



THE CANADIAN AEROPHILATELIST

#93

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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December 2012

Volume XXVIII, Number 4

ISSN-1181-9766

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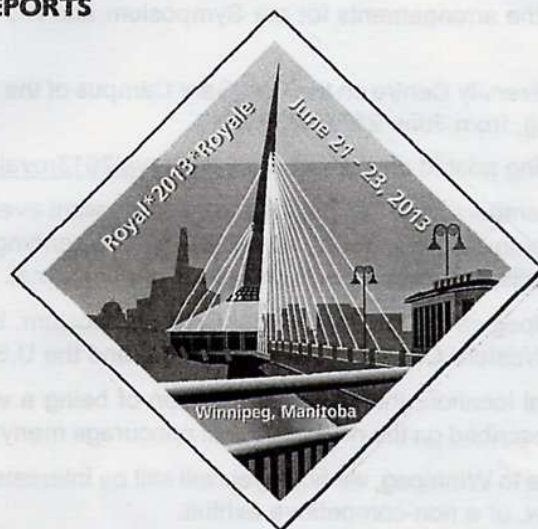
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ROYALE

June 21st-23rd
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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

Here comes the CAS Symposium!

After two years of discussing the arrangements for our Symposium and ROYAL 2013 ROYALE, preparations are now moving into high gear.

The show will be held in the University Centre on the Fort Gary Campus of the University of Manitoba, about 10 kms south of the centre of Winnipeg, from June 21st to 23rd 2013.

Full details of the show are being posted on the website www.royal2013royale.com

However, since some of our members don't use the internet, and we want everybody to feel included, and hopefully consider coming to the symposium and/or entering an exhibit, we are sending copies of the registration form, entry form, and accommodation details, to members with this issue of our journal.

One of the attractions of Winnipeg as the location for our CAS Symposium, is that it's location is as central as one can get for CAS members in Western Canada, Eastern Canada, and the U.S.A.

We are hoping that this central location, the ROYAL's tradition of being a very good show, major dealers at the bourse, and the CAS events described on the next page, will encourage many members to come to our symposium.

For members who cannot come to Winnipeg, we hope you will still be interested in participating, by sending in either a traditional exhibit to the show, or a non-competitive exhibit.

The non-competitive exhibits are an opportunity for members to exhibit what they want, how they want. These exhibits will be displayed near the traditional exhibits, so that everybody can see them. On Saturday morning we will have a forum at the non-competitive frames, at which each of the non-competitive exhibits will be discussed. Everybody will be invited to participate in this forum, and comment on:

- what they like about an exhibit
- how they think the exhibit might be improved.

In order that exhibitors who can't be at the forum still benefit from the discussions, we are hoping to record the forum, and send each exhibitor a DVD with a recording of all the comments.

Since many members like competitions, there will also be a prize for the favourite non-competitive exhibit, determined by a vote, in the same way that a "viewers' choice" award is already given at many shows.

Since we would like as many members as possible to participate, and some members - particularly those living overseas - may be reluctant to send in an exhibit of treasured items by mail or courier, the non-competitive exhibitors

may send in a colour copy of their exhibit. These copies will be displayed in frames along with the "full exhibits".

Over the last few months there has been a very good response to the plans for our symposium, and I have received "expressions of interest" for 73 frames of exhibits: 37 competitive and 36 non-competitive. It seems to me that the inclusion of non-competitive exhibits is giving the Symposium momentum, and the momentum is attracting the attention of competitive exhibitors. - The interest in exhibiting is a very welcome improvement over ROYAL 2012, when there were two aerophilatelic exhibits totaling 9 frames, and ROYAL 2011 when there were no aerophilatelic exhibits at all.

I hope the momentum will keep building, and that we will have a terrific show. - Would members please send me a note when they register and/or enter an exhibit for the show, so that we have a sense of how things are developing.

Many thanks to the Winnipeg Philatelic Society for inviting us to hold our symposium as part of ROYAL 2013 ROYALE. - I think it's going to be great!

Chris Hargreaves

4060 Bath Road, Kingston, Ontario K7M 4Y4 [E-mail: hargreavescp@sympatico.ca]

P.S. - When given options for accommodation at a show, I like to know where other people are staying. If anybody's curious as to where I've chosen to stay in Winnipeg, it's the Best Western on Pembina Way.



Symposium Program

Friday June 21st

9.00am ROYAL 2013 ROYALE and bourse opens

1.00pm - 4.00pm Tour to Western Canada Aviation Museum - A chance to see aircraft that flew the mail in the 1930's, browse among the exhibits, and have special access to the museum's philatelic collection.

6.00pm Display and Bourse close for the day.

Saturday June 22nd

9.00am Doors open

10.00am CAS Forum - discussion of the non-competitive exhibits.

1.00pm - Aerophilatelic speakers:

a talk by DENNY MAY, about his father "Wop" May, who organized the first air mail services from Fort McMurray along the Mackenzie River, and across the Arctic Circle to Aklavik in December 1929;

a presentation prepared by PIERRE VACHON about his father Romeo Vachon, who developed the winter air mail service along the north shore of the St. Lawrence River during the 1920's, when mail was dropped from aircraft to communities that were otherwise cut off except for occasional mail deliveries by dog sled.

6.00pm Display and Bourse close for the day. President's Reception.

7.00pm Awards Banquet.

Sunday June 23rd

9.00 am Doors open.

10.00am RPSC judges critique of the competitive exhibits

2.00pm Annual General Meeting of the Canadian Aerophilatelic Society.

4.00pm Show closes

SECRETARY'S REPORT

Welcome to two new members:

#432 John Lewington of Cambridge, Ontario

#433 David Crone of Ardrossan, Alberta

Brian Wolfenden

In Memoriam - Murray Heifetz



Murray Heifetz receiving the American Air Mail Society's George W. Angers Memorial Award, for his years of dedicated service to aerophilately in Canada and the United States.

The Award was presented by Ken Sanford (on right) to Murray at his residence in Toronto on October 3rd.

Murray passed away a month after this award was presented, on November 4th 2012.

Murray was a well known researcher on several aspects of Canadian, American and foreign aerophilately; an international exhibitor of Canadian aerophilately; an FIP aerophilatelic judge; and the author of the AAMS-published book *OAT and AV2 Markings*. His aerophilatelic memoirs were published in the September 2012 issue of *The Canadian Aerophilatelist*, and have been posted on our website at www.aerophilately.ca. Aerophilately was only one of Murray's many philatelic interests. He was a member of the Philatelic Specialists Society of Canada since 1981, and over the course of his membership gave twelve presentations to the PSSC - the most of any member!

Murray was very generous in sharing the knowledge he acquired. He was mentor to several new exhibitors, and until recently had the most bylines of any author for articles in *The Canadian Aerophilatelist*.

Murray was born on August 12th 1923. In his student days, Murray completed a degree in aeronautical engineering at MIT. He then returned to Canada, started helping at his father's travel agency in Toronto, got engrossed in the business, and never left it. Murray had a distinguished career in the travel industry, and was chosen as the second honorary life member of the Association of Canadian Travel Agencies.

In addition to his philatelic and professional achievements, Murray also won awards in bridge, tennis, bowling and curling.

Murray will be missed by many people.

I have sent condolences on behalf of the CAS to Murray's daughter, Dara, and his family.

Chris Hargreaves, President CAS

Queen Elizabeth II Diamond Jubilee Medal

I was very pleased to hear that DENNY MAY had been presented with a Queen Elizabeth II Diamond Jubilee Medal on September 17th, for his work in keeping aviation history alive.

Congratulations to Denny, and to Dick Malott who's award of a Queen Elizabeth II Diamond Jubilee Medal was reported in our last journal.

Book Review

Post D-Day Swiss Mail to/from Great Britain and the Americas, by Charles J LaBlonde FRPSL

Published by the American Helvetia Philatelic Society, 2012. 21.7 x 28 cm, softbound, iv + 134 = 138 pages. ISBN 978-0-9742619-5-9. Order from C J LaBlonde, 15091 Ridgefield Lane, Colorado Springs CO 80921-3554 USA. Prices (postage included): USA \$25, Canada \$28, Rest of the World \$38; from the UK: £25 by cheque or in cash; €35 cash only.

Reviewed by Richard Beith.

Charles LaBlonde is well known for his detailed researches into international mails to and from Switzerland during the Second World War and for kindly publishing the results for the benefit of all. This latest volume covers one specific topic, the effect of the Allied invasion of Western Europe in June 1944 and the subsequent movement of boundaries. Throughout the book, both surface and air mails are considered. The volume contains over 180 illustrations, mostly in full colour.

Starting with a four page "Timeline of Key events", LaBlonde then looks at the status quo in Switzerland from January to May 1944, thus establishing a baseline for future events. He reminds us of the frustration caused in Switzerland by the US decision back in November 1942 to suspend mail deliveries to Switzerland, which was still place. Mail could however, be sent westbound to the USA.

There are separate sections for the next seven months from June to December 1944. By December a feeling that things might be getting better was experienced. In November the US had at last restarted mail shipments to Switzerland, but conditions on the ground in Spain and France continued to cause delays. However, on 9 December 1944, the English Channel Ports reopened for postal traffic. LaBlonde adds an "Epilogue" covering the early months of 1945. A series of Appendices contain much valuable background information. For example, six pages are devoted to the ships bought or chartered by the Swiss to carry transatlantic mails; the Courier Service of the Swiss Foreign Ministry is described and the late wartime connection via Sweden in which mail from Switzerland to the United Kingdom would pass through Stuttgart and Berlin (German censorship), be flown to Stockholm and then from Stockholm to Scotland (First Aberdeen, later Prestwick) by the Swedish airline ABA is detailed. The book concludes with a four page Bibliography.

LaBlonde is to be congratulated on the coverage of routes and rates, censorship and transportation problems. This is a fascinating and informative volume which should appeal to the wide range of collectors interested in the postal history of the Second World War.

Thanks Richard.

Fédération Internationale de Philatélie Appointments

The Royal Philatelic Society of Canada (RPSC) International Liaison Committee announces that, effective immediately, Chris Hargreaves of Kingston, Ontario has been appointed the Canadian delegate to the *Fédération Internationale de Philatélie* (FIP) Aerophilately and Astrophilately Commissions.

Chris has been appointed to replace the late Murray Heifetz as the Canadian delegate to the FIP Aerophilately Commission. Chris also takes the place of Richard "Dick" Malott who recently resigned as Canadian representative to the FIP Astrophilately Commission. Richard Malott, a healthy 85 years old, has decided to allow a younger person to take the Astrophilately position.

Mr. Chris Hargreaves is a well known and respected Canadian aerophilatelist. Chris is the present Canadian Aerophilatelic Society's (CAS) President and also the Editor of the journal of the CAS, *The Canadian Aerophilatelist*.

Jim Taylor,

RPSC International Liaison Officer - Canada

SEASON'S GREETINGS

AND A VARIETY OF ITEMS FROM MANY CONTRIBUTORS.

ZR-3 Trans Atlantic Mail

Delivery Flight to America of the German Airship: October 12-15, 1924

Allen Klein

The German Airship LZ-126 was built for the United States Navy and known as ZR-3. It was the first aircraft to fly from Germany to the United States. The non-stop flight circled over several major cities along the way and flew a distance of 5,066 air miles. The airship was scheduled to take off on October 11, 1924, but the flight was postponed one day due to very bad weather.

ZR-3 was the largest airship in the world at the time. It was built with the latest ideas and experience in rigid airship construction with emphasis on speed and endurance. The project could not have been accomplished without the insight and assistance of Dr. Hugo Eckener. As Commander of ZR-3 he met the challenge and completed this flight in record time of 81 hours and 17 minutes.

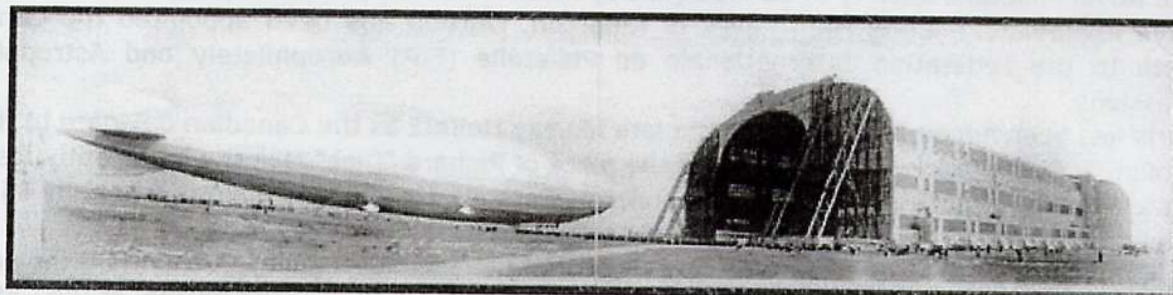
The postage rate was 100 Pfennig (1 Mark) for letters, 50 Pfennig for post cards.

At a banquet to honor Dr. Eckener and his crew in Washington, D.C., Secretary of Navy, Curtis D. Wilbur, announced ZR-3 will be named *Los Angeles*: "A symbol of peace and friendship, and a reminder of the Angels who sang at the birth of Christ." The airship was commissioned by the Navy, November 25, 1924 at Anacostia Naval Air Station, Washington, D. C. as *U.S.S. Los Angeles*.



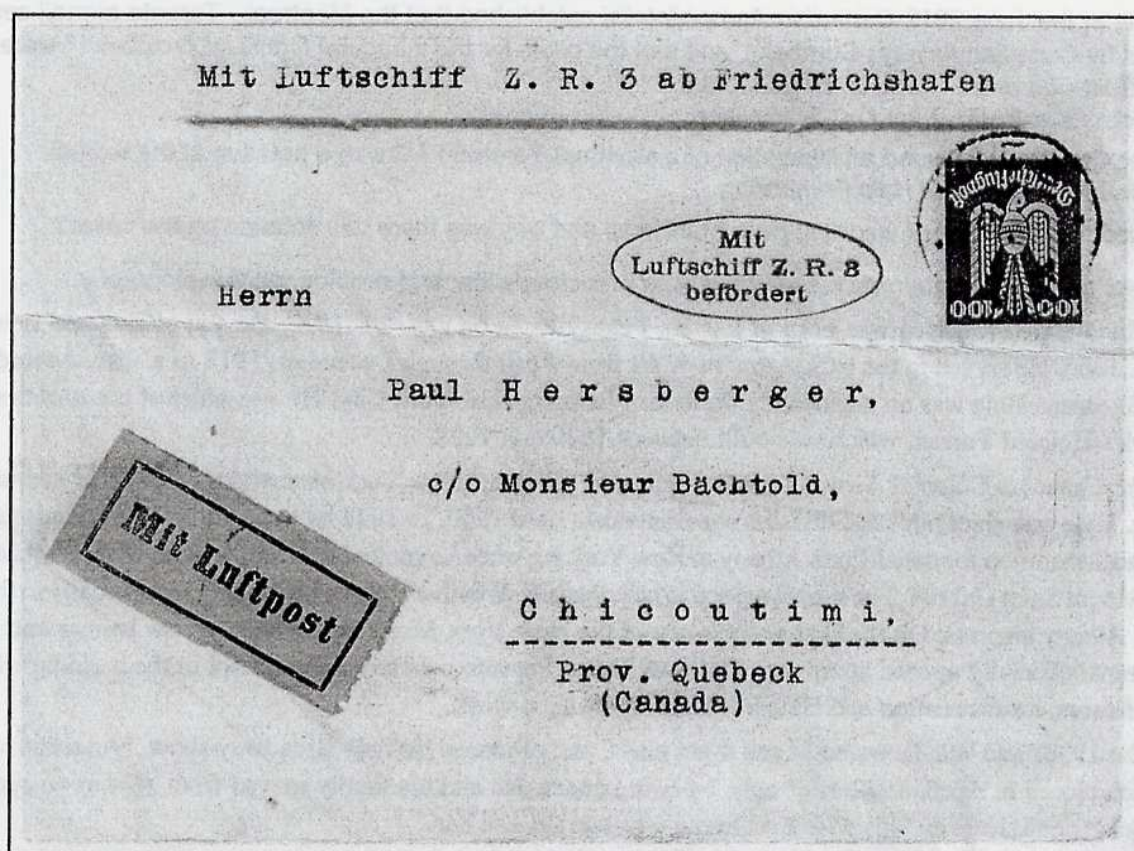
Proposed German Postage Stamps for this flight by Paul Langdorf.

Two essays shown of a series of six. - No postage stamps were ever issued for this flight.



ZR3 entering hangar first time, Naval Air Station, Lakehurst, N.J..

Panoramic photograph by Rell Sam Clements. Original 9" x 43.5". Library of Congress, Washington, D.C.

ZR-3 TRANS ATLANTIC MAIL by Allen Klein continued:

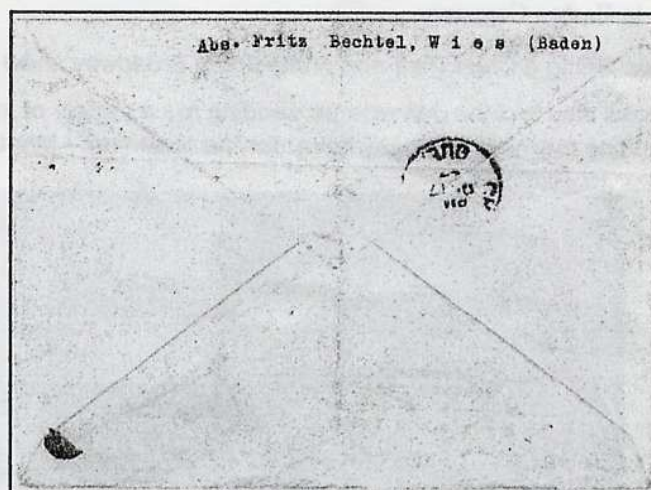
The cover shown above is first cover I have found flown on ZR-3 from Germany to Lakehurst, N.J., in 1924 with a Canadian destination.

In over 15 years I had never found a Canadian destination offered for sale, and none of my airmail friends had seen one either. I purchased this one from an auction in Sussex, England, this summer.

I would like to know if any CAS members have other covers from this flight addressed to Canada.

Best regards,

Allen Klein



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October 1st 1928: Hale Francisco

An article in the June 2012 *Canadian Aerophilatelist* established that the Montreal - Toronto airmail service was operated by Canadian Airways Company, and that the pilots for the inaugural flights on October 1st were:

Montreal - Toronto: Capt. D. S. Bondurant

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

However, the article included an illustration of a Montreal-Toronto FFC with a notation at the top left:
P.236 S.N.Catg. Pilot Hale Francisco.

This raised the questions of who was Hale Francisco, and why was there this notation on the cover?

My thanks to Barry Countryman researching Hale Francisco's life, and sending me this biography:

William Hale Francisco was born in Easton, Pennsylvania on Oct. 27, 1892, the son of Eve and Louis Arnold Francisco. He served in the U.S. Army in WWI from April through December, 1918 as a flier. According to the 1920 census Hale was an engineering draftsman living in New York City. He was chief of construction for New York's Holland Tunnel, which was built between 1920 and 1927.

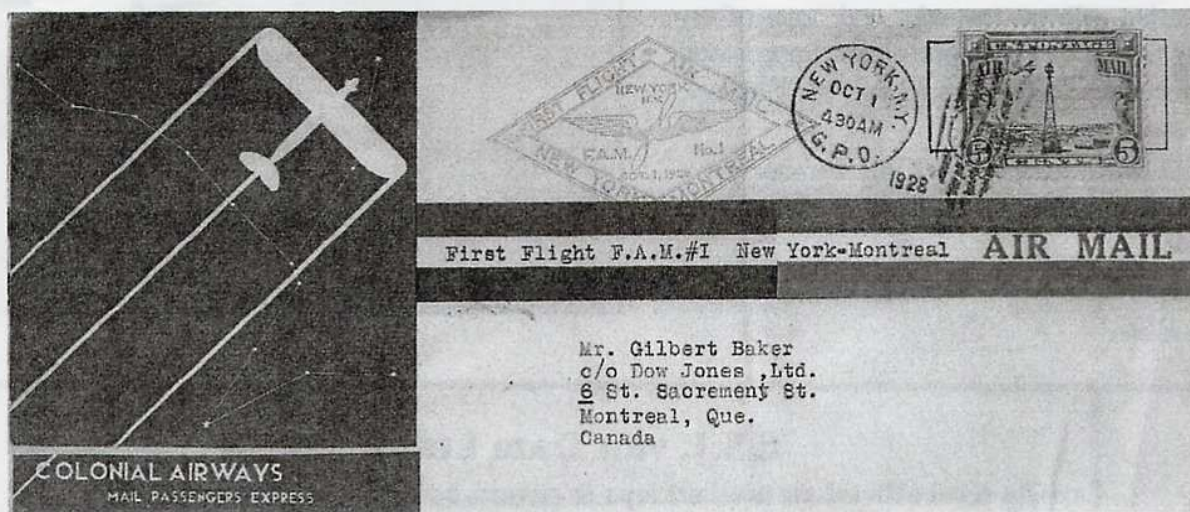
From Canadian Colonial Airways' 1928 origin as a Montreal-New York air mail and passenger service the 5 ft. 6 in. Hale was chief pilot and division superintendent until 1930. In 1928 he was surveying the Hudson River for a weather station for the airline's Albany to New York leg when he spotted Peekskill's Saint Mary's school for girls on Mount Saint Gabriel. The school agreed to help the U.S. Weather Bureau by sending reports daily to the Newark and Albany airports. On the first anniversary of the New York-Montreal service the new hangar and passenger terminal officially opened at Albany. Colonial Flying Service was to open a school in the building with college professors, air instruction and Hale in charge of the shop work.

In the 1930s and '40s he wrote 3- and 4-act plays, and produced his only Broadway show, "Angeline Moves In", which closed in April, 1932 after only 7 performances. He and his family moved from Albany to rural eastern Pennsylvania. Hale and his wife Evelyn ran a restaurant and bar.

In WWII Major Francisco served in the Army Air Transport Command from March, 1942 to January, 1946 and was in charge of an airfield in India. He died Dec. 14, 1948, age 56, at home near Snydersville, Pa., and is buried in Easton Cemetery.

Wow! Being a Chief Pilot and producing a Broadway show is a huge achievement!

Thanks also to John Johnson for sending me a variety of information about Hale Francisco and Colonial Airways, including this neat company cover for the New York - Montreal First Flight:



1928 : Christmas Greetings : 2012

In December 1928 a resident of the community of Elstow, Saskatchewan prepared an air mail envelope, attached a Christmas Greetings stamp and then mailed the envelope to an Edberg, Alberta relative. Trial flights were scheduled that month to link up five major centres throughout the prairies. Misinterpretation of the phrase "Canadian postage at the air mail rate" in a news bulletin at the local post office led to 2¢ [the regular letter rate] of excess postage being used in addition to the required 5¢ air mail rate.



The addressee Fred Carlson was no doubt delighted with this greeting that showed 'evidence' of air transit: the air mail stamp, VIA AIR MAIL directive, red and blue stripes, Saskatoon to Edmonton air mail cachet and SPECIAL PRAIRIE FLIGHTS slogan cancel. In actual fact, the envelope was not flown!

Carriage to Saskatoon on Dec 17th was via CNR. The planned flight west to Edmonton was cancelled ["Punch" Dickins's aircraft G-CASM had sustained undercarriage damage], so conveyance was again by CNR rail. The envelope then travelled south from Edmonton to Red Deer on the CPR line and east to Edberg via CNR, arriving Dec 23rd. Four train rides! Most importantly, festive greetings were delivered. In that same spirit —



a very MERRY CHRISTMAS to all CAS members

Gord & Doris Mallett



DOUBLE FLOWN COVERS

From Chas Flynn:



First Flight via CAM 30 Chicago to Atlanta - December 1st, 1928. Postmarked Nashville, 11 am, Dec 1st, 1928.

Second Flight: Regina to Edmonton, December 10th, 1928.

Addressed to: Geo. C. Harvey, Lock Haven, Pa. U.S.A.

From Denny May:



First Flight: Toronto to Windsor, July 15th 1929.

Second Flight: Fort Smith to Fort McMurray, December 13th 1928.

Addressed on the back to: Charles Winchell, New York City.



First Flight:

Regina To Edmonton, March 3rd 1930

Second Flight:

New York to Charlotte, April 1st 1930.

Addressed to:

John Halo, Newark, New Jersey, U.S.A.

Continued

DOUBLE FLOWN COVERS - Editor's comments:

From time to time I get questions about double-flown covers like these.

The most common double-flown covers from the late 1920s/early 1930s seem to be those produced by Charles Winchell. When Bas Burrell wrote about these covers in the April 2002, BNAPS Air Mail Study Group newsletter, he asked whether anybody could provide some information about Charles Winchell, but there were no responses.

The covers seem to have been produced just for fun. They were flown once, delivered, then re-franked and sent to another post office to be flown on a second flight. This produced covers that are nice and attractive, but don't usually have any special aerophilatelic significance.

Sometimes, however, double-flown covers were created to record both stages of a flight. - Denny May also sent me a nice example of a cover like this:

Front of cover:

Endorsed top left:

Via 1st Flight
Juneau to White Horse.
Hold at Juneau for
this flight.

Postmarked:

CINCINNATI APR 22 1938
FAIRBANKS MAY 3 5PM 1938

**Back of cover:**

Endorsed top left:

Via 1st Flight
White Horse to
Fairbanks.

Postmarked:

WHITE HORSE MAY 3 38

Both flights are related to listing 3813 of *The Air Mails of Canada and Newfoundland*:

1938, May 3-8 — Whitehorse - Fairbanks, Alaska / Whitehorse - Juneau, Alaska. This was a through service performed by aircraft of Pacific Alaska Airways. The integrated service was from Juneau via Whitehorse to Fairbanks. The inaugural flight from Juneau was made by S. E. Robbins on May 3; the first return flight was performed by W. J. Jones on May 8.

It would have been impractical for this cover to receive the commemorative cachet if it only arrived in White Horse on the May 3rd first flight. It seems that the cover was therefore forwarded from Juneau to White Horse before May 3rd, added to the Whitehorse - Fairbanks mail, carried on the May 3rd First Flight from Whitehorse to Fairbanks, and "backstamped" when it arrived in Fairbanks on May 3rd.

Thanks again to Denny and Charles for these covers.

The following article originally appeared in the *Journal of Sports Philately*. Thanks to NINO CHIOVELLI for sending me information about the article, and suggesting we reprint it in *The Canadian Aerophilatelist*. It is reprinted with permission and co-operation of the author, Kon Sokolyk.



Figure 1. Bobsledding cachet on 1935 first flight air mail cover from Berens River to Winnipeg.

1930s Canadian Air Mail First Flight Covers With Sport Cachets

by Kon Sokolyk

To many, the 1920s and 1930s were the golden era of aviation. It was a time when men and flying machines challenged every unknown, tested every limit and ventured into uncharted frontiers. It was a time of intense public interest in the deeds of the aviators and their machines. Every record – distance, altitude, duration, tonnage – was celebrated, as was every first. It was also a time that air mail service began flourishing across Canada. It is not surprising, therefore, that the Canadian Post Office Department began offering first flight cachets during this era which became popular collectibles. In early 1935, a number of cachets with sporting themes appeared.

The growth of air mail service in Canada did not parallel the growth of air mail service in most other countries. W.R. Patton, writing in the *Airpost Journal* in 1935, notes: "The Air mail service [in Canada] does not mean fast transportation between large cities... The air mail in Canada is not in connection or opposition with the Railways as over 90% of the mileage is where no Railways exist, nor will ever

exist. Canada is the only large country in the world where this service does not compete with the railroad." In 1935 Toronto had the honour of being the world's largest city without air mail service; Montreal was only connected to two destinations, both in the United States.

The growth of air mail service in Canada during the 1920s and 1930s in many instances paralleled the development of Canada's mining regions and the opening of the north. As the mining boom spread, airplanes delivered passengers and goods to distant locations. Official air mail service soon followed.

The Canadian Post Office Department capitalized on the popularity of aviation and, at that time, stamp collecting, by making first flight cachets available to collectors (Figure 1). The flights were announced by the post office in the press. Collectors on the post office's subscription list received notification by mail (Figure 2), which included instructions for preparing covers. Interested collectors prepared self-addressed covers noting the route and franked with 6¢ postage, the required air mail rate in 1935. These covers were then forwarded to the District Superintendent of Postal Services where the flight would occur.

1930S CANADIAN AIR MAIL FIRST FLIGHT COVERS WITH SPORT CACHETS by Kon Sokolyk continued:

POST OFFICE DEPARTMENT, CANADA

Ottawa, Canada, December 1934.

A N N O U N C E M E N T

By authority of the Postmaster General regular air mail service between the following points will be inaugurated during the second week of January 1935:-

WINNIPEG, M.N., NORWAY HOUSE, M.N., and GODS LAKE, M.N.

To commemorate the inaugural flights between Winnipeg, Norway House and Gods Lake four separate and distinct cachets will be used on letters carried on the initial flights, as follows:-

CACHETS *12/8 5/1* Winnipeg-Norway House Norway House-Winnipeg
Winnipeg-Gods Lake Gods Lake-Winnipeg

**COVERS TO
BE SENT TO**

These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Winnipeg, Man., and which reach him not later than the 6th January, 1935, bearing Canadian postage at the following rates:-

Figure 2. Announcement mailed to collectors on the post office's subscription list with details on first flight airmail cachets and how to order them.

Table 1 Canadian Air Mail First Flight Covers With Sport Cachets*					
Fig. #	Air Mail First Flight Date	Route (Origin - Destination)	Cachet Design	Cachet Color	Pieces of Mail Carried
3	Jan. 14, 1935	Winnipeg - Norway House	Curling	black	3,075
4	Jan. 14, 1935	Winnipeg - God's Lake	Skating	black	3,225
5	Jan. 15, 1935	God's Lake - Winnipeg	Snowshoeing	black	3,075
6	Jan. 15, 1935	Norway House - Winnipeg	Skiing	black	3,075
7	Jan. 27, 1935	Norway House - Cross Lake	Snowshoeing	black, grey-blue	2,850
8	Jan. 27, 1935	Cross Lake - Norway House	Airplane	black, grey-blue	2,925
9	Feb. 3, 1935	Winnipeg - Berens River	Hockey	black, blue	3,573
1	Feb. 4, 1935	Berens River - Winnipeg	Bobsledding	black, blue	3,575
10	Feb. 22, 1935	Collins - Pickle Crow	Lacrosse	black	3,500
11	Feb. 22, 1935	Pickle Crow - Collins	Skiing	black	3,500

*Source: The Air Mails of Canada and Newfoundland: A volume in the Sixth Edition of the American Air Mail Catalogue.

1930S CANADIAN AIR MAIL FIRST FLIGHT COVERS WITH SPORT CACHETS by Kon Sokolyk continued:



Figures 3 - 10. See Table 1 for details.

More than 400 first flight cachets were produced by the post office between 1929 and 1941. The designer of each was Herman Herbert Schwartz (1885-1962) of the Canadian Bank Note Company. Schwartz was also Canada's most prolific and perhaps most distinguished stamp designer. His credits include the design of 154 Canadian stamps issued between 1927 and 1956, including perhaps the country's most beautiful stamp the 50-cent *Bluenose* schooner issued in 1929. Schwartz also designed stamps for the Bahamas, Cuba, Newfoundland and Norway. He also designed Canadian bank notes and bonds. Interestingly, Schwartz had to

purchase the stamps he designed as the Canadian Post Office did not provide him with copies.

In January 1935, media in Winnipeg, Manitoba reported that five new air mail services would be inaugurated in the Winnipeg Postal District in January and February. The locations to be served, aside from the Winnipeg hub, were small isolated communities, generally in the mining districts. The air mail services would replace mail delivery by dog teams in winter and boats in summer. While planes were providing greater and easier access to remote locales, they were still susceptible to many of the same conditions as dog sleds or boats. On January

1930S CANADIAN AIR MAIL FIRST FLIGHT COVERS WITH SPORT CACHETS by Kon Sokolyk continued:

14, 1935, the day of the Winnipeg to God's Lake first flight via Norway House, the temperature in Winnipeg was -27°F (-33°C). The following day, for the return flight, it had warmed to -17°F (-27°C).

Nine out of ten cachets produced for the January and February first flights featured sporting themes: bobsledding, curling, hockey, lacrosse, skating, skiing and snowshoeing. All of the sports featured were deeply woven into the Canadian sporting culture, and all but lacrosse were winter sports.

In addition to the sporting image, each cachet featured an airplane and noted the occasion – Canada Air Mail First Official Flight – along with the points of service. As well, eight of the nine cachets featuring a sport had the name of the sport inscribed. While the cachets illustrated in this article may at times lack clarity because of poor application, the author had an opportunity to view some of the proofs at the Canadian Library and Archives, and their design and artistic merit are undeniably excellent.

Table 1, based on *The Air Mails of Canada and Newfoundland: A volume in the Sixth Edition of the American Air Mail Catalogue*, summarizes the first flights featuring the sporting cachets.

The pilots flying these routes were adventurous men with great flying skills. The Winnipeg – Berens River first air mail flight of February 1935, for example, was piloted by Herbert Hollick-Kenyon (1897-1975). Twice wounded during World War I, he was discharged as unfit for further service by the Canadian Mounted Rifles. Almost immediately he secured a commission with the Royal Flying Corps and amassed more than 1,000 hours in the air.

After the war he became a commercial pilot in western Canada, and one year established a record of 1,000 hours night flying while on prairie air mail routes.

The *Winnipeg Evening Tribune* described Hollick-Kenyon as one of the "finest pilots in Canada, a thoroughgoing English gentleman, equipped with cultured accent, ever present pipe and tweed plus-fours." The rest of the winter flying gear included moose moccasins and parka.

In November 1935, Hollick-Kenyon piloted the first flight across Antarctica. He flew the aircraft *Polar Star*, a Northrop Gamma single-engine low-winged airplane, for the American Lincoln Ellsworth expedition. Starting at Dundee Island Hollick-Kenyon and Ellsworth flew to the Bay of Whales

in the Ross Sea, landing short of fuel a mere 20 miles from their destination. During the expedition, they covered a distance of 2,250 miles in six stages over 13 days (20 hours of actual flying time). The conditions were adverse, on one stop a blizzard buried the aircraft in snow which took substantial effort and time to clear.

According to the 1936-37 *Who's Who in Canada*, Hollick-Kenyon's "main claims to fame are his steadiness and resourcefulness in keeping his machine going under extremely adverse circumstances. He is a skillful navigator over mapped and unmapped country..." The honorary Air Commodore of the Royal Canadian Air Force, Hollick-Kenyon was inducted into the Canada's Aviation Hall of Fame in 1973.

It could not be determined what prompted H.H. Schwartz to design first flight cachets featuring sporting themes in early 1935. And while the cachets did not celebrate any particular sporting event, their appearance not only made them popular among first flight collectors but also with sports philatelists.

REFERENCES:

- "Canada's Most Distinguished Stamp Designer," J.E. Kraemer, *Canadian Philatelist*, July-August 1987.
 "The Why for New Canadian Flights," W.R. Patton, *Airpost Journal*, February 1935.
The Air Mails of Canada and Newfoundland: A volume in the Sixth Edition of the American Air Mail Catalogue, 1997.
The Canadian Who's Who - 1936-37, 1936.
The Winnipeg Evening Tribune, Jan. - Feb., 1935
The Canadian Encyclopedia.
www.aerophilately.ca/first.html



Figure 11. Air Mail First Flight from Pickle Crow to Collins on Feb. 22, 1935 featuring a skier.

THANKS KON!

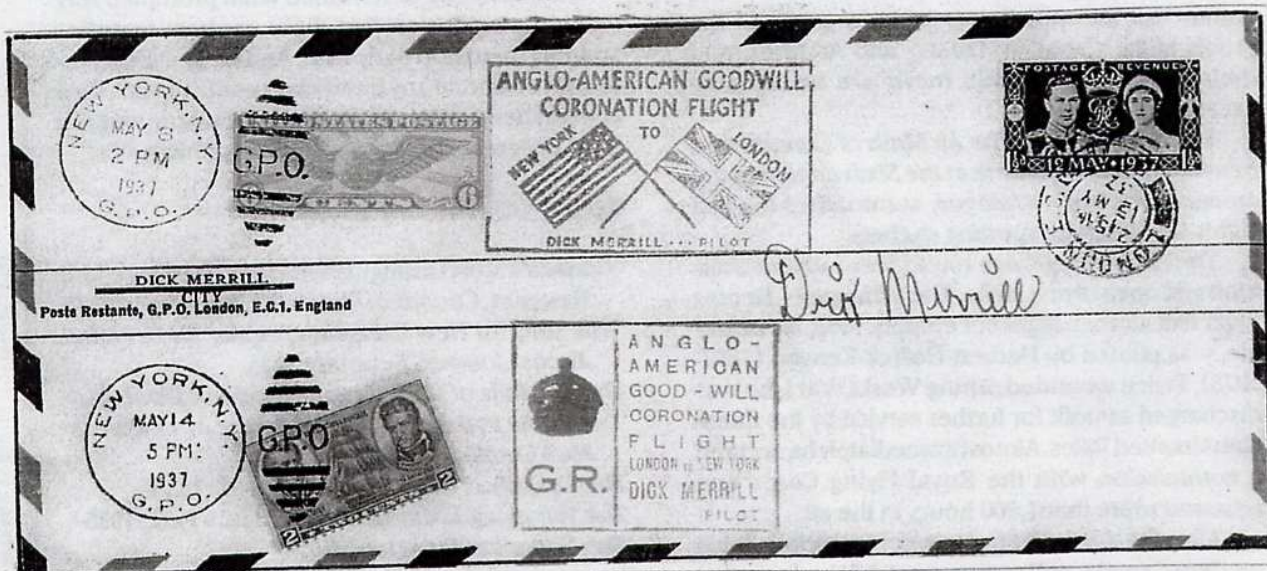
For more information on the Journal of Sports Philately, contact Kon Sokolyk at kwsokolyk@yahoo.com

WAS IT YESTERDAY?? - OR SEVENTY-FIVE YEARS AGO?

2012 being something of a 'ROYAL YEAR' for the Queen, without as far as I know any special Jubilee flights (why not?), we look back at the coronation of her father in 1937.

On that occasion, Henry T. (Dick) Merrill of the USA flew from Floyd Bennett Field NY on May 8 (only days after the crash of Hindenburg), reaching London in the record time of 20hrs 27mts 45sec. After attending the Coronation, he took off from South Beach Liverpool, returning to NY City in 24hrs 22mts 25sec. A record for East-West flight.

If you are wondering how such flights are timed to the second, much of the information in this piece comes from John Heinmuller* who in his 'day job' was President of the Longines-Wittnauer Watch Company. But in aviation circles was Chief Timer of the National Aeronautic Association. He timed (and arranged for covers) on almost all famous flights of the 1920's and 1930's.



He also timed a previous TRANS-ATLANTIC flight by Dick Merrill. Alas that 1936 flight landed, not in London but in a South Wales pasture. On the return, Merrill dropped in to a Newfoundland bog. (A Canadian crash cover no doubt well known to another famous Dick!) These 1936 covers are postmarked (among other places) Musgrave Harbour Newfoundland Sep.14.

Because of his 1936 problems, Merrill took along as navigator in 1937, Jack Lambie. A wise move since only two months or so later, Amelia Earhart was lost largely due to navigation errors in a Lockheed Electra similar to Merrill's.

As a final note of interest to cover collectors, Heinmuller notes that although being anxious to have covers postmarked in London prior to takeoff, the bureaucratic British Post Office made them stand in line with regular customers, whereupon the P.O. closed for the night, meaning half the covers were left behind.

* John P. V. Heinmuller: "MAN'S FIGHT TO FLY", (Funk & Wagnalls 1944)



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONTARIO CANADA
K2G 2H8

AIRGRAPHS

The use of Airgraphs during World War II was described in the March 2012 Canadian Aerophilatelist:

In Canada, the Airgraph system was introduced in November 1941. It was initially used to speed up mail to and from the Armed Forces, and was gradually extended to most overseas mail.

Blank Airgraph forms were available free from any Post Office. A message was written within the lines on the form. The form was then folded, postage affixed, and mailed in any post box or post office. The forms were sent to Toronto, where they were opened, and the messages photographed on a roll of film 5/8" wide x 100' long. Each message occupied less than 3/4" on the film, and 1,500 message could be accommodated on one roll of film weighing seven ounces. (1,500 letters in ordinary envelopes weighed approximately fifty pounds.) The roll of film was then shipped overseas and processed through an automatic enlarger on to sensitized paper 4 1/2" wide. The enlarged messages were guillotined, folded, and placed in a window envelope for delivery.

One of the advantages claimed for Airgraphs, was that a duplicate copy of the film could be made, so the mail would still get through if the original film was lost.

Ken Sanford has sent the following article, describing a case where this happened.

CRASH OF THE BOAC "CLARE" IN 1942

By Ken Sanford

The British Overseas Airways Corporation (BOAC) flying boat "Clare" (G-AFCZ), a Short S30 Empire flying boat, was operating services to and from Africa in 1942. It had previously been operated by Tasman Empire Air Lines (TEAL) as "Australia" (ZK-AMB), and was returned to BOAC. At 1830 on 14 September 1942, under the command of Captain G.B. Musson, "Clare" left Bathurst, Gambia for Lisbon, Portugal. At 1937, the radio operator E.F.G. Brent reported an engine failure and requested night landing facilities at Bathurst. At 2008, a signal was received from the aircraft "SOS Fire", and there were no further signals. The next morning, a Sunderland was dispatched for search, but found nothing. On the 16th of September, a Catalina flying boat sighted the wreckage at 1054, and three mail bags were seen floating on the ocean—one red, one white, and one brown. The next morning, naval ships reached the area. The bodies of six passengers were recovered, of which three were identifiable. The position of the crash was estimated at 17 degrees, 32 minutes West and 14 degrees, 20 minutes North.

The naval sloop which recovered the wreckage, reported everything found but no mention was made of any mail bags being recovered. However, in a copy telex, there is mention that two bags of diplomatic mail were positively identified and that 31 bags were at Lagos, being re-bagged for onward carriage. There is no mention of any other mail.

A Court of Enquiry was held between the 6th and 14th of October 1942. It was agreed that at the time of the reported failure, the aircraft would have reached its cruising altitude of 6,000 feet. The action taken by the Captain would have been to immediately jettison 1,320 gallons of fuel so as to make the landing weight allowable. After that, all is supposition and the findings were: that the engine exploded whilst jettisoning fuel, that thunderstorms ignited the fuel, or that the landing on the sea was unsurvivable. The fact that the last signal at 2008 reported a fire, suggested that whatever occurred did so in the aircraft. As it was wartime, sabotage was considered, but was rejected.

Continued



G-AFCZ "Clare". Photograph taken when moored at Gibraltar after flying King George of Greece and Sir Stafford Cripps to the colony for a visit on 12 October 1941. - Imperial War Museum photograph.

CRASH OF THE BOAC "CLARE" IN 1942 by Ken Sanford continued:

The recovered bodies were buried in Bathurst (Fajara) military cemetery and in 1944, a memorial stone was erected, recording the names of the missing, as well as those whose bodies were recovered. Photographs of the grave site were sent to the War Graves Commission in London on 21 January 1949. The other crew members were: A.O. Cundy, First Officer; A.D.C. Jenkins, Second Officer; E.E. Lace, Second Navigating Officer; and J.A. Wycherley, Radio Officer.

The aircraft was carrying 60 kilos of Africa route normal airmail, 33 kilos of Australia route troop mails, 157 kilos of government mail, as well as twenty kilos of airgraph film, containing reproductions of approximately 55,000 letters. The reported carriage (after the accident) was Africa route—18 kilos, Australia route—26 kilos, diplomatic mail—15 bags from India, Turkey, Cairo & Nigeria, and 19 kilos of airgraphs. There is no explanation of the discrepancy between the original amount of mail and that reported after the accident.

The lost airgraph films were reproduced and the reprinted letters were marked on the reverse "REPRINT in a size of 11x45 mm. Julius Fletcher sent me an illustration of one of these reprinted airgraphs.

In "Recovered Mail", Henri Nierinck states that, *mail is known bearing a violet cachet (possibly from the "Clare")*.

I have never seen one of the reprinted airgraphs, or a cover with the "Clare" cachet, nor do I know of any collector who has one. In my opinion, mail from "Clare" is very rare.

References:

1. Correspondence between Mr. R.A.R. Wilson, Historical Aviation Service and Mr. Brent, Archivist at the RAF Museum, which used to hold the BOAC files.
2. "Recovered Mail, 1937-1988" (Vol. 2), by Henri Nierinck, pub. by author, 1992.
3. "Pictorial History of BOAC and Imperial Airways", by Kenneth Munson, pub. by Ian Allan, London, 1970.

FRIDAY, OCTOBER 2, 1942

E. Sand **Airgraphs and Mails Lost**

The Postmaster General announces that airgraph mails from India, East Africa, and South Africa, and from civilians in the Middle East, despatched in the early part of September, have not been received, and are presumed to have been on board the flying boat *Clare*, recently reported lost.

The postal administrations of the countries concerned have been asked to arrange for the messages to be rephotographed and retransmitted to this country. Airgraph letters from the Middle East Forces are not involved.

The following surface mails have been lost by enemy action: Letters and printed papers for Ceylon and India, posted in London and the Home Counties between July 25 and August 6; from the Midlands July 26-August 6, and elsewhere, except Liverpool, from July 26-August 7.

Parcels for Ceylon posted from London and the South between July 17 and August 6, and elsewhere between July 16-August 6.

For India, all districts excluding Scotland, August 5-6, and for the Seychelles, all districts, August 5-6.

Letters and printed papers for the United Kingdom posted from Antigua July 2-11; Barbados, March 28-April 23; Curacao, May 13-June 5. Parcels from Antigua, March 20-April 25; Montserrat, February 19-April 26; St. Kitts, March 27-April 29.

LOST XMAS 'AIRGRAPH' LETTERS re-photographed on KODAK film



Within only ten days of being destroyed when a transport plane was lost, 1,086,300 "Airgraph" letters were on their way again. Thanks to the original forms still being preserved, Kodak, who make all "Airgraph" letters, were able to re-photograph the missing ones. They were despatched by the Post Office in time; it is hoped, to arrive by Christmas or the New Year. This illustrates yet another of the advantages to the public of "Airgraph" letters, the invention of Kodak Limited.

"Airgraph" is the registered trade mark of Kodak Ltd.
for photographic reproductions and sensitised materials

K.33G

Continued

CRASH OF THE BOAC "CLARE" IN 1942 by Ken Sanford continued:

27.10.42. - No. 14

AIRGRAPHS LOST ON FLYING BOAT "CLARE"

The Postmaster General announces that duplicates of the airgraph mail which were on board the flying boat "Clare" when it was lost have now been received from the several countries of origin and the airgraph messages have been delivered to the addressees. It has been decided to adopt a similar course as a normal arrangement in the case of airgraph mails lost in transit; if duplication is found to be impracticable on any occasion owing to exceptional circumstances, an announcement to that effect will be made at the earliest appropriate moment.

GENERAL POST OFFICE**Note to Editors**

The flying boat "Clare", whose loss was reported towards the end of September, was carrying airgraph mail from India, East Africa, South Africa and from civilians in the Middle East dispatched in the earlier part of that month.

As soon as the flying boat was reported lost the Airgraph Section of the G.P.O. cabled to the various countries to send over by air copies of the original films of the airgraph letters. These arrived in this country on October 15. Within three days the enlargements had been made, enveloped, sorted, transported to their destination and delivered.

S/249006 75 TEH. MATTHEWS

37836

MIDDLE EAST FORCE.

from (Mrs) M.K. Matthews.

46 Weston Avenue
West Molesey, Surrey.
- 18th August 1942..

Dear Mr. Theodore.

It was just splendid to find your airgraph of Aug. 20th waiting on the mat when Bill & I came back from our cycling holiday. The day before yesterday we started on Sat. the 22nd after lunch (in a rather un pleasant drizzle which continued on & off for several hours, & again in the evening). We camped that night just beyond Reading in a small tent lent by Mrs. Galloway, with ground sheet of Mrs. Parry's - we also took sleeping bags & a sideboard! The next day we stopped beyond Farnborough. Then making a detour to see the "Bomber" (which at first I thought) in the famous "Devil's" hills - what hills, but also what scenery! To Cheltenham where we had high tea with Mrs. Galloway & her parents - then on again intending to put our camp towards Tewkesbury, but instead landed up at the "Stratford" where we stayed the night with them. Next through Tewkesbury to Stow-on-the-Wold (slept great night - lovely!) on to Chipping Norton & to Charlbury where we were met by the Wimblesley & stayed with them! Then on to the banks of the Oxford River, the last at Henley (proving wet for a change). Your young mother is a chip of the old block - quite a bit of fellows & enjoyed it hugely. Bless you my son. All my love to

Reprinted airgraph from "Clare".



Cachet illustrated by Nierinck.

Thanks Ken.

Censorship of Philatelic Exports in WWII . . .

by Janet Bygate

At the outbreak of war in 1939 the Government were keen to control the export of capital and capital exports from the United Kingdom. One method of evading the controls was to send small items of high value, such as rare stamps, through the mail to be sold abroad. Stamps could be exported to the British Empire, France and America without formalities, but if sent to several other countries a permit was required from the postal censors. The postal censors could be expected to recognise some valuable items, but picking out a rare stamp in a quantity of common material required expertise.

Stamp trading came under Exchange Control Regulations and these were tightened up in 1940. On 1 July 1940 the export of stamps was prohibited except under licence. After consultation it had been agreed that the British Philatelic Association was to operate the Import/Export control under a committee of 12 members.

All stamps for export had to be sent through the Central Clearing House of the BPA which would assume responsibility for the bona fides of the sender and for the subsequent payment of the amount due. A single duplicated form had to accompany each sending with a declaration that a payment had been demanded within six months. The regulations affected all foreign sales and exchanges whether by dealers, private collectors or exchange clubs. All senders were required to enclose an envelope prepared for registration and sufficiently stamped, addressed and with the stamps to be sent inside.

After checking by the BPA and certified as "passed", the mail went to the Civilian Censors who then released it to the Post Office system.

Following the ending of the war in 1945 there was pressure by the trade, the philatelic press and the BPA to relax the controls, however it wasn't until 30 June 1953 that the BPA control finally ended.



Philatelic mail, censored, passed and struck with the PBR 54 handstamp. This mark is only recorded on philatelic mail. The BPA handstamp showing date and signature added in manuscript is accompanied by the consignment number.

This article was originally published in the April 2011 issue of YPA NEWS, published by the Yorkshire Philatelic Association. - I found it on the internet, and have reproduced it with permission, as it gives an excellent introduction to the cover from Jack Forbes on the next page. Ed.

... and after WWII.

Jack Forbes



Postmarked LONDON 2 May 1953
Backstamped JOHANNESBURG 3 V 52 - 3.45



Postmarked LONDON 2 May 1953
Backstamped Beyruth machine slogan cancel, May 2, 1952

The March 2012 Canadian Aerophilatelist included an illustration of a First Flight Cover from the first commercial flight by the De Havilland Comet, on the B.O.A.C. London - Johannesburg service. (Shown above left.)

It reminded me of a cover in my collection on *The British Philatelic Association's Role in the United Kingdom's Import and Export Control (WWII)*, which was carried on the same flight, but is addressed to the B.O.A.C. Area Sales Manager in Beirut, Lebanon. (Shown above right. - The illustration has been darkened to show the B.P.A. handstamp. Ed.)

It would be unusual for a First Flight cover to contain stamps, and since the function of the B. P. A. was to deal with stamps and currency leaving the country, I was surprised to find their processing stamp on this cover.

Although it was primarily a war-time effort, the process continued until June 30, 1953, well beyond the war-time period. From the covers I have in my collection, a larger rubber stamp used on Comet FFCs in April 1953, was put into service sometime between Feb. 11, 53, and Mar. 2, 53.

Editor's Note:

Jack's cover raises interesting questions as to why some FFCs required a BPA handstamp, and others didn't?

I have a number of Comet 1 FFCs mailed from London in my collection, which are handstamped/not handstamped as follows:

Flight	Addressed to	BPA handstamp
May 2nd 1952	London to Johannesburg	Sudan
		South Africa
July 1st 1952	London to Cairo	Egypt
August 11th 1952	London to Colombo	Ceylon
April 3rd 1953	London to Tokyo	Japan
		Yes (different/larger handstamp)

Mark-Lane Stamps

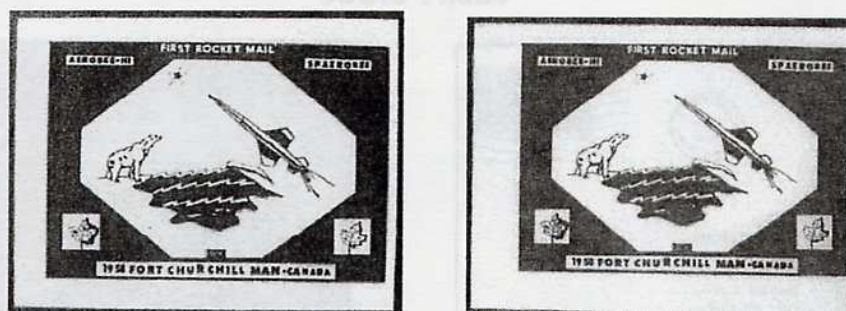
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1958 - Fort Churchill "Rocket Mail"



My thanks to DON FRASER, for sending me copies of these labels. - The two designs are identical, but one label is printed in dark blue ink, and the other in red.

I found more information about them in the following article in Don Amos's papers. (No source is stated.) - The rocket referred to at the Third International Philatelic Exhibition in 1936 is the one constructed by Gerhard Zucker. It was described in the December 2011 *Canadian Aerophilatelist*.

First Outer Space Rocket Mail in Canada

By Robert Schoendorf

Visitors to the Third International Philatelic Exhibition in 1936 at the Grand Central Palace, New York, probably remember the launching rack and rocket which was on display in one of the booths. These were brought over from Europe for the purpose of firing a mail rocket between Canada and the United States over Niagara Falls. A set of four vignettes was prepared in advance of this event but could not be used affixed to covers, as a permit for the firing was required, which was not forthcoming within the short time available. Thus, the first attempt to carry Rocket mail in Canada remained in the planning stage.

Experiments continued in other countries, but the complexities of building a rocket capable of traveling over a long range were so enormous that individuals with limited means at their disposal were in no position to make such progress.

The Space Age actually did not start until World War II, when under government sponsorship in Germany all resources of science and technology were pooled to develop the nucleus of the V-2. The U.S. missile program received its biggest boost after the war, with the arrival of some of Germany's top scientists at the White Sands Proving Ground at Las Cruces, N.M., and the further development of the V-2 in 1946 and 1947. To the philatelist this became also a significant milestone, as mail enclosed in these rockets by Army authorities then reached outer space for the first time in history, thus preceding the Regulus/Barbero missile flight by 13 years. This event is narrated by Dan Lang in his book, *From Hiroshima to the Moon* (Simon & Schuster).

A span of 22 years intervened until actual mail rockets were fired in Canada, experiments that were conducted within the framework of the International Geophysical Year. The far-flung studies culminated in scientific expeditions to the Arctic and Antarctic on a scale never undertaken before, comprising all phases of oceanography, geology, geomorphology, glaciology, gravity, meteorology, botany, etc., from which the field crews brought back a wealth of new discoveries.

A novel aspect—probably the most important task—was the study of the upper strata, the outer space over

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1958 - FORT CHURCHILL "ROCKET MAIL" from Don Fraser continued:

the Arctic regions traversing new frontiers hitherto unexplored. These experiments were carried out during the winter months of 1958 by the United States Naval Research Laboratory from a site near Fort Churchill, Manitoba, in the northern part of Canada. Instruments carried aloft on the rockets recorded the scientific and technical observations which were transmitted by radio to the ground receiving stations during the flight. These findings provided an important link in the establishment of space communications.

The first Rocket, an Aerobee-Hi No. NN3.11F was launched on February 4, 1958, at 00:1658 with twenty pieces of mail bearing a printed notation of the rocket designation number, firing date, and location. At that time the terrain was covered with a heavy blanket of snow, thwarting any immediate attempt to recover the wreckage and mail. Unfortunately, a subsequent search was also fruitless.

Illustrated with this article is the unofficial rocket vignette, depicting a rocket in flight, the North Star, a polar bear, and maple leaves. Inscriptions at top and bottom read "First Rocket Mail/Aerobee-Hi"/-"Spareobee"/"IGY"/"1958 Fort Churchill, Man., Canada."

Additional dispatches were made on three further occasions, with the mail placed in the forward compartments of the rockets. Details of these are as follows, giving first the name of the Rocket, then the firing date, time, and estimated altitude:

(1) Aerobee-Hi NN3.21 F; Nov. 24, 1958; 0024:33.5 CST, 128 miles.

(2) Spaerobee NN10.01; Dec. 1, 1958; 1134:40.5 CST; 130 miles.

(3) Spaerobee NN10.02; Dec. 3, 1958; 1238:44.5 CST; 146 miles.

On each envelope carried there was typed a statement identifying the rocket with the signature of the project scientist. Unfortunately, upon re-entry, the rockets impacted on the ice of Hudson Bay and the possibility of salvage became remote. It may be assumed that the writing on the envelopes and the stamps exposed to the elements were washed off and rendered undecipherable. On the other hand, it is quite likely that the fragments were found by somebody unaware of the nature of these covers who discarded them. Of course, a recovery is still within the realm of possibility and in view of their importance, it is hoped they might still turn up.

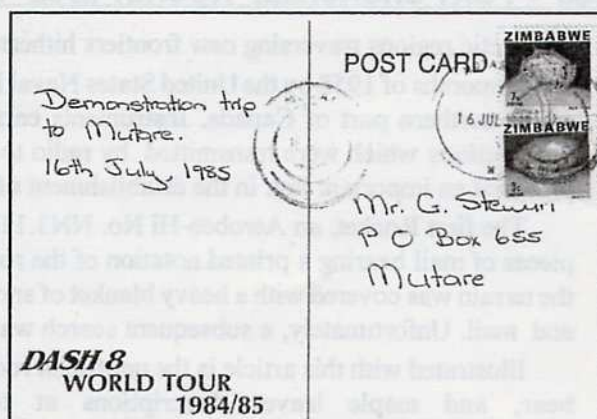
These rocket experiments at Fort Churchill were primarily undertaken to gather scientific data, and the dispatch of covers was merely incidental. However, the fact remains that these envelopes constitute the first rocket mail ever carried into outer space in Canada.

These flights are also listed in Section 20 of *The Air Mails of Canada and Newfoundland*. Although the article states that covers from none of these rockets had been recovered, and were unlikely to be recovered, AMCN gives covers from the last three flights catalogue values of \$50, \$50, and \$5.00! This implies that the covers had been recovered.

Unfortunately Reuben Ramkissoon who edited Section 20, donated his philatelic library and files to various libraries when he moved from Illinois to California, and can not provide any additional information regarding the AMCN listing.

If anybody can provide more information regarding the Fort Churchill "Rocket Mail", or has a cover from one of the flights, please contact the editor.





1985 - DHC Dash 8 World Tour

By George Stewart FRPSL

In 1985 I was still in my country of birth, Zimbabwe, living in Mutare (formally Umtali) on the eastern boarder with Mozambique. The city of 200,000 was situated in valley with hills all around. The economic population, equating to western standards, was about 15000. The powers that be thought that an air service was not warranted and too dangerous because of the close mountains. The capital Harare was a three hour drive away on a good road.

There was a tarred airstrip in the city that had accommodated Air force DC 3 aircraft during the liberation war of the 1970s but it was in the middle of a high density, low cost housing estate with a secondary school on its boundary. Another military airport had been developed about 30 minutes drive from the city but 2½ hours from Harare Airport.

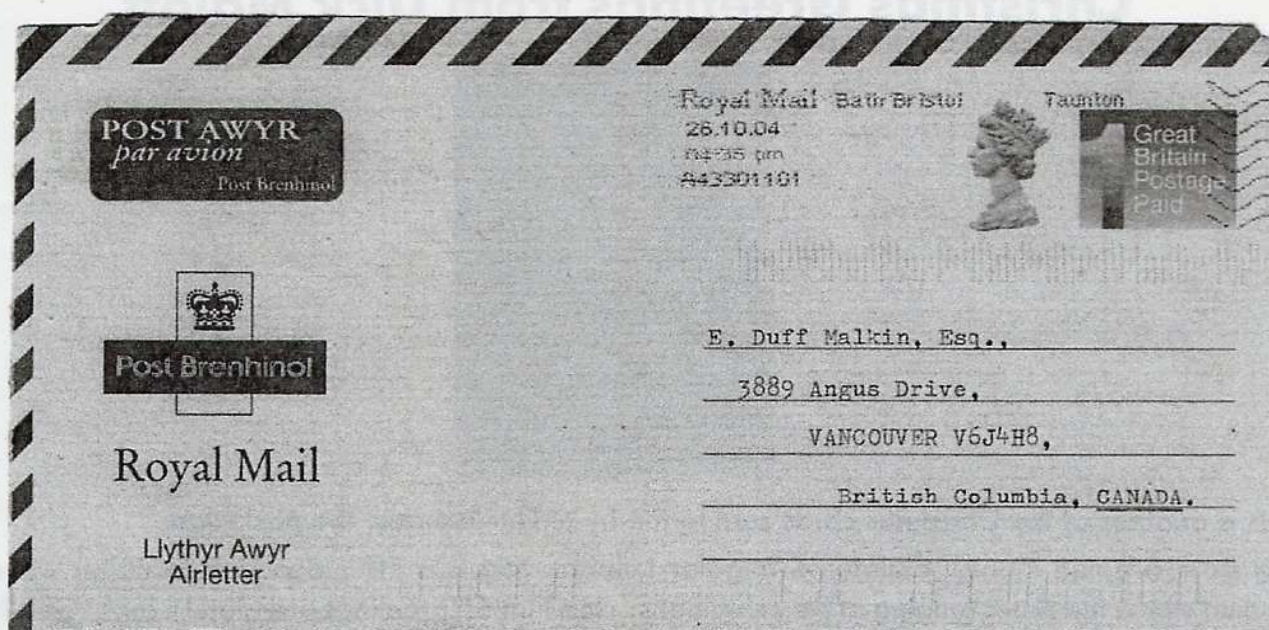
Air Zimbabwe, the successor to Air Rhodesia was still flying Vickers Viscount turbo prop aircraft inherited from the sanction restricted days, when Air Rhodesia could not re equip in the 1960s. They were looking for a replacement regional aircraft.

I was on the executive of the Chamber of Commerce who had been campaigning for an air service for years, knowing that modern turbo prop aeroplanes could get into Mutare, despite the mountains.

We were delighted to be advised in July 1985 that de Havilland Canada was demonstrating its new Dash 8 to Air Zimbabwe and would be visiting Mutare to should how it could handle the airstrip and we, the Chamber executive, could have a ride. On the 16 July 1985 we assembled on the edge of the airstrip with a large group of bystanders and the whole 1000 school pupils who would never have seen a passenger aircraft on the ground.

The Dash 8 came in, using a fraction of the runway length, turned to face us, stopped and reversed and then taxied to a halt. The invited guests bordered, the DHC salesman, acting as the cabin steward, informed us that the reversing manoeuvre indicted its independence from ground support and gave us a general sales pitch on its capabilities. We then took off and saw our city from the air, for many of us, the first time. DHC gave us a promotional pack that included the postcard, which I took to the post office to commemorate the event. Sadly Air Zimbabwe settled on a Chinese Turbo prop with mixed safety results and Mutare still has no air service.

Ten years later I settled in New Zealand. Now I fly on Air Nelson's (a subsidy of Air New Zealand) Bombardier Q300, the successor of the Dash 8. Air New Zealand has 23 of this 50 seater plane, or an Aerospatiale ATR72 out of Invercargill. Passengers favour the Q300 as it has more legroom. For me, it brings back memories of the much smaller Dash 8 and that exciting trip over my city in my county of birth.



2004 - a Welsh/English aerogramme.

Duff Malkin

This is a Welsh/English aerogramme. For a while, since 1993, Royal Mail issued them, in regular, Christmas and, sometimes, in commemorative form, though it was kind of hard, sometimes, to determine where they were issued. In many places in Wales they were not available for sale, even including Cardiff at times. - This was the experience of a British friend, and one or two people he asked to try and get some for me while they were in Wales when aerogrammes were being sold.

It seems though they were required to issue them that there was no requirement to deliberately make them available all over Wales. Or, if there was, that the Royal Mail people sending the things out to these places just did not care.

The bilingual Welsh/English aerogrammes came about due to the Welsh Language Act of 1993 and the Royal Mail Welsh language scheme that was approved in 1996, that tries to ensure "that the two languages are treated equally in dealing with the public in Wales across its businesses including the Post Office".

The Welsh Language Board (Bwdd yr Iaith Gymrag), which consists of no more than 15 members, has the functional duty "to advise persons exercising functions of a public nature on the ways in which effect may be given to the principle that in the conduct of public business and the administration of justice in Wales, the English and Welsh languages should be treated on a basis of equality".

One gets the idea that Royal Mail was one of those "persons" notified. Once they were notified they had, under the act, to "prepare a scheme specifying the measures which" they proposed "to take for the purpose" of achieving this equality. They had to get the approval of the board for the scheme. This Royal Mail seems to have done.

This item was sent from England on October 26th, 2004 and in the hands of Canada Post in Vancouver on October 27th.

Christmas Greetings from Dick Malott



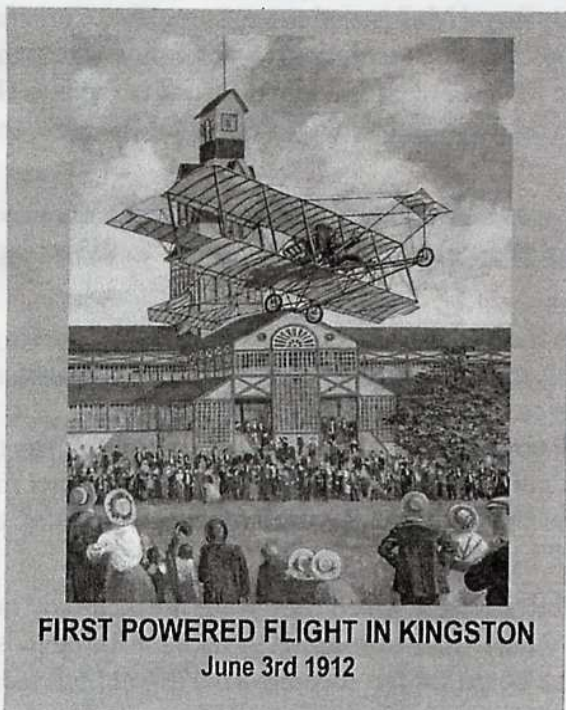
This is another of the Christmas cards sent to me by philatelists over the past years.

It is from a noted Finnish philatelist, Stigolev Laurent. Stig is a FIP judge and exhibitor whom I worked with a few times judging at FIP exhibitions. - His Finnish greetings are God Lu loch; Gott Nytt Ar. Stig

Best wishes to all for a Merry Christmas and a Happy, Prosperous and Healthy New Year 2012.

Dick Malott.

Season's Greetings from your editor



On June 3rd 1912 Charles F. Walsh of the Curtiss Exhibition Co., made two flights in a 60 horsepower Curtiss Pusher from the Kingston Fair Grounds, during celebrations for the King's birthday.

This was the main event of the celebrations, and according to the local paper, some 8,000 people were at the Fair Grounds. - The total population of Kingston was about 18,000 at the time.

The flights were made at 3.30 p.m. and 5 p.m. - The paper reported that Charles Walsh reached heights of 1,800 feet and 3,500 feet: in those days height was often the main measure of achievement.

The painting of this event is by Don Connolly - a founding member of the Canadian Aviation Artists Association.

Card and stamp designed by Chris Hargreaves, Don Connolly, and Phillida Hargreaves, Kingston, Ontario.

MANY THANKS to everybody who has sent me an item for our journal. - Some items are included in this issue, and the others will provide a variety of articles throughout 2013.

VERY BEST WISHES TO ALL READERS FOR THE CHRISTMAS SEASON AND NEW YEAR.

Chris Hargreaves

FOLLOW UP: MYSTERY POSTCARD - CF-EKL

QUESTION from September 2012 *Canadian Aerophilatelist*:

This photoview post card was purchased at Royal 2012. It appears to be from a northern community and the registration of the aircraft is CF-EKL. - Can anybody provide information about the aircraft type, who it may have been registered to, and when/where the photo may have been taken?



Many thanks to David Crotty, Ian Macdonald, Denny May, and Peter Wood who responded to this question.

The aircraft is an Avro Anson V.

Ian also sent me a short history of the aircraft:

CF-EKL was built April 1944 as RCAF12410 and served March 1944 to May 1946, for a time it was used for training navigators at 5 Air Observer School operated by Canadian Pacific at Winnipeg.

Sold by War Assets Commission to Kashower Air Service, Oshawa ON who sold it to Associated Airways Ltd, Edmonton, in December 1946 and they in turn sold it to Albert J. Jacobs of Fort Saskatchewan AB.

The Anson features in a number of 1947-48 Department of Transport and RCMP reports on illegal charters and overweight flights out of Edmonton and up the Mackenzie as far as Aklavik. Jacobs leased it to Peace River Northern Airlines for a time in 1948.

In November 1950 Jacobs sold it to Eco Exploration Co Ltd, Winnipeg who sold it to Riverton Airways Ltd of Winnipeg. Riverton wrote it off on Disbrowe Lake ON (just east of the Manitoba-Ontario boundary) on 2nd February 1952 when an engine failed immediately after take-off (on skis) and after landing again it was ground looped to avoid running into the shoreline which caused the gear to collapse. There were no injuries.

(Source; CF-EKL Department of Transport file on Library and Archives of Canada microfilm reel #T-7900)

Ian also commented: The photo is interesting because of what I think is about to happen; those dogs are about to be heaved through the door into the Anson. Stuffing 90 lb half-wolves into the Anson will be noisy and the flight smelly, as will be subsequent flights. (Are they sled dogs, pack dogs or just bear dogs?) I wouldn't want to hazard a guess about location. Incidentally, it was still painted in RCAF yellow.

WEBSITE: GOLDEN YEARS OF AVIATION

www.goldenyears.ukf.net/home

David Crotty sent a reference to this site, which is still under construction, but is already a great source for information. - According to the homepage, "This site documents all the civil aircraft that flew during the Golden Years of aviation between the two world wars. It includes a comprehensive list of aircraft registrations by country, and aircraft production by manufacturer, for this period."

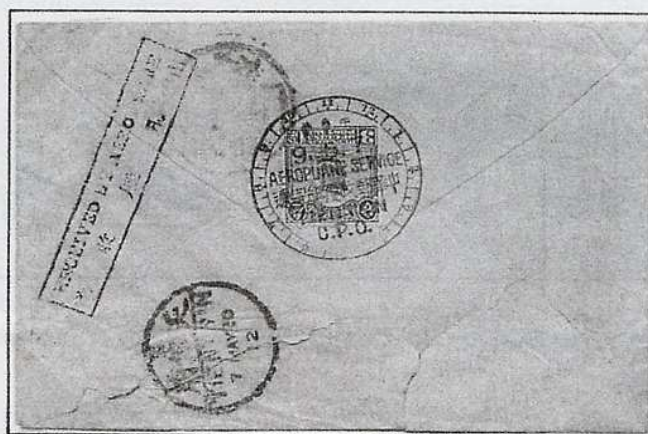
INFORMATION WANTED

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

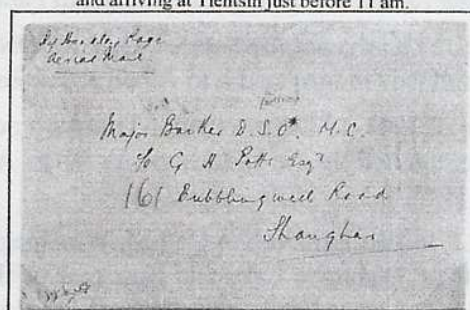
Major Barker D.S.O*. M.C.

Peking - Tientsin
7 May 1920

Pioneer and Experimental Flights
Handley Page 0/7



A small amount of mail was carried on this first experimental flight, leaving Peking at 9.40 am and arriving at Tientsin just before 11 am.



Photocopy of the back.

Note the Tientsin "AEROPLANE SERVICE" clock arrival mark. 3c was the domestic surface rate from 1912 to 1922. There were no airmail rates in China at this time.

This page is from Brian Asquith's exhibit of Chinese Air Mails, *On Dragon's Wings*. It features a cover from an experimental flight between Peking and Tientsin on 7th May 1920, that is addressed to:

Major Barker D.S.O*. M.C.
% G. H. Potts Esq.
161 Bubblingwell Road
Shanghai

Continued

INFORMATION WANTED - MAJOR BARKER D.S.O*. M.C. continued:

Brian wrote to me:

I don't know if this might interest your readers but I collect Chinese Air Mails and have this cover, addressed to Major Barker. Many years ago I looked in the British Army lists and couldn't find him, which I thought was a little unusual.

At an international exhibition, I mentioned this in a discussion, and was told me that Major William George Barker was a leading Canadian Air Ace in WW1. He received a Victoria Cross - the highest British award for bravery. A year or two ago I found a book of Air Aces in Smiths bookshop with Major Barker down as, not just the leading Canadian Air Ace of WW1, but probably the leading Allied Air Ace of WW1.

This most definitely interested me.

But is the letter actually addressed to our Canadian war hero?

- According to Wikipedia, William George Barker "is the most decorated serviceman in the history of Canada, and indeed in the history of the British Empire and Commonwealth of Nations." His medals were:

VC, DSO & Bar, MC & Two Bars

Victoria Cross, Distinguished Service Order and Bar, Military Cross and Two Bars. - He also received the French Croix de Guerre, and was twice awarded the Silver Medal for Military Valour, one of Italy's highest military decorations.

If the letter is to our Canadian Major Barker, it is understandable that the address would not include all of his decorations. But I am wondering why the address did not include his V.C.? - However, I also wonder how many Major Barker's there were who won a D.S.O. and M.C.?

- According to the website "Dictionary of Canadian Biography Online":

Prior to taking up a new command in late October 1918, Barker was permitted to fly anywhere in France for a ten-day roving commission. He selected a Sopwith Snipe, E8102, and attached himself to 201 Squadron. On 27 October he attacked and shot down a German two-seater at around 22,000 feet and, in turn, was attacked by about 15 Fokker D-VIIs. He was wounded three times, but also shot down three more enemy aircraft. Bleeding profusely and barely conscious, he managed to crash-land and was evacuated to a field hospital. Awarded the Victoria Cross on 30 Nov. 1918, Barker now had 50 victories to his credit.

Barker's wounds would cause him considerable physical and emotional pain for the remainder of his life. His legs were damaged and his left elbow was destroyed, effectively turning him into a one-armed pilot. While recovering in London, he met fellow VC recipient William Avery Bishop. After the end of the war and Barker's release from hospital in April 1919, the two men first founded Bishop-Barker Company Limited in Ontario and then, in November 1919, a Toronto-based air charter and aircraft maintenance and sales firm, Bishop-Barker Aeroplanes Limited. Around this period they established an American importing firm, Interallied Aircraft Corporation, in New York City.

Barker tackled civil aviation with the same intensity he had shown in combat. Between 23 Aug. and 6 Sept. 1919 he led an aerial display team at the Canadian National Exhibition in Toronto, the first occasion on which formation flying was performed in Canada for a non-military audience. On 25—27 August he participated in an air race from Toronto to New York and back, becoming the first Canadian pilot to carry international airmail. He flew the first commercial cargo between the United States and Canada, from New York City via Montreal to Toronto in January 1921.

A commercial failure, like many other flying companies of this period, Bishop-Barker Aeroplanes ceased flying operations in 1922.

Given our Major Barker's health, and his other ventures, it seems very unlikely that he was in Shanghai in May 1920.

However, Major Barker's life was full of unlikely achievements!

Can anybody provide any information as to whether he was or was not in Shanghai in May 1920?

If he wasn't, is there any information to link him to this flight, or to Brian Asquith's cover?

What event does this photograph show?



This photograph has led to an enjoyable correspondence between Peter Dance, Terry Judge, Ian MacDonald, Chris Hargreaves, George Topple, and Sheldon Benner,

The original photo is in the City of Toronto Archives, (Fonds 1244, Item 4631).

It recently appeared on various Wikimedia pages, where it illustrated accounts of the first Canadian airmail service at Leaside aerodrome in Toronto.

At one time the site <http://commons.wikimedia.org/wiki/File:LeasideAirExpressEaton%27sPackages.jpg> used the photo with a comment: *Date 1918 (despite 1928 notation on photo).*

However, there are many accounts of the First Air Mail Flight in Canada, by Captain Brian Peck from Montreal to Leaside aerodrome in 1918. He did not carry parcels for Eaton's!

The image was uploaded by Wikimedia Commons User and Administrator who is a Toronto resident. It seems that he/she read the 1918 account at the English Wikipedia article for Leaside, and mistakenly connected the image with that in a well-meaning attempt to apply a meaningful description!

But what precisely does the image show?

1928 saw the beginning of both a twice weekly air mail service between Montreal and Toronto in May, and a daily except Sunday air mail service between Montreal and Toronto on the 1st October 1928. But photos taken to show the start of airmail services generally emphasize the mail bags. Since there are no mail bags, it doesn't appear to be the start of one of these air mail services either. (There is also no headrest behind the rear cockpit. Most mailplanes of the period had them.)

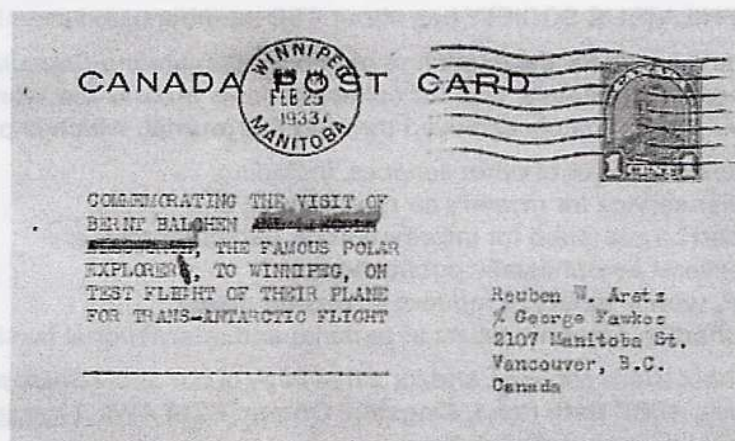
Sheldon has checked the original print in the Toronto Archives, and there was no additional information there.

The description of the photo on Wikipedia has now been changed to, "The first regular air express mail delivery in 1928".

But there are still questions as to when was the photograph taken, which type of aircraft is shown, who is the pilot, and what exactly was the event?

If anybody can provide any information about this photograph, please send it to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

1933 - BERNT BALCHEN VISITS WINNIPEG



Postmarked WINNIPEG FEB 25 1933

Jim Miller has found three postcards like this, and one which was not mailed or "corrected". They are all printed postcards, with nothing on the back, mailed at the 1cent rate to Reuben W. Aretz. c/o George Fawkes in Vancouver. - George Fawkes is a recurring name on philatelic covers. They have a typed cachet:

COMMEMORATING THE VISIT OF
BERNT BALCHEN (deleted AND LINCOLN
ELLSWORTH) THE FAMOUS POLAR
EXPLORER (deleted S), TO WINNIPEG, ON
TEST FLIGHT OF THEIR PLANE
FOR TRANS-ANTARCTIC FLIGHT

Can anybody provide any information about the postcards, Bernt Balchen's visit to Winnipeg, or what happened to his planned Trans-Antarctic flight?

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 15th.

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!
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I will also have a table at the

OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE

at the RA Centre, 2451 Riverside Drive, Ottawa.

13th January 10th February 10th March 14th April 19th May 9th June 14th July

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.

#340 Harold Brosseau	#111 James L. Kobelt	#417 Stephen Rose
#322 David G. Brown	#310 Charles J. LaBlonde	#391 R. Sharpe
#318 <i>Martin Cole</i>	#171 Albert N. Leger	#275 Thomas W. Shaw
#352 Tony Conyers	#109 Gary J. Lyon	#363 Raymond Simrak
#270 Earle C. Covert	#106 Maurice G. Malenfant	#222 Douglas M. Smith
#423 Glenn Daze	#306 Gordon G. Mallett	#303 Ronald V. Treffry
#260 Fred C. Dietz	#277 Ed Matthews	#425 Paul Varty
#312 Barry Frost	#329 Denny May	#390 Dr. Hal Vogel
#193 J.P. Gadoury	#320 Gordon F. McDonald	# 13 Janice Weinstock
#323 Donald B. Holmes	# 17 Richard J. McIntosh	#374 David Whiteley
#410 T. Isaac	#155 Larry Milberry	#311 Hans Wichern
#424 August Kalohn	#321 Andrew Mrozowski	#422 William Wysminity
#364 David Kelly	#356 Musee Canadian Civilisations	

(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.