



THE CANADIAN AEROPHILATELIST

#91

Quarterly Journal 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,
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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

The Jack Knight Air Log

The *Jack Knight Air Log* was first published in November 1943. - The first page of the first issue began:

GREETINGS:

The Officers of the JACK KNIGHT AIRMAIL SOCIETY have felt a need for an official publication of our Chapter of the American Airmail Society. Deeply conscious of the fact, that frequently and in many cases, our members have been unable to attend our regular meetings - handicapped at present, due to travel restrictions, round-the-clock war effort and a membership that now extends from Coast to Coast and into Pan America, your Officers seek to be of service to you. Accordingly, we present for your approval, this first issue of the JACK KNIGHT AIR LOG. It is the desire of the Editors to keep each and every member informed of the JACK KNIGHT AIRMAIL SOCIETY'S activities, special programs and interesting items or comments on fellow collectors. Subsequent issues of the JACK KNIGHT AIR LOG will be issued at irregular intervals.

The *Air Log* evolved into a regular quarterly publication, produced by the JACK KNIGHT COLLECTORS CLUB FEDERATION. Issues were made up of newsletters produced by each member of the Federation. In February 1971, the members of the Federation were listed as:

JACK KNIGHT AIR MAIL SOCIETY
 AERONAUTICA & AIR LABEL COLLECTORS CLUB
 BOOKLET COLLECTORS CLUB
 CANADIAN AIRMAIL COLLECTORS CLUB
 EL SALVADOR COLLECTORS CLUB
 ETHIOPIAN COLLECTORS CLUB

HOVERMAIL SOCIETY
 MEXICAN AIRMAIL COLLECTORS CLUB
 PAN AMERICAN COLLECTORS CLUB
 ROCKET MAIL SOCIETY
 RYUKYU COLLECTORS CLUB
 URUGUAY COLLECTORS CLUB
 ZEPPELIN COLLECTORS CLUB

After 1971 the *Jack Knight Air Log* merged with the *AFA News* published by THE AEROPHILATELIC FEDERATION OF THE AMERICAS.

Continued

PRESIDENT'S REPORT continued:

In 1995 the AFA merged with the AMERICAN AIR MAIL SOCIETY. The *Air Log* continued as a publication of the AAMS, with the same format.

The societies contributing to the *Air Log* have changed over the years, but "Canada Air Mail Notes" continued to run in each issue. - The information for the Notes was provided by The Canadian Aerophilatelic Society, and they gave an opportunity for us to inform a wider audience of developments in Canadian Aerophilately. They also meant that questions which appeared in *The Canadian Aerophilatelist*, but weren't answered by CAS members, could then be presented to a wider audience in the *Air Log*.

However, the number of societies contributing to the *Air Log* has declined, while the cost of production and postage has increased.

The AAMS therefore decided to discontinue the *Air Log*, and the last issue was published in March 2012.

Various sections of the *Air Log* will be integrated into the *Airpost Journal*. - A new way of sharing information about Canadian aerophilately with AAMS members will evolve over time.

For the last 20 years the *Jack Knight Air Log* was edited by Stephen Neulander. During this time the "Canada Air Mail Notes" were produced by Dick Malott, then Bas Burrell, then Chris Hargreaves.

As the last editor of the Notes, I found Stephen a great guy to work with. I very much appreciated his co-operation with regard to providing extra pages for special topics, and the flexibility he allowed with regard to deadlines.

I am very pleased that at the CAS Annual General Meeting, it was unanimously agreed to present Stephen with a CAS plaque, in recognition of his contribution to aerophilately as editor of the *Jack Knight Air Log*. - I think the award is extremely well deserved.

ROYAL 2012 ROYALE - EDMONTON

In June I made a trip to Edmonton, and took in both the ROYAL 2012 show, and the meeting of the CAS Western Chapter.

This is the second time I have been able to attend a meeting of our Western Chapter, and I had a great time on both occasions.

We had a long discussion about the CAS Symposium to be held in Winnipeg as part of ROYAL 2013 next year. - The provisional schedule for the Symposium is outlined below.

Several members of our Western Chapter are planning to attend the Symposium. I hope that many members from Eastern Canada and the United States will also attend, as well as our Manitoba members and some from overseas. I look forward to meeting you all in a year's time.

Chris Hargreaves

CAS SYMPOSIUM at ROYAL 2013 ROYALE, WINNIPEG - June 21st to 23rd

Friday morning - ROYAL 2013 ROYALE and bourse opens

Friday afternoon - We hope to arrange a tour of the Winnipeg Aviation Museum, and the museum in the Billy Bishop Building at 1 Canadian Air Division Headquarters.

Saturday morning - Aerophilatelic speakers.

Saturday afternoon - Forum to discuss the non-competitive aerophilatelic exhibits.

Sunday morning - RPSC judges critique of the competitive exhibits

Sunday afternoon - Annual General Meeting of the Canadian Aerophilatelic Society.

The Symposium will include two displays of aerophilatelic exhibits:

- traditional exhibits, which will judged by RPSC qualified judges, and be eligible for the show awards
- non-competitive exhibits, in which people can show what they want, how they want.

Full information on Registration, etc, should be published in the next Canadian Aerophilatelist.

Minutes of the Annual General Meeting of "The Canadian Aerophilatelic Society"

Held May 6, 2012

At the RA Centre, Ottawa, during the annual ORAPEX Philatelic Exhibition.

- 1 Chris Hargreaves called the meeting to order at 2.35 p.m.
In attendance were: R.K. Malott, S. Murray, M. Shand, N. Hunter, C.Hargreaves, B. Wolfenden, S.Johnson, J. Walsh, D. McIntosh
- 2 Greetings were received from D. Crotty in Kentucky & J. Berkovits in Israel.
- 3 The agenda was adopted on a motion from R.K. Malott, seconded by M. Shand.
- 4 In remembrance of departed members John Glashan & James Parker, a minute's silence was observed.
- 5 On a motion from C. Hargreaves, the minutes of the May 1, 2011 AGM were approved unanimously.
- 6 On a motion from N. Hunter & seconded by R.K. Malott, the Secretary & Treasurer's reports as published in the May 2012 issue of "The Canadian Aerophilatelist" were approved unanimously. - On a motion from C. Hargreaves, seconded by R.K. Malott it was agreed to purchase a bottle of sherry for Joan Hafer to thank her for her help.
- 7 There was a brief discussion of the other Executive Committee reports from the March 2012 journal.
- 8 N. Hunter, Editor-in-chief, reported on the progress of the updating of "The Air Mails of Canada & Newfoundland". - There had been problems up dating the catalogue in "Word", but a clean copy of D. McIntosh's section 5 was finally done the previous week & mailed to Vickie at the AAMS on a flash drive. Some scans of the early flight covers were included. Some other sections (except Semi Official & Pioneer air mails) are also ready. Section 5 is 161 pages, without including any scans. Those other sections that are ready will be sent to the AAMS over the next few weeks.
- 9 It was also reported that Volume 4 of the American Air Mail Catalogue will be ready soon.
- 10 J. Walsh's latest edition of his "Newfoundland Specialized Stamp Catalogue" is available on line at Lulu.com & can be ordered & put on your computer, book reader etc.
- 11 The AAMS is dropping "The Jack Knight Air Log" due to costs. The CAS is going to award a CAS plaque to S. Neulander the editor to thank him for his contribution to aerophilately. Motion by R.K. Malott, seconded by S. Johnson. Approved unanimously.
- 12 R.K. Malott reported that the 2012 Snowbird covers are ready to be flown over Parliament Hill on Canada Day, They will commemorate Queen Elizabeth II's Diamond Jubilee.
- 13 There was discussion about sending out "The Canadian Aerophilatelist" by email to those members who wanted it that way. It may be done in the future, but not at this time.
- 14 Motion to adjourn from N. Hunter, seconded by R.K. Malott. Approved unanimously by those members still in attendance at 3.35 p.m.

Taken by Brian Wolfenden

SECRETARY'S REPORT

Welcome to three new members:

#426 Mark Banchik of Great Neck, New York

#427 Stephen Neulander of Deerfield, Illinois

#428 Michael Valenti of Richmond, B.C.

WESTERN CHAPTER REPORT

The Western Chapter of the CAS held a very sociable meeting during ROYAL 2013 in Edmonton. The meeting was kindly hosted by Jack and Dorothy McCuaig, and attended by Walter Herdzik, Sandy Freeman, Jack McCuaig, Denny May, David Brown, Gord Mallett and Chris Hargreaves.

There was the usual sharing of new finds and discussion of philatelic projects.

Chris Hargreaves described the plans for the CAS Symposium during ROYAL 2013. There was much discussion of the non-competitive exhibits, where people can show "what they like, how they like". - This included several comments by members about what they might show, and many suggestions as to what other members might show.

The next meeting of the WCAS will be held on the weekend of September 1st/2nd in Calgary during CALTAPEX, which is hosting BNAPEX 2012. For more information please contact David G. Brown at dgbrown_id@shaw.ca or telephone at 403-885-2744.

EXHIBITION RESULTS

Congratulations to our Aerophilatelic exhibitors:

ORAPEX 2012 - Ottawa, Ontario

Neil Hunter	Building the Trans-Canada Airmail Routes, 1918-43	Gold CAS Best Airmail Award
Neil Hunter	Pan American Airways Atlantic Routes, 1942	Gold APS Best Airmail Award AAPE Best Title Page

ROYAL 2012 ROYALE - Edmonton Spring National, Alberta

Sandy Freeman	Development of Early Bolivian Air Service 1910-1945	Vermeil CAS Best Airmail Award
Edwin Andrews	The Inauguration of Union Airways Service Routes, South Africa's First Commercial Airmail Service	Vermeil

Congratulations also to CAS member Kevin O'Reilly, whose exhibit *A Postal History of Labrador before Confederation* won a Gold medal at ROYAL 2012, the Grand Award, the BNAPS award for the Best British North America exhibit, the BNAPS Research Award, and the Postal History Society of Canada's award for the Best BNA Postal History Exhibit!



Neil Hunter being presented with the CAS Best Airmail Award, and a copy of *Aviation in Canada: Bombing and Coastal Operations Overseas 1939-1945* donated by Larry Milberry of CANAV Books, at the ORAPEX Awards Dinner. The presentation was made by Steve Johnson (on right), CAS Vice-President, who was an Apprentice Judge at ORAPEX.

Many thanks to Larry Milberry for his support to the CAS over many years.

For a copy of CANAV Books latest booklist, visit www.canavbooks.com or call 416 698 7559.

LIBRARIAN'S REPORT

MANY THANKS to Murray Heifetz, who has donated his philatelic library to the CAS.

Some years ago, I knew a school librarian who claimed that they had never sent a student away without some information to help with a question. - This was before the age of the internet, so it was a very impressive achievement.

I hope that once Murray's library is integrated with our current CAS library, which has been growing very nicely with the help of several previous donations, it will have reached a stage where I will never respond to a member without some information to help with a question.

Unfortunately Murray is in uncertain health at the moment. On behalf of the CAS, I want to wish him all the best over the next year.

Chris Hargreaves

LETTERS TO THE EDITOR

From DONALD HOLMES - received after it was announced in the last issue, that he had been awarded the 2012 *Canadian Aerophilatelist* Editor's Award, "in appreciation of his terrific book *AIR MAIL: AN ILLUSTRATED HISTORY 1793 - 1981* and his many contributions to *The Canadian Aerophilatelist*."

Dear Chris - it isn't often that one receives such a flattering flow of words - I am breathless.

Have decided the Editor's Award means so much in 2012 because I have so much regard for the Editor who made the award.

Want to thank you for the generosity of your recent letter in notification of the award.

Thought it might strengthen my response if I showed a bit of current work. Thus the Space bits enclosed here. My boyhood "best friend" - Robin - recently was on board the carrier *Hornet*, and sent me photos of his tour. This revived my great interest in the Apollo doings. Together Robin and I shared the Boy Scout experience with the C/O of the prime recovery vessel - the *U.S.S. Hornet*. An Eagle Scout, Carl J. Seiberlich, was the "Scout Master" of our tiny Scout Troop in Jenkintown, PA, before he became Skipper of the Apollo XI prime recovery vessel. Robin and I share good memories of our scouting work with Carl. He really did care about our troop and passed on that caring in all that he did with and for us.

Good wishes to all,

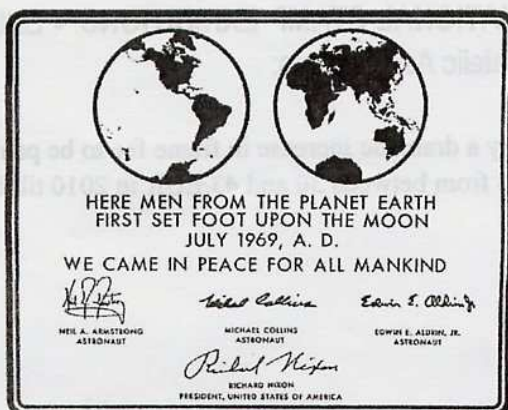
Donald



Designer of this stamp - Paul Calle - lived in Conn. about six miles from my home.

Continued

LETTERS TO THE EDITOR - Donald Holmes continued:



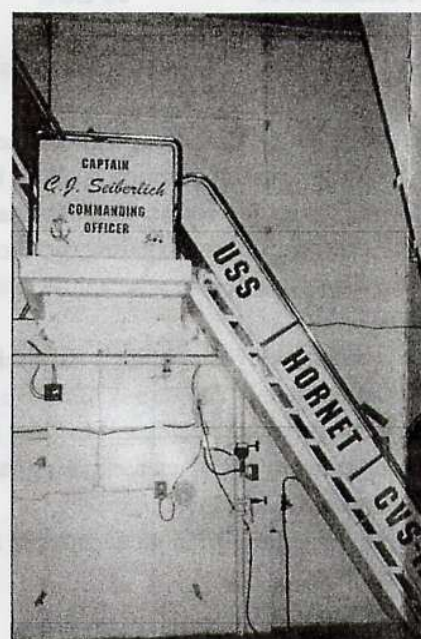
Plaque left on Moon surface.



The only stamp issued to picture the plaque.



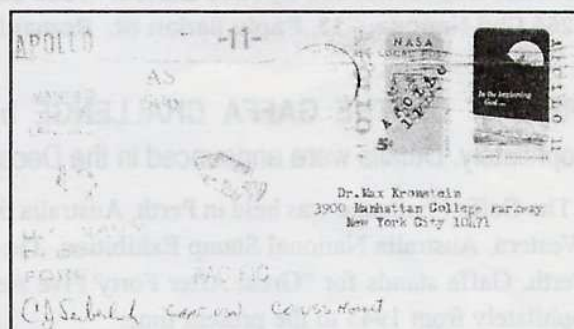
U.S.S. Hornet



Gang Plank



Commemorative cover, July 24th 1969
 PRESIDENT RICHARD M. NIXON ABOARD
 RECOVERY SHIP USS HORNET GREETING
 MOON ASTRONAUTS ARMSTRONG, COLLINS & ALDRIN



Cover cacheted
 APOLLO -11- AS 506
 U.S. NAVY RECOVERY FORCE PACIFIC
 Signed: C.J. Sieberlich CAPT USN CO USS Hornet

USS Hornet was decommissioned on June 26th 1970 and mothballed at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility. In 1991, she was designated a National Historic Landmark. On 17th October 1998, the USS Hornet was recommissioned and opened to the public as an aircraft carrier museum in Alameda, California.

LETTERS TO THE EDITOR continued**DRAMATIC INCREASE IN THE FRAME FEE AT INTERNATIONAL STAMP EXHIBITIONS.** - Letter from Jørgen Jørgensen, President - Federation of European Philatelic Associations:

Dear Presidents - dear philatelic friends.

The exhibitors at international exhibitions experience actually a dramatic increase in frame fee to be paid.

From 2010 to 2013 the average frame fee has been doubled - from between 30 and 43 EUR in 2010 till between 71 and 75 EUR in 2013:

Australia 2013	90 AUD	71 EUR
Thailand'13	90 SFR	75 EUR
INDONESIA'12	60 USD	45 EUR
Philanippon 2011	5000 JPY	46 EUR
INDIPEX 2011	50 USD	38 EUR
Portugal 2010	30 EUR	30 EUR
LONDON 2010	35 GBP	43 EUR

A few FEPA member federations have asked the FEPA board how we will react on this dramatic increase in frame fee.

I can't imagine that anybody except the organizers behind the coming International Exhibitions support this dramatic increase. But the question is: Who is the right body to react?

To fix the frame fee for an international stamp exhibition is 100% the responsibility of the organizers of the exhibition. The one to react against the increase in frame fee is the individual exhibitors. It is a matter for each individual exhibitor to decide whether the total cost for exhibiting at a specific exhibition is too high or not — and to react consequently.

I accept that it today is extremely difficult to raise the needed financing of an international stamp exhibition - but for me it is an extremely dangerous initiative to present a doubling of the frame fee.

Those exhibitors that decide not to "buy frames" at the 2013 prize level do have my full understanding.

We react spontaneous when comparing the historical frame fees fixed in a period where the sponsors were far more willing to support than today.

Only time will show what an acceptable frame fee is! The answer is in the hands of the exhibitors!

Best personal regards

Jørgen Jørgensen

This letter was forwarded by Alec Bartos. - Alec can be contacted at alec@alecbartos.com or write to: 400255 Cluj-Napoca, 13, Papiu Ilarian St. Romania

A REPORT ON THE GAFFA CHALLENGE by Ken Sanford. - A Special Competition for Modern Aerophilately. Details were announced in the December 2011 *Canadian Aerophilatelist*.

The Gaffa Challenge was held in Perth, Australia from 17 to 20 May 2012. It was part of a larger Philatelic Society of Western, Australia National Stamp Exhibition. The Gaffa Challenge was the brainchild of Ross Wood, who lives in Perth. Gaffa stands for "Great After Forty Five Aerophilatelic", and was intended to cover the development of aerophilately from 1945 to the present time.

There were eighteen entries in the Gaffa Challenge, as part of the overall exhibition, in which there were a total of seventy four entries from various countries. A list of the Gaffa Challenge entries and the awards they received, is shown below. Of the eighteen entries, thirteen were from Australian, four were from New Zealand, and one (myself) was from the USA. There were eight philatelic literature entries. There were also four entries in the Aerophilately section, which was separate from the Gaffa Challenge. There was also a Seven Nations Challenge, in which the following countries were participating: Australia, USA, United Kingdom, South Africa, New Zealand, Sweden & Thailand. There were three aerophilatelic/astrophilatelic entries in this section. And finally, there was a postcard section.

Continued

LETTERS TO THE EDITOR - A REPORT ON THE GAFFA CHALLENGE by Ken Sanford continued:

The exhibition was held at the Claremont Showgrounds, which was halfway between Perth and Fremantle. There were twenty one dealers but only one with aerophilatelic material. Also there were no aerophilatelic talks or displays, which was a bit of a disappointment. So my time was taken up with meeting many different people and studying the displays. I met with a number of people who are well known in aerophilatelic circles, such as Barry Scott (New Zealand), John Bodnar (Australia), Tom Frommer (Australia), Torsten Weller (Australia) and Charles Bromser (Australia).

Overall, the quality of the exhibits was excellent and the exhibition was very enjoyable.

The following is a list of the Gaffa Challenge entries with their awards:

The Evolution of French Airlines & Postal Aviation Post World War II — 1945-1970 — John Lucaci - Australia: Gold & American Air Mail Society Grand — Propeller Clock

Czechoslovakia Airmails from 1945 to 1975 — Ross Wood — Australia: Gold & Gaffa Runner-Up

Air Crash Mail of Pan American Airways & Affiliated Airlines — Ken Sanford - USA : Large Vermeil & Australian Capital Territory Philatelic Council 1 oz. Koala Silver Coin

Transcontinental Flights Between Russia & Antarctica — Anthony Ross Marshall — New Zealand: Large Vermeil

Indian Ocean Airmails — 1945-1974 — Bruce Haynes — Australia: Large Vermeil

Remembering Graham Carey — Martin James Walker — Australia: Large Vermeil

From Rocket Plane to Space Shuttle — Charles Bromser — Australia: Vermeil

Qantas International Competitors During Hudson Fysh's Tenure — Ed Wolf — Australia: Vermeil

Kenya, Uganda & Tanganyika Airmails — 1945-1970 — Sue Vernall — New Zealand: Vermeil

The Untold Story — The Qantas Coronation Day Flight — Erica Genge — New Zealand: Large Silver

Antarctic McMurdo — Vostok Flights — Anthony Ross Marshall — New Zealand: Large Silver

Nyasaland Airmails from 1945 to 1964 — Ross Wood — Australia: Large Silver

Australian Balloon Mails — 1966-2004 — John Sadler — Australia: Large Silver

Post 1945 Jamaican Airmails — David Ingle Smith — Australia: Large Silver

Polar Flights in Southern Skies — David Figg — Australia: Silver

Canadian Airmails from 1945 — Ian J. McMahon — Australia: Silver

The World's First Jet Air Liner, the De Havilland Comet 106 — Michael Graber, Australia: Silver Bronze & Gaffa Best Novice

British Guiana — The Airmail Postal Rates & Markings — 1945-1966 — Non-Competitive — Bernard Beston — Australia.

The GAFFA challenge judges were Darryl Fuller (team leader); Tom Frommer; Glen Stafford and John Bodnar (probationary).

Ken Sanford

RESOURCE NEWS

British Newspaper Archives Online

Historical news junkies are in for a treat, because the British Library has just digitized a major chunk of its newspaper archive, comprised of four million pages spanning some 300 years of headlines. With the launch of the British Newspaper Archive, users can search and browse through a staggering 65 million articles from a range of regional UK papers, encompassing the most newsworthy events from the past few centuries. Developed in coordination with online publisher Brightsolid, the archive also allows for remote article access and download. The initiative seems similar to some from the Library of Congress, though the archive isn't completely open to the public. Users can search the site for free, but will have to pay a subscription fee to download any article as a PDF. Expansive as the selection may be, Brightsolid and the Library are aiming to digitize a full 40 million pages over the course of the next decade. - The Archive can be accessed at www.britishnewspaperarchive.co.uk

This item is based on a report at www.engadget.com

RESOURCE NEWS continued:

Royal Philatelic Society of Canada's Website Re-designed.

General changes include a new banner across the top of every page; a larger text in the menu options; a stronger emphasis of page topics; an improved handling of upcoming stamp shows; the next five upcoming stamp shows displayed on the home page; and a wider screen layout to take advantage of today's technology. There are also new features in the "Members Only" sections.

The website can be visited at www.rpsc.org

THE DUTCH AIR MAIL CATALOGUE, 2012 Edition.

Published by De Vliegende Hollander, 2012. 687 pages, soft cover. Available for Euros €25.00 plus postage - European countries €9.50 and to all other countries €16.50, Stichting Tentoonstelling, De Vliegende Hollander, Dintel 22, NL 2991 RC Barendrecht, Netherlands, e-mail: jdhvanas@tiscali.nl

This is the latest edition of this Catalogue, the last being published in 2005. The Catalogue is in the Dutch language. All the illustrations are in color and the contents have been enlarged.

The major change in this edition of the Catalogue, compared to the previous edition, is the numbering system. In principle, the main numbers are unchanged. However, additional entries received a number in the margin, together with the date of the flight or event, and the flight data in bold characters.

Other changes include:

- the addition of Precursors of the air mail period ranging from the first flight with powered aircraft in 1909 until 1920, when the first air mail was transported by aircraft to and from the Netherlands
- expanded listings of "Dag van de Aerofilatelie" (Day of Aerophilately) souvenir cards and/or covers
- a chapter with balloon mail, which consists mainly of private and semi-private items prepared by the balloon commanders or by the committees of a balloon festival or special flight
- a chapter on rocket mail, with approximately 100 listings of rocket mail events & launches in the Netherlands, nearly all of which was private.
- the chapter with crash & interrupted mail has been deleted, and the listings have been incorporated into the normal chronological listings.
- a short vocabulary has been added, together with the spelling of names of destinations (which happen to change over the years), and other useful information.

In the new edition, there are hundreds of cover value changes - mostly increases since the 2005 edition.

The new Catalogue is very well done and is an essential reference for Dutch air mail material.

Ken Sanford

19th ANNUAL

TORONTO DAY OF AEROPHILATELY

Sunday November 4th, from 11.15am to 4.00pm,
at the Vincent Greene Foundation, 10 Summerhill Ave.

The Day features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation.

For more information contact Dick McIntosh, mcintosh47@sympatico.ca

New LZ-129 *HINDENBURG* crash mail book!



75 years ago, on May 6, 1937, airship LZ-129 Hindenburg crashed at Lakehurst, NJ. The cause of the crash is not yet finally determined. And many questions are still unanswered in connection with the mail onboard: Of the 17,500 mail articles onboard, only 357 were officially recovered.

In April 2012, a new book is due dealing exclusively with the crash mail of the Hindenburg. And most of the open questions will be answered. The book is titled "LZ-129 Hindenburg, Zeppelin Crash Mail", author and editor is Dieter Leder. The book will be published in A4 size (about Letter size) and in English language. The volume will be about 300 pages with over 300 illustrations, the book is hardbound and in full color.

The first two chapters are dealing with the pre-crash mail dispatch at Frankfurt Auslandsstelle (foreign section) and Luftpoststelle (airmail section). Chapter three is dealing with the operation of the onboard post office. Chapter four is dealing with the American eastbound mail dispatch. And then comes the crash....

The following ten chapters are dealing with the nine mail findings in the wreckage. Chapter 16 is dealing with the forwarding of the eastbound mail which should have made the Hindenburg return flight.

With 120 pages, the census chapter is the largest one of the book. It lists all officially and privately recovered articles including their address. Where available, the recovered article is illustrated. A final chapter is dealing with crash mail forgeries. The book is fully indexed.

With the help of this handbook, the history and especially the postal history of each crash cover is fully documented. This includes the dispatch, the handling at the corresponding post offices up to the documentation of how the article was loaded into the airship and where the article was stored at the time of the crash. The book describes further on when, where and by whom the article was recovered and how the article was handled after the recovery and delivered to the addressee.

In years of research, fascinating and thrilling details have surfaced. The Hindenburg crash mail will be seen in a completely new light. The new book contains information on documented articles and it provides also information on unreported crash covers. Research revealed first information on several recovered articles although the article in question is still hidden in a collection or private possession.

The book will be available end of April 2012/early May 2012 depending on the delivery from the printer.

The regular book price is Euro 100 plus Euro 15 for shipping and handling. (The book is 2 kilograms/71 ounces.)

Fastest and easiest way to pay is through PayPal (send funds to zpj@arcor.de), cash is accepted as well as cheques (make them out to Dieter Leder and send them to: Dieter Leder, Seepromenade 6, 88709 Meersburg, Germany).

If you have any questions, please email me at zpj@arcor.de

Best regards

Dieter

FOR FURTHER INFORMATION ON ZEPPELIN MAIL AND AIRSHIP MEMORABILIA:

- The web portal for zeppelin mail and airship memorabilia: <http://www.eZEP.de/>
- The board for zeppelin mail and airship memorabilia: <http://www.eZEPtalk.de/>
- Find us on Facebook: <http://www.facebook.com/pages/zeppelinpost/116072294222>
- Follow us on twitter: <http://twitter.com/zeppelinpost>

The Search for Gold

Prospectors, Pilots and Places of the Red Lake Gold Rush

A prospector with his dog team and fully loaded sleigh looks up when he hears the drone of an airplane overhead. It will take him 5 days after leaving Hudson to reach the Red Lake mining camp; those aboard the JN4 Canuck bi-plane will arrive in just over one hour. The Red Lake Gold Rush was the proving ground for the practical use of the airplane.



Photo-Exhibitor's Collection

Introduction	page 1-4
Chapter 1.0 Jack Elliot Air Service	pages 5-20
Chapter 2.0 Elliot Fairchild Air Service	pages 21-25
Chapter 3.0 Patricia Airways and Exploration	pages 26-60
Chapter 4.0 Western Canada Airways	pages 61-98
Chapter 5.0 Patricia Airways	pages 99-107
Chapter 6.0 Mail to the Mines	pages 108-131
Chapter 7.0 30's and 40's	pages 132-146
Epilogue Prospering Communities	pages 147-155
Chronology	pages 156-159

This historical account begins with the early days of the Red Lake Gold Rush in 1926, continues with the development of mines, the establishment of communities, and concludes with the building of the road to Red Lake in 1947. A very special appreciation is felt for the mining pioneers of the day, the adventuresome group that piloted the flights, the mechanics who kept them flying, and the entrepreneurial spirit of the early airline company owners.



Continued

BOOK REVIEW:

The Search for Gold**Prospectors, Pilots, and Places of the Red Lake Gold Rush**

David G. Brown

Based on a philatelic exhibit of 160 pages, reproduced in full-colour.

This is mainly David's exhibit from ROYAL 2008 ROYALE in Quebec City, where it won a Vermeil medal and the American Association of Philatelic Exhibitors Creativity Award, but was criticized for too much writing up!

It is one case in which you can judge a book by it's cover, or at least it's title page, which is shown on the previous page. - The title page lists a lot of airlines, with a photograph, a map, and concise captions to put everything in context. The book/exhibit features a lot of stamps produced by those airlines, covers flown by them, and maps and illustrations to put everything in context.

The covers include this very unusual example of truly non-philatelic mail to the mining area:

This roughly torn envelope originating from Rolling Portage was addressed to a prospector by the name of Frank Williams. In March of 1926 Frank lead an exploration party of Gordon Shearn and two others from a base camp at the old fur farm on Gullrock Lake. The group staked ground on the north shore of Ranger Lake and then headed to Red Lake to record their claims. Frank Williams would have received the attached letter from William Brown's newly opened post office. By the condition of the cover Frank may have carried the letter in his pocket a few days. Very few pieces of this type of non-philatelic mail have survived time.



Postmarked Red Lake, March 30, 1926 from Rolling Portage to Red Lake

Continued

BOOK REVIEW: The Search for Gold - Prospectors, Pilots, and Places of the Red Lake Gold Rush by David G. Brown continued:

A particularly interesting feature of this book/exhibit, is the amount of information it gives about the places that flights were made to and from. For example:

6. Canadian Airways
Sioux Lookout to Casummit Lake

The town of Sioux Lookout gets its name from a nearby height of land that was used in the late 1700's by the Ojibway Indians to watch for Sioux warriors who had intentions of raiding their camp. In the early part of the 20th century Sioux Lookout was a railway town and a terminal point on the C.N.R. line. The town fronts on Pelican Lake. These attributes made it a good place for Canadian Airways to operate from in serving the mining communities further north.



Photo - Jean Smart Sullivan



The date of this first flight cover signed by pilot S. J. McRorie coincided with the opening post office at Casummit Lake

Continued

BOOK REVIEW: The Search for Gold - Prospectors, Pilots, and Places of the Red Lake Gold Rush by David G. Brown continued:

The next page includes a photograph of the mailplane, a cover from the return flight, and a note that:

The name Casummit Lake is derived from the Casey Summit Mine located there. Casummit Lake is located approximately 160 km north of Sioux Lookout. The mine operated between 1929 and 1951, with a few closures during that time.

About the author:

Dave Brown was born in London, Ontario. He began collecting stamps for his Cub Scout badge at age 7 and like most collectors interest in the hobby rose and fell with time. His summer employment in Red Lake during his high school and college years perked his interest in the early airmail carriers of the area. He purchased his first early Red Lake airmail cover while attending Sir Sanford Fleming College. David learned to fly in 1977 with the financial assistance of a student loan, unbeknownst to the lenders.

Upon graduation from college, David was employed with Ontario Ministry of Natural Resources in Red Lake. A few years later he took the opportunity to work for a new mining concern at the old Cochenour Willan's Mine and shortly after joined the engineering department at the Campbell Mine.

It was after moving to Red Deer, Alberta in 1993 that his interest in Red Lake aviation and mining history developed. His collecting of Red Lake airmail covers began in earnest after close friend Lee Gerrish sent him a modern day cover that was flown in commemoration of pilot Harold Farrington's inaugural flight to Red Lake on March 3rd 1926. The collaboration of exhibit material is the product of the natural combination of David's interest in aviation, his mining experience, and long time hobby of stamp collecting.

Presently David operates a consulting firm that designs heliports across Canada for hospitals, health regions, government, and private interests. He is a member of the Canadian Aerophilatelic Society, Canadian Aviation Historical Society, Helicopter Association of Canada, Helicopter Association International and serves as a board member of the Harvard Historical Aviation Society.

Dave's book is in full colour, wire bound, and in excess of 160 pages.

It is available for \$40, plus \$15 for shipping within Canada, from Dave Brown, P.O. Box 2446, Blackfalds, AB T0M 0J0 [Email: dgbrown_id@shaw.ca] Please contact Dave for more information, and/or for the cost of shipping outside Canada.

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In Memoriam - Gib Stevens

Gib Stevens passed away in March. I was taken aback by this. While Gib was in his 90's, I had just judged his exhibit at the Woodstock stamp show, where he was a long time member, and a fixture of that club. He had seemed in high spirits and in good health. Gib was an exhibitor in mostly the thematic class, and had many colorful exhibits. Many were airmail, pilot related. I know he will be missed.

Steve Johnson

1912 First Attempted Air Mail in Canada - Newspaper article found

The article in the last *Canadian Aerophilatelist* (March 2012) about the McGoeys postcards, and the Manitoba Air Circus of July 1911, concluded that:

- The various newspaper articles establish that Thomas McGoeys was expected at the Manitoba Air Circus.
- The McGoeys postcards are typical of those sold at Aviation meets at the time.
- The McGoeys card mailed to Grand View was not flown.
- The McGoeys postcards are artifacts from the First Attempt at an Air Mail Flight by a Powered Aircraft in Canada, even though none of them were flown.

However, the article also identified some "Loose ends" to the enquiry. In particular W.R. Patton had written in 1940 that: *Tribune* May 10th, 1912. (Confirmed by the *Free Press* as well, and showing my friend had possibly told the truth as both articles appear as being from the same writer.) "Aviators Tyckell and McGoeys will carry mail, etc." but Max Kronstein didn't mention an article saying mail would be carried when he reviewed the newspaper articles, and I couldn't find a comment about the aviators carrying mail when I searched the archives of *The Winnipeg Free Press*. Many thanks to BARRY COUNTRYMAN who searched the archives of *The Winnipeg Tribune*, and found the following article in the issue for May 10th 1912, page 15:



The final paragraph states:

A novel feature of the meet which should prove very popular is the aerial post: doubtless many spectators will take advantage of it.

This resolves the major "loose end", and further establishes that the McGoeys postcards were prepared and sold for the First Attempt at an Air Mail Flight by a Powered Aircraft in Canada.

Chris Hargreaves

THE 1923 WOODSTOCK COVER RE-VISITED, and How to Deal with New Discoveries of Unrecorded Covers?

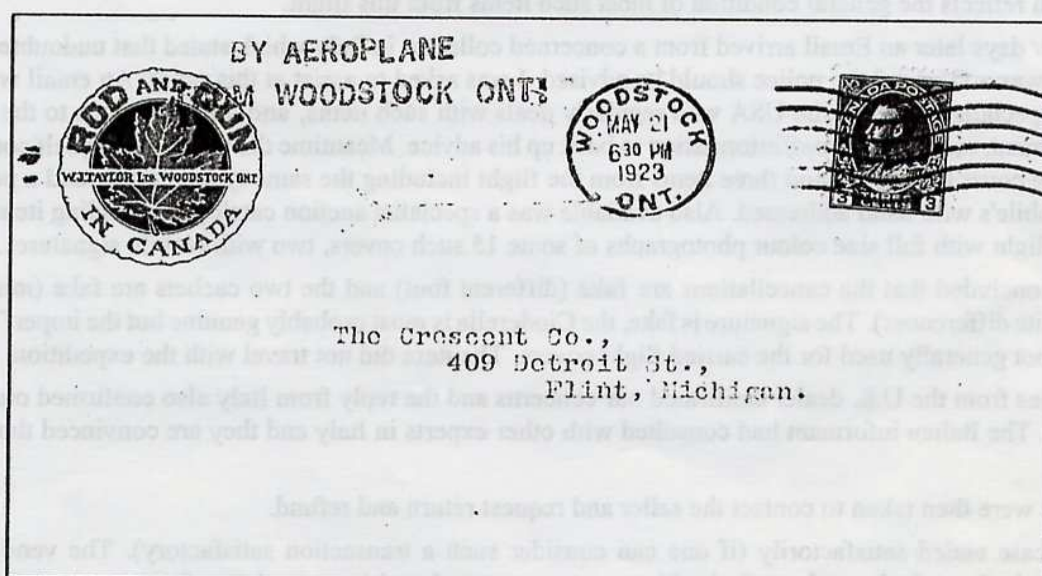
Chris Hargreaves - Editor *The Canadian Aerophilatelist*.

I remember Gib Stephens for his enthusiastic help with the research into the May 21st 1923 cover with a BY AEROPLANE FROM WOODSTOCK ONT. handstamp.

This still strikes me as one of the most significant, least conclusive, and therefore most unsatisfactory research projects undertaken through *The Canadian Aerophilatelist*!

This seems to be an time to re-visit the cover, and the issues raised by it.

The Woodstock Cover



Postmarked: WOODSTOCK ONT. MAY 21 6.30 PM 1923

Printed endorsement: BY AEROPLANE FROM WOODSTOCK ONT.

Envelope slit open at right. No backstamp, but notation \$35 on back.

The provenance of this cover is as good as it gets. - It was sent to me by Don Lussy, who is a pillar of the American Air Mail Society. He serves as their auction manager, and is editor of the Jet section for the Sixth Edition of the American Air Mail Catalogue. Don has a very eclectic collection, and has sent me copies of several other unrecorded Canadian First Flight Covers.

This cover generated a lot of interest when it was shown at the Annual General Meeting of the CAS in 2001. - Nobody had seen a cover like it before!

After the excitement subsided, we turned to the issue of whether this was indeed an unrecorded Pioneer cover, or whether it might be an ordinary envelope to which somebody added an endorsement with a "children's printing set"?

The Problem of Bogus Covers

The problem of bogus covers seems to arise more often nowadays, and is often linked to covers offered on eBay.

Personally, I have bought over 400 covers on eBay, and have not had a problem,

However, I have heard about a number of people who have. The latest incident was reported in the April and May 2012 issues of *New Zealand Air Mail News*, and is re-printed on the next page as an example of what is sometimes happening.

Continued

THE 1923 WOODSTOCK COVER RE-VISITED - Chris Hargreaves continued:**eBay Incident described by Rick Oxenham:**

I want to relate an Ebay transaction involving a purchase by one of our members. A *Norge* polar flight cover Amundsen/Nobile was advertised for auction with a minimal opening bid. Displaying apparently normal cancels, the usual Italian stamp, the appropriate Cinderella, tied with expedition oval cancel. The Cinderella was imperf - usually the perf variety was used on these covers, the oval cancel was blue instead of violet, a small rectangular expedition cachet was in red instead of the usual violet. There was a small but distinct Nobile signature over this cachet. The posted date was 9 April. Most other covers were dated 8 April, the intended departure date, the flight was delayed and departure was 10 April. The Teller Alaska cancel was on the back whereas all other examples seen were on the front.

The item looked good and the seller's feedback rating was excellent. A bid was made, the bidding became quite active - some twenty bids - and the item was sold for a considerable sum. The item duly arrived and was displayed at a stamp club meeting. Comments were made on its excellent condition, which reflects the general condition of most such items from this flight.

A few days later an Email arrived from a concerned collector in Italy which stated that undoubtedly the item was a fake and the police should be advised. I was asked to assist at this point. An email was sent to a specialist dealer in the USA who regularly deals with such items, and an email back to the Italian informant, requesting proof/information to back up his advice. Meantime the buyer and myself consulted on the cover having at hand three items from the flight including the same type of cover and a postcard to Nobile's wife hand addressed. Also available was a specialist auction catalogue including items from this flight with full size colour photographs of some 15 such covers, two with Nobile signatures.

We concluded that the cancellations are fake (different font) and the two cachets are fake (minor but definite differences). The signature is fake, the Cinderella is most probably genuine but the imperf variety was not generally used for the carried flight covers. The item did not travel with the expedition.

Replies from the U.S. dealer confirmed our concerns and the reply from Italy also confirmed our worst fears. The Italian informant had consulted with other experts in Italy and they are convinced that it is a fake.

Steps were then taken to contact the seller and request return and refund.

The case ended satisfactorily (if one can consider such a transaction satisfactory). The vendor was advised of our findings through the Ebay system protocol and he agreed to refund upon return of the item, and such eventuated.

I had brought this item to the attention of the buyer, so had a decided interest in the resolution of the transaction. Sometimes one sees what one wants to see. The differences described above are obvious when you look for them. Caveat Emptor.

Rick Oxenham

President, New Zealand Air Mail Society

New Zealand Air Mail News, April and May 2012.

Continued

Brian Wolfenden

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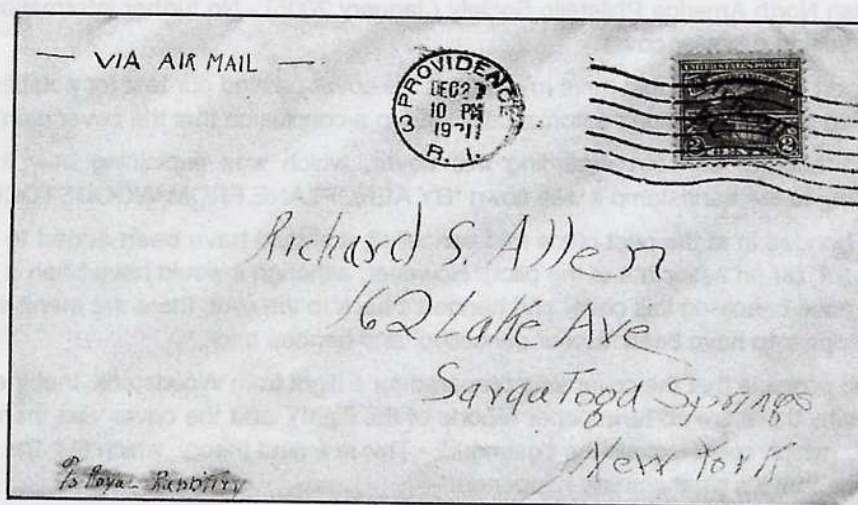
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THE 1923 WOODSTOCK COVER RE-VISITED - Chris Hargreaves continued:

While bogus covers are usually created for fraud, this was not always the motive. - The cover below was created by Richard Sanders Allen during his Christmas Holiday when he was 14 years old and "an ardent early philatelist".



Postmarked: W PROVIDENCE R.I. DEC27 10 PM 1931

Endorsed: - VIA AIR MAIL - at top left

Franked with 2 cent Ohio River Canalization stamp overprinted Airmail 5C

Richard was staying with relatives in Rhode Island, and created the stamp with "a rubber stamp with insertable type". He then mailed some covers to himself at his home address in Saratoga Springs, New York. However, there was no airmail service between Providence and Saratoga Springs.

(Richard went on to become a well known aviation historian, and recipient of The Canadian Aerophilatelist Editor's Award in 2006. One of his "Christmas 1931" covers is in Don Lussky's eclectic collection, and was described in the *Airpost Journal*, February 2004.)

How to decide if the Woodstock Cover is an Unrecorded Pioneer Cover?

It seemed to us at the CAS meeting, that since aircraft were still unusual and exotic in 1923, any aeroplane visiting Woodstock would have been very newsworthy, and reported in the local paper. We therefore decided that if a report about this unknown flight could be found in a newspaper, we should assume that this cover was from that flight.

Gib Stephens lived in Woodstock, and I asked him to try and find a report of a flight. Gib was glad to help, and tried very hard, but then informed me that:

I am a member of our local history society, so that was my first choice - we came up empty. Likely the only field in our area at that time would have been at Sweaburg. Tom Williams was the owner and flyer. We checked out numerous papers on Tom, but nothing on your cover.

Then I went to our library - checked out newspapers in and around May 21, 1923. We could not find anything to help you.

Also checked out files and files - nothing!

Got on the computer at the library - checked out many different angles, but just seem to come up dry.

I also had help from Barry Countryman, who is an expert at finding information in newspaper archives. Barry tried to find a report on this flight, but informed me that:

There is no such flight in:

- THE TORONTO (DAILY) STAR,
 - THE BORDER CITIES STAR (now THE WINDSOR STAR) Sat. May 19, Mon. May 21 - Wed. May 23.
- Although the microfilm at the Metropolitan Toronto Reference Library was very faint on some pages, I don't think I missed anything. The paper had many small items from Woodstock in every edition.*

Continued

THE 1923 WOODSTOCK COVER RE-VISITED - Chris Hargreaves continued:

Articles about the Woodstock cover were published in *The Canadian Aerophilatelist* (September 2001 and September 2002), the *Jack Knight Air Log* of the American Air Mail Society (January 2002 and July 2002), and in *BNATopics* published by the British North America Philatelic Society (January 2005). - No further information has been received, and nobody reported seeing a similar cover.

Although finding a report of a flight would have meant that the cover passed our test for establishing that it probably did fly, the failure to find any reports didn't automatically lead to a conclusion that the cover didn't fly.

There was, however, another concern regarding this cover, which was explaining how it was postmarked in Woodstock, if according to the handstamp it was flown "BY AEROPLANE FROM WOODSTOCK"?

Once this cover was handed in at the post office and cancelled, it should have been added to all the other mail, not handed back to the pilot, (or an associate of the pilot). However, although it would have been a breach of regulations for a postal official to have cancelled this cover and handed it back to the pilot, there are many examples of early First Flight Covers which appear to have been "favour cancelled" and handed back.

It was also considered possible that the cover was prepared for a flight from Woodstock, that the flight was cancelled, (which could explain why there are no newspaper reports of the flight), and the cover was then placed in the regular mail from Woodstock, (which could explain the postmark). - This is a neat theory, which fits the available information, but there's no evidence that it's what actually happened!

Was the "newspaper test" valid?

It was mentioned above that the general opinion at the AGM in 2001, was that since aircraft were still unusual and exotic in 1923, any aeroplane visiting Woodstock would have been very newsworthy, and reported in the local paper.

However, recent experiences in researching old flights indicate that they were not publicized as much as we thought.

For example: the newspaper report found by Barry Countryman about the Manitoba Air Circus of 1911, which described the aviators attempting to set a new Canadian Altitude record, was a small article that appeared on page 15 of the paper! (It is reproduced on page 16 of this journal.)

Another example relates to the first successful air mail flight in Canada, by Capt. Brian Peck from Montreal to Toronto on June 24th 1918. The flight was organized by the Montreal Branch of The Aerial League of the British Empire, as part of a publicity event to encourage wartime recruitment. The flight was made in bad weather against a strong head wind, and had to stop in Kingston to refuel en route.

I live in Kingston, and have often wondered where Capt. Peck's aircraft landed in 1918. - I tried to find out by going through old issues of our local daily newspaper, *The Kingston Whig-Standard*, but there were no reports of the flight, even though it was organized as part of a publicity event!

What criteria were used for listing covers in the past?

Another issue to be considered, is how to be fair to people who make new discoveries of Unrecorded Covers?

It seems to me that the criteria for listing covers in the past were quite lax, and that anything which appeared to be a Pioneer or First Flight Cover was listed!

For example, Section 1 of *The Air Mails of Canada and Newfoundland* lists a cover, number PF-26, described as:

1921, March - Vancouver-Seattle, Wash. Covers bear a cachet in 3 lines: "Via Aeroplane Mail / First Flight / Vancouver, B.C. to Seattle." The status of these covers is obscure and few details are available.

This continues a listing from 1969 in the Fourth Edition of the *American Air Mail Catalogue*, and probably earlier.

If PF-26 was listed in the past with so little known about it, should the Woodstock cover be listed in the next edition of *The Air Mails of Canada and Newfoundland*, even though so little is known about it?

But if the Woodstock cover is listed without some verification, what precedent would be set? Should every Unrecorded Cover that appears on eBay in the future automatically be listed in *The Air Mails of Canada and Newfoundland*?

Continued

THE 1923 WOODSTOCK COVER RE-VISITED - Chris Hargreaves continued:**What about Bogus Covers that are already listed?**

If newly discovered covers are not listed because they might be bogus, what should be done about covers which are already listed, but are known to be bogus or not flown?

For example:



Postmarked: SNAKE FALLS JUN 1 27 Backstamped: RED LAKE 1 JUN 27

This cover is listed in the Semi-Official section of *The Air Mails of Canada and Newfoundland* as:

CL40-2702 Snake Falls - Red Lake, June 1, 1927

but research by Derek Rance established that this flight did not occur! (Reported in *The Canadian Aerophilatelist*, June 2004.)

However, removing flights from the catalogue is likely to create another set of problems, as people coming across an unlisted cover often think that they have discovered something rare!

It would seem to be more appropriate to add a note to the listing, stating that a cover was not flown. But then there is the question of how much information should be included in a catalogue? Should notes also be added when genuine covers and bogus covers are known from the same flight? - Roessler had a number of covers carried on the First Flights along the St. Lawrence in December 1927, but also had some additional covers created afterwards. Should the catalogue include a guide on how to distinguish between Roessler's genuine First Flight Covers and his later bogus ones?

Conclusions?

So far this article has raised a lot of questions, but given very few answers.

Personally, I think the Woodstock cover should be listed as a Pioneer Cover, with a note that the existence of the flight has not been confirmed.

I would also support adding notations to existing listings of suspect and bogus covers, and to explain how to distinguish genuine covers from bogus ones.

However, adding additional information to a catalogue means that the publication will either get bigger and heavier, or that the number of covers listed will be reduced.

While I like the "encyclopedia" type of catalogue, I am well aware that some other collectors prefer the "pricelist" type of catalogue which gives minimal information about each cover, and is often small and light because of that.

All of the questions raised in this article have been discussed before, but it seems to me that they are important issues, and that the questions should be raised again from time to time.

I WOULD BE VERY PLEASED TO RECEIVE "LETTERS TO THE EDITOR", WITH READERS' OPINIONS AS TO WHETHER THE WOODSTOCK COVER SHOULD BE LISTED, AND/ OR ABOUT ANY OF THE OTHER ISSUES RAISED IN THIS ARTICLE.

**PLEASE SEND RESPONSES TO: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.
[E-mail: hargreavescp@sympatico.ca].**

The Smoke and Mirrors of Klondike Airways

By Derek Rance

After dining in the Klondike Rib and Salmon restaurant in Whitehorse in a building once owned by Klondike Airways with the company's name still emblazoned on its side, and reading the building's history at the back of the menu, tourists leave with the sure knowledge that Klondike Airways never owned an aircraft to transport freight and mail. However, the actual story of Klondike Airways starts with an article published in the Sept. 20 1928 issue of "Flight Magazine"¹ headed:

Air Mail in the Yukon

"MESSRS. GREENFIELD AND PICKERING, who, for many years, have held the mail-carrying contract between Whitehorse and Dawson, Yukon Territory, have decided to adopt aeroplane services during the coming winter. After passing through many stages in the development of transportation in the far north, including dog sleds, horse-drawn stages, motor trucks and caterpillar tractors, this pioneer firm has purchased two 'planes, a Fairchild all-purpose monoplane and a De Havilland "Moth". A feature of the latter is the slotted-wing equipment, the first 'plane on the coast to have this safety device. Both 'planes will be fitted with skis and will have pontoon and wheel landing gear as well. The Fairchild 'plane will be used for express and freight, and for occasional passenger carrying as well. It will be used also in carrying freight for the Treadwell Yukon Mines Company, which is engaged in mining operations near Keno City. The distance between Dawson and Whitehorse by overland trail is, approximately, 362 miles, and from the junction to Keno City is 72 miles."

On Sept. 21 1928 a de Havilland 60X Moth was registered as G-CAUM to Klondike Airways, Whitehorse YT², so obviously Greenfield and Pickering's new airplane venture was intended to be named Klondike Airways. The second aircraft in the Yukon was registered on Oct. 11 1928 as G-CARM. This earlier registration number was because the Fairchild FC-2W2 was previously the American registered aircraft NC7033 owned by the Treadwell Yukon Mines Company in San Francisco³ and so this aircraft's Canadian registration had been pre-arranged. However, this second aircraft was not registered to Klondike Airways, but to W.L. Phelps who was Treadwell Yukon's resident legal counsel and agent in Whitehorse. Interestingly, then on Oct. 23 1928. G-CAUM was subsequently re-registered, again also in the name of W.L. Phelps.

From this it is abundantly clear that both aircraft were, in fact, owned by Treadwell Yukon Mines, so why the subterfuge? The Transportation Act does not allow Canadian registered aircraft to be registered by foreign companies or individuals, but there is a loophole in the Act that does allow Canadian entities to register aircraft even if they are not in physical possession of them. So, obviously Treadwell Yukon had negotiated with Greenfield and Pickering to have their aircraft registered within the Greenfield and Pickering transportation company.

Why was G-CARM not also registered with Klondike Airways? The probable reason is that Phelps who would have handled the legal details for the transfer of this aircraft into Canada would have discovered that Klondike Airways, had no Certificate of Incorporation therefore was not a legal entity nor could it be considered as a Canadian entity. For this reason, he then also re-registered G-CAUM in his name.

The reason why Treadwell Yukon wanted the aircraft is that freight service to their mines would stop during freeze-up and break-up. According to the Yukon Transportation Museum, both aircraft were home based in Mayo Landing. This home base location is also substantiated by various Yukon museums' biographical collections. The

Continued on page 24

¹Flight Magazine Sept. 20 1928 Page 796

²The Canadian Civil Aircraft Register – John Ellis. The Canadian Aviation Historical Society

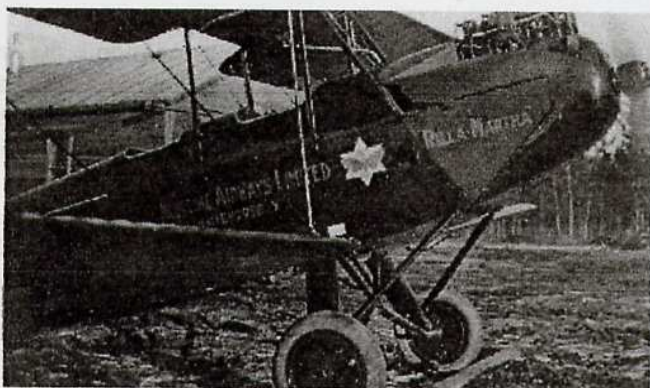
³Ibid

THE SMOKE AND MIRRORS OF KLONDIKE AIRWAYS by Derek Rance continued:

KLONDIKE AIRWAYS PHOTOGRAPH ALBUM



G-CARM at Mayo. Note incorrect registry on fuselage but correct on wing



G-CAUM "Rilla Martha" Notice the Klondike Airways Limited markings.



Thomas Cecil "T.C." Richards



Everett Wasson



Willard Leroy "Deacon" Phelps

Continued

THE SMOKE AND MIRRORS OF KLONDIKE AIRWAYS by Derek Rance continued:

first flight was apparently made from White Horse to Werneke, Keno Hill, Mayo Landing and Dawson and return on Oct. 13 1928, with 650 lbs. of parcel post and apparently one cover⁴. The pilot was T.G. Stevens. T.G. Stevens⁵ is listed as flying for the Fairchild Aviation Company, Grand'Mere P.Q., but neither for Treadwell Yukon nor Klondike Airways. As G-CARM was a Fairchild aircraft it is quite possible that he was hired out, by Fairchild, to Treadwell Yukon to fly the aircraft until such time as they could employ a pilot.

What is interesting is that the only pilot that is listed as flying for Treadwell Yukon up to the early 30's is Everett Wasson⁶. The Air Mails of Canada and Newfoundland states that he made flights in November 1928. If he did, this would have been illegal, as he only received his Canadian pilot's licence on the 8th March 1929⁷. However, he was earlier employed as a pilot by Treadwell Yukon in the USA as the Healdsburg Community Blog relates:

"Young Everett Wasson who grew up on the family ranch in Alexander Valley near the Sonoma County village of Geyserville, left the family home at the age of 20 to become a pilot. A few days later on February 1, 1928 he was issued student pilot's identification card #556 at the Oakland Airport. This was the beginning of a career that brought him fame as an early day bush pilot in the Yukon Territory of Canada.

By August 13, 1928 his flight log shows a total of 341.20 hours. On August 29 of the same month, he was on his way to Seattle as a passenger on a Fairchild airplane, then on to Whitehorse where he was employed as a pilot for the Treadwell Yukon Mining Company. For the next two years Wasson was kept busy flying men and equipment for the company."

The question now is: If Greenfield and Pickering had the mail contract, and the planes were being operated by Treadwell Yukon and Klondike Airways did not exist, how did Klondike Airways then come into being as it certainly did, as Klondike Airways is referenced as an entity in the 1930's by both the Yukon Archives, and the MacBride Museum of Yukon History, with archival documents in their possession extending to as late as 1937. Also the Whitehorse Star August 18, 1933 noted that "Klondike Airways Ltd. is awarded the contract for mail service between Whitehorse and Dawson." So Klondike Airways did indeed exist.



The reason for the resurrection of Klondike Airways again lies with the Treadwell Yukon Company. They wanted to run their own transportation agency (Biographical data on Alexander Coulter McCarter supports this by stating; "through the 1930s, he worked as a driver for the Transportation Department of Treadwell Yukon"), so they purchased the Greenfield and Pickering transport company in early 1930. This left them with a dilemma. Greenfield and Pickering held the mail service contract and a foreign owned company could not have a Canadian mail service contract. Willard Phelps was consulted and he then advised that the sale should be made to a Canadian company that he would form. He then formed Klondike Airways, presumably because he was the registered owner of the two Treadwell Yukon Aircraft. The incorporation was made Feb. 11, 1930, (note 17 months after G-CAUM's arrival) with a capital of \$10,000 and a stated Head Office in Whitehorse, which is now the building that the Klondike Rib and Salmon is housed in.

On March 5, 1930 Phelps then sold one share of Klondike Airways Limited to T.C. Richards. This share certificate is held

Continued

⁴ The Airmails of Canada and Newfoundland

⁵ The first 500 Canadian civil pilots – K.M. Molson. The Canadian Aviation Historical Society

⁶ ibid

⁷ ibid

THE SMOKE AND MIRRORS OF KLONDIKE AIRWAYS by Derek Rance continued:

in the MacBride Museum of Yukon History. It is unknown why Richards was brought into the company but it can be speculated this was due to taxation consequences inherent in a single person ownership of a company.

It is often stated that T.C. Richards and W.L. Phelps operated the trucking and caterpillar freighting business, but it is doubtful whether they actually managed the company but were more, in actuality, simply titular heads.

What is interesting is that Richards and Phelps both had colourful careers and both had Whitehorse businesses of their own that would have kept them more than occupied. T.C. Richards was the Territorial Manager for P.A. Burns & Co. a meat supplier. Later in the 1940's, he famously owned the Whitehorse Inn, which he won with a \$20,000 bet in a poker game. Willard "Deacon" Phelps (his nickname was due to after having helped build a Methodist church in Whitehorse and luring a minister to serve in it, he would not attend services) was a lawyer, who together with Fred Gray, were the sole owners of the Yukon Electrical Company Ltd. which apparently Phelps did manage. He also served on the first wholly-elected territorial council in July 15, 1909 and remained an elected member until 1943.

Now what about the Klondike Airways stickers?



Postmarked: JAN 1 29 MAYO LANDING

Most known covers are those prepared and addressed to A.C. Roessler in East Orange N.J. It is now obvious that the Klondike stickers were prepared by Roessler in the same fashion as those he had concocted for the Maritime and Newfoundland Airways. It is possible that Roessler would have tried to make an arrangement, similar to Maritime and Newfoundland airways, but in 1928 and 1929 the Greenfield and Pickering partnership was not flying the planes and Klondike Airways did not factually exist. There is no possibility that extra charges were made for airmail flights, as no permission for this had been accorded by the Post Office and officially airmail service had then been granted to Yukon Airways & Exploration Co. Ltd. as the Clyde Wann letter dated 04/02/1928⁸, explicitly states that, at that time, Yukon Airways served the following towns: Whitehorse, Mayo Landing, Keno Hill, Werneke, Dawson, Carcross and Atlin and while their plane was down at that time they expected to be back in operation by March 15, 1928.

Continued

⁸ The Canadian Aerophilatelist: Issue #90

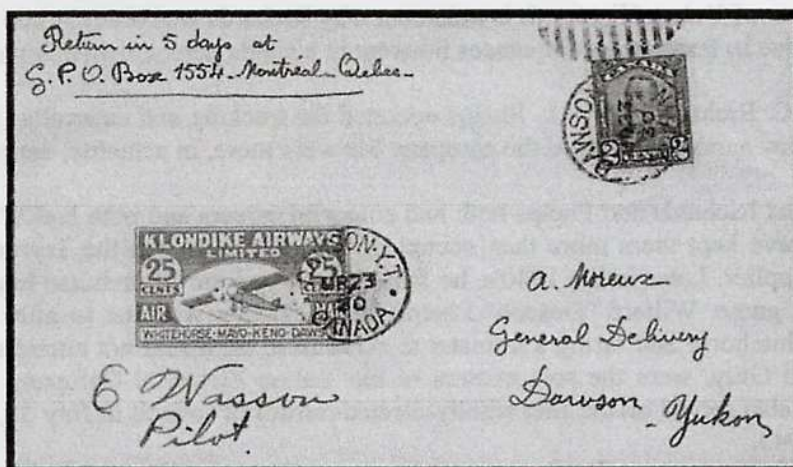
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THE SMOKE AND MIRRORS OF KLONDIKE AIRWAYS by Derek Rance continued:

A cover, with a Klondike sticker, signed by Everett Wasson was canceled Dawson on March 23 1930, but addressed to A. Moreux, General Delivery, Dawson, is shown above. This was well after the inauguration of Klondike Airways which never did apply for airmail privileges. Although it can be assumed that the transportation company did fly mail during break-up and freeze-up, however at this date, the roads would still have been frozen solid and there would have no reason to fly mail. This cover can only be supposed to be that of a favour cover.



The Klondike Airways flights by Norman Jeffries from White Horse to Champagne, supposedly occurred in late 1929. At this time Everett Wasson was firmly established as the Treadwell Yukon pilot. There may have been a reason for Jeffries, who was a pilot for Fairchild Aviation, then WCA, but not Treadwell Yukon, to be temporarily hired out to Treadwell Yukon, but it should be noted that these Jeffries signed covers, disturbingly, are all White Horse cancelled Nov. 21 1929, but were then received in Champagne on both Dec. 10 and Dec. 19 dates, which strongly suggests that this mail was not flown. As the distance between White Horse and Champagne is only 100 kms and as the road, at that time, would have been fast frozen and so it is most likely delivery was by ground transportation. Also, as Champagne has no close-by mines, being basically a roadhouse on the old Dalton trail, there would have been no reason for Treadwell Yukon to fly there.

As an epilogue, Everett Wasson bought G-CARM on the Dec. 12 1935, leaving Treadwell Yukon to form Northern Airways Ltd. in Carcross YT. G-CAUM was sold on Aug. 02 1934 to W. Strong in Tulsequah BC. Livingston Wernecke, the general superintendent of Treadwell Yukon Mining Company was killed in a plane crash in October of 1941 and with his death, all Treadwell Yukon activity stopped. However, Klondike Airways was only removed from the Company Registry on Jan. 31 1950.

DEREK RANCE

Who Flew the October 1st 1928 Montreal - Toronto Airmail?



This cover is currently listed as:

1928, October 1 — Montreal-Toronto. Start of daily service (except Sunday). Most covers bear "...carried by Postal Airplane" boxed machine cancellation. There is some debate whether this flight was by Canadian Airways or Fairchild Aviation.

2848	Montreal - Toronto	3.00
	a. Toronto - Montreal	3.00

The above cover has a notation at the top left: *P.236 S.N.Catg. Pilot Hale Francisco.*

The boxed "THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO TORONTO" cancellation is on the back.

John Johnson wrote to me that:

I have just acquired a large file, schedules, rates and covers relating to FAM 1. I dug out my old FAM 1 collection and going through it noted that Canadian #2847 has a statement that there is/was debate on company flying this route. I have a letter dated 13Oct1928, Bureau de Poste, Montreal which states CANADIAN AIRWAYS CO, KEEFER BUILDING, MONTREAL was the company involved.

100,000-63-28

/B/10

**Bureau de Poste,
Post Office,**

DANS TOUTE CORRESPONDANCE SUBSÉQUENTE
SUR CE SUJET VEUILLEZ MENTIONNER LE
IN ANY FURTHER CORRESPONDENCE ON THIS
SUBJECT PLEASE QUOTE
AB-4.
NO.....

Montreal,

October 13th, 1928.

Mr. W.R. Ware,
404 E. 10th & Leslie Sts.,
Stuttgart, Arkansas, U.S.A.

Dear Sir,

Receipt is acknowledged of your communication dated the 9th inst., in which you request to be furnished with the names and address of the pilots who carried the mails on the inaugural flight between Montreal to Toronto on the 1st inst.,

In reply you are informed that upon communicating with the Canadian Airways Company, Keefer Building, Montreal, you will no doubt obtain the desired information.

Yours truly,

J.F. Verille

For Postmaster.

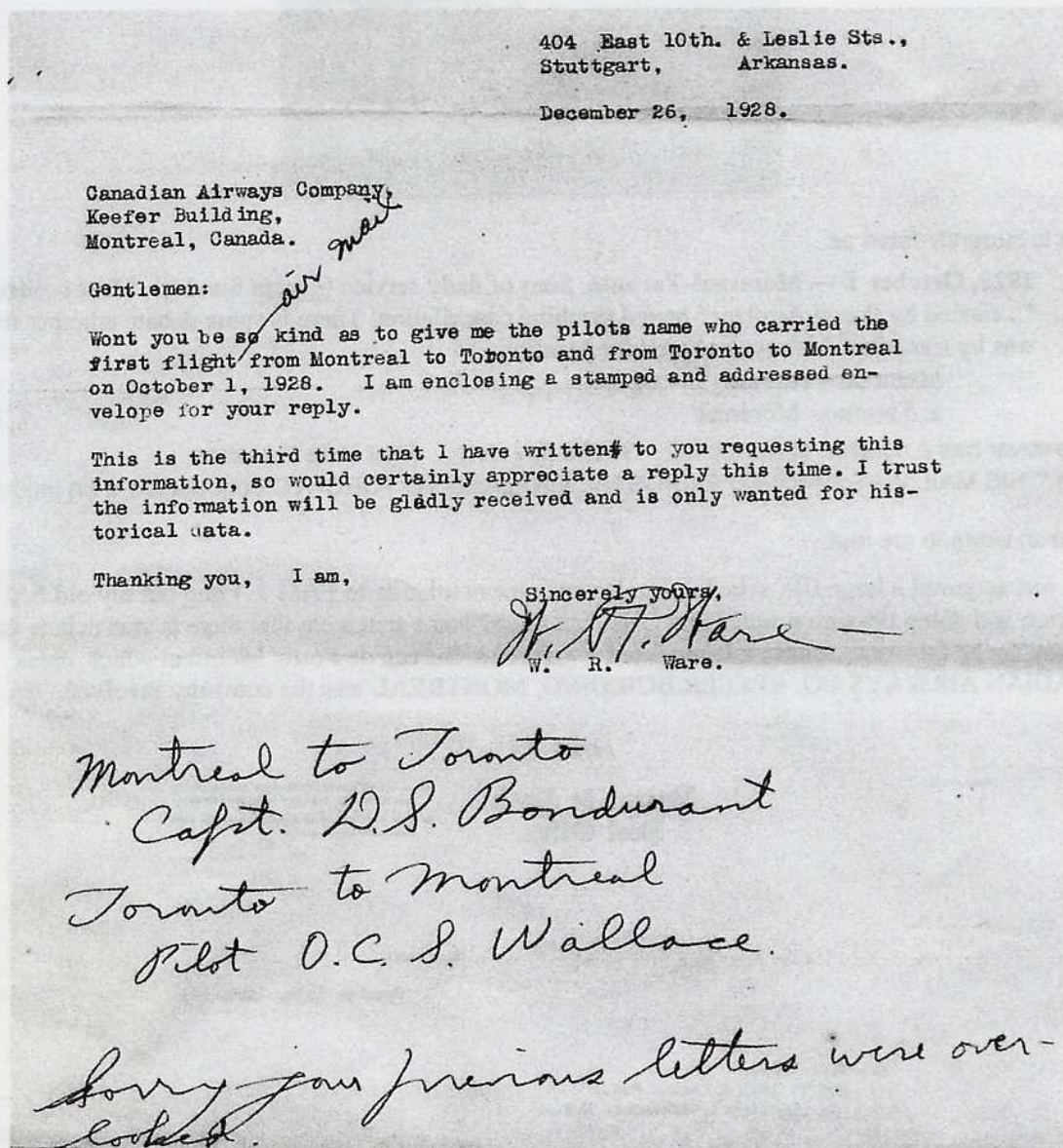
Continued

WHO FLEW THE OCTOBER 1ST 1928 MONTREAL - TORONTO AIRMAIL? - correspondence from John Johnson continued:

John's file also contained this letter, which establishes that the pilots were:

Montreal - Toronto: Capt. D. S. Bondurant

Toronto - Montreal: Pilot O.C.S. Wallace



The file also included the letter on the next page, which shows the process by which pilot-signed covers were sometimes obtained.

Dick McIntosh, editor of AMCN Section 5, has seen the correspondence, and is changing the listing of this flight to:

1928, October 1 — Montreal - Toronto. Start of daily service (except Sunday). Some covers bear

"...carried by Postal Airplane" boxed machine cancellation. This flight was by Canadian Airways Company. Pilots were D. S. Bondurant from Montreal and O. C. S. Wallace from Toronto. Values shown are without the ".....Postal Airplane" cachet which adds \$15.00 to value.

2848	Montreal - Toronto	3.00
	a. Toronto - Montreal	3.00

Thanks for sending this information John.

Why the cover on the previous page has a notation "Pilot Hale Francisco" is still a mystery. - If anybody can explain the notation, or provide information about Hale Francisco, please send it to the editor.

WHO FLEW THE OCTOBER 1ST 1928 MONTREAL - TORONTO AIRMAIL? - correspondence from John Johnson continued:

Inclosing letters & photo. my home
town is Cairo, Ill. and I've been in
Stuttgart 2 or 3 times in years past,
J. S. Bondurant

404 E. 10th. & Leslie Sts.,
Stuttgart, Arkansas.
January 17, 1929.

Capt. D. S. Bondurant, Pilot,
Canadian Airways,
Montreal, Canada.

Dear Capt. Bondurant:

I have your letter stating that you would be so kind
as to autograph the airmail covers which were carried
by you on the inaugural flight from Montreal to Toronto
which took place on October 1st, 1928. I am enclosing
them for that purpose; just sign with ink in any con-
venient place on the face of the envelopes and return to
me as soon as possible.

Some of the pilots have been kind enough to enclose a
small picture or snapshot of themselves, and I am won-
dering if you would be so kind as to do the same. Any-
thing that you might have would be greatly appreciated
as it will be a great help in arranging my collection
of airmail.

Thanking you very much, I am

Most sincerely yours,

Ledia Ware
Ledia Ware,

I have at any more Canadian
stamps at present; I wonder if
you will be so kind as to
stamp the return envelope for
me. Very sorry to have to ask you to do
it. I will not then at the Post Office Dept. L. W.

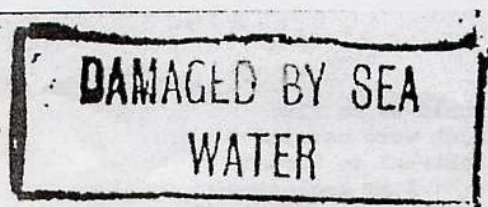
CORRECTION - COMET CRASH MAIL

Ken Sanford has pointed out an error in the caption under the Comet crash cover on page 24 of the March 2012 *Canadian Aerophilatelist*. Although the cover is franked with Burmese stamps, it is not from the crash outside Calcutta, but from the crash of the BOAC Comet G-ALYP near Elba Island, Italy on 10 January 1954.

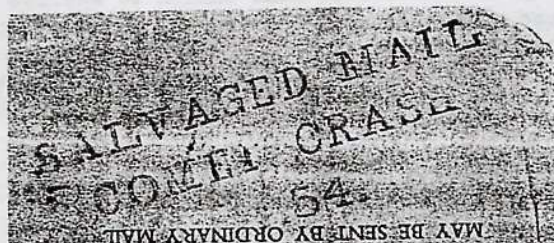
Covers from the different Comet crashes can be identified by the cachets used on the salvaged mail. The different cachets were recorded by Henri in his book *COURIER RECUPERE*RECOVERED MAIL 1937-1988*.



3 varieties of cachet were used on mail from the Calcutta crash. They all said 'SALVAGED MAIL "Comet" Crash, Near Calcutta 2nd. MAY 1953'. Calcutta was sometimes mis-spelt "Galcutta".



7 different cachets were used on the mail recovered from the January 10th 1954 crash near Elba. - Most include a statement DAMAGED BY SEA WATER.



Only two bags of mail were recovered from the April 8th 1954 crash near Stromboli. - Two cachets were used on the mail. Some mail was forwarded with an explanatory label, not a cachet.

Thanks Ken.

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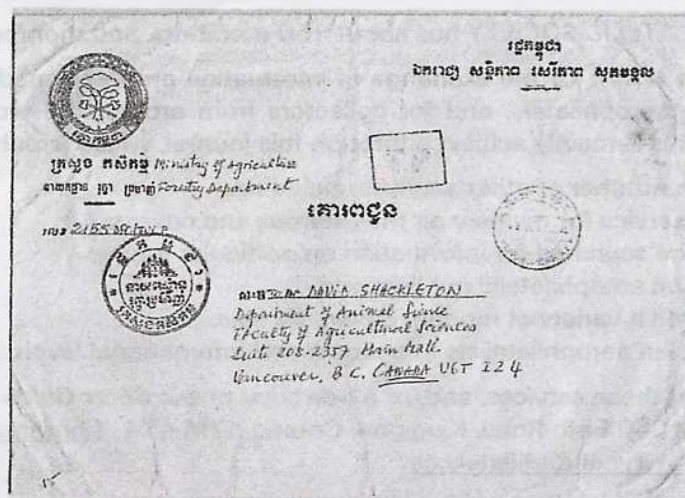
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INFORMATION WANTED - MAIL FROM CAMBODIA to CANADA



This is a Cambodian (Kampuchea, Cambodge) postal stationery item. From 1989 to 1993 the name chosen for the country was the State of Cambodia / Etat du Cambodge and from 1993 on it has been the Kingdom of Cambodia / Royaume du Cambodge — in good part since Norodom Sihanouk (1922-) is still very much alive (though he abdicated in 2004) and his son, Norodom Sihamoni, is now the current reigning monarch. Norodom is a constitutional monarch but is known as the King-Father of Cambodia and still retains many of his former responsibilities. One could say he is something of a survivor. The Guinness Book of Records lists him as “the politician who has served the world’s greatest variety of political offices”. During the Lon Nol regime (1970-75) he lived most of his exile in North Korea. During the Khmer Rouge regime he was the symbolic head of state of the country and a virtual hostage of theirs in Cambodia. He has battled cancer several times and suffers from hypertension and diabetes. All of these health problems caused him to abdicate and live in Beijing where he can be treated.

All the black on the form (except the two hand cancels) is pre-printed. The department referred to as the Ministry of Agriculture/Forestry Department is now referred to as the “Ministry of Agriculture, Forestry and Fisheries”. The web site does not indicate when the name change came about or when the Department of Fisheries joined the institution, but it would seem that 2001 was an important year for them, and the first statistical year they seem to have reported on was in 1996. The same frontal depiction of Angkor Wat, as seen on the red cancel, has appeared as an emblem of Cambodia since at least 1863 when the Cambodian kingdom came under French protection.

The website seen did not show the departmental emblem, which would probably in 1992 at least might have had a fish in it. The Cambodian translation for the “Ministry of Agriculture, Forestry and Fisheries” appeared to be a good bit different than that seen on the envelope. In between 1979 and 1989, to quote Han Sen, the Cambodian leader, “After the Fifth Party Congress (in 1985), we started to implement plans for timber exploitation, but in terms of conservation, reforestation, processing for exports, the management of timber exploitation, and capacity building for the industry, we did try very little, almost nothing.” Up until 1989 all land in Kampuchea was public land. In the 1990s, subsequent industrial practices were not very environmental and “Controversial issues surrounding the rate and extent of logging, illegal and abusive practices, and the undisguised collusion of leading party and military officials, in what amounted to major theft of the country’s forestry resources after the Paris Peace Agreement in October 1991 provoked strong reactions among international donor and credit agencies, as well as non-government organizations, which have used government reforms in forestry policy”. In 1992 things were sort of happening (a Land Law, which sort of apparently legitimized the land grabbing that went on before, protests against land seizures, etc). There was a need for correspondence outside. It should be stated that there was no real mail being sent out of Cambodia for about 13 odd years before 1988, and no stamps but somehow a few mint Cuban made aerogrammes seem to have been ordered up and distributed, though whether any ever reached Cambodia and saw use seems doubtful.

The envelope is approximately 9" x 7". It is made of very thin paper. Only one quarter inch tear in the back. Not an often seen item. The “15” in the lower right of the form seems to refer to the weight of the contents in the letter itself. Mr. Shackleton appears to be one of the descendents of the other Antarctic one and is interested in hoofed animals (of which there are probably quite a few in Cambodia).

Has anyone seen any other such mail that was processed in Canada?

Duff Malkin, [edm@telus.net]

MEMBERSHIP APPLICATION / RENEWAL FORM

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

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this journal, which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
- 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)
OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN in U.S.A. (or \$23.00 US),

\$25.00 CDN for members Overseas, (or \$26.00 US, or 20 Euros, or 16 Pounds Sterling).

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

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

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

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of birth: _____

(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

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

#348 Canadian Aviation & Space Museum
#230 Canada's Aviation Hall of Fame
#237 Michel Brisebois
#397 Paul M. Cere
#318 *Martin S. Cole*
#290 Michael Deal
#238 Cheryl Ganz

#361 Walter Herdzik
#401 Tony Hine
#420 Allen Klein
#324 H. Lealman MBE
#416 Charles Livermore
#308 Don Lussky
#387 Ronald Markwell

93 Ron Miyanishi
#234 Kevin O'Reilly
#194 Derek Rance
#235 Dominique Tallet,
#421 Vic Willson
#413 Howard Wunderlich

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

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

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, [\[hargreavescp@sympatico.ca\]](mailto:hargreavescp@sympatico.ca) by August 1st.