



THE CANADIAN AEROPHILATELIST

#78

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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

March 2009

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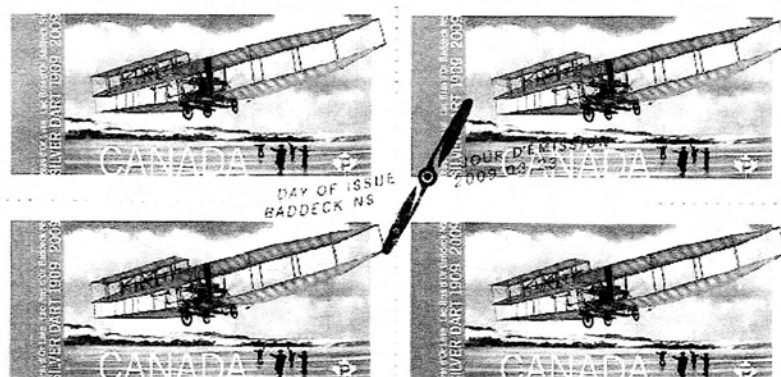
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material
appears to the editor.

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

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Telephone: 403 885 2744 E-mail: dgbrown_id@shaw.ca

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ANNUAL GENERAL MEETING and ELECTIONS FOR THE EXECUTIVE OF THE CAS

Will be held on the afternoon of Sunday May 3rd at ORAPEX.

**ORAPEX 2009, the 48th Annual RA Stamp Club Exhibition and Bourse, will be held at the
RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in the Curling Rink.**

Times: Saturday from 10 a.m. to 6 p.m. and Sunday from 10 a.m. to 4 p.m.

Admission and parking are free.

For more information contact Dick Malott - contact details at top of this page.

THIS IS A CAS ELECTION YEAR. ELECTIONS WILL TAKE PLACE AT OUR AGM.

- The President, Vice President, Secretary, Treasurer, and Newsletter Editor will be elected for a two year period.
- The Western Chapter Representative is nominated and elected by the members of the Western Chapter.
- The Webmaster is appointed by the executive.
- The Past President is automatically a member of the Executive Committee.

Members can be elected to more than one office if they are successful.

Would any member who is interested in standing for any of the positions on the Executive, please contact the President or Vice President for more information, and/or to nominate themselves for the position.

PRESIDENT'S REPORT

Writing this President's Report creates a BIG dilemma for me!

I want to begin by thanking all the members of the Executive Committee for everything they have done for the CAS over the past year. They have kept the CAS running most efficiently, and are a great group to work with.

I also want to express my appreciation, that they have all said that they are ready to continue in their current positions, and will stand for re-election at our AGM.

However, expressing my appreciation of our current executive, seems to conflict with the invitation I gave just above this report, for any member to run for any of these positions!

I'm very pleased that this conflict has been resolved by a decision of the Executive, to invite additional members to join the Executive Committee as MEMBERS AT LARGE. The aim of these positions, is to give anybody who would like to get more involved in the running of the CAS an opportunity to do so. We do not have job descriptions planned: we simply want to get more people involved, and would like to hear the new Members' suggestions as to what they might do.

If anybody would like to stand as a member at large, or for any of the other positions, please contact me or Neil Hunter.

Continued

PRESIDENT'S REPORT continued

I regret that I will not in fact be at the CAS AGM this year. - I will travelling, as the meeting of the American Air Mail Society at WESTPEX in San Francisco, has been the spur for a trip that my wife and I have talked about making to California for a long time. The CAS Vice-President Neil Hunter will therefore be chairing our AGM: please contact him if you have any questions about it.

Best wishes to all members.

Chris Hargreaves

MORE CAS MEETINGS

ROYAL 2009 ROYALE

ST. CATHARINES, ONTARIO - Sunday June 14th 2009

ROYAL 2009 ROYALE is the 82nd convention of the Royal Philatelic Society of Canada, and is 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.

The CAS will have a meeting from 1 - 2 p.m. on Sunday, June 14th

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 previous page). Brian will have a dealer's table at the show, and will be glad to help CAS members contact each other.

We have been offered a society table at ROYAL 2009. - Would any members who are interested in helping look after a society table for a few hours, please contact me, (Chris).

BNAPEX - 2009 - SEAWAYPEX

KINGSTON, ONTARIO - Saturday September 12th 2009

The annual convention of the British North America Philatelic Society is being held in Kingston from Friday September 11th to Sunday September 13th. This year's theme is, "The 50th Anniversary of the St. Lawrence Seaway". The convention will include exhibits, study group meetings, and a bourse of 30 + BNA dealers from across Canada. On Friday morning from 10:00 to 11:00 AM, I will be giving a talk on *Canadian Airmail: the development of services along and above the St. Lawrence*. This should provide an early opportunity for aerophilatelists to meet people with similar interests.

On Saturday afternoon from 2:00 to -3:00 PM, there will be a joint meeting of the CAS and the BNAPS Airmail Study Group

For more information on the show, check the website www.bnaps.org or contact me, Chris.

CALTAPEX

CALGARY - October 2009

The Western Chapter of the CAS will hold it's Fall meeting at CALTAPEX, the annual Fall show of the Calgary Philatelic Society. - For more information contact Dave Brown, (details on previous page).

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.

SECRETARY'S REPORT

Welcome to three new members:

#389 Barry Douch of Surrey, BC

#390 Dr. Hal Vogel of Willingboro, New Jersey

#391 R. Sharpe of Kelowna, BC

As of January 01, 2009, the Society has a total paid membership of 145. This is a decrease of 6 from January 2008. Unfortunately, it will probably decrease again this year, based on our renewal rates. The breakdown of the membership is as follows:

(Province/State/Country)

CANADA:

Alberta	14
British Columbia	13
Manitoba	4
New Brunswick	5
Newfoundland	1
Northwest Territories	1
Ontario	52
PEI	1
Quebec	8
Saskatchewan	1

Total 100

USA:

Arizona	1
California	1
Colorado	2
Connecticut	3
Florida	1
Illinois	5
Indiana	1
Kansas	1
Massachusetts	1
Michigan	1
New Jersey	1
New York	3
Ohio	2
Oregon	2
Texas	2
Virginia	1
Washington, D.C.	1

Total 29

INTERNATIONAL:

Australia	1
Cayman Islands	1
France	2
Germany	2
Mongolia	1
Netherlands	1
New Zealand	1
Switzerland	1
U.K.	6

Total 16

GRAND TOTAL: 145

Brian Wolfenden
Secretary, CAS

TREASURER'S REPORT

See next page.

A couple of comments:

- website fees charged in 2008 cover both 2007 & 2008.
- The 2008 Snowbird covers were misplaced, so Dick has only recently received them. There were no sales of 2008 covers in 2008. We should see 2008 & 2009 sales in 2009

Brian Wolfenden
Treasurer, CAS

EDITOR'S NOTE: Many thanks to Brian and Joan for the terrific job they do maintaining our records.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2007 AND 31 DEC 2008

	2007	2008
Opening Bank Balance	<u>11,567.22</u>	<u>11,658.01</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,088.59	3,047.32
CAS Covers – sale of various philatelic covers	2,100.95	374.30
Other Sales – includes e.g. books, pins & advertising	231.06	219.94
Donations – from members	180.00	600.00
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>5,600.60</u>	<u>4,241.56</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	17,167.82	15,899.57
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	224.73	147.39
Philatelic Covers-costs e.g.covers, postage & envelopes	698.25	1,390.38
Office Supplies	116.75	104.08
Postage-such as for CAS newsletter, covers & books	892.19	1298.21
Printing and Photocopying – such as newsletter and catalogue	2,525.96	2,054.65
Bank Charges-chequing account,cheques,deposit stamp	14.72	6.08
AAMS – publications & other books	960.83	158.27
Web Site	0.00	203.36
Exhibit Fees – CAS newsletter/Washington 2006	0.00	0.00
Engraving – presentation plaques/donations	<u>76.38</u>	<u>148.31</u>
Expenses Incurred during the Year	<u>5,509.81</u>	<u>5,510.73</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>5,509.81</u>	<u>5,510.73</u>
Closing Bank Balance	<u>11,658.01</u>	<u>10,388.84</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	<u>-</u>	<u>-</u>
Financial Position at 31 Dec	11,658.01	10,388.84

BRIAN WOLFENDEN
Treasurer - CAS

WEBMASTER'S REPORT

- The links page has been updated.
- The 'Boxed' Air Mail Hand Stamp Revisited article by Murray Heifetz has been added to the website.
- A listing of Aerophilatelic meetings for 2009 has been listed on the main page of the site.
- A new page listing exhibition awards won by CAS members has been added.
- The counter now stands at 1782.

Steve Johnson

WESTERN CHAPTER REPORT



Dave Darryl Denny Walter Sandy Jack

The WCAS held their first meeting of the year on January 31, 2009 at the coffee shop in Blackfalds, Alberta. Denny May, Daryl Frenette, Jack McCuaig, Sandy Freeman, Walter Herdzik, and David Brown attended.

The meeting began with a sharing of collections and projects. Bev Hughes, from the Harvard Historical Aviation Society, joined the group for lunch. She told about plans for the formation of a new museum at the Red Deer Airport, that will preserve the history of the Penhold Base. Upon moving into the coffee shop's small meeting room, David Brown gave a short power point presentation on the early airmail of the Red Lake, Ontario district. This was followed by Walter Herdzik telling about his trip to South Africa, along with some interesting stories about the Imperial Airways airmail. Plans were made to meet again at Jack McCuaig's home in Edmonton, on the Saturday during the Edmonton National Stamp Show in March.

All CAS members are more than welcome at our meetings, to join in on lunch and a time of sharing airmail interests. Contact David Brown at P.O. Box 2446, Blackfalds, AB, T0M 0J0, Phone 403-885-2744 or email at dgbrown_id@shaw.ca for details.

Dave Brown

CONGRATULATIONS TO DICK MALOTT

Dick has been appointed Chairman of the American Air Mail Society's Awards Committee. - He has held this position before, and takes over from Ken Sanford, who is also a CAS member.

EDITOR'S REPORT

This is a triple anniversary issue of The Canadian Aerophilatelist: the "cover story" is the 100th Anniversary of Flight in Canada; while the issue itself is the start of the 25th Volume of the newsletter, and my 60th issue as editor!

I'm very pleased to say that after 15 years I still enjoy being editor, and look forward to producing many more issues.

After my first three issues in 1994, various themes emerged:

- I have had a surplus of material for every issue since March 1995! - I still encourage everybody to keep sending me items, and always publish a mixture of "new" and "backlog" material.
- I always try to balance the interests of our two types of member: Canadians who are interested in any aspect of world-wide aerophilately, and collectors from around the world who are interested in Canadian aerophilately. - I aim to do this by publishing articles which are mainly related to Canadian aerophilately, while including questions about any covers or topics from anywhere in the world.
- The December newsletter each year is the "Seasonal Special" issue, which contains a lot of short items, from many different people.

I recently looked back through the "Seasonal Specials", and calculated that the 14 issues contained contributions from 79 different people! I think this number of contributors is a tremendous strength for our newsletter and Society, and would like to thank everybody who has contributed to the "Seasonal Special" newsletters, and/or to any of the other issues.

I would particularly like to thank David Granger, Jack Ince, and Mike Shand, who have each contributed to 10 or more of the "Seasonal Special" issues!

I would also like to give special appreciation and recognition to Mike Shand, who has sent me a page for every one of the 14 "Seasonal Special" issues! - I am very pleased that I can do this, by announcing that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2009

is being presented to

MIKE SHAND

**in appreciation of his contributions to the *Seasonal Special* issue
of The Canadian Aerophilatelist, every year from 1994 to 2008.**

Congratulations Mike!

Letters to the Editor: Most of the letters and emails I receive are a combination of social chat and aerophilatelic information. They sometimes include comments about the CAS and/or the newsletter, but it seems that these are generally private comments, and that members do not normally expect their comments to be published. - If you write to me, and want all or part of your correspondence to be published as you are sending it, please indicate that it is for a "Letters to the Editor" section, in which case it will normally be published as received.

Index and Back Issues

Many thanks to GORD MALLET, who continues to regularly update the index to The Canadian Aerophilatelist.

The index includes all the articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as all the general interest aviation and philately articles. The only content exclusions are society announcements, executive reports, advertisements and the like.

Gord will email a free copy of the index, in Microsoft Word or WordPerfect format, to anybody who sends him their email address!

He will also scan, and send out by email, copies of any pages from the newsletter. - There is no charge for this, but Gord suggests a limit of six pages per request.

Gord will also mail a printed copy of the index to anybody who requests one, (at no charge); and will mail out copies of articles, or complete back-issues, for just the cost of photocopying and mailing.

Orders for the Index or back issues should be sent to:

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

Chris Hargreaves

LIBRARIAN'S REPORT

The library has been gradually expanded over the last few years, through a combination of donations and purchases.

The emphasis of the library has been to acquire and contain:

- books and other material on Canadian aerophilately and aviation history
- items written by CAS members, or "related to them", (e.g. auction catalogues for sales of members' collections)
- general aerophilatelic books and catalogues that may provide information about covers mailed to Canada.

Books, catalogues and periodicals in the library can be searched for information on particular topics, and photocopies supplied to members at cost. - The library has now reached a size, whereby I can usually find some information in response to most requests regarding Canadian or worldwide aerophilately.

A full list of the library holdings is posted 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 Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [Email: hargreavescp@sympatico.ca]

INFORMATION WANTED

Over the years, CAS members have come up with a wide variety of aeronautical and philatelic information, in response to requests published in this newsletter. So, maybe somebody can provide, or knows where to find, the information John Johnson is looking for:

On the Pan American Airways research front, do you happen to have or know where I may obtain a copy of contracts between the U S Post Office Department and Pan Am for the carriage of international air mail?

The ones I am looking for are all pre WW II.

So far have struck out with the UPU, US National Archives and the Univ of Texas.

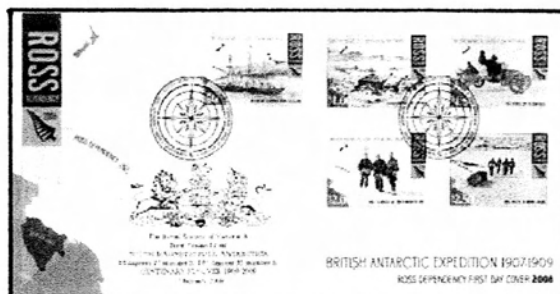
If anybody can help, please send information to your editor, or to John at: fam14@tvconnect.net

SOUVENIR FLIGHT COVERS, 2009

It was reported in our September 2008 newsletter, that Australia Post was selling First Flight Covers from the First Australian Commercial Flight by an Airbus A380.

In January this year, Australia Post offered another Flight cover! This time the cover was franked with a set of commemorative stamps issued for the Centenary of the first expedition to the South Magnetic Pole, and then carried on a special flight over the South Magnetic Pole.

And: New Zealand Post is also offering a Special flight Cover, with a set of Ross Dependency stamps commemorating the 100th anniversary of the first positioning of the South Magnetic Pole, carried on a "South Magnetic Pole Anniversary Flyover":



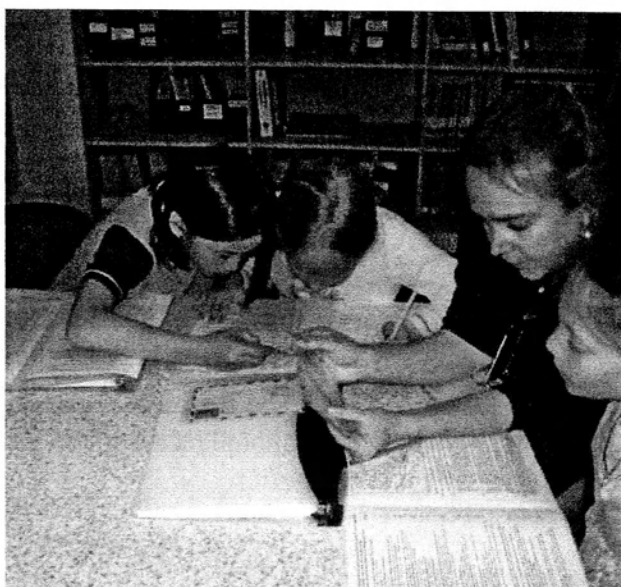
It will be very interesting to see whether these Flight Covers are the start of a trend!

Thanks to Ron Miyanishi for sending me the information on the Australian flights.

TONY CONYERS PROJECT

Our Tony Conyers project aims to introduce young collectors to the pleasures of collecting Canadian First Flight Covers. - The CAS sends three, free FFCs to any collector who requests them, together with a leaflet that describes what First Flight Covers are, how they were produced, etc. The leaflet also includes a checklist of the cacheted FFCs from 1928 to 1939, so that the recipients can check off the covers they receive, and any covers they go on to obtain in the future.

School and youth stamp clubs are welcome to participate in the project: each member should write out an individual request, but the requests can all be mailed in together.



"Air Mail Day" at the Mutchmore Public School Stamp Club, Ottawa, Ontario.

The Club has been run for over ten years by Jill Hare, who is the lady in the photographs, and attracts about 30 children to each meeting. At the start of the meeting, Jill gave each student a First Flight Cover, a coloured pencil, and a copy of the checklist of First Flight Covers, which includes a map of the airmail routes. According to Jill, "The children were to trace the flight of the plane. It worked really well." The students then had a choice between another cover, and the usual stamp boxes. There was lots of excitement, and many requests for another cover to trace.

The CAS project began with a very generous donation of Canadian FFCs by Tony Conyers to the CAS.

It is also being supported by The American Air Mail Society, which agreed to the catalogue numbers from *The Air Mails of Canada and Newfoundland* being included in the checklist. The AAMS is also making *The Air Mails of Canada and Newfoundland* available at it's members discount price of \$32.00US (\$28 + \$4 postage within the USA), to anyone ordering a copy in response to the Tony Conyers Project. - Orders in the USA should be sent to: Greg Schmidt, 1978 Fox Burrow Court, Neenah, Wisconsin 54956-1181, U.S.A.

The CAS is offering *The Air Mails of Canada and Newfoundland* at a similar price to young collectors in Canada: currently \$40.00 Canadian (including tax and postage). - Orders should be sent to Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2.

To request covers, a collector should just write to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

Please pass this information on to any young people or clubs that you think will be interested.

The AAMS has also donated some copies of *The Air Mails of Canada and Newfoundland* to the Tony Conyers Project, to be given to school and youth stamp clubs at no charge. - Information about a free catalogue can also be obtained from Chris Hargreaves.

CANADIAN AIRMAIL SOCIETY AWARDS

At the Annual General Meeting in 2008, a proposal was presented and passed to initiate three ways of recognizing members and others who have made exceptional contributions to Aerophilately. The three awards are: a Fellowship, a Life Membership, and an Honorary Membership.

The Executive of the Society are soliciting from Members, the names of individuals who they feel should receive an Award. The submissions will be reviewed by an Awards Committee, before submission to the Executive for approval.

The qualifications for each award are:

Fellowship - awarded to an individual who has been a member in good standing for fifteen years, and who has made a major contribution to Aerophilately, preferably with an emphasis on Canadian Aerophilately.
Fellowships will be restricted to no more than 10% of the membership.
The recipient receives a plaque or a certificate.

Life Member - awarded to an individual who has reached the age of 85 and has been a member in good standing for fifteen years, and agrees to allow members to contact him/her through the Executive for purposes of research.
The recipient receives a certificate, and is no longer required to pay the annual membership fee.

Honorary Member - awarded to an individual who is not a member of the Society, and who has made a contribution to Canadian Aerophilately.
The recipient receives a testimonial, and a free membership to the Society for one year.

Process for Selection -

Fellowships - A Nominating Committee consisting of three Fellows will be established. Membership will be for three years, with one person dropping off each year.
The CAS membership will be circulated for nominations for Fellowships annually.
There will normally only be one Fellowship awarded each year.
The Nominating Committee will recommend to the Executive the member to be awarded a Fellowship.

Life Member - Members approaching the age of 85 should contact the Secretary, as not all members have a Date of Birth recorded, and expressing their willingness to allow members to contact him/her through the Executive for purposes of research.

Continued

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!

www.brianwolfenden.com

203A Woodfield Drive, Nepean, Ontario K2G 4P2

CANADIAN AIRMAIL SOCIETY AWARDS

Process for Selection - continued:

Honorary Member - Members may nominate at any time, a person for a one year Honorary Membership.

Please send the nominee's name and address, and details of their contribution to Canadian Aerophilately, to Neil Hunter at the address below.

Initial Process for Selection

An Awards Committee, chaired by the Vice President, will be established for the initial awards.

This committee will consist of five members, drawn from different collecting and geographic areas.

Members who are interested in being on this committee, please contact Neil Hunter.

The recommendations of the Awards Committee will be submitted to the Executive for approval.

Please submit names for the three new awards, with a detailed outline as to why you feel the individual qualifies for the specific award, by June 1st, 2009 to Neil Hunter.

If anybody has any comments or questions about these awards and processes, please contact Neil.

Neil Hunter, Vice President
1F - 293 Perry Street
Port Perry, Ontario
L9L 1S6
email: n.h.hunter@sympatico.ca

*In addition to the three above awards, the Society will continue to present the annual **Canadian Aerophilatelist Editor's Award** to an individual (member or non-member), selected by the Editor for an outstanding contribution to the newsletter.*

UPDATE FROM JIM MILLER

We sort of feel like a 'delayed penalty' in hockey. Our retirement plans for moving to Vancouver Island are delayed because we haven't been able to sell our stamp condo given the poor economic conditions, nor have we sold our cover business and stock.

Then along came a 'delayed offside' in the form of two major collections—but really it should be scored as two goals! The first is the Wilf Whitehouse estate and the second is Bill Robinson's WWII Internment of Canadians in Hong Kong collection.

So, we are going to continue listing Canadian Postal History for a little while longer. A bunch of new material is now on our website

www.canadacovers.ca

and we are offering the Whitehouse collections, (including his Kamloops Blazers hockey card collection) by private treaty at <http://web.me.com/marymf>



INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
 FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES
 INTERNATIONALER VERBAND DER AERO-PHILATELISTEN-VEREINE
 FEDERACION INTERNACIONAL DE SOCIEDADES AEROFILATELICAS

At the 44th FISA Congress in Meyrin, Switzerland, on April 25, 2009 Jackie Lauwers-Bekaert will be stepping down as FISA General-Secretary after 25 years.

Wolfgang H. Porges has been nominated as the new FISA General-Secretary.

April 24 — 26, 2009 Meyrin / Switzerland - PhilAero '09, International Aerophilatelic Exhibition,
 Swiss Day of Aerophilately 2009, FISA Congress 09.

More information: www.philameyrin.ch

May 6. — 10, 2009 Essen / Germany - IBRA 2009, World Exhibition

More information: www.ibra2009.de/

July 24 — 26, 2009 Calais / France and Dover / Great Britain - 2009 Bleriot Year. Celebration of Bleriot's
 channel crossing in 1909. Philatelic Exhibition and much more.....

More information: www.bleriot2009.fr / www.dover2009.com

Literature-News:

New handbook on the Berlin Airlift, 1948-49:

Im Zeichen der Luftbrücke — Katalog und Handbuch der Blockade- und Luftbrückenbelege Berlin 1948/1949, Hans-Ulrich Schulz / IAPC Internationaler Aerophilatelisten Club "Otto Lilienthal", Berlin.

Hans-Ulrich Schulz has finally finished his research on the Berlin Airlift 1948- 49. The catalogue and handbook has approx. 200 pages and many coloured photos.

The price until May 12, 2009 is EURO 20,00 plus shipment; regular price will be EURO 30,00.

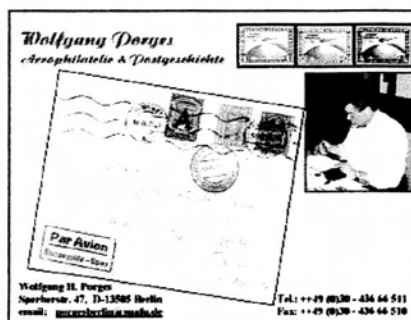
For more information see IAPC-homepage: <http://www.aerophila.com/nachrichten.htm>

On behalf of the CAS, I would like to thank

Jackie Lauwers-Bekaert

for everything she has done for aerophilately, astrophilately, and FISA, over the last 25 years.

I would also like to wish every success in his new role to WOLFGANG PORGES,
 who is one of our CAS advertising members.

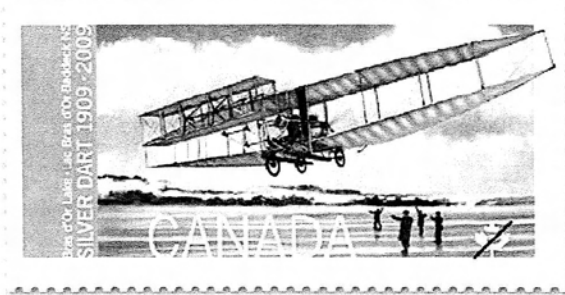


Wolfgang H. Porges, Sperberstr. 47, 13505 Berlin, Germany

Email: porgesberlin@snafu.de

FIRST FLIGHT IN CANADA

Canada Post New Issue - February 23, 2009



It revolutionized the way we travel. It redefined the way we do business. And it all began on a bitterly cold February day one hundred years ago, when Canada first took to the sky.

The *Silver Dart* was the brainchild of the Aerial Experiment Association (AEA), a group of flight enthusiasts recruited by Alexander Graham Bell. By the time the AEA had constructed the aircraft in 1908, it was the group's fourth "aerodrome," as Bell called them. The *Silver Dart*'s maiden flight in Canada took place on February 23, 1909, and the aircraft was piloted by John Alexander Douglas (J.A.D.) McCurdy, a young engineering graduate and AEA member. On that chilly winter day, runners on skates held on to the aircraft's wing tips to keep it stable as it taxied for take-off. Then, with the buzz of the engine, the *Silver Dart* began gliding across the ice and rose 20 to 30 feet in the air, traveling for about a kilometre. The experiment marked the first controlled powered flight in Canada and the British Empire—not to mention a new chapter in the nation's history.

Recreating this pioneering venture in stamp format was a complex and multi-faceted task. "As the visual references of the *Silver Dart* lacked the orientation and angle that I sought for the illustration, I decided to build a 3-D model of the plane," explains digital illustrator Michael Little. "A model builder in Cape Breton generously provided me with a set of scale drawings on which to base the model. Then, to supplement these references, I visited the Atlantic Canada Aviation Museum, where a full-size replica of the *Dart* is among the main attractions. I was able to photograph it from almost every angle, which not only gave me details otherwise lost or obscured in the drawings, but a closer look at the different materials used in the craft's construction."

With a shot of the model in the right orientation, Little used Photoshop to montage the background, then increased the resolution and placed it into a digital painting program. Dennis Page, Director of Design at Halifax branding firm trampoline, elaborates, "I wanted to give it a traditional, authentic feel by presenting it as a turn-of-the-century oil painting." The typography to the left of the image is printed on a metallic silver band—a play on the name of the aircraft itself.

The *Silver Dart* is not the only element that bears a striking semblance to the happenings at Baddeck Bay that February day. Historic weather records were consulted, accounting for the cool, crisp feel of the stamp. The runners on skates who had contributed to the plane's take-off are also present in all their jubilation. "We used their body expressions and postures to capture the thrill of the moment," explains Page. Danielle Trottier, Manager of Stamp Design and Production at Canada Post, adds, "Looking at the stamp through a magnifying glass really brings the scene to life by offering up a whole wealth of detail: a close-up view of the aircraft, McCurdy in the pilot's seat, and the expressive spectators on skates. The image perfectly captures the scene, giving us a hint of what a thrill it must have been to witness this phenomenal event."

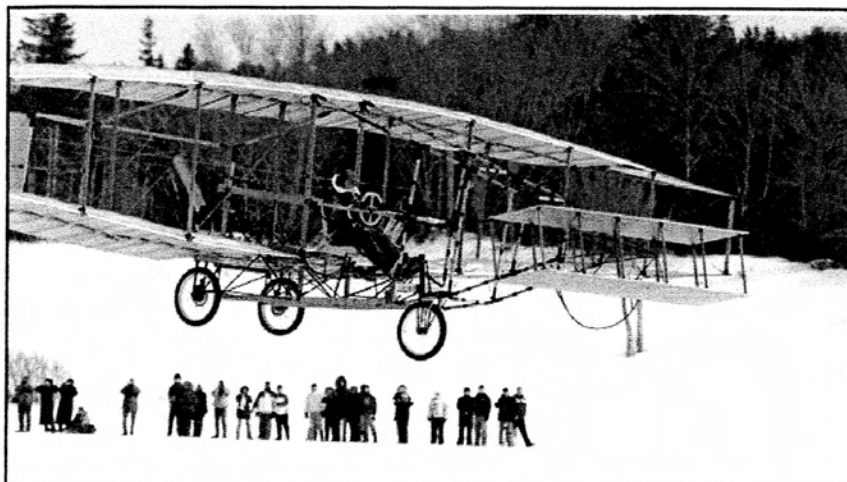
From Canada Post's Details, January - March 2009.

FIRST FLIGHT IN CANADA	
Date of Issue	February 23, 2009
Denomination	1 x 54¢
Layout	Pane of 16 stamps
Product No.	403729107 (\$8.64)
Design	Crystal Oicle, Dennis Page (trampoline)
Illustration	Michael Little
Printer	Lowe-Martin
Quantity	3,000,000
Dimensions	56 mm x 29 mm (horizontal)
Perforations	13+
Gum Type	Pressure sensitive
Printing Process	Lithography in 5 colours
Paper Type	Tullis Russell
Tagging	General, 4 sides
Official First Day Cover (OFDC) Cancellation	Baddeck, Nova Scotia
Product No. and Quantity	403729121 (\$1.54 - 21,700)

Domestic lettermail and oversize rates are subject to rate approval.

TOPIC CONTINUED ON THE NEXT PAGES

THE CENTENARY OF FLIGHT CELEBRATIONS



Bjarni Tryggvason pilots the Silver Dart replica on Sunday February 22nd 2009 during a test flight.

Silver Dart replica makes five flights over frozen lake in Baddeck, N.S.

BADDECK, N.S. — Hundreds of people watched from a frozen Baddeck Bay on Sunday as a former Canadian astronaut coaxed a replica of the Silver Dart into the air on the eve of the 100th anniversary of the original's historic flight.

Conditions were perfect as Bjarni Tryggvason climbed into the fragile bird-like biplane and made five separate flights over a 1,000-metre runway on the ice-covered lake.

"We're having a ball - this is an aviator's dream out here today," said an elated Don Peters, a member of the Flight of the Silver Dart Centennial Celebration.

"I'll think he'll keep going until he runs out of gas," he said as Tryggvason made his final pass of the day. "He's having a lot of fun."

Organizers called it a test flight in preparation for Monday's anniversary celebrations but it quickly became more than that as Tryggvason kept going after a shaky start.

On his first attempt, the Silver Dart made it only a few metres into the air before setting down in a series of soft bounces. "The back end lifted off but the nose struggled to get off," said Tryggvason, who flew the replica in a test flight on a runway in Hamilton earlier this month. "We only had a few little hops, touching down along the way."

The nose wheel on the plane collapsed as it taxied along the ice following the initial run. The damaged wheel was replaced and Tryggvason took to the air again.

The plane lifted easily from the ice in the ensuing four flights and soared at a height of at least 15 metres down the length of the frozen runway.

Leanne Beddow, a spokeswoman for the centennial celebration, said another flight will go ahead as planned on the actual anniversary Monday, weather permitting.

Canadian Press Report, February 22nd 2009

Unfortunately the weather on Monday February 23rd turned out to be snow, ice pellets, rain and high winds for the area. The Silver Dart was unable to fly again, and several other events, including a visit by Governor General Michaëlle Jean, had to be cancelled.

CONGRATULATIONS TO The Aerial Experiment Association 2005, who built the replica!

They are a group of about 25 volunteers, based in the Niagara region of Ontario.

- For more information on AEA 2005, check out their website at <http://www.silverdartreplica.com/index.html>
- There's a great video of the re-enactment flight at http://www.capa-acca.com/centennial_of_flight.htm
- The *Cape Breton Post* published a special section, with lots of information about the planned Centenary celebrations. It can be seen online at <http://www.capebretonpost.com/specialsections/TheCapeBretonPost/80/pdfs/492/>

CENTENARY OF FLIGHT COVERS

Some covers were flown on the SILVER DART, but the current situation is unclear:

- I had contacted the AEA 2005 group on behalf of the CAS to try and get some commemorative covers carried on the SILVER DART. Unfortunately, with everything else they had going on, this didn't work out.
- The Canadian Aeronautical Preservation Association (CAPA) has produced a variety of First Day Covers for the "First Flight in Canada" stamp. Some of the FDCs will be sold on their website:

www.capa-acca.com/back_to_baddeck_toc.htm

- 100 of the CAPA covers were flown on the SILVER DART, and signed by the pilot, Bjarni Tryggvason.
- However, the main Centenary activity of CAPA, is the BACK TO BADDECK project - a vintage aircraft relay flight!



Under the leadership of the Canadian Aeronautical Preservation Association (CAPA), aviation museums and aviation heritage sites across Canada will celebrate the 100th Anniversary of the first powered, heavier-than-air, controlled flight in Canada with a unique and historically oriented event. The "Back to Baddeck" vintage aircraft relay flight project, which is CAPA's celebration of 100 years of Canadian aviation achievements, recognizes Canada's aviation roots in Baddeck, Nova Scotia, celebrates the wide variety of aircraft involved and aviation's national impact.

This relay flight will be done in several legs with a variety of vintage aircraft owned and restored by member Museums. The northern portion of the relay will start in Greenwood, Nova Scotia on 5 March, 2009 going west across the Canadian north to end up in Comox, B.C. by May.

The southern portion will be done west to east from Comox, BC starting on 23 May and end at the Nova Scotia International Air Show in Yarmouth, Nova Scotia 12 and 13 September.

This cross Canada flight will stop at all of the member museums, and each provincial capital, as well as in Ottawa. On board the aircraft will be the "baton" which will contain special mint coins issued by the Royal Canadian Mint and commemorative stamps issued by Canada Post, cancelled in Baddeck on the Anniversary date, affixed to a specifically designed envelope. These will be presented to each member museum, the provincial Premiers and the Governor General of Canada.

(Full details of the itinerary, including dates and aircraft involved, are given on the CAPA website at: www.capa-acca.com/baddeck_flight_plan.htm).

It is unclear:

- whether all the covers flown on the Silver Dart will be carried on the "Back to Baddeck" flights, or will some be sold on the CAPA website?
- how many of the Silver Dart covers carried on the "Back to Baddeck" flights will be among the covers presented to the museums, Premiers, and the Governor General, and how many of them will be sold to aerophilatelists?

I hope that all the "Back to Baddeck" flights go smoothly, and will give more information on both the "Back to Baddeck" and SILVER DART covers in the next newsletter.

AMERICAN TOPICAL ASSOCIATION

The ATA Board of Directors have chosen Vera Felts to become the next Executive Director of the ATA. She will replace Ray E. Cartier who has served in that capacity for six years and is retiring.

Mrs. Felts has previously served the ATA as the ATA Checklist Coordinator for three years and has helped work at staffing the ATA table at Pacific '97, signing up the most members at that show. She is also a member of the Medical Subjects Study Unit of the ATA; Editor of the *Southern Illinois Stamp Club News*; and a co-founder of their local stamp show. Mrs. Felts was chosen primarily for her background in computers, recruiting, and public relations along with her publishing, advertising and organizational backgrounds. She has served for ten years with the Southern Illinois University School of Law as their Word Processing Supervisor along with 18 years with their School of Medicine's MEDPREP program where she was the Admissions Coordinator and Academic Advisor.

Outgoing ATA Executive Director, Ray Cartier, will continue to work on promotion and publicity for the ATA's National Topical Stamp Show to be held in Dayton, Ohio, on June 12-14, 2009. Office Manager, Karen Cartier, will continue working on and enlarging the services of the ATA checklists following the change in leadership. Both will temporarily serve as advisors as required by Mrs. Felts.

The ATA office address will change on 27 February 2009 to:

Mrs. Vera Felts, American Topical Association, PO Box 8, Carterville, IL 62918-0008, U.S.A.

The ATA Website, www.americanstampalassn.org and also the email address of americanstampal@msn.com are remaining the same.

Ray Cartier was not only the Executive Director of the ATA, but also a very active supporter of the Aircraft on Stamps Study Unit. - I have had a very useful and enjoyable correspondence with Ray in both these roles.

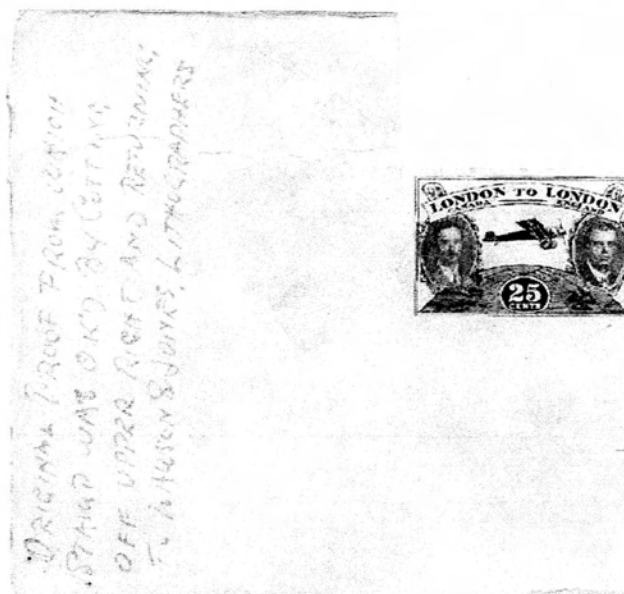
On behalf of the CAS, I would like to wish Ray and Karen Cartier all the best in their future activities.

I also want to congratulate Vera Felts on her appointment, and look forward to corresponding with Vera in the future.

A PROOF FOUND OF THE 1927 LONDON TO LONDON STAMP

The following lot was offered in John Talman's Auction on December 19th 2008:

227 USC (#CLP6 Proof) 1927 London
to London original proof on card with
printer's notes Lawson & Jones,
Lithographers. Proof VF.
E\$3000+



A note on the left side of the card reads:
ORIGINAL PROOF FROM WHICH
STAMP WAS O.K'D BY CUTTING
OFF UPPER RIGHT AND RETURNING
TO LAWSON & JONES, LITHOGRAPHERS

Continued

A PROOF FOUND OF THE 1927 LONDON TO LONDON STAMP continued:

100 copies of the "London to London" stamp were originally issued in 1927, for the attempted flight from London, Ontario, to London, England, by Tully and Medcalf.

According to a story in the Toronto Star on January 11th 2009:

This only known printer's proof of the commemorative stamp, was discovered in the sock drawer of a Bay St. banker.

It was a gift, given to the banker by his father who had inherited it years earlier from a friend who had gotten it directly from the printer who had cast it on paper in London, Ont., or so the story goes.

"People told my father it was worth something," says John Harding Jr., of the Royal Bank of Canada. "He kept it in a box in his attic for the better part of 40 years. Then he gave it to me and said: 'See what you can get for it someday.'"

"It didn't mean anything to me."

One night, curiosity gets the better of the banker. Not knowing what he has, Harding puts it up for auction on eBay.

When he returns to his computer he has an email waiting for him from a collector in Toronto.

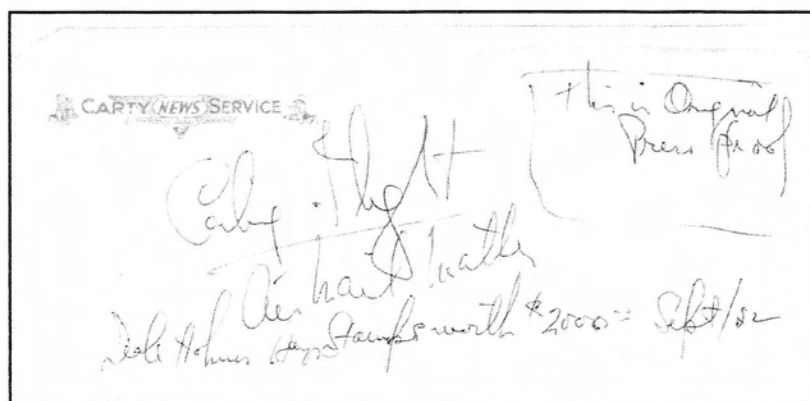
Meet me downtown, it reads. I'll pay a substantial sum of cash.

Intrigued, the banker takes it to John H. Talman Ltd. Stamp Auctions & Sales on Yonge St.

"I knew what it was as soon as I saw it," recalls Talman, a 70-year-old stamp dealer who evaluates such relics using a small monocle-like magnifier.

The banker agrees to sell the piece at auction. Talman releases a catalogue announcing the sale and suddenly Harding starts getting emails from stamp dealers, collectors and auctioneers from around the world.

The proof was purchased for \$10,000 by Charles Firby. It has now been authenticated, and is being offered in Firby's April 23rd -25th 2009 auction, with a V.G. Greene certificate, and the envelope in which it resided since the 1920's.



The envelope is from Carty News Service. - John Harding believes the hand writing is that of Art Carty, one of the original promoters of the flight.

The catalogue for Charles Firby's April 23-25, 2009 sale can be viewed at
www.FirbyAuctions.com

For a printed catalogue, or for more information, contact
Charles G. Firby - Auctions, 6695 Highland Rd. Suite #101, Waterford, Michigan
48327-1967, U.S.A.

Phone: 248-666-5333 Toll Free 888-FIRBY-US Fax: 248-666-5020

While preparing this item, I came across the following lot being offered in the next John Talman auction:

Application by Capt. Terence Bernard Tully (London to London fame) for a commission in the Reserve of Air Force Officers. Signed by him! Dated Feb. 23, 1923. Provides many details of his life and service before and after WWI. Types of planes flown, etc. Rare forerunner to his last flight. Estimate \$300+

Both the questions and the answers gave a fascinating look back into life and aviation in 1923, so I am reproducing the application on the next two pages of this newsletter.

Application by Capt. Terence Bernard Tully (London to London fame) for a commission in the Reserve of Air Force Officers. Dated Feb. 23, 1923.

ROYAL AIR FORCE.
RESERVE OF OFFICERS.

A.N. Form 952.

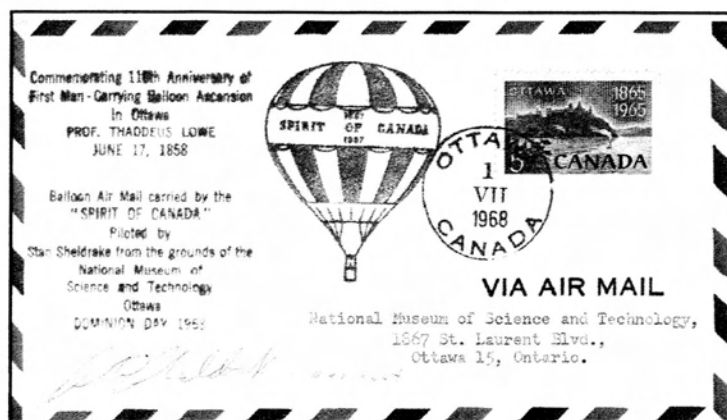
Application for a Commission in the Reserve of Air Force Officers.

(1) Surname (in capitals).	TULLY
(2) Christian Names (in full, in capitals).	TERENCE BERNARD
(3) Permanent address.	36a Rempstone St. Hampstead Rd. N.W. 1
(4) Present address for correspondence, stating date until which it holds good.	as above
(5) Date and place of birth. (Official certified copy of entry of birth MUST be attached.)	December 18 th 1891. Barnstable Co. Mass. <i>Refused</i>
(6) Whether parents are natural born or naturalised British subjects.	Natural born.
(7) Whether of pure European descent.	Yes.
(8) Whether married.	Yes.
(9) Present occupation and name and address of employer.	None
(10) Whether previously served in any branch of H.M. forces:-	Yes. - City of London. Grey (A.R.) Lieut. of Coast Artillery R.F.C. - R.A.F.
(a) Unit	
(b) Date of joining.	Sept. 10 th 1914
(c) Rank.	Commissioned with rank of Capt.
(d) Regimental official or service number.	
(e) Whether served overseas, stating theatre & dates.	Egypt & Macedonia from April 1 st to Sep. 30 th 1916
(f) Decorations (if any)	Air Force Cross June 5 th 1918
(g) Date of leaving.	June 21 st 1922
(h) Cause of leaving.	Relieved of duty being slightly over age for R.C.
(i) Whether awarded retired pay, gratuity or pension, stating: (1) rate (ii) period	Recd. Gratuity of Capt. in May 1919. Recd. nothing June 1922

Continued

In Memoriam - Stan Sheldrake

Stan Sheldrake flew the first Officially Authorized Balloon Post carried on a Canadian manned balloon flight in the modern historical era, at Mount Hope Airport near Hamilton, Ontario 14 May 1967. He also carried mail on other flights in Canada, France and the United States.



Cover flown in Ottawa on Canada Day 1968, commemorating the 110th anniversary of the first balloon flight in Ottawa made by Thaddeus Lowe on the 17 June 1858.

Stan Sheldrake was born in Smithville, near Hamilton, Ontario, in 1937. He was a balloonist who did it all, and blazed the trail for Canadians.

Stan and his friends at the St. Catherine's Parachute Club took an early interest in ballooning in 1964, and by 1966 they were building a balloon. In January of 1967, the group took time off from balloon making to attend the sixth annual St. Paul Winter Carnival Hot Air Balloon Race. For the first time, they actually saw a balloon and met balloonists such as Don Piccard and Deke Sonnichsen. They learned a great deal about balloons, and how to inflate and fly them. The trip fired their enthusiasm and by April of 1967 their balloon, to be called Spirit of Canada, was ready to fly.

With the balloon completed, Stan dragged Transport Canada into the age of modern hot air ballooning. Transport Canada had to scramble to come up with airworthiness requirements so the balloon could be registered. CF-VOZ was the first modern hot air balloon registered in Canada. It is now in the possession of the Canada Aviation Museum.

Transport Canada had no licensing criteria, so Stan went to the US where he did two flights with Deke Sonnichsen, and was issued an FAA license by Don Piccard. His next flight was in "The First International Hot Air Balloon Race for the Top-of-the-Tram above Palm Springs." The balloons were launched from near the summit of Mount San Jacinto at 8200 feet above sea level. The winner would be the balloon flying farthest in one hour. Sheldrake flew 19 kilometers during a flight of 51 minutes, good enough for fourth place.

On his return to Canada he was issued the first Canadian balloon pilot license.

Sheldrake went on to have a very successful career as a commercial balloonist. He was commander of the Labatts Blue balloon. The first two Labatts Blue balloons were built by Sheldrake, and Labatts had a balloon program for almost 20 years.

Sheldrake was known as "Capt'n Fearless". He used this sobriquet with a sense of humor, after an unforeseen landing on the side of a mountain in Alberta. The landing was in a very awkward position on the mountainside, and required a gingerly dismount from the basket and some rather hairy initiative recovering the balloon itself.

After many outstanding flights and great adventures, Stan Sheldrake retired from ballooning in 1975. He had been instrumental in introducing the modern hot air balloon to Canadians, establishing ballooning as a legitimate aeronautical activity in the eyes of regulators, and demonstrating that balloons could be a very effective advertising and promotion tool.

Stan Sheldrake succumbed to lymphoma at McNally House in Grimsby, Ontario on Wednesday, November 19, 2008.

Nino Chiovelli and Malcolm McLeod

On behalf of the CAS, I would like to offer our condolences to Stan's wife, Diane Carol Sheldrake, and their children.

CIVIL AVIATION IN 1932

Richard Sanders Allen was a regular contributor to The Canadian Aerophilatelist and many other publications. The following article was published in the July 2006 issue of Skyways: The Journal Of The Airplane 1920-1940, and is probably the last article written by Richard. I found his description of the flight from Albany to Chicago, (in three stages, never above 2,000 feet), a great account of flying in early 1930's, so am reprinting it to provide a "good read", in between the Society and news reports, and the catalogue supplement, that make up most of this newsletter.

Thanks to John Johnson for sending me a copy of the article.

A Charter to Chicago - FDR's Precedent-Setting Flight

Richard Sanders Allen, 1917 - 2008.



Ford Tri-Motor NC 9683 of American Airways Colonial Division, similar to the airplane on which Franklin D. Roosevelt made his precedent-setting flight.

Photo: Editor's Collection

Editor's note: Just before we went to press I was notified that Rick Allen is in a nursing home and will no longer be able to do the historical research and writing that he so much loved to do. There might be a couple of projects that Rick was working on that we could bring to print, but this is a great loss to those of us who appreciate aviation history and have worked with Rick over the years. Rick is one of the few true aviation historians on the planet. His writings are backed up by tireless research, a dogged pursuit of the facts, and a relentless identification and weeding-out of any fiction or untruth that has crept into the recording of aviation history over the years. If there are conflicts in the information, he will say so, rather than give us partial information or jump to a false conclusion. Rick always brings the human element into his writings, showing us how people affected the course of history and stimulating our interest as well. All this and a highly readable style have given us a rich, wonderful legacy of aviation history from Rick. Skyways is most fortunate to have had the fruits of his labors. Thank you and best wishes Rick.

Dave Ostrowski

Max Pollet had an idea. As local traffic representative for American Airways in Albany, N.Y., it was Max's job to promote air travel. With the approach of the summer of 1932, there appeared to be a budding opportunity to do just that.

Passenger traffic was gradually increasing on the shaky network of short air carriers that had become American in January, 1930. Max Pollet's Colonial Division was now flying trimotored Stinson SM-6000 "airliners" which the company had taken over from Century Air Lines in April. These tube-and-fabric airplanes could tote up to eleven paying passengers. Routed from New York to Montreal and to Cleveland, the Stinsons twice a day paused for fuel at Albany

Airport, a grass-and-gravel field which was grandly touted as "the aerial crossroads of the Great Northeast."

Pollet's idea involved another temporary job holder in Albany: Franklin Delano Roosevelt, then serving his second two-year term as Governor of New York State.

In that sultry summer of 1932 there seemed a good chance that the governor's Democratic Party might regain the presidency and national power. Max Pollet was a Democrat, too, and deplored the way things were going. The incumbent president, Herbert Hoover, had had the ill luck to be the nation's top man during the '29 stock market crash, and had presided over a series of subsequent economic and agricultural disasters which had led to a business depression and widespread unemployment.

Continued

A CHARTER TO CHICAGO by Richard Sanders Allen. From *Skyways*, July 2006 continued

The Democratic National Convention was to be held in Chicago late in June. Canny politicians, such as single-minded Louis McHenry Howe and James Farley, were hard at work quietly cajoling and manipulating convention delegates from all over the nation to back their candidate, Governor Roosevelt.

Could Franklin Roosevelt win the Democratic Presidential nomination, and if he won it, would he be able to wage a strong and successful campaign for the presidency? Max Pollet thought so, but even in Albany, where Roosevelt support was strong, there were serious doubts.

In that election year, Roosevelt's physical condition was not generally known to the nation at large. A victim of polio, which left his lower extremities useless, the governor had waged a terrific battle to improve his condition. Encased in steel braces, he could hardly stand erect without canes, a podium or a friendly arm on which to hold. Those close to Roosevelt never heard him speak of his condition as an affliction or a handicap; it was just something he had determined to live with.

Roosevelt's local press relations were excellent. He would joke with a group of Albany newsmen and simply say laughingly: "No pictures getting out of the car, boys," and they would comply. Even unfriendly newspapers took part in the voluntary restraint, and newsreel cameramen turned their all-seeing lenses elsewhere while the governor was manhandled up stairways, jostled through doorways and occasionally wheeled from room to room in a rolling chair. In the face of little real knowledge or acceptance of the governor's true physical condition, an insidious whispering campaign had surfaced.

"Do we want an invalid, a cripple, for president?" Such talk might doom Roosevelt's candidacy before it got started.

If, reasoned young Max Pollet, Roosevelt should win the nomination, what would help to immediately launch his campaign would be something dramatic, something that would show the voters that here was a brave and forceful leader, someone who was not afraid to do something new and daring. Air travel was far from commonplace. How about the governor flying to Chicago to accept the nomination?

Presidents, or presidential candidates, didn't fly in 1932, and Roosevelt's aerial journeys had been confined to a few hops in naval aircraft during his stint as Assistant Secretary of the Navy during the World War. Pollet didn't know it, but both the Governor and Mrs. Roosevelt later admitted to a real fear of flying.

Custom had always been that a presidential nominee would coyly await the visit of a special committee to officially notify him of his honor. Flying to the convention to accept in person would break that hidebound tradition, too.

Max had never met Roosevelt, but in the course of singing for the Mendelssohn Society as a hobby, he had become acquainted with another ambitious young man, Guernsey Cross, the governor's secretary. Cross made

things run smoothly for his boss; he was an arranger of appointments and a planner of meetings and travel.

At a two-day air show early in June, Pollet had had Cross out to the Albany Airport and inveigled him into a flight over the Capital City in an American Airways plane that was hopping passengers.

During the show, the possible nomination of Governor Roosevelt for the presidency came into the conversation, and Max spilled out his idea.

"What a wonderful thing it would be," he told the secretary, "...for the governor to fly to Chicago, and be there seven or eight hours after his candidacy was assured!" Cross just laughed.

Two weeks later there had obviously been some serious discussions downtown in the Governor's Mansion. On June 20th, Cross picked up Pollet at the airport and took him for a very private drive in the country away from any eavesdroppers. He soon got down to specifics.

Roosevelt, despite the misgivings of his campaign managers, had said that he'd be glad to fly—"when the occasion arises."

Could American Airways take the governor and his party to Chicago? What equipment would be used? What about the danger and contingency measures in case of weather cancellation en route? And how much would it cost?

Max answered Secretary Cross's questions as best he could, trying to be businesslike and not let his enthusiasm overcome his good judgement. American would of course be happy to fly Governor Roosevelt to Chicago.

Cross thought the plane should have three motors and carry two pilots. Back at the airport, Pollet showed him a Stinson such as those in use on the Cleveland and Montreal runs of the airline's Colonial Division. There was a question of the amount of leg room in the cabin, and "a party of six" was mentioned. Trying to be agreeable, Pollet suggested that "possibly" a larger ship might be available.

There was no discussion of using a regularly scheduled flight. American at that time flew only a late morning flight to Cleveland, and passengers changed there to United Airlines to continue on to Chicago.

It would have to be a chartered airplane. Pollet did a little mental arithmetic. The Albany-Chicago fare was \$45.26 per person. The two planners finally agreed on a flat price of \$300.00 for the trip.

American's New York office and Traffic Manager Goodrich K. Murphy quickly approved the proposed charter and terms on June 21st, and the next day Roosevelt himself agreed to make the trip. Accepting the nomination in person and arriving by air would show the dash and vigor he intended to inject into his campaign.

Max Pollet plunged into an escalating round of phone calls and arrangements made in person. Everything had to be carried out in secrecy and yet proper provision made for publicity at the right time.

Literally the biggest item was the procurement of an all-metal Ford Tri-Motor monoplane from American

A CHARTER TO CHICAGO by Richard Sanders Allen. From Skyways, July 2006 continued



This is the Ford Tri-Motor in which Franklin D. Roosevelt made the flight to accept his party's nomination as their candidate for president. NC 415H is shown here in its factory fresh special "birds-eye burnished show finish" in flight attitude, apparently being held in that position by a tractor under the left horizontal stabilizer!

Photo: Editor's Collection

Airways' Southern Division. Pulled off the Dallas-Los Angeles run, the 15-passenger ship was spirited up from Texas. The Ford arrived at Albany after dark and was quickly locked up in the A.A. hangar. The next thirty-six hours were spent in polishing the corrugated metal exterior and making sure the three Pratt & Whitney Wasp engines were growling faultlessly. Chief Mechanic Gerald Kelly contrived a ramp, a sort of wooden gangplank by which Roosevelt might have ready access to the plane's elliptical cabin door. Inside, Kelly and his men took out the No. 3 seat for more leg room, and fashioned a writing desk for the governor at seat No. 5 by the door. An improvised typing table was also provided.

Hurried and harried, Max Pollet took a quick look at the ramp and wired American's Terminal Managers in Cleveland and Chicago to have something similar rigged up. Special arrangements continued for security, for food and for keeping the projected flight in touch with the world by radio.

Ray D. Wonsey, Chief Pilot of American's Colonial Division, was the logical choice to fly Governor Roosevelt to Chicago. Wonsey, a 35-year-old native of Marine City, Mich. had logged 4,000 hours since 1918 and had been flying for American and its predecessors for years. Normally based in Newark, he had to come up to Albany to pick up the Ford. Wonsey didn't fly to the assignment; he arrived by train and taxi at the Albany Airport, where Max Pollet was waiting.

American's choice for co-pilot was another veteran with 3,000 hours, Fred Smith. He'd been flying trimotor Stinsons from Newark to Cleveland, but was familiar with Fords. The chosen pilots looked over their gleaming airliner and went on standby, awaiting the pleasure of the Governor. If he didn't get the nomination, there would be no trip.

Despite all the preparations and secret assurances, the Democrats convening in Chicago did not immediately nominate Franklin D. Roosevelt. After sitting up most of the night, the weary delegates began taking roll calls. After the third ballot the convention adjourned at 9:15 AM, and the governor was still 100 votes short of the

necessary two-thirds majority.

For the Roosevelt family in Albany's Executive Mansion, July 1st was an aimless day of snatched sleep and anxious waiting. Max Pollet and the pilots out at the airport circled and re-circled the big Ford Tri-Motor and kicked the tires.

In Chicago, hearty Jim Farley and wizened little Louis Howe were determined to put their candidate into the nomination. They labored among their hot and grumpy fellow Democrats, and made hard-headed deals to swing California and Texas votes into the Roosevelt camp. By dinner time the call came through to Albany that the nomination was at last assured. Governor Roosevelt turned from the phone with a broad grin for his secretary, Marguerite Le Hand, and announced: "I'll fly to Chicago first thing in the morning!"

The trip was on but the secret deal remained unknown at the Chicago Convention, where the Democratic delegates straggled back to their seats in the stadium, dread-ing another all-night session of balloting. But by 10:30 PM, on the first count, it was over. Roosevelt, with the radio blaring, was engaged in getting his bags packed when he heard himself proclaimed his party's nominee.

At Albany Airport, a state trooper looked in on the Ford Tri-Motor periodically during the night. Well before midnight Max Pollet abruptly dropped the veil of secrecy he'd been struggling to maintain. The seven reporters who had been snuffling around were no longer issued bland denials, and Max started calling all the newspapers, radio stations, photographers and newsreel people in the Capital District and beyond.

If Max was disconcerted when he learned the size of the governor's party going to Chicago, he never let on. Instead of the six people covered by his original agreement of \$300 with Guernsey Cross, there would be ten. Included were the Governor and Mrs. Roosevelt, sons Elliott and John, Secretary Cross and two private secretaries, speechwriter Samuel Rosenman and two bodyguards.

Pollet had purchased a brand-new American flight attendant's uniform and decided to make the trip himself, acting as steward. Roosevelt, a somewhat superstitious

A CHARTER TO CHICAGO by Richard Sanders Allen. From *Skyways*, July 2006 continued

man, must have been aware that the Ford charter would be carrying 13 people, but he was not deterred.

By Saturday morning, July 2, the nation's ears were cocked to Albany Airport. Seventy members of the news media converged there, tripping over microphone wires in the crush to use two phones by which their stories could be relayed. Shiny NC 415H was rolled out of the American hangar and positioned for photographers beside the Administration Building. Pilots Wonsey and Smith stayed in the cockpit, checking and re-checking their handful of instruments. Running up the engines, they studied the not-too-favorable weather reports.

The motorcade with the governor's party arrived a little after 8 AM and parked under the broad wing of the monoplane. Twenty minutes was spent in talk and picture-taking on the special ramp.

There was Roosevelt, tanned and fit, wearing a double-breasted light blue summer suit and jaunty Panama hat, flashing what was to become his famous grin. Dangling a cane, he stood erect, carefully and unobtrusively held by his very concerned 21-year-old son, Elliott. In a straw helmet, white-trimmed plaid tweed suit, Eleanor Roosevelt stood by, unsmiling, clutching her knitting bag and a book. Tall, sixteen-year-old John Roosevelt tried to look less than self-conscious. Max Pollet, decked out in his new steward's uniform, scurried about as liaison with the press, procuring all the latest editions of the Albany and New York City newspapers. The food supply arrived and was stowed away, and the baggage was swung up into the wing compartments.

It was not exactly an auspicious day for a journey to a rendezvous with destiny. No sun shone and the clouds looked threatening. All but the Roosevelts were aboard and Max urged immediate departure. Gus Gennerich and Earl Miller, Roosevelt's trusted bodyguards, grimly re-appeared from inside the Ford. They bent the smiling governor double at the waist and awkwardly dragged him backwards through the low, narrow cabin door of the airplane. For a moment his scuffed shoes and useless legs encased in their heavy braces stuck out for all to see.

There was an involuntary shocked silence among the newly-assigned observers from the national press, but no snapping of Graflexes. Not a word of description of this scene was to chatter over the wire services or appear in print. The moment which Roosevelt's supporters had dreaded passed, and the precedent of non-mention of the candidate's physical impairment set at Albany Airport was to continue throughout the rest of his life.

Pathé and Movietone News cameras recorded the Ford Tri-Motor trundling to the far end of the gravel runway at Albany Airport. There, Ray Wonsey swung nearly five tons of metal airplane and human cargo into position. The trio of Wasp engines howled into a crescendo of sound. Then the plane began to roll, the tail came up and a short run put the ship in the air. Wheels spinning, it dipped once and then swung in a wide arc

into the glowering skies to the west. Twenty minutes later the weather closed in with a downpour, sending what remained of the assembled newsmen and well-wishers running for their cars.

Airborne, the Roosevelt party headed up the Mohawk Valley through the overcast, flying low, with a heavy storm in progress to the north. Everyone was jubilant to be off and the first half hour of flight was spent passing around the congratulatory telegrams the governor had received. Vigorously chewing gum, the nominee scanned the newspaper headlines and editorials.

For the 783-mile trip, eleven people were confined to a space a little over 18 feet long, six feet high and averaging only 4 ft 6 in wide. Even with primitive "sound-proofing," the pounding roar from twenty-seven cylinders necessitated conversations at shout level.

Anxious to keep his passengers happy, Max Pollet wormed his way up and down the tiny aisle, distributing more gum in several flavors, route maps and American Airways postcards. The governor and Elliott amused themselves for awhile with identification of the towns, rivers and lakes passing below. Mrs. Roosevelt knitted a baby sweater. The secretaries and bodyguards wrote cards and tried to doze.

Beyond Syracuse, north of the Finger Lake region there were storms all around the low-flying Ford, and wind out of the west held the ship back like an invisible restraining hand. At one point the crew discussed the possibility of landing at Rochester and continuing by train. Aware that the nation's attention was on the flight, Pollet kept the pilots busy sending out position and progress reports and little radio messages calculated to be of "human interest."

Pilots Wonsey and Smith, now both engaged in holding the massive Ford control column wheels steady in the turbulence, reached Buffalo Airport, east of the city, at 11:05 AM. They were glad to set the plane down.

A spontaneous cheer from a waiting crowd of nearly 1500 greeted the travelers as the Ford taxied up to the American hangar. All of the party but the governor got off "to stretch their legs" for a half hour. Roosevelt remained inside, but allowed a couple of newspaper interviews and then received western New York politicians and friends.

Off again at 11:44 AM, the trimotor flew in improved weather, but still had to skirt thunderstorms and buck heavy head winds. An escort of two military aircraft and a chartered newspaper plane soon fell behind and turned back.

More headlines in newly-acquired Buffalo papers claimed the attention of the Roosevelt party as Max Pollet prepared to serve lunch over Erie, Pennsylvania. The repast consisted of a half chicken, peanut butter/jelly and cream cheese/olive sandwiches, fresh fruit, little containers of melting ice cream and a large piece of chocolate cake.

Max had radioed ahead to Buffalo for ginger ale and a bucket of ice, which he offered with the meal.

Continued

A CHARTER TO CHICAGO by Richard Sanders Allen. From *Skyways*, July 2006 continued

"Everyone," he reported, "did full justice to the lunch. The cake was rather sticky, so I took the water bucket and some paper towels, and gave everyone an opportunity to wash their hands."

The next order of business was to get to work on Roosevelt's acceptance speech, the particular job of Samuel Rosenman. Though there were at least three versions of this speech and as many as five different writers were given or claimed credit for its content, it seems certain that the major portion was rephrased, re-edited and perfected for delivery aboard the jouncing Ford, en route to Chicago. Sheets were read, annotated and passed around for comment between the governor, Mrs. Roosevelt, Elliott and Judge Rosenman. "Missy" Le Hand took notes in shorthand. She and Grace Tully used the improvised typing table to pound out a more-or-less final version.

Running late, the chartered flight reached Cleveland at 1:43 PM. At the airport west of the city, the waiting crowd numbered nearly 5000. After landing, the party duplicated the procedure that had worked well at Buffalo, with the governor remaining in the plane to meet the press and political supporters.

Winging on to Chicago, a radio hook-up was made, which enabled the messages sent by the Roosevelt party to be re-broadcast over the national radio networks. Listeners from coast-to-coast heard the static-punctuated answers to the questions put by Max Pollet to Governor Roosevelt:

"How are you enjoying your flight?"

"My first in a big cabin ship. When I was in the Navy Department we had only open cockpit ships."

When Max asked: "Do you think the aviation industry has a future?," the presidential nominee replied: "Yes, a definite and probably rather gradual growth each year."

The traffic manager-turned-steward also had Mrs. Roosevelt, Elliott and Guernsey Cross speak a few words over the radio. He could not resist asking: "What do you think of American Airways service?," to which both the governor and his wife responded gallantly: "Excellent and very comfortable!"

Within the next hour this pioneering political flight became decidedly uncomfortable. Fred Smith's log records the entire trip being made in overcast at heights not exceeding 2000 feet. The ever-present head winds slowed the Ford, the cruising speed of which at best was only a bit over a hundred miles an hour. Cross currents buffeted the big ship unmercifully so that it rose and fell, yawed and wallowed, with resulting discomfort to the passengers. Ford Tri-Motors built in 1929 came equipped with seat belts only for the two pilots. White-knuckled passengers had to cling to the upholstered arms of the aluminum chairs. The acceptance speech sheets slid off the desk and the typewriter came close to pitching off the table into Miss Le Hand's lap.

According to a consensus of accounts descriptive of the flight, only gum-chewing Governor Roosevelt and

his son Elliott doggedly escaped air sickness. Teen-age John was apparently affected the worst, sitting out the trip in the back seat next to the lavatory. Even seasoned air traveler Max Pollet, who sat next to John, admitted: "I finally joined him in his misery."

The rest of the entourage were ill with bouts that ranged in intensity from mild to violent. Certainly, the glimpses of Ohio and Indiana as viewed straight down through the open trap of the airplane's water closet did little to foster a feeling of well-being.

Happily, fresh air could be admitted through vents and the sliding plexiglass windows. Anxious and tired, the eleven passengers sat somewhat glassy-eyed and pale in their chairs, trying to appear cheerful and hoping for abatement of the turbulence of air and stomach. Roosevelt, who had been trying to catch a nap, re-attached his leg braces.

In Chicago, the waiting Democratic Convention marked time with "favorite son" speeches and in mid-afternoon nominated John Nance Garner of Texas for Vice-President. The delegates were kept informed of the imminent arrival of their standard-bearer by little radio bulletins fed into the loudspeakers. Budding fervor for Roosevelt rose all during that long hot July Saturday.

Out at Chicago Municipal Airport, Major Anton J. Cermak and a welcoming committee waited, together with a crowd which swelled to an estimated 25,000. At last the three-engined American Airways monoplane was spotted coming in from the east, descending through a rain squall and billowing clouds. Much later than expected, Wonsey and Smith touched the Ford safely down at 4:30 PM, seven hours and forty minutes out of Albany.

As the crowd waited, the passengers came trooping down the bunting-hung ramp, glad to have both feet on terra firma. The last to emerge from the rain-spattered Ford was Governor Roosevelt. His elder son and Gus Gennerich somehow maneuvered him through the cabin door and he stood erect, making, in Elliott's words: "a conqueror's appearance."

The cheering crowds broke through the flimsy police barricade and for a moment threatened to engulf the candidate. His Panama hat fell off and his glasses were dislodged, but he managed to shout something encouraging before his words were lost in the tumult and shoving. Big Jim Farley, who would run his campaign, his son James and his daughter Anna all struggled to his side. In referring to his triumph over incipient air sickness, Roosevelt told perspiring Mayor Cermak that he'd been "a good sailor." His political mentor, Louis Howe, waited in the airport terminal, basking in the reflected glory of the moment.

Finally whisked away in a big white car, the Roosevelt entourage joined a motorcade of sixty automobiles which wound through packed streets en route to an even noisier, rising acclaim at the Democratic Convention in the Chicago Stadium.

Continued

A CHARTER TO CHICAGO by Richard Sanders Allen. From Skyways, July 2006 continued

Ray Wonsey, Fred Smith and Max Pollet of American Airways, their historic journey over, found a hotel and went to bed.

Downtown, Roosevelt delivered the speech he had perfected in the bouncing Ford Tri-Motor. In its final paragraph were the two words by which his presidency would forever be known:

"I pledge you, I pledge myself to a new deal for the American people..."

Will Rogers had the last word:

"Roosevelt gave a good speech yesterday. And he gave aviation the biggest boost it ever had..."

The charter to Chicago had truly given Franklin Delano Roosevelt a flying start toward the White House.

The Airplane

Ford Tri-Motor	Model 5-AT-C
Serial No.	5-AT-75
Registration	NC 415H
Engines	3 Pratt & Whitney Wasp R-1340G, 420 hp each, originally: Center Ser. #1921, Right Ser. #2004, Left Ser. #2023
Approved Type Certificate	#165
Weight	
Empty	7,576 lbs
Gross	13,250 lbs
Useful load	5,674 lbs
Wingspan	77 ft 10 in
Length	50 ft 3 in
Height	12 ft
Wing Area	835 sq ft
Advertised speed	130 mph max
Cruising	104 mph
Stalling	64 mph
Range	560 miles
Service ceiling	18,500 ft

The Crew

Pilot	Ray D. Wonsey
Co-Pilot	Fred Smith
Steward	Max J. Pollet

The Passengers

Franklin D. Roosevelt, Governor of New York
 Mrs. Eleanor Roosevelt
 Elliott Roosevelt
 John Roosevelt
 Guernsey T. Cross, Secretary to the Governor
 Samuel I. Rosenman, Supreme Court Justice
 Marguerite Le Hand, Private Secretary to the Governor
 Grace Tully, Assistant Private Secretary to the Governor
 Gus Gennerich, Bodyguard to the Governor
 Earl Miller, New York State Police, assigned to Mrs. Roosevelt

History of Ford Tri-Motor NC 415H

The airplane in which Franklin D. Roosevelt made his precedent-shattering flight from Albany to Chicago on July 2, 1932 rolled out of the Stout/Ford plant at Dearborn, Michigan in August, 1929. Given a special "birds-eye burnished show finish," the plane was first flown as a Ford demonstrator.

In October, 1929, the Firestone Tire & Rubber Company traded in their first Ford Tri-Motor (c/n 4-AT-57, NC 9614) on the gleaming new model. The price was \$55,475, less \$29,275 allowance for the old ship. With special "club car" interior appointments, the "Firestone Ford" was flown by the company for two years as an executive transport, based in Akron, Ohio.

During the winter of 1930-31 the Chilean Government considered the purchase of the Firestone Ford, but the deal fell through. Instead, the airplane went to American Airways, Inc. on October 23, 1931. The rubber company's name and trademark were replaced by the "A.A.-and-Eagle" insignia of American, and the shiny monoplane was added to the airline's motley fleet of Fokker, Stinson and Travel Air passenger ships. She was one of 14 Fords owned between 1930 and 1935 by American Airways and its successor, American Airlines.

After the Roosevelt Charter to Chicago, NC 415H continued to be flown by American until February 19, 1935. On that date it was sold to Transportes Aereos Centro-Americanos, Ltda., of Tegucigalpa, Honduras. Registered XH-TAH, the Ford served TACA for nine years. Between 1944 and 1947 it was under Nicaraguan registration AN-ABO, and then went to Mexico as XA-GIJ, after purchase by Lineas Aereas Guerrero-Oaxaca, S.A. Flying for LAGOSA, the 20-year-old trimotor was written off in an accident at Putla, Oaxaca, Mexico on August 16, 1949. On takeoff, loaded with 2,860 pounds of coffee, a blown tire caused the ship to smash into a bank beside the runway. The two-man crew were uninjured.

Sources and Thanks to:

NASM abstracts: Dept. of Comm./CAA/FAA file records

John C. Barbary, Bedminster, NJ

William T. Larkins, Pleasant Hill, CA

Larkins, author of *The Ford Story* (1958), discovered that the co-pilot of the Roosevelt Charter Flight to Chicago in 1932 was Fred Smith. Practically all previous accounts, including those of American Airways personnel, had named the co-pilot as "Fred Clark," the name under which he flew at that time.

Original material on the Roosevelt Charter Flight gathered by Ed Plaut of Greenwich, CT in 1964. Donated to and on file in the Franklin D. Roosevelt Library at Hyde Park, NY.

Elliott Roosevelt & James Brough: *An Untold Story*, (1973)

James Roosevelt: *My Parents*, (1977) ■

SUPPLEMENT 15 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Further Additions and Revisions to Section 5: Government and Other Air Mail Covers of Canada

Dick McIntosh

With thanks to Basil Burrell, Chris Hargreaves, John Irvine, John Johnson, Herbert Lealman, Don Lussky, Denny May and Derek Rance for their contributions.

(Where there is a change or addition to an existing entry, the change is shown in italics.)

- New** 1928, September 27 - October 1 --- Windsor - San Antonio to Mexico City. Connections were made via US CAM 22 with mail being trucked across the border at Laredo and then re flown.
- 2846 Windsor (and possibly other Canadian points) — Mexico. 50.00

PLEASE NOTE: Canadian dispatches on the First Flight of U.S. Airmail services, are listed if the inauguration of the service was announced in the Canadian Post Office Bulletin.

Canadian dispatches on Foreign First Flights will also be listed, if the circumstances appear to be similar to those of flights for which an inaugural announcement has been found.

- 1930, April 26 - May 6 — Montreal - [Miami] - Puerto Cabello, *Venezuela*. This was an authorized Canadian dispatch to connect with U.S. Foreign Air Mail Route No. 5 inaugural flight to Puerto Cabello. Required franking was 30¢. *A transit marking was applied in Miami.*
- 3023 Montreal — Venezuela 25.00

- New** 1930, May 2 --- Montreal - Argentina. Red cachet reading "Canada Air Mail 7 Days to Argentine First Flight - May 2 Colonial Airways Eastern Air Transport Pan American Airways System" was applied. This was a further connection related to 3023 above. Airmail rate was 60 cents.
- 3024 Montreal - Argentina 25.00

- 1931, January 15 — Addition of Lethbridge to Prairie Route. On this date Lethbridge was added to the Prairie Service *between Calgary and Medicine Hat*. Official cachets were applied in either black or blue at all dispatch points. Westbound pilot was A. H. Farrington; eastbound service was performed by H. Holick-Kenyon. There were two to three different postmarks and backstamps for each. *Covers to and from Lethbridge from other Prairie points are also known.*

- 3101 Lethbridge - Calgary (black, blue) (7000 pieces) 3.00
- [a, b and c - No change.]
- d. Calgary - Medicine Hat, last direct flight (no cachet) 5.00
- e. Other Prairie points to Lethbridge (unofficial no cachets) 5.00

Continued

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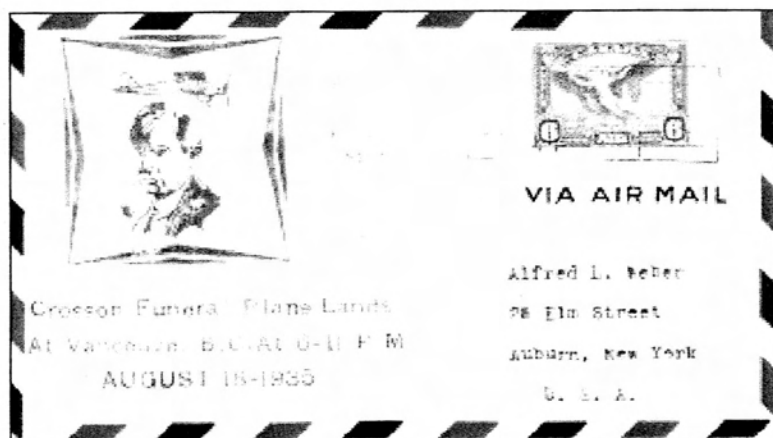
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1935, November 4 — Vancouver. Commemorative cachet reads “Crosson Funeral Aircraft lands at Vancouver, B.C. at 6:11 p.m. August 18, 1935”, with a picture of Will Rogers. - The plane was flown by Joe Crosson, and carried the bodies of Will Rogers and Wiley Post, en route from Alaska to Los Angeles.

3531

Vancouver

10.00

New 1936, December 7/8 --- Edmonton to Lethbridge to Great Falls, Helena, Missoula and Plains, Montana. Grant 3616A McConachie flew his Waco “Custom” CF-AZM. On the flight were insurance agent Jim Slessor, Edmonton airport manager Jimmy Bell, postal superintendent Walter Hale and Peg McConachie. The party carried on by rail to Portland, Oregon to attend a meeting promoting an air route from the mainland USA north to Edmonton, Peace River, Fort St. John and Whitehorse. The party returned to Edmonton by air from Portland on Dec. 7 arriving in Edmonton Dec. 8 - signed covers of this unofficial flight exist.

NOTE RE ILLUSTRATIONS: The cover shown on page 172 of AMCN, above the listing for flight 4007, is actually an illustration of flight 3827. - Flight 3827 was added in Supplement 2, published in the March 1999 Canadian Aerophilatelist: the listing is repeated below for easy reference:

1938, July 30 — Goderich, Ont. “Sky Harbour” Airport Opening. Covers bear a 4-line cachet in black, dated July 29.

3827

Goderich

(about 50 pieces) 20.00

New listing. - Delete entry for same flight from Section 6 “No Covers Known”.

1949, September 19 --- Montreal — Val-d’Or (Bourlamaque) — Noranda and return. Flown by Canadian Pacific Airlines.

4910

Montreal — Val-d’Or — Noranda 15.00

a. Noranda — Val-d’Or — Noranda 15.00

continued

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LOT 4231



#5603



Previous listing #5603, has been split into separate flights via Dusseldorf, and via Frankfurt.

1956, April 21-23 — Montreal - Shannon, Ireland - Manchester, England - Dusseldorf - Hamburg, Germany. This was an inaugural service of Lufthansa, *originating in Chicago*, flown with Constellation aircraft. Specially-printed envelopes were flown. (Note: former b, c, d, e, April 27 flights now listed under 5604)

5603	Montreal - any point, April 21 (blue printed cachet, B/S April 24)	20.00
	a. Düsseldorf- Montreal, April 23	20.00
	f. Hamburg - Montreal, April 23	20.00
	g. Manchester - Montreal, April 23	20.00
	h. Shannon - Montreal, April 23	20.00
New	1956, April 21-27 --- Montreal - Shannon - Manchester -- Frankfurt -- Hamburg. Lufthansa flight originating in Chicago. As 5603 but via Frankfurt.	
5604	Montreal - any point, April 21 (blue printed cachet, B/S April 28)	20.00
	a. Hamburg - Montreal, April 27	20.00
	b. Frankfurt - Montreal, April 27	20.00
	c. Manchester - Montreal, April 27	20.00
	d. Shannon - Montreal, April 27	20.00
New	1960, January 16 --- Montreal. First flight Canadair CL-41 Jet Trainer. Typed cachet. Some covers signed by test pilot, J MacTavish; President of Canadair, J.G. Norman; and project engineers.	15.00
6217	1962, July 17-18 --- Matane - Baie Comeau. Initial service of Matane Air Services. No cachets were applied at any point.	
	Additional return flights:	
	d. Shelter Bay — Matane	8.00
	e. Manicowagan — Matane	8.00
New	1964, August 14 — Official Opening of Victoria International Airport. Three-line typed cachet on Forces Air Letter. Hand stamped "Sidney and North Saanich Chamber of Commerce".	5.00
6402	Illustrated on page 29 of the December 2008 <u>Canadian Aerophilatelist</u> .	

Continued

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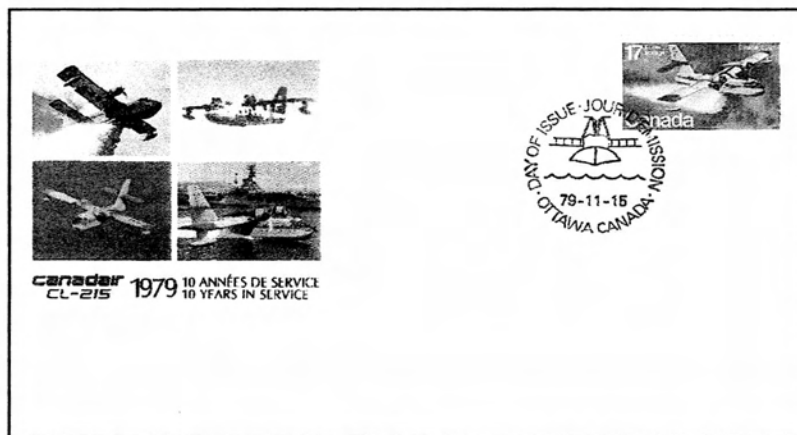
- New** 1965, April 26 --- Montreal - Baltimore - Miami. Eastern Air Lines first flight.
 6506 Montreal — Baltimore 5.00
 a. Montreal — Miami 5.00
- New** 1973, May 3 --- The delivery flight of the Wardair Boeing 747 CF-DJC - "The Phil Garratt" flew between
 7313 Everett, Washington and Toronto, Ontario on May 2, 1973. 12 Covers were produced, cancelled in Toronto
 on May 3, and signed by Max Ward and Phil Garratt. (10) 10.00
- New** 1974, December 1 --- Quebec -New York. Air Canada first direct flight. Green typed cachet.
 7432 Quebec -New York 5.00
 a. New York - Quebec 5.00
- New** 1978, Nov 5 --- The inaugural flight of the Wardair Douglas DC-10 C-GXRC - "The "Wop" May" flew
 7631A between Toronto and Quebec City and back to Toronto. 1 Postcard is known to exist - signed by Max Ward
 (Owner of Wardair), Vi May (Widow of Wop May), Denny May (son of Wop May) and Margaret May
 (daughter-in-law of Wop May). ----

Additional entry and re-numbering:

- New** 1979, February 4 --- Toronto — Thunder Bay — Winnipeg. First flight by Nordair 737.
 Eight line typed cachet and Nordair address label.
 7900 Toronto — Winnipeg 10.00
 a. Thunder Bay — Winnipeg 10.00

Re-numbered: previously added as 7900 in Supplement 7, published in the June 1999 Canadian Aerophilatelist:

- 7900A 1979, April 30 --- Ottawa — London, England. First direct non —stop flight by Air Canada. 3.00



- New** 1979, November 15 --- Ottawa — Montreal. Flight on the 10th anniversary of the Canadair CL-215.
 7919 Pictorial cachet (20, 000) 3.00
This was also a First Day Cover produced by Canadair Ltd., for the 17c stamp showing the Canadair CL-125, (Scott #844), in the set of four stamps showing Flying Boats, (Scott 843 - 846.)

**If anybody has suggestions for changes or additions to Section 5 of AMCN,
 please send them to Dick McIntosh,
 3 Concorde Place #205, Toronto, Ontario M3C 3K7 (E-mail: mcintosh47@sympatico.ca)**

Details of the earlier Supplements to THE AIR MAILS OF CANADA AND NEWFOUNDLAND are included in the index to The CANADIAN AEROPHILATELIST. - To obtain a copy, see page 7 of this newsletter.

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

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

The next issue will be mailed out on or about June 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 May 15th

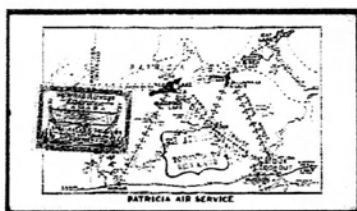
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\$22.00 CDN in U.S.A. (or \$19.00 US),

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

Payable to: The Canadian Aerophilatelic 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.

#314 Glenn Baechler

#313 Alistair Bain

#266 John F Church

#326 Gary Cristall

#266 David Granger

#224 Charles G Firby

#376 Charles S Flynn

#342 Mrs. Sandy Freeman

#183 Robert A Haslewood

24 Neil Hunter

#284 John Irvine

49 Jonathan L Johnson Jr.

#359 Steve Johnson

#263 Louis K Levy

#367 Doug Lingard

#201 Ivan MacKenzie

#177 John Masella

#375 Stewart R Murray

#267 James H Parker

#124 Reuben A Ramkissoon

#360 Stephen C Robbins

#315 Reginald Targett

29 Jim O Turk

#254 John Webster

#341 Kevin Wentzel

#139 G A Wilson

(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.