



# THE CANADIAN AEROPHILATELIST

## #95

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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## June 2013

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Congratulations to our new President Steve Johnson

EDITOR'S NOTE: This issue is being published in July, in order to include a report on our Symposium in Winnipeg.



Pierre Vachon and Denny May speaking at the CAS Symposium.

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge  
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appears to the editor.



## EXECUTIVE COMMITTEE and RESPONSIBILITIES

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Snowbird covers - Dick Malott Editor - The Canadian Aerophilatelist - Chris Hargreaves  
Index to The Canadian Aerophilatelist - Gord Mallett

## CAS CALENDAR

**BNAPLEX 2013** - August 30<sup>th</sup> to September 1<sup>st</sup> in Charlottetown, Prince Edward Island.

Annual exhibition and convention of the British North America Philatelic Society (BNAPS).

For information see [www.bnaps.org/bnaplex2013](http://www.bnaps.org/bnaplex2013) or contact George Dresser - [g-dresser@suddenlink.net](mailto:g-dresser@suddenlink.net)

**CALTAPEX, Calgary** - October 18th to 20<sup>th</sup> 2013.

Annual Fall show of the Calgary Philatelic Society, held at The Kerby Centre, 1133 7<sup>th</sup> Avenue SW, Calgary.

**The Western Chapter of the CAS** will be hold their usual lunchtime meeting during the show.

For more information contact Dave Brown, address above.

**TORONTO DAY OF AEROPHILATELY** - Sunday November 3<sup>rd</sup>

This annual event will be held 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](mailto:mcintosh47@sympatico.ca)

**ORAPEX, Ottawa** - May 3<sup>rd</sup> - 4<sup>th</sup> 2014

This national level show is held annually at the RA Centre, 2451 Riverside Drive, Ottawa. It features over 40 dealers, and 150 frames of exhibits. Information will be posted at [www.orapex.ca](http://www.orapex.ca)

**The CAS Annual General Meeting** will be held at ORAPEX on Sunday afternoon.

**ROYAL 2014 ROYALE** - Halifax, Nova Scotia - Friday May 30<sup>th</sup> to Sunday, June 1<sup>st</sup> 2014.

Annual convention and exhibition of the Royal Philatelic Society of Canada (RPSC).

More information is available at [www.royal2014royale.com](http://www.royal2014royale.com)

**AEROPHILATELY 2014** - Bellefonte, Pennsylvania - September 12<sup>th</sup> to 14<sup>th</sup> 2014.

The American Air Mail Society is organizing this all air mail show as a sequel to the very highly regarded AEROPHILATELY 2007, which featured 200 frames of aerophilatelic exhibits, plus talks, plus dealers. It will be held at the American Philatelic Center - headquarters and fabulous library of the American Philatelic Society.

More details will be published as available at [www.americanairmailssociety.org](http://www.americanairmailssociety.org)



## Minutes of the Annual General Meeting of "The Canadian Aerophilatelic Society" Held June 23<sup>rd</sup> 2013 During the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg.

- 1 Chris Hargreaves called a very sociable meeting to order at 2.30 p.m.  
In attendance were: Dave Bartlett, Sandy Freeman, Chris Hargreaves, Walter Herdzik, Neil Hunter, Dick Malott, Dick McIntosh, Ken Sanford, Mike Shand, David Whiteley.  
There were many positive comments about the symposium being a very geographically representative meeting of the CAS. Members from Alberta, Manitoba, Ontario, New Brunswick, Nova Scotia and Connecticut participated in the various activities.
- 2 Greetings and regrets were received from Steve Johnson who was sick; Gord Mallett who was also sick; Denny May and Pierre Vachon who had both had to leave earlier; and Dave Reynolds who is in New Zealand but had attended the previous CAS Symposium in Quebec City during ROYAL 2008 ROYALE.
- 3 A minute's silence was observed in remembrance of departed members.
- 4 There were many compliments and congratulations to Mike Shand, about his election as Patron of the Air Mail Society of New Zealand.
- 5 The Canadian Aerophilatelist Editor's Award for 2013 was presented to Ken Sanford for his many contributions to The Canadian Aerophilatelist and to aerophilately in general.
- 6 The minutes of the 2012 AGM, as published in the June 2012 Canadian Aerophilatelist, were approved unanimously.
- 7 The Secretary and Treasurer's reports for 2012, as published in the March 2013 issue of The Canadian Aerophilatelist were approved unanimously. - Much appreciation was expressed to the anonymous donor who had been very generous during 2012, and to all the other people who made donations to the CAS.
- 8 The following Executive Committee was elected for 2013 - 2014:  
President: Steve Johnson  
Secretary and Treasurer: Brian Wolfenden  
Members at Large: David Crotty, Walter Herdzik, Neil Hunter, Gord Mallett and David Whiteley.  
The position of Vice-President is vacant. - Steve Johnson will seek a member to take on the role.  
Dave Brown continues as the Western Chapter Representative, chosen by members of the Western Chapter.  
Walter Herdzik was welcomed as a new member of the Executive Committee. - Members at Large are not involved in day-to-day running of the CAS, but are consulted on major issues, such as when and where to hold our next symposium. We can have an unlimited number of Members at Large on the Executive. If anybody would like to be involved in this way, please contact Steve Johnson.  
We can also have an unlimited number of Past Presidents on the Executive Committee. We now have two: Chris Hargreaves and Dick Malott.
- 9 The elections were followed by a wide-ranging discussion about future activities for the CAS.  
There was unanimous agreement that the CAS Symposium had gone very well, that the non-competitive exhibits had been an interesting and important part of the symposium, and that both should be repeated in the future. - This was followed by a variety of opinions as to how often a symposium should be held, and where.  
There was also an enjoyable but inconclusive discussion about the balance of Canadian and world-wide articles in "The Canadian Aerophilatelist". A mixture of specialized articles on Canadian topics, and general articles on world-wide topics, will be aimed for.
- 10 The meeting adjourned at 3.30 p.m.

*Minutes prepared by Chris Hargreaves*

### **Past President's Postscript**

Many thanks for the time, energy, ideas and friendship of everybody I worked with as President of the CAS.

I have very much enjoyed the last five years, am very pleased that the membership numbers in the CAS have remained stable, was delighted by the success of our symposium in Winnipeg, and look forward to continuing as editor of The Canadian Aerophilatelist.

I hope Steve enjoys being President as much as I did. *Chris.*



## PRESIDENT'S REPORT

Since this is my first report, I would like to thank Chris Hargreaves for his years of service as President and feel relieved that I can rely on his advice as he serves as Past President.

For those who do not know me, I am a collector and exhibitor of Canadian Semi-Official Airmails, and have an interest in airmail rates particularly during the Second World War.

Due to health reasons, I was unable to attend the CAS Symposium in Winnipeg, however, my understanding was that it was a rousing success! My congratulations to the show organizers and to speakers Denny May and Pierre Vachon for making this a memorable event. We should also acknowledge the RPSC for allowing the CAS to present a number of non competitive exhibits, and Ken Thibault for donating the print of the Fairchild 71-C that started us organizing of the event. This was a wonderful opportunity to showcase airmail and I hope this can continue in the future.

As your President, I look forward to hearing your ideas. Let's promote the hobby and the CAS together.

*Steve Johnson*

## SECRETARY'S REPORT

**Welcome to six new members:**

#435 Thomas Reyman of Scottsdale, Arizona

#436 Peter Edwards of Burton On Trent, U.K.

#437 Peter Woods of Toronto, Ontario

#438 Paul Balcaen of Winnipeg, Manitoba

#439 Dave Bartlett of Calgary, Alberta

#440 Maraya Raduha of Winnipeg, Manitoba

*Brian Wolfenden*

## NEWS - NEWS - NEWS

### CAS MEMBER STEPHEN REINHARD

### ELECTED PRESIDENT OF THE AMERICAN PHILATELIC SOCIETY

Stephen has been a member of the CAS since 1987. He was recently one of the judges at ROYAL 2013 ROYALE in Winnipeg. The show program gave this biography of him:



Stephen Reinhard has been an accredited national philatelic judge since 1989. He has been the chairman of the Committee on the Accreditation of National Exhibitions and Judges since 2007 and is currently the Chief Philatelic Judge. Stephen is the incoming president of the American Philatelic Society. He was president of the FIP Commission for Aerophilately from 2004 to 2012, and president of the Aerophilately Commission from 2004 to 2007, and from 2010 to the present time. Stephen was president of the American Airmail Society from 1988-1989, Treasurer since 1990, and a Director for the past 25 years. His exhibiting experience includes pioneer airmail from the United States, United Kingdom, and Switzerland. He has written numerous articles for the Airpost Journal.

**Best wishes to Stephen for success and enjoyment in your new role.**



## Jim Graue awarded FISA Gold Medal

This award "honours Jim's achievements in aerophilatelic research and publications and his contributions to worldwide aerophilately as a leader, author, editor and exhibitor". Jim is the current President of both the American Air Mail Society and the Germany Philatelic Society; a past editor of The Airpost Journal; and a regular exhibitor of Zeppelin and Catapult air mails.

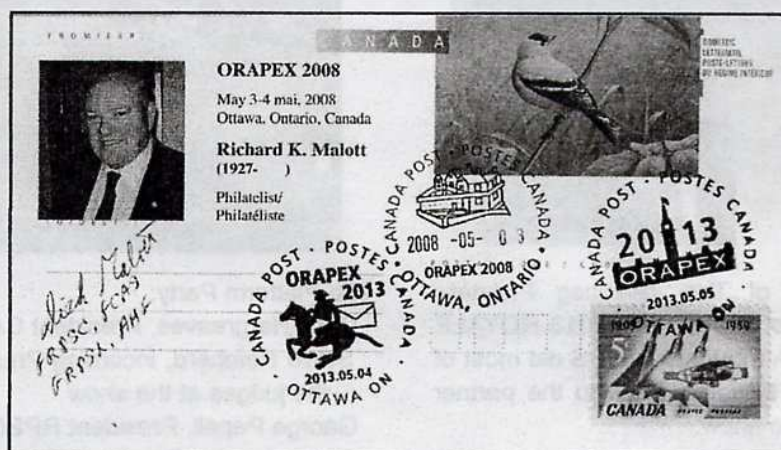
Congratulations Jim on a very well deserved award!

## CALTAPEX - October 18<sup>th</sup> to 20<sup>th</sup> 2013

The Prospectus and Entry Forms are now available for CALTAPEX: the annual exhibition of the Calgary Philatelic Society. It will be held as usual in The Kerby Centre, 1133 7<sup>th</sup> Avenue SW, Calgary.

CALTAPEX is a Regional Level Exhibition. For copies of the Prospectus and Entry Forms, and/or more information, please contact: CALTAPEX 2013 Exhibits Committee, c/o Walter Herdzik, Box 1478, Station M, Calgary, Alberta T2P 2L6 [email: [herdzikw@telus.net](mailto:herdzikw@telus.net)]

## REPORT ON ORAPEX



This souvenir cover was distributed at the breakfast meeting of the CAS and the Philatelic Specialists Society of Canada on Sunday May 5<sup>th</sup>, when **Dick Malott** gave a talk on **A History of my Aerophilatelic Activities over 80 years of Collecting**. - The cover was originally produced in 2008, when Dick was the Distinguished Philatelist honoured at ORAPEX, and embellished with a 1959 Silver Dart stamp, and the 2013 ORAPEX cancellations.

Dick spoke to a full room, as all 45 tickets for the breakfast were sold.

His talk was very entertaining, and much enjoyed by his audience.

The talk was videotaped, and we are hoping to post a copy of the talk to the CAS website, to begin an aerophilatelic video archive.

## ORAPEX PALMARES

Dick Malott	Canadian Forces Airletter Forms, 1942 - 1976, Used and Mint	Gold CAS Best Airmail Award
Neil Hunter	War's Impact on Atlantic Ocean Air Mail Routes, 1939-1941	Vermeil
Alastair Bain	Study of the Semi-Official Air Mail Stamps and Routes of Commercial Airways	Silver
<b>Single Frame</b>		
Neil Hunter	Pan American Airways Atlantic Routes - 1942	Vermeil
Alastair Bain	Flights of Yukon Airways & Exploration Co. Ltd.	Silver Bronze



## Report on the CAS Air Mail Symposium at ROYAL 2013 ROYALE

Winnipeg, Manitoba - June 21st to 23rd 2013

by Chris Hargreaves

The symposium brought together CAS members from Alberta, Manitoba, Ontario, New Brunswick, Nova Scotia and Connecticut.

There were about 25 people involved in our various activities over the three days, though the people involved varied each time, and the average number involved was about a dozen.

### Friday morning - Opening Ceremony



Al Wingate, President of The Winnipeg Philatelic Society, and Chairman of the ROYAL 2013 ROYALE Exhibition Committee. - Although the WPS did most of the work, Al gave fullsome credit to the partner societies in organizing the show.



The Platform Party:

Chris Hargreaves, President CAS

Steve Reinhard, incoming President APS, and one of the judges at the show

George Pepall, President RPSC

Roger Quinby, President Scandinavian Collectors Club

### Exhibits

There were 270 frames of exhibits at the show, 94 frames of which were aerophilatelic exhibits!

This beat both our recent record for a show of 73 frames of aerophilatelic exhibits, set in Quebec City at ROYAL 2008 ROYALE, and our target of 80 frames of aerophilatelic exhibits for Winnipeg. Beating our target was particularly satisfying, as the number of aerophilatelic exhibits has generally declined since our target was set in 2010. - There were only 9 frames of aerophilatelic exhibits at ROYAL 2012 ROYALE, and none at ROYAL 2011 ROYALE.

Of the aerophilatelic exhibits, 62 frames were competitive (11 exhibits from 8 exhibitors), and 32 frames were non-competitive (10 exhibits from 8 exhibitors). - It seems that the option of non-competitive exhibits helped to create interest in the symposium, this interest and our Saturday afternoon speakers gave the symposium momentum, and the momentum triggered the competitive exhibitors to participate.

### Dealers

Although Winnipeg's location in the middle of Canada worked out very well for the CAS, as our symposium drew members from Western and Eastern Canada, it didn't seem to work out so well in attracting dealers. There were only a dozen dealers at the show, but those who were there had a good variety of material.

Continued



**Report on the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg, June 21<sup>st</sup> to 23<sup>rd</sup> continued:****Friday Afternoon - Tour to Western Canada Aviation Museum**

14 people went on the trip. The sun shone. We travelled by school bus. Our tour guides were excellent. We had a great time.

When I was teaching, I always used to enjoy the noise and excitement of students going on a field trip. - I was very happy to hear our 14 adults being as loud as a busload of students going on a field trip on a sunny Friday afternoon!



Part of the WCAM's extensive and very interesting collection. - It is housed in the original Trans-Canada Air Ways hanger from the 1930's, the doors of which are quite distinctive. They can be recognized in many early photographs of TCA operations.

For more information about the WCAM and its collection, check the website [www.wcam.mb.ca](http://www.wcam.mb.ca)



Part of the WCAM's philatelic collection that was brought out for us.

Many thanks to Shirley Render, Pam McKenzie, and the excellent tour guides for a terrific afternoon. - They even gave us coffee and cookies!

**Saturday morning - CAS Forum - discussion of the non-competitive exhibits.**

When we began planning our symposium, there were lots of discussions about how the non-competitive exhibits would be fitted in at the show. In the end, they ended up being mixed in among the competitive exhibits. - I didn't hear any negative comments about this, and most people didn't notice that two of the non-competitive exhibits were photocopies until it was pointed out to them.

The ten non-competitive exhibits were:

David Whiteley	Lignes Aériennes Latécoère B Compagnie Générale Aeropostale: 1919-1932
David G. Brown	Mail to the Mines - Airmail to the Mines of Northwestern Ontario 1930 to 1947
Paul Cere	Flight Destination Winnipeg
Gordon Mallett	Pilot Since Killed
Denny R. May	Who Signed These Covers?
Chris Hargreaves	Airmail from Winnipeg, 1912-1939
David Whiteley	Rise and Fall of an Airline: Australian National Airlines 1929-1932
Kendall C. Sanford	Air Crash Mail of Pan American World Airways
David Whiteley	Cross Border Airmail 1926-1928
Mike Shand	New Zealand Air - Other

The non-competitive exhibits were intended to be an opportunity for people to exhibit what they wanted, how they wanted. These exhibitors did just that! We had a very enjoyable time discussing the exhibits.

The forum was recorded, and we hope to make a copy of the recording available to members in the future.

Continued



**Report on the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg, June 21<sup>st</sup> to 23<sup>rd</sup> continued:****Saturday afternoon - Aerophilatelic speakers !!!****Pierre Vachon and Denny May**

Pierre spoke about the use of parachutes in dropping mail to isolated communities along the north shore of the St. Lawrence River during the 1920's and 30's, and the role of his father Romeo Vachon.

His talk included a review of the use of parachutes in mail and other deliveries. These included a project to drop homing pigeons to isolated units in World War I, that would hopefully carry a message back to headquarters:



Denny talked about the first air mail services from Fort McMurray along the Mackenzie River, and across the Arctic Circle to Akklavik in 1929, and the role of his father "Wop" May.



First Flight Cover from the Fort McMurray - Wrigley stage of the December 1929 flight to Akklavik, signed by "Wop" May.

Some of the stories Denny told have been published in his books *Air Mail In Alberta* and *I Remember Wop May*. For more information about these contact Denny at 10326 145 St NW, Edmonton AB T5N 2X7, or email [maycroft@shaw.ca](mailto:maycroft@shaw.ca)

It was great to listen to Pierre and Denny talking about a mixture of aviation history and their family history,

**Many people thought these talks would be a highpoint of the symposium. - They were!!!**

These talks were also videotaped, and we are hoping to post them to the CAS website as part of our aerophilatelic video archive.

Continued



**Report on the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg, June 21<sup>st</sup> to 23<sup>rd</sup> continued:****Saturday evening - Awards Banquet**

The normal routine for a philatelic exhibition is that the show committee does a lot of work beforehand; the exhibitors arrive, receive medals, and leave; then the show committee has to tidy everything up.

The CAS and Scandinavian Collectors Club decided to make an addition to this routine.

During the Awards Banquet, we presented a medal to each member of the show committee, in appreciation for all the work they had done organizing the show.

These medals were very well deserved by the committee, and much appreciated by them.



**Presentation to Don Bauhaud,**  
by Chris Hargreaves CAS and Roger Quinby SCC.

**Palmares****Gold Single Frame Exhibits**

- |                |  |
|----------------|--|
| Steve Johnson  | <i>Yukon Airways and Exploration Company Limited</i>     |
| Neil H. Hunter | <i>Pan American Airways Atlantic Ocean Routes — 1942</i> |

**Gold Multi-Frame Exhibits**

- |                |  |
|----------------|--|
| Neil H. Hunter | <i>Building the Trans-Canada Air Mail Routes — 1918-1943</i> |
| Sandra Freeman | <i>Development of Bolivian Airmail Service 1925-1945</i>     |

**Vermeil Multi-Frame Exhibits**

- |                   |   |
|-------------------|---|
| Hans Steinbock    | <i>Zeppelin Voyages To and From Canada</i>                          |
| Jack Forbes       | <i>Cyprus: Air Mail Usages Paid with King George VI Definitives</i> |
| Neil H. Hunter    | <i>War's Impact on Atlantic Ocean Air Mail Routes 1939—1941</i>     |
| Richard K. Malott | <i>Canadian Air Letters and Aerogrammes</i>                         |
| Richard K. Malott | <i>Canadian Air Letters Military</i>                                |
| Walter Herdzik    | <i>Imperial Airways, England—Africa First Flights, 1931-1932</i>    |

**Bronze Multi-Frame Exhibits**

- |                   |  |
|-------------------|--|
| Anthony Mancinone | <i>History of Flight (with particular emphasis on the Western World especially Canada) 1918 to August 31, 1939</i> |
|-------------------|--|

**Special Awards****American Air Mail Society Medal of Excellence****Neil H. Hunter**

*Building the Trans-Canada Air Mail Routes — 1918-1943*

Presented by Stephen Reinhard

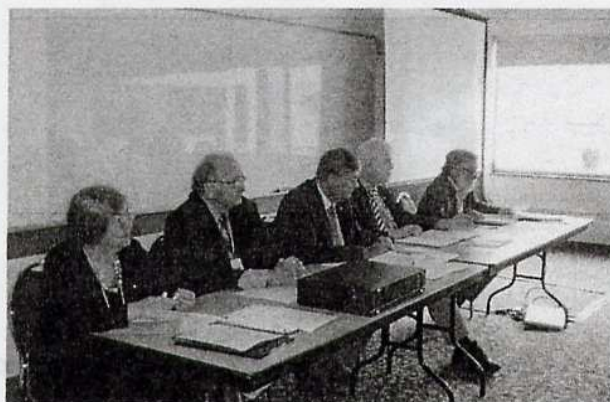
**Canadian Aerophilatelic Society Grand Award  
for Best Competitive Aerophilatelic Exhibit****Steve Johnson**

*Yukon Airways and Exploration Company Limited.*

Steve could not attend. - The Grand Award, a framed print of a Fairchild 71-C in the livery of Canadian Airways Limited, is shown above by Robert Zacharias.

**Continued**



**Report on the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg, June 21<sup>st</sup> to 23<sup>rd</sup> continued:****Sunday Morning - RPSC judges critique of the competitive exhibits**

As a non-competing spectator at the critique, my impression is that this was one of the best judges critiques I have been to. - Most of the comments were constructive suggestions as to how an exhibit might be improved. These comments seemed to be well received by the audience, and the result was a good-natured, informative critique.

In view of the number of exhibits, the RPSC had assembled a very high-calibre panel of judges for the show:

Arlene Sullivan - a very active Canadian judge of National Level shows since 2006

Stephen Reinhard - an aerophilatelic specialist, and chair of the US Committee on the Accreditation of National Exhibitions and Judges.

David Piercey - Chair of the RPSC Judging Program.

Peter McCann - an international level judge from the USA, and Vice-President of the Fédération Internationale de Philatélie (FIP).

Gregory Frantz - a Scandinavian specialist from the USA, who judges internationally at Nordia shows.

The judges are shown from left to right in the above photograph. - My compliments and congratulations to the judges for an excellent critique.

**Sunday Afternoon - CAS Annual General Meeting**

**In attendance:**



Dick Malott, Walter Herdzyk, David Whiteley, Ken Sanford, Dave Bartlett, Mike Shand  
Sandy Freeman, Dick McIntosh, Chris Hargreaves, Neil Hunter.

**The Minutes of the AGM are on page 3 of this issue of The Canadian Aerophilatelist.**

**Continued**



**Report on the CAS Symposium at ROYAL 2013 ROYALE in Winnipeg, June 21<sup>st</sup> to 23<sup>rd</sup> continued:****Viewers' Choice Award**

During the show, the Winnipeg Philatelic Society organized ballots for Viewers' Choice Awards. The ballots were counted at the end of the show.

**The CAS plaque for the  
Most Popular Non-competitive Aerophilatelic Exhibit  
was presented to:**

Chris Hargreaves *Airmail from Winnipeg, 1912-1939*

This award was presented after most people had left, while people were taking down the exhibits, but I am very proud to have received it.



Presentation by Peter McCann.

**ACCOLADES**

**It is very nice to be able to think back over our Symposium, and reckon it was as successful as I'd been hoping it would be since we began planning it three years ago!**

**MANY THANKS** to everybody involved, particularly:

- the CAS Executive, for developing the plan for the Symposium,
- Ken Thibault who's gift of the Fairchild 71-C print, was the catalyst for converting the Executive's discussions into a plan for the Symposium.
- the Winnipeg Philatelic Society who invited us to hold our Symposium as part of ROYAL 2013 ROYALE
- David Whiteley who acted as liaison between the CAS and the Winnipeg Philatelic Society
- Peter Butler and the executive of the RPSC, for supporting our experiment of including a large number of non-competitive exhibits as part of the show
- Michael and Robert Zacharias who were the main responders to my emails; Al Wingate, Gord Turnbull, Linda Anderson, and the rest of the committee organizing the show
- everybody who entered a competitive or non-competitive aerophilatelic exhibit
- all the CAS members who travelled to Winnipeg
- the folks at the Western Canada Aviation Museum who got our Symposium off to a terrific start on Friday afternoon
- Pierre Vachon and Denny May for their great presentations on Saturday afternoon
- Dick Malott for taking most of the photographs in this report, and giving me a copy of all his photos
- Ken Sanford for the photograph of Pierre and Denny
- everybody who contributed to the tape we made for Steve Johnson at the AGM on Sunday afternoon, with suggestions for future CAS activities. - I'm looking forward to another symposium - sometime, somewhere.

**Chris Hargreaves**

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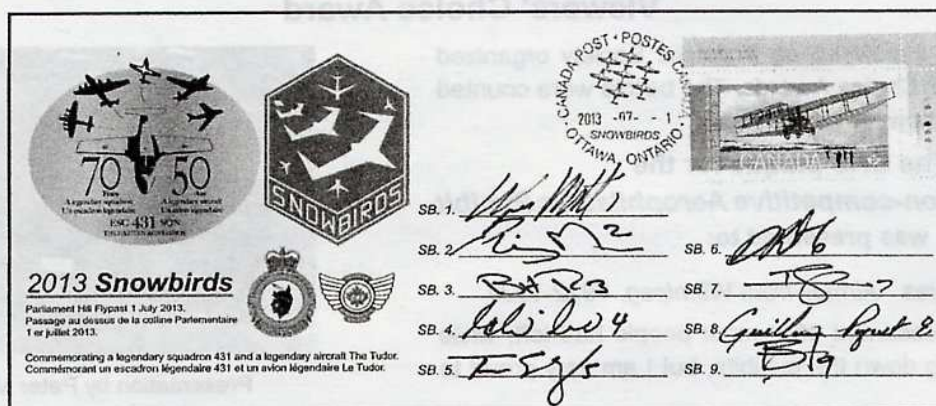
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## 2013 Snowbird Covers



The 2013 Snowbird flown and autographed covers are now available. The covers were flown over Parliament Hill, Ottawa, at noon on 1<sup>st</sup> July 2013 in the presence of the Prime Minister of Canada and thousands of Canadians on the Hill. The envelopes bear a striking Snowbird logo celebrating the 70<sup>th</sup> Anniversary of 431 Squadron and the 50<sup>th</sup> Anniversary of the Tudor aircraft, the 431 Squadron badge, the red and white Snowbird logo and the red, black and white CAS logo. The forever stamp depicting the Silver Dart flying at Baddeck, Nova Scotia is used on the envelope. The stamp is cancelled 1 July 2013 with the Snowbird postal cancellation.

The prices this year are \$25.00 for a single envelope autographed by all nine Snowbird pilots, and \$50.00 for a set of nine envelopes, each signed by an individual pilot. Each order receives two complimentary 2013 Snowbird brochures.

To order any of these covers please send payment made payable to the CAS to Major Dick Malott, Apt. 610, 1275 Richmond Road, Ottawa, Ontario, K2B 8E3. The price includes any applicable taxes and mailing costs.

Many thanks to 431 Squadron for flying covers for the CAS each year, and to Dick Malott for organizing the covers.

## ASTROPHIL 2013 space philately exhibition

This German-Russian joint space philately exhibition was held at the Russian House for Science and Culture in Berlin from April 12 till April 14, 2013. The event was devoted to the 50th Anniversary of the first spaceflight of a woman cosmonaut, Valentina Tereshkova, and the 35th Anniversary of the first flight of a German national into space, Sigmund Jähn. The German Post issued a special cover and pictorial post mark devoted to the exhibition.



More information and photographs from the show are at

[http://astrophilatelist.com/index/astrophil\\_2013\\_berlin/0-1048](http://astrophilatelist.com/index/astrophil_2013_berlin/0-1048)

There is also a video about the show, made by Sergey Rodin, at [http://www.youtube.com/watch?v=DfkIemADe\\_Y](http://www.youtube.com/watch?v=DfkIemADe_Y)

In looking at the photographs and video, I was very impressed by the number of visitors to the show, and the number of people lining up for autographs. - The people signing autographs were:

Russian cosmonaut Vladimir Kovalenok [ <http://astrophilatelist.com/index/0-54> ]

German cosmonaut Sigmund Jähn [ <http://astrophilatelist.com/index/0-525> ]

For more information contact Igor Rodin [ [igrtsermf@mail.ru](mailto:igrtsermf@mail.ru) ]



## ASTRO SPACE STAMP SOCIETY checklists

Most issues of the ASSS journal *Orbit* have been converted to e-format, and can be viewed on the society's website at <http://www.astrospacestampssociety.com/>

The ASSS has also produced eversions of a number of checklists created by Harvey Duncan. There are nine checklists, organized as follows:

ASTRONOMY	SPACECRAFT
<b>Astronomers</b>	<b>USA Manned Spacecraft</b>
Abbe - Bailly	Mercury
Banneker - Copernicus	Gemini
Copernicus - De Broglie	Apollo 1 - 15
Democritus - Galileo	Apollo 15 cont.- Apollo unidentified
Galileo, cont. - Helmholtz	Apollo 11
Hendry - Kelvin	Apollo 11 - cont
Kepler - Maupertuis	Apollo 11 (1st Anniversary - 25th)
Maxwell - Roentgen	Apollo 11 (30th Anniversary)
Romer - Zoroaster	Skylab - Shuttle Challenger
	Shuttle Columbia - Shuttle unidentified
<b>Astronomical Components</b>	ASTP & Shuttle/MIR
Telescopes	Precursors, planned or cancelled missions
Observatories	
Calendars, Meridians, Date Lines, Stone Observatories & Monuments	<b>USSR Manned Spacecraft</b>
Astronomical & Navigational Instruments A - O	Vostok 1 - 2
Ditto Q - Z & Astronomical Writings	Vostok 3 - Vostok unidentified
Celestial globes, Planetaria & Zodiac	Voskhod - Soyuz 1-6
Mythology	Soyuz 7 - 39
	Soyuz 40 - Soyuz unidentified
<b>Solar System</b>	Salyut, Buran & MIR
Solar System, IGY, IQSY & ISPM	
Sun, Eclipses, Mercury & probes	<b>Satellites Rockets etc.</b>
Venus & probes	A 1 - CS 3
Earth & Aurorae	D 1 - Fleetsatcom
Moon & probes	FR-1 - Intelsat 3
Luna 1 - 10	Intelsat 4 - Intelsat 5
Luna 11 - 24	Intelsat 5A - Meteor
Mars & probes	Meteosat - OSO
Mars probes (Viking-Zond)	OTS - Spot
Outer Planets & probes	Sputnik
	Stationar - Tele-X
<b>Constellations &amp; Stars</b>	Telstar - Westar/Telesat
Andromeda - Crux	Unidentified satellites
Crux - Pegasus	Rockets, Postal rockets & Launch sites
Pisces - White Dwarf	Rocket pioneers etc.
Galaxies, Nebulae, Star clusters, Star charts & Planispheres	Congresses, Conferences & Museums
<b>Comets</b>	<b>Fiction</b>
Comets - Halley's 1682	Authors & works
Halley's Comet 1759 - 1986	Film & TV characters, Art, Allegory & UFO's
Comet 1986 - Asteroids, Meteors etc	
Comet Probes	<b>Ground Stations</b>
	Abuko - Pleumeur-Boudou
	Ras Abu Jarjour - unidentified
	Unidentified

For more information about the checklists contact Jeff Dugdale, [Jefforbited@aol.com](mailto:Jefforbited@aol.com)

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## LETTERS TO THE EDITOR

### Cover to Major Barker, Shanghai, 1920 - Canadian Aerophilatelist #93, December 2012

I was looking again at the Barker cover. Hopefully you have picked up some good leads on its story. For what it is worth, I Googled GH Potts Shanghai to see what I could find. Potts is not a random and obscure figure - indeed he was a major business tycoon in China, Hong Kong, and Malaya, who needed to avoid living in UK because he was avoiding taxation. I got quite a few Google hits for him. None of this explains anything about the Barker connection, but given Potts's prominence and wealth and Barker's fame, a variety of possibilities come to mind.

*Bob Stock*

### The Canadian Aerophilatelist #94

..... arrived here today. Lots of fascinating stuff, got a mug of tea and started reading. The highlight was the Dick Merrill trans-Atlantic flight article, the highlight because my first ride in a plane was made from those same sands at Southport in the summer of 1955. I had not been aware that the sands had been used for an Atlantic flight, how interesting. My plane was Fox Moth G-ACEJ, my father must have used most of a week's paycheque to fly he and I and my cousin Katharine.

What a great day that was!

*Ian Macdonald*

### ORAPEX 2014 and aerophilatelic judging

You may wish to advise members of the CAS that Stephen Reinhard has agreed to be a member of the 2014 ORAPEX jury. I understand that some members feel more comfortable exhibiting if they know at least one member of a jury is a knowledgeable aerophilatelist. However, the CAS is going to have to get more of its members qualified as judges, since right now the only national level Canadian judge who has ever exhibited aerophilatelic material is I believe, Dick Malott. Steve Johnston is still an apprentice.

*Doug Lingard*

### University of Alberta Philatelic Library

Hi Chris,

First I would like to congratulate you and the Winnipeg Group for setting up a very fine Registration Package and what I believe will be a well run event for 2013.

Secondly a great amount of research material is now available in the University of Alberta Library Collection. Some of the material will be available through the inter-library loan system accessible for those who have library or TAL cards. To do a search of what is available on the inter-library loan system a search can be made at a local library or if the researcher has computer access they can go to site: [www.library.ualberta.ca](http://www.library.ualberta.ca). Certain material will NOT be sent out. In that case the researcher will have to come to the university or have a representative do research on his/her behalf. Library contact information is available on the University of Alberta web-site: [www.ualberta.ca](http://www.ualberta.ca) or by telephoning the information desk at the Cameron Library: (780) 492 8440.

A great amount of the material will come up on a menu by entering the word "philatelic" on a search engine. However further searches using topics such as "airmail," "balloon post," "post marks," "postage stamps," "post cards," etc. will help flushing out several interesting monograms.

That this collection has come to fruition is a compliment to the many philatelists including yourself and the CAS who have taken time to donate materials to the University of Alberta Libraries. Further Dr. Merrill Distad has recently obtained some materials that to date are NOT available in the National Postal Collection.. As that material must be de-acidified there will be a slight delay introducing it to the collection.

Kindly print this information in the Journal so that any interested parties can start to access this material.

*Nino Chiovelli*



## Pan American Operations Catalog - Help Wanted

As aerophilatelists we know well that detailed information on the operations during the early years is available in several well known books for the German, Dutch, Belgian, French, Australian and British airlines. This was possible because the airlines make their records available to the interested researchers. We also know that this basically did not happen with information from Pan American Airways.

After PAA failed, its records were entrusted with the University of Miami Richter Library. A number of researchers have searched these records since the late 1990s and have all produced excellent reports.

However, much information seemed to be missing. It was not until 2007 that I found the "confidential timetables" for the World War 2 era. Then in 2012 I found it possible to continue my search with the help of the library staff and then with an assistant. As a result of that continued work we found an amazing amount of information that had never been reported. I have published a small amount of that information in journal articles.

The hundreds of pages of data that has been found through March of 2013 include about 450 pages of data pages titled "Trip Summaries" that detail the trip of a particular aircraft through one of the twelve routes that had been developed by PAA through the north and south Atlantic from 1939 thorough early 1945. The search has also yielded details of the 97 Special Missions that PAA operated for the Army and Navy from 1941 through 1943 that have only partially been published. As the special missions wound down with the glamorous Boeing 314 flying boats the PAA Africa Orient Division ramped up operation of the Cannonball mission using more practical Douglas C54 Skymaster for the Army. The bulk of that operation ran from November 1942 through 1944 but it appears to have continued to the end of the contract in June 1946. Details of this operation are hard to find, but some records of that operation have now been found. Finally, significant but partial records of a special mission operated by PAA for the Navy using Coronado PB2Y-3R flying boats from July 1943 through October 1944 have also been found.

The library generally refuses to allow direct images of its materials to be published. Thus, these records are now being summarized in a catalog that should be available in the next few months. I am looking for assistance in editing and proofing of this rather large work. We hope that this catalog will make it possible for aerophilatelists to better understand the complex work that PAA performed for the US during the war. The catalog will also allow collectors and exhibitors to better understand how the covers we collect traveled.

The work will have specific references to the boxes and folders of the Richter library PAA special collection so that any research may access the documents. Several researchers have already made access to some of this data and we hope to see significant work from them in the near future.

*David Crotty, Email [decrotty@yahoo.com](mailto:decrotty@yahoo.com)*

## Update on the Celestron Microscope

A couple of new twists to microscope:

1. the nuts between the Led's form part of the electrical circuit and only one needs to be loosened or removed to turn lights off. By doing that you can now hold your UV lamp over a stamp and using the light from that take a picture of the "Tagging" or other phosphor features, such as inks.
2. the upset limit of the image numbers is image 65535 after which it resets back to image 1 BUT does NOT overwrite existing files.
3. I've updated my documentation for the scope, and included how to reset the number at any time.
4. I also now have a Signoscope T1 electronic watermark detector, and plan to use the 2 together to take pictures of watermarks. By loosening or removal of ONE of the "nuts" inside the scope I can also use a Long wave UV lamp as the light source and again take pictures if wanted.

If anyone has questions, or would like a copy of the new documentation please email me. Anyone coming to Toronto is welcome to my home for further information, I am not far from the airport. Please let me know by email first so I can block off the time.

*Peter Wood, Email: [plwood@sympatico.ca](mailto:plwood@sympatico.ca)*



## Resources on Early 20th Century Aviators & Air Mail in Canada

Gord Mallett has been an avid aerophilatelic collector, researcher and writer for 35 years, and has contributed many articles to this journal.

He has now produced "electronic" versions of his writings on DVDs:

- 1 **Katherine Stinson's Flights in Canada** — an investigation of the aviatrix's flights in Canada during 1916–1918. Special attention is paid to her July 9 1918 air mail delivery from Calgary to Edmonton. Known covers (envelopes) from that flight are examined.

[60-page PDF on DVD, 5 000 words, 18 Stinson pioneer covers, vintage Canadian photos and postcards, letters, .....]

- a "companion" DVD contains high resolution scans of the above-listed items and other Stinson memorabilia.

- 2 **Three Weeks in December 1928: Canada's Experimental Prairie Air Mail** — a study of the December 10–29 1928 air mail flights linking Winnipeg, Regina, Calgary, Edmonton and Saskatoon. Daily facts about the flown legs (the pilot, engineer, mail weight, aircraft, flight duration, etc) are charted. The eight cachet designs and five slogan cancels used by the Post Office for the trial flights are examined. Each of the legs scheduled to be flown is assigned one of twelve classifications that range from, "complete leg flown, arrived on schedule" to "mail was carried partway by train and transferred to plane en route for completion of the leg." The uncatalogued September 13–December 7 1928 express mail flights involving these same cities (eight circuits flown) are investigated and the details charted.

[75-page PDF on DVD, 10 000 words, 36 flight covers, flight report data from the Canadian Airways Collection fonds (MG11 A34) archived in Winnipeg]

- a "companion" DVD displays high resolution scans of the pictorial material in the study (pilot photos and letters, summary charts of company flight reports, Western Canada Airways documents and flights covers). The scans of a matched set of the sixteen December 10 point-to-point covers are included as are forty of the less common December 11–29 covers.

- 3 **Birdboy and Birdgirl in Japan** — a photo essay detailing the demonstration flights performed in Japan by early American aviators Katherine Stinson and Art Smith in 1916/17. Material from their aerobatics and other aerial engagements flown in Canada and the USA during this same period adds to the storyline.

[87-page PDF on DVD, 9 500 words, 100 vintage Japanese postcards]

- a "companion" DVD contains high resolution scans of the postcards and related pictorial content in the photo essay.

- 4 **"Pilot Since Killed"** — key events in the flying career of Paul B. "Paddy" Calder are examined. In 1933 the WCA/Canadian Airways and former WW1 pilot died in an aircraft accident near Great Bear Lake, NWT. Just 33 years old, he was survived by his wife and their four sons. Two rivers in Canada are named in his honour.

[16-page PDF on DVD, 4 000 words, 10 flight covers]

- 5 **Canadian Air Mail Cachets** — a chronological display of the line drawing cachets that were applied to inaugural air mail envelopes in Canada prior to 1950.

[DVD, high resolution BMP scans of over 450 cachets labeled with The Air Mails of Canada and Newfoundland catalogue numbers]

- 6 **Inaugural Air Mail in the Mackenzie River District** — photographs with detailed captions replicated from an album created in the 1930s by Northwest Territories District Postal Superintendent Major R. W. (Walter) Hale. His many inaugural air mail flights in Canada's far-north, as well as facets of Inuit life, are documented. Includes aviation-related monographs, signed covers and other memorabilia.

[DVD, 190 photographs, scans of 30 Hale/pilot-signed covers, 65 associated files]

- 7 **No Englishmen Need Apply: the Postal Career of Northwest Territories District Postal Superintendent Major R. W. (Walter) Hale** — running away from home to join the Royal Naval Volunteer Reserve, jumping ship in a foreign port, receiving the Military Cross for "conspicuous gallantry" in World War I, carrying mail by dog team to remote Canadian settlements and flying with pioneer bush pilots to far-northern



**RESOURCES ON EARLY 20TH CENTURY AVIATORS & AIR MAIL IN CANADA continued:**

outposts in oftentimes hazardous winter weather are but a few of the life experiences of this adventurous British émigré.

The coil-bound 170-page biography is published by BNAPS (British North America Philatelic Society, [www.bnaps.org](http://www.bnaps.org)). A “companion” DVD containing more than 300 items, including those listed in DVD #6 above, accompanies the biography. For particulars on obtaining the book in colour or black-and-white at the BNAPS members 40% discounted price, drop a note to the writer (email address below).

Each of #1—3 is a two-DVD set; #4—6 are single-DVDs. The DVDs are formatted for use in a computer, not in a DVD player. These publications are also available on USB flash drives. For further information contact:

Gordon Mallett

British Columbia, Canada

[CalderRiver@hotmail.com](mailto:CalderRiver@hotmail.com)

**Round The World Flights - some comments by Mike Shand**

A few notes as they occur, having got the March *Canadian Aerophilatelist*.

Re. Richarda Morrow-Tait, Round-The-World woman pilot. I have a fair amount of info on women fliers, but there is no mention of this forgotten female. She does not seem to have made other flights. The R.T.W. flight seems to be a bit shaky in definition, having side trips and a different aircraft, but then Kingsford Smith was first around the world with time off inbetween.

On looking over some material for info on this lady I found Cliff Tait. (No relation as far as I know - his wife was called Joyce).

Cliff was a New Zealander, who flew around the world alone in 1969 in a plane known as a *Victa*.

According to his autobiography, (which does not mention mail):

“An Australian firm, which was better known for its manufacture of lawn mowers, Victa Ltd., decided to produce the aircraft on a commercial scale, provided it could be of metal construction, and accordingly commissioned its designer to make the necessary alterations.”

Cliff Tait left from Hamilton, New Zealand, on May 12<sup>th</sup> 1969, flying with many stops up to Japan, Alaska and Vancouver. Then across Canada, via Lethbridge, Winnipeg, Hamilton (Ontario), Moncton, and Goose Bay. Then Keflavik, Prestwick, etc., back to Australia and Hamilton (NZ) August 1<sup>st</sup> 1969.

Lots of forgotten fliers!

Mike Shand

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## The International Exhibitor Newsletter

Issues 4 and 5 of this occasional newsletter produced by Jim Taylor have now been published. - To receive copies, just email Jim at [miquelon@shaw.ca](mailto:miquelon@shaw.ca) There is no charge for the newsletter.

The newsletters contain tips on exhibiting, and details of upcoming International Exhibiting. - Issue #5 included some general information about **EXHIBIT PAGES:**

Letter, or sometimes termed "US Letter", is the most common paper size for office use in Canada, the United States, Mexico, Bolivia, Colombia, Costa Rica, Venezuela, the Philippines and Chile. Letter measures 8.5 by 11 inches (215.9 mm x 279.4 mm). Because of the North American standard size, Canada and US philatelic exhibit frames are designed to accommodate 16 (4 x 4) letter size pages.

Oversized pages, preferred by some exhibitors for large covers or blocks, usually are horizontal or vertical multiples of the North American standard letter size. Tabloid size (11in x 17in. Or 279mm x 432mm) is usually used to accommodate larger exhibition pieces (stamps or covers). I have seen exhibits of oversized revenue stamps successfully fill a frame with 8 tabloid size pages arranged 2 x 4.

The A4 (210mm x 297mm) international standard (ISO) paper sizes is used in most countries. While these do fit standard North American frames, the 297 mm long dimension may mean that information in the top few lines of the top 4 exhibit pages in the frame may be obscured by the upper part of the frame. They also overlap top to bottom on rows 2 and 3 in a standard frame.

Note that the Exhibition Prospectus of some shows may require permission of the organizing committee to show over-sized pages. Also oversized pages may be very awkward to ship. They are also a major inconvenience for Commissioners to handle. Over-sized pages do not fit well with the space limitations imposed on air travel.

Pastel coloured or black paper is currently out of favour. Too dark a page colour will detract from the stamps and philatelic items you are showing. Many exhibitions will not accept exhibits on dark coloured exhibition pages. White works well with my exhibits, but some collectors prefer an off-white or cream-coloured paper. Choice of off-white or greyish paper colour may depend on what is being mounted on the pages.

Make sure that you stock up on the paper-type and white or off-white colour that you selected. I attempted to substitute a different white paper when a brand of white I was using was discontinued. The substitute looked like it matched my old paper. But I exhibited in a hall with fluorescent lighting and mixed the old with the new paper. The new paper gave off a bluish tint under the lighting. It showed where new pages had been added. The checker board effect was dissed by the judges.

This issue also included an exhortation by Jim: **EXHIBITORS! PLEASE! READ THE IREX**

What is the IREX? IREX stands for Individual Regulations for the Exhibition. Every FIP World Stamp Exhibition has a document labelled IREX which gives very important information and regulations that the individual exhibitor is required to follow. The IREX, while following the same general principles, differ in the details for each World Exhibition. It is rather late in the day to complain to a judge because you were penalized for not conforming to the Exhibition IREX which was published on the Exhibition website months ahead of entry deadlines.

There were a few examples from the recent FIP Exhibition held in Melbourne, Australia. Find the IREX at [http://worldstampexpo.com.au/web/dyn\\_in/module\\_documentLibrary/Exhibitors\\_Docs/Australia\\_2013\\_IREX.pdf](http://worldstampexpo.com.au/web/dyn_in/module_documentLibrary/Exhibitors_Docs/Australia_2013_IREX.pdf)

The first involved a deviation from the IREX involving page sizes. Irregular page sizes caused problems for the organizing committee. The frames were initially left blank by the organizing committee and the exhibit was threatened with disqualification and forfeiture of frame fees. An intervention by the national Commissioner resulted in the frames being filled by taping each sheet. The result was still an exhibit with a poor appearance which resulted in minimal points for presentation.

Another example from Australia, had reference to the title page and synopsis that were given to the judges,



**THE INTERNATIONAL EXHIBITOR NEWSLETTER continued:**

weeks prior to the Exhibition. The Australia 2013 IREX called for a single double-sided page containing the title page on one side and the synopsis on the other. Apparently, if the exhibitor was not economy-minded, and submitted the title page on a separate sheet from the synopsis, only a single sheet was sent to the judges. If the sheet that was not sent to the judges was the synopsis and it contained important information for judges regarding the exhibit, the exhibitor exposed himself or herself to the possibility of point deduction.

It is interesting to contrast the Australia 2013 IREX with the Brazilians 2013 IREX found at [https://docs.google.com/file/d/0B7ym5Rcp7VZhYkxc3JtOUR6Wmc/edit?usp=drive\\_web&pli=1](https://docs.google.com/file/d/0B7ym5Rcp7VZhYkxc3JtOUR6Wmc/edit?usp=drive_web&pli=1).

The Brazilians call for a title page without a mention of a synopsis. A synopsis to be sent in advance to the judges is a new phenomenon in some countries and not a universal practice. Perhaps one could send along a synopsis in addition to a title page and hope that the organizing committee would send both documents along to the judges in advance.

*Jim Taylor, [miquelon@shaw.ca](mailto:miquelon@shaw.ca)*



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

**Report on the 46th FISA-Congress, held on Saturday April 27th 2013 in the San Francisco Airport Marriott Waterfront Hotel during WESTPEX 2013.**

Ken Sanford (CAS member #6) represented the CAS at the FISA Congress, and gave greetings from the CAS to the delegates.

- The Minutes of the previous General Meeting, President's Yearly Report, and audited Treasurer's Report for 2011 and 2012 were all accepted.
- There were no applications from societies to be admitted as New Members.
- Gerard Collot stepped down from the FISA Board, and was thanked for his efforts.
- New Candidates: Peter Beer (Switzerland), Dominique Petit (France), and Richard Saundry (United Kingdom), were elected to the FISA Board.
- The amount of the yearly subscriptions was unchanged.
- Work will be done to refurbish the FISA Website to create a true forum for all Aero- and Astrophilatelists
- Granting of Awards
  - FISA Gold Medal: James (Jim) R. Graue / USA
  - FISA Gold Medal: Gerard Collot / France
  - FISA Silver Medal: Dieter Leder / Germany
  - FISA Bronze Medal: Christian Schmied / Switzerland
- Patronage was granted to the AAMS International Aerophilately Exhibition to be held in Bellefonte, USA from September 11 – 14, 2014. Costs for a frame to members should not exceed US\$ 10,00 as FISA will pay the shortfall. FISA will support this event with a donation of € 750,00.
- The next FISA congress will be hosted by the British Air Mail Society and will take place on May 12, 2015 on the occasion of LONDON 2015 EUROPHILEX in London (United Kingdom)

*Wolfgang H. Porges, Secretary General*



## FOLLOW UP:

### Cataloging Semi-Personal, Picture Postage Stamps



This discussion began with a query in the September 2012 journal regarding a set of five stamps being sold by Air Canada as part of their 75th Anniversary celebrations. (One is shown above left.) - The stamps featured different aircraft from the Air Canada fleet over the 75 years; are produced through Canada Post's Picture Postage stamps; and are fully valid for postage. But they were sold by Air Canada, not by Canada Post, so would they be catalogued? The issue expanded in our March 2013 journal, with comments from Al Wingate regarding the "commemorative stamps" issued by Canada Post to celebrate the return of NHL hockey to Winnipeg, that were actually Keepsake Panes of Picture Postage stamps! - Canada Post produced the sheet showing the first goal, (above centre), in a limited edition 10,000 sheets, and sold them for \$34.95. The current postage value of the 21 domestic rate stamps is \$13.23.

The March journal also reproduced an editorial by Bret Evans from the *Canadian Stamp News*. His focus was the series of stamps now being issued for Religious Festivals. The sheet for Eid-al-Adha is shown above right, and was sold on the Canada Post website for \$17.90.

I sent a copy of the March article to Unitrade, and received a reply from Robin Harris, Editor of the *Unitrade Specialized Catalogue of Canadian Stamps*, advising me of their new guidelines for listing Picture Postage stamps:

Picture Postage™, introduced in April 2000, allows you to customize your mail and create personalized stamps using your favourite photos. The general public can order their own personalized Picture Postage™ stamps and tens of thousands (or perhaps hundreds of thousands) of different designs have been created over the years. It would be impossible for this catalogue to know, and then list, these personalized stamps.

Only Picture Postage™ created by Canada Post, and sold through Canada Post outlets or direct from Canadian Bank Note (CBN), is listed here. These stamps were available to the general public via mail order, on-line and selected post offices across the country, and/or CBN in full panes only (individual stamps were not sold by Canada Post).

This policy is similar to that advocated in the *Canadian Stamp News*. However, it was introduced by Unitrade for their 2013 catalogue, before the editorial was published.

I had an opportunity to discuss the issue with Robin Harris, when he spoke to a BNAPS meeting during ROYAL 2013 ROYALE. - I asked him whether there had been concerns about listing the Canada Post "commemorative" Picture Postage Stamps, since they were being sold for more than their value as postage? Robin commented that there had already been several "compromises" on this principle, such as the early self-adhesive stamps.

Under Unitrade's new policy:

- the Air Canada stamps won't be listed, as they were created by Air Canada, and were not ordered and sold by Canada Post.
- the Winnipeg Jets and Religious Festivals stamps will be listed, as they were created by Canada Post and sold by Canada Post.

Continued



**FOLLOW UP: Cataloging Semi-Personal - Picture Postage Stamps continued:**

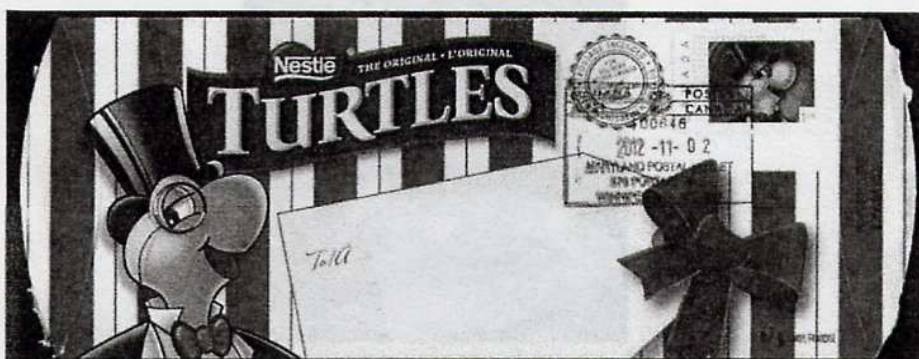
The policy seems to be clear; it certainly explains why the Air Canada stamps aren't being listed by Unitrade; and it was generally well received at the BNAPS meeting.

However, there were a number of questions at the BNAPS meeting about the "Turtles" stamp that was sold last Christmas.

At the beginning of November, Canada Post outlets began selling packages of Nestle Turtles chocolates (4 per pkg) pre-packaged with a \$1.29 Picture Postage stamp in one of the new Picture Postage designs. The postage covered mailing of the package to anywhere in Canada.

But although the Turtles were sold in Canada Post outlets, they were ordered as a personalized Picture Postage stamp by Nestle, and sold as part of a Nestle product. (One indication of this is that the UPC barcode on the package was not a Canada Post one.)

Since the Turtles stamp was not a Canada Post product, Unitrade will not list the stamp.



The issue then got more complicated, as Canada Post included the Turtles package and "stamp" on its website, and in the April-June 2013 issue of its new issues bulletin *Details*, and gave it a Product Number (250545). Some people in Winnipeg wondered whether this would make the Turtles "hybrid" a listable stamp?

However, the bottom line is that the Turtles stamp/package is still not a Canada Post produced item, so will not be listed by Unitrade.

Many thanks to Robin Harris, Editor of the *Unitrade Specialized Catalogue of Canadian Stamps*, for reviewing a draft version of this article, and for his comments on it.

**Chris Hargreaves**

## A WEBSITE FOR PERSONALIZED POSTAGE STAMPS

**[www.picturepostage.net](http://www.picturepostage.net)**

A group of collectors has started a catalogue for all the Personalized Postage Stamps produced.

The website began with the 2 stamps issued by Canada Post in 2004 - Unitrade 2063 Maple Leaf with Silver Ribbon frame, and 2064 Photo Album frame. It now lists over 1,000 stamps based on those two designs.

The site expanded to include stamps using other Canadian designs, such as the Greeting stamp, Write Me - Ring Me, and Alaska Cruise stamps.

Then it expanded further to include a World section.

The site also includes various other collections, including one of Air Canada postcards, and another of Snowbirds covers.

**For more information check out the website, [www.picturepostage.net](http://www.picturepostage.net) or contact:**

**Ernie Wlock, #409 - 2503 Louise Street, Saskatoon, Saskatchewan S7J 3Z6 [Email: [emwlock@shaw.ca](mailto:emwlock@shaw.ca)]**



# HAPPY 100<sup>th</sup> BIRTHDAY

## REX TERPENING



July 23<sup>rd</sup> 2013

Rex Terpening was an "air engineer"  
with Canadian Airways Limited during the 1930s.

Rex is the only person I know who was  
actively involved in the development and carriage of air mail during the  
"Golden Years of Aerophilately".

To celebrate Rex's 100<sup>th</sup> birthday,  
the Canadian Aerophilatelic Society has made Rex an

### **HONOURARY LIFE MEMBER OF THE CAS.**

In 1997, Rex was inducted into Canada's Aviation Hall of Fame. His citation, and biography from the book *They Led the Way - Member's of Canada's Aviation Hall of Fame*, are reproduced on the following pages of this journal.

In 2008 Rex was presented with the Canadian Aerophilatelist Editor's Award:

"in appreciation of the information he has provided to The Canadian Aerophilatelist, and in admiration for his book Bent Props and Blow Pots."

Rex's book described his aviation career. It included a vivid account of an aircraft going through the ice, and a description of what happened to the people, aircraft and mail afterwards. The account was included in the June 2007 issue of *The Canadian Aerophilatelist*, and is being reprinted in this issue to commemorate Rex's birthday.



## Rex Terpening - Member Canada's Aviation Hall of Fame.

### Induction citation:

With innovative ability, resolution and courage, in the most arduous situations, he kept the early aircraft flying. His skills as an air engineer, and later as a manager, span the history of aviation from the earliest bush operations to the modern jet era, and are of significant benefit to transport aviation in Canada.

Harold (Rex) Terpening was born on July 23, 1913, in Wainwright, Alberta, and moved to the Fort McMurray area of northern Alberta at an early age. The educational facilities at that frontier village were meager but fortunately a school program was soon offered.

Fort McMurray became the base for several early aviation companies and there were many opportunities to learn the skills required of a maintenance engineer. By working without pay, Terpening obtained ample experience on every type of maintenance and repair procedure that could be carried out in the field. Only part-time jobs existed and these he augmented by trapping, cordwood cutting, and working on the river boats. Thus he survived until he could qualify for his Air Engineer's Licence and obtain permanent employment with Canadian Airways Limited in 1935.

For the next several years Terpening flew as air engineer with many well known pilots throughout the Canadian Arctic. These were the beginning years for aviation in the north, with the equipment untried, the facilities primitive, and the terrain unmapped and largely uninhabited—a time of hardship and hazard for all.

In November of 1934, Terpening and Canadian Airways pilot Rudy Huess broke through the ice with a fully loaded aircraft. Extricating the passenger who was trapped between the load and the roof, Terpening forced open the cabin door and they made their escape.

In 1936, on a trip with Matt Berry (Hall of Fame 1974), their aircraft was severely damaged during a desperate landing in fog and darkness at Fort Good Hope. Poor visibility caused them to collide with a pile of gas drums, breaking one ski, twisting the ski pedestal, bending the propeller and tearing out fuselage cross-members. Temporary repairs in order to ferry the plane to Fort McMurray required a week. Temperatures were below  $-60^{\circ}\text{F}$  ( $-51^{\circ}\text{C}$ ).

Also in 1936, Terpening and Berry flew a Junkers to isolated Paulatuk, 400 miles east of Aklavik, to bring out Bishop Falaize and his party, marooned when their schooner was caught in early ice between Coppermine and Letty Harbour. To make matters worse for the small group, most of their food supply was lost to pillaging polar bears. After their arrival at Paulatuk Terpening and Berry were storm-bound for ten days and were becoming increasingly short of fuel, food—and daylight! An attempt to leave Paulatuk on December 14 failed due to white-out conditions. Airborne once again on December 19, they survived a violent landing during another white-out, and the group of six adults and four children spent a bitterly cold night on the Barrens, huddled together in a makeshift shelter under the aircraft. They arrived at Aklavik the following day, December 20, with their fuel exhausted. Years later, Berry called this Paulatuk trip the most hazardous and difficult he had ever experienced.

In November of 1937, Terpening and Huess flew from Edmonton to Aklavik with a load of radio equipment urgently needed in the search for Russian trans-polar pilot Levanevsky and his crew. With the southern rivers still not frozen over, they loaded gasoline into the aircraft cabin, transferring this to the wing tanks in flight. With this added range



Making repairs in the middle of nowhere, with tools laid out on the wind-driven snow, c. 1936.



**REX TERPENING, MEMBER CANADA'S AVIATION HALL OF FAME continued:**

they were able to reach a safe landing area, after 500 miles of poor visibility and icing conditions.

In 1938 Terpening, assisted by engineer Ted Bowles, was assigned to salvage a Noorduyn Norseman, CF-BAU, damaged near Yellowknife. They lived for five weeks in a tent which was set up to cover the front end of the aircraft, providing shelter while they carried out repairs in temperatures down to -50°F (-46°C).

Following a propeller inflicted injury in 1938, Terpening was transferred by Canadian Airways to Brandon, Manitoba, where he worked with Albert Hutt (Hall of Fame 1992) on developing the first Oil Dilution System. This involved injecting gasoline into the engine oil at shutdown, preventing it from congealing in the cold and making draining unnecessary. It allowed the engine to be re-started without the laborious and risky process of preheating both oil and engine. The system was installed in Junkers CF-AQW, which was then moved to Stevenson Field at Winnipeg, Manitoba, where Terpening carried out the cold weather starting procedures with Tom Siers (Hall of Fame 1974). Numerous equipment modifications followed, but success was finally achieved on February 21, 1939, with the first successful start of a diluted, coldsoaked engine. The system allowed the engine to start at temperatures down to -44°F (-42°C).

In early winter of 1939, Terpening was engineer on a rescue mission to Repulse Bay, located inside the Arctic Circle, 700 miles (1,126 km) north of Churchill, Manitoba. A young priest was suffering with severely frost-bitten hands after falling through thin ice on a hunting trip, and by the time a request for help was received, gangrene was beginning to destroy his right hand. Pilots W.A. Catton and A.J. Hollingsworth left Winnipeg on November 27 in a wheel-equipped Junkers, flying through low and ice-laden clouds to God's Lake, where they changed to skis. They pushed on to Churchill, Eskimo Point, Chesterfield, and finally, to Repulse Bay. Poor visibility and endless blizzards caused agonizing delays. They finally returned to Winnipeg on December 20, after completing the longest emergency flight in the history of the company.

With the start-up of the British Commonwealth Air Training Plan (BCATP) in 1940, Terpening was transferred to No. 2 AOS (Air Observers School) at Edmonton and was tasked with sorting out numerous initial problems of untrained personnel, unfamiliar aircraft and lack of spare parts. In 1941 he became Maintenance Superintendent of the newly-opened No. 7 AOS at Portage la Prairie, Manitoba, and soon developed his department to an award-winning level of efficiency. After one year, Terpening was recalled to airline activities with Canadian Airways at Edmonton. At this time, several small companies, including Canadian Airways, were brought together to form Canadian Pacific Air Lines (CPA), with maintenance under the direction of Albert Hutt.

During the early 1940's, Terpening was assigned to do aerial survey work for the Canol Pipeline Project being developed to bring crude oil from Norman Wells to Whitehorse. The United States Air Force used a twin-engined Douglas C-47 for this work, which proved to be an arduous task, as Terpening's camera position was unheated, there was little shelter from the slipstream and air temperatures were in the -20°F (-6°C) range.

From 1946 to 1950, he was stationed at Regina, Saskatchewan, as District Chief Mechanic, maintaining CPA's Lockheed Lodestar and Douglas DC-3 aircraft. He was later moved to a similar position in Vancouver, British Columbia, in charge of maintenance in the B.C. and Yukon districts, working on aircraft such as the Convair 240 and DC-4, the DC-6B and the Boeing 737. This was a time of dramatic change for CPA, including a change in name: in 1968 CPA became known as CP Air. The airline dealt with rapid expansion, developing new routes, setting up new field stations, and hiring and training new personnel. There were added responsibilities for Terpening, and he became Manager, Line Maintenance, for the airline.

At the time of his retirement in 1978 he was responsible for maintenance activities for CP Air in western Canada, and for all of its international bases in Europe, Central and South America, the Pacific and the Orient.

**Harold (Rex) Terpening was inducted as a Member of Canada's Aviation Hall of Fame in 1997.**

This biography is reproduced from *They Led the Way - Members of Canada's Aviation Hall of Fame*, edited by Mary Oswald. It was published on the 25<sup>th</sup> Anniversary of the CAHF in 1999. Annual updates on new inductees for the next five years can also be obtained.

For more information see the CAHF website: [www.cahf.ca](http://www.cahf.ca)





Cutting away fabric to remove the cargo and mail from CF-AAO, Fort McMurray - November 1934.

## GOING THROUGH THE ICE - 1934

The story behind some interrupted flight covers.

From BENT PROPS AND BLOW POTS by REX TERPENING

This incident happened at Fort McMurray, which was the northern terminus of the railway from Edmonton.

Although Fort McMurray is now one of the largest cities in Alberta, with a population of about 65,000, and the centre of the oil sands developments, it was only a small town in the 1930's. - By 1939 it's population was still under 1,100.

At the rail terminus, (which was then in the community of Waterways), goods were transferred on to sternwheelers, to continue north in summer along the Athabaska River, which led to Great Slave Lake, and the Mackenzie River. The rail terminus also led to Fort McMurray developing as the main base for floatplane operations to the Northwest Territories during the summer.

In winter, transportation along the river was by dogsled, or ski-equipped aircraft.

The change over from floats to skis on the aircraft, tended to be a tense period for the flying companies:

We considered six inches of ice as the minimum for our ski-equipped aircraft as most of them had a gross weight of some 6,000 pounds. These included the Fokker Super Universal, the Fairchild 71, the Junkers W-34, and later the Norseman. A six-inch layer of ice could develop in a few days of weather in the -10 to -15°F range. If this freezing period was followed by a snowfall, however, and a few days of moderate temperatures of perhaps 10°F, then our safe six inches of ice could become a very unsafe four inches. One would think it a simple matter to cut a hole in the ice to measure the thickness, but there were human elements to confound this logic.

Thirst - a subject seemingly far removed from winter flying - was the first of these human elements. The hard-rock miners and the prospectors of the north had a great fondness for alcoholic beverages, particularly overproof rum, but in the '30s there were no liquor stores in the mining settlements of Yellowknife, Cameron Bay or Goldfields. Alcohol had to be ordered by mail and flown in as express shipments. Freeze-up, however, would temporarily cut off this flow, the last mail of the season probably being received from McMurray (or from Prince Albert in the case of Goldfields) by mid-October. Thus, by late November when the collective thirst of the populace assumed immense proportions, when housewives had become anxious for the arrival of winter clothes ordered from Eaton's catalogue (Eaton's being the one and only mail order outfit serving the north at that time), and when all of the magazines had been read and re-read time and again, an increasing clamour would arise for resumption of mail services. (Of course, by far the most important of these items were the gurgling parcels from the Liquor Control Board.) Flying weather and ice conditions were a matter of indifference to these citizens; those were problems for the pilots to solve.

Continued



**GOING THROUGH THE ICE - 1934, from BENT PROPS AND BLOW POTS by REX TERPENING continued:**

The agent for the company holding the airmail contract would be under enormous local pressure to advise his company headquarters that the ice was, indeed, of the required thickness and safe for landing. Numerous locals were prepared to guarantee this. ("I'll put it in writing, Harry, if you don't believe me.") If the agent delegated the ice measuring - and such was often the case - then, like a fish story, the thickness of the ice would magically increase. A meagre five inches of ice might be reported as, "Okay, plenty of ice now, Harry - there's better than six inches. And Pete here was with me, isn't that right, Pete? The weather's clear and it's freezing hard tonight - it'll probably be eight inches by tomorrow." This report would be verified by numerous volunteer ice scientists, and pressure on the poor agent would become overwhelming.

Competition between the flying companies was also a very real and serious concern. If company A had the mail contract for a particular year, then company B would be almost certain to make the first flight after freeze-up, probably with a near-empty aircraft to guard against ice failure. Company B would then let this be known up and down the rivers and among the mining camps, intimating that, if they were the holders of the contract, the mail and express would arrive on schedule. This fact would also be emphasized to the postal authorities, particularly when the mail contracts were next re-viewed. The luckless agent was therefore caught in a squeeze-play. If local pressure overcame his better judgement, resulting in an aircraft through the ice, then he was partially blamed for the mishap. If his report was negative, but company B made a successful flight, he was still in disfavour with his own company and jeered at by the local Ice Advisory Committee.

\*\*\*\*\*

My experience of being dunked occurred during freeze-up at Fort McMurray in late November 1934 while I was still serving my unpaid apprenticeship. Our maintenance staff was temporarily short-handed because of the expected transfer of another air engineer into the district, the transferee in this case coming from the Evergreen Playground on the West Coast. We strongly suspected that, being faced with a winter of below-zero weather, he was dragging his feet.

In this case, I was highly pleased with the delay as it meant that I would be temporarily placed on the payroll and have the opportunity of flying as crew on a couple of interesting trips. Don Goodwin, our chief mechanic, loaned me a few essential tools and located a spare sleeping bag. I was to go north with Rudy Heuss as soon as the ice in the Snyc was of sufficient strength. Our aerial steed would be Fairchild CF-AAO.

During the afternoon two of our staff had checked ice thicknesses in various parts of the Snyc, and it had been decided that there was just sufficient for departures the following morning. When the next day dawned the Snyc was a scene of great activity. As these flights would be the first ones since freeze-up, we had our entire fleet of four or five aircraft ready for departure. All of them were in the process of being loaded with the usual mix of mail and express. I completed the engine heating on AAO, refilled the blow pots, added the oil, and then gave our senior agent, Fred Lundy, a hand with the final loading. The cabin of a Fairchild 71 was high and narrow, and Fred claimed priority over the use of any and all of it. He even looked upon engineers as necessary evils because of the cargo that they might displace. In the case of AAO on this particular morning the load was stacked nearly to the roof. However, we did have one passenger, and I'm sure that Fred had personally applied the tape measure to him beforehand. He was a young French priest making his inaugural trip into the north. Since he was slight in stature, I think Fred must have assessed our combined volume at something like one- and-a-half people because that was the amount of space he left for us.

continued



**CF-AAO at Fort Resolution, the first overnight stop on a mail run to Aklavik. December 1935.**



**GOING THROUGH THE ICE - 1934, from BENT PROPS AND BLOW POTS by REX TERPENING continued:**

**The alternative to aircraft: six dog teams head north from Fort McMurray on the Athabasca River in the late 1920s. There has been fresh snow, and one man on snowshoes is out in front breaking trail.**

Thanks to Fred, our loading was a bit of a shoehorn operation. My cabin companion, who spoke no English, stared at me in disbelief when I indicated the space allotment that was his. I gave him a hand to climb in, at the same time mentally shivering at the sight of his thick, leather boots. Even mukluk-clad, my own feet were frequently cool, and I could not imagine how this poor chap would be able to endure two or three hours with leather boots in an unheated cabin. Some readers may challenge me and state that the 71 cabins were heated. Well, they were - and they weren't. With the cabin fully loaded, we had to keep the cabin heaters closed to avoid scorching His Majesty's Mail. The engineer and the odd unfortunate passenger would then lie on top of the load, wedged between the cargo and the cabin roof. (Comfort can never be fully appreciated until one has spent a couple of hours lying upon a sack of cold-soaked Newhouse steel traps.) Any heat that reached our elevation was overflow from the cockpit heater, therefore second-hand and minimal. On this occasion our load was piled well above the cabin door handles and closing these from the inside an impossibility. Casey Van der Linden helped me to wedge my way in and did the honours with the hand crank. (Casey's real name was Cornelius but Casey had more of a transportation ring to it.)

As an ice break-through with a Junkers was not nearly the disaster that would be created with a high-winged aircraft, (as the low wing supported the fuselage, keeping it above water), our first departure aircraft would be one of our Junkers, AMZ, with Con Farrell and Frank Hartley on board. We were scheduled to be number two and were ready, with our engine running. AMZ roared past, just visible through the light fog. Knowing that our ice thickness was marginal, Con in his Junkers had made a wide and gradual turn at the end of the Snye, then taken off without stopping. Rudy, perhaps emboldened by Con's success - or lack of failure - executed a fairly short turn at slow speed. With my head wedged between the cabin roof and a case of Trumilk, I recall trying to project my eyeball downwards to get a glimpse out of the top of the cabin window. Then I realized that AAO seemed to be sitting in a depression in the ice. I contemplated this phenomenon for a matter of perhaps two seconds, then the answer came to me: we were going through the ice.

I do not remember whether or not we were moving at the time but we were submerged in a matter of seconds. Rudy was both busy and profane. With the water level rapidly approaching my bent eyeball, I realized that haste might be in order. Sliding my right foot between the mail sacks and the right-hand door, I located the handle and kicked it downwards. At the same time I applied pressure to the door to displace the icebergs on the outside. Reaching backwards and getting a grip on my ecclesiastical friend, I launched myself in the direction of the solid ice. This, fortunately, was not far away and was solid enough for us to scramble onto. I never did learn whether or not my companion had taken time to square himself with the High Command before the abandon ship order was given. If so, there was certainly no impediment in his speech. He was hot on my heels - if this can properly describe a hasty trip through ice-cold water.

By this time Rudy was also up on solid ice and came around AAO in a wary circle to see how we were faring. We looked at one another in shared disgust and for similar reasons. "What a helluva way to start the winter season," remarked Rudy. His thoughts, no doubt, were on the three-cents-per-mile flight pay that his enforced idleness would cost him. My own monetary situation was also adversely affected to the tune of about \$3 per day, a fat salary in those days. It is also my recollection that I was not paid for the activities of that day, but then - those were the '30s. I was working for experience, and getting dunked was part of the curriculum.

McMurray being our home base, we had plenty of equipment and sufficient manpower for a salvage operation.

continued



**GOING THROUGH THE ICE - 1934, from BENT PROPS AND BLOW POTS by REX TERPENING continued:**

As the water was relatively shallow, erecting a tripod was a straightforward operation and was completed on the day of the mishap. The following day AAO was pulled from the water with the chain hoist that was attached to the tripod and hung out to dry, the accumulated water being drained from the fuselage by cutting holes in the fabric. The mail bags and express shipments were removed, and some attempts were made to drain these and ensure that the labels were still legible. I never did learn what procedure was used for the first class mail, though I suspect the letters were drained of surplus water, separated and re-frozen. They would then be placed in dry bags and stored in an unheated place to keep them in a frozen state until the next northbound flight. Maintaining the letters in a frozen condition until they could be delivered would minimize the action of the water upon the writing, giving the recipient a fighting chance at receiving something legible.

The aircraft could not be lowered until sufficient ice had formed, so planks were laid down around the front of it. This provided a relatively safe platform for those working around it while the cabin load and the accumulated ice were removed, all of this through the cockpit door. We then had a most fortunate break in the weather - the temperature suddenly dropped into the -30°F range, ideal for making ice. To accelerate the freezing process, the snow was cleared from the ice in the vicinity of the aircraft and along a strip leading from the aircraft to the shore. We borrowed several hundred feet of heavy rope from the transport division of the HBC, sufficient to reach from the aircraft to a point near shore where the ice was thick. Our venerable tractor had been laid up for the winter, but as Ryan Brothers Transport was well equipped with good horses, Don Goodwin decided that a pair of hay burners would be a good substitute.

We only had to wait about three days for a sufficient depth of ice to form. A layer of planks was then laid under the skis to reinforce the ice where it was thinnest, and AAO was gently lowered onto this frozen pad. We removed the chain hoist and sawed off our tripod components as close to surface level as possible. A rope bridle was attached to the skis and extended to the shore where there was good footing for the horses. One of the Ryans' best teams was hitched to the tow rope and, with teamster Sammy Delorme in charge, they were ready for action. Normally a couple of us would have walked beside the rear fuselage, holding onto the lifting handles and pushing or pulling as necessary to maintain our course. In this case our path was bare, slippery ice, so instead we tied two ropes to the lifting handles, allowing the steersmen to walk to the sides where there was good footing in the snow. "Go ahead, Sammy!" called Don after a final check. The horses surged forward, and AAO shot toward shore at a brisk pace. We removed the tow rope, hitched the horses to the bridle, and before long AAO arrived at our hangar on the Snye Road.

Here the fuel was drained from the wing tanks, the wings removed, and the skis replaced by wheels. Because our workshop was heated by a wood-burning stove and gasoline fumes would create a distinct fire hazard, some of the fuel was also drained from the fuselage-mounted centre tank to avoid an overflow when the fuel expanded in the warmth of the hangar. The engine and the fuselage were covered with canvas tarps and heat was applied from a couple of blow pots to melt the remaining ice from around the engine, in the cabin and fuselage. Following this the fuselage was moved into the shop for final repairs.

Our first and most important job was to check the fuselage tubing to ensure that no water had penetrated because it would later freeze and split the tubing. The most time-consuming job was the extensive sewing and patching of damaged belly fabric, which required about four days and evenings of work. A replacement set of instruments had already been ordered from our main base at Winnipeg, and these were all installed.

The total lay-up time for AAO was relatively brief, only about 12 days.

It seems that none of the mail affected by this incident came on to the philatelic market, as it is one of several airmail "interruptions" that are mentioned in books about Northern flying, but not listed in catalogues such as The Air Mails of Canada and Newfoundland.

For a most enjoyable account of what Rex was doing while AAO was being repaired, a description of the purpose and foibles of blow pots, and much, much more, I highly recommend Rex's book BENT PROPS AND BLOW POTS. It is a most excellent book! - When it was reviewed in the Canadian Aviation Historical Society Journal, the reviewer described it as "the best read on early Canadian bush flying that I have ever had!"

BENT PROPS AND BLOW POTS was first published in 2003, and reprinted in 2006. It is now out of print, but some copies are still available at [www.amazon.ca](http://www.amazon.ca)

I encourage anybody interested in Canadian aviation during the 1930's to get a copy while they can.

## HAPPY 100<sup>th</sup> BIRTHDAY REX!



## BOOK REVIEW:

### SOUTH AFRICAN AIRMAILS, 2<sup>ND</sup> EDITION

by Nicholas Arrow

Published by author 2013. Soft Cover, A4 size, 276 pages. Price £30.00 (approximately C\$50.00), plus postage. - For surface and air mail rates, and/or more information, contact Nicholas Arrow, The Beeches, Axminster Road, Musbury, Near Axminster, England EX13 8AZ [Email: [nicholasarrow@btinternet.com](mailto:nicholasarrow@btinternet.com) ]

Reviewed by Ken Sanford

The book is an outline of the airmail services affecting South Africa, with a listing of aerophilatelic material flown to, from or through South Africa for the period up to 7 February 1994. Excluded are the internal airmails of South West Africa, South African Air Force Mails and flown mail which simply has South Africa as a final destination as well as South African acceptances for air mail services undertaken away from South Africa.

The whole concept of the book has changed. When Mr. Arrow wrote the first edition, he was somewhat in awe of Burrell, Stern *et al*, and anxious not to conflict with what they said. This time, he has been more authoritative and not afraid of disagreeing with them if felt necessary. Also the style of the book is different. The first Edition was rather a 200K word essay on his own collection - this edition is intended to have more of a text book feel to it, and you will note that in the body of the book he does not refer to himself (except very occasionally and in the third person) at all, except for one or two references in the introduction, which in this reviewer's opinion is permissible.

The reader will also find that the textual passages in Chapters D and H are far more substantial than they were in the 1<sup>st</sup> edition. The chapters are laid out as follows:

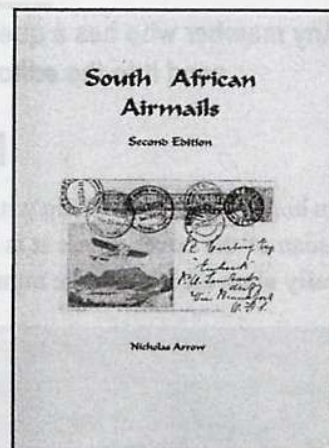
- A. Pioneer flights to 31 August 1939;
- B. Internal flights to 31 August 1939;
- C. External flights to 31 August 1939;
- D. The War years, 1 September 1939 to 30 September 1945;
- E. Airmails from 1 October 1945 to 31 May 1961 (the end of the Union period);
- F. Airmails from 1 June 1961 to 31 December 1974;
- G. Airmails from 1 January 1975 to 31 December 1981;
- H. Airmails from 1 January 1982 to 7 February 1994

There is a preliminary overview of the period in question, with a short internal index of the various main items in the chapter (mostly divided by year) and finally a description of the relevant information. There follows a detailed listing of the relevant mails carried. In Chapters F, G & H, the textual narratives are substantially reduced, with only such explanation as is essential, as, by this time, the aerophilatelic commemoration of a new service was so ingrained, that, usually the philatelic covers which record the flight also record all relevant details, rendering further narrative superfluous.

There is a rather detailed description of most flights and events, with the covers shown in color. The catalog type listings at the end of the chapters, refer to the page number where details of the flight can be found.

The number of covers flown is not shown, nor are there any prices for covers. There are five appendices. Appendix A mentions covers flown by helicopters, gliders, hang gliders, parachutes & pigeons, and there is a listing of covers flown by balloon. Appendix B gives dates of intermediate flights of government experimental service in 1925. Appendix C is a note concerning Rand Airport, Johannesburg. Appendix D is an amplification of the Imperial Airways mail connection to the Indian service from 1932 to 1933. And Appendix E is a listing of non-postal, but flown memorabilia. And finally, there is a detailed Index.

The book contains a wealth of information and will be essential for the aerophilatelist with an interest in South African Airmails.



Ken Sanford



## INFORMATION WANTED

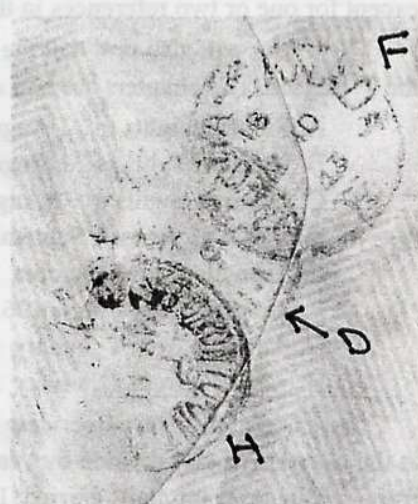
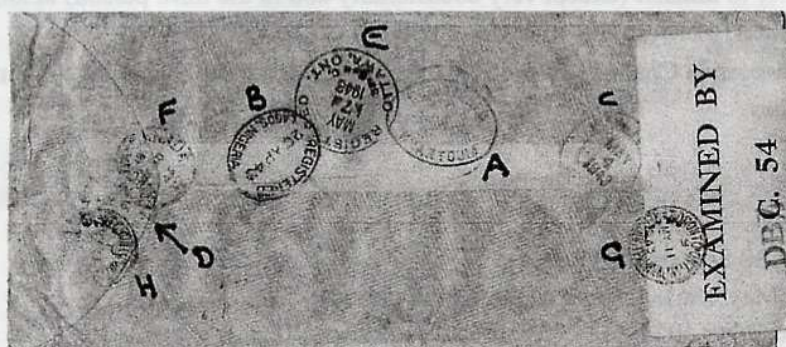
Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

### Possible Canadian censor cachet

I'm hoping to get some help with what someone has suggested may be a possible Canadian censor cachet. I've attached a scan of the cover where it is barely visible, and an enlargement of the cachet (or the little there is of it!). The only really clear bit is the large numeral '6', and a barely distinct 'May' which looks like part of a date.



False colour image to accentuate mystery handstamp.



The cover is from: Sudan Interior Mission, Box 220, Khartoum  
to: The Secretary, Sudan Interior Mission,  
366 Bay Street, Toronto, Canada.

Looking at the sometimes unclear backstamps, it seems to have travelled as follows:

Mailed in Khartoum, 9 Apr 1943 [A]

Backstamped Lagos, 20 Apr 1943 [B]

It could have travelled by either SABENA or BOAC.

Underwent censor examination in Lagos. (Half moon handstamp on front. Unopened)

The next backstamp is Miami 4 May 1943 [C] - Probable route was from Lagos to Fisherman's Lake, then by Pan American Airways across the Atlantic to San Juan, then by Pan American Airways FAM 5 to Miami.

By American and Canadian air mail routes to Toronto. Backstamped May 6<sup>th</sup> [D]

From Toronto to Ottawa for censoring. Carrier: Trans-Canada Air Lines Backstamped: Ottawa May 7 [E]

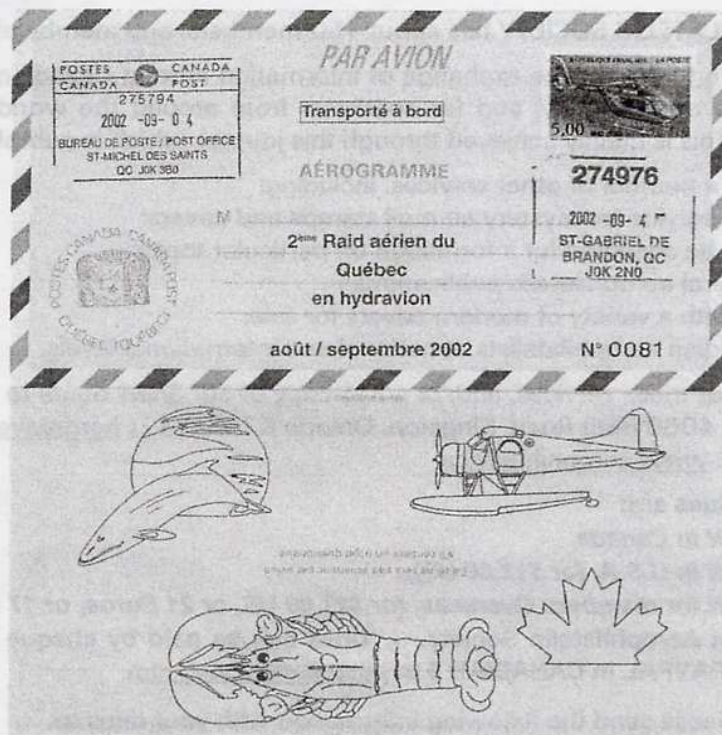
Underwent censor examination. (Resealing label DB/54)

Mailed back from Ottawa May 10<sup>th</sup> [F] - Backstamped: Toronto May 11 1943 [G and H]

If anybody can provide more information about the possible censor cachet, and/or likely route and handling of this cover, and/or would like to be sent coloured scans of the cover, please contact the editor at [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

Unclear backstamps



**INFORMATION WANTED** continued:

This is a French Aérogramme, with a printed inscription:

**2ème Raid aérien du Québec en hydravion août / septembre 2002**

The "stamp" is not cancelled, but there are cancellations on the front:

POSTES CANADA 2002-09-04 BUREAU DE POSTE ST-MICHEL DES SAINTS QC JOK 3B0

and 2002 - 09 - 4 ST-GABRIEL DE BRANDON, QC JOK 2N0

and on the back SUCC. POST.PL.D'ARMES 2002 - 09- 09 MONTRÉAL, QC H2Z 1H0

**Can anybody provide some information about the 2ème Raid aérien du Québec en hydravion ? If you can help, please send information to the editor.**

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## **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 [ [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) ]

**by September 1<sup>st</sup>.**

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## 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](mailto:hargreavescp@sympatico.ca) )  
OR check out our website: [www.aerophilately.ca](http://www.aerophilately.ca)

The annual membership dues are:

**\$20.00 CDN in Canada,**

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

**\$25.00 CDN for members Overseas, (or \$27.00 US, or 21 Euros, or 17 Pounds Sterling).**

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

If you would like to join, 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.

#405 William Beaudoin

#348 Canada Aviation & Space Museum

#318 *Martin S. Cole*

#403 David Crotty

#290 Michael Deal

#430 Jack Forbes

#401 Tony Hine

#420 Allen Klein

#324 H. Lealman MBE

#416 Charles Livermore

#308 Don Lussky

#234 Kevin O'Reilly

#194 Derek Rance

#235 Dominique Tallet

#421 Vic Wilson

#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.**

**EDITOR'S NOTE: I was on the renewal list, and sent Brian my renewal. Would other people on the above list please renew promptly too.**