



THE CANADIAN AEROPHILATELIST

#80

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

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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.

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PRESIDENT'S REPORT

I would like to welcome **David Whiteley** to the CAS Executive Committee as a Member at Large. David lives in Winnipeg, is an active exhibitor, and a frequent contributor to our newsletter: he was the source for most of the information in the series of articles on *Censorship in World War II* that was published last year.

**CONGRATULATIONS TO THE FIRST
FELLOWS OF THE CANADIAN AEROPHILATELIC SOCIETY**

I am very pleased to announce that in recognition of their participation in the Canadian Aerophilatelic Society, and their many contributions to aerophilately, the following members have been elected as the first Fellows of The Canadian Aerophilatelic Society.

Don Amos

Don is a longstanding collector of Canadian Airmails. He produced lists of First Flights from Canadian Post Office Bulletins in the 1930s and 1940s, which were later used for the Canadian sections in the American Air Mail Catalogue. Don was an Associate Editor of the *Canada Air Mail Notes* in the Jack Knight Air Log during the 1960s. He received the first CAS Editor's Award in 1999, and continues to answer questions for The Canadian Aerophilatelist.

Basil Burrell

Bas was active with the *Aerophilatelic Federation of the Americas* before it amalgamated with the AAMS in 1995, and co-ordinated input from the AFA for the Air Mails of Canada and Newfoundland. He was Secretary-Treasurer of the BNAPS *Air Mail Study Group* from its founding in 1992 to 2004, and editor of the Group's newsletter for most of that time.

Patrick Campbell

Patrick is member #1 of the CAS. He is a prolific author, and has researched many topics, including Canada's airmail stamps. He also helped develop a training program for philatelic judges, and was Chair of the Judges at several ROYAL exhibitions. Pat is a frequent contributor to The Canadian Aerophilatelist, and received the CAS Editor's Award in 2000.

Murray Heifetz

Murray is a well known exhibitor of various subjects at National and International levels, and an active judge. He has also written articles on a wide variety of aerophilatelic topics, that have been published in many periodicals. Murray was presented with a Bronze F.I.S.A. MEDAL in 2007 for his book O.A.T. and A.V.2 Markings, which is now in its 3rd Edition.

Jonathon L. Johnson Jr.

John is a frequent contributor to The Canadian Aerophilatelist. He is an expert on Pan American Airways, particularly the trans-Pacific flights, and was co-editor of AAMC Sixth edition Volume 3 - Foreign Contract Air Mail Routes. He is also very active in the American Air Mail Society, and used to be Secretary/Treasurer of the Metropolitan Air Post Society.

Dick Malott

Dick Malott is a man of many achievements. Some of them are that he was Editor-in-Chief for The Air Mails of Canada and Newfoundland; he is the Past President of The Canadian Aerophilatelic Society; he is an International exhibitor and judge; he was awarded a Golden F.I.S.A. PIN in 2009; and is a member of the Aerophilatelic Hall of Fame. Dick also produced many Canadian First Flight Covers in the 1960s and 70s.

Dick McIntosh

Dick McIntosh is an authority on Canadian First Flight Covers. He is the Editor of Section 5 *Government and Other Airmail Covers of Canada 1926 - 1997* in The Air Mails of Canada and Newfoundland; maintains records of contemporary Canadian covers, and provides the catalogue supplements that are published in The Canadian Aerophilatelist.

Derek Rance

Derek is an investigative researcher regarding Canadian flights in the 1920s and 30s. He was nominated by the CAS for the *F.I.S.A. Year of Aerophilatelic Research Award* in 1996, for his study of *The First Quebec North Shore Mail Flight December 25th 1927*. Derek continues to research and provide new information for AMCN and The Canadian Aerophilatelist.

Ken Sanford

Ken was the first Secretary of the CAS, from 1985 to 1986. He is a frequent contributor to The Canadian Aerophilatelist, and was one of the speakers in the CAS presentation on *Early Air Mail Pilots and Services* at ROYAL 2008. Ken is an International exhibitor of Crash Covers, and won the Grand Aerophilatelic Award at ROYAL 2008 for his exhibit of *Air Crash Mail of Pan American World Airways*. He is the Secretary of *The Wreck and Crash Mail Society*, and editor of its bulletin.

Mike Shand

Mike was Vice President of the CAS from 1993 to 2005. He is a regular contributor to The Canadian Aerophilatelist, and received the CAS Editor's Award in 2009. Mike is an International exhibitor of New Zealand Airmails, and a major participant in the revisions to the New Zealand Air Mail Catalogue that are currently being published by the New Zealand Air Mail Society.

According to the Report on Canadian Aerophilatelic Society Awards published in our March newsletter, the qualifications for this 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.

Following the publication of this Report, and the invitation for nominations and input from all members, an Awards Committee was formed by members of the CAS Executive. - For this first set of elections, our Past President was not invited to be on the Awards Committee, and the other members of the Executive were excluded from being nominated.

We believe that the members elected have all made major contributions to aerophilately. We are also pleased that these members reflect the wider membership of the CAS, both geographically, and in their interests which emphasize Canadian aerophilately, but include other aspects of worldwide aerophilately too.

We are very grateful for everything our first Fellows have done for aerophilately, and proud to recognize their contributions and achievement by electing them to be Fellows of the Canadian Aerophilatelic Society.

At our next AGM, an addition to the CAS constitution will be proposed, so that our Fellows can use the letters FCAS after their name.

A CHANGE OF EDITOR FOR THE AIR MAILS OF CANADA AND NEWFOUNDLAND

In July I had a message from Dick Malott that:

After a great deal of consideration I feel that it would be best for the CAS for me to relinquish the position of Editor-in-Chief of The Air Mails of Canada and Newfoundland. At 82, I just do not have the enthusiasm to continue in this position. I feel that a new person, dedicated to the CAS, would be best to carry on this task. I have been at the helm, I believe, since 1990.

I checked with Dick, and was assured that this was indeed a long contemplated decision, and not a response to some health or other development.

On behalf of the CAS, I want to thank Dick for all the work he did to get AMCN published.

Since The Air Mails of Canada and Newfoundland is published by the American Air Mail Society as part of The American Air Mail Catalogue, Sixth Edition, the position of Editor-in-Chief for AMCN is an AAMS appointment.

Dick and I recommended to Andrew McFarlane, President of the AAMS, that Neil Hunter be appointed as the new AMCN Editor-in-Chief. - Neil has been active as Vice-President of the Canadian Aerophilatelic Society, and also has a wide aerophilatelic knowledge. His exhibit on *Evolution of Air Mail - Toronto, Canada, 1918-1967*, won a Vermeil medal at AEROPHILATELY 2007, and a Gold at ORAPEX 2008. His latest exhibit on *Air Mail Across the Atlantic: May 1939 to December 1941*, won a Gold medal, and the AAMS Best Airmail Award, at ROYAL 2009.

I am very pleased that Andrew has accepted our recommendation.

Good luck to NEIL HUNTER as the new Editor-in-Chief of AMCN.

THE WORLD'S LARGEST FIRST FLIGHT COVER ?

This comes into the same category as the "World's Largest Easter Egg", featured in the set of *Roadside Attractions* stamps, issued by Canada Post this summer and shown below.

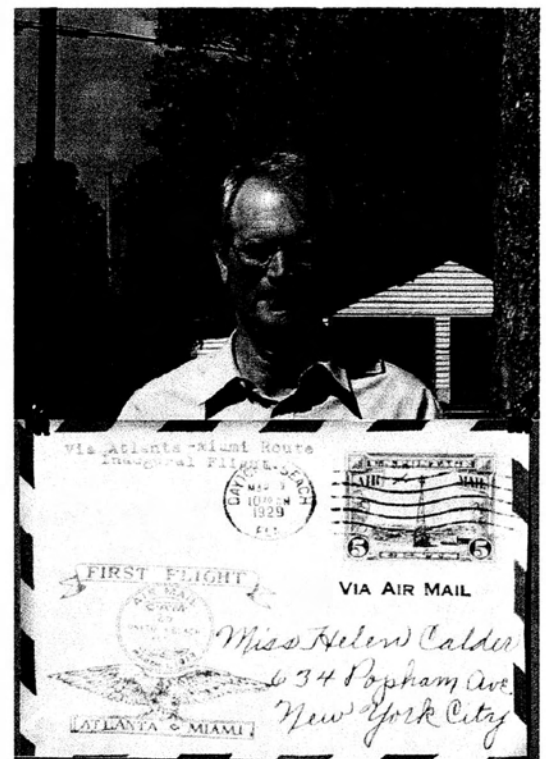
The Easter Egg in Vegreville, Alberta, is made out of metal plates.

The First Flight Cover is actually a sheet of wrapping paper, 70 x 49 cms, (27½ x 19 inches), showing a cover from Daytona Beach, flown on the March 1st 1929 CAM 25 Atlanta - Miami inauguration.

But I enjoyed seeing something related to aerophilately sold in a gift store!

I've also noticed that there are a lot of young people walking around in clothes emblazoned AEROPOSTALE. (If you haven't seen the clothing, you can check out the website at www.Aeropostale.com)

It's nice, (but probably unrealistic), to think that airmail may still have a special attraction, in this day of email, cramped economy flights, and jet lag.



CAS EXHIBITION AWARDS

In response to questions raised at our AGM in May, the CAS Executive has been developing a new policy for Exhibition Awards.

We have tried to develop a policy that can apply to all national level shows: ORAPEX, the Royal, and any others which request awards.

One aim of the awards is to encourage the research and exhibiting of Canadian Air Mail. However, since the CAS is a group for *"Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately"*, we are also recognizing exhibits on non-Canadian topics.

We also felt that all airmail exhibits should be encouraged, and that single-frame exhibits should be eligible for our awards, as well as multi-frame exhibits.

The current proposal is that:

The CAS will provide two awards to a show, to be awarded if there are THREE or more airmail exhibits.

The CAS awards will be open to all airmail exhibitors, whether or not they are members of the CAS.

Both single-frame and multi-frame exhibits are eligible for the awards, and should be included in the count of airmail exhibits.

The count of "airmail exhibits" should include all the aerophilatelic and astrophilatelic exhibits, and all the airmail related exhibits in other classes, such as display and thematic. All exhibits included in the count, will be eligible for the awards.

- If there are two or more exhibits of Canadian related Airmail, the best of these exhibits will receive a CAS "Best Canadian Airmail" award.
- If there are two or more exhibits of non-Canadian related Airmail, the best of these exhibits will receive a CAS "Best World Airmail" award.
- If there is only one exhibit of Canadian related Airmail, this will receive the CAS "Best Canadian Airmail" award, if it wins a medal at the same or a higher level, than the exhibit that wins the "Best World Airmail" Award.
- If there is only one exhibit of non-Canadian related Airmail, this will receive the CAS "Best World Airmail" award, if it wins a medal at the same or a higher level, than the exhibit that wins the "Best Canadian Airmail" Award.

In addition to these awards, the CAS is now giving a one year complimentary membership to all airmail exhibitors in Canadian National level shows, who are not already a CAS member, and have not previously been a CAS member (paid or complimentary.) - This seems to be an excellent way of encouraging exhibitors, and showing non-members what the CAS can offer them.

If anybody has any comments about the proposed policies, please send them to me.

CONDOLENCES

On behalf of the CAS, I would like to offer our condolences to Pierre Vachon,
whose wife Dorothy Anne passed away in June.

In Memoriam - Nini Boesman

Nini Boesman flew balloons and carried covers in most major countries, including India, Australia, South Africa, and Canada. She passed away earlier this year at age 92.

Best wishes for good health to all readers and their families,

Chris Hargreaves, President CAS

SECRETARY'S REPORT

Welcome to four new members:

#397 Paul M. Cere of Ann Arbor, Michigan

#398 Colin Pomfret, of Millgrove, Ontario

#399 John W. Bodnar, of Adelaide, Australia

#400 Dr. Derek A. Pocock, of Subiaco, Western Australia

Brian Wolfenden

LIFE MEMBERS

As part of the Review of Canadian Aerophilatelic Society Awards, reported in the March 2009 newsletter, it was decided to create LIFE MEMBERS:

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.

CONGRATULATIONS to five members who qualify as Life Members:

Don Amos

Bas Burrell

Patrick Campbell

Murray Heifetz

Jack Ince

These awards of Life membership are based on a careful scrutiny of our membership records, and inspired guesswork (followed by research) about the age of our members. - If there are any other members who qualify, or are about to qualify, please contact Brian.

FUTURE CAS MEETINGS

CALGARY - Saturday October 17th

Please see the western Chapter Report on page 8 of this newsletter for full 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.

ORAPEX 2010 - May 1st and 2nd

- This annual exhibition and bourse is held in the RA Centre at 2451 Riverside Drive in Ottawa.
- Stephen Reinhard President of F.I.S.A. will be one of the judges, and will also be giving the FIP Aerophilately Judging Seminar. This is currently scheduled to be held from 10:00 am to 11:00 am on Sunday morning.
- The CAS Annual General meeting will be held on the Sunday afternoon.
- For more information about ORAPEX, and/or to obtain an entry form in this National level show when they become available, contact Doug Lingard at 2425 Blackstone Cr., Ottawa, Ontario K1B 4H3, or email lingardd@istar.ca

ROYAL 2010 ROYALE

The annual convention of the Royal Philatelic Society of Canada will be held in Windsor, Ontario, from May 28th to 30th 2010. We are hoping to arrange a CAS meeting on the Saturday afternoon. - For more information check the website www.royal2010.com or contact Brian Cutler, 2370 Rankin Ave, Windsor, Ontario, N9E 3X6. [Email brian@clwindsor.org]

MEMBERSHIP RENEWAL

I also received the following message from Brian. (I added the emphasis.) -

Hi Chris. The renewal rate from the June mailer has been terrible. Could you please put a reminder in somewhere other than the back page to ask the members to check if they are up for renewal & if they are to send payment as soon as they can after receiving the mailer.

Thanks, Brian

O.K.: - Here's the list of members due for renewal before publication of the next newsletter:

203 John H. Bloor	371 Geoff Green	6 Ken C. Sanford
242 Jacques Bot	273 Denise Guimond	4 Michael Shand
271 Nino Chiovelli	319 Donald Kaye	391 R. Sharpe
62 Gary Coates	54 Norbert Krommer	382 Rick Sommerville
352 Tony Conyers	381 Daniel Michaud,	20 Gibson B. Stephens
304 James Davidson.	155 Larry Milberry	189 Jacky Stoltz
369 Hugh Delaney	170 Kenneth G. Mitchell	9 Geoffrey Thompson
389 Barry Douch	350 Bill Pearce	379 E. Wall
336, George B. Dresser	212 Harold J. Petoskey	388 Richard E. Weigand
55 J.M. Ellis	81 Stephen Reinhard	378 Owen L. White
182 Robert Foottit	370 David G. Reynolds	
383 Larry Goldberg	286, Jean Rowe	

Our annual membership dues are:

\$20.00 CDN in Canada, \$22.00 CDN in U.S.A. (or \$20.00 US), \$25.00 CDN for members Overseas, (or \$23.00 US, or 17 Euros, or 15 Pounds Sterling).

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

If your name is on the above list, please send your dues as soon as possible to:

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

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett has updated the index to the newsletter, up to the June 2009 issue, #79. - The Index is now at 30,700 words.

Gord will supply a copy of the index at no charge, by email or on diskette in Microsoft Word format.

He will also copy articles, and/or back issues of the newsletter, for the cost of production.

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

MANY THANKS FOR DOING THIS GORD!

Brian Wolfenden

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

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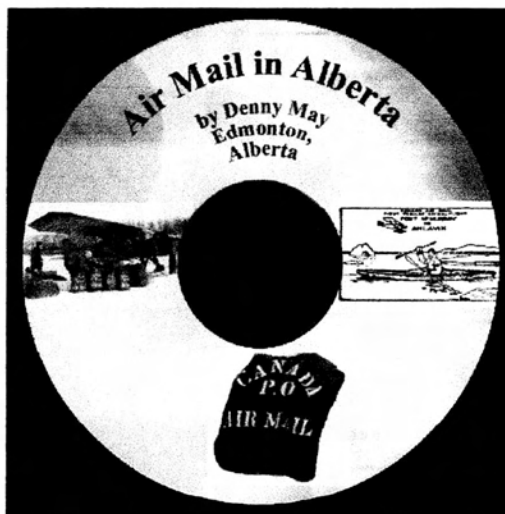
203A Woodfield Drive, Nepean, Ontario K2G 4P2

WESTERN CHAPTER REPORT

The Western Chapter of the CAS prepared commemorative covers for AIR AFFAIR at Red Deer Airport in June. Full details of these covers are given on the next page. - Covers can be purchased for \$5.00 from Dave Brown

The next meeting of the Western Chapter will be in Calgary, for lunch on the Saturday of CALTAPEX, Saturday October 17th from 12:00 until 2:00 pm. The location is still to be determined. Everyone is invited to join in on lunch and a time of sharing airmail interests.

For more information on the meetings and/or covers, contact David Brown at P.O. Box 2446, Blackfalds, AB, T0M 0J0, Phone 403-885-2744 or email at dgbrown_id@shaw.ca



AIR MAIL IN ALBERTA by Denny May has been completely re-written. Over the last few months Denny has upgraded to an iMac Computer, and used the opportunity of the new technology to do a make-over of this publication. New information has been included, (thanks to people who have sent information & scans or loaned covers to be scanned); most of the covers have been re-scanned to 300 dpi (rather than 150); new scans have been added; and new stories and photos of recent events in Alberta aviation are included. The size has increased from 35 pages to 55 pages.

This book is available in two formats: as a CD with a pdf @ \$6.00 including postage (US or Canadian \$'s); or as a printed, bound copy at \$50.00 (US or Canadian \$'s) including postage.

Payment can be by PayPal (Denny will send an invoice), or by Cheque or international money order (from outside Canada), sent to: Denny May, 10326 145 St NW, Edmonton AB T5N 2X7, Canada. [Email: maycroft@shaw.ca]

Denny

EDITOR'S ACCOLADES: I thought the first edition of Denny's book was great! - I think this new edition is even better!

Denny now seems to have scanned every cover I know of that was flown to, from or within Alberta!

Air Mail in Alberta combines a complete listing of Albertan airmail covers, and interesting anecdotes about many of them.

A sample page from his book is reproduced opposite. - The actual page is much more attractive to look at, as the illustrations are in full colour.

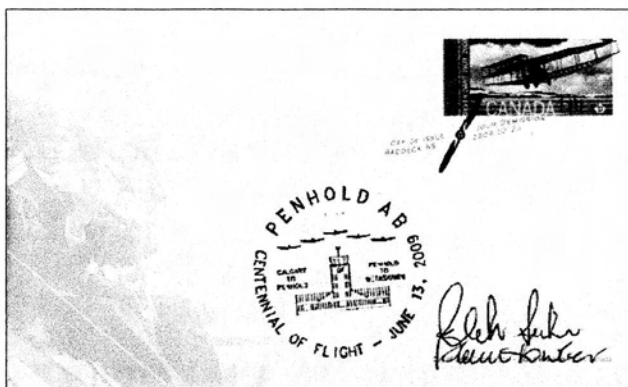
Congratulations Denny!

100 years of Flight in Canada - 2009

✈ In 2009 we celebrated the 100th anniversary of flight in Canada, there was another exciting event - "Back to Baddeck" - a very large briefcase is making it's way from Baddeck, Nova Scotia to many airports & air events in Canada. It has been flown in aircraft at least 25 years old - from antique biplanes, to commercial airliners to an F-18 "Hornet".

Mail is not carried on the flights, however there is one souvenir cover that was produced by the **Harvard Aviation Historical Society** (Red Deer, Alberta) using the First Day Cover of the February 23, 2009 "Silver Dart" Stamp - a special cachet was issued & a limited number of covers were signed by pilot Clark Seaborn (who flew a *Stampe* from Calgary to Penhold on June 13, 2009) and by Blain Fowler (who flew his *Harvard II* from Penhold to Wetaskiwin on June 13, 2009).

The Briefcase was flown by Byron Reynolds & Brett Binnie in a Boeing *Stearman* from Wetaskiwin to Edmonton on June 20, 2009. In the photo to the right Justin Cuffe (Executive Director of Canada's Aviation Hall of Fame) stands with Byron Reynolds who has presented the briefcase to Tom Hinderks (Executive Director of the Alberta Aviation Museum) - it was supposed to be flown to Cold Lake in the "Spirit of Edmonton" but again strong winds prevented the flight so it was flown from Edmonton to Cold Lake and on to Regina by Major Steve "Kramer" Valko in an R.C.A.F. CF-18 *Hornet*.



Clark Seaborn & the *Stampe*
Calgary to Penhold - June 13, 2009



Blain Fowler & his *Harvard*
Penhold to Wetaskiwin - June 13, 2009



Byron Reynolds & the *Stearman*
Wetaskiwin to Edmonton - June 20, 2009



"Kramer" & the CF-18 *Hornet*
Edmonton to Cold Lake - June 24, 2009

Information reprinted from AIR MAIL IN ALBERTA. - See previous page for full details.

Orders should be sent to Denny May, 10326 145 St NW, Edmonton AB T5N 2X7, Canada.

[Email: maycroft@shaw.ca]

WEBMASTER'S REPORT

www.aerophilately.ca

We are expanding the number of reference articles on our website, and have added:

- Richard Beith's article on *The St. Lawrence Seaway Air Mail Service: 1927 to 1939 part one* from the June 2009 Canadian Aerophilatelist.
- Murray Heifetz's article on *The 1928 Postal Airplane Cachet* from the March 1997 Canadian Aerophilatelist.

I am always looking for additional links, so if anyone knows a good aerophilatelic page, please let me know. The webcounter now stands at 2,167.

Steve Johnson

EDITOR's ADDITION: I have had some interesting mail over the past three months, which shows that our website is being widely used, and appreciated.

My emails included a request for a copy of our newsletter from Brazil.

I also particularly enjoyed receiving a copy of the following message, in connection with getting a back issue of our newsletter:

From: Lindsay Hardy

To: gdmall@telus.net

Sent: Monday, June 22, 2009 9:21 AM

Subject: Canadian Aerophilatelist Back Issue

Hello

My name is Lindsay Hardy. I have been researching information on my grandfather, Cecil Stoner, who passed away a few years back. I came across your website, via a back issue, Volume XXI, Number 4 [December 2005 - Newsletter #65], which contains an article In Memoriam - Remembering Cecil. I know my grandfather has a very large stamp collection, and I thought that this could possibly be him. If it is I would like to request a back issue of this newsletter. Please let me know if this is possible and how much it would cost.

Thank you

Lindsay Hardy

Gord's reply began:

I am pleased that our Canadian Aerophilatelic Society website has been useful in leading you to the *In Memorium - Remembering Cecil* December 2005 short write-up about your grandfather. I have scanned for you the cover page and page 4. Cecil was the first chairman of our CAS western chapter. Although I met him only a couple of years prior to his passing we had some good chats during that short time. He was lovely man. We all miss him a lot.

Gord then added some information regarding Denny May's connections with Cecil.

Lindsay replied:

Thank you so much! It was a wonderful read, and I learned a few new things about my grandfather. I would also like to thank you for putting me in contact with Denny. I know that my grandfather and him were close, he assisted quite a bit with everything following Cecil's passing.

He was involved in so many things, sometimes I don't know where to start, but his collection is a pretty good place I think. I remember when I was very young he would let me look through boxes of scrap stamps, so I could have the colourful ones for my collection. I hope I can appreciate his collection as much as he did.

I thought I would include this in the newsletter, because I enjoyed reading it.

My compliments to Gord and Denny, and to Steve who maintains our website that made this possible.

LETTERS TO THE EDITOR

Most of the letters and emails I receive are a combination of social chat and aerophilatelic information, and sometimes include comments about the CAS and/or the newsletter. I do not want to “silence” anybody who wishes to express their opinions to all readers, but I also don’t want to embarrass anybody who expected their opinions to be private. - If you write to me, and want all or part of your correspondence to be published as you’ve sent it, please indicate that it is for the “Letters to the Editor” section.

The following letter from Nino Chiovelli, was received in response to the article *Flying On A Zeppelin NT* in the June 2009 newsletter.

Letter to the Editor

Hello Chris,

Welcome to the lighter than air fraternity. Your article about your flight on the Zeppelin NT-4 airship EUREKA when you attended WESTPEX is both interesting and provocative.

The closing remark in the article stating: “I don’t think airships are likely to be suitable for regular transport services in remote regions,” is the correct bait inviting a technical response from someone involved in the LTA field. However, being a layman I will try to present a bit of debate favoring airships.

There are several frontiers that have to be conquered to provide certain materials to sustain our world population. While developing these resources, economically and ecologically sound methods in those remote areas must be employed. Heavy lift airships can and will provide the means to do this.

Maritime nations have designed and developed huge “Roll On and Roll Off” (RO/RO) ships to transport ever-larger completed industrial equipment across oceans. Those ships while costly are effective. In the long run to provide economically sound prices for essential materials providing average citizens a comfortable lifestyle. Other frontiers have to be conquered by land, riverine, and air transport to provide similar cost savings in resource development.

Heavy lift aircraft now in service (eg: the An-124 and, Starlifter) require expensive landing facilities and in many cases lengthy secondary transportation of carried cargo. Maximum prefabricated industrial plant cargo size for the present day heavy lift aircraft has been reached.

New generation heavy lift airships will allow economical exploitation of our last frontiers in North America, Africa, Asia, and the Antarctic. Cargos that they carry will be larger and will include complete turnkey installations.

You wisely indicated the major problem with LTA, in speaking of the “two on, two off ballasting” while loading and unloading passengers. Heavy lift airships will be able to control ballasting while unloading by: pumping some lifting gas back into onboard cylinders, pumping water onboard into collapsible tanks as the cargo load is offloaded, and by using their engines to create lift. If a water supply is not available earthen ballast bags can be prepared on site (these weights will be in fractions of tons not shot bags or sand bags), and hoisted as required.

Why airships instead of fixed winged aircraft? Preparing operational bases in remote areas requires essential materials to be flown in by small fixed winged aircraft and helicopters. Small aircraft are limited to short take off and landing areas in many cases requiring that heavy lift helicopters bring in the necessary machinery to construct primary landing facilities. Cost per mile maximum limits of engines has been reached in that larger long-range helicopters cannot be designed and built beyond present sizes to operate economically.

Therefore the leapfrog system, using small fixed wing aircraft and helicopters to carry equipment, materials and workers to construct landing facilities for large transport aircraft in many cases is out of the question. It is only due to the construction of the Alaska Highway (now known as the ALCAN Highway) during World War II and the recent Cold War period that Canada and Alaska have benefited from the construction of a few airfield facilities in the Arctic Corridor. Non-the-less there is still a huge area that is not accessible in order to sustain a population or to provide material benefits through the exploitation of resources.

Similarly Siberia benefited from the need to establish factories there during World War II to help supply the Soviet Military. Then because of the socialist type government other advanced development was carried out in that region

Continued

LETTERS TO THE EDITOR - Nino Chiovelli continued

because labor costs were low or non-existent. It may surprise some readers that the Soviet Union had an active airship program and had used airships in that region for many years since the 1930s. Pony blimps were an integral part of forest patrols and larger types for some cargo and passenger operations.

Surface transport requires roads or waterways and the costs of road construction in the Canadian Arctic, Alaska or Siberia is not a feasible alternative. Though this is being overcome to some degree by the use of ice highways in the winter season. Rivers and lakes in remote areas do not always provide direct routes if navigable during the brief summer to the areas that could be exploited using barges. Other remote areas present their own specific problems and at the moment airships being brought into production will provide an economical method of developing these areas in an ecologically sound manner.

It is important to mention that size limits in land, riverine and air transportation have been reached and only airships offer an opportunity to increase the size of air transportable fabricated goods to remote areas.

The other point that you brought out was the fact that a Zeppelin NT and the Russian built "Total Pole Airship" were destroyed in accidents. It is fair to say that both airships were moored to portable mooring masts and in both cases sudden wind gusts caused the damage. This type of accident has been common throughout the history of airships.

To overcome this type of problem it is necessary to keep a constant weather watch so that the airship can be flown out of the bad weather system or temporary hangars can be built in the mooring areas. It is certain that these precautions will be taken when heavy lift airships come into production.

This technical debate could go on for several pages. However, I will cut it short and try to win you over by mentioning covers will be carried on these behemoths during trial flights and on regular flights. So as an avid philatelic enthusiast, your hobby will cause you to become a solid supporter of this ancient science!

Soft landings and gentle breezes,

Nino

EDITOR' RESPONSE: Thanks Nino for your interesting comments.

I am still trying to reconcile the various statistics relating to airship accidents.

I noted in my article about flying in the EUREKA, that:

more than 80,000 passengers have been carried in Zeppelin-NT airships since August 2001, without a single incident.

25% of the Zeppelin-NT airships built have been damaged beyond repair in accidents!

However, "25% of the Zeppelin-NT airships built", actually means one out of the four built. - Is it misleading to report this as 25%?

Then again, stating the number of passengers carried without incident, while ignoring that 1 in 4 of the NTs has been destroyed, also seems to give an inaccurate impression. But so does stating that 1 in 4 of the NTs has been destroyed, while ignoring the number of passengers carried without incident.

I've been thinking that one problem is that most statistics involving Zeppelins involve a very small sample size, so are inherently unreliable.

It seems to me that there have been two operators of large numbers of airships. - One was the U.S. Navy during World War II. The other is Goodyear, which has flown blimps at sporting events for many years.

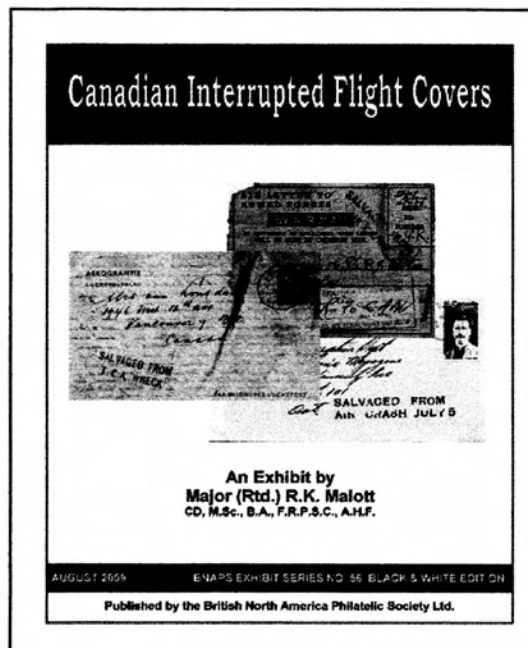
Does anybody know of any statistics about accidents to the U.S. navy airships or Goodyear blimps, that can be compared to accident rates for comparable fleets of fixed wing aircraft? If you do, please send details to the editor.

I also had a message from John Rawlins, who commented that: *Last year I went to Friedrichshafen and thoroughly enjoyed the Zeppelin museum. I was a bit disappointed that they only had a few flown covers, but it was great to explore the full size reconstruction of the Zep.*

Thanks John. - There's an interesting article about the museum at

http://en.wikipedia.org/wiki/Zepplin_Museum_Friedrichshafen

NEW RESOURCES



Canadian Interrupted Flight Covers by Major (Rtd.) R.K. Malott

BNAPS Exhibit Series #56. ISBN 978-1-897391-53-2 (b&w) , 978-1-897391-52-5 (colour)

BNAPS stock #B4h923-56 (b&w) \$39.95; B4h923.56.1 (colour) \$110.00

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Phone 613 235 9119 or iankimmerly.com/books

Reviewed by Brian Wolfenden

Interrupted Flight Covers are both one of the most interesting & morbid areas of aerophilately. The covers Major Malott exhibits are a graphic reminder of the dangers these early pilots faced every time they took off to deliver the mail. Major Malott's book "Canadian Interrupted Flight Covers", published by BNAPS as #56 in their exhibit series, is available in full colour, which to me is vital to show the full damage some of these covers received.

The exhibit runs chronologically & starts 1915 with the early pioneer flights when air mail was in its infancy. Most of the early covers come from interrupted flights when mechanical failure or the weather caused most delays. We progress from there to more reliable aircraft and more regularly scheduled air mail flights. By the time we reach World War 2, the sheer volume of flights as well as enemy action make crashes inevitable. Mail from most military air crashes can not be identified with any certainty as the authorities kept this information classified.

In the post war period, Major Malott gives us in depth looks at two of the more famous crashes involving Canadian mail. They are the 1954 Trans Canada Air Lines crash at Moose Jaw when a mid-air collision caused the TCA North Star to crash, and the Christmas Day 1954 BOAC crash at Prestwick, Scotland which was carrying a large amount of mail destined for Canada. The final flight exhibited is a 1984 crash at Dalcross, Scotland.

For any collector of Canadian air mail, this book is a must. It brings to life (or death) the "Interrupted & Crash Covers of Canada and Newfoundland" section of "The Air Mails of Canada and Newfoundland" published by the American Air Mail Society. I am sure everyone who buys this book will find it as enjoyable & informative as I did.

Brian Wolfenden

**MANY THANKS TO DICK MALLOT, WHO HAS
VERY GENEROUSLY DONATED A COPY OF THIS BOOK TO THE CAS LIBRARY.**

The Airmails of East Africa to 1952 (2nd edition) by Bill Colley.

204 + viii pages, A4 softback, East Africa Study Circle, 2009. ISBN 0-9515865-7-2. GBPounds 27.50 plus postage. Available from Peter Chantry, EASC Publications Officer, Highlands, Treverbyn Road, St Austell, Cornwall, UK PL25 4EW, [E: pchantry@btinternet.com]

Information supplied by Richard Beith.

Bill Colley first chronicled this collecting theme back in 1994; that first edition contained 128 A5 pages, and the period studied ended in 1939. The new 2009 edition includes 24 pages of colour plates, an important 84 pages of timetables and postal rates, and sketches the aerophilatelic story up to 1952, the year of the death of King George VI.

Contents include: "The Pathfinders"; "Early European Mail" and Captain Gladstone, with a detailed chronology of his mail flights between February and October 1927; a very detailed chronology of Wilson Airways and details of its fleet up to 1939; notes on the short-lived East African Airways Ltd and the activities of the Tanganyika Government Air Service.

The coming of Imperial Airways in 1931 is considered in detail, again with a chronology and check list. There are descriptions of the parts played by Mrs Beryl Markham, Mrs "Harry" Bonney, the 1937 Rund - Afrika - Flug and the Indian Ocean Survey flight of 1939. Further chapters describe the wartime and post-war activities of BOAC and the East African Airways Corporation.

Having reached page 101, the next 84 pages contain a treasure trove of timetables and postal rates take from original documents, especially the Tanganyika Gazette and Kenya Government Notices including Zanzibar airmail rates. Airmail rates are listed up to those in force in 1950, which prevailed until 1956. Additional information includes a map of Wilson Airways routes, fleet lists of Imperial Airways 'planes associated with East Africa, and the fleet of East African Airways Corporation to 1950.

All in all, much of interest to collectors of this region, but note that this volume does not deal with regular French and Italian services in East Africa - it is the story of British East Africa.

Newfoundland Airmail Stamps and Air Mail

Flights: 1918-1949 by Peter Motson.

BNAPS Exhibit Series #54. Spiral Bound, 132 pages, 8.5 x 11. ISBN: 978-1-897391-44-0 (Colour), 978-1-897391-45-7 (B&W). Stock # B4h923.54.1 (Colour) - C\$105.00; Stock # B4h923.54 (Black & White) - C\$37.95. Available from Ian Kimmerly Stamps: see information on previous page of this newsletter.

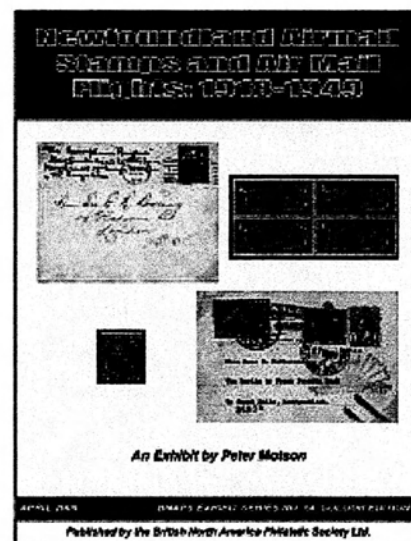
Information from BNAPS website: www.bnaps.org

At the age of eight Peter Motson was an aircraft model maker and a "schoolboy stamp collector", but his philatelic interests did not connect to aerophilately until after 1968 when he had left his first career, in the Fleet Air Arm, Royal Navy, where he served for nine years as an aircraft engineer on carrier-borne "front line" squadrons. He later worked at the Westland Aircraft manufacturing company, providing him with a better than average knowledge of aircraft. He is well read in the history of aviation as far back as the Wright brothers.

Although collecting material for his Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949 exhibit first started in 1970, the acquisition of scarcer items was minimal until after the sale of his business interests in 2002.

The exhibit was first shown in 2004 and attained a Large Vermeil award in London, England. His study of north Atlantic airmails was rewarded in 2005 with the British Aerophilatelic Federation "Medal for Research".

In 2006, the exhibit won the coveted British Aero Philatelic Club Trophy in addition to a Gold medal. At BNAPEX 2008 NOVAPEX in Halifax, Nova Scotia the exhibit again received a Gold medal, as well as the Meyerson Award for "Best Exhibit from a Province of Canada before Confederation".



Continued

More information on Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949 by Peter Motson, was given in a review by BOB DYER in THE NEWFIE NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS:

Let's start by putting this book in perspective. Granted, the inverted Jenny is the most famous of the world's air mail stamps and perhaps the only one known to the educated *non-philatelic* public, but it was a *mistake* and the history behind it is as interesting as the stamp itself. From a *philatelic* point of view, I believe that Newfoundland air mails top those of any other stamp-issuing country of the world. They represent drama—the trans-atlantic competition of 1919, as well as scarcity (Martinsyde, Hawker, De Pinedo and Columbia). Motson's collection represents the most complete exhibit of the subject I am aware of, and I recommend you get a copy of this new exhibit book and see if you agree.

Newfoundland first flights can boggle the mind. AAMC lists 70, while NSSC is more modest at 56. Motson decided to separate them into three groupings: trans-atlantic competition, internal & provincial flights, and international flights.

- Trans-atlantic Competition. All the rare items are present, including a Hawker mint pair, Hawker on cover, 3¢ Caibou overprinted for the Martinsyde flight on cover (but a typo at top of page), full setting of the Alcock and examples of its uses on three flights. He is only missing an example of the slanting surcharge on the Alcock (priced in NSSC), which is not a major variety.
- Internal & Provisional Flights. Most but not all listed flights are here. At the beginning he uses NSSC numbers but leaves them out about midway. He shows the issued stamps in great array, including a strip of three of the rare inverted Halifax, and one on cover which is probably unique. We can see die proofs, plate proofs, specimens, imperforate examples and shades of these stamps. I also note blocks of the 1922 air essays by Whitehouse Morris & Co. (including a die proof).
- International Flights. This section has mint copies of the De Pinedo and Columbia. He also has a *block* of the inverted Dornier and the best example in a block of this stamp with slanted surcharge (ex- Lichtenstein). He shows the unique proof setting of the De Pinedo *and* of the Dornier. All the rare international covers are here including the Columbia from Harbour Grace (I believe only 20 have survived). He has two Balbo covers with Clarendville box cancels (also only about 20 extant). There may be a bit of an overkill with DO-X covers (15) not counting eight other covers carried on the 1932 flight, and several of the earlier covers in this section are rather tangential to Newfoundland philately. He does include nice examples of seldom seen flight covers: Southern Cross (FF 25), Lady Peace (FF 41), and Mollison (FF 42). Absent is the inverted Balbo but only four (intact) copies are known, or a cover from July 25 (three known).
- The last part of the exhibit provides great detail regarding the later Newfoundland flights from 1939-1945 (I note a scarce FF 48, from May 4, 1942 to England), plus ten pages of WW II mail.

A few additional observations:

- He includes a judicious amount of collateral material that supports the exhibit's goals;
- The book title is in error as it should "1919-1949" not "1918-1949". I understand that was not Motson's error;
- Unless Pete sold his exhibit it would be all but impossible to match its strength; and,
- This is a wonderful book and great reference, especially the color version.

For more information on the BNAPS NEWFOUNDLAND STUDY GROUP contact BOB DYER at 1708 Granada Court, Petaluma, CA 94954, U.S.A. [Email: nrdyer@comcast.net]

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY is an international organization devoted to the collector and researcher of the stamps, postal markings, and postal history of Canada, the pre-Confederation colonies, and Newfoundland. Membership is open to all. - For more information contact Peter Jacobi, #6-2168-150A St, Surrey, B.C. V4A, or check out the BNAPS website at www.bnaps.org



Newfoundland Specialized Stamp Catalogue, 7th Edition by John M. Walsh and John G. Butt (1939-2000)

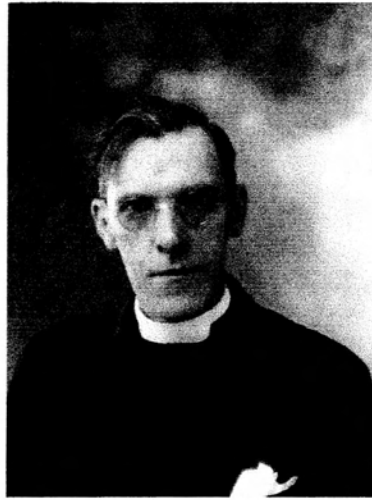
The latest edition of NSSC has been expanded from 510 to 630 pages.

The changes include more information on the De Pinedo flight, and on the Inverted Halifax on cover. Quantities of covers flown by the different First Flights have also been added.

The price is now Can \$122.00 / Can \$145 shipped.

For more information contact: John Walsh, 9 Guy Street, St. John's, Newfoundland A1B 1P4, Phone: 1-709-685-0560, Email: nsscat@nf.sympatico.ca or check the website: www.nsscat.nf.ca

REV. R.S. MASON and his covers



**Rev. Ralph Mason, City Chaplain to Public Institutions, Toronto, Ont
(Photograph from Library and Archives Canada.)**

One frequently finds nicely prepared First Flight Covers addressed to R.S. Mason, or Rev. R.S. Mason, of Richmond Hill, Ontario. A short biography of Rev. Mason was given in our June 2006 newsletter:

According to Dick Malott, Reverend Mason was a Protestant minister who collected pioneer and semi-official air mail covers in a big way. For one of the flights, between Toronto and Ottawa, in August 1918, he prepared and sent 26 Registered letters, which although recorded in the Post Office records, never appeared on the market for collectors. After Reverend Mason's death, his son discovered the 25 Registered covers as well as bundles of semi-official covers. J.N. Sissions sold them over a period of a year.

In response to a request for more information about Rev. Mason, Barry Countryman sent me the photograph above, and the following biography:

PHILATELIC WRITER REV. R.S. MASON

By Barry Countryman

Ralph Stokes Mason, third son of English immigrants Charles Stokes and Mary (Judd) Mason, was born in Brantford, Ont. on Oct. 14, 1880, and received his early education there and in Hamilton. He was a druggist like his father, but in the wholesale trade in Hamilton. On June 14, 1905 he married Myra Bell McInnes of Vittoria, Norfolk Co.

Mason changed careers and graduated from Wycliffe College of the University of Toronto, and was ordained in 1911. His first appointment was as curate at St. John's (Anglican) Church in Toronto's west end. In 1915 he resided in Uxbridge, but returned to Toronto, eventually becoming assistant to the Secretary of the General Board of Religious Education. He prepared covers for the Aero Club of Canada's Aug. 26 and Sept. 4, 1918 flights between Toronto and Ottawa and return.

In the early 1920s Mason was chaplain to St. Michael's Hospital and reform institutions for the Anglican Diocese of Toronto. By 1924 he was in Richmond Hill, just north of Toronto, and serviced semi-official and first flight covers into the 1930s.

From 1934 through 1951 he wrote articles on Canadian stamps and postmarks, ranging from the Victorian era to the Alexander Graham Bell stamp of 1947, for: *The Stamp Collectors' Exchange Club Magazine* of Seaforth, Ont., *Weekly Philatelic Gossip* (USA), *Stamp Collecting* (UK), *Stamp Collectors' Fortnightly* (UK) and Montreal's short-lived *Philatéla*.

REV. R.S. MASON AND HIS COVERS - biography by Barry Countryman continued:

In August, 1951 Ryerson Press, Toronto, published Mason's "A Hundred Years of Canadian Stamps 1851-1951". The 99-page book showed every stamp, and those of pre-Confederation colonies and Newfoundland, in their original size. Readers were to mount stamps on the illustrations. "The next step for some, will be to secure a completely illustrated Canadian Postage Stamp Album, and become serious collectors of this most interesting branch of 'Canadiana,' for their greater pleasure and satisfaction." Ryerson published his loose-leaf "A Canadian stamp album" in 1952 for \$3.50.

Around this time Mason retired as rector and moved to Port Dover, on Lake Erie's shore. Here he died on Jan. 4, 1966, leaving his wife, and two sons and two daughters. A memorial window in St. Mary's Anglican Church in Richmond Hill is dedicated to the reverend and his wife.

R.S. Mason was one of the "name" properties in a November, 1967 J.N. Sissons Ltd. auction.

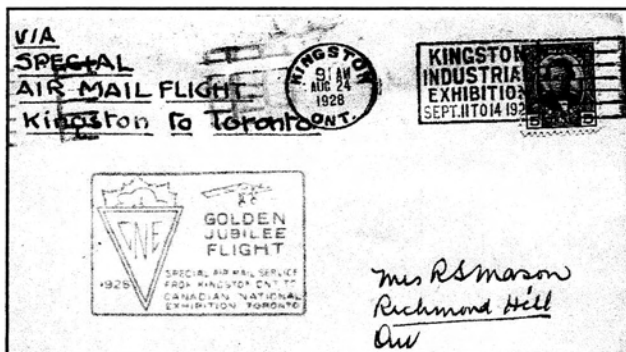
Barry also sent me a copy of an article from The Port Dover Maple Leaf, January 7th 1966, which included a comment that: *Rev. Mason was recognized as one of the leading philatelists of Canada, and as one of his hobbies he specialized in the design of special stamp albums and other specialties, for which he enjoyed a wide clientele. He also made a speciality of Sunday school and church supplies, which were also of creative design, and here too he found a wide patronage.*

I also received some additional information about the August 1918 covers from Murray Heifetz:

The August 1918 registered letters, were in fact 26. They were sold in one sale by Jim Sissons. I remember this well because I was at the sale, had examined all the 26 covers in advance, and bid on and obtained the best of them, which I had for many years until I sold it Neil Hunter for his Toronto airmail exhibit. Sissons had major sales of semi officials over a 5 year period from about 1968 to 1973 including the Cornelius sales. It was while examining lots in one of these sales that I saw a large carton which must have contained at least 500 to 1000 covers – all Mason covers with semi officials. I don't know whether we'll ever know how many covers Mason produced, but it was a large number.

In addition to covers carried on the semi-official flights, Rev. Mason produced a large number of covers for the Canadian Post Office flights. These often have a very attractive layout, similar to the cover on the left below, though that cover is addressed to *Mrs R S Mason*.

Denice Guimond sent me the cover on the right below. It looks like a very elaborate Rev. Mason cover, but is addressed to *J Mason, Weston, Ontario*. Denice thought that, "the writing appears to be from a child; may be related to Rev. RS Mason?"

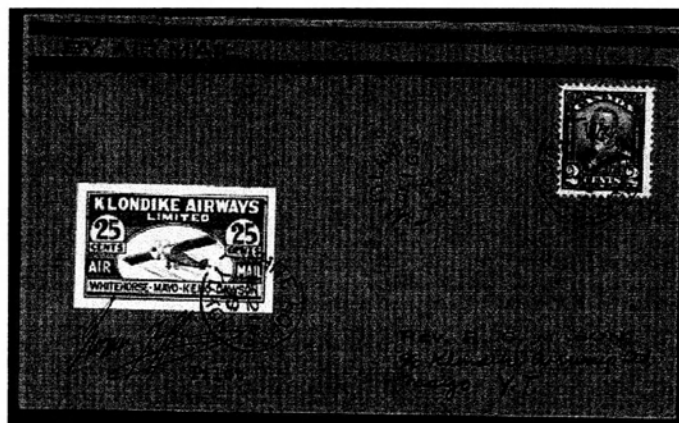


These covers raise the question, of who actually produced the Rev. Mason covers?

Continued

REV. R.S. MASON AND HIS COVERS continued:

Given his high profile in the philatelic community, it is a bit surprising to find Rev. Mason associated with the very dubious Klondike Airways covers:

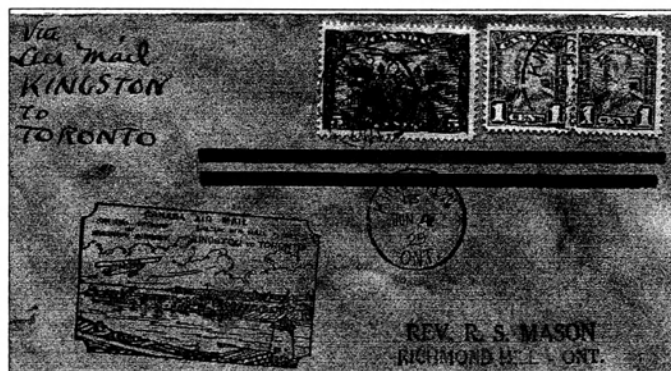
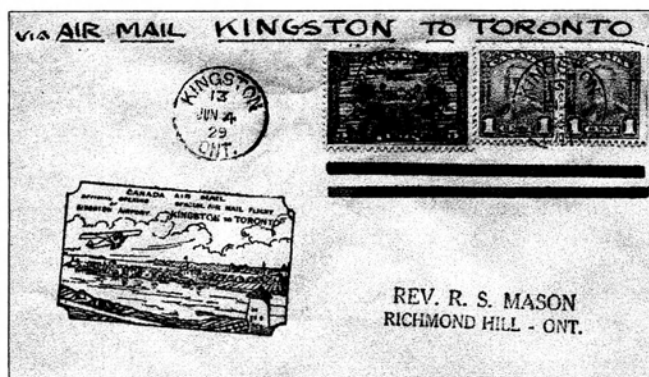


Adhesives tied by WHITE HORSE NO 21 29 cancels, with MAYO LANDING DE 16 29 receiving cancel, signed by pilot. Cover addressed to REV. R.S. MASON.

According to The Air Mails of Canada and Newfoundland:

Klondike Airways was formed in 1928, probably as a subsidiary of a trucking and caterpillar freighting business owned by T. C. Richards and W. Phelps. They did receive a contract to carry mail between White Horse, Dawson, and Mayo Landing in December 1928. It has so far not been substantiated that they ever received permission to charge additional air fees above normal postage rates. Flights had been made earlier, in October and November, but presumably without authority to use its own stamps and collect extra fees.

Rev. Mason is also associated with some intriguing, over-franked covers, from the opening of Kingston Airport on June 4th 1929:



It is hard to believe that Rev. Mason did not know that the correct franking for these covers was 5 cents!

Given the different style of script for the routing instructions, it looks like these covers were prepared by different people.

This leads to various questions, which expand on the one raised at the bottom of the previous page:

- who actually prepared the Rev. Mason covers?
- who gave the instructions regarding preparation of the covers?
- if somebody was arranging covers on behalf of Rev. Mason, how much involvement did Rev. Mason actually have in the Klondike Airways covers?

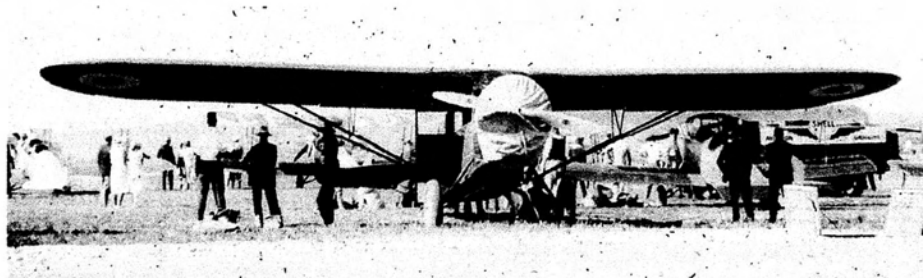
If anyone can provide any information to help answer these questions, please send it to the editor.

Many thanks to Bas Burrell, Barry Countryman, Denise Guimond, Chris Hargreaves, David Hanes, Murray Heifetz and Dick Malott for their contributions to this enquiry.

FOLLOW UP - 1933 VANCOUVER AIR PAGEANT

I had a very interesting letter from Patrick Campbell, regarding the photographs from the 1933 Vancouver Air Pageant, that were reproduced in our December 2008 newsletter.

The aircraft below had been described as a "Fairchild ?":

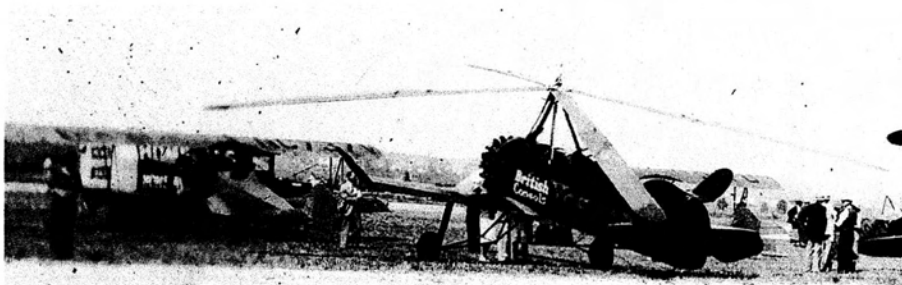


Patrick wrote that it is a Fairchild FC-2-W2. - "The basic FC-2 had a Wright J-5 engine and a span of 44 feet, while the FC-2-W2 had a more powerful Pratt & Whitney Wasp engine (the Wis for Wasp) and a 50 foot span. You can tell an FC-2-W2 from an FC-2 by an additional set of struts, halfway out, in the form of a letter N (or a Z if you are lying down).

We are building an early "razorback" version of the FC-2 at our museum - the Canadian Aviation Heritage Centre at Ste-Anne-de-Bellevue, near Montreal.

AUTOGIROS

Patrick also commented on the Pitcairn PCA-2 autogiro, CF-ARO, in the first photograph:



While I can't offer you any flown covers, I can invite you, and others, to come and see a large piece of the fabric covering of this very machine.

It was built by the Pitcairn Aircraft Company of Willow Grove, Pennsylvania in 1931 and registered as NC10786. On 7 July 1931 it was owned by Fairchild Aircraft Ltd. of Montreal. On the 10th of July it got a certificate of airworthiness and a Canadian registration, (1016 and CF-ARO respectively), in the name of Hubert M Pasmore. Mr. Pasmore was the father of Godfrey Pasmore, now President of the Canadian Aviation Heritage Centre.

On one wall at the Museum is a large piece of fabric from the rear fuselage of that aircraft, displaying the registration letters CF-ARO. The records show that the registration was withdrawn from us on 6 May 1935. Why was it in Vancouver?



Continued

AUTOGIROS - comments by Patrick Campbell on a photograph of Pitcairn PCA-2, CF-ARO continued:

Note the blow-up of the heart-shaped object in the upper right corner. I'm not sure why the "heart" is on the fabric, but there is a W.C. Macdonald, who gave millions of dollars to McGill, and who paid for the building that houses our museum. He became Sir William Macdonald, who made his fortune in chewing tobacco and pipe tobacco.

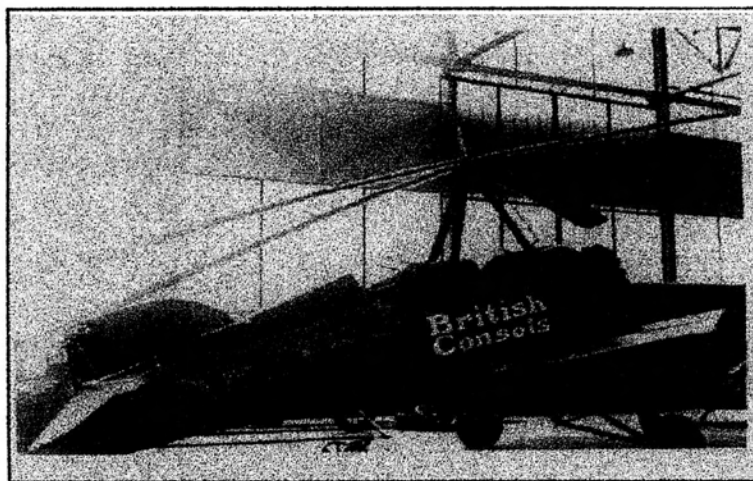
I asked Godfrey why the name W.C. Macdonald would be inscribed on CF-ARO, and he said he thought the autogyro had been used to tow a banner advertising Macdonald tobacco products. If this is so, does anyone have evidence of it?

After many years of receiving information from Patrick, for once I could answer one his questions!

The claim that the autogyro had been used to tow a banner advertising Macdonald tobacco products sounded familiar, so I checked back in our newsletters.

In 1997 I had some correspondence with Ted Hill about a cover he produced for the 1931 Canadian Air Pageant in Montreal. I used this for an article in the September 1997 Canadian Aerophilatelist. The article included a copy of the Flying Program for Sunday August 16th, which included "Autogyro Demonstration".

I sent a copy of the newsletter to Ted, and in his reply he included a photograph of the autogyro which clearly has *British Consols* advertised on the side:



Ted also referred to working on the advertising sign it pulled, which I think we can assume was "a banner advertising Macdonald tobacco products" as Godfrey mentioned.

With regard to the 1858 date in the heart, this was probably part of the advertising paint-scheme, and may have been a corporate logo. - I checked on Wikipedia, and 1858 was the year in which the Macdonald Tobacco Company was founded.

I also had a response from Donald Holmes, who sent me a copy of the advertisement reproduced on the opposite page. Donald commented:

For years I've had this ad mounted and framed.

My first class trip at age 6 was to Willow Grove Airfield, about six or seven miles from my school. - I've always felt this school outing was the birth of my life-long interest in aviation.

I think this advert is most intriguing!

I'm struck by the contrast between the picture in the advert, and the pictures one usually sees from this period of around 1932, and the Great Depression!

It also struck me that the idea of people, (rich people), flying their own aircraft around, from their house to sporting events and social gatherings, was an anachronism of the 1930's, when there were far fewer commercial air services. - What would a modern day Air Traffic Controller think of people taking off and landing whenever and wherever they wanted?

Continued



SECURE AND PRACTICAL FOR RECREATION AND UTILITY

Open areas surrounding almost any country club offer room for the owner of a Pitcairn Autogiro to fly directly to his golf game. Requiring little room to take off and even less to land, the pilot owner can fly directly to the scene of almost any sporting event. The practicality of such use has long ago been demonstrated by those owners of the Pitcairn Autogiro who have flown to football games, race tracks, hunt meets and other social gatherings in many locations. The ability to land on and take off from any reasonably sized open ground with security frees the pilot from the necessity of seeking a safe landing only at the large airport. The 1932 Pitcairn Tandem has been refined in design for greater speed and pleasure. Improved streamlining and more engine power add to speed. Tandem cockpits that afford the full visibility so desirable to the amateur flyer, have dual controls to permit sharing the sport of flying. A demonstration can be arranged at the point where you would use your own Autogiro. Write for descriptive literature. PITCAIRN AIRCRAFT, INC., PITCAIRN FIELD, WILLOW GROVE, PA.

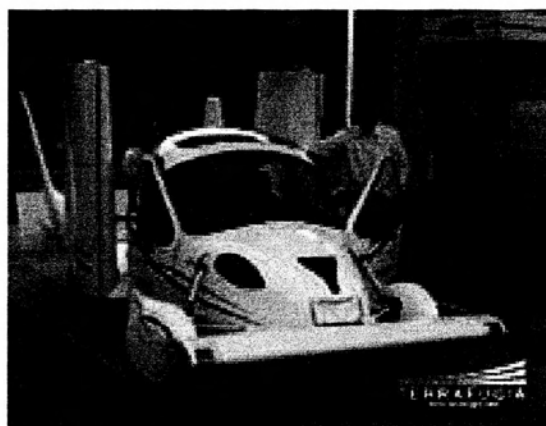
PITCAIRN
autogiro

AUTOGIROS - comments on a Pitcairn advertisement from around 1932 continued:

I was therefore very surprised when Ron Miyanishi sent me details of the *Terrafugia Transition*: a flying car / roadable plane! Apparently the idea of a combination car/plane, and the dream of people being able to take off from, and land on, odd stretches of empty road, lives on!



**The Transition and Chase Plane
during May 2009 Testing.**



**The Transition® uses high-octane
unleaded auto gas.**

June 3rd, 2009

“FLYING CAR” SOARS THROUGH FLIGHT TESTING

Transition® Roadable Aircraft Moves on to Next Stage of Development

Woburn, MA — June 3, 2009: Terrafugia, Inc. has successfully completed the flight testing program designed for its Transition® Roadable Aircraft Proof of Concept. Having been dubbed “The Flying Car”, the Transition® completed its historic first flight on March 5, 2009 with 27 additional flights completed over the next several weeks.

The successful completion of flight-testing with the Proof of Concept concludes the first stage of a four stage process to bring the Transition® into production. Work is underway on Stage 2, the Beta Prototype. First delivery is expected in 2011.

The Proof of Concept vehicle is the first and only Transition® to be built thus far. It has now achieved its goals by demonstrating driving, flying, and automated transformation between the two in one integrated aircraft. The flights conducted a plan set specifically for the Transition®: characteristics such as handling, performance, and take-off and landing, stability and stall were evaluated. The flight-testing program demonstrated the safety of the vehicle in the air while identifying modifications that will be incorporated into the next Transition® model to be built, the Beta Prototype.

Categorized as a Light Sport Aircraft, the Transition® requires a Sport Pilot certificate to fly. It is a two-seat aircraft designed to take off and land at local airports and drive on any road. Transforming from plane to car takes the pilot less than 30 seconds. The Transition® will cruise up to 450 miles at over 115 mph, will drive at highway speeds on the road, and fits in a standard household garage. The vehicle has front wheel drive on the road and a propeller for flight. Both modes are powered by unleaded automotive gasoline. By giving pilots a convenient ground transportation option, the Transition® reduces the cost, inconvenience, and weather sensitivity of personal aviation. It also increases safety by incorporating automotive crash structures and allowing pilots to drive under bad weather. Refundable airframe reservations are currently being accepted.

Terrafugia (ter-ra-FOO-gee-ah), based in Woburn, MA, is comprised of a team of award-winning engineers who have been advancing the state of personal aircraft since 2006. Founded by five pilots who are graduates of MIT and supported by a world-class network of advisors and private investors, Terrafugia's mission is the innovative expansion of personal mobility. "Terrafugia" is Latin for "escape from land."

Information from www.terrafugia.com

Many thanks to Donald, Patrick and Ron for the information they sent me.

REPORT ON THE PROGRESS OF CIVIL AVIATION, 1939- 1945

John Wilson

In 1980 John Wilson found this file in the library of the Civil Aviation Authority. He transcribed the sections of the report that dealt with B.O.A.C. and published them in 1994, with the subtitle, "*The Wartime Postal History Collector's Answer to a Thousand Questions*". - Your editor has a copy of John's original book, and it does indeed answer a thousand questions about airmail routes and services during World War II.

John has recently transcribed the rest of the Report, which included details of Pan American Airways Services.

In the May 2009 issue of *Air Mail News*, Richard Saundry reported that:

In the interests of free dissemination of reference papers, and thanks to the initiative of Rob May, the Editor of "*Cameo*", the entire transcription (over 75,000) words is available on the West Africa Study Circle website www.wasc.org.uk for anyone to access, read, copy, or download for their own use. The documents are in PDF format and are exactly as transcribed, and do not include the views of John or any other person.

MANY THANKS to John Wilson for making this information freely available. Thanks also to the West Africa Study Circle for putting this information on their website.

AIR MAIL NEWS is the quarterly journal of the BRITISH AIR MAIL SOCIETY. - For more information, please contact the editor: Richard Saundry, 3 Reawla Lane, Gwinear, Hayle TR27 5HQ, England. (Email: Rsaundry@aol.com)

AIRBUS A380 COVERS

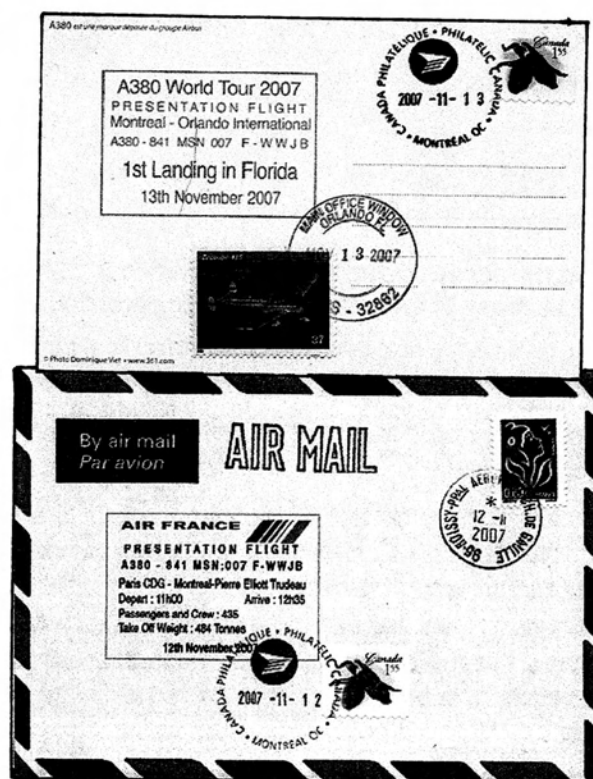
Thanks to MARK WRIGHT for sending me copies of these A380 covers:

Top A380 World Tour 2007
Presentation Flight
Montreal - Orlando International
A380 -841 MSN 007 F -WWJB
1st Landing in Florida, 13th November 2007

Cancelled: Philatelic Canada, Montreal,
2007 - 11 13
and Main Office Window, Orlando FL,
Nov 13 2007

Bottom (Carried on board by a journalist friend of Marks)
PRESENTATION FLIGHT
A380 -841 MSN: 007 F -WWJB
Paris CDG - Montreal -Pierre Elliot Trudeau
Depart: 11h00 Arrive: 12h35
Passengers and Crew: 435
Take Off weight: 484 Tonnes
12th November 2007

Cancelled: 95 Roissy Ppal Aeroport Ch. De Gaulle, 12 - 11 2007
and Philatelic Canada, Montreal,
2007 - 11 - 12



The last newsletter described a listing of A380 covers that Ken Sanford and Michael Dodd had produced. Unfortunately, it was not practical to post this list on the CAS website. - However, if you would like a copy of the listing, please contact the editor at hargreavescp@sympatico.ca, and I will email it to you.

INFORMATION WANTED

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

POSTAGE DUE on CANADIAN FIRST FLIGHT COVERS

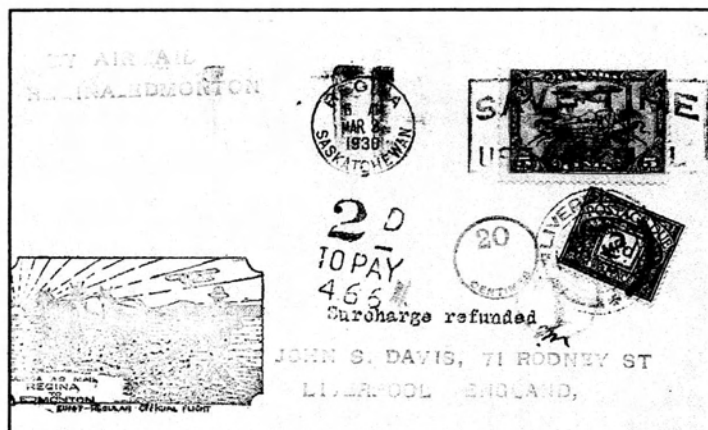
First Flight Covers with Postage Due are quite unusual, as the Canadian Post Office normally applied First Flight Cachets only to covers that were correctly paid at the Air Mail rate.

When found, covers charged Postage Due are usually from one of two sets of flights:

- to overseas destinations from the Prairie Airmail Flights of March 3rd 1930. These took place two days after the Canadian Post Office introduced new airmail rates on March 1st.
- from the Vancouver / Victoria flights August 1st 1931. - The First Flight announcement was issued in June 1931, and stated that covers must be franked, "at the air mail rate, which is 5 cents for the first ounce". However, the rate was increased to 6 cents for the first ounce on July 1st 1931.

In both cases, covers franked at the old rates were still flown, but charged Postage Due.

Surcharge refunded ?



Both the above covers are from the March 3rd 1930 Regina to Edmonton First Flight; and were underfranked following the increase in the air mail rate to England from 5 cents to 7 cents.

The deficiency of 2 cents was doubled to 4 cents, and converted to 20 centimes at the standard rate of 1 Cent = 5 centimes. In England the charge of 20 centimes was converted to 2 pence Postage Due.

However, the cover on the left has a typed endorsement "Surcharge refunded"!

Given that:

- the cover is addressed to John S. Davis of Liverpool, England, who is a well known cover producer,
- the Regina - Edmonton First Flight was one of 38 different cachets offered on March 3rd for First Flights on various legs of the Prairie Airmail service,

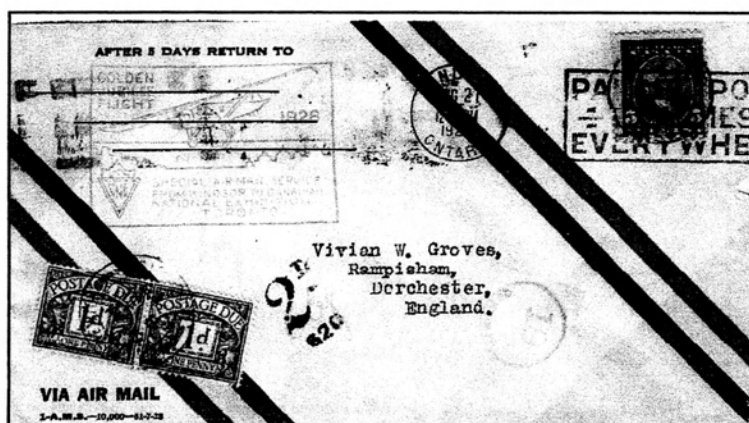
it is easy to imagine that John S. Davis suddenly found himself being charged Postage Due on a large number of covers that had been correctly franked when sent to the postmasters, complained, and managed to get the surcharge's refunded!

However, the cover on the right also seems to have had the surcharge cancelled, but is addressed to Manchester. The circumstances by which the surcharge was cancelled on this cover, are therefore likely to be different to those by which the surcharge on the John S. Davis cover was refunded.

If anybody can provide more information regarding these surcharges, and the cancellation of them, please contact the editor.

INFORMATION WANTED: POSTAGE DUE on CANADIAN FIRST FLIGHT COVERS continued:

19 Centimes Postage Due ?



CNE GOLDEN JUBILEE Flight Cover, WINDSOR to TORONTO, August 24th 1928
19 CENTIMES Postage Due handstamp (to the right of the address)

The Post Office Announcements for the CNE Flights, just stated that:

All mail offered and prepaid at the rate of five cents for the first ounce and ten cents for each succeeding ounce will be conveyed on this flight.

This led to great confusion about the correct rate on covers to England! - Was it:

- 5 cents, since the announcement didn't state differently, and this was in fact higher than the surface rate for mail to England?
- 6 cents, which was 1 cent higher than the announced rate, and corresponded to the difference between the Canadian domestic Rate of 2 cents, and the surface rate to England of 3 cents?
- 8 cents, which was 5 cents for the CNE flight, plus 3 cents for surface mail to England?

The clerk handling this cover obviously thought 5 cents postage was wrong, but why was it charged 19 Centimes Postage Due?

A "6 cents rate" would produce an underpayment of 1 cent, = 2 cents deficiency, x 5 = 10 Centimes Due!

An "8 cents rate" would produce an underpayment of 3 cents, = 6 cents deficiency, x 5 = 30 Centimes Due!

If anybody can explain the 19 CENTIMES charge, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

POSTSCRIPT:

This confusion over rates to England continued after the introduction of the 5 cents air mail rate on October 1st 1928, as a schedule of rates to overseas destinations was not published until the March 1930 Canadian Post Office Guide. 5 cents was in fact the correct rate to England, according to a letter from Arthur Webster, Secretary of the Post Office Department, quoted in Arfken and Plomish's Air Mails of Canada, 1925-1939 - The Development and Postal History of National and International Mails.

Ray Simrak

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INFORMATION WANTED continued:**JACK V. ELLIOT AIR SERVICE**

**CL6 which fell off cover
on the left after purchase.**

Bas Burrell has questioned the statement on page 48 of The Air Mails of Canada and Newfoundland:

DISAPPROVED ESSAY — A stamp in blue on white paper was prepared for use by the airline. As it carried an actual denomination of 25c, it was rejected by the Post Office Department. A small printing was made (40 have been reported) and most were used on postings from Kitchener on March 2 by collector A. Berberich. The new CL 6 had to be used over the essay. On some covers the essay was left intact; on others it was partially torn off.

CL6-2600 Rolling Portage - Red Lake, postmarked Kitchener March 2, 1926 60.00

Bas commented, *"I have seen quite a few and wonder how accurate the 40 is? You might want to canvas the members and see what we get."*

I have one of these essays on a cover, (shown above), and agree with Bas that there seem to be a number of them around.

If anybody else has one, and/or can provide any information regarding the accuracy of the "40", please contact the editor.

STATISTICS ON PILOT-SIGNED COVERS

Pierre Vachon has been looking for covers signed by his father, Romeo Vachon, for several years, and has found them very difficult to come by.

However, some years ago, during his research into covers from the first flights along the North Shore of the St. Lawrence, Derek Rance commented that, *"Romeo Vachon was a prolific signer of First Flight Covers"*.

Pierre is wondering about their different experiences, and whether there are any statistics around regarding which pilots signed covers, and how often?

Does anybody have any information regarding the numbers of covers signed by different pilots?

**If you can help with any of these questions, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.
(Email: hargreavescp@sympatico.ca)**

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SUPPLEMENT 16 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, Denice Guimond, 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.)

1935, October 1 --- Vancouver - Seattle, Wash. This *first service by a Canadian airline* was performed by Canadian Airways with pilot E. P. Wells flying a De Haviland "Rapide" aircraft CF-ABJ; the return flight was made on October 2. Official cachets were applied. Two different postmarks at each city were applied.

3529	Vancouver - Seattle, Oct. 1 (blue-black) (7886 pieces)	3.00
	a. Seattle - Vancouver, Oct. 2 (purple)	3.00
	b. Seattle AMF - Vancouver, Oct. 2 (magenta)	4.00

1936, December 17-30 --- Rimouski - Harrington Harbour. On this date the regular winter service was inaugurated to St. Lawrence River points, now based on Rimouski instead of Quebec. The flight from Rimouski to Port Menier was not made until the 25th, returning on the 30th. All flights were made by V. J. Hatton of Canadian Airways. Bilingually inscribed official cachets were authorized for all dispatches. Only mail prepaid at the air mail rate was cacheted.

3619	Rimouski - Sept Iles, Dec. 17 (black) (2820 pieces)	3.00
	Additional leg	
	j Sept Iles — Port Menier, Dec. 19 (no cachet)	30.00

New 1937, June 16 --- Canadian connection through Montreal with US, FAM-17. Mail service flown only by Imperial Airways, Bermuda to New York. 3 line, red Cavalier cachet. (See also 3808 and 3812)

3712	Hamilton — New York - Montreal, June 16-16, Canadian B/S	15.00
------	--	-------



New 1938, March 16 --- Canadian Centres — Bermuda. First mail on Pan American Airways from Canada — Bermuda took place through Baltimore via US (FAM-17), pilot R. O. D. Sullivan, and on March 17 via Imperial Airways. Canadian and US franking and Canadian franking postmarked in US have been seen.

3808	Canada — Baltimore — Bermuda (red, FAM 17 cachet)	5.00
	Bermuda — Baltimore — Canada	10.00

- New** 1938, April 6-7 ----- Montreal — Port Washington — Bermuda. Canadian connection to first flight after change of departure point from Baltimore to Port Washington. Inaugural via Pan American on April 6 and Imperial Airways on April 7 (Harold Gray, pilot). There were no Bermuda B/S applied on April 7. No cachet
- 3812 Canada - Port Washington — Bermuda 10.00
Bermuda — Port Washington — Canada 10.00
- New** 1939, April 28 --- Moscow - Miscou Lighthouse. Attempted nonstop flight to World's Fair, New York.
- 3916 Russian aviators Brig. General Vladimir Kokkinaki and Major General Mikhail Gordienko successfully flew across Europe and the Atlantic ocean but had to land at Miscou Lighthouse in New Brunswick. 32 cards were carried P/M Moscow Etranger 28/4/39 and B/S Miscou 3916 Lighthouse N.B. 4/28/39. A.M.
Illustrated on page 26 of the March 2007 Canadian Aerophilatelist. 1,250.00
- New** 1941, November 5-17 --- Canada — New Zealand. On this date Suva was added to US FAM 19 from San Francisco via Los Angeles, Honolulu, Canton Island, Suva and Noumea to Auckland and return. (See 4002 and US FAM 19-15 to 23).
- 4120 Canada to various points 10.00
Various points to Canada 10.00
- 1963, July 20 — California - Canada. "APEQS" scientific jet flight with Delta DC-8 "Flying Laboratory," viewing solar eclipse over Great Slave Lake. Piloted by A. G. Heimerdinger. Covers posted at Edmonton and Los Angeles July 20.
- 6309 Los Angeles 10.00
a. Edmonton 10.00
b. Lancaster Park (RCAF study flight) typed cachet 10.00
- 6402 1964, August 14 — Official Opening of Victoria International Airport *new terminal and control tower*. Three- line typed cachet on Forces Air Letter, and handstamped "Sidney and North Saanich Chamber of Commerce". 5.00
- 1967, September 1. Inauguration of Air Canada DC-9 service to Canadian cities.
- 6761 Ottawa - London 3.00
Additional service
s. St. John's — Montreal 3.00
- 1968, July 20 — Edmonton. *Fiftieth Anniversary Commemorative postcard of first mail flight in Western Canada by Katherine Stinson in 1918. Picture of mail being handed into plane. Flown by George Chivers in CF-CVC.*
- 6811 Edmonton 10.00



- New** 1968, August 11 --- Ponoka, Alberta. Airport dedication. Aug 11, 1968. Two events happened this date - mail was being flown from Edmonton to Calgary on a Beech "Staggerwing" — that same day the Ponoka Flying Club was being officially opened. Flying Club President Bev Hughes arranged to have the aircraft stop in Ponoka and pick up mail signed by himself and Mayor George Loucks. (25 pieces) 25.00
- 6812

New	1968, August 27 --- Churchill, Man. Cover carried courtesy of Lamb Airways from NWT to Churchill where it was posted. Five-line typed cachet.	20.00
New	1971, March 1 --- Ottawa. Cover for the Boeing 747 acceptance flight from Seattle, to Toronto and on to Ottawa by DC-9	5.00
NOTE — From March 30 to May 21, 1974, a number of smaller northern airlines commenced Contract Air Mail numbered routes. The originating points of all flights are clear, but in some cases, not the destinations as many of the reported covers were addressed to Ottawa. Where there is doubt, the destination has been omitted. The covers are listed under the postmark dates of all legs.		
New	1971, March 30 --- Montmagny — Isle aux Grues ASS. CAM 63, flown by Montmagny Air Service.	
7106	Montmagny - Isle aux Grues	5.00
	a. Isle aux Grues - Montmagny	5.00
	1971, March 31-May 11 — Edmonton - Mackenzie River. Pacific Western Airways flight over CAM 185.	
7107	Yellowknife — Edmonton, March 31	3.00
	a. Edmonton — Inuvik, May 11	3.00
	b. Fort Smith - Vancouver, May 5	3.00
	c. Dawson City — Vancouver, May 5	3.00
	d. Peace River — Vancouver, May 6	3.00
	e. Fort McMurray — Vancouver, May 6	3.00
	f. Fort Chipewyan — Vancouver, May 7	3.00
	g. Eldorado — Vancouver May 7	3.00
	h. Yellowknife — Vancouver, May 7	3.00
	i. Fort Simpson — Vancouver, May 11	3.00
	j. Hay River — Vancouver, May 11	3.00
	k. Cambridge Bay — Vancouver May 17	3.00
	l. Resolute Bay — Vancouver May 17	3.00
	m. Wrigley — Vancouver, May 21	3.00
	n. Aklavik — Vancouver,	3.00
	o. Norman Wells — Vancouver, May 24	3.00
New	1971, April 7,8 --- Prince Rupert — Stewart. Trans Provincial Airlines flight over CAM 228. (Formerly listed under 7121).	
7120.	Stewart, April 7	3.00
	a. Prince Rupert, April 8	3.00
	b. Alice Arm, April 8	3.00
	1971, April 7-13 — Terrace - Telegraph Creek. Trans Provincial Airlines flight over CAM. 231. (Part transferred to 7120.)	
7121	Terrace, April 7	3.00
	d. Eddontenajon, April 13	3.00
	e. Telegraph Creek, April 13	3.00

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- 1971, May 8 — Resolute Bay Area. Atlas Aviation flight over CAM 57.
- | | | |
|------|------------------------|------|
| 7139 | Eureka, May 8 | 3.00 |
| | a. Arctic Bay, May 13 | 3.00 |
| | b. Pond Inlet, May 19 | 3.00 |
| | c. Grise Fiord, May 26 | 3.00 |
| | d. Mould Bay, May 29 | 3.00 |
- New** 1971, May 17-18, --- Thompson — Nelson House. Lambair Ltd. CAM 130.
- | | | |
|------|----------------------------|------|
| 7144 | Thompson — Nelson House | 5.00 |
| | a. Nelson House — Thompson | 5.00 |
- New** 7189 1971, December 30 --- Ottawa — Montreal — Vancouver. Air Canada 747 flight first day of use of 6 cent rate. 3.00
- NOTE** — At some date in 1972, Central Airmotive Service took over operating a twice weekly Air mail service from Trenton, Nova Scotia to Pictou Island, Bob Yonkers pilot. This service had been operating since the 1940's and is currently run by Eastern Air Services Inc. One pilot signed cover has been seen dated 1975.
- 1973, September 11 — Burlington. Great Burlington Centennial seaplane race commemorative cover.
- | | | |
|------|------------------------------|------|
| 7321 | Burlington, Sept. 11 (red) | 1.00 |
| | a. Ottawa, Sept. 15. (black) | 1.00 |
- 1974, December 1-2 — Edmonton - Calgary - San Francisco. Air Canada DC-9 first flight to and from San Francisco. The covers from Calgary were held in error and actually traveled on the second flight.
- | | | |
|------|---|------|
| 7431 | Edmonton, Dec. 1 (<i>Air Canada cachet</i>) | 5.00 |
| | a. Calgary, Dec. 2 (<i>green cachet</i>) | 5.00 |
| | b. San Francisco, Dec. 1 (<i>Air Canada cachet</i>) | 5.00 |
| | c. San Francisco — Calgary (<i>red cachet</i>) | 5.00 |
| | d. San Francisco — Edmonton (<i>red cachet</i>) | 5.00 |
- New** 1974, December 1 --- Quebec — New York. Air Canada first direct flight. Green typed cachet.
- | | | |
|------|---------------------------|------|
| 7432 | Quebec - New York (green) | 5.00 |
| | a. New York — Quebec | 5.00 |
- New** 1974, December 3 --- Toronto — Pittsburgh. First direct flight By Eastern Air Lines.
- | | | |
|-------|-------------------------------|------|
| 7432A | Toronto — Pittsburgh (green) | 5.00 |
| | a. Pittsburgh — Toronto (red) | 5.00 |
- New** 1974, December 1 --- Winnipeg — New York. First direct flight by Air Canada.
- | | | |
|------|------------------------------|------|
| 7434 | Winnipeg — New York (green) | 5.00 |
| | a. New York — Winnipeg (red) | 5.00 |

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	1975, June 17 — Winnipeg - Amsterdam. C P Air polar route inaugural from Winnipeg.	
7519	Winnipeg - Amsterdam (red)	3.00
	a. Amsterdam — Winnipeg (red)	10.00
New	1976, May 25 --- Winnipeg — Whitehorse. First direct flight by Transair, Five line boxed cachet	
7620	Winnipeg — Whitehorse (red)	3.00
	a. Whitehorse — Winnipeg (green)	3.00
	1976, July 2-August 1 — Special flights to Summer Olympic Games, Montreal. Covers were carried on a number of flights to Montreal to bring athletes or mail to the Summer Olympic Games in Montreal. Dates of flights or dispatches, airlines, and aircraft are noted, where known.	
7629	Berlin - Montreal, July 9 (Lufthansa DC-10)	3.00
	Additional flight	
	z. Lancaster Park — Montreal (via Ottawa) Troop flight	5.00
New	7630 1976, August 13 --- Abbotsford Air Show, no cachet.	3.00
New	7630A 1976, September 22 --- Villeneuve Airport official opening, St Albert, Alberta, 4 line cachet	3.00
New	1977, June 9 --- Montreal — St. Louis — San Francisco. American Airlines direct flights and return, seven line boxed cachet.	
7710	Montreal — St. Louis (purple)	3.00
	a. Montreal — San Francisco (green)	3.00
	b. San Francisco — Montreal (green)	3.00
	c. St. Louis — Montreal	3.00
New	7808 1978, May 28-9 --- Hardisty Airport (Alberta) official opening, 6 line typed cachet	3.00
New	1979, July 2 --- Ottawa — Vancouver. CPAir, first non-stop flight. Five line boxed cachet.	
7908	Ottawa — Vancouver (red)	3.00
	a. Vancouver — Ottawa (green)	3.00
New	1996, August 1-10 --- Nanton — Edmonton. A Commemorative Air Mail Flight with commemorative postmark took place during the week of August 4 to 10 1996 to promote <i>Alberta Aviation Heritage Week</i> . Captain Jack Reilly flew a Beechcraft "Staggerwing" to all of the Aviation Museums in Alberta: The Alberta Aviation Museum in Edmonton; the Reynolds Alberta Museum in Wetaskiwin; Canada's Aviation Hall of Fame in Wetaskiwin; the Calgary Aero Space Museum and the Nanton Air Museum. A stop along the way was made at the Red Deer International Air Show.	
9616	Nanton — Edmonton	25.00

**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)**

A complete set of Supplements to THE AIR MAILS OF CANADA AND NEWFOUNDLAND as published in The CANADIAN AEROPHILATELIST is available from Neil Hunter, the new AMCN Editor-in-Chief. Price, including postage, is: \$10.00 in Canada; \$12.00US to USA; \$21.00C or \$18.00US overseas.

If you have any questions about AMCN, or want to order Supplements, contact:
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NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist

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

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greeting to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

November 15th.

Covers Celebrating Aviation Events From Years Ending In "9".

2009 has been a big year for aviation anniversaries! - We have seen the Centenary of Flight in Canada, and also the Centenary of Bleriot crossing the English Channel; the 90th Anniversary of Alcock and Brown crossing the Atlantic; the 70th anniversary of the first commercial flights across the Atlantic in 1939; and the 40th anniversary of the Apollo 11 lunar landing.

I've been thinking that one could make an interesting collection of

Covers Celebrating Aviation Events From Years Ending In "9", though I'm also wondering which events from recent years might be commemorated.

As part of our Seasonal special, I'd like to particularly encourage members to send in copies of anniversary covers from 2009, or from other years ending in 9. - I'm hoping they can all be combined into a rather different, but very interesting issue.

CAS MEMBERSHIP APPLICATION 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;
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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 us, just send a note of your name, address, email address if you have one, and collecting interests, together with your dues, to:

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

You can also join us on line - please contact Brian at: bjnepean@trytel.com