



# THE CANADIAN AEROPHILATELIST

# #81

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## Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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

## December 2009

Volume XXV, Number 4

ISSN-1181-9766

### CONTENTS INCLUDE:

EXECUTIVE COMMITTEE and REPORTS  
MEMBERSHIP RENEWAL LIST  
IN MEMORIAM - DON AMOS 1910-2009

### PAGE:

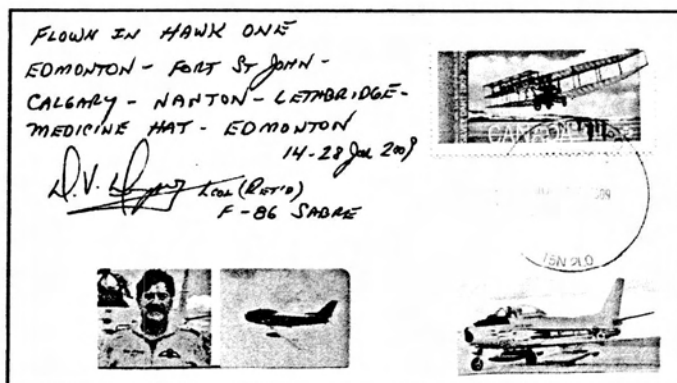
2  
3  
7

## SEASON'S GREETINGS

Short items from many members, including:

**COVERS CELEBRATING AVIATION EVENTS FROM YEARS ENDING IN 9**

12



**100<sup>th</sup> Anniversary of Flight in Canada - Hawk One**

13

**2010 FLIGHT COVERS FOR THE WINTER OLYMPICS?**

31

**MEMBERSHIP APPLICATION FORM**

32

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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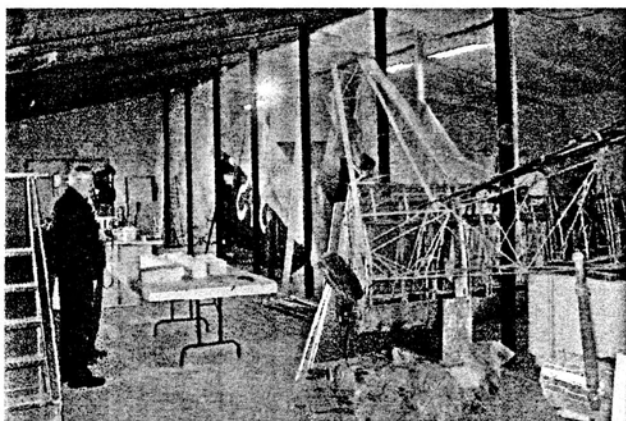
## PRESIDENT'S REPORT

I had a most enjoyable time at three CAS meetings during the Fall.

In September there was a joint meeting of the CAS and the British North America Philatelic Society's Air Mail Study Group, at BNAPEX - 2009 - SEAWAYPEX in Kingston. The meeting was attended by about twenty people. There was a round of introductions, which enabled many people to link personalities with names that they'd read about in the past. This was followed by an excellent presentation from David Whiteley, about *Canadian Overseas Airmails*.

In October we had the fifteenth annual Day of Aerophilately in Toronto. The regulars look forward to this event each year, and this year's meeting was fully up to our expectations. - Presentations, discussions, lunch at a nearby restaurant, and sales/trading. It was great!

Then, in November, there was a small gathering at the Canadian Aviation Heritage Centre outside Montreal, where Patrick Campbell does a lot of volunteer work. - Patrick had often invited me to visit the Centre, and it seemed a good idea to take him up on his offer, and present him with his CAS Fellowship and Life Member plaques at that time. I contacted the CAS members in Quebec and vicinity to see if anybody else was both interested in joining us, and able to do so. Unfortunately the timing was inopportune, and only Ken and Gloria Sanford joined us. However, we had a most enjoyable and interesting time.



### "Left"

Ken Sanford and Patrick Campbell on a tour of the Canadian Aviation Heritage Centre.

### "Centre"

The wings from a Bristol Bolingbroke in storage, while the fuselage is being restored.

### "Right"

The fuselage of a Stinson 10A: another aircraft that is currently being restored.

**If anybody is passing by Montreal, and would like a tour of the CAHC, just contact Patrick Campbell, 17091 Rue Maher, Pierrefonds, QC H9J 1H7**

One sad note this Fall, is that Don Amos passed away in September, shortly after his election as a Fellow of the CAS was announced. - Don was 99 years old, but stayed active till this summer, and continued to correspond with me from time to time. Some years ago I asked Don to describe his early days of airmail collecting in the 1920's and 1930's, and his response was published in this newsletter in 1998. I was very pleased to receive Don's recollections, as it seems to me that little information is available about the process of airmail collecting in the past. I am re-printing the recollections as a tribute to Don later in this newsletter, (pages 7 to 10).

**Continued**

**PRESIDENT'S REPORT continued**

Much more cheerful news, is that I received very positive responses from the other nine members who were elected as Fellows of the CAS in September. Their comments were generally modest, but I'm sure that none of the other members of the CAS were surprised by any of the choices for our first group of Fellows.

Best wishes to all members for good health and enjoyable activities in the New Year,

**Chris Hargreaves**

## SECRETARY'S REPORT

### Welcome to nine new members:

- #401 Tony Hine, Toronto, Ontario.
- #402 Mark Berner, Montreal, Quebec.
- #403 David Crotty, Park Hills, Kentucky, U.S.A.
- #404 Robert Toombs, Surrey, British Columbia.
- 405 William Beaudoin, Oromocto, New Brunswick.
- 406 Louis-Georges Dumais, Boisbriand, Quebec.
- 407 Peter Motson, Seaton, Devon, England.
- 408 Don Fraser, Winnipeg, Manitoba.
- 409 Brian Murphy, Ottawa, Ontario.

## MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please renew as soon as possible, in order that the next newsletter is sent to you without delay.**

135 Beatrice Bachmann	364 David Kelly	219 William Noble
340 Harold Brosseau	111 James Larry Kobelt	67 Robert North Sr.
322 David G. Brown	310 Charles LaBlonde	207 Charles Oakley
300 Bob Campbell	171 Albert Leger	275 Thomas Shaw
<i>318 Martin Cole</i>	109 Gary Lyon	222 Douglas Smith
270 Earle Covert	106 Maurice Malenfant	<i>363 Raymond Simrak</i>
260 Fred Dietz	306 Gordon Mallett	392 Ken Thibault
355 Mrs. Mary Dunlop	277 Ed Matthews	73 Kurt Tischler
249 David Flett	329 Denny May	303 Ronald Trefry
312 Barry Frost	320 Gordon McDonald	390 Dr. Hal Vogel
193 J.P. Gadoury	17 Richard McIntosh	13 Janice Weinstock
289 Andre Giguere	321 Andrew Mrozowski	374 David Whiteley
354 David Hanes	356 Musee Canadian Civilisations	311 Hans Wichern

(A member in italics is an Advertising Member, who pays double the annual dues, but has an advertisement placed in each newsletter. If anybody would like to become an Advertising Member, please contact the editor.)

Our annual membership dues are:

*\$20.00 CDN in Canada, \$22.00 CDN in U.S.A. (or \$21.00 US), \$25.00 CDN for members Overseas, (or \$24.00 US, or 17 Euros, or 15 Pounds Sterling).*

Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, [please make cheque payable to: *The Canadian Aerophilatelic Society*]; or by PAYPAL in CANADIAN \$ to [binepean@trytel.com](mailto:binepean@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**

PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

**Brian Wolfenden**

# WESTERN CHAPTER REPORT

The Western Chapter had a pleasant meeting over lunch during CALTAPEX in Calgary.

Our next meeting will be in January at Blackfalds, Alberta. - For details please contact Dave Brown, P.O. Box 2446, Blackfalds, Alberta T0M 0J0 [E-mail: [dgbrown\\_id@shaw.ca](mailto:dgbrown_id@shaw.ca) ]

*Dave Brown*

# WEBMASTER'S REPORT

[www.aerophilately.ca](http://www.aerophilately.ca)

- The index to *The Canadian Aerophilatelist* and back issues page has been updated to include issues up to October 2009. - Gord Mallett has done an amazing job with this! (I agree! Ed.)
- The Awards page has been updated.
- I have added a few new links on the Aerophilatelic links page.
- The webcounter now stands at 2,345. - This measures the number of "computers" that have visited the site, and does not record repeat visits. At this time last year it was at 1,576.

*Steve Johnson*

# EDITOR'S MAILBOX

**I continue to get some interesting mail, which shows that our website is being widely used, and appreciated. - It has included the following email from Scholastic Press:**

Hello, Mr. Hargreaves:

I wonder if you might be able to answer a question for me, or route me to someone who could.

I'm editing a children's book set during WWII and I'm trying to determine whether it would have been possible for a regular citizen to send a letter airmail between Canada and England (in either direction) between June 1940 and June 1941, which are the start and end dates of the story. Some information I've found says trans-Atlantic airmail was available in Canada in 1941, but since the story ends mid 1941, I need something more specific in terms of a month. Also since the use of airmail seems fairly new at that time, I wondered if it might have been reserved only for military/government, not the "average citizen," particularly during wartime.

Many thanks for any help and/or contacts you might be able to provide. I was delighted to find your website on the Net and to see that there is an organization specializing in this sort of information. When one is editing a book, one never knows what sort of fact checking questions might arise, and this one has certainly had me stumped.

Regards,

Sandra Bogart Johnston, Senior Editor, Scholastic Canada Ltd.

For readers not familiar with transAtlantic airmail during WWII, the answer is YES. - It would have been possible for a regular citizen to send a letter airmail between Canada and England, in both directions, between June 1940 and June 1941. The letter would normally have travelled from Canada to New York; crossed the Atlantic on a Pan American Airways flying boat to Lisbon, Portugal; then been flown to England. (Or vice versa). - If all went well, this would take about a week. However, sometimes flights were delayed by weather, or there was a backlog of mail to be flown, and a letter would often take two weeks or more.

Trans-Atlantic airmail was expensive. - In 1940 a regular letter within Canada needed 3 cents postage. A letter by sea mail to England cost the same. A trans-Atlantic air mail letter was 30 cents.

"Normal" letters between Canada and England were not usually censored, but sometimes they were.

I mentioned in the last newsletter that I'd had a request for a copy of our newsletter from Brazil. - In return, I've been sent some copies of the Brazilian newsletter FILACAP, which are in Portuguese. If anybody would like these copies, just contact me and I will mail them to you.

*Chris Hargreaves*



## UPDATE ON AMCN

As the newly appointed Editor in Chief of the 'The Air Mails of Canada and Newfoundland', I am working with your Executive to determine the contents of the next addition of the Catalogue as well as determining the most cost efficient manner in which to produce the a new edition.

As all of you are aware, the cost of bound copies of books is becoming prohibitive and therefore we need to look at various publication approaches to keep the Catalogue affordable.

As part of the process, I have begun contacting individuals to serve as Section Editors and have obtained the support of a number of our members. Hopefully, we will be able to announce the proposed sections and the Section Editors in the next edition of The Canadian Aerophilatelist.

In the meantime, if you are interested in lending your support to become a Section Editor, or helping with a section that you feel should be part of the revised Catalogue, please send me an email with the Subject 'Catalogue', or write me with a brief statement of what you would be willing to contribute.

Wishing you the Best of the Holiday Season,

**Neil Hunter**

1F - 293 Perry Street, Port Perry, Ontario L9L 1S6 [ E-mail: [n.h.hunter@sympatico.ca](mailto:n.h.hunter@sympatico.ca) ]

## LIBRARY REPORT

We have been the very fortunate recipients of some most useful material to the CAS library. **MANY THANKS** to:

- **Susan Henderson**, daughter of Don Amos, for donating to us Don's research notes, and copies of Canadian Airways Limited The Bulletin from the 1930's. These will be a terrific resource! Thanks also to DON FRASER and DAVID WHITELEY for their assistance regarding this donation.
- **Jack Ince** for donating a variety of books and publications. These include early issues of Air Mail News which extend our holding of this publication.
- **Richard Weigand** for back issues of Zeppelin, the Zeppelin Study Group newsletter, and for publications about the *Graf Zeppelin* and *Hindenburg*.
- **Marc Berner** for information about the members of *Canada's Aviation Hall of Fame*.

## CONGRATULATIONS!

To the aerophilatelic exhibitors at BNAPEX - 2009 - SEAWAYPEX:

- **Brian Murphy**, *Routes, Rates and Regulations: Canada's International Airmail From 1924 Until October 3<sup>rd</sup> 1946* - Vermeil.
- **Chris Hargreaves**, *Aerial Mail To and From Kingston, Ontario* - Silver
- **Robert Toombs**, *Royal Air Force Transport Command (RAFTC) Mails During WWII: Canadian Perspective* - Silver.

To **Dominique Tallet** (CAS member 235) who exhibited *Les premiers vols postaux a Canada* at EXFILNA 2009, and received a Large Vermeil. The show was held in the Basque town of Irun from October 6<sup>th</sup> to 12<sup>th</sup> 2009, and is one of the most important events in Spanish philately. Dominique described his exhibit as, "First Flights Of Canada with the private labels".

To **Mike Shand** on the publication of the revised New Zealand Airmail Catalogue. - According to the publisher's:

The NEW ZEALAND AIR MAIL CATALOGUE 3<sup>rd</sup> edition (edited by Mike Shand) is now available. - First published in 1987 with Jim Stapleton as editor, this long awaited catalogue replaces the 1994 2<sup>nd</sup> edition and has been thoroughly revised and renumbered. Over 100 new entries appear in this edition under a new editor, which is realistically priced as the prices are based upon recent sales realizations, and includes almost 900 listings from 1911 to 2009. This catalogue is essential for collectors and dealers alike & listings will be referred to as *Shand* numbers.

Congratulations also to ALAN TUNNICLIFFE for his production work on the catalogue. - The catalogue is 96 pages A4 with monochrome and colour illustrations, and costs \$55.00 including postage to North America, from: House of Stamps, Private Bag 63000, Wellington, New Zealand 6140 [E: [arna@mowbrays.co.nz](mailto:arna@mowbrays.co.nz) ]

## PAST PRESIDENT'S GREETINGS

My very best wishes to all for a joyous Christmas and a Happy, Healthy and Prosperous New Year 2010. I celebrated my 82<sup>nd</sup> birthday on 31 October 2009. I was a Halloween surprise! Although my health is very good I am commencing to experience new aches and pains; as yet nothing serious. For some time now I have been relinquishing various commitments to allow me time to sort out 50 years accumulation of papers, photographs, books, stamps and covers to relieve problems for the Executive of my estate when I die.

Two years ago Chris Hargreaves stepped into my shoes as the President of the Canadian Aerophilatelic Society (CAS). It is very important to pass on the control to younger successors. Chris has done and is doing a marvelous job instilling new life into the CAS. The position of Editor-in-Chief of the CAS catalogue, *The Air Mails of Canada and Newfoundland*, has been taken over by Neil Hunter who has already started several improvements to the catalogue. After 15 years and more of looking after these assignments it was time for new blood. I have a sense of accomplishment, particularly knowing that the work will be carried on by enthusiastic and competent successors. I now serve as Past President of the CAS. I and nine other Aerophilatelists have been elected as Fellows of the CAS. I am greatly honoured to receive this Fellowship to add it to my other designations FRPSC, FRPSL, Aerophilatelic Hall of Fame of the AAMS and Honourary recognition from the BNAPS. I am humbled by such recognition.

After ten years I have also relinquished the position of Publicity Officer of ORAPEX, the highly national stamp show in Ottawa at the RA Center each May. I will remain as an assistant to the new Publicity Officer, Robert Pinet, formerly of Toronto. This year I will look after the Wine and Cheese Gathering replacing Anthony Fulmes, a member of the Canadian Forces serving in the Far East for a year. This year the ORAPEX 2010 will commemorate the 100<sup>th</sup> Anniversary of the Royal Canadian Navy on 1 and 2 May 2010. In 2009 I served as a jury member at ORAPEX 2009 and also at 2009 ROYAL/ROYALE 2009 in St. Catharines.

I have placed my Canadian Crash Cover Collection in the hands of Charles Firby for auction. The auction will be held at his offices in Waterford, Michigan, on Saturday, 12 December 2009. Full details are available on his web site [www.FirbyAuctions.com](http://www.FirbyAuctions.com). His Email is [Admin@FirbyAuctions.com](mailto:Admin@FirbyAuctions.com) and his telephone number is 248-666-5333. I enjoyed studying and collecting crash covers to, within or from Canada by Canadian or foreign airlines. This approach was necessary as Canada has had very few aircraft crashes that carried air mail. I am now working on used Canadian Aerogrammes and Canadian Forces Air Letter Forms. At present I have one problem as I cannot locate my two collections in my crowded basement. As a result I had to withdraw from the BNAPS exhibition in Kingston in September. This was most embarrassing not to be able to locate the exhibit for the exhibition. Hopefully next year's report of my Aerophilatelic activities will announce that the lost has been found.

My other major activities are working as a volunteer with Branch 593 Bells Corners, Royal Canadian Legion (RCL) as Chairman of the Hospital Visitation and Veterans Christmas Gift Committee. Some funds from the annual Poppy Fund Campaign are used to help needy veterans and to obtain a nice useful gift for 450 veterans and widows of veterans in our area. Last year they all received a RCL blue wool blanket and this year it will be a red or a blue pullover sweater. I also have a Britain's toy soldier business and attend four series of classical music concerts at the National Arts Center. I now attend these concerts with a charming retired school teacher, Sharleen Maringère, who likes classical music and operas as much as I do. Thus I am still quite busy with diverse interests. I hope that all of you are able to enjoy your activities as much as I do.

Best Aerophilatelic wishes to all, **Dick Malott**

## NEWS - NEWS - NEWS

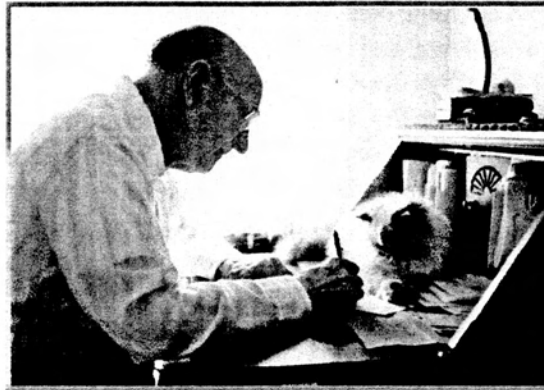
JIM MILLER of [www.canadacovers.ca](http://www.canadacovers.ca) has written that:

Last year at this time you may recall our attempt to move to Vancouver Island as well as selling our postal history business. The timing was not to our advantage, so we continued the business for another year as well as staying in the Vancouver area.

Early this September, we decided to try again. Our stamp condo was sold 3 days after the listing came out, and for 98% of the asking price. Our home condo is also on the market. The real estate market is hot here in Vancouver and we expect our home condo will be sold soon. In the meantime, we have bought a condo in Nanaimo on the waterfront.

We will be retiring from the postal history business by the end of this year. We are currently offering 20% off everything on our website, and in December, we will have our final close-out sale with really huge discounts.

## In Memoriam



### DON AMOS

Fellow of the Canadian Aerophilatelic Society

16<sup>th</sup> June 1910 - 27<sup>th</sup> September 2009

Don was 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 also an Associate Editor for the Canada Air Mail Notes in the Jack Knight Air Log during the 1960s. He received the first CAS Editor's Award in 1999.

The following article by Don describing his early days of airmail collecting in the 1920's and 1930's, was originally published in 1998, and is being repeated as a tribute to Don.

## THE GOLDEN AGE OF CANADIAN AIR MAIL

### Don Amos

Chris has asked me to write about the early days of air mail collecting in the 1920's and 1930's, generally referred to as the "Golden Age of Air Mail".

The flights of 1918-19 did not generate too much country-wide interest at the time, although most kids, including me, collected stamps. Scott's catalogue was about the size of an ordinary school text book.

Some interest in air mail really started in 1924 when Laurentide Air Service issued their first stamp. There was a sudden demand for Canada's "first" air mail stamp, although Laurentide had no idea what they were doing in philately, and were caught by surprise by the demand for their stamp. (I learned this later when the air mail bug bit me in 1930, from W.R. Patton, an air mail dealer here in Winnipeg where I also live.) Only a few were interested in covers in 1924. The stamp was the thing in those days.

As other airlines followed, collectors started to become interested in flight covers as well as their stamps, and most covers on their inaugural flights had an appropriate marking or cachet of some kind applied. When possible, first flights were announced in the press and stamp papers. The main thing in those days was the first flight. Few knew about, and cared less, about later flights. This probably accounts for the scarcity of these in the semi-officials, as many were thrown away.

Air mail collecting steadily increased during the late 1920's. Canada already had it's first government air mail stamp which caused quite a bit of excitement, and by 1930 everything seemed to fall into place. Air Mail societies were already in force, stamp papers and magazines were going well, and other publications would also have air mail notices, etc, both national and international. Pilots were also trying long distance flights, and many were taking souvenir covers.

Canada was opening up more and more air mail routes, and was now issuing notices of coming first flights to those on it's mailing list, with instructions as to preparing covers for the flight(s).

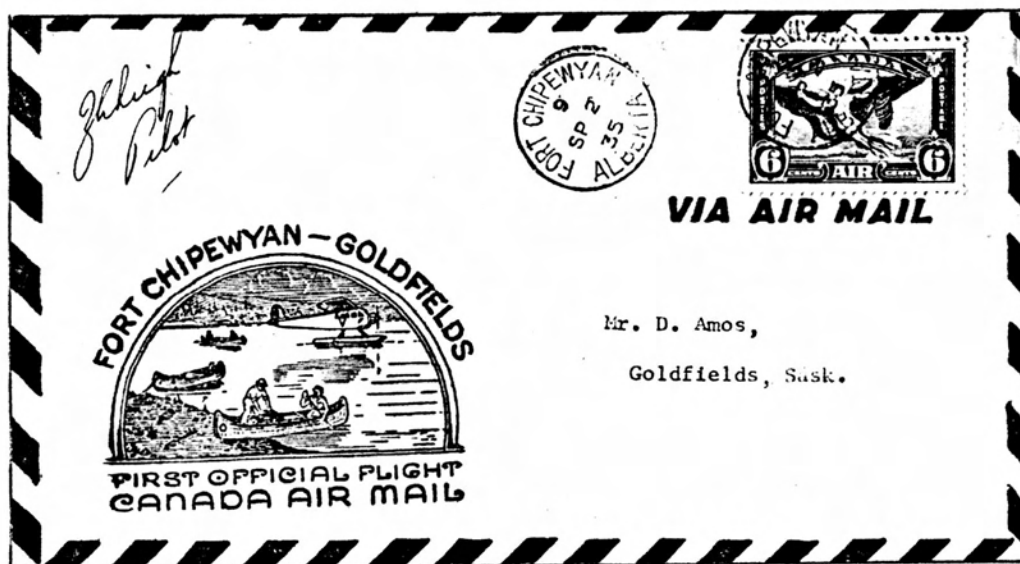
Continued



**The Golden Age of Canadian Air Mail by Don Amos, continued:**

Collectors were instructed to address covers to themselves with the address at the right to leave room for the cachet, mark it "Via Air Mail", put the route beneath it, enclose a filler (to receive a good impression of the cachet and postmarkings), prepay it at the air mail rate, and send it, (or them), under cover to the District Superintendent of Postal Service at the distributing city of that flight area. There the covers would receive the cachets and be forwarded to the flight base. They would go forward on the first flights, be backstamped at the receiving points, and forwarded to the address on the cover. (However, while some people put their own addresses on the covers, as the notices said, others liked them addressed direct to the end of the flight. Most of mine were direct.)

I recall reading in one stamp paper that the cachets on Canadian first flight covers were judged to be the most attractive in the world. In the U.S.A. the Washington post office was also issuing notices for first flights in the U.S.



**First Flight Cover Signed by the Pilot: Z. Lewis Leigh**

After receiving the cover back, we sometimes tried to get them signed by the pilot. There were various ways of doing this. I lived in Winnipeg at the time, so could go out to the airfield, and walk in to a Company's office. If the pilot was in, they would sign the cover. If the pilot was away on a flight, you could leave the cover with the Company, and the pilot signed it when they got back. You could also mail your cover to a Company's office at another airfield, and they would get it signed for you.

Another method was to mail your covers to "Bob of the Northland", and he would arrange to get them signed. - He charged fifteen or twenty cents for this, (and you included a stamped addressed envelope for their return). Bob kept five cents of this fee, and passed the rest on to the pilot, to "at least give them a smoke for their trouble".

As mentioned above, "the air mail bug bit me in 1930". I was always a lover of the outdoors, and the north country in particular. "We" were also collecting stamps. I heard that Ottawa sent out lists of new stamps, etc., and immediately sent my name in. The first item I received was a First Flight notice for the Peace River - Carcajou - Fort Vermilion - North Vermilion route. Wow! The north country. That started it, and it remained. I went for all flights then as everyone did, but later stayed with Canada. Later still I got rid of all my southern flights and kept the north which, of course, included the semi-officials.

Commemorative cachets were another thing that became popular in the 1930's, (air mail or otherwise). Airport dedications, which were another new branch of air mail collecting, were specially popular, but cachets were applied to almost any event one could think of, and collectors went for them. Most were in the U.S.A., but Canada had the odd one here and there. First Day covers, however, had not become popular as yet. Few bothered with them.

Through all this the Great Depression was on. For most collectors money was hard to come by, but most seemed able to pick up the odd semi-official stamp or cover, as well as sending their covers in for first flights. Most could afford to send only one cover for each leg, but a few dealers sent in small quantities.

**Continued**



**The Golden Age of Canadian Air Mail by Don Amos, continued:**

While chocolate bars, hot dogs, hamburgers, and soft drinks were five cents each, and most other things were priced according to hard times, interest in philately never waned, even when Canada discontinued its Prairie air mail service in 1932.

The early 1930's was also a time when collectors started to specialize in certain areas more and more. Canada, however, continued to open up new air routes, mostly to the north country, and provided cachets for the first flights on nearly all of them. Continued interest in these is shown by the quantities of covers carried.

For semi-officials, W.K. Patton seemed to be the leading dealer in them. In 1935 he issued an almost complete price list. Here are just a few items from this list: Laurentide (CL1) rouletted at left, \$12.75; Aero Club of Canada (CLP1) without numerals, \$10.50; Moose Jaw (CLP7) strip of five, \$35.00; too many Patricias and proofs to mention; Yukon (CL42c) book of 100 stamps, \$32.00; Patricia Airways Ltd. (CL43a) inverted plane, \$17.50. All were mint never hinged, as with all on his list.

Then, as now, the various Cities, Provinces, and States, had their stamp clubs and societies. In air mail there was the American Air Mail Society, and in Canada the International Air Mail Society started by Ian C. Morgan of Montreal in 1930. I was a member of the International Air Mail Society: it had a journal, but the Society only lasted a few years before folding. "Bob of the Northland" started the Canada-West Society, and later the Collectors of Canada Air Mail, but these also lasted only a few years as Alberta also had its own Provincial Philatelic Society of which "Bob" was a member.



**Cover produced by the INTERNATIONAL AIR MAIL SOCIETY for the "24<sup>th</sup>" Anniversary of Alcock and Brown's Trans-Atlantic flight. - Postmarked MONTREAL, June 14<sup>th</sup> 1933.**

The air mail dealers of the time included W.R. Patton, whom I was fortunate in knowing as we were both in Winnipeg, and who never hesitated to share his excellent knowledge of air mail with anyone who asked. Patton started in 1926, and issued regular bulletins on air mail. His name probably appears on more covers than anyone else's.

Another dealer was M. Robertson Arlidge, who operated as "Bob of the Northland". He came to Edmonton from Toronto in 1930 for his health, (he had been gassed in World War 1), and started a stamp business specializing in air mail. It lasted only a few years, but he got collectors in on some very important covers during that time. He also produced two beautiful envelopes to be used for covers. (See next page).

A.C. Roessler of East Orange, N.J., U.S., was also active. He sent covers all over the place, although some are questionable today. He would send a shoe box full of covers, with a blank cheque enclosed, up here to Canadian Airways Limited office in Winnipeg, and ask them to send them on the next first flight.

There was also Marks Stamp Co. of Toronto; Chas. B. Hill-Tout of Victoria, B.C.; Fred Jarrett of Toronto; and a few others who do not come to mind at this moment.

Air mail publications of the day were Lynn's Weekly Stamp News, Weekly Philatelic Gossip, and Mekeel's, all of which gave plenty of space to air mail.

**Continued**

**The Golden Age of Canadian Air Mail by Don Amos, continued:**

**BOB OF THE NORTHLAND envelopes: BEAVER or DOMINION (left) and MAPLE LEAF (right) designs.**

There were also W.R. Patton's regular notices and price lists; a regular magazine and newsletters put out by Bob of the Northland; and, of course, all the clubs and societies had their journals and newsletters.

In catalogues we had the Standard Airpost Catalogue by Donald E. Dickason of Wooster, Ohio, U.S.A., which was a world catalogue with a Canadian section containing both stamps and flight covers, that was edited by W.R. Patton. In Canada we had Smith, Crouch, and Jarret's Airmail Catalogue; Canada and Newfoundland; Boggs; and Morgan's who had semiofficial stamps and flight covers, and later another with semi-official stamps only.

In 1934 Canada had it's last semi-official air mail stamp, a Canadian Airways Limited overprint of: "10 CENTS" on it's 1932 issue, to enable stamp clerks in post offices to keep some account of the stamps when sold to the public. Of course we collectors didn't know it would be the last, but as time went on and no more appeared we resigned ourselves to that situation.

(Some years later there was a debate among collectors about how these semi-official stamps had been sold, and whether they could only be purchased from the airlines. - I had had the personal experience of going into the Winnipeg Post Office and buying semi-official air mail stamps over the counter! Eventually somebody also found an old Post Office Bulletin listing the post offices in which they could be purchased, which were generally along the route.)

Also, in the later 1930's the Post Office began to cut down on sending out first flight notices, although they were starting new air routes all the time. The Trans-Canada Airlines inauguration of March 1939 was basically the last of the domestic flights they serviced. After that contracts for first flights seemed to come one after another so fast that the Post Office had no time to issue notices or service first flight covers, although they still maintained a mailing-list for first flight bulletins. There was great disappointment among collectors all over, and many wrote to Ottawa to try and get first flight service reinstated, but to little avail. The Post Office only sent notices and serviced a few first flight covers after 1939, mainly for international flights, and then discontinued it's bulletin list in 1948.

To appreciate those early days of air mail, especially the early 1930's, the thrills and excitement of sending in your covers and getting them back with their cachets on them, new air mail stamps, etc., one had to live through them. Was it really the Golden Age of Air Mail? Yes, it was.

## **DON AMOS**

**Fellow of the Canadian Aerophilatelic Society**

**16<sup>th</sup> June 1910 - 27<sup>th</sup> September 2009**

**This article originally appeared as part of an occasional series of articles on the "History of Aerophilately", that looked at the production and collection of First Flight Covers, and the people involved. - If any reader would like to contribute their reminiscences, so that this series can be resumed, please contact the editor.**

As mentioned in the Library Report, we are very fortunate that Don's daughter, Susan Henderson, has donated Don's research notes to the CAS Library.

I gather that much of Don's stamp and cover collection was disposed of some time ago. The remainder is going to be auctioned by Sparks Auctions in Ottawa. For more information contact: Sparks Auctions, 62 Sparks Street, Ottawa, ON K1P 5A8. [Email: [info@sparks-auctions.com](mailto:info@sparks-auctions.com) Website: [www.sparks-auctions.com](http://www.sparks-auctions.com) ]

# SEASON'S GREETINGS

**MANY THANKS** to everybody who has sent me items for this newsletter, and/or throughout the year. - As Editor, it's very nice to have had a surplus of material for every issue over the last fifteen years!

Very best wishes to all readers for 2010, *Chris Hargreaves*

## CHRISTMAS CHALLENGES

### CHARLES, CHARLIE & CHUCK

Last December's newsletter included an article by Donald Holmes about aviation personalities called "Charles, Charlie or Chuck". - Readers were invited to suggest additional names for Donald's list. I received three responses to this challenge:

DAVID WHITELEY suggested **Charles Ulm**, co-pilot to Sir Charles Kingsford Smith on many pioneer flights, and founder with him of Australian National Airways. In April 1934 Ulm flew the first official mail from Australia to New Zealand, and in August he carried the first official airmail from Australia to New Guinea and back.



Two stamps issued by Australia in 1984, commemorating the 50th anniversary of the first trans-Tasman airmail, and the first airmail flight from Australia to New Guinea, showing Charles Ulm and his aircraft *Faith in Australia*.

DON LUSSKY suggested **Chas. L Lawrence** who was the 1927 Collier Trophy winner for designing the Wright Whirlwind J-5c engine.

JEFF DUGDALE sent the address of the website <http://www.astronaut.ru/philos/start.htm> - It can be used to identify any more astronauts called Charles etc., and also shows any stamps that have been produced for astronauts called Charles etc.

Thanks to David, Don and Jeff for their suggestions, and to Donald Holmes for his original article.

## Brian Wolfenden

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

[www.brianwolfenden.com](http://www.brianwolfenden.com)

203A Woodfield Drive, Nepean, Ontario K2G 4P2

I will also have a table at the

OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE

10<sup>th</sup> January 14<sup>th</sup> February 14<sup>th</sup> March 11<sup>th</sup> April 9<sup>th</sup> May 13<sup>th</sup> June 11<sup>th</sup> July

**PLEASE NOTE:**

**in 2010 these shows will be held at the RA Centre, 2451 Riverside Drive, Ottawa.**

# COVERS CELEBRATING AVIATION EVENTS FROM YEARS ENDING IN 9, ANNIVERSARY COVERS FROM 2009, AND OTHER INTERESTING ITEMS.

There was an excellent response to the invitation to send in items for this year's Seasonal Special issue of the newsletter.

I had expected this section to begin with covers celebrating some of the Aviation Centenaries that occurred in 2009, but Gunter Rennebeck sent me a forerunner!

## 1859 - 2009 150<sup>th</sup> Anniversary of HUGO JUNKERS Birthday



**Gunter Rennebeck and Junkers Ju 52/m  
HB-HOT  
at the Junkers Flugplatz, Dessau, Germany.**

Prof. Hugo Junkers (1859-1935) was one of the most famous engineers, scientists and inventors of the 20th century. Junkers and his workshops in Dessau set the tone for the industrial development of the town and of the free state of Anhalt from 1888 till expropriation of Junkers factories by the National Socialists in 1933. Prof. Junkers and his colleges introduced a lot of innovations in aircraft and engine construction, in working and living conditions, as well as in teaching and research. 380 patent inventions were made by Prof. Junkers.

Technikmuseum „Hugo Junkers“ provides an insight in to the industrial history of the town of Dessau and numerous interesting exhibits inform you about Junkers' life and work. The „star“ of our exhibition is a Ju 52/3m, that was found in Norway, but also a number of engines and jets, aircrafts and model airplanes, as well as other exhibits from the beginnings of the civil aviation will not leave you cold.



# 1909 - 2009: 100<sup>th</sup> ANNIVERSARIES!

In **CANADA** the special events to celebrate the Centenary of the First Flight at Baddeck by the Silver Dart, included the restoration of a Canadair F-86 Sabre 5 fighter, by Vintage Wings of Canada.

The restored aircraft, **Hawk One**, was finished in the colours of the RCAF *Golden Hawks* aerobatic team that had performed from 1959 to 1964. *Hawk One* flew at many airshows across Canada this summer.

Thanks to DENNY MAY for the cover on the front page of this newsletter, which was flown by Dan Dempsey in *Hawk One* during July.

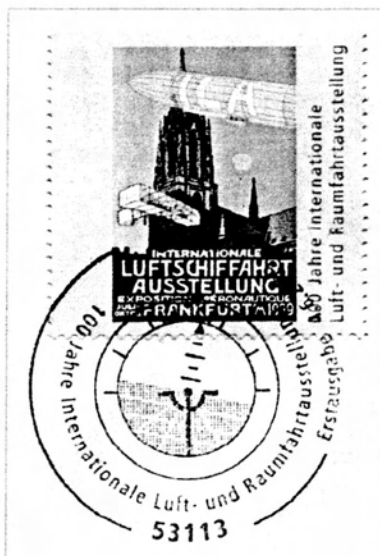


**FRANCE** issued a stamp to commemorate the Centenary of the first flight across La Manche (English Channel) by Louis Bleriot. - 31 miles in 37 minutes, at an altitude of about 150 feet, with no compass!

Thanks to DONALD HOLMES for a copy.



**GERMANY** issued a stamp to commemorate the Centenary of the first international Zeppelin show.



This show was a big event in 1909, as can be seen by the simulated news story from *Chronicle of Aviation* (Edited by Bill Gunston; JL International Publishing, 1992.) - This was part of a feature with the headline:

**Germany's patriotic passion for airships  
bears fruit in international trade show.**

Thanks to GUNTER RENNEBECK for the stamp.

## Frankfurt, July 21

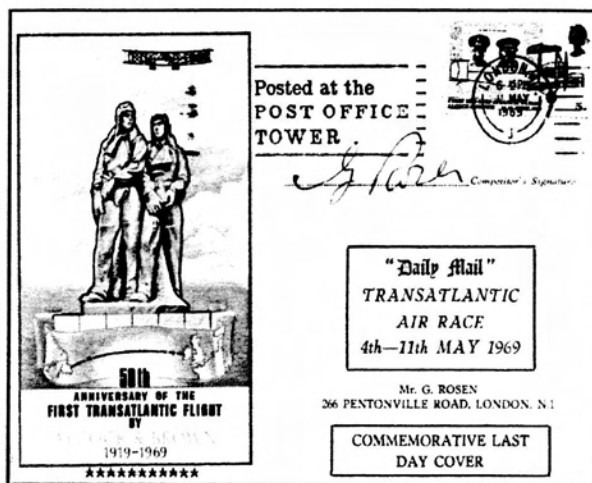
Overseas aviators are descending on the first international Zeppelin [airship] show, aware that the passenger-carrying airship is a symbol of German mastery of the air. The leading designer, Count Ferdinand von Zeppelin, made his first balloon trip while fighting in the American Civil War more than 40 years ago. His first airship flew in 1901. Since then there have been spectacular flights and disasters in Germany.

When the airship LZ 4 broke up in flames near Stuttgart last August, British politician David Lloyd George, an eye-witness, wrote: "An agony of grief swept over the massed Germans who witnessed the catastrophe. The crowd swung into the chant *Deutschland über alles* with fanatic patriotism." On May 29, the crew of LZ 5, exhausted by a 37-hour flight from Friedrichshafen on Lake Constance, failed to reach Berlin; making a forced landing after 600 miles, they hit a tree. Patched up, the ship flew on and is at Frankfurt today.

If Germany foresees a military potential for airships, the French smell profit. In the first deal of its kind, the Lebaudy brothers have built the airship *Russie* for export to Russia.

## 1919 - 1969

## 50th Anniversary of the First Non-stop Trans-Atlantic Flight



Among the large number of covers that can be found from 1969 commemorating the 50th Anniversary of Alcock and Brown's flight, are some which refer to the 1969 *Daily Mail TransAtlantic Air Race*.

JOHN JOHNSON sent me a lot of information from 1969 regarding this Air Race, including:

**A description of the race, from  
Professional Pilot, Dec. 1968**

#### Transatlantic Air Race Scheduled

The *London Daily Mail* has come up with a smashing idea to celebrate the 50th anniversary of the first nonstop flight across the Atlantic. The idea comes in the form of a challenge to anyone who can use his ingenuity in combining any forms of ground and air transportation to get from the top of the Empire State Building in New York City to the top of the G.O.P. Tower in London (or vice versa) in the shortest possible time.

The great race will be held May 4-11, 1969 with more than \$134,000 in prize money for the winners.

In 1919 aviators Alcock and Brown flew nonstop from Newfoundland to Ireland in a record setting 15 hours and 57 minutes. The *Mall's* idea is a great way to commemorate such an historic event.

The ingenious idea was implemented to emphasize the rapid growth and development of intercontinental air travel and its enormous potential. It will also emphasize the urgent need for faster ground transportation to and from the airports and cities.

All of the details, including categories, prizes, etc., can be had for the asking by writing to: Transatlantic Air Race Bureau, The *London Daily Mail*, 50 Rockefeller Plaza, New York, N. Y. 10020, Telephone CI 6-6535.

**A clipping about a DC-8 full of relatives of Alcock and Brown. -  
This reminds me of the "buzz" about the race in England in 1969.**

A hunt is on across Canada and the U.S.A. for 120 persons with the surnames of the famous trans-Atlantic air pioneers of 1919. They are wanted to participate in the great air race between New York and London, next May 5 in the 50th anniversary year of the first non-stop flight across the Atlantic.

Capt. John A. Alcock and Lieut. Arthur Whitten Brown, both RAF veterans of the First World War, made the flight from Newfoundland to Ireland June 14-15, 1919. The 1969 race is to be carried out from the 86th floor of the Empire State Bldg. in New York to the new Post Office Tower in London, England.

A sum of \$135,000 in prize money is being offered by the *London Daily Mail* newspaper and a group of other sponsors. Alitalia Airlines — the first commercial carrier to enter the race — will use a DC-8 jet loaded with 120 passengers all named Alcock or Brown. There are lots of Browns, but Alcocks are scarce.

The flight is free to those who can prove they are direct descendants of the famous flyers. Lieut. Brown was American born and it is believed many of his descendants live in upstate New York.

**A list of prizes.** This is reproduced on the next page, and shows the type of participation that was aimed for.

# Complete prize list.

The race will be between individual competitors travelling between official timekeepers at The Post Office Tower, (Butlin Top of the Tower Restaurant), London and the Observation Platform (86th Floor Observatory), The Empire State Building, New York. The following prizes will be offered for the categories shown. They will be awarded in pounds sterling and the approximate dollar equivalent at the current rate of exchange is given in brackets for information only.

£2,500 (\$6,000) offered by the Daily Sketch, London, for the shortest time London-New York via Shannon\* by an individual making a personal attempt, neither backed nor nominated by any company, registered organisation, the armed services or any Government department.

*\*The additional incentive of going via Shannon in common with Aer Lingus category (e), commemorates the landing of Alcock and Brown in Ireland in 1919.*

£2,500 (\$6,000) offered by the Daily Sketch, London, for the shortest time New York to London by an individual making a personal attempt neither backed nor nominated by any company, registered organisation, the armed services or any Government department.

£5,000 (\$12,000) offered by the Daily Mail for the shortest time overall from London to New York. This sum will be supplemented by a further £1,000 (\$2,400) offered by the British Aircraft Corporation.

£5,000 (\$12,000) offered by the Daily Mail for the shortest time overall from New York to London. This sum will be supplemented by a trophy and £1,000 offered by Vickers Ltd. in commemoration of the Alcock and Brown flight.

£4,000 (\$9,600) offered by Rothmans of Pall Mall Ltd. for the shortest time London-New York in aircraft not capable of super-sonic speed in sustained level flight.

£4,000 (\$9,600) offered by Rothmans of Pall Mall Ltd. for the shortest time New York-London in aircraft not capable of super-sonic speed in sustained level flight.

£5,000 (\$12,000) offered by Aer Lingus — Irish International Airlines for the shortest time using any normal passenger airline scheduled flights from London to New York via Shannon Airport in Ireland. (It will be recalled that Alcock and Brown landed in Ireland concluding their epic flight.)

£5,000 (\$12,000) offered by B.O.A.C. for the shortest time using any normal passenger airline scheduled flight from New York direct to London.

£2,500 (\$6,000) offered by Castle Britannia Group of Unit Trusts for the shortest time from London to New York using a jet or turbo-prop aircraft normally used for private or business purposes.

£2,500 (\$6,000) offered by the Financial Times for the shortest time from New York to London using a jet or turbo-prop aircraft normally used for private or business purposes.

£1,000 (\$2,400) offered by the Evening News, London, for the shortest time achieved by a MAN from London to New York using a light aircraft (maximum authorised weight not exceeding 12,500 lbs. or 5,700 kilograms and not powered by jet or turbo-prop) and making a minimum of two stops on route (e.g. Scotland and Newfoundland).

£1,000 (\$2,400) offered by the Evening News, London, for the shortest time achieved by a MAN from New York to London using a light aircraft (maximum authorised weight not exceeding 12,500 lbs. or 5,700 kilograms and not powered by jet or turbo-prop) and making a minimum of two stops on route (e.g. Newfoundland and Scotland).

£1,000 (\$2,400) offered by the Evening News, London, for the shortest time achieved by a WOMAN from London to New York using a light aircraft (maximum authorised weight not exceeding 12,500 lbs. or 5,700 kilograms and not powered by jet or turbo-prop) and making a minimum of two stops on route (e.g. Scotland and Newfoundland).

£1,000 (\$2,400) offered by the Evening News, London, for the shortest time achieved by a WOMAN from New York to London using a light aircraft (maximum authorised weight not exceeding 12,500 lbs. or 5,700 kilograms and not powered by jet or turbo-prop) and making a minimum of two stops on route (e.g. Newfoundland and Scotland).

£1,000 (\$2,400) offered by the Evening News, London, for the best performance either way by any entrant whose aircraft does not exceed 5,000 lbs. (2,300 kilograms) maximum authorised weight. The adjudication in respect of this prize will be made by the Editor of the Evening News who will be advised by a panel selected by him.

*continued from preceding page*

£5,000 (£12,000) offered by The Butlin Organisation for the most meritorious non-winning entry in any category by any resident of the United Kingdom holding a British Passport. In deciding the winner of this special prize consideration will not only be given to the time taken in making the completed or attempted journey but also to the originality and ingenuity of the method adopted by the entrant and the example set by the Competitor in personal initiative.

£5,000 (\$12,000) offered by the Aviation Division of the Ziff-Davis Publishing Company,

New York City, publishers of Flying, Airline Management and Marketing, and Business and Commercial Aviation, for the most meritorious non-winning entry in any category on the part of an American citizen. In selecting the winner, a distinguished panel of judges, to be appointed by the Ziff-Davis Aviation Division will give consideration not only to the elapsed time, but to the originality, ingenuity and personal initiative displayed by the entrant.

£1,000 (\$2,400) offered by the Zurich newspaper BLICK for a Swiss National winning any class.

**Thanks John.**

*continued over*



## CINDERELLA CHECKS OUT THE STAMP SHOWS

In the classic tale, Cinderella goes to the Ball in a Coach.  
Here, Cinderella goes to philatelic shows via Aeroplane.



(1)

The first such(1) that I know of is for the show in the Royal Horticultural Hall, London, May 14-26 1923.

This venue still hosts STAMPEX today



(2)

Then we have New York in 1936 with Mercury, patron of travellers (also of rogues, thieves and vagabonds) holding aloft, or maybe waving at a plane (2)

The WIPA show in Austria in 1933 had some 12 Cinderellas of which three had aero themes.

(3)

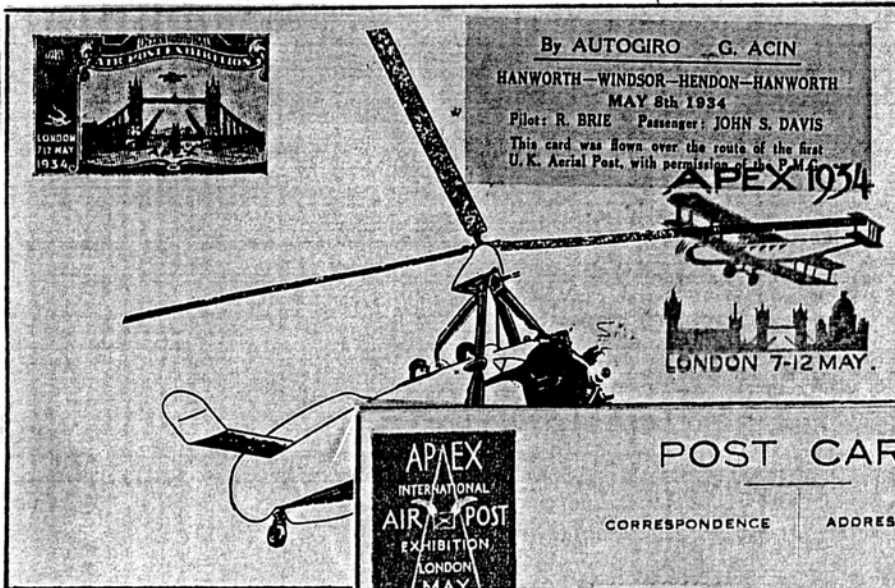


(3)

Although there are several Zaragozas in Mexico, the plane is in Spain 1949 (4)

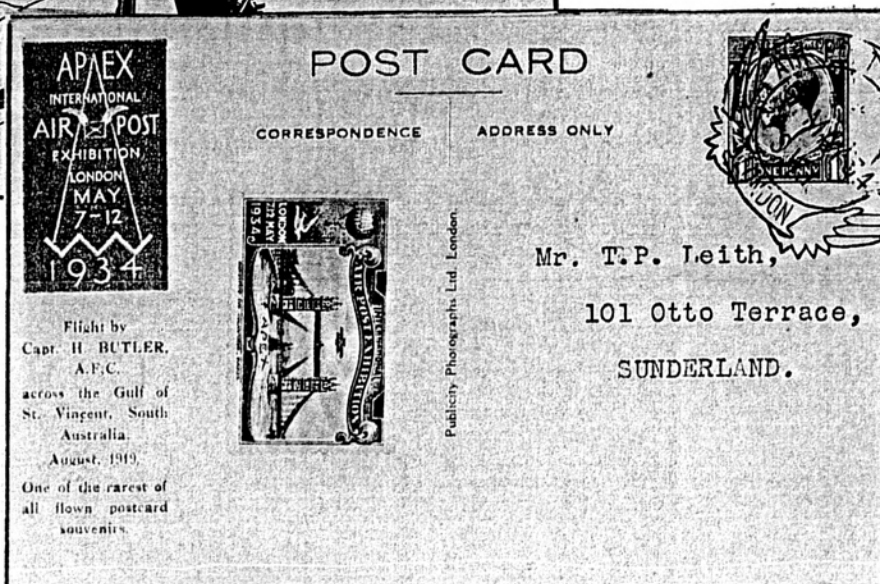


(4)

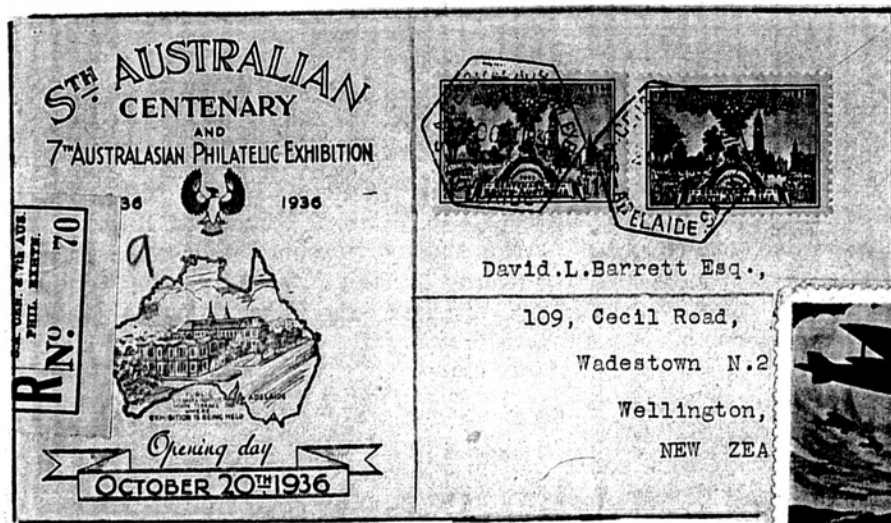


APEX in London in 1934 celebrated with planes on covers, cachets and cinderellas, over tower bridge.

(5)

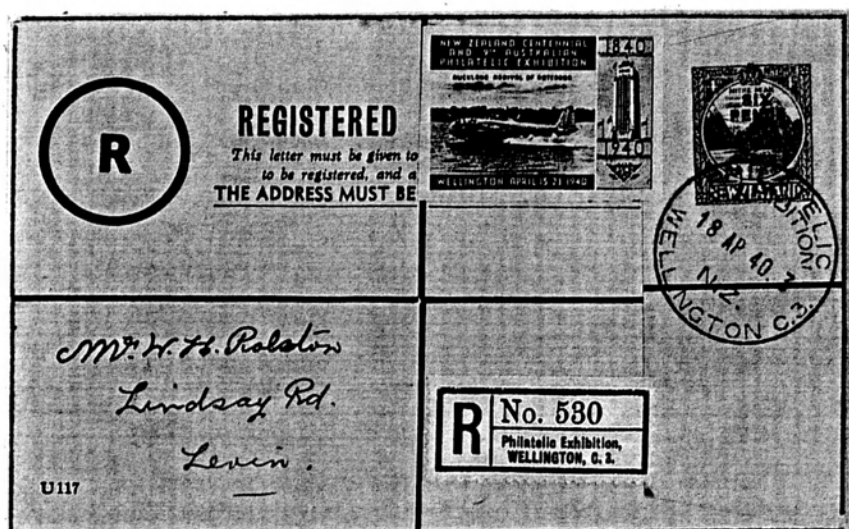






The South Australian Centenary (Adelaide) (6) included a 'Philatelic Exhibition' for which a Cinderella arrived on a bi-plane (reverse of cover.

(6)



Wellington also for the N.Z. Centennial in 1940 issued a sheet of 12 'Poster Stamps' one of which depicted the flying boat "Aotearoa."

(7)



(8)

Melbourne had a "Airmail Exhibition" in Oct. 1937, but lucky Australia had a "First Airpo Exhibition" in June 1937 for which, Cinderella seems to have been absen



Here, Cinderella goes to the London Stamp Exhibition of 1939, dressed by Harrison and Sons Ltd. The Electra was 'plane of the day' in 1939.

(9)

May you find what ye seek in the new year before your plane turns into a pumpkin!



MIKE SHAND  
1183 AGINCOURT ROAD  
OTTAWA ONTARIO CANADA  
K2C 2H8



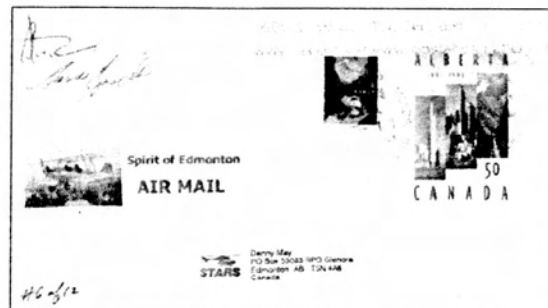
(10)

Lastly we have the American Air Mail Soc., flying in to Cuba, 11 years before Fidel in a curious looking aircraft. When do we meet there again AAMS?

# 1919 / 1929 - 2009: Re-Enactments in Alberta

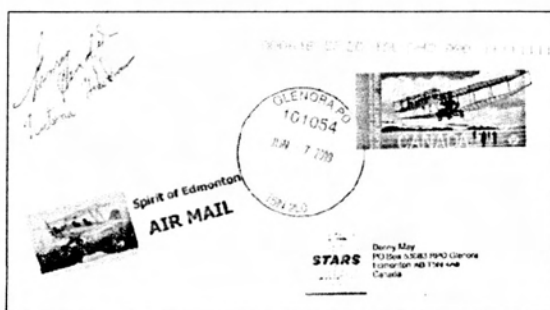
➔ On December 1, 2008 a Kelly-D Homebuilt Biplane owned jointly by the *Alberta Aviation Museum* & the *Edmonton Aviation Heritage Society* left Winnipeg for Edmonton. The "Spirit of Edmonton", flown by Tom Hinderks & Curtis Peters was re-creating the first Prairie Air Mail to Edmonton. Weather & mechanical problems caused many delays and the aircraft finally reached Edmonton on January 22, 2009. Mail was carried & delivered to the Mayors of Neepawa & Russell (Manitoba), Yorkton, Wynyard, Saskatoon & North Battleford (Saskatchewan), Lloydminster & Vegreville (Alberta). No other mail was carried.

➔ On February 10, 2009 the "Spirit of Edmonton" set out to re-create the 1929 Mercy Flight flown by "Wop" May & Vic Horner. Again the weather was against them and mechanical problems continued. The Plane flew to Westlock, Slave Lake, McLennan, Peace River, Manning & High Level. The flight was abandoned there - the final leg to Fort Vermilion was by vehicle. 12 letters were carried, and signed by pilots Curtis Peters & Tom Hinderks and mailed in Fort Vermilion on May 19<sup>th</sup> - these were produced as gifts for those involved in making the flight a success. The aircraft returned to Edmonton May 21, 2009.



Curtis Peters & Tom Hinderks

➔ On June 7, 2009 the "Spirit of Edmonton" flew from Edmonton to Wetaskiwin to re-create the first commercial delivery of a newspaper by *May Airplanes Ltd.* on June 7, 1919 by pilot George Gorman. Pilots on this flight were Tom Hinderks (Executive Director of the Edmonton Aviation Heritage Society) & his daughter Victoria Hinderks. 12 letters were carried, and signed by both pilots and mailed in Wetaskiwin - these were produced as gifts for those involved in making the flight a success. Ten copies of the Edmonton Journal were carried on the flight & one went through the postal system after the flight as an oversized letter!



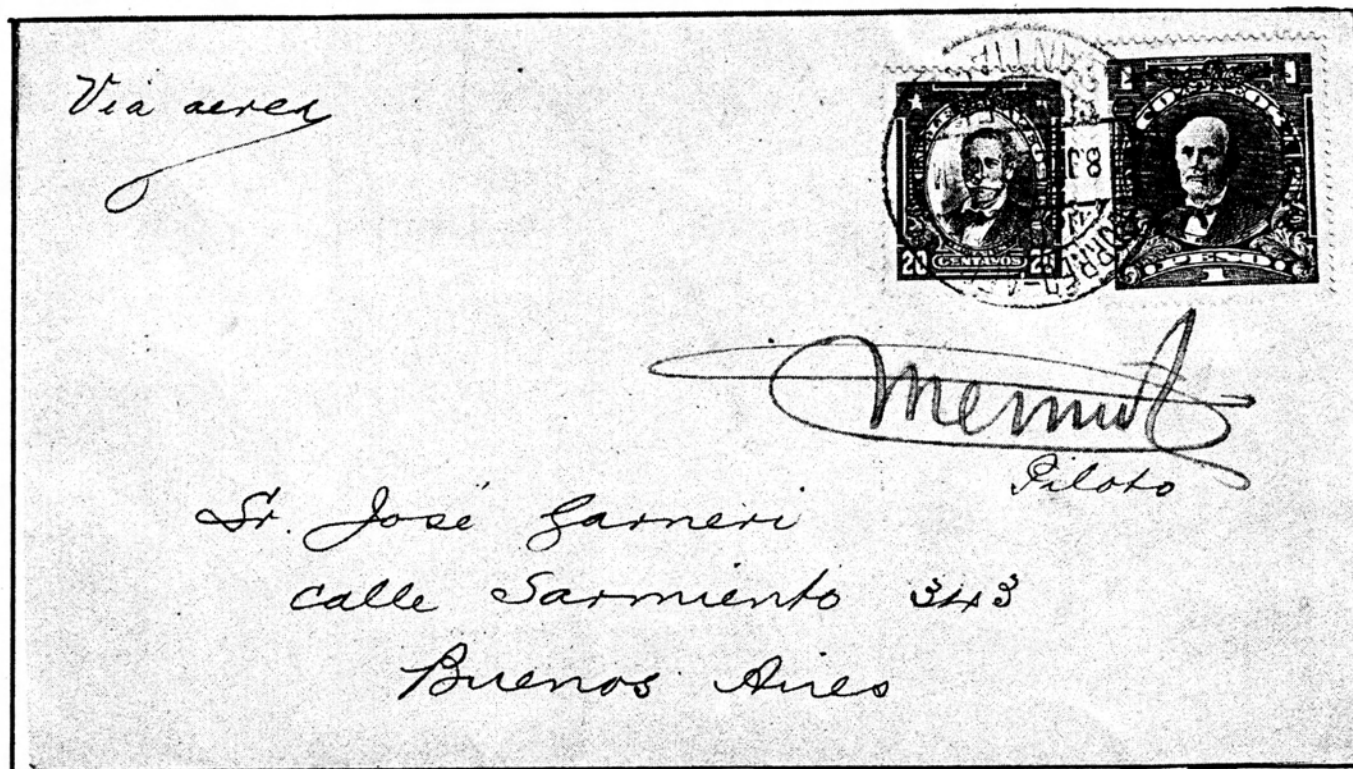
Victoria Hinderks & Tom Hinderks

This information is from *Air Mail in Alberta*, the terrific book by Denny May that combines a complete listing of Albertan airmail covers, and interesting anecdotes about many of them. - 55 pages with lots of illustrations!

The 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](mailto:maycroft@shaw.ca)]

## 1929 – FIRST REGULAR AIRMAIL SERVICE CHILE-ARGENTINA- EUROPE BY AÉROPOSTALE

From July to September 1929, a series of flights by Aéropostale established the first regular airmail service connecting Chile, Argentina, Brazil and Europe. That service would end with the beginning of WWII.



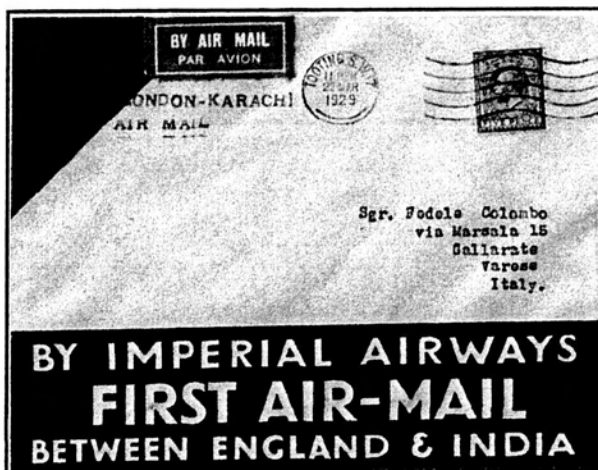
On July 18, 1929, pilots Jean Mermoz and Henri Guillaumet took off from Santiago (Chile) in their POTEZ 25 –A2 F-AJDX at 7 AM, crossed the Andes and landed at Mendoza (Argentina) at 8.35 AM. In Mendoza they moved the mail to another aircraft, the LATÉ 26 F-AILH, for the flight to Buenos Aires where they arrived at 3:25 PM. They had taken on 514 letters in Santiago. They had flown from Buenos Aires to Santiago on July 15. This cover is signed by Mermoz. The POTEZ 25-A2 was a biplane with a cruising speed of 180 km/h which could reach an altitude of 7 400 meters. Although it was an ideal airplane for crossing the Andes at an altitude between 5 000 and 7 000 meters, the flying conditions in the open cockpit could be very uncomfortable. Extreme cold, snowstorms and high winds were not unusual. The legendary Jean Mermoz was the main pilot for this flight but his co-pilot Henri Guillaumet was to fly the weekly Santiago-Buenos Aires route by himself for many years. It was during one of those flights that on June 13, 1930 he crashed in the Andes. The story of his courageous walk to safety is well known. Between July 1929 and August 1930 and again from April 1932 to September 1934, **Guillaumet crossed the Andes a total of....343 times !** Later he made **78 crossings of the South Atlantic** carrying mail to and from Europe. In 1938 and 1939, he **flew across the North Atlantic 12 times** aboard the LATÉ 521 *Lieutenant de Vaisseau Paris*. On November 27, 1940, he was shot down near Sardinia during a flight to the Levant. Quiet and shy compared to the extrovert Mermoz, Guillaumet was, for his achievements, certainly one of the greatest pilots of the history of aviation.

Greetings from Michel Brisebois, Montreal.



# 1929: Inauguration of England - India Airmail Service

Donald Holmes



On March 30 1929 G-EBLF achieved fame by flying the first sectors of the first England-India mail service and added to it in April 1931 when it carried TRH the Prince of Wales and Prince George from Paris to Windsor, where it landed on Smith's Lawn.

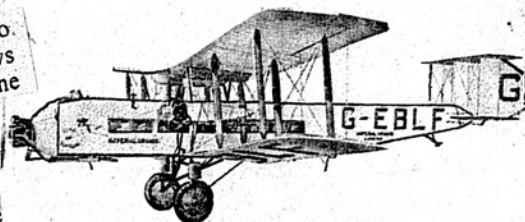
dark blue markings in 1927 in time for the inauguration, on May 1, of the lunchtime Silver Wing services each way over the London-Paris route. For Silver Wing operations seating was reduced to 18, a buffet was installed at the rear of the cabin and a steward was added to the crew.

The first three Argosies were G-EBLF (c/n 154), G-EBLO (c/n 155) and G-EBOZ (c/n 156). G-EBLF is believed to have flown for the first time on March 16

were later named *City of Glasgow*, *City of Birmingham* and *City of Wellington*.

The open cockpit had seats for two crew and full dual controls. Windows in the nose decking illuminated the instruments.

For comparison with present-day aircraft, the wing span of the Argosy was a few inches more than that of a Trident 1



Armstrong Whitworth Argosy 1

The Argosies soon became well known, attracted increased traffic and proved extremely reliable. They were far the most modern aeroplanes in the Imperial Airways fleet and four examples of the improved Mk II were acquired in 1929.



BRITISH AIRWAYS

Continued

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IMPERIAL AIRWAYS PASSENGER AEROPLANE, SILVER WING SERVICE DE LUXE



IMPERIAL AIRWAYS PASSENGER SALOON, SILVER WING SERVICE DE LUXE

Imperial Airways selected A-W ARGOSIES from its fleet to inaugurate its England-India passenger & mail services in 1929. Argosy G - EBLF (City of Glasgow) had already made history in 1927 by taking part in the operation of the world's first daily service between Paris & London known as the "SILVER WING SERVICE".

Imperial had added a Steward to the crew of Pilot and Engineer and reduced passenger capacity of Argosy G-EBLF from 20 to 18 to accommodate a steward's kitchenette space. Also, the Argosy's London departure time was set later so that luncheon could be served while the plane was enroute to Paris. Paris departures were extended for the convenience of London-bound travelers.

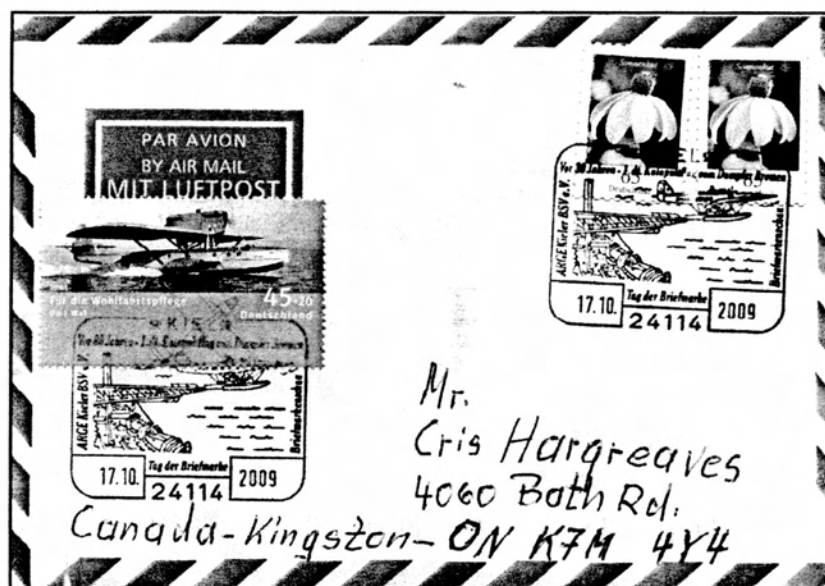
The key reason that Argosies were selected for Silver Wing Service and India direct mails was their exemplary safety records, especially true of G-EBLF assignments.



*Donald*

# 1929 - 2009

## 80th Anniversary of the First Catapult Flight of airmail from the Bremen



According to the American Air Mail Catalogue:

A seaplane could be started from on board the ship 600-700 miles before she reached her port of destination. Thus about 45 hours could be saved in the west-east direction and about 35 hours in the east-west direction.

Thanks to Gunter Rennebeck for the cover with this commemorative cancellation.

## Meanwhile: the *Graf Zeppelin* was flying across oceans!



Thanks to Donald Holmes for this postcard.

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# MORE ABOUT AUTOGIROS

Following the items in the last newsletter, John Irvine sent me this piece about an autogiro flight from The Detroit News:



**Contestants in a model airplane show at Ford Airport in Dearborn in 1929. The contest was sponsored by American Boy magazine.**

The next day's account in The News went on:

"An outburst of applause greeted the flight by Carl Patterson, 15, when his gyro rose steadily to the rafters and made the record 52-second flight.

"Patterson's model climbed swiftly until it touched an overhead light shade with one rotor blade. It clung there a moment, dropped a foot and then swept around the light. On the descent it dropped straight down.

"A perfect climb and perfect landing. The best flight yet, and made by a junior."

Rainey's took Senior First, and Carl Patterson took Junior Second

The top six winners got to ride in the real Autogiro on June 13. William J. Scripps hosted, while Detroit News pilot Frank Byerley piloted the modelers.

The winners got to choose the routes of the flights. Some wanted to see downtown, others preferred the suburbs. Harold LaClair, first place Junior, and Carl Patterson took the first flight. They rose steeply in the direction of Belle Isle, then flew over LaClair's home at 1122 Lakepointe in Grosse Pointe Park.

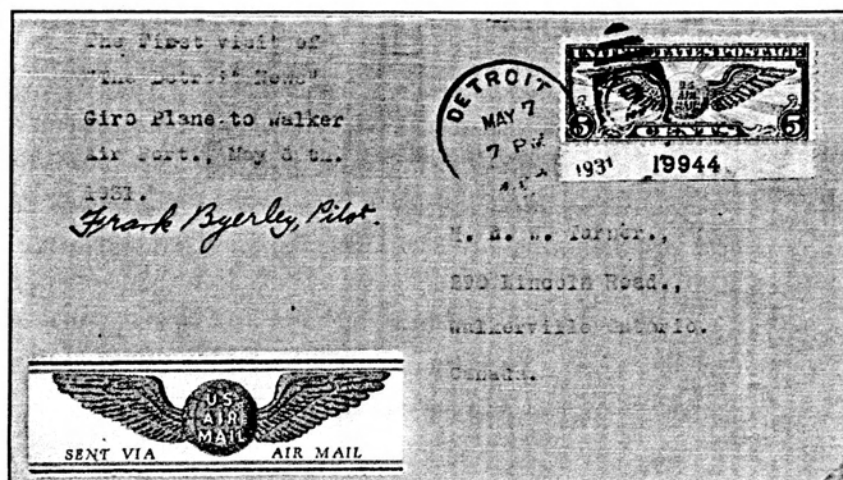
"I told my mother before I left home this morning that I might fly over our house. Sure enough, we did, and there was mother out in the back yard waving. As we hovered over the house it seemed as if we could almost talk to each other. Boy, if I could only fly the autogiro!"

John also sent this cover, from May 7<sup>th</sup> 1931.

It is endorsed in the top left corner:

**The First Visit of  
"The Detroit News"  
Giro Plane to Walker  
Air Port., May 6 th.  
1931.**

Signed: *Frank Byerley, Pilot*



On the back of the cover is a "postmark":

**WINDSOR ONT WALKERVILLE POSTAL STATION MY 8 31**

and a handstamp for

**A.A.P.S. CONVENTION WINDSOR ONT 1931 AUGUST 20-21-22**

with the convention's balloon logo.

**THANKS JOHN.**

# 1934 - 2009

## 75<sup>th</sup> Anniversary of the MacRobertson England - Australia Air Race



The 1934 MacRobertson Centenary Air Race remains one of the most significant milestones in the development of air travel. To mark the 75<sup>th</sup> anniversary of that famous race this October, the Australian National Aviation Museum has organised a re-enactment flight based on the dramatic events surrounding the last leg of the race flown by KLM's DC-2, the *Uiver*, from Albury to the finishing line in Melbourne, on its way to winning the handicap section. Linking the celebrations and other activities in both cities, a fleet of vintage and historic aircraft representing the aircraft that competed in the original event is being assembled.

On the Friday night of 23<sup>rd</sup> October, Albury City Council is planning a Hangar Dinner and presenting a play, originally written for the ABC for the 50<sup>th</sup> anniversary in 1984, depicting the dramatic circumstances that led to the landing of KLM's DC-2 *Uiver* at Albury back in 1934. The *Uiver* had become lost in an electrical storm and at night in the area. The RAAF radio operator at Laverton base could not make contact and alerted towns in the wider vicinity for assistance. Answering the call, the Albury council arranged to have the city's street lights switched on and off in Morse code to spell out A-L-B-U-R-Y, thereby providing an unmistakable beacon to guide the *Uiver* in.

To provide a landing strip the townsfolk heeded a call from the local ABC radio station to drive out to the racecourse and shine their cars' headlights on the straight so the *Uiver* could land on safe ground. The next morning it was found the *Uiver* had been standing on soft ground overnight and become stuck. Again, the citizens of Albury rallied: hundreds of them turned out to haul it onto firm ground with ropes so that it could take off. More than half a ton of mail and five passengers had to be offloaded to lighten the aircraft.

One of the most significant milestones in aviation history, the 1934 Centenary Air Race marked the turning point where airliners were transformed from the era of wood and canvas to the age of all-metal airliners that heralded the modern era of air transport.

*This item is based on an article by Ted Thomasson in the Australian Air Mail Society's newsletter.*

**Thanks to HERBERT LEALMAN for sending me the information.**

For more information about the Australian Air Mail Society, contact the Secretary: John Bodnar, P.O. Box 395, Edwardstown SA 5039, Australia.

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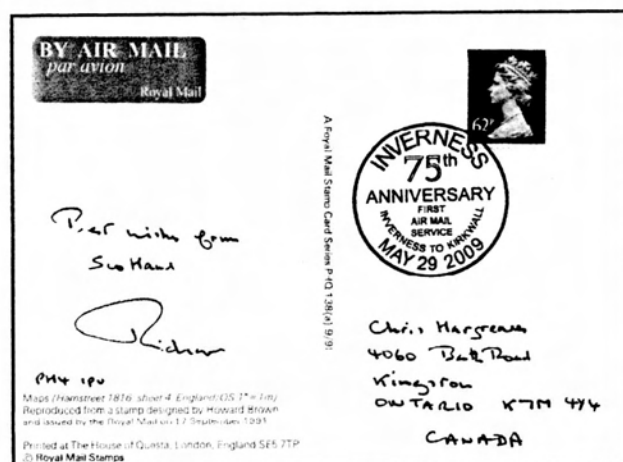
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## 75th Anniversary of the First Regular Official British Inland Airmail Service



This service was inaugurated on May 29<sup>th</sup> 1934 by Highland Airways, between Inverness and Kirkwall in Orkney.

Thanks to Richard Beith for the card.

## 1936 - A Joseph Nason cover



This cover from Havre St. Pierre to Rimouski was included in the article about Rev. R.S. Mason and his covers in the September Canadian Aerophilatelist.

It seemed then that the name on Rev. Mason covers varied, and that "J Mason" was another variety.

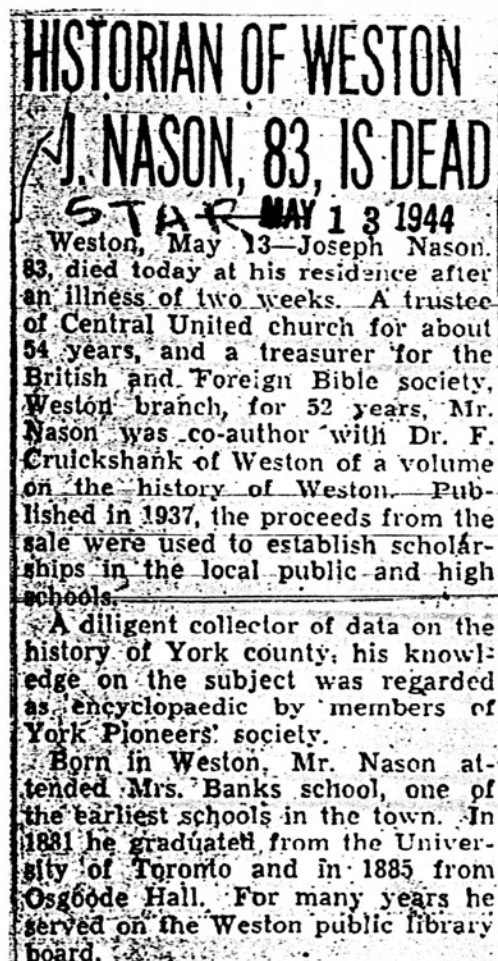
However, Barry Countryman suggested that the cover is addressed to **J Nason**, rather than **Mason**.

Barry also sent me this obituary for Joseph Nason of Weston, Ontario, from The Toronto Star, May 13th 1944.

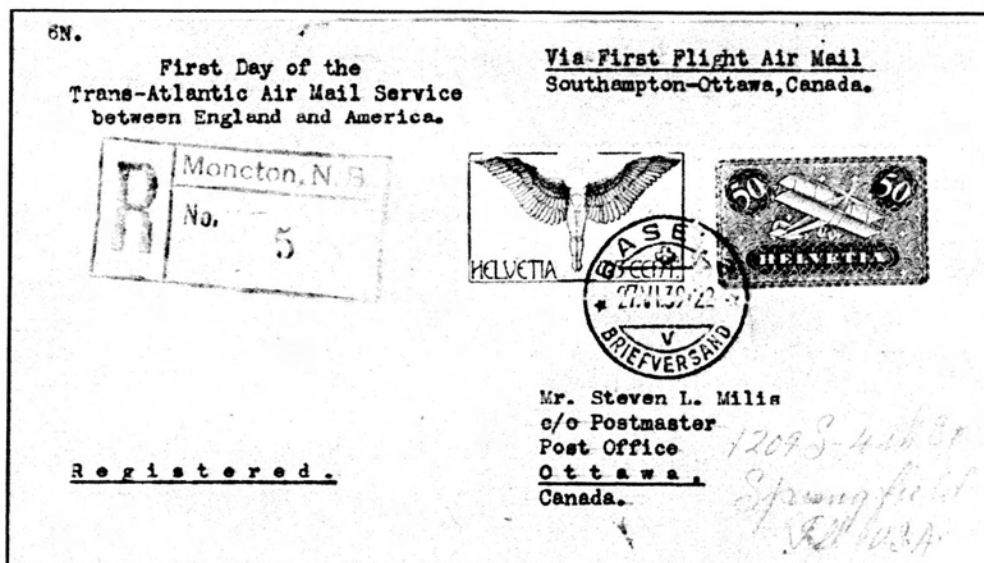
Although the obituary doesn't mention J. Nason as being a stamp collector, many men were in the 1930s.

It is far more likely that this cover was produced by or for Joseph Nason of Weston, Ontario, rather than by or for Rev. Mason of Richmond Hill.

Many thanks to Barry for pointing this out.



## 1939: Inauguration of Regular Trans-Atlantic flights through Canada



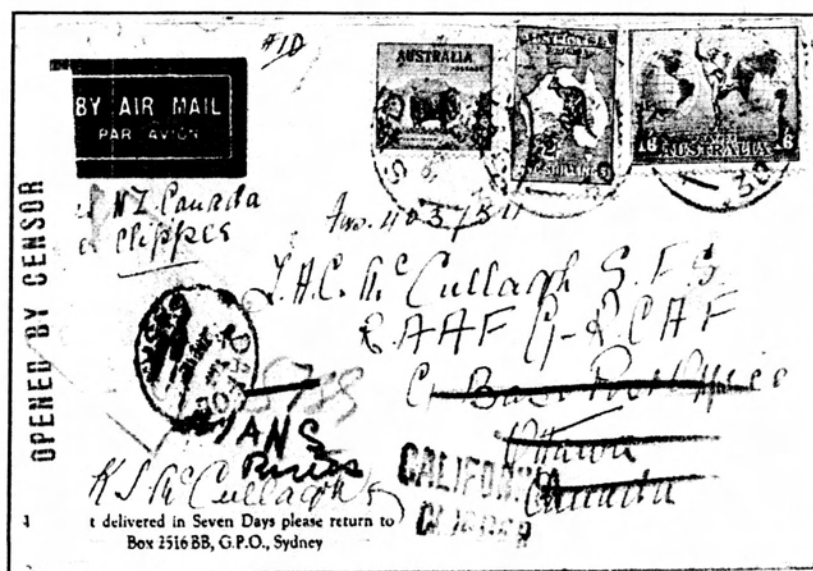
Addressed to: Mr. Steven L. Mills, c/o Postmaster, Post Office, Ottawa, Canada.

Re-addressed to: 1290 S - 4<sup>th</sup> St., Springfield, Ill U.S.A.

Return address on back: From Paul Griss, Langwiesen b/Schaffhausen, Schweiz.

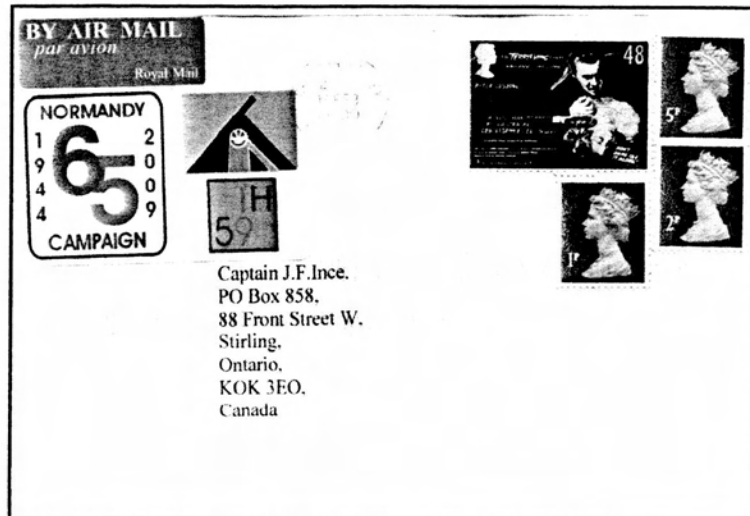
Thanks to ALAN KLEIN for this exotic cover. - It's one of a number of covers involving Steven L. Mills, sent to and from various countries, on the first TransAtlantic flights by both Pan Am and Imperial Airways. Can anybody provide any information about Steven L. Mills?

## SEASONS GREETINGS FROM DAVID CROTTY



Seasons greetings to the CAS with a Canadian airmail theme. This cover traveled rather widely over the Christmas holidays of 1941. Mailed 5 December 1941 at Sydney to an Australian officer serving in Canada, was left on the dock in New Zealand as the Pacific Clipper flew "The Long Way Home" to avoid Japanese attacks. Carried by sea, arriving in Ottawa the day before the Pacific Clipper arrived in New York in the early morning of 6 January 1941. Dave Crotty, PO Box 16115, Ludlow, KY 41016-0115

## SEASONS GREETINGS FROM JACK INCE



Jack sent this cover commemorating another Anniversary of 2009: the 65<sup>th</sup> Anniversary of the Invasion of Normandy in 1944. - The cachet is based on the shoulder badge of the 59<sup>th</sup> Staffordshire Infantry Division, that Jack's unit - the 61<sup>st</sup> Field Regiment, Royal Artillery - was part of. Some years ago, Jack wrote a very interesting book, Gunners of the 61<sup>st</sup>, about his regiment in Normandy.

In October I had a very pleasant visit with Jack, to present him with the plaque affirming his qualification as a Life Member of the Canadian Aerophilatelic Society. Jack is now 93. He doesn't usually travel far from his house, but was remarkably agile in going up and down the stairs inside his house. Ed.

## 1949 - First Flight of the DeHavilland D.H.106 Comet

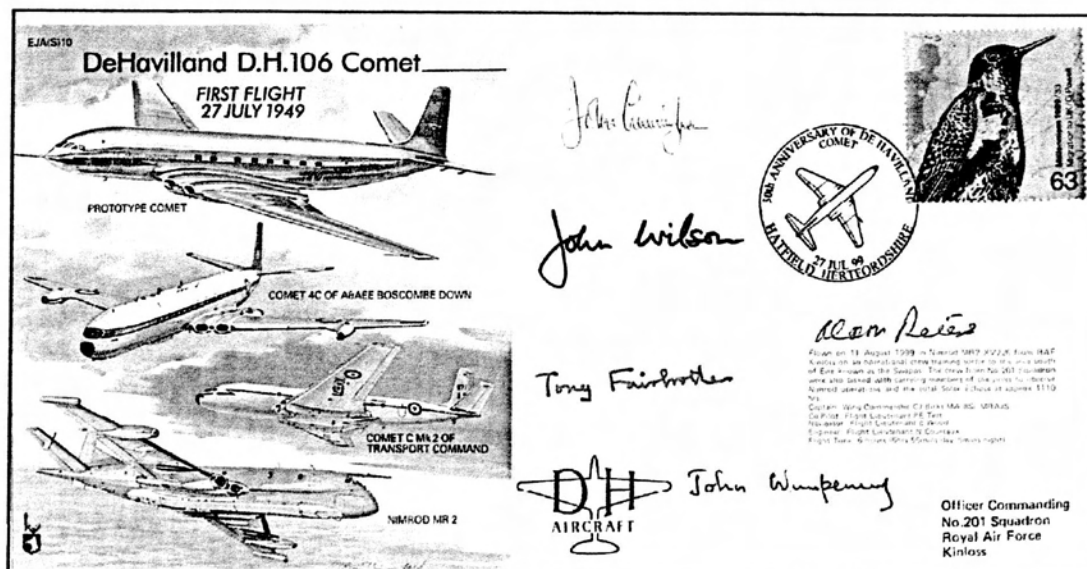
Jim Davidson wrote:

Hi Chris,

Thought the 60th Anniversary of the flight of the first commercial jet transport might warrant inclusion in your '9' proposal. - Do not seem to have a cover of the 60th but the attached is of the 50<sup>th</sup>.

All the best.

Jim.

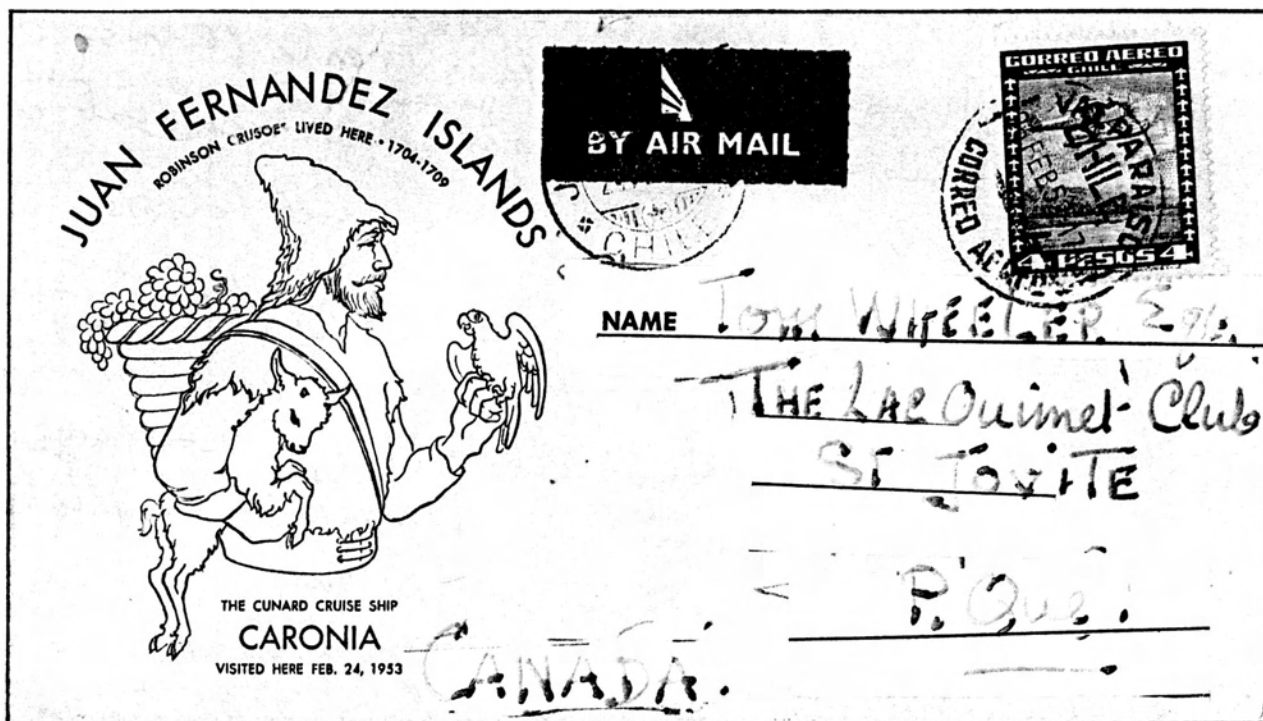


I agree! - Thanks for the cover Jim.

## Season's Greetings from Patrick Campbell [Member #1].

### A cover from Robinson Crusoe's island!

This cover was recently given to the Canadian Aviation Heritage Centre:



Inside was a letter which described the cover. - It was on letterhead from R.M.S. Caronia Cunard Line Round South America Cruise; and said:

Pacific Ocean  
"Masa Tierra"  
(Robinson Crusoe's Island)  
Juan Fernandez Islands;

23<sup>rd</sup> Feb. 1953

Dear Mr. Wheeler,

Keep this envelope - I am informed it will be of much interest and value to philatelists. - Reasons: there is no post office on Masa Tierra (300 souls). However, by special arrangement with the Chilean authorities a post office is being established for just tomorrow morning when we arrive and lay off the island. A sailor will then go ashore with the mail bag on a raft!! Letters will be postmarked - sent back to the ship & carry on to Valparaiso continuing on by air - Only 6 envelopes each were allotted to each passenger and as there are only 12 Canadian passengers (including us) not many of these envelopes will reach Canada - or G.B. - others are 500 Americans - only!

The letter was addressed to F.H. "Tom" Wheeler, who was one of Quebec's leading aviation entrepreneurs. - According to Larry Milberry's Air Transport in Canada:

- In 1921 he began a small air service to hunting camps, out of Gray Rocks Inn at St.Jovite.
- In 1952 he got a budworm contract for New Brunswick and amassed 198 aircraft (mainly Stearman PT 17)
- In 1958 his 76 Stearman and 12 Avengers sprayed 3½ million acres.
- When he sold out to Power Corp. he had DC-4s, C-46s, DC-3s, Beech 18s, Cansos, F-27s, and is a major player in Canadian Aviation.

Thanks Patrick.





## 1999 - First Round The World flight in a balloon.



Bertrand Piccard and Brian Jones took off from the Swiss Alpine village of Château-d'Oex at 8:05, GMT, on March 1<sup>st</sup> 1999. They landed in the Egyptian desert 19 days, 21 hours, and 55 minutes later on March 21<sup>st</sup> 1999, having traveled a distance of 40,814 km (25,361 mi). During the course of the trip, the balloon had climbed to altitudes of up to 11,373 m (37,313 ft), and achieved a maximum speed of 161 knots. - In spite of heaters designed to maintain a more comfortable 15°C (59°F), cabin temperatures occasionally fell so low that drinking water froze and ice had to be carefully chipped away from delicate electronic circuitry on the interior walls.

**Donald Holmes sent me this cover, with a note *How about a cover ending with 3 nines?* - It's irresistible!**

According to Donald it's a commercial cover, privately adorned with an issued postage stamp, but cancelled by a privately applied cachet/cancel marking. The date, 4<sup>th</sup> June, does not relate to the flight of Piccard and Jones. -It is used as a tribute to the Montgolfier Brothers, who made their first flight of a balloon on 4<sup>th</sup> June 1783.

**Thanks Donald.**

## 2009 - First Flight Covers



The *Philatelisten-Club* Swissairproduced First Flight Covers for Air Canada's Montreal - Geneva inauguration on June 1<sup>st</sup> 2009, and for the Geneva - Montreal flight on June 2<sup>nd</sup>, (one with Swiss franking, and one with United Nations Geneva franking). There is more information on the website at [www.philclub-swissair.ch](http://www.philclub-swissair.ch).

**Thanks to Herbert Lealman for this information.**

## Ray Simrak

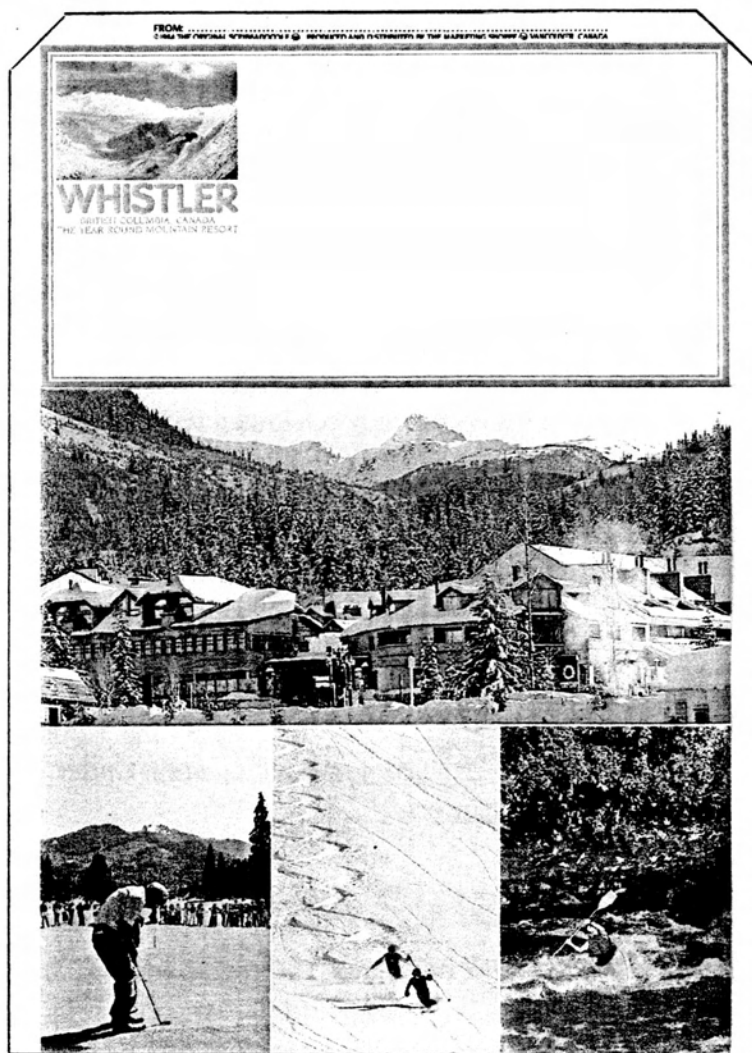
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# WHISTLER



This is a folded private air letter sheet produced about 10 -15 years ago for Whistler. It was sold at the postal outlet that was at Oak and Broadway for about a dollar. This outlet had some private stationery items for sale including cards, postcards, etc., and was later transferred to the postal outlet now in the 7-11 in that area. The centre back photograph is of Whistler Village with the mountain in the background. It is just possible that the golfer in the photograph (and being photographed in the photograph) is Arnold Palmer, who designed a golf course up there in, I believe, the 1980's.

Thanks to Duff Malkin for this item.

## 2010 - Covers for the Winter Olympics?

In 1988 there were a large number of special flights / covers / cancellations produced for the Winter Olympics in Calgary. - The CAS is going to track Flight Covers and cancellations for the 2010 Winter Olympics in Vancouver and Whistler.

If anybody comes across information regarding 2010 Winter Olympic covers, please send it to  
David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6  
[E-mail: [davidwhiteley531@hotmail.com](mailto:davidwhiteley531@hotmail.com)]

We will also set up some form of bulletin-service, if we get information about covers before they are issues. - Please also contact David for details about this.

## **NEXT ISSUE DEADLINE**

**THE CANADIAN AEROPHILATELIST** is produced quarterly in March, June, September and December. - If you have anything you'd like to be included in the next issue, please send it to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
**by February 15<sup>th</sup>.**

## **FUTURE CAS MEETINGS**

### **ORAPEX 2010 - May 1st and 2<sup>nd</sup>**

- 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](mailto:lingardd@istar.ca)

### **ROYAL 2010 ROYALE**

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

## **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;
- a library that can be searched for information on particular topics;
- discount prices on several aerophilatelic publications;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

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

**The annual membership dues are:**

**\$20.00 CDN in Canada,**

**\$22.00 CDN in U.S.A. (or \$21.00 US),**

**\$25.00 CDN for members Overseas, (or \$24.00 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](mailto: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](mailto:bjnepean@trytel.com)