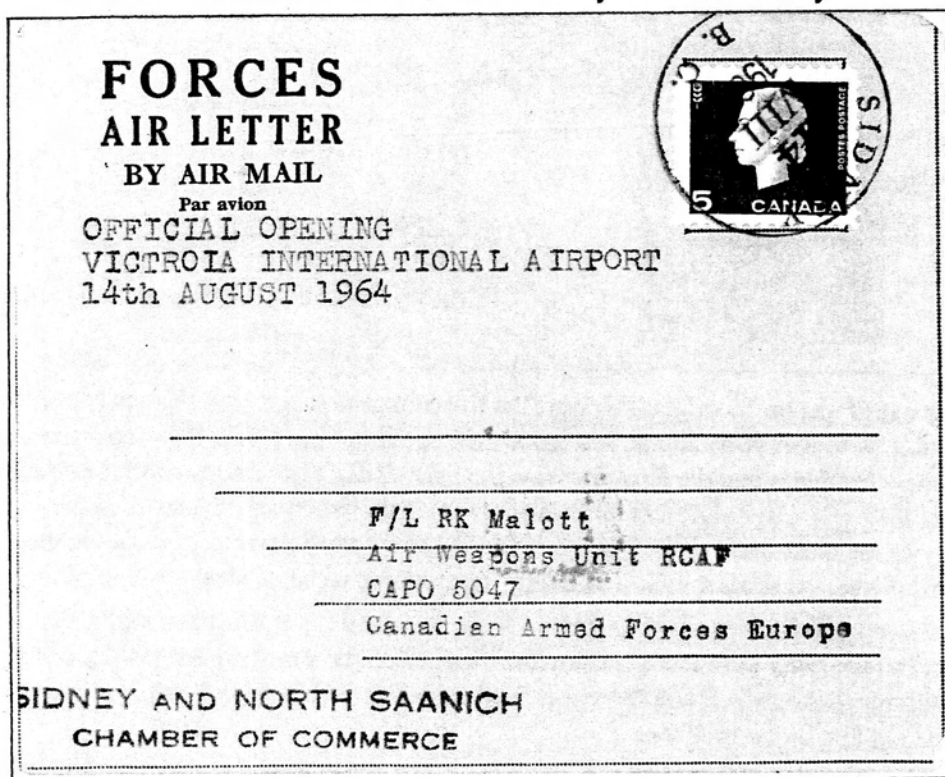


MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONTARIO CANADA
K2C 2H8

1964

OPENING OF VICTORIA INTERNATIONAL AIRPORT

An unlisted cover, sent in by Don Lussky.



This is the most recent of several unlisted covers sent in by Don Lussky.

Section 5 of The Air Mails of Canada and Newfoundland is being updated by Dick McIntosh, and I will begin publishing the changes in a Supplement, in installments, in the next newsletter.

**MANY THANKS TO DON LUSSKY, TO DICK FOR ALL HIS WORK,
AND TO EVERYBODY WHO HAS SENT IN INFORMATION FOR THE CATALOGUE.**

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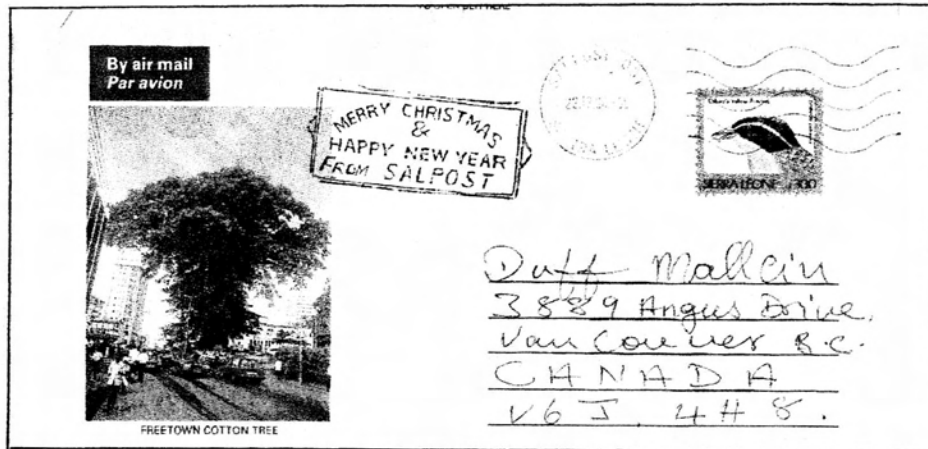
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SIERRA LEONE CHRISTMAS 1994

Duff Malkin



This Sierra Leone aerogramme, or the original without the Christmas message, was reported as being issued in about 2000. The basic trouble with that year, is that 300 leone then could not have paid the aerogramme rate from Sierra Leone. The second basic trouble is that the form first saw the light of day after an aerogramme rate increase from 200 leone in 1994. Much of the form's design was taken from previously issued aerogrammes in the 1980's, but the 300 leone stamp is a copy of the illustration of the 300 leone regular bird's head issue of 1993. As in the case of the stamp, the bird has been mislabeled. "Cabani's Yellow Bunting" is supposed to be "Cabanis's Yellow Bunting".

This form is actually a tourism promotion aerogramme. Sierra Leone was, at this time, still a destination for cheaper group travelers from Europe, who were there to enjoy the beaches on the Freetown peninsula. I think the hotel shown on the back is the Mammy Yoko, which was (and/or is?) occupied by the United Nations force sent there to secure the peace, after a rather long and brutal civil war.

Through various West African tour books, and some later searching, it is possible to find out what way the photographs were taken, and what buildings were shown. The Law Courts, for instance, are behind the Cotton Tree to the right, and in back of them is the headquarters of the Bank of Sierra Leone. Some parts of the structure of the Law Courts date back to the 18th Century. The Cotton Tree is a cotton tree that is over 300 years old. Under its branches slaves were sold before Sierra Leone became a colony of freed slaves.

The first view on the inside panel shows the street view looking from beside where the Law Courts are, down to where the first view was taken. The building on the right is the US Embassy. - This must be one of the few times an American embassy has been shown on a piece of foreign postal stationery!

A further photograph shows where all the Freetown, Sierra Leone mail gets cancelled. It is the GPO in Freetown, wherein the SALPOST 001 machine cancellation is applied and where the blue ink stamp concerning the Christmas Greetings message was applied (Apparently before the form was sold — people were able to ask for so marked aerogrammes).

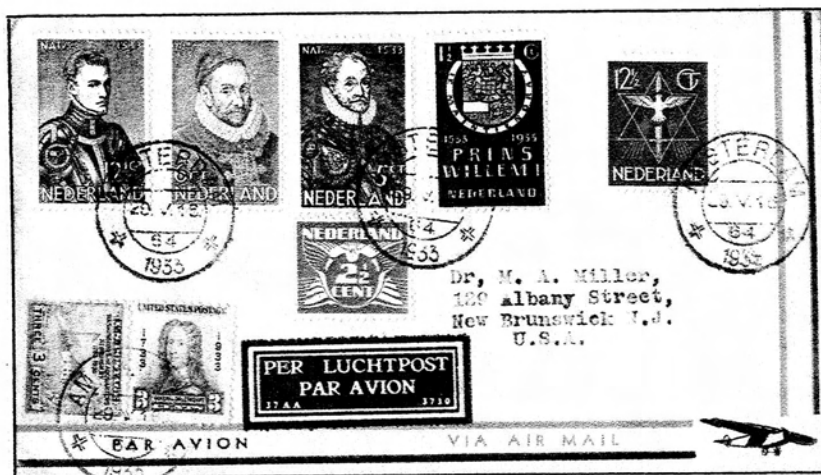
Even though the photographs appear to have been taken by an amateur photographer, they are arranged with some style. The front and back photographs do line up. The three inside panel photographs do combine on the inside. One has a sort of feeling that the photographer was sent out to collect some images and that they had only a day or so to get them. - Who took the pictures, who designed the form, and who designed the "stamp" are questions that nobody seems to have tried to answer. The form was printed by McCorquodale Envelopes PLC, of Wolverton, so the answers might not have been too hard to find.

The form also has the "By Air Mail" etiquette design. It looks similar to the one used by Canada Post. I wonder if anyone has a copyright design of it registered anywhere?

The return address is "c/o Mr. Saa D. Gbenda, Sierra Leone Labour Congress, 35 Wallace Johnson St., P.O. Box 1333, Free Town, Sierra Leone". - When in such a country as Sierra Leone, theft from the mails is not an unknown factor, and if one is an internal refugee, as this person sort of was, one can and will use the return address of a connection who might have some influence. This way, the mails might come under the influence of that person and not be tampered with.

INFORMATION WANTED

How did this airmail letter reach the USA?



The letter is postmarked Amsterdam 29. V. 1933. and is backstamped New Brunswick, N.J. Jun 7 11:30 AM 1933. The Dutch stamps add up to 40 ct which later on was the correct rate for an airmail letter up to 5 gram. Two 3 c US stamps are stuck on at the lower left and these are postmarked as well by the Amsterdam post office; foreign postage stamps are not normally postmarked by a Dutch office.

Someone has suggested that the French Aéropostale might have carried the letter to South America and Pan Am would have picked it up there and taken it to New York. The only flight to South America in early 1933, as far as I am aware of, was in January 1933 by the well-known Jean Mermoz.

The US post office did not backstamp surface mail, it is possible that in New Brunswick, N.J. the postal clerk assumed it was an airmail letter and so provided it with the backstamp.

The fast mail steamers of that period took on average 5½ days to reach New York from Europe, so the letter could have gone by surface mail the whole way.

Why then the US stamps duly postmarked in Amsterdam as if there was some arrangement between the Netherlands and the US? Certainly not to fly the letter from New York to a place in New Jersey. I would appreciate any light that our members can shed on this mystery.

Ed Matthews

AMCN 3717 - First Flight Prince Albert to Norite Bay, 1937

This flight was made by Pilot W.F. Windrum of CANADIAN AIRWAYS.

Does anybody know the registration of the aircraft used, or the type of aircraft used?

If you can help with either query, please send information to the editor.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly in March, June, September and December.

The next issue will be mailed out on or about March 15th.

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

by February 15th

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, 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 a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

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

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN in U.S.A. (or \$19.00 US),

\$25.00 CDN for members Overseas, (or \$21.00 US, or 17 Euros, or 15 Pounds Sterling).

Payable to: The Canadian Aerophilatic Society. - Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, 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: _____ Fax: _____

E-mail: _____ Date of birth: _____

Collecting interests: _____

(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.

69 Don Amos	14 Murray Heifetz	17 Richard McIntosh
135 Beatrice Bachmann	323 Donald Holmes	321 Andrew Mrozowski
366 Jamie Barron	365 David Keddie	356 Musee Canadian
340 Harold Brosseau	364 David Kelly	Civilisations
322 David G. Brown	372 Harry Knapper	219 William Noble
300 Bob Campbell	111 James Larry Kobelt	67 Robert North Sr.
<i>318 Martin Cole</i>	310 Charles LaBlonde	207 Charles Oakley
270 Earle Covert	171 Albert Leger	<i>384 Wolfgang Porges</i>
260 Fred Dietz	40 Jeffrey Lodge	275 Thomas Shaw
355 Mary Dunlop	109 Gary Lyon	222 Douglas M Smith
249 David Flett	106 Maurice Malenfant	303 Ronald Trefry
312 Barry Frost	306 Gordon Mallett	302 Pierre Vachon
193 JP Gadoury	277 Ed Matthews	13 Janice Weinstock
289 Andre Giguere	329 Denny May	374 David Whiteley
354 Davis Hanes	320 Gordon McDonald	311 Hans Wichern

(A member in italics is an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter.

If anybody would like to become an Advertising Member, please contact the editor.)

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