



THE CANADIAN AEROPHILATELIST

#96

Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ
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September 2013

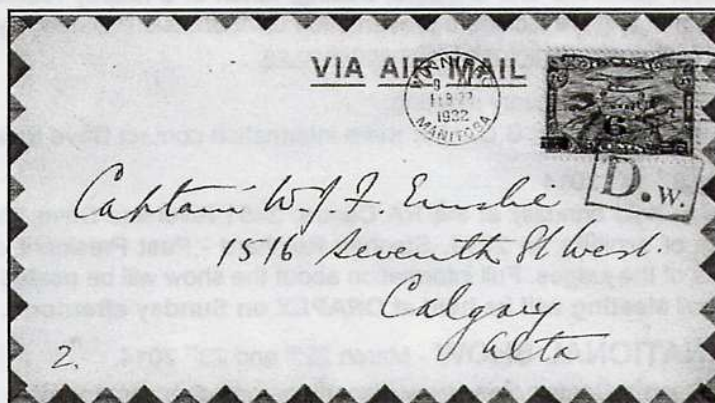
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material
appears to the editor.

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Editor - The Canadian Aerophilatelist - Chris Hargreaves

Index to The Canadian Aerophilatelist - Gord Mallett

CAS CALENDAR

TORONTO DAY OF AEROPHILATELY - Sunday November 3rd

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. This year's meeting will include a presentation on "Forensic Philately" by Garfield Portch. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

Western Chapter of the CAS - January meeting.

In 2014 this will be held in Grand Forks, B.C. - For more information contact Dave Brown, address above.

ORAPEX, Ottawa - May 3rd - 4th 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. In 2014, Stephen Reinhard - Past President of the FIP Commission for Aerophilately - will be one of the judges. Full information about the show will be posted at www.orapex.ca

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

EDMONTON SPRING NATIONAL SHOW - March 22nd and 23rd 2014.

To be held at the Central Lion's Center. See www.edmontonstampclub.com for more information.

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

ROYAL 2014 ROYALE - Halifax, Nova Scotia - Friday May 30th to Sunday, June 1st.

Annual convention and exhibition of the Royal Philatelic Society of Canada. Details at www.royal2014royale.com

BNAPEX 2014 - August 29th to 31st Baltimore, U.S.A. - Annual exhibition and convention of the British North America Philatelic Society (BNAPS). For further information see www.bnaps.org

AEROPHILATELY 2014 - American Philatelic Center, Bellefonte, Pennsylvania - September 12th to 14th.

The American Air Mail Society is organizing this all air mail sequel to the very highly regarded AEROPHILATELY 2007. Exhibits, talks, dealers, access to the fabulous library of the American Philatelic Society. More details will be published as available at www.americanairmailssociety.org

PRESIDENT'S REPORT

I trust everyone had a safe and enjoyable summer. In my case here in London, too much rain... and too little golf!

I am pleased to announce that Tony Hine has accepted the role of Vice President. I have known Tony for a number of years through the North Toronto Stamp Club and I know he will make a great addition to the team. Welcome aboard Tony!

I had the opportunity to chat with a few members over the summer and on ways to promote the CAS and airmail in general. The consensus amongst ourselves is that we need to write more articles. Our newsletter has a number of wonderful stories and information loaded with dedicated writers and researchers. Let's spread the word to others. My goal is to write one article for our newsletter, and then write a small article for other publications. I hope you will do the same and share our vast knowledge with other collectors.

Steve Johnson

UPDATE ON THE REVISED EDITION OF *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* (AMCN2)

Section 5 ready for Peer Review

Dick McIntosh has completed a major revision of Section 5: *GOVERNMENT AND OTHER AIRMAIL COVERS OF CANADA, including First Flight Covers, Historical Flight Covers, Airport Dedication Covers, and Commemorative Flight Covers.*

He is now looking for people to help with a Peer Review, with particular emphasis on unlisted covers. - A number of covers which aren't listed in the current AMCN have been added to AMCN2. Do people have covers in their collections which still aren't listed, but should be?

Dick is also very interested in comments about the values currently given for covers in AMCN, and which values people think should be changed for AMCN2.

Anybody who would like to help with the Peer Review should contact Dick McIntosh, and let him know which years or decades you are interested in reviewing. Dick will then email you a text version of the part you are interested in. (The plan is that the final, printed version of AMCN2 will include many colour illustrations of covers.)

Dick can be contacted at mcintosh47@sympatico.ca

Anybody without internet access can write to Dick at: 3 Concorde Place #205, Toronto, Ontario M3C 3K7 or call him at 416 447 1579, and arrange to get a printed copy of the part you are interested in helping with.

Further sections of AMCN2 will be available for Peer Review shortly. - Anybody who has questions regarding the other sections of AMCN / AMCN2 should contact Neil Hunter who is the AMCN Editor-in-chief. E-mail: n.h.hunter@sympatico.ca or write to Neil at: 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6

SECRETARY'S REPORT

Welcome to another new member:

Vittorio Zanoncelli of Southernwood, South Africa

Brian Wolfenden

EDITOR'S REPORT (Explanation and Request)

This journal is often produced later than I would like it to be.

Sometimes this is for nice reasons - like when my granddaughter was born.

This time it is for a very frustrating reason - I have been updating to a new computer system! This was supposed to be a simple process, with all programs converting automatically to more modern versions. It didn't turn out that way! My new system will eventually be wonderful. - It is already much easier to view photographs my daughters send me on Facebook.

However, my old system used a Windows XP operating system, and I used the Outlook Express email program that came with it.

But computers don't use Windows XP anymore. - My new computer uses Windows 7.

Unfortunately Windows 7 won't run Outlook Express. So I had to convert all my email files to "Outlook". The first time this was done, it didn't copy my email address book!

Having sorted that out, with a lot of help from a friend who used to supervise a computer network, I began looking for lost files. - Some years ago I discovered that a way to place the files I used most at the top of a group that was sorted alphabetically, was to put a punctuation mark in front of a person's name or subject title. This worked beautifully in Outlook Express. But Outlook deleted the contents of most files which began with punctuation marks!

Having recovered my lost files, I started sending emails, and was perplexed that new email addresses weren't added automatically to my address book. - It turned out that although Outlook Express automatically added new addresses to an address book, Microsoft didn't include this as an option in Outlook!

I also had to change my word processing package from WordPerfect 9, to WordPerfect X6. - This includes lots of new, artistic fonts that would look neat on posters, but has discontinued some of the old fonts that I used to use to emphasize sections of text!

There were many other problems too, most of which should be resolved by the time you are reading this.

But my concern now is whether there were further glitches in the upgrading that I haven't discovered, and that some files may be lost without me realizing it.

So: if anyone has sent me an email at anytime and is wondering why they haven't had a response, please contact me again.

Chris Hargreaves

NEWS AND LETTERS TO THE EDITOR

International Exhibiting

Entries are currently being accepted for

PHILAKOREA 2014 - SEOUL, SOUTH KOREA - August 7-12, 2014

The Canadian Commissioner for PHILAKOREA 2014 is George Constantourakis, 2115 Girouard, Montreal QC, H4A 3C4. Email: geo.constant@sympatico.ca Phone: +(514) 482 2764 (evenings & weekends)

The IREX (Individual regulations) for PHILAKOREA 2014 are published in full online at <http://www.philakorea.com/eng/entry/entry.asp> The PHILAKOREA 2014 entry forms and detailed entry information should be available online by the end of October.

For more information about international exhibiting, see *The International Exhibitor Newsletter* produced by Jim Taylor, RPSC International Liaison Officer. - To be added to the distribution list, contact Jim Taylor at miquelon@shaw.ca. Please include your full name, city and one email address.

CANAV Books: Canada's Aviation Heritage Book Publisher

CANAV's Fall 2013 booklist is now available. It includes some great new titles, especially Vols. 1 & 2 about the classic Norseman bushplane + 2 new books by astronaut Chris Hadfield – perfect gifts for any aviation-minded friend, etc. Also, note that several of the old CANAV classics such as *The Canadair Sabre* and *De Havilland in Canada* are at up to ½ off. You can check out canavbooks.wordpress.com for reviews, informative history items, publishing updates, etc. Cheers ... Larry Milberry, publisher

CANAV Books, 51 Balsam Ave., Toronto ON M4E 3B6

Email: larry@canavbooks.com Tel: (416) 698-7559

NEW BOOK: The Italian South Atlantic Airline (L.A.T.I.), by Martyn Cusworth

Published in 2012 by the Italy & Colonies Study Group, UK, 98 pages, with color illustrations, A4 spiral bound. Order from Andy Harris, 13 Pond Close, Harefield, Uxbridge, Middlesex, England UB9 6NG. UK£25.00 plus postage -UK£2.00, Europe £5.50, rest of the world £8.50. Payment by sterling cheque or PayPal (no extra charge) to: andyharris@blueyonder.co.uk

Reviewed by Ken Sanford

This is the second book which has been published about the Italian South Atlantic Airline (LATI), the first being the one published by Richard Beith in 1993.

LATI operated a South Atlantic scheduled airline service for slightly more than two years, from 15 December 1939 to 15 July 1941. The book starts out by describing the first Italian flights to South America, which were the Francesco de Pino flight attempts in 1927, the General Italo Balbo mass flights of 1931, the 1934 survey flight by Lombardi & Mazzotti, the experimental flight in 1938 by three aircraft called "Sorci Verdi" (Green Mice), and the survey flight by the Italian civil airline Ala Littoria from Sardinia to Buenos Aires in 1938.

The first chapter describes the aircraft used by LATI, which were all Savoia Marchetti models SM.82, SM.83, SM.75, SM.76 & SM.79. The next chapter covers the role of Sal Island (Isla del Sol) and the European political situation at the time.

The next chapter shows all the publicity material, airmail etiquettes, baggage labels, publicity cards, seasonal greeting cards, publicity envelopes and coffee bags. The following chapter covers censorship (or not) of the LATI flown mail by Germany and Italy.

The main chapter describes the LATI route and the various first flights, crashes, and mail carried to or from other countries which connected to the LATI routes. Many first flight covers are shown in color. Many more covers have come to light since the Beith book was published. All the known directional cachets used on LATI mail are also shown. These were applied in various countries, usually to indicate that the cover was to be flown by LATI. There is a chapter covering postal rates, and the final chapter covers the political background to the end of the LATI service. And finally, there are two appendices, no. 1

listing the important dates in World War Two, and no. 2 listing all the South Atlantic crossings by LATI during its short existence.

The book will be essential to collectors of Italy, World War 2 and South Atlantic aerophilately.

Ken Sanford



CANADIAN SEMI-OFFICIAL AIRMAILS



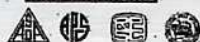
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GOING THROUGH THE ICE - PHOTOGRAPHED

Many thanks to DENNY MAY, for sending me these photographs taken after CF-AAO went through the ice at Fort McMurray in November 1934.

The incident was described by Rex Terpening in the June 2013 *Canadian Aerophilatelist*.

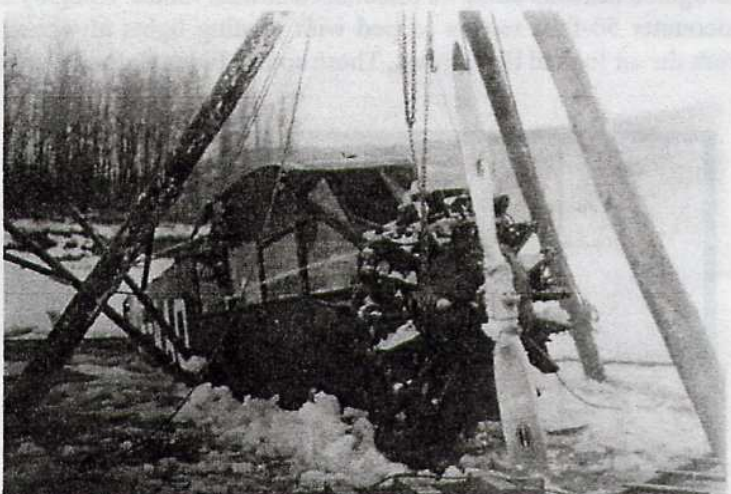
The photographs were taken by Denny's father, Wop May.



Continued

GOING THROUGH THE ICE - PHOTOGRAPHED continued:

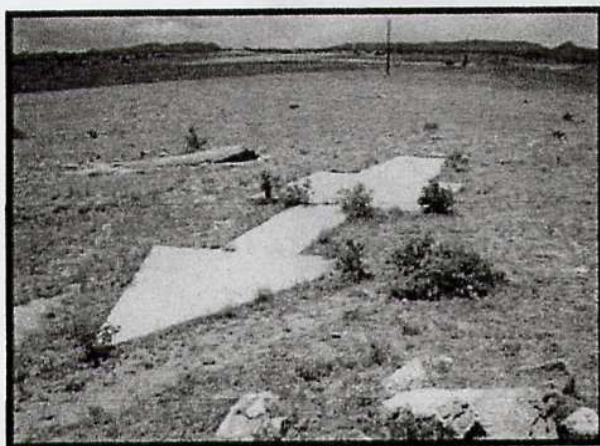
Photographs taken by Wop May after CF-AAO went through the ice at Fort McMurray in November 1934.



Many thanks for sharing these photographs Denny.

HELPING EARLY AIRMAIL PILOTS FIND THEIR WAY - In the U.S.A.

Thanks to Tony Hine and Denny May who sent me copies of an interesting message that circulated on the internet this summer. - The version below has been supplemented with information posted by Barbara Mikkelsen at www.snopes.com



This Really Exists: Giant Concrete Arrows That Point Your Way Across America...

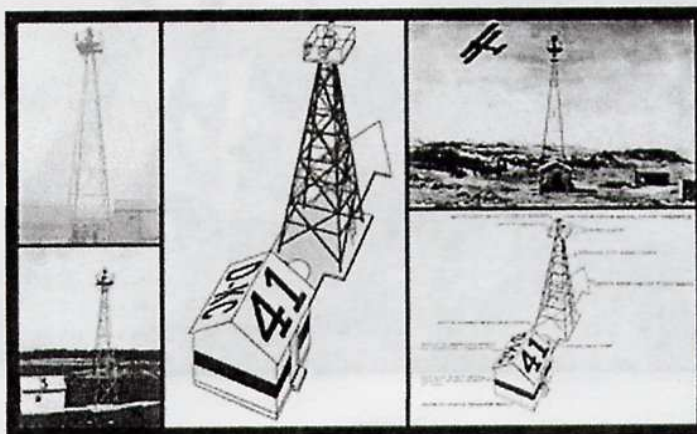
Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.

What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals? No, it's... The Transcontinental Air Mail Route.

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop.

There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

In 1924, in recognition that its pilots needed more help finding their way, the Post Office began erecting combinations of large concrete arrows and lighted beacons along its established airmail routes. Roughly every ten miles along these paths, mail pilots would encounter 50-foot towers topped with rotating lights at whose base were 50- to 70-foot concrete foundations that from the air looked like arrows. These course lights flashed a code to identify each beacon's number.



Continued

HELPING EARLY AIRMAIL PILOTS FIND THEIR WAY - In the U.S.A. continued:

In 1926, the Post Office Department turned management of the beacons over to the Department of Commerce. The project was finished in 1929, thereby completing a route from New York to San Francisco.

When visibility wasn't impaired by weather conditions, the light from the next beacon could be seen from the one currently being flown over. Additionally, each arrow pointed to the next arrow, a feature that helped keep pilots on course when bad weather obscured the signal from the next lit beacon.

The arrow-and-beacon system did not long serve the country's aviators. By the early 1930s, technological advances (radio guidance and radar) began to give those flying over featureless terrain far more reliable methods of finding their way.

These days, while scant few of the towers remain (many were disassembled for scrap metal during World War II), quite a number of those painted concrete arrows still dot the American landscape.

In the Middle East . . . "Flying The Furrow"

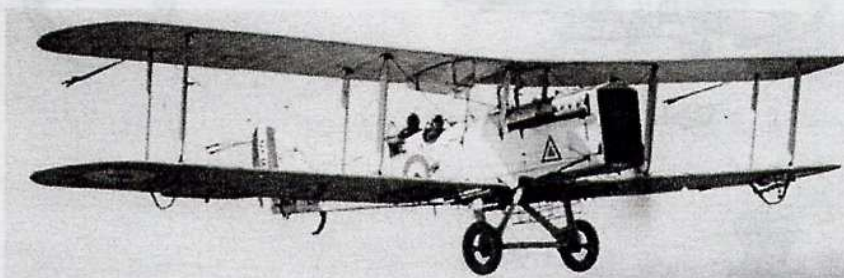
The following article is an extract from "Flying The Furrow" by Alan McGregor, that was published in the British Air Mail Society's Air Mail News, August 2011.

The challenge of long-distance flight in the Middle East was formidable. In any direction, there were deserts to cross, and deserts, to an aviator, were little different from oceans: vast, almost featureless, expanses. Radio directional beacons still lay a decade in the future, en-route weather stations did not yet exist, and aircraft engines were not entirely reliable. Navigation was strictly visual, aided by sun and compass and confirmed—not always reliably—by comparing visible ground features, such as rivers and railway tracks, to maps. Although aircraft were equipped with radios for two-way Morse-code communication, radio range was limited to 150 to 300 kilometers (90-180 mi), and the letter-by-letter transmissions were painfully slow. In a featureless desert, crews could only suppose their likely location.

In June 1921, the RAF inaugurated a fortnightly service between Cairo and Baghdad, the first step toward a regular England-India route. It carried official mail and senior civil servants, and became known as the Desert Airmail Service. The route was some 1520 kilometers (940 mi) long, from the airfield in the Cairo suburb of Heliopolis—where the Egyptian capital's airport still lies—to Hinaidi, just south of the Iraqi capital. The first aircraft on the route were two man, single-engined bombers, the De Havilland DH9A, flown in pairs as a precaution in case of engine failure. (Bombers were used because of their cargo capacity, and, in addition to mail, they carried spare wheels, tents, bedding and goat-skins full of water.)

Before the first Cairo-Baghdad flight, the RAF had to solve the navigational problem presented by some 760 kilometers (470 mi) of desert between the refuelling stations at Ziza, 50 kilometers (30 mi) south of Amman, and Ramadi, on the Euphrates River 130 kilometers (80 mi) north of Baghdad. While flyers in North America and Europe often followed railway tracks, construction of a railway across the desert was hardly practical. Nonetheless, some now forgotten genius suggested, a facsimile might be: A distinct, plowed furrow, of some two meters' width, could serve as a line-of-sight navigational aid.

Shortly after this brilliant suggestion was made, the route was initially marked with chain harrows, and in 1922, teams on Fordson tractors, pulling weighted plows and escorted by armored cars, set out eastward from Amman and westward from Baghdad, aiming to meet halfway. They plowed a total of some 500 kilometers (310 mi), and the remainder of the route, which lay over scattered black basalt rock, they marked in white paint. The task took eight weeks.



De Havilland DH9A

Continued

HELPING EARLY AIRMAIL PILOTS FIND THEIR WAY - In the Middle East continued:

Every 40 kilometers (25 mi) or so, the plowing crews also demarcated emergency landing fields, each prominently numbered for identification from the air and marked with arrows indicating direction of approach. Fuel was made available at two of them, protected from theft and attack by a heavy bronze dome. The depot's locking system was ingeniously designed to function also as a double lock on the aircraft cabin doors, so that an aircraft could not take off either with its door open or with the depot key left at the fuel tank.

Had this desert been similar to many parts of the Sahara, what came to be called simply "the Furrow" would have disappeared within weeks, filled in by drifting sand. But much of this terrain in what is today Jordan and western Iraq was cast up by volcanic action, and tends to be hard, often stony ground, with patches of sand and hardened mud. As a result, pilots referred to flying "FTF" on this route: "follow the furrow."

Not everyone was happy with this navigation system, however: From altitude, the Furrow looked like "a thin pencil line on the desert's surface," one pilot griped. Others complained of the strain of flying a straight line for hour after droning hour. Still other critics claimed that the Furrow allowed aircrews to become altogether too relaxed.

The aircraft type most closely associated with the early days of the Cairo-Baghdad service was the Vickers Vernon, powered by the same twin Rolls Royce Eagle engines that had carried John Alcock and Arthur Whitten Brown on the first nonstop west-to-east North Atlantic crossing in June 1919. In the Middle East, if the mail load were light, a Vernon, which had an open cockpit with an enclosed cabin behind, could carry six or seven passengers.

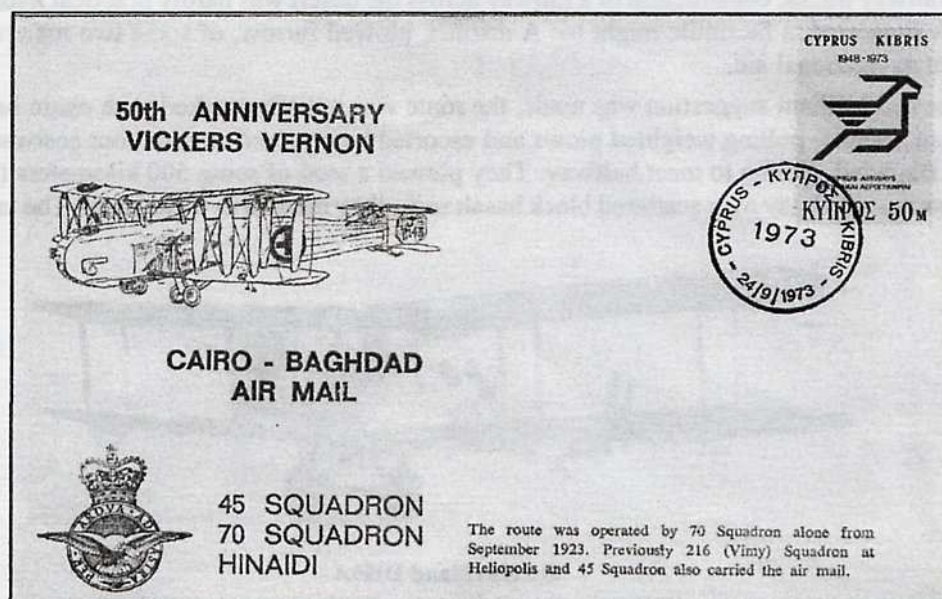
Crews on the Desert Airmail Service had to be all-rounders. The aircraft generally flew at no more than 2700 meters (under 9000'), which meant that engine failure would give them only a few minutes to glide—often steeply—down to an impromptu landing. Passengers often literally pulled their weight, too, irrespective of social status, by joining in to handle the gasoline cans should more fuel be needed. Fueling en route was a slow job at best, as the fuel had to be filtered through chamois to remove water and grit. Given the unwelcome local attention a landing aircraft could attract, visible for many kilometers in the treeless landscape and with another noisily circling overhead, there was ample incentive to get back into the air and away, for there were Bedouin along the route who resented the aircraft as intruders that frightened their herds.

At the end of 1926, the RAF handed over the Cairo-Baghdad route to Imperial Airways, formed two years earlier, for incorporation into their Britain-India service. Pilots continued to benefit from the Furrow, which was still clearly visible. The 1929 edition of Cook's *Traveller's Handbook for Palestine, Syria and Iraq* mentions that "the convoys meet the Cairo-Baghdad airmail track leading from Amman."

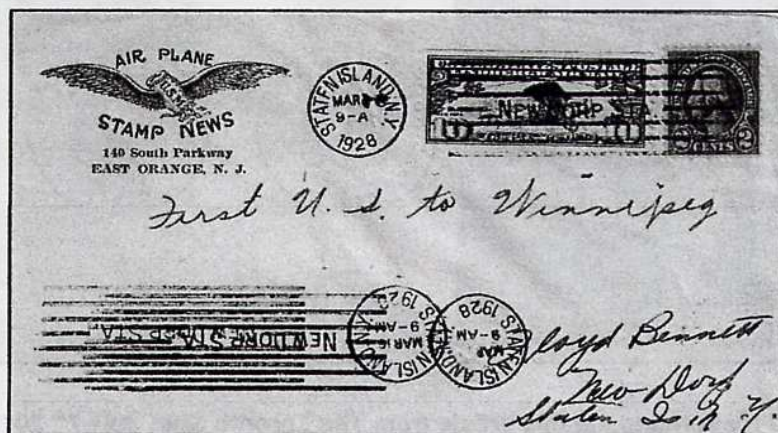
Alan McGregor

Alan McGregor was a reporter in Cairo from 1949 to 1962.

This article originally appeared in the *Saudi Aramco World*, March 2001, and was reprinted in the British Air Mail Society's *Air Mail News*. - For more information on the BAMS see www.britishairmailsociety.co.uk



HELPING EARLY PILOTS FIND THEIR WAY - In Winnipeg



The arrival of this cover illustrates the challenges faced by early pilots.

The cover was cancelled by the U.S. Post Office on March 16th 1928,, and handed back to Floyd Bennett to be carried on the flight to Winnipeg. It was therefore the first "official" U.S. Air Mail flight to Winnipeg.

Floyd Bennett was a celebrity at this time. - According to Wikipedia:

Bennett served with Richard E. Byrd on an aviation survey of Greenland in 1925, on which Byrd came to respect his ability as a pilot. Byrd named Bennett as his pilot for an attempt to reach the North Pole by air in 1926. Bennett was at the controls on May 9 as the two men made their attempt, in a Fokker Tri-motor called the *Josephine Ford*. They returned to their airfield in Spitsbergen on the same day. Although members of the European press were skeptical of their claim (because it seemed that the plane had been away from Spitsbergen too briefly to have reached the North Pole), Byrd and Bennett were lionized as heroes in America. Bennett received the Medal of Honor for this feat.

In March 1928 Floyd Bennett and Bernt Balchen flew a Ford Tri-Motor to Winnipeg to be fitted with skis, in preparation for Byrd's South Pole Expedition.

The *Manitoba Free Press* reported on March 30th 1928:

Hearty Reception For Big Plane and Famous Airmen

It also reported that Bennett and Balchen had missed the airfield then being used in St. Charles, and that:

Visitor Flies 20 Miles past St. Charles Field before Discovering Mistake

The airfield at St. Charles was replaced by a new airfield, Stevenson Aerodrome, which was opened on May 28th 1928. Some ways of finding the new airfield were described in an article in the *Western Canada Airways Bulletin* published on June 16th 1930:

Approaching Winnipeg by air from the south a direction marker may be seen on the Winnipeg Electric Company's gas tank which is located some 11/2 miles west of the junction of the Red and Assiniboine Rivers. The marker consists of an arrow 115 feet long, pointing towards the Stevenson Aerodrome. AIRPORT is painted in 15-foot letters and 3 M (miles) in 20-foot chrome yellow letters.

The Neon beacon on the Hudson's Bay Company Store is three miles east of the aerodrome. Another landmark is Polo Park Race Course, one mile S-E of the aerodrome, with its name prominent on the roof of the grandstand.

The north and south runway of the Stevenson Aerodrome of natural turf is about 2800 feet, while the east and west runway is about 2200 feet. Two large flood lights and a revolving beacon have been installed.

When the *Prairie Air Mail* service was inaugurated in 1930, it was equipped first with beacons, and then with radio beams, similar to those used in the United States by that time.

WHAT HAPPENED TO NUNGESSER AND COLI?



Thanks to MIKE SHAND for sending me this article from The Toronto Star, July 7th 2013:

ST.-PIERRE — The disappearance of two French aviators attempting the first, near-unthinkable flight between Paris and New York in 1927 is considered one of aviation's great mysteries and has inspired decades of hypothesizing.

A growing body of evidence, however, suggests that the aviators crashed off the tiny island of St.-Pierre, about 15 kilometers from Newfoundland.

It is a theory championed by Bernard Décré, who has committed the past five years to a full-time search for their single-engine biplane, L'Oiseau Blanc, or The White Bird.

"We just want to recognize that they accomplished a fantastic crossing," said Mr. Décré, 73, an expert mariner and communications executive who is now retired.

A nonstop flight from Paris to Newfoundland would have been the first between Continental Europe and North America, and the first Atlantic crossing from east to west.

At 5:17 a.m. on May 8, 1927, loaded with 3,800 liters of fuel - barely what the 5,800-kilometer journey was thought to require - the wood and-canvas L'Oiseau Blanc trundled down the grass airstrip at Le Bourget, outside Paris.

Seated side by side in the open cockpit, the aviators reportedly brought with them canned fish, bananas, rum and little else, concerned as they were with weight; they carried no radio, and the wheeled undercarriage was jettisoned shortly after takeoff.

In Manhattan, thousands had gathered to await the plane's arrival, newspapers reported. A water landing was planned beside the Statue of Liberty.

"They really needed to have a tail wind the whole way to make it," Mr. Décré said. "But these guys were gamblers."

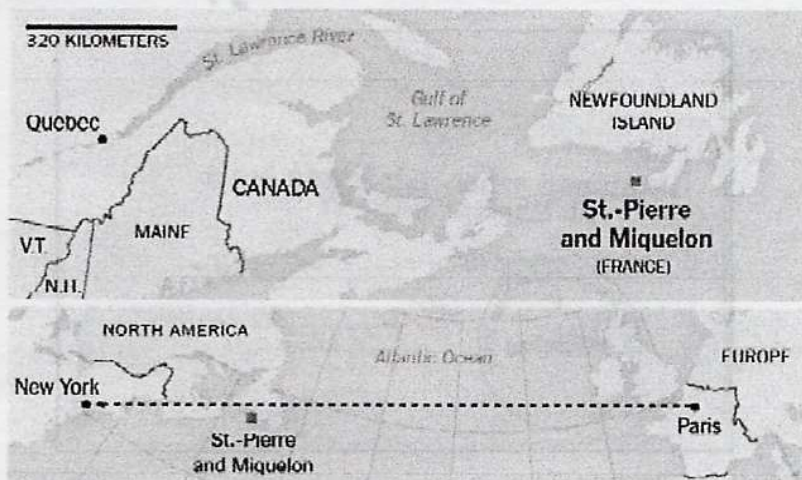
Like Charles Lindbergh, the two aviators were competing for the Orteig Prize, a \$25,000 reward for the first nonstop flight from New York to Paris, or vice versa.

Mr. Décré believes the French fliers — Charles Nungesser, an aristocrat and flying ace, and François Coli, a one-eyed mariner — were forced off course by storms over Newfoundland. With fuel running low after about 35 hours, the men attempted a sea landing off St.-Pierre, he contends, amid a heavy, late morning fog.

An expert mariner — he founded the Tour de France A la Voile, a major French sailing race — and a onetime communications executive, Mr. Deere' began his investigation in 2007 after reading novelist Clive Cussler's account of his own search for the plane in Maine. Mr. Décré has since combed archives in France, Canada and Washington and come repeatedly to St.-Pierre to scour the seafloor for the remains of L'Oiseau Blanc.

He has found records showing that 13 people saw or heard the plane heading south along the eastern coast of Newfoundland on the morning of May 9, along with at least four residents of St.-Pierre. A local fisherman, no longer living, used to speak of hearing a plane crash and cries for help, Mr. Deere said. Residents and sailors reported debris in the area shortly after L'Oiseau Blanc was missing, and other fishermen are said to have dredged up aircraft wreckage over the years.

Continued

WHAT HAPPENED TO NUNGESSER AND COLI? continued:

Mr. Decré was in St.-Pierre in May, equipped with a powerful magnetometer and a multidirectional sonar unit. (With backing from the local authorities, the French government and especially Safran, the aerospace and defense company, Mr. Decré's budget this year reached about \$200,000.) Three weeks of scans in about 55 meters of water turned up nothing, though.

St.-Pierre, despite its location, belongs to France. During Prohibition in America the island became a major hub for bootleggers, and it has been suggested that L'Oiseau Blanc was shot down by the United States Coast Guard, mistaking the French fliers for rumrunners.

At the National Archives in Washington, Mr. Decré found a Coast Guard telegram from August 1927 describing the apparent wreckage of a biplane wing floating off the Virginia coast. "It is suggested to headquarters that this may be the wreck of the Nungesser Coli airplane," it reads. That sighting would be in keeping with a crash off St.-Pierre, said Mr. Decré, who means to continue his search.

The local populace is skeptical. Serge Perrin, 56, shucking scallops on his boat, said of Mr. Decré's quest, "We never heard anyone talk about L'Oiseau Blanc before he showed up."

Scott Sayre, *The Toronto Star*, July 7th 2013

Editor's Note: an internet search in October produced no later news stories about Bernard Decré's search, so it would appear to have been unsuccessful.

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Crash Cover from Shelter Bay, February 1931



This unlisted Crash Cover was reported in the December 2011 Canadian Aerophilatelist, with the notes:

- Postmarked CARIBOO ISLANDS QUE FE 11 30. - Kevin O'Reilly has identified Cariboo Islands as a community on the North Shore of the St. Lawrence River in Quebec. It was renamed "Islets Cariboo" in 1933.
- Handwritten endorsement on left side, probably *par service aerienne* - It looks like the bottom left corner of the envelope has been crumpled and repaired, and the first three letters of *service* are covered up.
- Addressed to: Interprovincial Airways Ltd, Grand Mere. Que.
- Two line handstamp : **Damaged when Air Plane sank at Shelter Bay 17 2 30**
- Circular handstamp: DISTRICT SUPERINTENDENT OF POSTAL SERVICE QUEBEC FEB 28 1930
- Handwritten note: *Received March 1-30* and initials.

SHELTER BAY is one of the places at which mail was normally dropped by aircraft on the North Shore air mail service. So why would an aircraft sink there in February 1930?

Barry Countryman checked *The Montreal Gazette* from February 17th to 28th 1930, but found no mention of an incident in Shelter Bay.

Barry did, however, come across a book *Shelter Bay, Tales of the Quebec North Shore* by Harvey T. Smith, (McClelland and Stewart, 1964), which includes the following conversation as part of a story called "Merry Christmas":

"The plane's coming, Papa Pierre, the plane's coming! Everyone's pointing to the sky. See it? 'Way the other side of Three Mile Hill?"

"No, I can't see it."

"Look way up high. Higher than those terns. Over Rocky River —"

"Oh, I see it now. So that's what an airmail plane looks like. Why is it following the river? Why doesn't it come straight in, like a crow?"

" 'Cause the river's a landmark. Some pilots use compasses to know where to go, but the airmail pilots follow landmarks — mountains and lakes and rivers, like this one's doing, and trappers' huts and other places they know."

"How did you learn all that?"

"Mr. Rodman from Seven Islands told me. He taught me a lot of other things about planes, too. Mr. Rodman owns a plane — a Fairchild, same as the mail planes. He keeps it on the same field the mail planes land on."

"I know. He uses it in his fur-buying so he can visit the Indians while they're still trapping in the bush. That way he gets a couple of months' jump on other buyers who have to wait till the Indians come back home in the spring. He wanted to take me along one trip last winter, but you couldn't get me into one of those contraptions. Not for all the tea in China —"

Continued

CRASH COVER FROM SHELTER BAY, FEBRUARY 1931 research by Barry Countryman continued:

"Lucky *you* – wish he'd ask me. Another thing he told me, Papa Pierre. He said that next year the mail plane will arrive every week, 'stead of only six or seven times a year, like now. And that in a couple of years we'll get our mail by air every *day*, 'cause by then every town along the coast will have fields for planes to land on. Do you believe *that?*"

"I couldn't say, my boy – I've never so much as seen a plane close up, but it'll probably happen if Bill Rodman says so. There isn't much Bill doesn't know about aviation according to Father Garneau, who's flown the whole length of the coast with him."

"I wish the railroad would come all along the North Shore. Watching a train arrive would be more fun than watching an airplane. More to see for one thing, 'cause planes can land here only in winter when they have skis on, and half the time they can't even land then, unless the muskeg's hard and covered with snow. That's why the mail plane can't land today – there's not enough snow on the muskeg. Why *doesn't* the train come all the way to Shelter Bay 'stead of ending at Murray Bay?"

"Because the tracks only go as far as Murray Bay." "Do you think it will *ever* come to Shelter Bay?" "No telling. Who would ever have thought we'd see airplanes flying the mail to Shelter Bay? Anything can happen after that."

"Mother Superior told Théophile that by the time he's twenty-one there'll be a road all the way from Quebec to Seven Islands —"

"All the way from Quebec City? I doubt if Théophile will see that, even if he lives to be a hundred."

"That's what Mother Superior told him."

"Well, she should know what she's talking about – she has more book learning than most of the rest of us in Shelter Bay put together. Look at the way that plane's tipping over. That pilot's going to turn it upside down, sure as shooting, 'less he stops tipping it over like that."

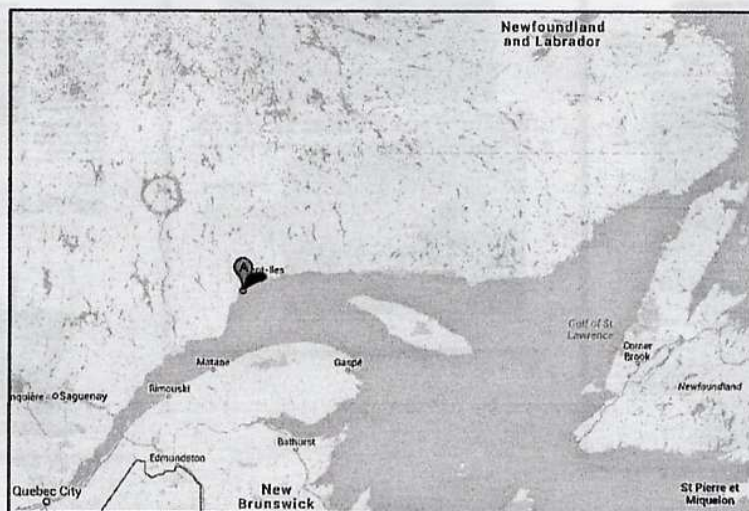
"You don't know much about flying, Papa Pierre. The pilot's doing that on purpose – banking, they call it."

From Shelter Bay, Tales of the Quebec North Shore by Harvey T. Smith, (McClelland and Stewart, 1964)

Barry commented that while he hated to rely on a fictional story, this raised the possibility that the plane, and crash cover, had sunk into the muskeg!

If anybody knows of another incident where this happened, or can provide any information regarding the hypothesis, please send it to the editor.

Thanks Barry.



SHELTER BAY is at "A" on the map above. SEVEN ISLANDS - now SEPT ISLES - is just east of Shelter Bay.

The Paul Magid Imperial Airways Exhibition Collection

The world-class gold medal exhibition collection precedent-setting in its depth and quality.

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FIRST AFRICA FLIGHT
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The flight covered some 1000 miles and was the first of its kind in the world. It was the first of its kind in the world. It was the first of its kind in the world.



Cover from Zurich to Naples, where it was off-loaded and forwarded by rail back to London. With various foreign postage stamps and a handwritten note.

IMPERIAL AIRWAYS
AND THE
EARLY DEVELOPMENT OF AIRMAIL SERVICE IN AFRICA

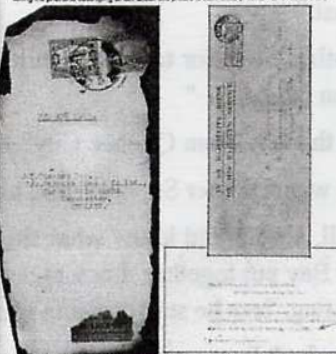
Using four flights and commercial mail, this exhibit traces the development of Imperial Airways' Africa service and its impact on the continent. It includes the first flight from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.

- 1) FORERUNNER PERIOD (1914-1917)** Covers the first flights from a very limited number of points, including the first flight from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.
- 2) EAST AFRICA SERVICE (1918-1921)** Covers the first flights from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.
- 3) LONDON-CAPE TOWN (1921-1922)** Covers the first flights from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.
- 4) YEARS OF GROWTH & DEVELOPMENT (1922-1927)** Covers the first flights from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.
- 5) CONNECTING ROUTES & FREEDOM SERVICES** Covers the first flights from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.
- 6) TRANSITION TO THE FLYING BOAT SERVICE (1927)** Covers the first flights from London to Africa in 1919, the first flight from Africa to London in 1920, and the first flight from Africa to Africa in 1921.



UNION AIRWAYS
SOUTH AFRICA'S FIRST AIR MAIL CRASH
NOV. 11, 1921

During a recent crash, a Union Airways mail plane piloted by CPT W. H. Davidson, crashed and burned on the 1st of Nov. 1921. The plane was carrying mail from Cape Town to London, including one from the Union Airways collection (photograph displayed above). The plane was carrying mail from Cape Town to London, including one from the Union Airways collection (photograph displayed above).



Remains of a mail plane crashed in the Union Airways collection (photograph displayed above). The plane was carrying mail from Cape Town to London, including one from the Union Airways collection (photograph displayed above).

Actual exhibit pages showing only a tiny portion of this monumental holding.

FIRST ATTEMPTED REGULAR AIR MAIL SERVICE
THE HANDLEY PAGE FLIGHT
FEB. 1920

On Feb. 15, 1920, Handley Page South African Transport Ltd attempted an air mail service between Cape Town and Johannesburg, carrying 422 letters, about 20 of which are known to have survived. After initial delays, the plane finally arrived at Johannesburg on the 17th, but crashed shortly after take-off. The mail was forwarded by rail to Johannesburg, and the company failed shortly thereafter.



Cover recovered from the crash site, which required the Air Mail endorsement, official CARRIED BY HANDLEY PAGE, and a red circular postmark reading Handley Page South African Transport Ltd. Air Mail. Forwarded in the context of a 1920 post of special charge for the air service.



The Pioneer
Converted Handley Page transport plane, which was used for the first attempted regular air mail service. It was a biplane with a high wing and a tail fin. It was used for the first attempted regular air mail service.

DISASTERS & DELAYS
FORCED LANDING IN THE DESERT
MAY 6, 1921

Flying in Africa could be extremely hazardous and the planes and airmen were often in jeopardy. These covers illustrate some of the major and minor disasters that plagued the airline during its years of operation between London and South Africa.



Cover posted May 2 and carried on service departing London May 7. On May 6 the aircraft, the Handley Page transport plane, was forced to land in the desert. The plane was carrying mail from London to South Africa, including one from the Imperial Airways collection (photograph displayed above).



CITY OF AIRMAIL
An airmail transport plane, which was used for the first attempted regular air mail service. It was a biplane with a high wing and a tail fin. It was used for the first attempted regular air mail service.

SIR ALAN COCHRAN
RETURN FLIGHT CAPE TOWN - LONDON
FEB. 26 - MAR. 11, 1920

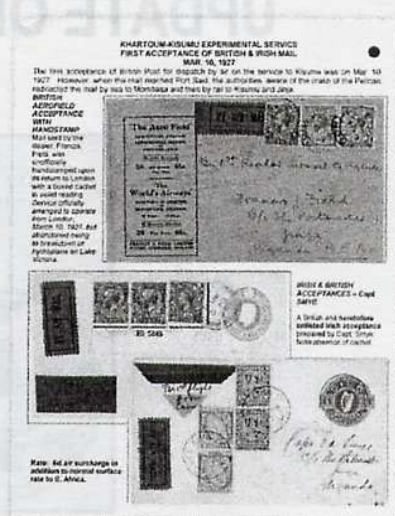
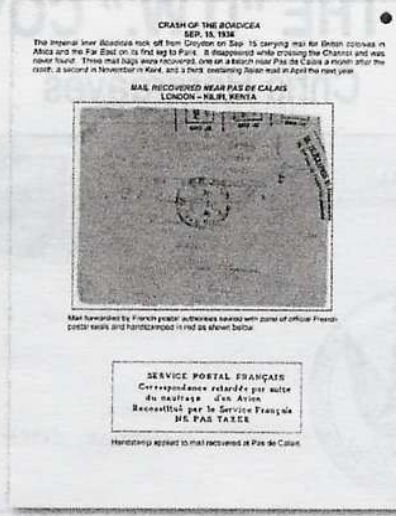
Cochran's return flight took place on the 26th of Feb. 1920, carrying the first mail back from South Africa to England. To commemorate the speed of air service, Cochran engaged in an air race with the 1920 South African Mail Train from Cape Town to London.



Cover posted Feb. 26 and carried on service departing Cape Town Feb. 26. The plane was carrying mail from Cape Town to London, including one from the Imperial Airways collection (photograph displayed above).



An Air Mail transport plane, which was used for the first attempted regular air mail service. It was a biplane with a high wing and a tail fin. It was used for the first attempted regular air mail service.



High Resolution Images of all lots in our December auction will appear on our website soon. We invite you to view and bid online.



In addition to the Magid Collection, our December 10-13 auction includes: Stanley Luft's Gold Medal Collection of "Alsace-Lorraine, 1870 to UPU" Thomas Caldwell Collection of Zeppelin Flights and Ephemera Plus many other valuable collections



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UPDATE ON THE "D.W." COVERS - Part 1

Chris Hargreaves



Cover 9. - Numbers refer to a specific cover, and remain constant from article to article.

What does "D.w." stand for?

Who applied the handstamp? When? Where? Why?

Review: The mystery of the D.w. handstamp was studied in two articles, in the September 2010 and June 2011 issues of *The Canadian Aerophilatelist*.

At one time the handstamp was thought to be a pilot's mark, but it turned out that for the Winnipeg - Pembina flight the pilot was A.E. Jarvis.

Another theory is that it is a private collector's mark, such as some people use in approval books. Trelle Morrow had seen a cover with the return address of W.C. Diment, Sintaluta, Sask, and suggested the D.w. endorsement might be that of Mr. Diment. However, it seems strange that a collector would place a mark partially over a stamp, when there was ample "white space" on the cover, as occurred on Cover 2 to Captain Emslie, shown on the front page of this journal.

Don Amos, who worked in the Winnipeg Post Office after World War II, suggested the handstamp was a Post Office marking that stood for "Delayed-Weather". But it seems odd that the Post Office would use a handstamp that just says "D.w.", as Post Office handstamps normally state the reason for which they are applied in full. People also questioned why there would be a marking for "Delayed Weather", when flights were also delayed for other reasons? Also, when abbreviations are used, the letters are normally the same size.

The two articles illustrated and studied 14 covers with the D.w. handstamp:

- All 14 covers were mailed between March 25th 1930 and February 22nd 1932.
- They were mailed by 3 or more people, (based on return addresses), in Canada (10), Germany (2), Newfoundland (1) and England (1).
- The covers were to 12 different addresses in 3 Provinces in western Canada: Manitoba, Saskatchewan and Alberta.
- 7 were Canadian First Flight Covers, 1 was a Newfoundland First Flight, and 1 had a Zeppelin cachet.
- Two were from the Amos - Siscoe First Flight to different addresses, and two were from the Winnipeg - Pembina First Flight to different addresses.
- There were covers from both legs of the Amos - Siscoe First Flight to the same address
- Two covers from different flights (and countries) were addressed to A.B. Stuart in Estevan.
- E. Symons in Rocanville was the addressee of Cover 9, and the return address on Cover 1.

It was also learned that Ihor Rudyk, a dealer in Calgary, once sold some Post Office facing slips with a D.w. handstamp on them.

The articles in *The Canadian Aerophilatelist* were followed up with articles in the *Jack Knight Air Log* of the American Air Mail Society, *BAMS News* published by the British Air Mail Society, and in *BNA Topics* of the British North America Philatelic Society. - A compendium of the articles is being posted on the CAS website at www.aerophilately.ca

These articles led to copies of more covers with the D.w. handstamp, which give more information about its use.

Continued

UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:**Cover 15**

This was received from Denny May who commented:

Here is another one!! Also mailed during the time period mentioned.

Similar to cover 12 but addressed to Bertha Crowhurst, Binscarth, Manitoba & backstamped there on February 4th.

We do know that this particular flight was delayed by weather. However that being the case, almost every cover flown between 1918 and 1939 should be similarly stamped - weather was rarely kind to pilots and planes.

I have to question, too, if this was the handstamp of a collector why were the locations different? - I have other covers with collectors personal stamps - usually on the back, but always in the same location. This suggests to me they were, in fact a P.O. marking for some reason.

The cover would have been flown from Winnipeg to Pembina on the First Flight, (which was delayed to February 3rd due to fog, but the covers had been postmarked in anticipation of the flight leaving on schedule), then been flown from Pembina back to Winnipeg, where it was put in the regular mail to Binscarth in Western Manitoba.

This is the third D.w. cover from the opening of the Winnipeg - Pembina air mail route. But over 17,000 covers were carried on the First Flight, and most didn't get a D.w. handstamp.

**Cover 16**

From Neil Hunter, who commented:

Here is my only example which is a Commercial Cover that would likely be of no interest to a collector.

The cover is postmarked WINNIPEG 2AM May 11 1931, and is addressed to Vancouver.

It is the first example of a D.w. cover sent to British Columbia.

**Cover 17**

From David Reynolds in New Zealand, who thinks it came from an auction in Melbourne about 1998.

It is a First Day Cover for the 6c overprinted air mail stamp. (Scott c3.)

Postmarked WINNIPEG 7AM FEB 22 1932.

David notes in his write up that: "Prairie Air Mail Service Westbound left Winnipeg 21.00hours arrived Regina 23.40"

The cover is backstamped JANSEN FEB 23 32 SASK.

Continued

UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:**Cover #18**

This cover was purchased on eBay from a seller in Texas. - It is another c3 First Day Cover, like cover #17, but was postmarked later in the day: WINNIPEG 9 AM FEB 22 1932. There is no backstamp.

This cover is almost identical to Cover #2, (on the front cover of this issue), which was also addressed to Captain Emslie in Calgary, and was also postmarked WINNIPEG 9 AM FEB 22 1932

However, I also have in my collection two other c3 First Day Covers from Winnipeg, neither of which has a D.w. handstamp - one is to Lethbridge, Alberta - postmarked WINNIPEG 7 AM FEB 22 1932 ,

backstamped LETHBRIDGE 11.30 PM FEB 23 1932

- the other is to Regina, postmarked WINNIPEG 12.30 PM FEB 22 1932, no backstamp.

My thanks to Dale Speirs and Gray Scrimgeour for sending me some information about Captain Emslie to whom Covers 2 and 18 were addressed:

Captain Emslie was a stamp dealer, who started in Edmonton, and then went to Calgary in 1930. He was the first full-time stamp dealer in Calgary, and traded under the name Emslie & Co. He was an early member of the Calgary Philatelic Society (founded 1922) and was elected Honourary Life Member #4 in 1937. In the mid 1940s he wound up in Vancouver.

Gray added that, "a couple of BC friends remember buying from him about 1945."

**Cover #19 - From Jim Miller in B.C.**

The cover is postmarked CHATHAM 8.30 AM JUN 7 1930 ONT and addressed to Yorkton, Saskatchewan

All the D.w. covers so far have been mailed during the period in which the Prairie Air Mail Service operated: March 3rd 1930 to March 30th/31st 1932.

The Prairie Air Mail service initially operated a nightly service between Winnipeg and Calgary via Regina, Moose Jaw, and Medicine Hat; and a daytime service between Regina, Saskatoon, North Battleford and Edmonton. Lethbridge was added in January 1931.

There were no airmail flights south or east of Winnipeg, until the Winnipeg - Pembina route opened in February 1931, connecting the Prairie Air Mail Service with the U.S. airmail system.

Since cover 19 was mailed in Ontario on June 7th 1930, it would have arrived in Winnipeg by rail, and then been flown to Saskatchewan.

Continued

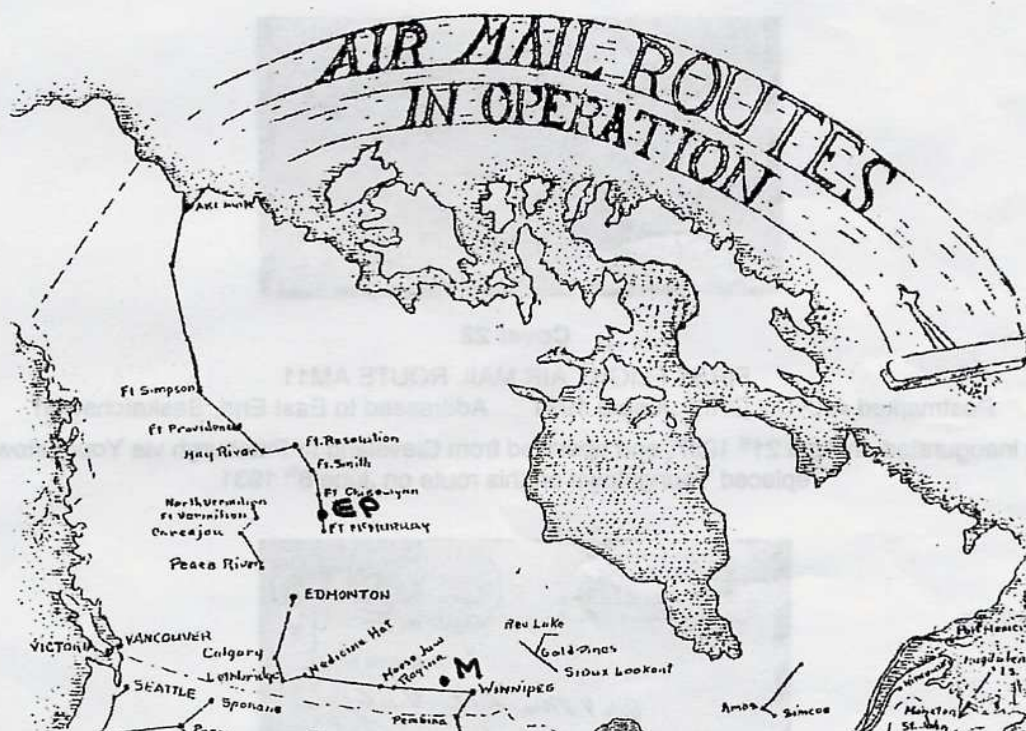
UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:

Cover #20 - From the collection of Murray Heifetz.

**First Flight Cover from Embarras Portage to Fort Chipewyan. Postmarked EMBARRAS PORTAGE DE 17 31
Addressed to Minnedosa, Manitoba. Backstamped MINNEDOSA January 1st 1932.**

The routing of this cover is intriguing.

In May 1931 the Canadian government had begun cutting air mail services to save money during the Depression. In August the routing of the Prairie Air Mail Service was changed. Instead of separate routes from Winnipeg to Calgary, and from Regina to Edmonton, there was now a single route from Winnipeg via Calgary to Edmonton. - The new route, and most of the Canadian airmail network, can be seen on the map below, which was part of a pamphlet distributed by the Edmonton Post Office in September 1931,



Embarras Portage was added as a new Post Office on the Fort McMurray - Aklavik airmail route in December 1831.

Cover 20 would have:

- flown north on the First Flight from Embarras Portage [EP on map] to Fort Chipewyan.
- flown south from Embarras Portage to Fort McMurray.
- travelled by train to Edmonton.
- flown to Winnipeg.
- travelled by train to Minnedosa, [M] which is approximately 200 kms west of Winnipeg; 400 kms east of Regina.

Continued

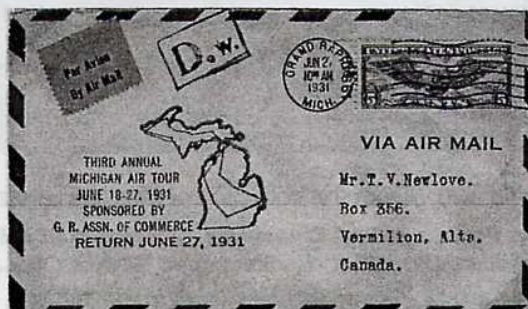
UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:

The following four covers were all mailed in the U.S.A. - Their routes can be traced on the map on the next page.

They would each have travelled:

- by US air mail routes to Chicago
- flown from Chicago via Minneapolis, Fargo and Pembina to Winnipeg
- then flown west from Winnipeg on the Prairie Air Mail service.

The Illustrations for covers 21, 22 and 23 were sent to me by Murray Heifetz. Cover #24 is from Kevin O'Reilly.

**Cover 21**

THIRD ANNUAL MICHIGAN AIR TOUR JUNE 18-27, 1931
 SPONSORED BY G. R. ASSN OF COMMERCE RETURN JUNE 27, 1931
 Postmarked GRAND RAPIDS June 27 1931 Addressed to Vermillion, Alta.

**Cover 22**

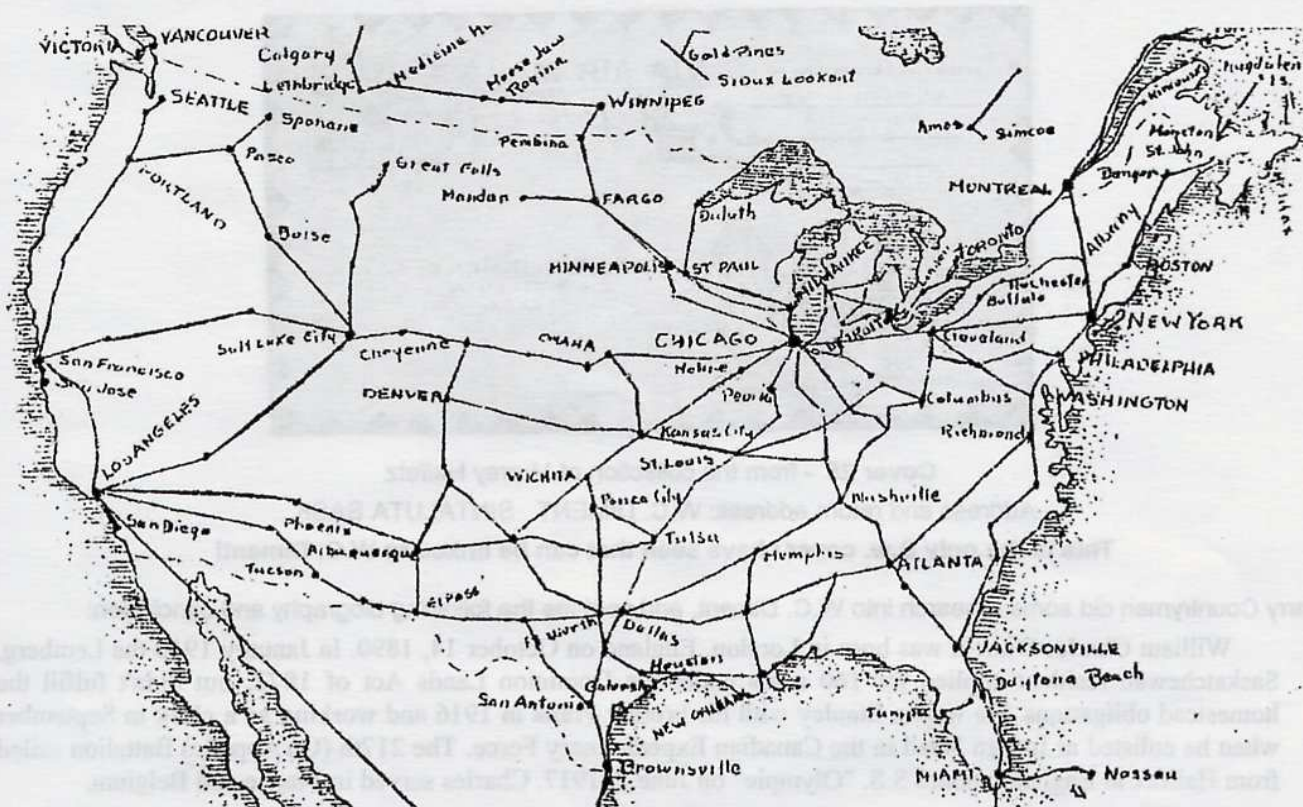
FIRST FLIGHT AIR MAIL ROUTE AM11
 Postmarked AKRON OHIO June 8 1931 Addressed to East End, Saskatchewan
 AM11 was inaugurated on April 21st 1927, and operated from Cleveland to Pittsburgh via Youngstown. - Akron replaced Youngstown on this route on June 8th 1931.

**Cover 23**

Postmarked LONG BEACH CALIF JUL 23 1931
 Addressed to Moose Jaw, Sask.

This is the only example I've seen with two strikes of the D.w. handstamp.

Continued

UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:

Southern part of the map produced by the Edmonton Post Office in September 1931.

**Cover 24**

Postmarked CLEVELAND.OHIO 5 JUN24 1.30PM 1931

Addressed to: Flying Officer Louis H. Brooks, Cormorant Lake, Manitoba

Endorsed at bottom left: Mile 42 Hudson Bay Railway Please Forward

Kevin O'Reilly wrote that: "I've attached a scan of that mysterious D.w. marking, on an incoming airmail cover from the US to an RCAF pilot doing aerial survey work in northern Manitoba in 1931. There are no backstamps or transit markings. It looks like the D.w. and "Via Air Mail" markings were applied at the same time using the same violet ink."

Cormorant Lake is shown by the star on the map above. In the summer of 1931 there was also a Canadian Airways Ltd. aircraft stationed there, as part of the company's forestry patrol contract with the Manitoba Government.

Continued

UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:**Cover 25** - from the collection of Murray Heifetz

Address and return address: W.C. DIMENT SINTALUTA SASK.

This is the only D.w. cover I have seen that can be linked to W.C. Diment!

Barry Countryman did some research into W.C. Diment, and sent me the following biography and conclusion:

William Charles Diment was born in London, England on October 14, 1890. In January 1910 the Lemberg, Saskatchewan resident applied for 160 acres under the Dominion Lands Act of 1872, but didn't fulfill the homestead obligations. He was in Stanley with his brother Frank in 1916 and working as a clerk in September when he enlisted at Indian Head in the Canadian Expeditionary Force. The 217th (Qu'Appelle) Battalion sailed from Halifax to England aboard S.S. "Olympic" on June 2, 1917. Charles served in France and Belgium.

On November 1, 1923 he married Vera Nellie Luker. They had 2 sons and 3 daughters. Charles was the assistant postmaster in Sintaluta 1923-37, then postmaster till retirement in 1956. Sintaluta is about 85 km east of Regina. The usual duties of a prominent citizen: town council, Anglican church warden, Master of the Orange Lodge. After retiring on his 66th birthday Charles and his wife moved to Regina, where he died on February 12, 1970.

I originally researched W.C. Diment of Sintaluta, Saskatchewan in case he died at a relatively young age, thus unable to stamp a monogram on these air mail covers when they eventually came on the market. Although he died at 79 I don't believe it's his "D.w." marking; he used the name Charles; no stamp collector would cancel a stamp (Cover 2) he/she might need for an album or for trading.

There was considerable discussion as to whether the D.w. handstamp was above or below the postmark, when this cover was included in a presentation during last year's Day of Aerophilately in Toronto.

Although only a photocopy of this cover was available, the actual cover #9 (shown on page 18) was also part of the presentation, and was examined by many people.

The meeting was held at the Vincent Greene Foundation, and Garfield Portch very kindly examined Cover 9 using the Foundation's newly acquired *Foster & Freeman VSC6000/HS Video Spectral Comparator*. This is a very impressive piece of equipment, that can examine material under very high magnification, and/or using an extremely wide range of wavelengths of ultraviolet, infrared and filtered visible light. (There's a neat video describing the VSC6000 at http://95.131.69.196/~darrenc/video/V6_Demo.wmv)

However, the results of the analysis depended on which part of cover #9 one looked at!

On the screen of the VSC6000 the handstamp was changed to a bright pink, so that it stood out from the postmark. [A copy of this article with illustrations in colour, will be posted on the CAS website at www.aerophilately.ca]

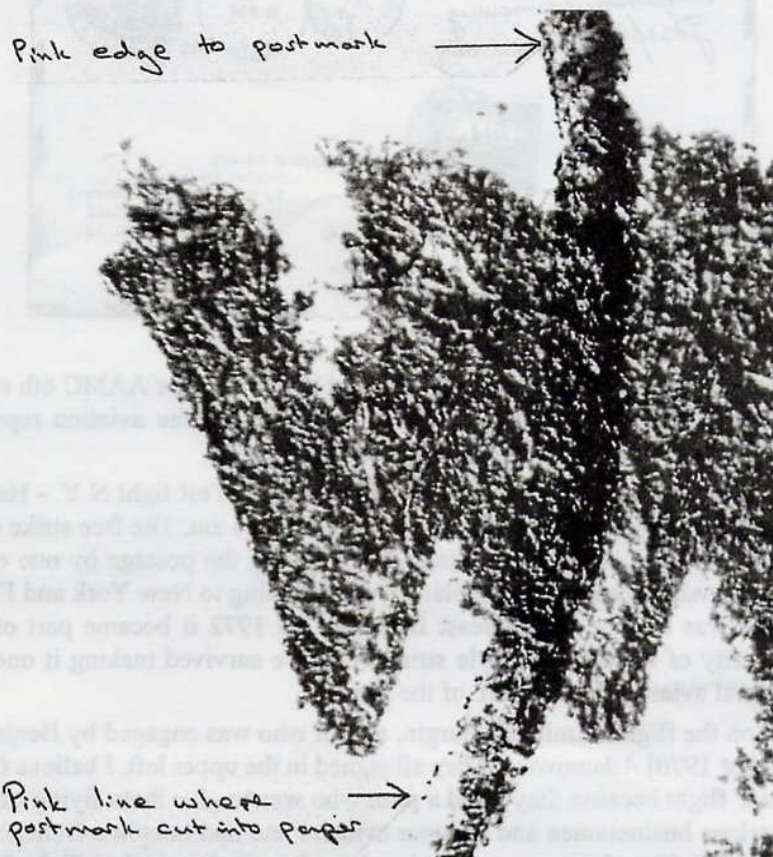
The postmark was also turned into different colours, and where the cancellations overlapped, it always looked like the postmark was over the D.w. stamp.

**Continued**

UPDATE ON THE "D.w." COVERS [Part 1] by Chris Hargreaves continued:

However, when the images were enlarged to extreme magnification, (about 200x the original size), there are places where one gets a pink outline around the edge of the postmark. There are also places where there are traces of a pink line where the edge of the postmark should be, but the ink isn't.

The explanation for this pink line seems to be that the postmark was applied first, and the edge of the postmark cut slightly into the paper. Later, the D.w. handstamp was applied on top of the postmark, at which time some of the pink ink was absorbed where the paper had been cut, and ran along the edge of the postmark.



Given the ongoing debate about other aspects of the D.w. covers, it seems ironic but fitting that a high tech analysis is also inconclusive!

TO BE CONTINUED

If anybody has comments about the new and/or old information about the D.w. covers, please send them to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

Many thanks to Ron Barret, Bill Beaudoin, Julian Burgess, Bas Burrell, William Cochrane, Barry Countryman, Bob Dyer, Don Fraser, Dave Hanes, Neil Hunter, Steve Johnson, Gord Mallet, Ed Matthews, Denny May, Dick McIntosh, Jim Miller, Trelle Morrow, Peter Motson, Kevin O'Reilly, Rick Parama, Garfield Portch, Derek Rance, David Reynolds, Gray Scrimgeour, Norman Seastedt, Mike Shand, Ken Snelson, Dale Speirs, Hans Steinbock, Mike Street, John Symons, Robert Timberg, John Tyacke, Peter Wood, and the late Murray Heifetz, for their contributions to this ongoing enquiry.

There will be a Powerpoint Presentation on
NEW ISSUES IN FORENSIC PHILATELY by Garfield Portch

during the Toronto Day of Aerophilately on Sunday on November 3rd,
at the Vincent Greene Foundation, 10 Summerhill Ave., Toronto. The meeting begins at 11.15am.

Everybody welcome. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

1933/34 - THE ADAMOWICZ BROTHERS

Ron McGuire



This is one of favourite covers because I can find no record in Harmer nor AAMC 6th edition to covers existing from this unsuccessful flight. The cover is addressed to Alfred Stuart, the aviation reporter for the New York American and Journal newspaper. Unfortunately, there are no backstamps.

Fortunately, it is indicated on the lower left of the cover as being a "Test flight N.Y. - Harbour Grace & Return". It is postmarked with a Brooklyn, New York duplex, 4 August 1933 at 4 am. The free strike of the Harbour Grace 10 August 1933 CDS and another tying the 4-cent Gilbert [underpaying the postage by one cent] confirms the cover arrived and survived the crash which prohibited the plane from returning to New York and Floyd Bennett Field from where it left. This air field was located in southeast Brooklyn. In 1972 it became part of the Gateway National Recreation Area. The majority of the art deco style structures have survived making it one of the largest and best representations of commercial aviation architecture of the period.

There were three men on the flight. Emile H. Burgin, a pilot who was engaged by Benjamin [1898 - June 1979] and Joseph [1893 - November 1970] Adamowicz. They all signed in the upper left. I believe this flight may have been more of a 'training' than 'test' flight because they hired a pilot who was to give them flying instructions. The brothers, born in Poland, were American businessmen and amateur aviators and had bought a Bellanca J300, they named the "City of Warsaw" for the flight. The plane was repaired and used again for another flight for which I think this one was to prepare them for flying themselves. The latter left New York on 28 June 1934, the next year, again via Harbour Grace where they departed at 5am on the 29th. They encountered difficulties over the ocean but eventually landed near Caen, France on the 30th. On 1 July they went on to Paris and were forced to land in Germany because of a fuel leak, then continued on to Warsaw where they arrived on 2 July.

The Adamowicz brothers are on Wikipedia with a photograph of them and their plane being welcomed by a crowd at Warsaw air field. No Newfoundland mail is recorded although mail from New York was on the plane. Has anyone seen another cover from the 1933 unsuccessful flight, or any from the 1934 successful flight, considered to be the first across the Atlantic by amateur aviators?

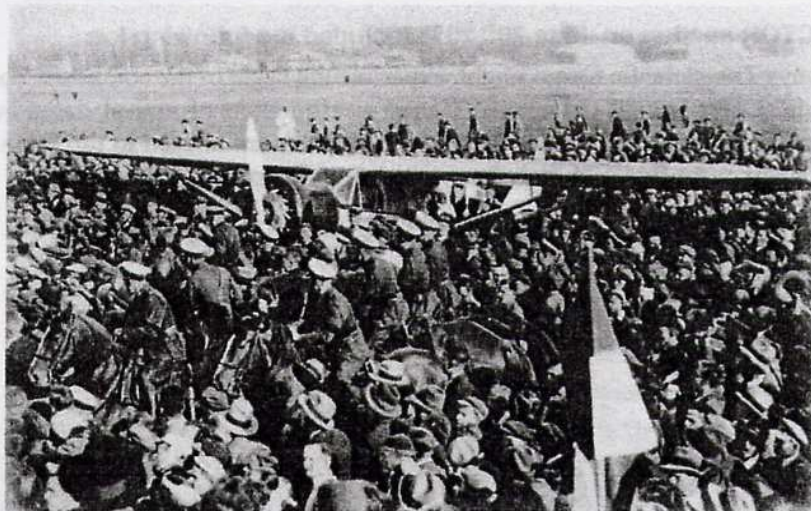
Ron McGuire

Brian Wolfenden

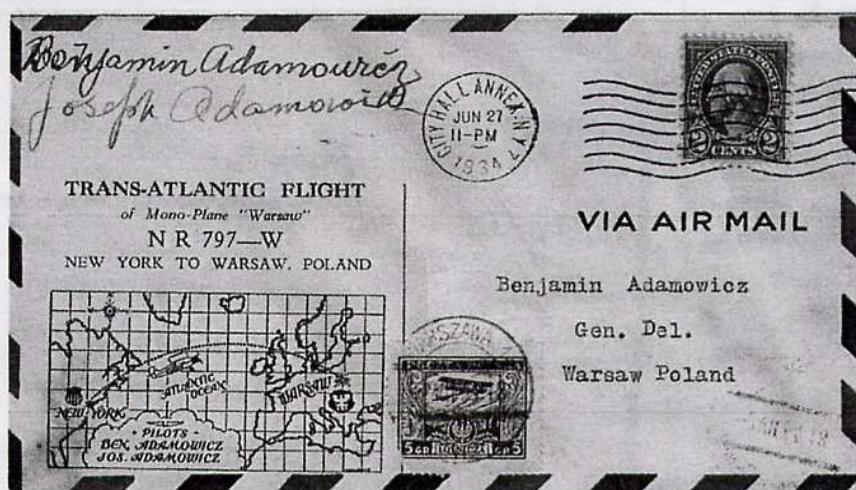
Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
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1933/34 - THE ADAMOWICZ BROTHERS by Ron McGuire continued:

Bellanca J-300 "City of Warsaw" (registration NR797W, c/n 3003) aircraft of Ben and Joe Adamowicz brothers in Warsaw, after their flight across Atlantic to Poland, July 2 1934.



Cover from successful flight, backstamped WARSZAWA 2 VII 34

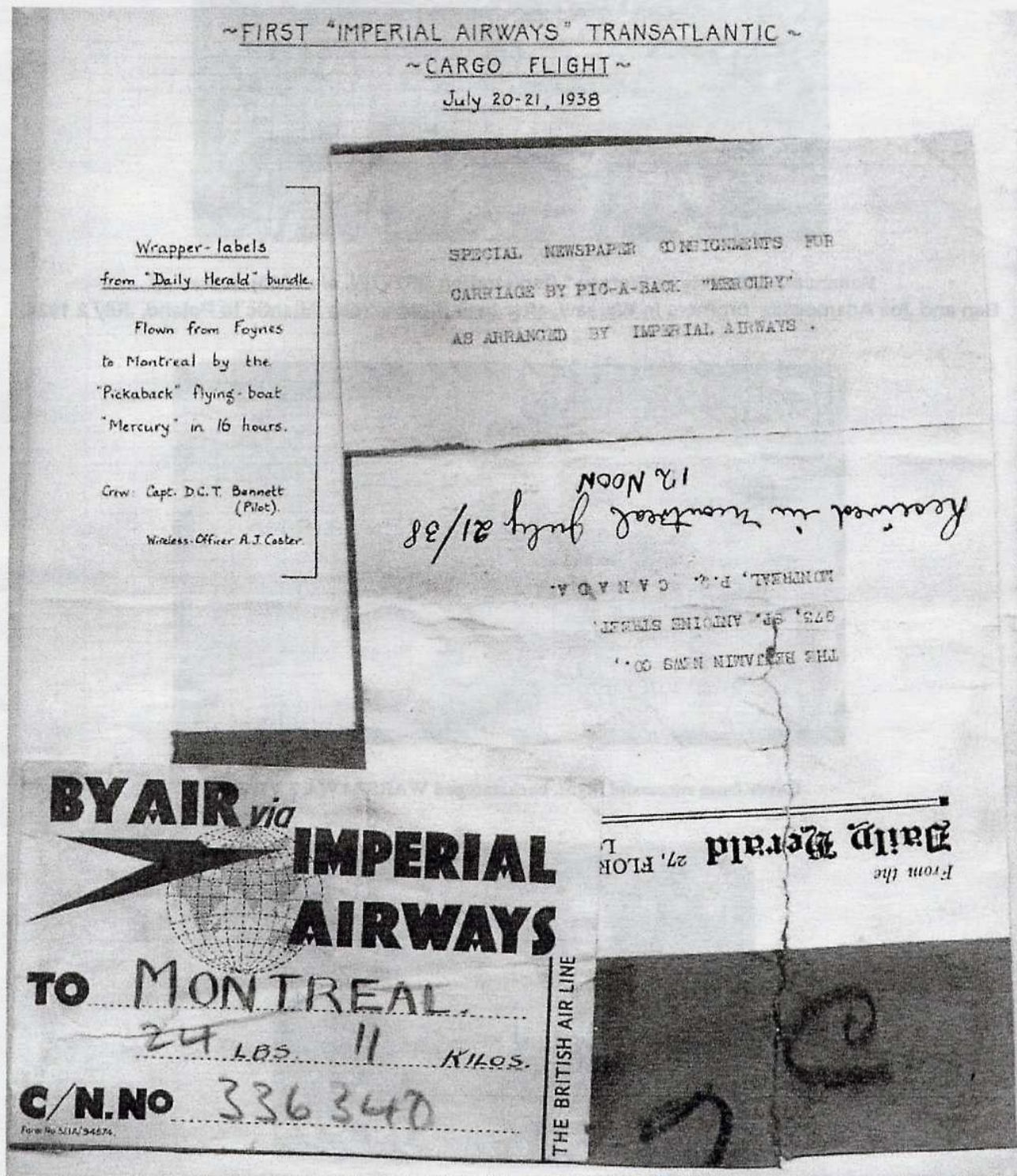


Brothers Ben and Joe Adamowicz (on photo sides) in Warsaw city council, after their flight across Atlantic, July 1934.

1938 "MERCURY" and "MAIA"

The AIRMAIL COLLECTOR auction on June 20th 2013 included the following lot:

First Imperial Airways Transatlantic Cargo Flight, experimental flight of the composite component 'Mercury', to USA and Canada, Daily Herald (Montreal) signed confirmation of arrival dated July 21, 1938. Also blue/dark blue Imperial Airways newspaper wrapper label. Both are affixed to the same card. Only official greeting and newspapers were flown. A truly scarce and significant item.



Continued

1938 "MERCURY" and "MAIA" AUCTION LOT - THE AIRMAIL COLLECTOR continued:*From the***Daily Herald**27, FLOR
L**ERIAL**

THE BENJAMIN NEWS CO.,
973, ST. ANTOINE STREET,
MONTREAL, P.Q. C A N A D A.

*Received in Montreal July 21/38
12 NOON*

Thanks to NEVILLE POLAKOW for sending me a copy of the item. - Neville described it as a "stunning item", and added that he had never seen it before. I agree with Neville.



AM28016

IMPERIAL AIRWAYS BASE, SOUTHAMPTON
'MAIA' (below) & 'MERCURY' (Piggy-back)
(Photograph: A. Breeze Esq.)

Pamlin Prints
Croydon CR0 1HW

For information on future AIRMAIL COLLECTOR auctions, see their website www.airmails.co.uk

FOLLOW UP:

Mystery handstamp on mail from Sudan to Canada

A question in the June 2013 journal asked about a feint handstamp on the front of the cover below, and whether it might be a Canadian censor cachet. The handstamp was described as follows:

"The only really clear bit is the large numeral '6', and a barely distinct 'May' which looks like part of a date."

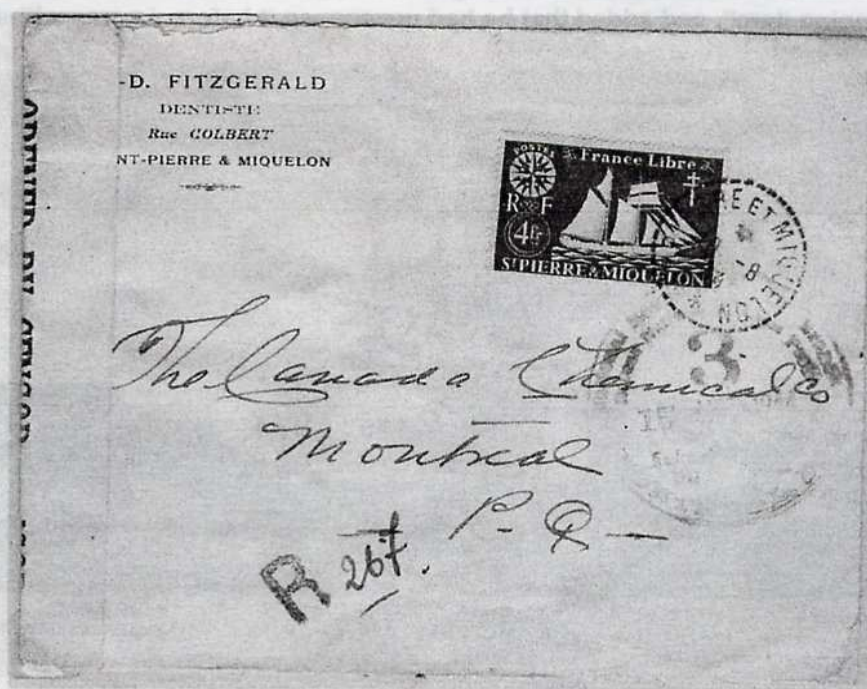


False colour image to accentuate mystery handstamp.

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

Jim Taylor responded:

I think the large "6 MAY" 1943 cachet is the "DUTY FREE" cachet of the National Revenue Postal Branch. I have several of these cachets - usually in coloured ink in my St. Pierre and Miquelon covers to Canada exhibit. I have attached an illustration of how the cachet was used on foreign mail. Under the Canada Foreign Currency Control Board letters were routinely picked out of the mail stream and censored for bank notes and other forbidden contents. The St. Pierre example is a large number "1". I have two similar strikes of other covers both with large a large "5" National Revenue cachets. Your cover appears to be a large "6" of the same National Revenue cachet series.



Thanks Jim.

SALES AND WANTS

All members are invited to send in details of items wanted or for sale to the editor. They will be published as soon as space permits, at no charge to the member.

Snowbird Covers



The 2013 Snowbird covers, flown over Parliament Hill, Ottawa, at noon on 1st July 2013, are now available.

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. 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.

Some of the Snowbird covers flown in previous years are still available. - Contact Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2 [bjinepean@trvtel.com] for more information.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist

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

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greeting to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by **November 15th**

Every seven weeks we offer 1,000's of worldwide lots in all sizes and price ranges. Whether you are looking for one single item or a whole carton full of stamps, you are sure to find it in one of our regular Mail Auctions.

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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)
OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

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

\$25.00 CDN for members Overseas, (or \$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

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.

#203 John H. Bloor
#242 Jacques Bot
#172 Ivan Burges
#271 Nino Chiovelli
62 Gary Coates
#433 David R. Crone
#304 James Davidson
#369 Hugh Delaney
#389 Barry Douch

#336 George B. Dresser
#406 Louis-Georges Dumais
#182 Robert Footit
#408 Don Fraser
#273 Denice Guimond
#319 Donald Kaye
#432 John Lewington
#381 Daniel Michaud
#350 Bill Pearce

#212 Harold J. Petoskey
81 Stephen Reinhard
#370 David G. Reynolds
#286 Jean Rowe
6 Ken C. Sanford
4 Michael Shand
9 Geoffrey Thompson
#379 E. Wall
#378 Owen L. White

(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.