



THE CANADIAN AEROPHILATELIST

#97

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

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993

E-mail: hargreavescp@sympatico.ca

WEBSITE - www.aerophilately.ca

SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ
VOUS ADRESSER À: PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3

December 2013

Volume XXIX, Number 4

ISSN-1181-9766

CONTENTS INCLUDE:

EXECUTIVE COMMITTEE, CAS CALENDAR and REPORTS

PAGE:

2

CANADA OFFICIAL POSTAL GUIDE

and

The Postal Bulletin

Published daily, except Saturdays, Sundays, and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

VOL. LV

WASHINGTON, WEDNESDAY, JANUARY 24, 1934—Two Pages

No. 16343

CANADIAN POSTAL GUIDES and U.S. POSTAL BULLETINS now available on the internet

5

Season's Greetings

A variety of items from many contributors, including:

The Beginning of Airmail, 1784 - Donald Holmes

Northern Air Service, 1925 - Alastair Bain

A Mystery Snowbird Cover From 1951 - Gord Mallett and Ron Miyanishi

RENEWAL LIST - PLEASE CHECK! and MEMBERSHIP APPLICATION FORM

9

12

27

31

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

EXECUTIVE COMMITTEE and RESPONSIBILITIES

President: Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8
Telephone: 519 913 1834 E-mail: steverman@rogers.com

Tony Hine, 125-720 King Street West suite #109, Toronto M5V 3S5
Telephone: 416 649 7045 E-mail: tonyh6@gmail.com

Secretary-Treasurer: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
Telephone: 613 226 2045 E-mail: binepean@trytel.com

Western Chapter Representative: Dave Brown, P.O. Box 1683, Grand Forks, BC V0H 1H0
Telephone: 250 442 2744 E-mail: dgbrown_id@shaw.ca

Members at Large: David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A.
Telephone: 859 462 6995 E-mail: decrotty@yahoo.com

Walter Herdzyk, 104 Cantrell Drive S.W., Calgary, Alberta T2W 2M6
Telephone: 403 238 7845 E-mail: herdzykw@telus.net

Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6
Telephone: 905 985 8848 E-mail: n.h.hunter@sympatico.ca

Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6
Telephone: 250 549 6896 Email: gdmall@telus.net

David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6
Telephone: 204 947 9904 E-mail: davidwhiteley531@hotmail.com

Past Presidents: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
Telephone: 613 389 8993 E-mail: hargreavescp@sympatico.ca

Major (Ret) R.K. "Dick" Malott, CD, 1275 Richmond Rd - Apt 610, Nepean, Ontario K2B 8E3
Fax: 613 829 7673 Telephone: 613 829 0280 E-mail: toysoldier@sympatico.ca

Webmaster - Steve Johnson Editor - The Air Mails of Canada and Newfoundland - Neil Hunter
Snowbird covers - Dick Malott Editor - The Canadian Aerophilatelist - Chris Hargreaves
Index to The Canadian Aerophilatelist - Gord Mallett

Revisions to *The Air Mails of Canada and Newfoundland*: For a Draft copy of Section 5: Government and Other Airmail Covers of Canada for peer review, please contact Dick McIntosh at mcintosh47@sympatico.ca or write to Dick at: 3 Concorde Place #205, Toronto, Ontario M3C 3K7

CAS CALENDAR

Western Chapter of the CAS - January meeting 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 - www.edmontonstampclub.com

The Western Chapter CAS will be 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

BNAPLEX 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

TORONTO DAY OF AEROPHILATELY - This annual event will be held in the Fall. 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

PRESIDENT'S REPORT

As I write this report here in London, I know we all dream about a White Christmas, but did all that snow have to come in November?!

New Years is a time of resolutions. Whether we keep them or not is another story. My philatelic resolution is to create a new areophilatelic exhibit for 2014. With that in mind, I should tell all of you of the great opportunity we have at ORAPEX 2014. Fellow CAS member, and president of the APS, Stephen Reinhard is scheduled to be on the jury panel. As an F.I.P. accredited judge, Stephen has a vast range of aerophilatelic knowledge and will be able pass his insights to all airmail exhibitors. I urge my fellow CAS members to consider entering an aerophilatelic exhibit!

CAS members Ernie Wall and Martin Cole are recovering from strokes. I would like to pass along best wishes for a healthy recovery to Ernie, Martin, and other CAS members with health problems.

My very best wishes to all during the Christmas Holiday Season and the very best in the New Year.

Steve Johnson

SECRETARY'S REPORT

Welcome to three new members:

Robert Willey of Omaha, Nebraska

Daniel F. Kelleher Auctions of Danbury, Connecticut

Eastern Auctions of Bathurst, New Brunswick

Brian Wolfenden

EDITOR'S REPORT

Thank you to everybody who commented about the problems they had encountered when updating to a new computer system, and for the offers of assistance! - It is consoling to know that it is not unusual for this to be a much more complicated process than it is supposed to be.

My thanks also to everybody who sent me items for this issue, or for other journals throughout the year. I am very optimistic that most members will receive this "Seasonal Special" issue in a timely fashion, before Christmas.

My New Year's resolution will once again be to try and get this journal published in the month of issue. Long time members will have read that resolution before! - We'll see what happens in 2014.

Season's Greetings and Best Wishes to all readers,

Chris Hargreaves

CONGRATULATIONS TO CAS EXHIBITORS

Sandy Freeman received an INTERNATIONAL VERMEIL for her:

DEVELOPMENT OF BOLIVIAN AIRMAIL SERVICE 1925-1945

at BRASILIANA 2013 in RIO DE JANEIRO BRAZIL

Walter Herdzik received the CAS BEST AIRMAIL EXHIBIT award for his:

Imperial Airways England-Africa First Flights 1931-1932

at CALTAPEX 2013 in Calgary.

NEWS AND LETTERS TO THE EDITOR

Re: Review of "The Italian South Atlantic Airline (L.A.T.I.)" by Martin Cusworth.

Please note a mistake in the review in the September 2013 *Canadian Aerophilatelist*. - LATI operated until 18 December 1941, when the last eastbound flight left from Brazil.

Ken Sanford

An Index of stamp values

Chris - A possible short piece based on the following for your next issue:

Index: Stanley Gibbons GB30 Rarities (legacy.stanleygibbons.com)

The story behind it: Launched in 2004 by London-based collectibles dealer Stanley Gibbons Investments, the index tracks the 30 most-sought-after rare stamps from Britain (starting in value at about \$33,000) on an annual basis. (The index was backdated to 1998 to give investors a longer-term perspective.) Its composition changes slightly each year, based on what is most in demand. "It's a rolling top 30," says Keith Heddle, a Stanley Gibbons spokesman. Values of stamps in the index are set by the prices they bring at auction and in private sales, plus opinions from philatelic experts. Stanley Gibbons also maintains a Commonwealth Rarities Index, tracking stamps from throughout the British Commonwealth.

Key item: An 1882 £1 stamp, showing Queen Victoria; it's valued at approximately \$275,000.

Performance: Up 288.7% since 1998; up 3.7% in past year.

Source: <http://www.marketwatch.com/story/index-investing-for-art-and-wine-1308590056631>

Cheers!

Pierre Vachon

I had an interesting discussion with Pierre about this index. - We wondered how the index accounts for commission and other fees involved in selling stamps, when the composition of the index changes? Ed.

International Exhibiting

Jim Taylor, the RPSC International Liaison Officer, has clarified the situation regarding LONDON 2015 EUROPHILEX:

The London Show is not a FIP International World Exhibition. It is a FEPA (Federation of European Philatelic Associations) Continental (i.e. European only) Exhibition. Canadian exhibitors have not been invited to participate in London 2015. - I quote the London 2015 IREX "The exhibition, LONDON 2015 EUROPHILEX, will be open to all philatelic associations that are members of FEPA". The RPSC is not a member of FEPA.

However, Canadian members of the Royal Philatelic Society London or other European affiliates may apply for exhibition space through the UK commissioner, John Jackson, whose details can be found at the London 2015 website www.london2015.net

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

INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES



The FISA website has been re-designed. - The new website can be seen at www.fisa-web.com

FABULOUS RESOURCES FOR AEROPHILATELIC RESEARCH

CANADA OFFICIAL POSTAL GUIDE

The Monthly Supplements to the Canada Postal Guide, from 1913 to 1932, are now available online at the Library and Archives Canada website, www.collectionscanada.gc.ca

These are a terrific resource, and include information on air mail routes, schedules, and rates.

The URL to go directly to the Supplements is:

<http://www.collectionscanada.gc.ca/databases/postal-publications/001033-100.01-e.php>

The Postal Bulletin

Published daily, except Saturdays, Sundays, and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

VOL. LV

WASHINGTON, WEDNESDAY, JANUARY 24, 1934—Two Pages

No. 16343

The U.S. Post Office postal bulletins are also now available online at www.uspostalbulletins.com

According to the website:

The Daily Bulletin of Orders Affecting the Postal Service, later *The Postal Bulletin*, and still later just *Postal Bulletin* (PB) and for the purposes of this web site, *U.S. Postal Bulletin*, was and is a publication of the Post Office Department (POD) and later the U.S. Postal Service (USPS). The purpose of this publication, which first appeared in March of 1880 and continues until the present, was/is to itemize and explain in great detail the services the Postal Service provides, to communicate the location of these services throughout the country, and to communicate the internal business of the Postal Service.

For decades the *U.S. Postal Bulletin* was published daily except Sundays and holidays, now every two weeks. Over the years this publication has produced well over 60,000 pages of content, most of which (1880 through 2013) this web site now makes readily available to the philatelic public. It is an incredible resource for a person who wishes to understand POD operations and policies, locations for its services, types and rates for services, processes by which it functions, etc. In other words it is a voluminous source of research information.

Users of this web site will find a fully searchable digitization of the *U.S. Postal Bulletin* from 1880 to 1971. They will be able to submit simple or complex inquiries, including "full text" searches, as every word in each issue has been OCR'd.

All the rate changes tabulated in the Domestic and International rate books of Wawrukiewicz and Henry Beecher are located there, as are the rules and regulations for all special services. Beginning circa 1925, first-day information and stamp descriptions became available. Information concerning the Universal Postal Union, CAM and FAM routes, first-flights, the Permit process, free franking, the international parcel post, official mail services, interrupted mail, stolen postal money orders, nondenominated stamps, and so on are found there in detail.

The website was created by the U.S. Postal Bulletin Consortium - a small group of individuals and a number of philatelic societies.

The major source of contributions to the endeavor was Tony Wawrukiewicz. There was also significant support from a number of societies, especially the United States Stamp Society, the Universal Ship Cancellation Society, the Mobile Post Office Society, the Postal History Society, and a few individuals. All these sources of funding have been particularly generous because they have all agreed that the final result should be universally accessible, and so it is. Michael Eastick, an Australian stamp dealer and software developer for the philatelic industry, developed the software necessary to make the numerous pages with their valuable information readily searchable.

Many thanks to TONY WAWRUKIEWICZ for creating the site, and to all the societies and individuals who supported it.

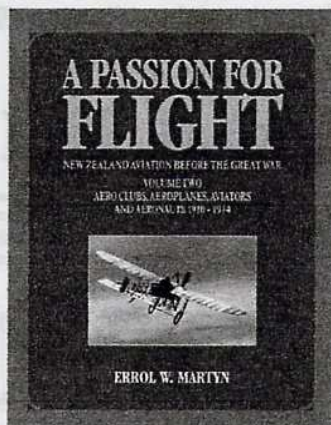
Thanks also to John Johnson for telling me about it.

In Memoriam - Norbert Krommer

Norbert passed away in Lindsay, Ontario, on September 24th 2013.

Norbert was one of the early members of the CAS. He described himself as loving "living" postal history, and was an active member of the International Philatelic Society of Joint Stamp Issues Collectors.

NEW BOOKS



A PASSION FOR FLIGHT: NEW ZEALAND AVIATION BEFORE THE GREAT WAR

VOLUME ONE: IDEAS, FIRST FLIGHT ATTEMPTS AND THE AERONAUTS 1868-1909

VOLUME TWO: AERO CLUBS, AEROPLANES, AVIATORS AND AERONAUTS 1910-1914

by Errol W Martyn

Both volumes are available from the publisher, Volplane Press, c/- Errol Martyn, PO Box 6482, Upper Riccarton, Christchurch 8442, New Zealand. Volume Two is priced at NZ\$77.90 to countries other than NZ and Australia. Volume One is \$NZ69.90 for addresses other than in NZ and Australia. The author can also be contacted at: errol.martyn@xtra.co.nz Payment may be made by Visa or Mastercard.

Reviewed by Alan Tunnickliffe

These two volumes (published in April 2012 and July 2013) are part of a trilogy. Volume Three, to be published late in 2013, will be entitled "The Joe Hammond Story and Military Beginnings 1910-14".

Several of the prominent people involved in the stories in these two volumes were North Americans, as is the major pilot, the subject of Vol. 3. Visiting balloonists (called "aeronauts") were often from USA or other overseas countries. Many countries in the world claim the honour of being where a powered flight in an aircraft took place and New Zealand is amongst the foremost of these. Many previous writers over the years have claimed that a New Zealand farmer, Richard Pearse, was the first in the world to make a powered flight, which took place on 31 March 1903, 9 months before the Wright Brothers. 31 March 1902 has even been claimed for this first flight. Errol Martyn, however, disagrees with this, and of course there are always arguments over the exact definition of "sustained powered flight". Each book in the series contains hundreds of photos of aircraft and pilots and overall more than 1500 people are included in the detailed indexes to people and places.

Both volumes contain voluminous notes detailing the sources used and there are several appendices listing patents, etc. Volume One has 184 pages and Volume Two has 320 pages.

I recommend both these two volumes as well worth reading by anyone interested in the history of aviation anywhere in the world. It is interesting to compare the stories of other countries than your own.

Alan Tunnickliffe

Swissair Special Flights of 20 September 1944: Postal History Perspective

by Charles J. LaBlonde.

36 pages, 8 ½ by 11 inches, card covers, saddle stitched, self-published by the author, Colorado Springs CO, 2013. ISBN 978-0-9742619-7-3, \$10 postpaid in USA and Canada by cash, check, or PayPal; \$20 postpaid elsewhere by cash or PayPal to clablonde@aol.com; or by mail to Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs CO 80921-3554 USA.

Reviewed by Alan Warren.

Collectors usually attribute the Swissair flights of September 20, 1944 to invented or created circumstances, which in a sense is true. However, the author provides the background that led up to these events and presents postal history aspects of the flights so that collectors can better appreciate what was accomplished.

Swissair was formed in 1931 with the merger of Ad Astra Aero and Balair. By 1939 it established several domestic and foreign routes and acquired and maintained a number of aircraft. In August 1939 Swissair service came to a sudden halt when Germany closed France and Germany to civilian air traffic. The airline decided to cancel both domestic and foreign flights, leaving a company requiring maintenance but having no income.

In 1940 some effort was made to furnish flights to Italy and Spain but these disappeared when Italy joined the war. Thereafter Germany permitted a limited amount of traffic to carry mail between it and Switzerland and then arrangements were made for Swissair personnel to perform repair and maintenance on German craft. This provided some income but the r&m was terminated at the beginning of 1944.

A business without income cannot survive and the prognosis for Swissair was very bleak. In August 1944 one Swissair flight from Zürich to Stuttgart resulted in loss of its DC-2 when it was mistakenly destroyed at the airport by an Allied bombing mission. However, the Swiss crew was saved and returned to Switzerland. A short time later another Swiss DC-2 landed at Stuttgart and the airport was again attacked. The neutral markings were observed and the DC-2 was not touched although the Germans suffered loss of life and severe facilities destruction. The Swiss plane and its crew returned safely to Zürich. The Zürich/Stuttgart route was abandoned August 16, 1944.

By September the Swiss Postal Telegraph and Telephone agency (PTT) came to the rescue of the airline. First a set of four stamps were issued September 1 consisting of three airmail values and a special 1.50 Swiss francs stamp all marking the 25th anniversary of airmail service in the country. The 1.50 CHF value was designated for a series of flights and could be used only on those flights on September 20, 1944. Twelve legs of service took place among Zürich, Bern, Lausanne, and Geneva.

Special directional labels for each leg, marked "Jubiläums-Postflug," were applied to covers that were prepared and mailed in outer envelopes to designated collection points. The 1.50 CHF stamp paid for delivery to domestic and foreign addresses. If registration was required, it was paid by any other Swiss stamps available at the time. Arrival handstamps within Switzerland were applied to the front of the covers, but neither the outgoing nor arrival cancels had any time designation.

Author LaBlonde illustrates one or more of these special September 20 covers for each leg, and provides an analysis of rates as well as the number of covers carried on each leg. In addition to registered mail some examples with express labels and the required postage are shown. Covers sent to Germany and elsewhere in Europe were censored, with few exceptions. Other destinations shown include Belgium, Netherlands, Hungary, Sweden, England, Morocco, and the United States. The routing and rates are analyzed.

An appendix reproduces the Swiss PTT announcement of August 22, 1944 that spelled out the requirements for these special flights. A bibliography of sources concludes this booklet that tells an interesting story of interest to Swiss postal history and aerophilately. The Swiss postal service saved the national airline and enabled it to prepare for resumption of postwar operation.



Alan Warren

Stamping Through Astronomy by Renato Dicatì

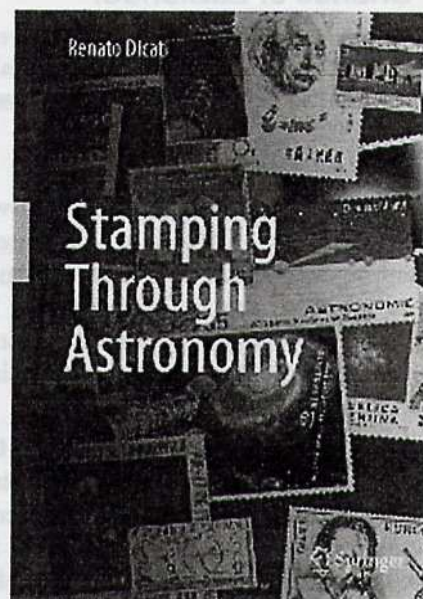
Stamps and other postal documents are an attractive vehicle for presenting astronomy and its development. Written with expertise and great enthusiasm, this unique book offers a historical and philatelic survey of astronomy and some related topics on space exploration. It contains more than 1300 color reproductions of stamps relating to the history of astronomy, ranging from the earliest observations of the sky to modern research conducted with satellites and space probes. Featured are the astronomers and astrophysicists who contributed to this marvelous story – not only Ptolemy, Copernicus, Kepler, Newton, Herschel, and Einstein but also hundreds of other minor protagonists who played an important role in the development of this, the most ancient yet the most modern of all the sciences. The book also examines in depth the diverse areas which have contributed to the history of astronomy, including the instrumentation, the theories, and the observations. Many stamps illustrate the beauty and the mystery of celestial objects: galaxies, nebulae, stars, planets, satellites, comets, and minor celestial bodies.

Since it first appeared in Italian in 2010, this book has been regarded as a milestone in the history of Astronomy philately.

The book is available through the main online sites

<http://www.springer.com/astronomy/book/978-88-470-2828-9>

http://www.amazon.com/dp/8847028280/ref=rdr_ext_tmb



Umberto Cavallaro

Proceedings of the First International Symposium on Analytical Methods in Philately Edited by Thomas Lera, John H. Barwis, and David L. Herendeen

Smithsonian Contributions to History and Technology, No. 57

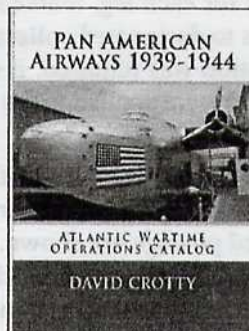
This volume showcases papers presented at the First International Symposium on Analytical Methods in Philately, hosted by the National Postal Museum in November 2012. Readers will find insights to research methods used across the entire spectrum of philatelic interests, from composition and physical characteristics of paper, to the chemistry and mineralogy of printing ink, to determining the genuineness of stamps, overprints and the uses of adhesives on cover.

This book is available in either hard copy or electronic PDF format at <http://www.scholarlypress.si.edu/>.

After 70 years, the veil is finally lifted!

PAN AMERICAN AIRWAYS
1939 - 1944
by David Crotty

The 442, full-color pages include five chapters detailing PAA operations and 350 pages of cataloged data from the University of Miami Richter Library's Pan American Airways Special Collection



Released in November 2013, this book is a must for all PAA collectors. Printed in English in an 8.5 x 11-inch format for easy reading and reference. Just \$70.00 plus shipping.

Order at: www.createpace.com/4166958

SEASON'S GREETINGS

AND A VARIETY OF ITEMS FROM MANY CONTRIBUTORS.

THE BEGINNING OF AIRMAIL, 1784

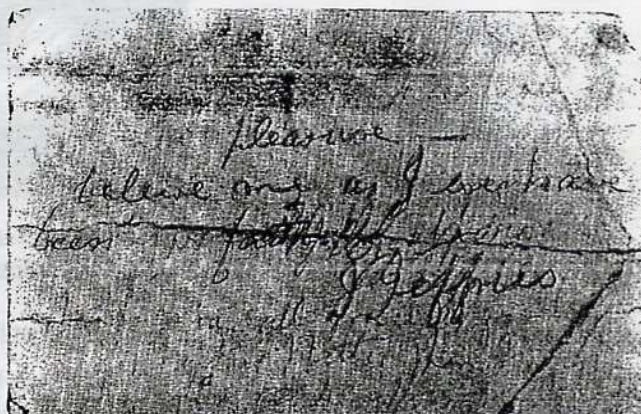
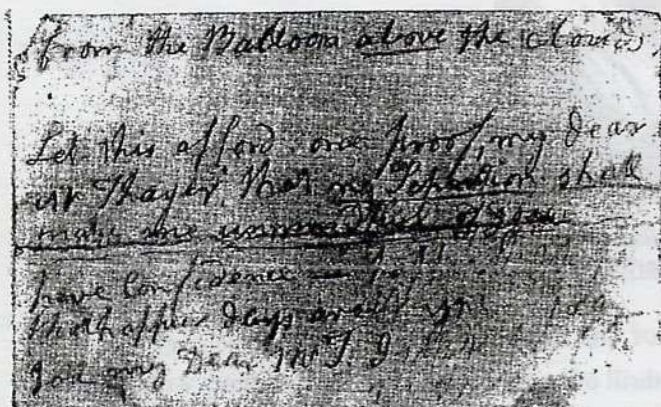
Donald Holmes

What is the oldest flown letter?

Other than ancient communications carried by pigeons, the oldest flown letter known is in a museum in the U.S.A., at my old school - Amherst College, in Massachusetts.

This missive is one of four to his friends dropped by Dr. John Jeffries of Boston, Massachusetts in November, 1784. - Jeffries had been taken aloft in England by the noted French balloonist Jean Pierre Blanchard, in order to make scientific observations of the atmosphere. They flew from London to Stone Marsh, Kent.

Later, on 7 January, 1785 the two men would become the first to fly across the English Channel in a balloon.



The document measures 3 1/4" x 4 3/4". It was addressed to a Mr. Arodie Thayer and later presented to Amherst College by a nephew, Thatcher Thayer, a member of the class of 1831. It is now preserved in Amherst's Snell Museum of Physics. This message is the only one of the four to have survived.

According to an article in *The Airman* magazine, July 1961:

Badly faded, stained and otherwise impaired, the original document posed numerous problems for restoration experts at National Archives in Washington, D. C.

The original message, the experts believe, was written in an ink made from pokeberries and widely used at the time of the flight. This ink will start fading relatively fast. After the writing had grown dim and, in places, less than legible, some individual in the past sought to preserve the note's text by tracing over Dr. Jeffries' script with lead pencil. Where words or phrases evidently had become almost indecipherable, this individual seems to have guessed at what the wording was originally and his surmises were not always correct.

Continued

THE BEGINNING OF AIRMAIL, 1784 by Donald Holmes continued:

After much study of the reproduction under magnification, the first-part of the message, as penned by Jeffries, appears to read:

from the Balloon above the clouds Let this afford some proof, my dear Mr. Thayer, that no Separation shall make me unmindful of you - have confidence - happier, I hope, much happier days await you - pray tell my Dear Mrs T. I salute her from the Skies.

The second portion is too indistinct for deciphering with any sustained accuracy until the word, "pleasure," before the closing subscription: "... believe me, as I ever have been, yours faithfully and affectionately - J. Jeffries." As for the obscured writing beneath the signature, the occasional letters, syllables or words discernible appear to be in Jeffries' hand. It is impossible to tell, however, whether these lines represent a postscript written aloft, or something in the nature of an endorsement added after the flight when Thayer showed Jeffries the note had been delivered.



An engraving of Dr. John Jeffries from *Wonderful Balloon Ascents* by F. Marion, published in 1870.
(www.archive.org/stream/wonderfulballona00mariuoft#)

The article in *The Airman* also included a description of the flight:

Despite the risky character of the ascent's start, then the thrill of being airborne for the first time, with the almost hypnotic attraction of the widening scene which London presented beneath him, Jeffries was not to be distracted. "I found myself perfectly collected," he wrote, "and began to attend solely to my first object . . . I had so many instruments to attend to."

The compass he soon passed to Blanchard and concentrated on monitoring the instruments which meant most. In both thermometer and barometer, the mercury began to drop. The sky into which the balloon climbed was cloudy, with murky patches of high fog. The ground, meanwhile steadily receded, until it seemed, in Jeffries' words, "to be falling from under us into some other world."

Then the balloon passed through a cloud field, "a lovely azure blue above us opening a very extensive prospect in all directions . . . the rays of the sun appeared very beautiful in their course . . ."

At 2:55 p.m., Dr. Jeffries emptied distilled water from a small vial, took his first air sample, and carefully resealed the container. This process he repeated as the balloon reached greater altitudes, until all seven vials in his kit had been filled with samples.

As the flight progressed Jeffries had occasional free time from his programmed schedule. During such intervals he "amused" himself by dashing off notes, four in all, to friends. This air mail went over the basket's side, a handkerchief attached to each piece to attract attention. The doctor was pleasantly surprised to learn later that three of the notes had been picked up on the ground, "kindly forwarded, and received by those to whom they were addressed."

THE BEGINNING OF AIRMAIL, 1784 by Donald Holmes (Article from *The Airman*) continued:

Shortly after 3 p.m., successively higher altitudes were being attained. Blanchard, complaining of the cold, pulled on a heavy cap. Jeffries, preoccupied with his observations, seems to have been oblivious that he might be feeling cold himself until Blanchard spoke.

The physician's first thoughts were for "a little dog I had taken with me." He saw the animal had "crumpled himself up at my feet, and began to shake and shed tears with the cold."

After compassionately caring for his "little dog," Jeffries realized that he himself was cold, bitterly so. His ears pained, and there was a 'ringing in them. Following Blanchard's example, he then donned "a fur cap, which in a great measure relieved me." Quite a swank flight helmet, that fur cap; it was of leopard skin and smartly styled.

The onset of savage cold had struck abruptly. In two minutes the mercury dove from a tolerable 29 degrees to zero. In the next two minutes it rebounded to 28.5 degrees, then before another minute elapsed it plummeted to zero again. These thermal gyrations occurred as the balloon approached maximum altitude, which calibrations determined as 9,309 feet.

Here was the moment of triumph, the attainment of airy heights never before reached by mere mortals, but Jeffries' matter-of-fact account makes it seem almost routine. The same holds true for the descent, except for the final few minutes which brought what he considered "the only real danger" of the whole trip.

After gas was valved off to start down, he and Blanchard first "refreshed ourselves with cold chicken, and drank a few glasses of wine to the health of our friends below us."

The flight ended at 3:59 p.m., on a marshy stretch of ground near Dartford. Dr. Jeffries calculated the airborne duration of the trip as one hour and 21 minutes.

Like the takeoff, getting the balloon back to terra firma brought a succession of tense moments. Grappling anchors, dropped to arrest progress, failed to hold in the soil. The basket buffeted its way roughly through tree tops, with much damage to the primitive steering equipment. Jeffries even strove mightily to halt further forward motion by grabbing big limbs, only to have them quickly torn from his grasp. Finally, enough people of the locality ganged up on the trailing landing ropes to bring the balloon down.

For this amateur ground crew, the occasion's prize souvenirs were morsels from the provisions uneaten in the flight. Jeffries found himself dividing leftover bread and chicken "almost into atoms among them; every one being eager to get some of that food which they had seen literally descend from the clouds."

As for himself, the physician felt both fatigued and feverish, conditions which he attributed to the severe cold at peak altitude and his more recent struggle of wrestling with the tree limbs. However, he reported, "a bowl of warm tea set me right, and I felt no further inconvenience than the soreness of my arms." All his instruments escaped damage; the only breakage loss was an air-sampling vial.

Back in London the next day, Jeffries began drafting his report to the Royal Society on the results of the first investigation of atmospheric phenomena personally conducted by man above the earth's surface. Subsequent analyses by the Society's experts of the data collected graded his work highly, and the scientific values it helped establish have since proved to agree closely with those found by modern methods.

Thanks Donald.

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!
www.brianwolfenden.com 203A Woodfield Drive, Nepean, Ontario K2G 4P2

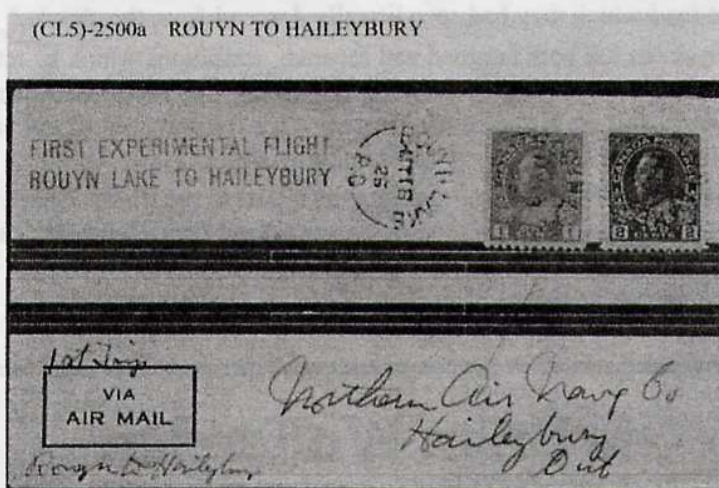
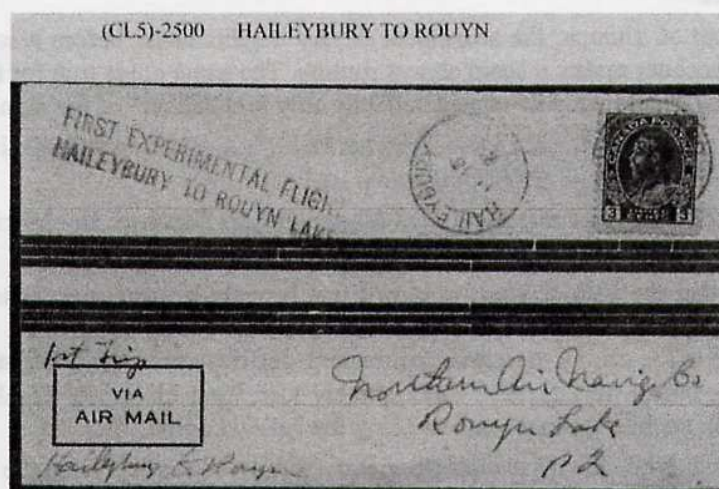
I will also have a table at the
OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE
at the RA Centre, 2451 Riverside Drive, Ottawa.

Jan. 12th, Feb. 9th, March 9th, April 13th, May 18th, June 8th,
July 13th, Aug. 10th, Sept. 14th, Oct. 13th, Nov. 9th & Dec. 14th

NORTHERN AIR SERVICE, 1925

Alastair Bain

After the demise of Laurentide Air Services in January 1925, the Northern Air Services Co. was formed in May, 1925 by B.W.Broatch, a former Laurentide pilot. Based in Haileybury, Ontario it acquired two of Laurentide's Curtiss HS-2L flying boats for the proposed service between Haileybury and Rouyn, Quebec. On 18 May, 1925 W.B.Broatch flew an experimental flight from Haileybury to Rouyn and return to see if such flights were practical. Eight covers were flown each way, making these covers some of the rarest covers in Canadian aerophilately. The photo of two covers, from my collection, shows one of the eight covers flown on each flight.



Regular air service started on 27 June, 1925 and continued five times per week until 22 October when one of the planes was destroyed by fire after the wing fabric ignited following an engine backfire. The loss of this aircraft caused severe financial problems for the Company and it had to shut down.

It would be interesting to find out how many others have such covers, to see if all sixteen still exist. Could anyone having a cover or covers please let the editor know. We will report the findings in a later issue

Best regards and cheers, Alastair Bain

MONTREAL AIRPORT MYSTERIES



Inscription bottom left: AIR MAIL POST OFFICE AT ST. HUBERT NEAR MONTREAL, CANADA

Addressed on back to: R. Green 3479 Davidson City No message.

BARRY COUNTRYMAN sent me a mint postcard like the one above, with a note that:

it shows the exterior of the St. Hubert Airport post office: mailbox signs read "Albany" and "Toronto". Judging by the bunting (and other cards in the unnumbered set) the occasion must be the Oct. 1st 1928 inaugural flights to the two cities.

I think Barry is correct, but if so, **why was the postcard above mailed in MONTREAL in 1932?** (The day is 16 - the month cannot be read against the black background.)

I've also received this cover from DON LUSSKY:



Postmarked MONTREAL 8AM Ap 8 (or 18) 30

3 line typed cachet:

DEDICATION MUNICIPAL AIRPORT MONTREAL, CANADA SPONSORED BY THE CHAMBER OF COMMERCE

Dick McIntosh looked into this cover, and informed me that:

The only airport around in 1930 was St. Hubert, which was operating from 1927. There was a year of preparations for the arrival of the R-100, which came on August 1st 1930. Dorval didn't open until September 1st 1941.

So: **what event does this cover refer to?**

If you can provide information on either of these items, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

Thanks to Barry, Don and Dick for these items.

First Flight Covers to Miss Gourley

David Reynolds



Recently I purchased a bundle of first flight covers at auction, sight unseen, and when they arrived was surprised to find them nearly all addressed as above on the left to Miss Gourley at Moncton. There are just on two hundred of them and quite often quite a bit of duplication. They span the period from July 1929 - 2939d to September 1935 - 3527c. Several of the 1929 are addressed to J.H. Harris who was the postmaster at Moncton but none after 1929. There are also two to Murray W. Shaw, Postal Staff Moncton; but thereafter L. Gourley reigns supreme as the recipient. Just about all of them are typed addressed as the one on the left. There are no 1930 or 1931 and the rest are 1932 through to 1935. There are none originating from points further west than Winnipeg.

I have just looked through my collection of FFC and there must be about a thousand of them from 1921 to 1970 but there are none addressed to Gourley. Lots of Roessler who is well documented, a large number of Resch and Schell in the 1930s, Yates in 1937, and Adolphi from Brandon in 1934. The Adolphi I have found out about. Their niece was a friend of my father's and it was their covers that started me collecting. It would seem that there is a whole field of research here that we need to catch up on before the trail goes too cold. So many of them did so much to promote the interest and it would be appropriate that we recognize them. On that note has anyone got covers addressed to Gourley? It would be good to know when she started and finished having them sent to Moncton and the extent of her activities. It almost seems as though the post office staff had a small sideline business going. Does anyone in or around Moncton know of her, it would be good to have some personal details. Another name that cropped up often was Dixon.

Maybe we can start a column in the journal to gather such information if our Editor agrees. In the meantime my email address is dgreynolds@farmside.co.nz and my skype contact is Reuben912.

Editor's Note: I'd be glad to run a column gathering biographies of people who produced First Flight Covers, and to receive information and/or questions.

CANADA REVENUES • DUCKS SEMI-OFFICIAL AIRMAILS

Lavishly illustrated ReveNews on request
or see in full color at

www.canadarevenuestamps.com

E.S.J. van Dam Ltd.

P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM



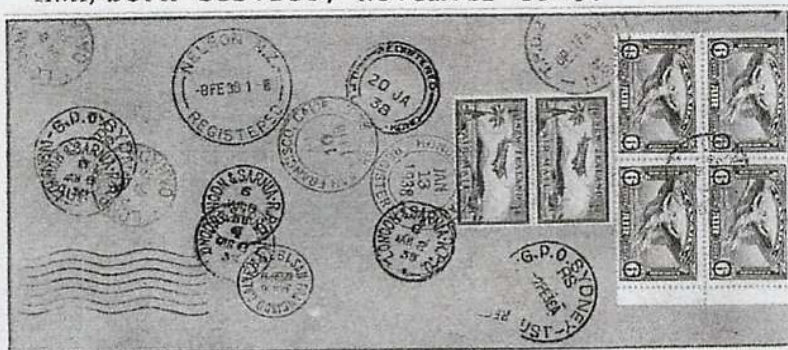
**TRIUMPH AND TRAGEDY: 75 YEARS AGO: PAN AMERICAN S-42B CLIPPER
FIRST OFFICIAL MAIL: NEW ZEALAND - USA (AND CANADA)**



NELSON NZ Dec 27 1937
San FRAN. Jan 6 1938
LONDON ONT. Jan 8 "
SAN FRAN. Jan 10 "
HONOLULU Jan 14 "
HONG KONG Jan 20 "
NSW TPO Feb 1 "
SYDNEY Feb 2 "
NELSON NZ Feb 8 1938

Mail left Auckland Jan 2 and was transferred to the Martin Clipper at Honolulu. Capt. Musick and the Sikorsky turned back for NZ but on take-off from Samoa, the plane exploded with the loss of all on board.

Regular mail, Canada - NZ did not resume till ANA/BCPA service, November 1946.



The Sikorsky at Samoa before fatal take-off.



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONTARIO CANADA
K2C 2H8



A VETERAN

SAN FRANCISCO.—(U. P.)—Capt. Edwin C. Musick, flight commander of the missing Samoan Clipper, has had a long and distinguished aviation career.

Capt. Musick, born in St. Louis, moved to Los Angeles with his parents when he was 9. He was a high school student when he built his first airplane, which crashed into a mud puddle from a height of nine feet on its maiden flight.

He first took up aviation seriously in 1913 when he enrolled in a commercial flying course. During the World War he was an instructor in the Army Air Corps.

EDWIN MUSICK

Capt. Musick is one of a few pilots in the world who is licensed to fly any kind of a plane. He became a member of the Pan American staff in 1927. He holds ten world's aviation records.

He is married, has no children.

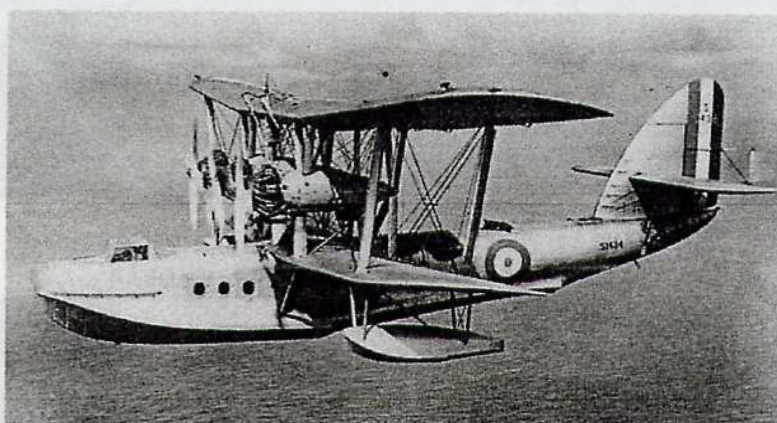
Seasons Greetings from Mike Shand

Flying The Furrow – Covers from Canada

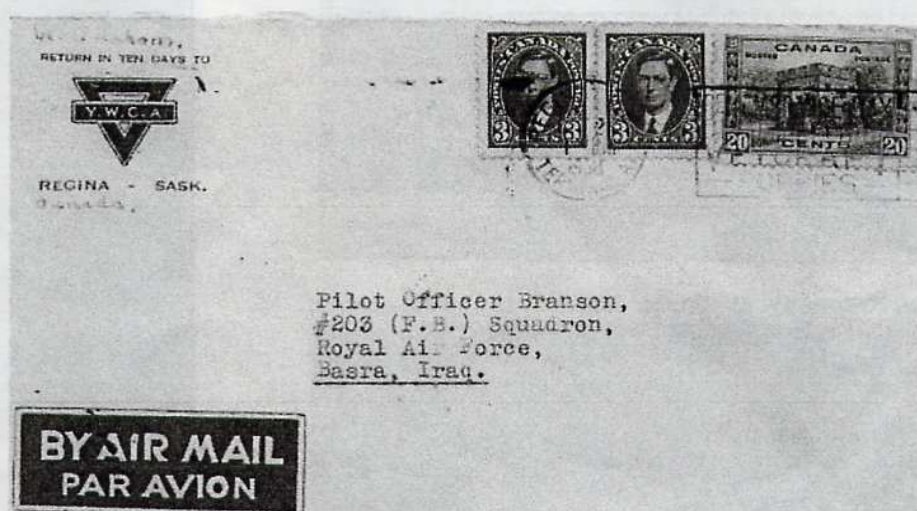
David Whiteley

Here are two covers from my collection, that flew on the Cairo – Baghdad route described in the September 2013 *Canadian Aerophilatelist*.

First Canadian acceptance for mail over the extension of the Cairo Baghdad service to Basra was announced in the *Monthly Supplement* to the Canadian Guide for Postmasters for February 1927



- 203 Squadron of the RAF serving in Iraq was equipped with the Short Rangoon developed from the Imperial Airways commercial airliner, the Calcutta. Powered by three Bristol Jupiter XI engines.



■ Imperial Airways London-Cairo-Baghdad-Basra
Regina, Sask. Oct. 21, 1938 to Basra, Iraq Nov. 8, 1938 b/s/ Maqil, Iraq Nov. 8, 1938 b/s. Rated 26c. Over paying the 25c rate by 1c.

- The reduced rate of 25c per half ounce introduced July 1 1935

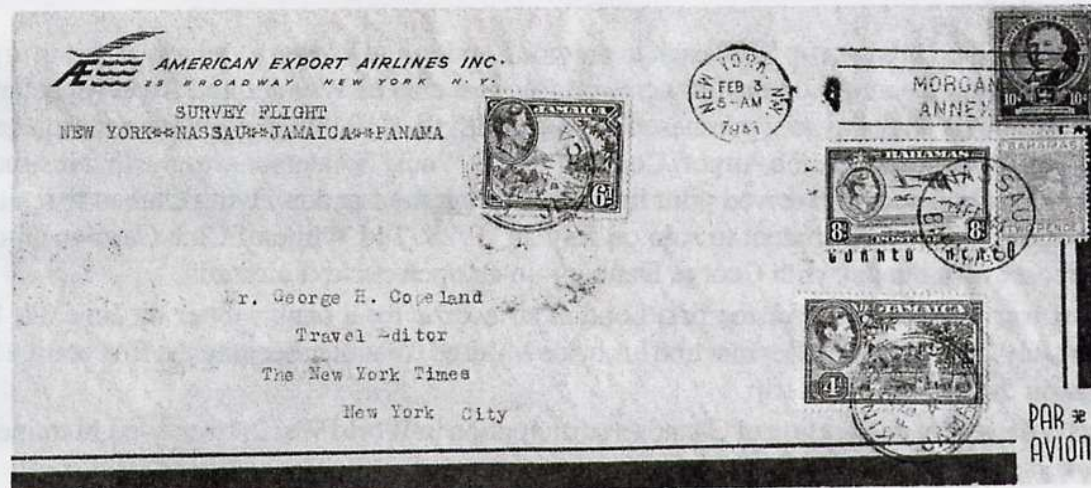
Continued

Flying The Furrow – Covers from Canada by David Whiteley continued:

- Imperial Airways London-Cairo-Baghdad-Basra
- Victoria, B.C. October 29 1938 to Basra, Iraq, receiver dated November 14, 1938 b/s and Maqil November 14 1938 transit.

Thanks David.

1941 American Export Airlines Inc Survey Flight



Dear Chris

Readers might find this of interest as attributable American Export Airlines covers are very hard to find:

A 3 February 1941 American Export Airlines Inc Survey Flight cover from New York to Panama, with transit marks from Nassau, 3 February, posted next day, 4 February, Kingston, Jamaica, arrival same day and Cristobal C.Z. Paquebot (!) cds for 6 FEB.

Believed to be one of 270 flown covers. How many have survived? Carried by the Consolidated Model 28-4 (PBY-4) NC 18997 'Transatlantic'.

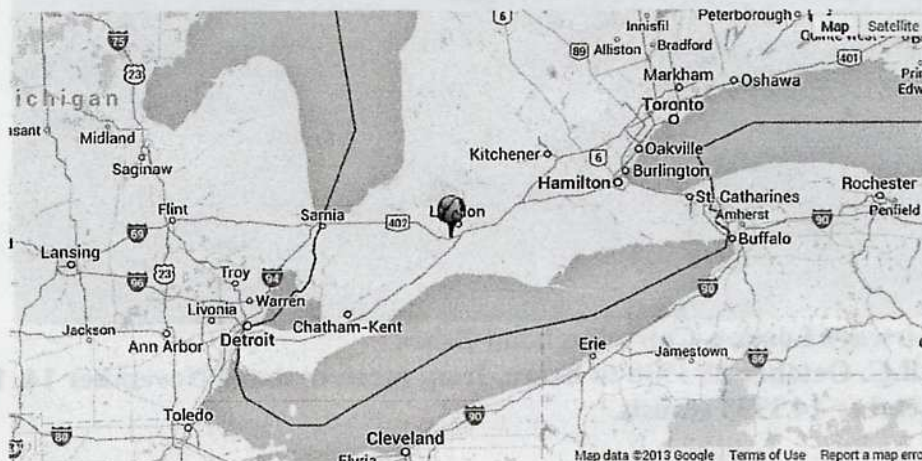
Seasonal greetings to all members

Richard Beith

LAMBETH AIRPORT

John Irvine

Including a seasonal mystery: why were naval personnel stationed at Lambeth Airport in the middle of South-West Ontario during World War II?



From the London Free Press of June 8, 1912:

"A large aeroplane passed over the vicinity about 2 p.m. yesterday. It was going about the rate of 50 MPH by the sound it made. It was up a considerable distance and could not be seen easily."

In 1926, one hundred men put up \$100 each to provide London and Western Ontario a start in organized public aviation. They took an option on 140 acres on the west side of Wonderland Road (once known as Airport Road) at No. 2 Highway and purchased the land with the \$10,000 along with a mortgage in like amount. E. W. G. Moore headed up the Airport Company. W. J. "Jack" Sanderson was the first instructor and more than three hundred people received pilot licences through the London Flying Club at that site. A. B. Silcox of Shedden was the first student to solo on July 24, 1928. Ted White of Club Carmen reported he used to fly almost every Sunday with George Dunbar—in an open cockpit aircraft.

The airport was the exit point for the first London air escape for a bank robber on June 27, 1931. A month later on July 27, 1931, Alex Reemer and his bride Mildred Chandler became the first couple to leave London by air on their honeymoon trip.

Within sixty days after declaration of Canada's participation in World War 2, twenty-eight trained flyers were either overseas or on their way.

Of importance during World War 2 was a defence installation. A partitioned area in the old hangar at the airport was used for electrical receiving equipment which was a part of the Y wireless directional finding stations, the top branches of which were at Fort Churchill and Halifax.

Because of freak reactions to radio waves, this system was able to determine a fix on German submarines in the St. Lawrence River and it was reported that at least two were sunk through the information provided by this system. Listening stations in Lambeth, New Zealand, the Falkland Islands and Western Canada gave the most accurate 'fixes' on subs sending radio messages while in the St. Lawrence River. During war years, it was a truly secretive operation in the small white shack in the middle of the field, that left Lambethites wondering about naval personnel stationed at the Lambeth Airport!

Continued

LAMBETH AIRPORT by John Irvine continued:

The village of Lambeth is on an old lake-bed, probably with little mineral around and had exceptionally good reception, whereas London had comparatively poor reception. An officer working in the Lambeth station developed the highly accurate cathode-ray directional finder in world wide use by 1945.

From the July 13, 1929 London Free Press:

"In the short space of a quarter of a century flying has advanced from an idea to a vast and important industry, its practicability is to-day firmly established. In Europe many passenger lines are in successful operation.

In aerial photography Canada leads the world.

In forestry patrol Canada stands equal to the finest.

Passengers carried by air in Canada in the year 1927 numbered 18,327; in 1928 thousands more than that.

In Canada the total air craft mileage for 1927 was 829,010 miles; in 1928 well over 1,000,000 miles. "

Part of a report by Major Wood, Manager, London Chamber of Commerce as carried in the same London Free Press:

"In these days of stern competition, small profits and quick turnover, the business enterprise which does not use air mail and express when conditions warrant will be outdistanced in business the same way as a merchant would be who used stage coach transportation when the railroads came. "

Thanks John.

1941 - An unusual Trans-Pacific Cover



Posted Canada to Salisbury Rhodesia with a 6c Air stamp. Sent by the western Clipper Pacific service to Hong Kong back stamp 30 MR 1941. It would have entered the India to Egypt route and then down The African Route. Known as the Horseshoe Route from the Pacific Rim area. Endorsed with USA San Francisco Not opened by Censor mark.

Best wishes to all, George Stewart

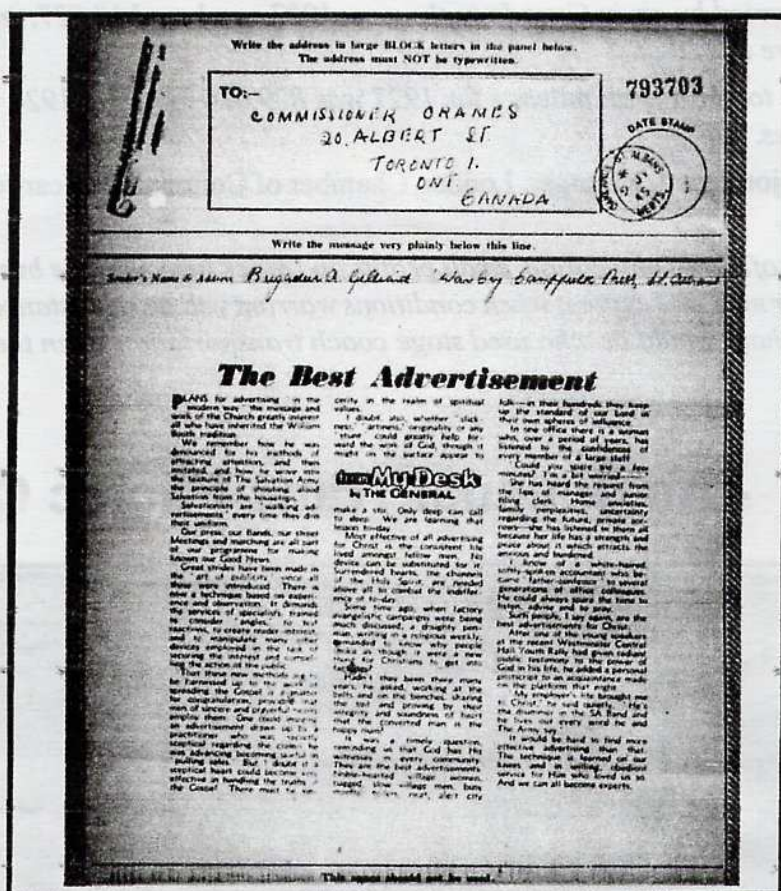
1945 - A commercial use of Airgraphs

Neil Hunter

During the Second World War, a system referred to as 'Airgraph' by the postal authorities of the British Commonwealth was developed to microfilm one-page letters to and from military personnel and transport the microfilm by air. This system was available to both the civilian population writing to military forces overseas and from military forces writing to their homeland. In some cases citizen to citizen mail was allowed. The message was written on a one page form and sent in a window envelope to a microfilm centre. Enlarged copies of the letter (4" by 5") were reproduced and reenveloped to be delivered to the designated recipient.

This system greatly reduced the weight and volume of mail to be sent and provided a back-up system in case the mail was lost in transit. Postage was required by civilian senders, but not for mail from service personnel.

The equipment was installed in Canada in November 1941 and was used until July 1945.



Actual size.

This message is between Salvation Army Officers.

Date stamp: 9 JY 45 - OAKLANDS ST. ALBANS HERTS.

There is a handwritten note on the back: *Exceptional dispatch of July 11th, 1945 (cachet obliterated)*

This letter appears to be of a commercial nature which was not allowed under the terms of Airgraph mail.

Vance Auctions Ltd.

Postal auctions every seven weeks,

offering 1,000's of Canadian and worldwide lots in all sizes and price ranges.

Call today for a FREE catalogue: 905 957 3364, or view it online at

www.vanceauctions.com

or write to P.O. Box 267B, Smithville, Ontario L0R 2A0

Thanks to REX TERPENING for sending me this article.

STAMPS OF THE NORTH

Canadian stamps have depicted quite a number of northern scenes in the past few years.

by Ernest A. Kehr

EVER since Oct. 2nd, when the new 10-cent, brown postage stamp of Canada was issued to "represent fur resources . . . the only economic return from hundreds of thousands of square miles of the area of Canada," trappers, furriers, stamp collectors and the public generally have laughed at a boner that was newsworthy from St. John's to Dawson. Officially described, the design shows "an Indian woman hanging up beaver skins mounted on stretchers to dry for the market. In the background appears an Indian wigwam, the normal shelter used by these natives in the sparsely settled areas of Canada."

Considered from a technical viewpoint, the stamp represents good artistic design, the intaglio engraving of craftsmen and top-flight printing, but there it stops. Some experts might question the statement that such a wigwam or teepee as is shown, is "the normal shelter" of Indians in the sparsely settled areas of Canada; but obviously the artist never took a close look at a real wigwam. On the stamp the poles, over which hides or tarpaulins are stretched, just about meet at the top. Actually wigwam poles are laid between the forks of three basic poles which have been lashed together to form the strong support the covering requires to stand against the elements, and the tops generally extend at least one foot above the forks. A wigwam constructed in the manner shown on the stamp most certainly would collapse.

Again, the size of the pelts in the stamp's vignette is an exaggeration which made veterans wonder whether they'd been trapping only runts in the past. There are three beaver skins in the design, all of them of large or blanket size, but the largest is as tall as the Indian woman hanging them up to dry. Figuring that the average Indian woman is about 62" tall, that pelt ought to be a museum trophy! The largest size beaver skins are not more than 50" long.

Nevertheless this stamp does focus attention upon other stamps of the North, issued in the past to remind Canadians and the world that there is plenty of history, wealth and civilization north of the transcontinental railways.

The first, a 12-cent, blue stamp of 1927, shows a map of the Dominion, to dramatically illustrate how Canada had grown since 1867, when Confederation united four of the eastern provinces under a single government.

Another, issued in 1935, pays tribute to the Royal Canadian Mounted Police and its part in the expansion from cities, trading posts and frontier settlements to the very shores of the Arctic Ocean. While the "Mountie" is offici-



The 1950 stamp which caused all the criticism—mainly on account of the beaver skins and the construction of the wigwam.



Issued on the 60th anniversary of Confederation, this stamp depicts Canada's growth between 1867 and 1927.



The Mountie is said to represent the late Sir James MacBrien, on his horse "Canuck."

STAMPS OF THE NORTH by Ernest Kehr continued:

SEASONS GREETINGS FROM REX TERPENING

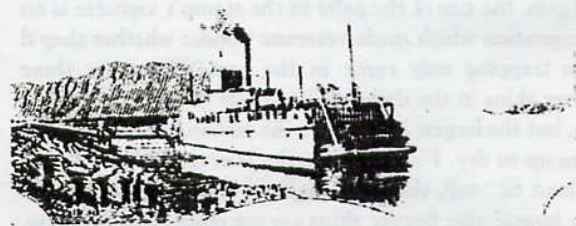
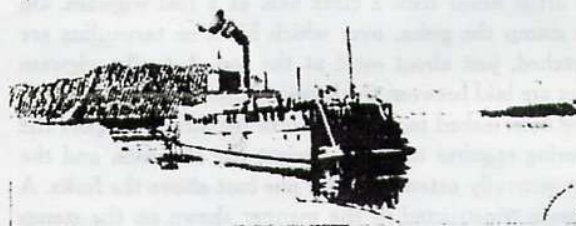


Like so many Canadian stamps, this one does not identify the scene it portrays. Not many people outside Winnipeg would know that this is Fort Garry Gate.

ally unidentified in postal records, persons who ought to know say it is the late Sir James MacBrien, Commissioner of the R.C.M.P., on his favourite horse, Canuck.

Three years later, a 20-cent, red-brown stamp featured the Fort Garry Gate, a reminder of the pioneer days of Manitoba, which still stands in the heart of Winnipeg not far from the home of the Hudson's Bay Company, with whose original development the gate is so closely related.

The development of a stamp. 1. The photo by R. N. Hourde from the *Beaver*, showing the *Distributor* going astern, which formed the basis for Canada's first airmail stamp. 2. The engraver elongated the ship somewhat. 3. He added a gang of men refuelling her with logs. 4. The completed stamp.



STAMPS OF THE NORTH by Ernest Kehr continued:

SEASONS GREETINGS FROM REX TERPENING



Left: Great Bear Lake, N.W.T. (though it could be lots of other places). Right: Canada geese over Great Slave Lake—the second Canadian airmail stamp.

In 1946, the North was honoured by two more postage stamps of that year's regular series. The 10-cent, olive-green value depicts a general view of Great Bear Lake, while the seven-cent, deep blue air-mail adhesive shows a flight of Canada geese over Great Slave Lake.

A stamp which should be included in this report is Canada's four-cent, green, issued on April 1, 1949, to mark the entry of Newfoundland and Labrador into the Dominion's federation. Produced by the Canadian Bank Note Company, in Ottawa, it depicts John Cabot's *Matthew* in which his 1497 voyages to this continent were made. Although this ship, often used as a symbol for the former independent colony, was used many times on Newfoundland stamps, this was the first time than an accurate replica appeared. It was taken from an actual scale model avocationally built by Ernest Maunder, a St. John's tailor. All previous stamps showing this ship had been but artists' "conceptions"; indeed, at one time a picture of Columbus' *Santa Maria* was used and simply labeled, *Matthew*.

Many of Newfoundland's stamps could qualify as "stamps of the north," for they depict such a variety of subjects as caribou, seals, seal hunting and Arctic bird life. One, however, must be included. It is known as the "Grenfell stamp."

Its exceptionally well designed and exquisitely engraved vignette shows Sir Wilfred Thomason Grenfell, English

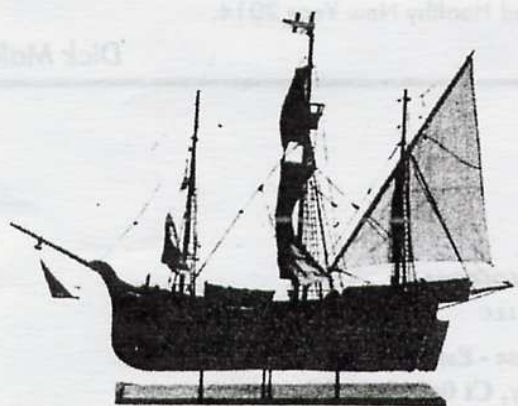
medical missionary, clad in Arctic togs, standing on the bridge of his vessel, *Strathcona II*, gazing across berg-packed waters at his hospital ship, *Maraval*. The white cross in the corner was added to symbolize the Christian aspects of Sir Wilfred's humanitarian labors.

None of these stamps of the North are rare, and while they are not all available at postoffices anymore, they can be obtained from professional philatelic dealers for less than \$1, and certainly would make an unusual collection for persons who are interested in the North, whether they are philatelically inclined or not.



This Newfoundland stamp showed the famous Labrador doctor, Sir Wilfred Grenfell, with his hospital ship *Maraval* in the offing.

Left: Ernest Maunder's model of Cabot's *Matthew* of 1497. Right: the 1949 stamp that was made from it, to mark Newfoundland's entry into the Dominion.



Christmas Greetings from Dick Malott



It was a very pleasant surprise to receive this lovely cover addressed to me from Jamaica on 27 January 1959. The cover arrived earlier this year, from a thoughtful collector who sent it to me via George Pepall, President of the RPSC.

My late wife, Dorothy, and I went to Montego Bay, Jamaica for 12 years every March until a disastrous hurricane destroyed the whole tourist area on the north shore of Jamaica. We then started to go to Naples, Florida for the next 23 years.

The envelope seems to come from a W. Tooke, P.O. Box 50, Wichfaeld Toress, Jamaica. I do not remember who the writer is. I can only decipher on the postal cancellation "27 Jan, 1 pm, 1959, Jamaica" and the boxed cachet "SPEND YOUR VACATION SUMMERLAKE JAMAICA". The two George VI 4 pence stamps are lightly cancelled which is also nice. On the back of the envelope, in purple ink, is the Station's MAIL ROOM receiving cancel dated JAN 31 - FEB 13 RCAF Station Aylmer West. There is an Aylmer East in Quebec across the Ottawa River from Ottawa. If the mail was not received within the indicated time it was forwarded to Ottawa for forwarding to the addressee.

My wife, son and me enjoyed six and a half years at RCAF Station Aylmer. After 4 years at RCAF Station Greenwood with 404 Maritime Reconnaissance Squadron serving as a navigator I transferred to the Logistics Branch and was posted to Aylmer, a lovely town near London, Ontario. At Aylmer I attended the 12 month supply officer's course, then served as the Base Junior Supply Officer for 2 years, then the Officer Commanding the Airmen's Supply School for two years and finally another two years as the Officer Commanding the Officers' Supply School. I was then transferred overseas with NATO serving two years at 30 Air Material Supply Depot, Langar, UK for 2 years and then to RCAF Air Weapons Unit, Deccimonammu, Sardinia.

While at Aylmer I started the RCAF Station Aylmer Stamp Club, a now disbanded Chapter of the RPSC. We had a large club room and put on an annual stamp show with exhibits on the annual Armed Forces Day in June. We won a few RPSC medals for the club. I remember one exhibit that we did on RCAF Station Post Offices. A small cancelled envelope with an air mail stamp was placed on a large glass framed map of Canada. I believe we received a small vermeil medal. I left Aylmer for overseas and the base closed the next year. The map, medals and other items were donated to the now defunct Postal Museum.

It was at Station Aylmer in 1950 that I started my air mail research, collecting and exhibiting in earnest. A local business man and stamp collector, the late Maurice Hewitt, had a fabulous collection of pilot autographed first flight envelopes. I was hooked.

Yes, this lovely envelope has certainly brought back wonderful memories. I am most grateful to the collector who kindly thought of me and sent me the envelope.

Best wishes to all for a Merry Christmas and a Happy, Prosperous and Healthy New Year 2014.

Dick Malott.



America's Oldest Philatelic Auction House - Established 1885
 4 Finance Drive - Suite 100, Danbury, Ct 06810, U.S.A.
info@kelleherauctions.com www.kelleherauctions.com

1992 - Airmail from the SOLOMON ISLANDS

Duff Malkin

SOLOMON ISLANDS BROADCASTING CO

QSL CONFIRMATION Date: 20/7/92

This confirms your reception of:-

9545 kHz; on 28/2/92 from 0756 (G.M.T.)

5020 kHz; on _____ from _____ (G.M.T.)

1035 kHz; on _____ from _____ (G.M.T.)

; on _____ from _____ (G.M.T.)

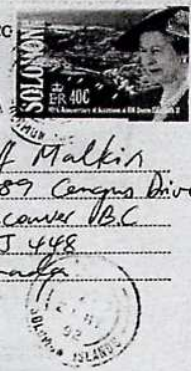
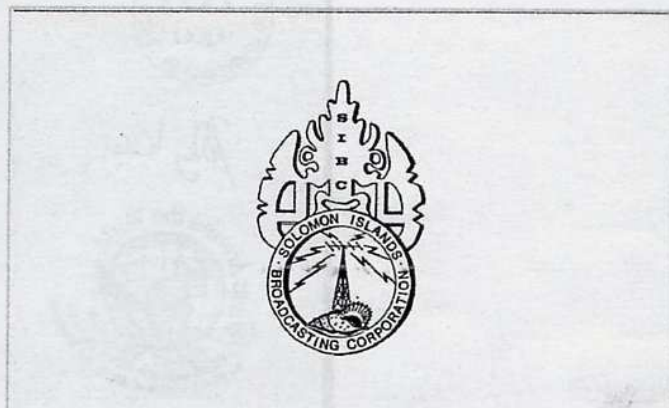
The transmission had an aerial power of 8 kilowatts. Thank you for your report, and we wish you good DX'ing.

S.I.B.C.

P O Box 654, HONIARA. S.I.

SIBC/20.

To Duff Malkin
3889 Congress Drive
Vancouver B.C.
V6J 4Y8
Canada

All I remember is that what I was listening to was weather conditions at all the islands moorages. I sent off a note on the next day and did not get much for a while. The reception was really good. Pacific shortwave radio broadcasts can often be heard very clearly here since there is nothing to stop radio waves bouncing off the skies and water. Trying to get places in Africa or places in Asia was more difficult, although, when the conditions were really good I did get the relay service of Deutsche Welt out of Rwanda (before the massacre), air traffic relay beacons of some sort over India and a telephone cellular call from someone driving in or around the Dallas-Fort Worth, Texas, airport (a rather decent local relay considering I was in Vancouver, BC). Radio waves bounce back and forth and here one could get BBC from the Caribbean (which was a relay for North America), Ascension Island (which was a relay for Africa) and Hong Kong (later Singapore) which was a relay for Asia. Best of all, in some respects, though, was the news relay service for the US Armed Forces which often sent out continuous US network newscasts in such a way that if they covered an event they really covered an event. Continuous updates – when the U.S.S. Cole was attacked it was not long before I found out what kind of ship it was, how many crew were on it, who was the Captain, where it sailed from, etc., etc. It was instant news before the worldwide web and it was sent out, in this instance at 9700 kilocycles from Seattle. Talk about clear!!

One of the reasons I was trying for some stations was quite simple. The bible of the shortwave receiving person listed some government responders as sending out aerogrammes – the Voice of Kenya being one of them. Indeed this may have been the motivation for sending a note out to the Solomon Islands. I just did not know if I was going to get anything back or if I did what it would be. I listened in, according to the writing, on February 28th, 1992 and they responded on the 20th of May. I would guess that they may have had someone going through a fair bit of backlog!! I also remember hearing the Voice of Ethiopia, during the Mengitsu reign, and sending off a report plus a US 5 dollar bill, but I did not get anything in return. They were, of all things, playing Country and Western music!

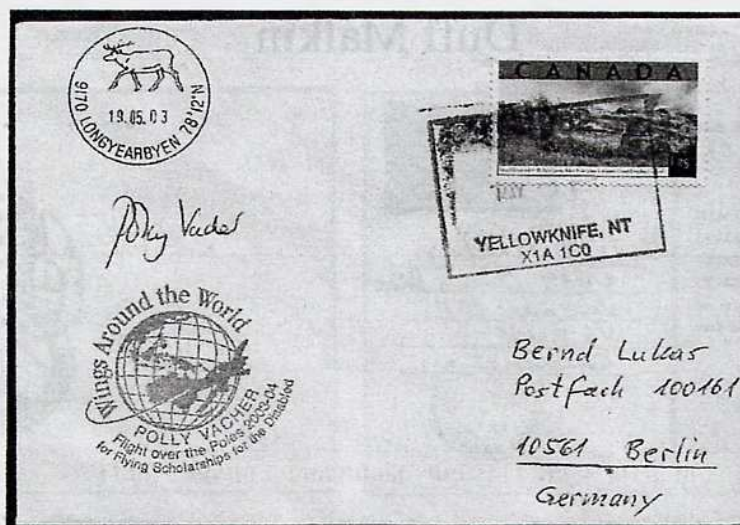
It is a bit of a ceremony. First they send out a radio signal, then you hear it, then you send them something stating that you have heard it and you might give a report as to how well you heard it (for the sake of their radio engineers and such), then they send you back the card and, lastly, you receive the QSL card. "Q" stands for a "Q code message". A "Q code" is a standard three letter message encoding. "QSL" is short for "Can you acknowledge receipt". The card is the affirmative answer.

Anyway for those who may not have seen an item of this kind of Solomon Island official stationery, here it is. Nice postage!! Even then one knew things were changing. One could get responses from the Australian Broadcasting Corporation, but the last one I received, about 18 odd years ago, was sent from Richmond, BC.

Duff Malkin

Vancouver

2003 - POLLY VACHER - WINGS AROUND THE WORLD



Handstamp top left from Longyearbyen, on the island of Spitzbergen, Norway, 19th May 2003

Postmarked Yellowknife, May 20th 2003

Addressed to Berlin, Germany.

Cachet: Wings Around the World, Polly Vacher, Flight over the Poles 2003-04 for Flying Scholarships for the Disabled

Thanks to HERBERT LEALMAN for sending me a copy of this cover, which is being added to *The Air Mails of Canada and Newfoundland*.

According to Wikipedia:

Polly Vacher (born 1944) is an English aviator specialising in long-distance solo flights. She was awarded the MBE for services to charity in 2002. She lives in Oxfordshire.

Born in south Devon, she trained in physiotherapy and spent twenty years in music education. Her interest in aviation developed from a charity skydiving event. She obtained her private pilot license with her husband Peter in Australia in 1994 and they followed this up by a circumnavigation of the continent. In 1997 she toured the United States by plane, flying solo across the North Atlantic in both directions.

Her first Wings Around the World Challenge in aid of the charity Flying Scholarships for the Disabled was in January-May 2001 when she made a solo eastbound circumnavigation of the world in her single-engine Piper PA-28 Cherokee Dakota G-FRGN, the smallest aircraft flown solo by a woman around the world via Australia, including a 16-hour segment from Hawaii to California.

On 6 May 2003 she set out from Birmingham International Airport on a Voyage to the Ice for the same charity, flying over the North Pole, Antarctica and all seven continents, returning on 27 April 2004, becoming the first solo woman flyer over the polar regions.

Herbert noted that he has seen covers from 3 stages of this flight over the Poles.

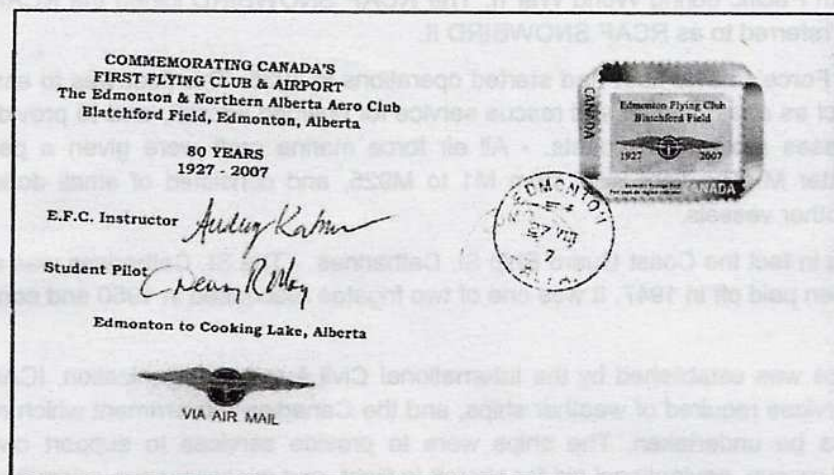
Revisions to *The Air Mails of Canada and Newfoundland*.

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 adding unlisted covers. He would also like comments about the values currently given for covers in AMCN, and suggestions for revised values in AMCN2.

For a Draft copy of the revised Section 5 to review, please contact Dick McIntosh at mcintosh47@sympatico.ca or write to Dick at: 3 Concorde Place #205, Toronto, Ontario M3C 3K7

BLATCHFORD FIELD



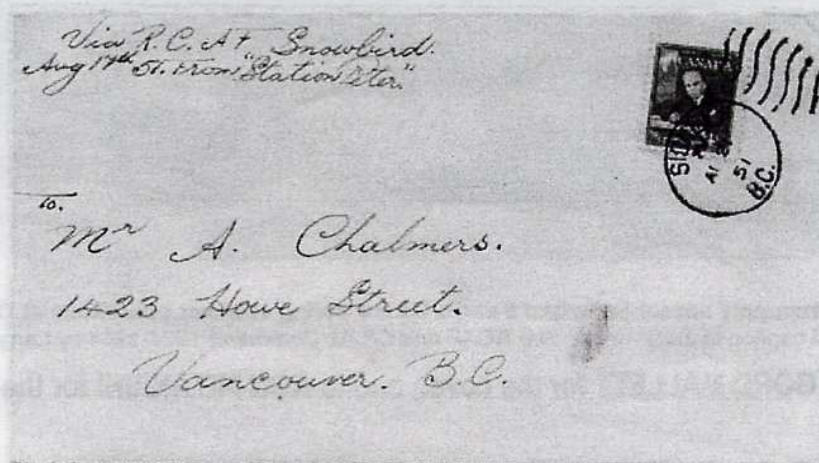
Seasons Greetings to all

This cover is the FIRST AIR MAIL from Edmonton to Cooking Lake. - I not only designed the stamp, but I flew the aircraft! (My license has expired so I went as a student pilot). Sad to say that Blatchford Field will be closed on November 15th when the last aircraft has been ordered to fly out!

Denny May

A MYSTERY SNOWBIRD COVER from 1951 ?

Many thanks to GORD MALLETT for sending me this cover, and to RON MIYANISHI for explaining it.



The cover is endorsed at top left: Via R. C. A. F. Snowbird Aug 17th 51 From "Station Peter"

Written on the back is: From A. Chalmers C.G.S. St. Catharine "Station Peter"

Addressed to: Mr. A. Chalmers 1423 Howe Street Vancouver B.C.

Postmarked: SIDNEY B. C. PM AU 21 51

But the Snowbirds Air Demonstration Squadron wasn't named until the early 70's! - The name was chosen by an elementary school student in a "name the team" contest. - 431 Sqn has been around much longer, but was never known as the Snowbirds before the Tutor years.

For an explanation of the cover see next page.

A MYSTERY SNOWBIRD COVER FROM 1951 ? continued:

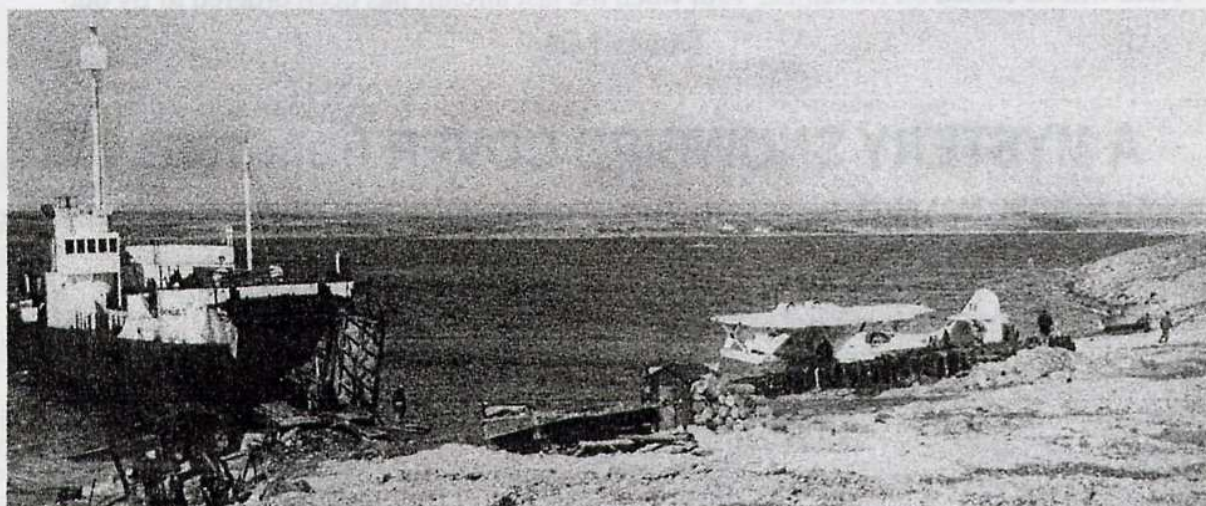
This RCAF SNOWBIRD was an Arctic Supply Vessel! - It was originally a United States Navy Landing Craft that had seen service in the South Pacific during World War II. The RCAF SNOWBIRD joined the RCAF fleet in 1949. The same ship is sometimes referred to as RCAF SNOWBIRD II.

The Royal Canadian Air Force's naval fleet had started operations in 1935. This fleet was to assist in the operation of their flying boats, to act as a fast search and rescue service for downed aircraft, and to provide supply vessels to service their various bases around the coasts. - All air force marine craft were given a pennant number that commenced with the letter M. The fleet went from M1 to M925, and consisted of small dories, scows, barges, workboats, canoes and other vessels.

"CGS St. Catharine" was in fact the Coast Guard Ship St. Catharines. - The St. Catharines was a former RCN River class frigate, that had been paid off in 1947. It was one of two frigates reacquired in 1950 and converted into weather ships.

The role of the new ships was established by the International Civil Aviation Organization, ICAO, which laid down the standards for the services required of weather ships, and the Canadian Government which required that certain additional scientific tasks be undertaken. The ships were to provide services to support civil aviation, notably meteorology, search and rescue, navigational aid for aircraft in flight, and miscellaneous scientific and oceanographic pursuits.

Station Peter was a position 900 miles from Vancouver Island, named in accordance with the then phonetic jargon of NATO radio procedures. The St. Catharines and a sister ship the Stonetown maintained a six-week rotation of patrol at Station P, and remained in service for sixteen years.



The RCAF's Arctic resupply vessel *Snowbird II* and a Canso during summer operations at Cambridge Bay. (Illustration and caption in *Sixty Years: The RCAF and CF Air Command 1924-1984* by Larry Milberry.)

Thanks again to GORD MALLET for the cover, and to RON MIYANISHI for the explanation.

WESTERN CANADA AVIATION MUSEUM, WINNIPEG

TORONTO STAR, October 30th 2013

Only a few generations ago, northern Canada was largely unknown and unmapped. As the era of flight dawned, a few brave pilots took to the skies with little more than a wing and a prayer, hauling goods and people to remote, frozen communities with almost no protection from the elements.

The derring-do era of the bush pilot is celebrated at the Western Canada Aviation Museum, an 8,500-square-metre trip back in time that sits near Winnipeg's James Armstrong Richardson International Airport.

Some of the museum's earliest planes look jerry-rigged, a cross between flying boats and snowmobiles, with unheated cockpits and landing gear adapted to a region where airstrips were few and far between.

WESTERN CANADA AVIATION MUSEUM, WINNIPEG - Toronto Star, October 30th 2013 continued:

"When (pioneering bush pilot) Fred Stevenson took off on his very first flight, he had a plane that had no skis, and, of course, there were no airports up north. So what he did was he put a couple of toboggans under the wheels," Shirley Render, the museum's executive director, said during a tour.

With no replacement parts and no indoor hangars, bush pilots made do. If a piece of propeller broke off during a hard landing, the pilot would saw off an equivalent piece on the other side to keep things balanced, Render said. If a crew had to spend the night in sub-zero weather, they would drain the oil from the plane's engine and sleep with it to keep it warm.

The planes on display at the museum seem a long way from today's pressure-controlled, plush-seat planes.

There's a Fokker Super Universal aircraft, built in the 1920s, the 420-horsepower single engine of which would cruise at only 160 kilometres an hour. The aircraft was used to bring mail, supplies, prospectors, even mail-order brides, to the Yukon.

Nearby, there's a Vickers Vedette, a wooden flying boat that was able to take off from water with a very rapid rise, an important attribute for pilots relying on small lakes or rivers.

The museum has photographs and stories to accompany each plane. Several photos show planes taking off from the Red River just south of downtown Winnipeg. The river was used as a base for float planes operated by Western Canada Airways, owned by the same James A. Richardson whose name adorns the city's airport.

As the North developed, demand for supplies, especially big equipment, increased. In the '30s, Richardson purchased a Junkers airplane from Germany with the capacity to carry 3,600 kilograms, more than triple the amount most other planes could. Known as the Flying Boxcar, it was the largest single-engine plane in North America and was used to bring everything from mining equipment to cattle to northern communities. A restored Junkers towers over the other bush planes in the museum.

There are modern planes on display. Museum visitors can go into a Vickers Viscount turbo-prop used by Air Canada in the 1950s and '60s that is palatial compared to today's passenger jets. The windows are large and each seat has leg room that harkens back to a time when, as the museum literature puts it, "passenger travel was glamorous." "Everybody was in first class," Render said. "It was done in style."

The museum was established in the 1970s by five volunteers who felt Canadians did not know enough about the country's aviation history. While everyone is familiar with the exploits of American pioneers such as Charles Lindbergh and the Wright brothers, few people know about the Canadian aviators who braved freezing temperatures, rugged and remote terrain and vast stretches of uninhabited territory, Render said.

To that end, part of the museum is dedicated to Canadian innovations in flight.

There is an early helicopter from the 1930s, made with parts from automobiles and farm machinery by three Manitoba brothers, Doug, Theodore and Nicholas Frobe.

There is an Avro Aerocar, a flying saucer developed in the 1950s that was shelved after proving unstable in wind tests.

There is a Canadair CL-84, a tilt-wing plane developed in the early '60s that could take off vertically with its propellers facing upward. Once airborne, the wings would be tilted forward and the aircraft would fly as a regular plane would.

It's the same concept used in the V-22 Osprey, recently developed by Boeing and Bell Helicopters in the U.S. That is one reason Render, her small staff and the large number of volunteers at the museum like to promote Canada's contribution to aviation. "It's, again, another country getting the kudos for developing something, whereas we had this idea almost 50 years earlier," she said.

Thanks to MIKE STREET for sending me a copy of this article. - There was a very interesting and enjoyable tour of the WCAM as part of the CAS Symposium this summer. Some photographs taken by DICK MALOTT during this tour are being posted on the CAS website: www.aerophilately.ca

A CHRISTMAS TIME QUIZ:

What were the 10 Busiest Air Travel Routes in 2012?

Answer on next page.

The Top 10 Busiest Air Travel Routes of 2012



Route: Millions of Passengers

- 1) Jeju - Seoul: 10.16
- 2) Sapporo - Tokyo: 8.21
- 3) Rio de Janeiro - Sao Paulo: 7.72
- 4) Beijing - Shanghai: 7.25
- 5) Melbourne - Sydney: 6.94
- 6) Osaka - Tokyo: 6.74
- 7) Fukuoka - Tokyo: 6.64
- 8) Hong Kong - Taipei: 5.51
- 9) Okinawa - Tokyo: 4.58
- 10) Cape Town - Johannesburg: 4.41

Season's Greetings from your editor

MANY THANKS to everybody who has sent me an item for our journal. - Many items have been included in this issue. Others will provide a variety of articles in 2014, but more items are always welcome.

Thanks also to my daughter Helen for the map above. - I was very surprised to see what the busiest routes were! The map was created by Seth Kadish, and included in a list of "40 Maps That Will Help You Make Sense Of The World" at:

<http://twistedstifter.com/2013/08/maps-that-will-help-you-make-sense-of-the-world/>

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

Chris Hargreaves

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

Email: hargreavescp@sympatico.ca

by February 1st.

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.

#135 Beatrice Bachmann
#340 Harold Brosseau
#322 David G. Brown
#423 Glenn Daze
#260 Fred C. Dietz
#312 Barry Frost
#193 J.P. Gadoury
#434 Robert D. Galway
#323 Donald B. Holmes
#410 T. Isaac
#364 David Kelly

#111 James Larry Kobalt
#310 Charles J. LaBlonde
#109 Gary J. Lyon
#106 Maurice G. Malenfant
#306 Gordon G. Mallett
#277 Ed Matthews
#329 Denny May
#320 Gordon F. McDonald
17 Richard J. McIntosh
#321 Andrew Mrozowski
#435 Thomas Reyman

#417 Stephen Rose
#275 Thomas W. Shaw
#391 R. Sharpe
#363 Raymond Simrak
#222 Douglas M. Smith
#303 Ronald V. Trefry
#425 Paul Varty
#390 Dr. Hal Vogel
13 Janice E. Weinstock
#374 David Whiteley
#422 William Wysminity

(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.

Auction Announcement

February 14th - 15th, 2014

Featuring Canadian Airmails, First Flights, Stamps, Proofs, Large Lots, Foreign Flights, FAM Routes, etc.



Eastern Auctions Ltd.

P.O. Box 250 - Bathurst - New Brunswick - E2A 3Z2 - Canada

Telephone 1(800) 667-8267 - Fax 1(888) 867-8267

email easternauctions@nb.aibn.com - website www.easternauctions.com