



THE CANADIAN AEROPHILATELIST

#99

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 HILLDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3

June 2014

Volume XXX, Number 2

ISSN-1181-9766

CONTENTS INCLUDE:

PAGE:

EXECUTIVE COMMITTEE, CAS CALENDAR and REPORTS	2
including MINUTES OF THE 2014 CAS ANNUAL GENERAL MEETING	3
POWER POINT PRESENTATION ON PREPARING AN AEROPHILATELIC EXHIBIT	8



SECOND PLATE PROOF OF 1927 "LONDON TO LONDON" STAMP FOUND	10
PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 - Diana Trafford	12
CANADIAN "ROCKET MAIL" - 2011 to 2014 - Details of Ashley McIsaac's launches	20
UPDATE ON THE "D.w." COVERS - Part 3	22
INFORMATION WANTED and SALES AND WANTS	28
RENEWAL LIST - PLEASE CHECK and MEMBERSHIP APPLICATION FORM	32

THE NEXT ISSUE WILL BE #100

This will be a special colour issue, and every reader is invited to contribute.

See page 4 for more information. - The deadline is August 20th.

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 Wharmcliffe 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

New address >> Gord Mallett, #202 - 1966 Durnin Road, Mission Creek Towers, Kelowna, BC V1X 7Z2
New number >> Telephone: 250 868 8848 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 Canadian Aerophilatelist - Chris Hargreaves
Snowbird covers - Dick Malott Index to The Canadian Aerophilatelist - Gord Mallett

Revisions to *The Air Mails of Canada and Newfoundland*: Two sections are now available for peer review:

Section 5: Government and Other Airmail Covers of Canada - contact Dick McIntosh mcintosh47@sympatico.ca

Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty decrotty@yahoo.com

For information on other sections, contact the editor-in-chief, Neil Hunter (address above).

CAS CALENDAR

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 show. - International exhibits, talks, dealers, access to the library of the American Philatelic Society. Full details at www.americanairmailssociety.org

CALTAPEX 2014 - CALGARY - October 17th to 19th 2014. - www.calgaryphilatelicsociety.com
Annual show of the Calgary Philatelic Society. Held in the gymnasium of the Kerby Centre, 1133 - 7 Avenue SW, Calgary. The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzyk, address above.

TORONTO DAY OF AEROPHILATELY - Sunday November 2nd 2014.

This annual event will be held from 11.15am to 4.00pm, at the Vincent Greene Foundation, 10 Summerhill Avenue, near Summerhill subway station in Downtown Toronto. The Day features displays, questions and answers, sales, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

EDMONTON SPRING NATIONAL SHOW - March 29th and 30th 2015 - www.edmontonstampclub.com

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

ORAPEX, Ottawa - May 2nd - 3rd 2015 - www.orapex.ca ORAPEX is a national level show.

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

ROYAL 2015 ROYALE - London, Ontario - May 22nd to 24th 2015 (proposed) - www.rpsc.org

BNAPLEX 2015 - Niagara Falls, Ontario - September 11th to 13th 2015 (proposed) - www.bnaps.org

PRESIDENT'S REPORT

I was happy to see so many familiar faces and met a few new ones at our annual general meeting held at Orapex last May. My congratulations to all the airmail exhibitors who displayed a wide range of material.

One of the major topics of discussion was the increasing costs of printing and delivering the newsletter. With the loss of revenues from the Snowbird Cover program, and the crippling effect of Canada Post increasing the costs of postage, a recommendation was made to increase membership dues. We, in fact, are not alone. Many other philatelic organizations are facing the same economic realities. However, we may be able to learn from the Postal History Society of Canada. They are pushing for online memberships. I am hoping we can do the same by offering our Newsletter via email in a PDF Format to keep memberships costs as low as possible. We will provide more information in upcoming journals.

While some may argue that we have a healthy bank account today, my opinion is that those monies should be used to promote the hobby and the CAS in particular. I welcome any feedback you may have!

Our 100th edition of the CAS Journal is upcoming and to celebrate, we plan on providing an all color edition! Lets make this as colorful as possible.

I would also like to thank Dick Malott for his many years of service with the Snowbird Program. The Snowbirds have decided to discontinue providing the CAS with pilot signed covers. Dick was instrumental in providing these wonderful collector items and provided the CAS a great source of revenue. Thank you Dick for your efforts!

Have a safe and wonderful summer!

Steve Johnson

Minutes of Canadian Aerophilatelic Society Annual General Meeting held May 4th 2014 at ORAPEX in Ottawa

1. Steve Johnson called the meeting to order at 1.30 p.m.
In attendance were Steve Reinhard, Dick Malott, Dick McIntosh, Denice Guimond, Chris Hargreaves, Steve Johnson & Brian Wolfenden.
2. A moment of silence was observed for departed friends
3. Membership dues: Brian Wolfenden had emailed a report to the executive that stated that an increase in dues was required due to – (1) The end of the Snowbird Cover program as the Snowbirds are no longer willing to fly the covers & (2) The major increase in postage that Canada Post started on March 31st. The loss of the Snowbirds will cost us approx. \$1100.00 per annum & the postage increase an other \$180.00 approx. this year & an estimated \$240.00 in 2015. After a wide ranging discussion, it was agreed, by a majority vote, to increase the fees to \$25.00 for Canadian members, to \$30.00 Canadian for our U.S.A. members & to \$35.00 Canadian for members in the rest of the world. Chris Hargreaves is going look into sending the Journal out via email. When he is successful we will be able to lower the rates for those who sign up for the email version. Moved by Dick McIntosh & seconded by Dick Malott.
4. Steve Reinhard reported that Volume 1 of the 7th edition of the AmericanAir Mail Catalogue is almost ready for the printers. This will be CAM's.

Continued

Minutes of Canadian Aerophilatelic Society Annual General Meeting May 4th 2014 continued

5. Steve Trefrey had sent a note re classified ads for members in the Journal. - Chris Hargreaves stated that every member can have as many ads as they like. They will normally be printed at no charge in the next issue.
6. Ideas were requested to boost membership. It was suggested that the CAS help regional & club shows get air mail exhibits by offering certificates or other awards. It was also suggested that the CAS develop a list of members willing to help mentor novice exhibitors with their air mail exhibits.
7. The 100th issue of our Journal will be this September. It will be produced in colour. Members are encouraged to send in their favourite cover to Chris for inclusion.
8. Dick Malott will send either a letter or an email to all of our Snowbird Cover buyers detailing the demise of the program.
9. On a motion from Dick Malott, seconded by Brian Wolfenden, the meeting was adjourned at 2.35 p.m.

Brian Wolfenden

EDITOR'S REPORT

COMPUTER MENTOR WANTED

I think it would be a great idea if members had the option of receiving *The Canadian Aerophilatelist* either electronically or as a paper copy.

However:

- I produce our journal using WordPerfect X6, which some people can't open.
- When I convert pages to a standard .pdf format, each page is approximately 1 MB. With files of this size, the full journal will total about 32MB, which is too large for some computer systems to accept.
- When I tried converting Word Perfect files to .pdf using the smaller file size option, the format got all messed up.
- I was recommended to use Bullzip to convert files from WordPerfect to .pdf. - I downloaded the program, but got the same results as I did before.

Can anybody give me a telephone call and guide me through the process of creating a small .pdf document from WordPerfect files?

If you can, please email me at hargreavescp@sympatico.ca and arrange a time to call me at 613 389 8993.

Next Issue - #100

The September 2014 Canadian Aerophilatelist will be our 100th issue!

At the AGM it was decided to make this a special issue.

The issue will be printed with COLOUR illustrations.

Every reader is invited to send in a contribution, and all contributions will be included.

You are invited to send in a copy of a colourful cover you particularly like, a piece of research, the first aerophilatelic cover you collected, or anything else you want.

We are hoping for LOTS of contributions.

Please send yours to me by August 20th.

Chris Hargreaves

4060 Bath Road, Kingston, Ontario K7M 4Y4

E-mail: hargreavescp@sympatico.ca

UPDATE ON CANADA POST

Readers in Canada will already be well aware of the increased postage rates referred to on page 3.

Among a number of changes announced by Canada Post were the following:

		Old	New (effective March 31 st 2014)
Within Canada -	Lettermail - up to 30 grams	63c	85c (if stamps bought in booklets, or if multiple stamps used) \$1.00 (single stamp bought at a Post Office)
	Lettermail - 50 to 100g	\$1.34	\$1.80
	(Normally <i>The Canadian Aerophilatelist</i> + a one page letter + envelope = 97 grams)		
To U.S.A. -	Lettermail - up to 30 grams	\$1.10	\$1.20
	Lettermail - 50 to 100g	\$2.20	\$2.95
International -	Lettermail - up to 30 grams	\$1.85	\$2.50
	Lettermail - 50 to 100g	\$4.36	\$5.90

According to Canada Post, "With the irreversible shift to digital communication, Lettermail volumes are declining at a steep rate. Meanwhile, the number of addresses Canada Post delivers to continues to climb each year: since the beginning of 2007, the number of addresses Canada Post serves has increased by 845,000. Less mail, more addresses: the number of pieces of Transaction Mail (bills and statements) per address has fallen almost 24 per cent."

The other changes announced by Canada Post included the increased use of community mailboxes, and the elimination of most door-to-door delivery. - This change seemed to attract more concern and complaints than the increased postal charges.

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

Edmonton National Spring Show - March 22nd - 23rd 2014

Earle Covert	Canadian Air Letters (Aerogrammes)	Vermeil
		Canadian Aerophilatelic Society Best Airmail Award
Earle Covert	Armed Forces Air Letter Sheets	Silver
		American Association of Philatelic Exhibitors WE Award

ORAPEX, Ottawa - May 3rd - 4th 2014

Alastair Bain	Stamps, Proofs and Covers of Commercial Airways Limited	Vermeil
		Canadian Aerophilatelic Society Best Airmail Award
Chris Hargreaves	Evolution of Winnipeg's Airmail	Vermeil (Single Frame)
Jonathan Gauvreau	Premier timbre poste canadien de poste aerienn	Silver (Youth)

In Memoriam

Robert "Bob" Simson - Mark Lane Stamps

Words cannot describe my deep sorrow for the loss of Bob Simson. When I first met Bob in Toronto back in 2005, he was a smiling proud New Yorker selling Canadian Semi-Official stamps and covers. I was just starting out then. He said the reason he got into selling Semi-Officials was that Katherine Stinson and his last name Simson were pretty close. Bob was more than a dealer, but was a mentor and friend. There were many times Bob, his partner Marty and I, and many others I might add, would go back to his hotel room and share a rye whisky while Marty would tell you to drink his gin! Or if we were in Michigan, a stop to his favourite Moose Preserve restaurant to grab their famous ribs. So many stories and so many memories bring a smile to my face and tears to my eyes. Bob was a true gentleman and credit to the hobby. On behalf of the CAS I wish to offer our deepest sympathies to his wife Geraldine and to his children Mark and Elaine and families.

Steve Johnson

LIBRARIAN'S REPORT

Many thanks to Mike Shand who has donated his copies of *The Aero Field* to the CAS library.

The Aero Field was published by Francis J. Field of Sutton Coldfield, England. The first issue, which is included in Mike's donation, was published in April 1926. It included an editorial stating that:

Each number of "The Aero Field" will be grouped into three sections, as follows:—

- (1)—Commercial and sporting aviation, including useful data for aerial travel and transport; latest news regarding the development of air services throughout the world; and information as to the most recent application of aircraft to the uses of commerce and social amenities. Numerous air lines will be reopened, and airmail services resumed shortly, details of which will appear in our pages next month.
- (2)—Aero History in the Making: Researches into the past story of aviation, details of early inventions and flights, and an interesting anniversary calendar, month by month. Women have played an important part in many flying enterprises, and next month we shall publish an article which should make a special appeal to our readers among the fair sex, entitled "Some Early Women Aeronauts."
- (3)—Aero-Philately, or the Collecting of Souvenirs of the Air, will be represented by authoritative and up-to-date news on airmail and other matters, gathered from correspondents in all parts of the world. We shall also report the appearance of stamps and "entires" that are "not what they seem." "Roumanian Air Fakes" will come under this heading in the next number, as well as news of the first official airmail service of the United States, hitherto unrecorded, under our "Airmail Notes."



This first issue included the following item:

Airpost Collectors' Chronicle.

Notes on new issues of air stamps, latest flown covers, and details of new discoveries.

Canada.—During the first week of March, new semi-official stamps for the Rouyn air service made their appearance.

They are oblong, and measure approximately 2in. by 1½in., including perforations, and are printed in red on a yellow ground-work. The inscription, bordered at each side with maple and other leaves, reads:—"Jack V. Elliott Air Service, First Red Lake Aerial Mail, 1926."

They are printed in sheets of eight in two horizontal rows. Each pane has four normal prints, the remaining stamps displaying three distinct and regular varieties in the border design. We understand that the first flight of this new service took place on March 5th. The stamps are sanctioned by the post-office, and are only a temporary issue.

The Aero Field was produced monthly until December 1926, and then quarterly until it ceased publication in 1929.

Mike also donated some early issues of *The Airpost Journal*.

Our library now has sporadic issues of the APJ from 1931 to 1946, and an almost complete run from 1947 to the present.

The American Air Mail Society has published a very useful index to the APJ for volumes 1-60 (1929-1989) that can be purchased from the AAMS bookstore. A second index for volumes 61-79 (1990-2008) can be downloaded from the internet at no charge. For more information about both indexes see

http://www.americanairmailssociety.org/html/airpost_journal.html

The AIRPOST JOURNAL

FEBRUARY 1948
VOLUME XIX-NO. 5

NEWS AND LETTERS TO THE EDITOR

New lists - and video links - from CANAV Books

- CANAV Books publications list for Summer/Fall 2014 has now been produced, as well as an extensive list of new and used aviation books for sale.
Copies can be obtained from Larry Milberry: email larry@canavbooks.com or call (416) 698-7559, or write to CANAV Books, 51 Balsam Ave., Toronto ON M4E 3B6
- The website at canavbooks.wordpress.com includes interesting aviation news items, details about CANAV's new history of Canada's famed Norseman bushplane, and links to various aviation videos such as a bush flying tour at: http://www.oldjets.net/index_bestanden/Page497.htm.

FRENCH AFRICAN AIRMAILS 1932 TO 1940, by Gérard Collot & Alain Cornu.

Published by John Parmenter, 23 Jeffreys Road, London, United Kingdom SW4 6QU, 2013. 272 pages, hard cover, A4 (8¼ x 11½) inch size. Black & white illustrations. UK£25.00 (approximately US\$42.00) plus UK£9.00 postage to UK & Europe and surface to the rest of the world. UK£16 (approximately US\$27.00) airmail to the rest of the world.

Reviewed by Ken Sanford

The original book "Lignes Africaines" was published in French, and this edition has been translated by John Parmenter with Colin Spong & John Hammonds. It was published by the Cercle Aerophilatelique Francais from November 2007 to March 2011 as supplements to the Bulletin d'Information numbers 44 to 54 with the title "Histoire Aerophilatelique des Lignes Africaines".

The text covers all the Franco Colonial trial flights in the period 1932 to the outbreak of World War 2. It is not a list of all the scheduled commercial flights, but some first flights are included. There were a variety of people and organizations carrying out these flights:

- Wealthy individual aviators often competing against each other in setting records for distance and time.
- Military flights by the French Air Force for the exploration of French colonies and border surveillance.
- Trial and maiden flights by commercial airlines to establish routes for future scheduled flights. These routes were established for both commercial and political reasons.

For each flight, the format is:

- ▶ Dates(s) of the flight, including crashes
- ▶ Airline / commercial / military / private
- ▶ The aircraft used (if known)
- ▶ Pilot & crew (if known)
- ▶ Details of the flight
- ▶ Covers recorded (all possible dates are not listed)
- ▶ Illustrations of postmarks & cachets used (full size)
- ▶ Price of cover in Euros (€)
- ▶ Illustrations of selected covers (less than full size)

There are a number of excellent maps, showing the routes of the various airlines/operators. Also included are photos of some of the aircraft involved.

Overall, the handbook is very well done and it is a valuable addition to the literature on African Airmails.

Ken Sanford

Canadian Space History - 1950's

The website of The Manitoba Historical Society contains a very full and interesting article about space research from Churchill at http://www.mhs.mb.ca/docs/mb_history/44/exploringnorthernskies.shtml

The article, "Exploring Northern Skies: The Churchill Research Range" by C. J. Taylor of Parks Canada, was originally published in *Manitoba History*, Number 44, Autumn / Winter 2002-2003.

My thanks to Charles Bromser for this information.

An article about some attempts to fly "Rocket Mail" from Churchill, and the labels produced, was published in the December 2012 *Canadian Aerophilatelist*.

POWERPOINT PRESENTATION ON PREPARING AN AEROPHILATELIC EXHIBIT

Ross Wood, Chairman of the FIP Aerophilately Commission, produced a terrific presentation for the Australia 2013 World Stamp Exhibition. - It is actually about judging aerophilatelic exhibits at the international level, but most of the comments Ross makes are exactly the same as comments I've heard judges make at regional and national level critiques.

A digital copy of the presentation can be requested from Jim Taylor at miquelon@shaw.ca

There is, however, a significant difference between the F.I.P. international regulations, and those for Canadian shows, with regard to the Title Page. - Ross comments that:

INTRODUCTORY STATEMENT OR TITLE PAGE

There are FOUR things that you should consider when constructing the title page:

1. PURPOSE OF THE TITLE PAGE
2. STRUCTURE OF THE TITLE PAGE
3. THE STRUCTURE OF THE EXHIBIT
4. BIBLIOGRAPHY

He also notes that:

"Only half of the title pages I received to judge here in Melbourne contained this information."

This is different from the situation at Canadian and U.S. national level exhibitions, where a bibliography is not expected as part of the title page. - At these exhibitions, a bibliography is usually expected as part of a synopsis, which is distinct from the title page of the exhibit.

I asked Ross to comment on this difference, and he responded:

In reply to your query about the bibliography as part of the Title Page/ Introductory statement we need to look at the FIP rules.

This is the SREV [Special Regulations for the Evaluation of Aerophilatelic Exhibits at FIP Exhibitions] and is part of Article 3. Composition of an Exhibit.

3.4 Introductory Statement

An exhibit should have a clear beginning, a central theme, and a logical ending.

The display must begin with an introductory page in which the exhibitor defines in full what the subject is, explains how it will be developed, and specifies what the self-imposed limits are.

The plan should be used to provide relevant general information on the subject and to indicate areas of personal research. It may also include a short list of the important documentary sources used.

The judges will use this information to evaluate the material shown in relation to the aims set forth by the exhibitor.

In the FIP Regulations there is nothing written about the synopsis in any class. At Australia 2013 that is why under the IREX of the exhibition "synopsis" was added to allow our friends from Canada the US and anyone else that wanted to provide more information than is on the Title Page/Introductory Statement.

Under FIP Rules, and it is the same in Australia, judging is done by what is written on the actual "Title Page" of an exhibit.

The bibliography is there purely so that the judges get an idea of where the exhibitor obtained his information to aid him in his research of the subject. This is important when doing your "homework" for judging and when actually judging the exhibit. This is obviously the case where the exhibitor has written about the subject and states so in his exhibit.

I am aware that all this and more is written in the synopsis. However FIP Rules mention nothing about a synopsis so it is important to ensure that when you are exhibiting outside of Canada/US that your introductory statement is also part of the exhibit.

Continued

POWERPOINT PRESENTATION ON PREPARING AN AEROPHILATELIC EXHIBIT - Ross Wood comments continued:

At WESTPEX last year during the Judges Critique, it was mentioned that it would be a good idea to have two different introductory statements: one when you were exhibiting in North America, and one for FIP and the rest of the world. This was mentioned as the 20 points for treatment suffers if the rules about the introductory statement are not followed, and all exhibitors suffer if the rules are not followed. This includes the "bibliography" even though the SREV uses the word "may". It is to the exhibitor's advantage to provide as much information as possible, that is why you use the synopsis in the US/Canada. Even at our State Level in Western Australia, the entry form has room to add a basic synopsis broken down into the judging elements, Treatment, Importance, Knowledge & Personal Research, Condition and Rarity.

I hope that answers your question. I cannot see FIP changing to allow a synopsis and even if they do, like was the case in Australia and may also be in New York, it is the Title Page that will be used for judging. This must be the case as exhibitors who learn from exhibits at exhibitions must be able to see everything the judges saw when they marked the exhibit.

At Aerophilately 2014 later this year they have asked for a synopsis and title page for all entries. I will include the bibliography in both my synopsis and title page.

I also discussed this with Jim Taylor, the RPSC International Liaison Officer. Jim emphasized that:

A potential Canadian exhibitor applying to an FIP international world philatelic exhibition is advised to read the IREX regulations for the particular show he or she is applying to enter. The IREX are the Individual Regulations for the Exhibition. The IREX will lay out the requirements for a title page and/or a synopsis (if there is one). Each FIP world exhibition has an IREX that is different for each exhibition. The IREX will usually be found on the exhibition organizing committee website, or a copy can be requested from the Canadian national commissioner.

A good example is last years 2013 FIP exhibition in Melbourne, Australia, which I attended. The IREX clearly called for a title page and a synopsis on both sides of a single piece of paper. A Canadian collector did not read the Melbourne IREX and submitted the application with the title page and the synopsis on two separate sheets of paper. The organizing committee took the title page and submitted it to the judges. The separate sheet of paper with the synopsis was tossed.

I can not stress too strenuously, that exhibitors should read the IREX just as the prospectus should be followed to the letter in applications to exhibit at Canadian national exhibitions. Failure to do so may result in loss of points, a drop in medal level without recourse (as in the example), or rejection of the exhibit all together (this nearly happened to another Canadian exhibit in Australia).

Where the bibliography goes is up to the individual Canadian exhibitor subject to strictly following the IREX. A written synopsis is a US invention and is not used universally beyond North America. This is why the IREX regulations will differ for each FIP international world philatelic exhibition.

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 and include your full name, city and one email address.



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

SECOND PLATE PROOF OF 1927 "LONDON TO LONDON" STAMP FOUND



Original Proof from which stamp
was OK'd by cutting off upper
right and returning to Lawson &
Jones, Lithographers.

25¢ Green & Yellow - Perf. 12
100 printed - 4 known to exist now

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 - A NEW FIND

Gordon McDonald

An article "The Unsuccessful London To London Flight of 1927", by this author, appeared in the September, 1999 issue of *The Canadian Aerophilatelist*. Over the years there have been several other articles etc. by various authors written about this ill-fated flight and the stamp issued for use on mail sent on this flight.

This article contains information about a new find (2014) pertaining to the stamp issued for this flight. Information contained herein is that given to the author by the owner of the material.

The story of this new find began March 18, 2014 at a non-philatelic auction in London, Ontario. One of the lots was a box containing various items including airplane magazines, a military manual, a few old photographs, newspaper articles, etc.

There were also some items that pertained to the ill-fated London to London flight of 1927 that were contained in the above-mentioned box. One of the photographs included a hand-written notation 'Sir John Carling ready for "Take Off" over the Atlantic Ocean. This picture was taken by Archie Nicholson near Crumlin, Ont.'. There was a piece of paper showing the special slogan cancellation used for the cancellation of mail on the flight. There were three copies of a postcard showing the two pilots and the plane (one signed by both pilots). At the bottom of the box was a small red, well-worn scribbler in which was a glassine envelope; in the envelope was a hand-written note stating that this was a copy of the proof of the stamp together with the black and white "proof".

A few days after the auction the purchaser of the lot took the glassine envelope and its contents to the Vincent Greene Foundation in Toronto to be expertised. He was advised by phone on April 25, 2014 that the proof was deemed to be genuine.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 - A NEW FIND by Gordon McDonald continued:



Postcard signed by Tully (on left) and Medcalf.



VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION

10 Summerhill Avenue, Toronto, Canada M4T 1A8

Member A.I.E.P.

No. G 21370

DATE: April 22, 2014

COMMENTS: Canada Scott No. CLP6P, progressive plate proof cut from upper left position of sheet of four, in black, genuine, on card, horizontal crease.

ISSUED TO: John Irvine



VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION

By: 

COLOUR IN PHOTOGRAPH MAY NOT EXACTLY MATCH THE ORIGINAL ITEM

Neither the Foundation nor any director, officer, employee, agent or consultant will be liable for any financial loss or damage suffered (whether as a result of negligence or otherwise) as a result of any opinion expressed by the Foundation or any director, officer, employee, agent or consultants to any item submitted to the Foundation

ANY TAMPERING WITH THIS CERTIFICATE RENDERS IT VOID

Certificate from the Vincent Greene Foundation



Loading planes for trip from Moosonee to Cape Smith, north-east coast Hudson Bay, March 1933

(*The Bulletin*, Canadian Airways Limited, December 1933.)

Pioneer Air Mail: East Coast of Hudson Bay 1933

Diana Trafford

The story of this Canadian Airways charter is told in detail here for the first time. A brief description is given in *The Air Mails of Canada and Newfoundland* (Cover #3317). Howard Watt (1900-1970), a pilot on this pioneer air mail flight, was the author's uncle. Note that 1933 place names are used, today's equivalents being given with the first mention. All places are in Quebec unless otherwise indicated.

Aircraft and air mail had a major impact on life in northern Canada. Eighty years ago, a fur trader or missionary living in Arctic Quebec would normally receive mail from family and friends only once a year! They had just two connections with the outside world. One was the annual supply ship that made its way around Hudson Bay during the short Arctic summer, bringing a year's worth of provisions and the long-awaited mail.¹ The other was the weekly radio broadcast "Northern Messenger" from KDKA in Pittsburgh, Pennsylvania, that was avidly listened to by everyone who could gather round a receiver, ears straining to hear the personal messages amidst the static.² If you had outgoing mail, you could send it on the yearly ship, or via winter dog team run to the railhead at Moosonee, Ontario.^{3,4}

The year was 1933 and the winds of change were blowing. In March, two Canadian Airways Limited (CAL) ski planes set out from Moosonee to fly up the east coast of Hudson Bay to Cape Smith, N. W. T. (now in Nunavut), more than 1,700 km north of Montreal and only 160 km south of Hudson Strait, in the first commercial winter flight ever made on this route.

A Fairchild FC-2W-2 (registration mark G-CAIW) flown by Howard Watt and an all-metal Junkers W34 (CF-ATF, now in the collection of the Canada Aviation and Space Museum, Ottawa) piloted by Ken Saunders had been assigned by CAL to transport four employees of the Cyril Knight Prospecting Company of Toronto and their supplies to the company's base on the Quebec mainland near Cape Smith, established the previous season.

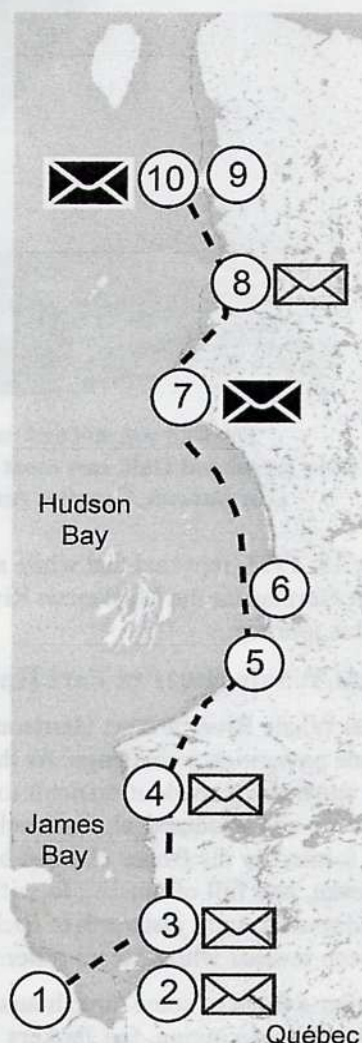
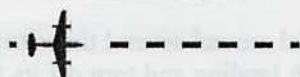
Along their route, the CAL planes dropped mail at some of the trading posts, and as a courtesy they carried letters from one post to another. The journey from Moosonee to Cape Smith and back is referenced briefly in *The Air Mails of Canada and Newfoundland* as Cover #3317. CAL itself listed this charter among their earliest airmail flights. Ken Molson in *Pioneering in Canadian Air Transport* also mentions the 1933 Cape Smith trip, calling it the "most interesting operation performed by the Company during the year."

The story can now be told in detail for the first time, based on research at the Archives of Manitoba in both the CAL collection and the Hudson's Bay Company (HBC) Archives. The fact that two planes were involved, not just the Junkers mentioned in *The Air Mails of Canada and Newfoundland*, was highly significant in that the second plane, with Howard Watt as pilot, proved crucial to fulfilling the charter contract. *The Air Mails of Canada and Newfoundland* states that no covers from this flight have ever been authenticated. Brian Wolfenden, CAS Secretary-Treasurer, confirmed in February 2014 that this is still the case.

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:**First Commercial Winter Flight, Eastern Hudson Bay****PLACES**

1. Moosonee/Moose Factory
2. Rupert House (Waskaganish)
3. East Main (Eastmain)
4. Fort George (Chisasibi)
5. Great Whale River (Kuujuaapik)
6. Richmond Gulf (Umiujak)
7. Port Harrison (Inukjuak)
8. Povungnituk (Puvirnituk)
9. Knight Harbour
10. Cape Smith

MAIL DROPS**MAIL DELIVERIES****ROUTE NORTH**

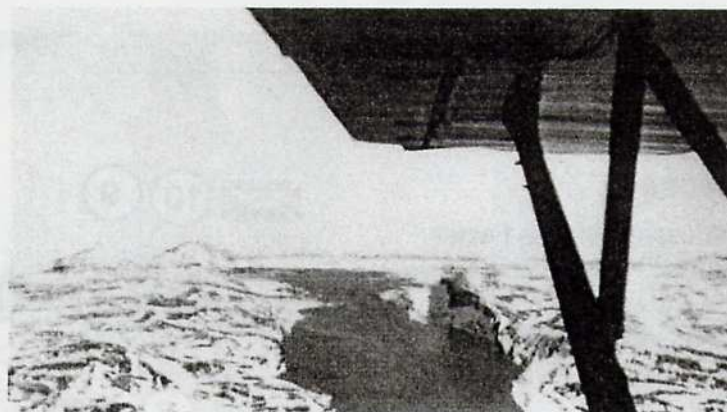
From a variety of sources – the aircraft log books for the Fairchild G-CAIW and the Junkers CF-ATF, journals kept by the HBC post managers at Port Harrison and Cape Smith, articles in the *CAL Bulletin*, and newspaper articles of the day – the following narrative emerges.

March 18, 1933: Moosonee to Great Whale River

After a bitter night when the temperature at Moosonee plunged to -35°C , the two planes took off for Great Whale River (now named Kuujuaapik) shortly before 11 a.m. on Saturday, March 18. Two of the Cyril Knight employees were on board the Fairchild, while two remained in Moosonee awaiting the next flight north. The Junkers was loaded to the limit with 790 kg of freight including a portable mineral assay outfit complete with crusher and a small furnace. Rounding out the CAL team were Charles Palaisy, air engineer (i.e., aviation mechanic) and O. C. S. Wallace, spare pilot and wireless operator. Watt and Saunders were also both qualified air engineers – one of the reasons they were chosen for this assignment.

In the course of the four-hour flight to Great Whale River, the planes dropped mail at East Main and Fort George (Chisasibi), two Quebec fur trading posts on James Bay. Watt was familiar with this leg of the trip, having flown a charter for the HBC a month earlier to pick up some 325 kg of raw fur from trading posts in the area both on the coast and inland.

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:

"The land was still and strange and chill and cavernous".
Over Richmond Gulf, east coast Hudson Bay, en route to Cape Smith.
(*The Bulletin*, Canadian Airways Limited, December 1933.)

The CAL *Bulletin* of May 15, 1933, reported that while at Great Whale River, Wallace was able to make radio contact with the CAL base at Fort Norman on the Mackenzie River, N.W.T., via the radio installed in the Junkers in February 1933 in preparation for this journey.

March 19, 1933: Great Whale River to Port Harrison

Heading north from Great Whale River to Port Harrison (Inukjuag) on Sunday, March 19, Saunders and Watt found that the hazy weather made navigation a challenge. As they told the *Montreal Gazette* on their return, the "lack of any vegetation and the deep snow drifts made it difficult to determine the coastline or shores of lakes, while rivers and valleys filled up with snow and rendered almost useless the maps available." Instead, they found their way by following the broad path formed by the frozen channel between the coast and the offshore islands. They described the country as "flat as a pancake, and full of muskeg to within several miles of the coast." As they flew north, the trees they saw were smaller and sparser, until just north of Richmond Gulf there were no trees at all, "as though the northern part of the country had been leveled with a steam roller."

Reaching Port Harrison after a flight of some three hours, they circled around several times to check conditions before landing on the ice. Despite this precaution, the Junkers had a rough landing and tore off its tail ski check lug, a hint of worse trouble ahead.⁵

The HBC extended hospitality in the best northern tradition, as recorded in the post diary for Port Harrison. "At 7:30 the party had supper and although we had practically nothing in the grub line, they appeared to enjoy the little we did have." To restock the larder, arrangements were made with the pilots to bring back a supply of mess goods from Cape Smith. The March 19 diary entry also notes: "Through the courtesy of Canadian Airways Ltd. the winter mail containing both business and personal mail was conveyed to us from Great Whale River."

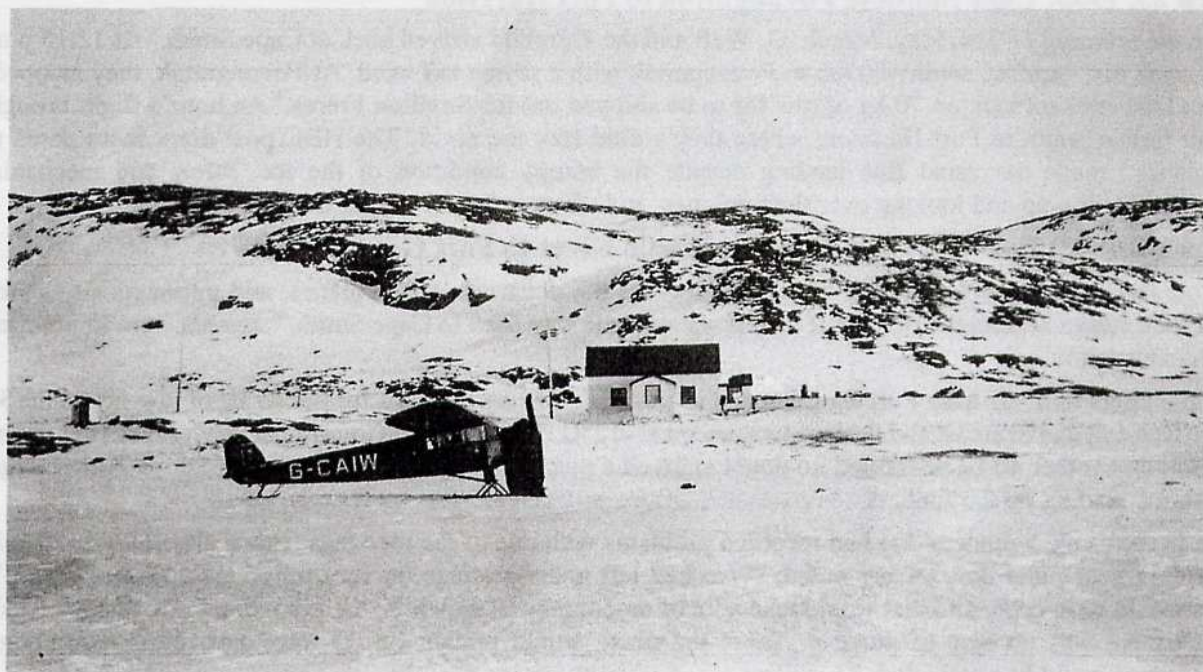
March 20-21, 1933: At Port Harrison

The next day, Monday, March 20, thick mist kept the planes grounded at Port Harrison. Since both planes would need gas and lubricating oil, most of the morning was spent digging out gas and hauling it to the planes. Several Inuit who had arrived at the HBC post to trade were employed to help free the gas drums from the packed snow – in this case from the Royal Canadian Air Force cache (by prior agreement). Fuel caches established by CAL at other ports of call during the previous summer now lay similarly buried under several metres of snow and ice.

Tuesday, March 21, dawned fine and clear, and in mid-morning after taxiing over the river ice a few times, the two planes took off. But soon the Junkers returned, forced back by a problem with a misfiring cylinder in its 600 hp Pratt & Whitney Wasp radial engine. The Fairchild followed close behind, and all hands set to work fixing the Junkers.

At 2:30 p.m., they set off again but came back an hour later, having run into heavy banks of fog that made visual navigation impossible.

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:

Fairchild FC-2W2 (G-CAIW) with tarpaulin covering engine at Knight Harbour near Smith Island, March 1933.
(Archives of Manitoba, Canadian Airways Limited #210. - Reproduced with permission.)

March 22, 1933: Port Harrison to Cape Smith and Knight Harbour

Fate smiled on the travelers the next day, Wednesday, March 22. Saunders noted a ceiling of 2,000 feet and very good visibility, allowing the CAL party to make their departure. The entry in the Port Harrison post diary reads:

"Breakfast was served this morning at 6:30, and directly after all hands proceeded to the planes, which after the usual heating up and testing of engines, made a successful get-away, circling the post several times then heading due North. As none of them has reappeared, we presume the weather has been in their favour."⁶

Great difficulty beset the pilots as they tried to follow the coastline north from Port Harrison. Deep snow blanketed the terrain, with only occasional outcroppings of rock showing through. No natural features could be seen to match to maps, and the compasses were little help, due to the proximity of the North Magnetic Pole. So being experienced bush pilots, they did what bush pilots often do: they flew "by the seat of their pants."

About an hour after take-off, they passed over Povungnituk (Puvirnituk), dropping mail at the trading post there. As they headed north for Cape Smith, they encountered ground fog and a further loss of visibility. Fortunately, the problem of finding their destination was solved when an opening in the fog suddenly revealed the HBC post directly below on Smith Island (Qikirtajuaq).

HBC staff welcomed the party, particularly the two Cyril Knight Company prospectors who had been there the previous year. The mail that arrived by plane was also very welcome. The Cape Smith post diary reads: "We are indebted to these men for bringing along mail for us and for the northern posts from Moosonee and Great Whale River which otherwise might have had to wait until summer."

After a brief stop at Cape Smith, long enough to have a meal, the CAL party and the prospectors left on the 20-minute flight to the prospectors' camp at Knight Harbour on the Quebec mainland (near the modern settlement of Akulivik).

All hands set to work, and off-loaded the freight from the Junkers in less than 45 minutes. Saunders, Wallace and Palaisy returned to Cape Smith in the Junkers to overnight there, while Watt and the Fairchild remained at Knight Harbour to unload the next day.

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:**March 23, 1933: Cape Smith to Povungnituk to Port Harrison**

Late in the morning of Thursday, March 23, Watt and the Fairchild arrived back at Cape Smith. At 12:15 p.m., both planes took off, heading south 100 km to Povungnituk with a strong tail wind. At Povungnituk, they stopped for an hour and the Junkers took on 70 kg of raw fur to be shipped out for Revillon Frères.⁷ An hour's flight brought them 180 km farther south to Port Harrison, where they would stay the night. The HBC post diary there noted that the "aeroplanes...made the usual fine landing despite the bumpy condition of the ice. Pilots and mechanics then commenced oiling up and looking over their engines, and afterwards had supper in the dining room."

March 24, 1933: Port Harrison to Great Whale River to Fort George

The Port Harrison diary for Friday, March 24, records the departure of the planes, and optimistically states: "We expect their return around the middle of next week on their way back to Cape Smith." Events were to put the kibosh on that expectation.

When the pilots took off from Port Harrison at mid-morning, having loaded a further 75 kg of raw fur on the Junkers, the day was dull and overcast and the temperature sat at -12°C. They reached Great Whale River just after noon. There they took on another 40 kg of fur and no doubt enjoyed a meal before proceeding the 220 km to Fort George – and a disastrous landing by the Junkers.

Earlier in the week, Saunders' log had recorded problems with one of the oleo legs (shock absorbing mechanisms on the landing gear), and now tersely noted: "Wrecked left under-carriage on very rough ice at Fort George." Major repairs would be needed, and that would take a lot of organizing. Meanwhile, the injured aircraft was stranded on the ice, and there was no way to move it. There the plane would remain for 15 long days until rebuilding of the undercarriage could be completed.

CAL was all too aware of the problems of operating ski planes in the Canadian north with undercarriages designed for landing on wheels on standard runways. In a speech to the Engineering Institute of Canada in 1937, CAL General Manager G. A. Thompson noted that the shock absorbing qualities of such undercarriages were inadequate for northern service. What was needed, he said, were oleo legs with a minimum ten-inch travel (rather than the eight-inch travel or less then manufactured) to absorb the shock of an aircraft hitting the ground after bouncing off drifted snow. He went on to say that the cost of repairs far from the railway when all parts had to be taken in by air meant that sometimes planes were simply written off as beyond repair after an undercarriage wreck. Luckily this was not the case with this particular aircraft, which CAL had just acquired in December 1932.

March 24 - April 7, 1933: Repairing the Junkers

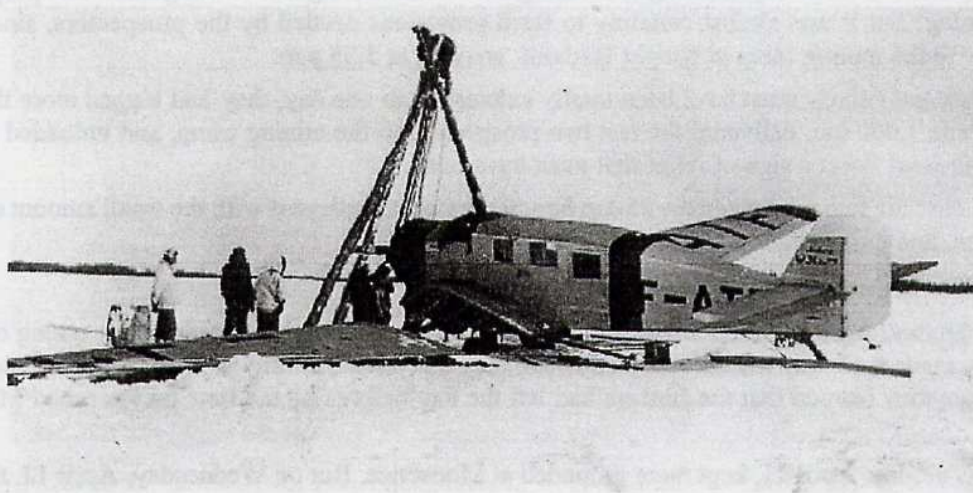
Clearly CAL had been wise to reduce the risks by sending two planes and four highly skilled men on this charter to an isolated region of the country. That decision meant that three men were available to start work on repairing the Junkers while Watt continued directly on to Moosonee in the Fairchild. The availability of a second plane was all the more important in the absence of telecommunications: the radio was out of service until its batteries could be recharged.

The flight from Fort George to Moosonee doubled as an emergency airlift, transporting a local man who was ill and the father superior of the Roman Catholic mission, Édouard Meilleur, who was going out on sick leave.⁸ The CAL *Bulletin* reported: "After a flight of 2¼ hours, these men could scarcely believe that their journey was over, as they were accustomed to think of these places as being a week or ten days apart."

Over the next five days there were undoubtedly extensive consultations with Roméo Vachon, operations superintendent of CAL Eastern Lines in St. Hubert, south-east of Montreal. Plans would have to be set in place to get the necessary parts, tools and expert help needed to restore the Junkers to a serviceable state.

The log books do not detail such activities. Saunders' logs are largely blank, merely noting "Awaiting return of Watt," and finally recording his return at 12 noon on Wednesday, March 29, with a specialist from the Junkers Company in Longueuil, Emil Kading.¹⁰ Saunders then notes that work started at once to fix the dysfunctional oleo leg. The accompanying photo from the Canada Aviation and Space Museum's image bank shows another element of the project – the log tripod constructed to support the plane during repairs. If there was any glimmer of luck in this unfortunate incident, it was the forested location of Fort George. The northern limit of the tree line lay a mere 300 km north at Richmond Gulf (Umiujaq).

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:

Canadian Airways Ltd. Junkers W34 (CF-ATF) following undercarriage wreck at Fort George, Quebec, on March 24, 1933. Left wing has been removed to provide access for repairs.
(Canadian Aviation and Space Museum #1822. Reproduced with permission.)

From March 29 on, the men worked out in the open, enduring rain and wet snow. Tempers no doubt grew testy. Saunders' frustration is evident in his log for April 2: "Working on fitting today but little progress as both missions [Roman Catholic and Anglican] object to our labour on Sunday." After a few warm days signalling the spring break-up of ice, the temperature mercifully dipped back below freezing, and repairs proceeded apace. By Thursday, April 6, one of the left wing spars had been spliced, a patch put on the left wing, the left wing reattached, and the oleo leg reinstalled. On Friday, April 7, after dismantling the supporting tripod, the men successfully moved the plane from the site of its mishap. The Junkers would set off on its homeward journey on Sunday, April 9, but meanwhile there was a contract to be honoured.

April 6-9, 1933: Watt and the Fairchild Finish the Charter Work

After bringing Kading to Fort George on Wednesday, March 29, Watt had immediately flown back to Moosonee with Wallace to pick up the remaining two prospectors and the balance of the freight. They returned to Fort George on Thursday, March 30. Over the next few days the CAL crew focussed on repairs to the undercarriage of the Junkers, but also did some basic maintenance on the Fairchild. The Fairchild's tail ski was removed and reassembled with new brass bolts, the rate of climb indicator was repaired, the air speed indicator was dried out after having ice in the line, and the 30-hour inspection was carried out.

By Thursday, April 6, the Fairchild was good to go. Time to get down to serious business. Watt and Palaisy proceeded north by relays over four days. On their first day, April 6, they put in more than 7 hours in the air. They began by taking the last two members of the Cyril Knight party north from Fort George to Great Whale River, and then returned to Fort George to pick up a cargo of miscellaneous goods for the prospectors which they transported to Port Harrison.

The night of April 6 they spent at Port Harrison. The HBC post diary records their departure early on Friday, April 7: "The Fairchild plane left this morning at 7 o'clock for Great Whale River after a beautiful take-off. We expected them back around noon but as a heavy wind and drift sprang up we presume they have been held up at Great Whale River." Evidently that was the case.

On Saturday, April 8, more favourable weather allowed the Fairchild to make the three-hour trip from Great Whale River to Port Harrison with the prospectors. There the men filled the plane's fuel tanks in preparation for the final push the next day.

Sunday, April 9, saw Watt, Palaisy and the prospectors airborne at 7:10 a.m. on the two-hour flight to Knight Harbour. After leaving the prospectors at their camp, Watt and Palaisy stopped at Povungnituk for reasons not recorded, before continuing south to Port Harrison. There they refuelled, before flying north to Knight Harbour once again with a supply of naphtha gas and the load of provisions they had transferred from Fort George on April 6.

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:

At 3:35 p.m. they were on their way south again, making the 50-minute flight to Povungnituk. The purpose of this side trip is not recorded, but it was almost certainly to fetch provisions needed by the prospectors, since the Fairchild returned directly to the mining camp at Knight Harbour, arriving at 5:55 p.m.

By this time, Watt and Palaisy must have been totally exhausted. In one day, they had logged more than 8 hours' air time, covered some 1,000 km, delivered the last two prospectors to the mining camp, and unloaded the final cargo. Mission accomplished! What a sigh of relief that must have been.

After a very full day, the two men made the 25-km hop to the Cape Smith post with the small amount of mail they had carried with them, and enjoyed a hard-earned rest.

April 10-12: The Fairchild Flies Home to St. Hubert

The next day, Monday, April 10, the Fairchild flew the 1,100 km back to Moosonee. After taking off at 6:40 a.m., Watt and Palaisy made their way to Port Harrison where they delivered the long-awaited mess provisions. Continuing on to Fort George, they learned that the Junkers had left the day before. By the time they reached Moosonee, it was nearly 6 p.m.

Bad weather on Tuesday, April 11, kept them grounded at Moosonee. But on Wednesday, April 12, the plane was in the air again at 8:10 a.m., heading to Trout Mills (North Bay), Ontario, and a change from skis to wheels. Saunders and Wallace had also stopped at Trout Mills for a change of landing gear. The conversation must have been quite animated as the men brought each other up to date. Having covered a distance of some 825 km from Moosonee, at 6:15 p.m. the Fairchild reached its final destination – the CAL base at St. Hubert.

April 9-12: The Junkers Returns to St. Hubert

While Watt and Palaisy were busy completing the charter flying to Knight Harbour, repairs to the Junkers had been wrapped up. With the Junkers ready to fly again, Saunders, Wallace and Kading were anxious to get back to St. Hubert. On Sunday, April 9, in snow and fog with the temperature at 4°C, Saunders took off from Fort George at 11:30 a.m. in "doubtful weather," as he noted in his log, carrying 12 kg of mail destined for Rupert House. Before long, he found his route blocked by zero visibility, and had to turn back some 10 km to East Main, where he landed in a foot of slush and a heavy snow storm.

Conditions improved by Monday, April 10. Saunders took off from East Main at 9:15 a.m., detoured by way of Rupert House "to drop a small amount of mail," and reached Moosonee just before 11 a.m. After several hours there, he made the three-hour trip on to Cochrane where he landed at 6:45 p.m. Rain all day Tuesday, April 11, kept his plane earthbound. Saunders noted in his log: "Field in bad shape here." Especially for a plane still fitted with skis! But somehow Saunders managed to take off on Wednesday, April 12, and flew to Trout Mills where the Junkers had its skis replaced with wheels. The journey came to a fitting end when they landed at home base at St. Hubert at 6:10 p.m. on April 12.

"Just Another Job"

Watt and Saunders were interviewed by the *Montreal Gazette* on their return to Montreal and then went off to spend Easter with their families, Watt in Toronto and Saunders in Grand'Mere. The *Gazette* reported: "Both pilots were very modest in describing their experiences. Each apparently considered the flight as just another job performed."

Postscript: A Mine 64 Years Later

All the exploratory work by the Cyril Knight Company came to naught, as is often the case with mining development. Before they flew back out in September, 1933, the prospectors made detailed studies of mineralization in the Cape Smith Belt which led the company to conclude that the deposits were not of commercial value.

However, times change. Further exploration was carried out in the 1950s and 1960s, major diamond drilling took place around 1990, and finally in December 1997, the Raglan Mine (now operated by Glencore Xstrata) began nickel and copper production at the eastern end of what is now called the Cape Smith nickel belt. Today numerous mining companies are active in this part of the Ungava peninsula in both exploration and development. And on a theoretical level, the whole geological formation of the Cape Smith fold is currently attracting great interest among the world's experts in plate tectonics (shifts in the earth's crust).

Continued

PIONEER AIR MAIL: EAST COAST OF HUDSON BAY 1933 by Diana Trafford continued:**ENDNOTES**

- ¹ In 1933, the HBC ship *S.S. Nascopie* supplied the East Coast of Hudson Bay.
- ² See, for example, "Radio in the Far North." *The Beaver*, March 1931, pp. 187-88. The HBC also used this program to send coded messages about company business to its northern managers.
- ³ The first Post Office in the region opened in 1935 in Port Harrison (Inukjuak).
- ⁴ Moosonee was the terminus of the Temiskaming and Northern Ontario Railway. The last spike was driven in July 1932.
- ⁵ A part connecting the tail ski to the body of this all-metal plane to keep the ski running straight. Interestingly, a hole can be seen today in the rear underside of the fuselage of CF-ATF, in the very spot where the check lug would have been. The display at the Canada Aviation and Space Museum also shows an oleo leg lying on the ground on the port side, and a log tripod in position for hoisting the plane.
- ⁶ Heating the engines was a major winter inconvenience borne by early bush pilots and mechanics. On landing, they would drain the oil from the engine and keep it warm overnight. Next morning, the plane would be draped with a nose tarpaulin, and the engineer would sit inside the tarp with a blow pot to heat the engine. When the temperature was high enough, the engineer would pour in the warm oil and then start the engine.
- ⁷ Revillon Frères established their fur trading business in the Canadian North in the early 1900s. After three decades of strong rivalry, they sold this business to the HBC in 1936, and returned to their original focus on the retail fashion market.
- ⁸ The mail dropped by the CAL planes on March 18 included a letter from his superiors inviting Father Meilleur to come out on sick leave when the planes returned. (*Codex for the Oblate Mission Saint-Joseph at Fort George*, Archives Deschatelets, Ottawa.)
- ⁹ Kading had survived the forced landing of another Junkers, CF-AMX, on the Liard River, B.C., in 1930, nearly starving to death before being rescued after two months in the wilderness. The story is told in Frank H. Ellis, *Canada's Flying Heritage*, Toronto: University of Toronto Press, 2nd ed. 1980, pp. 329-333.

SOURCES

Canadian Airways Limited *Bulletin* – Vol. 4, No. 10, April 15, 1933, p. 23 and Vol. 4, No. 11, May 15, 1933, pp. 14-15.

Canadian Airways Limited Fonds, Archives of Manitoba. Various files including aircraft log books for G-CAIW and CF-ATF and the file *Miscellaneous Data on Air Mail (Dates, First Flights, etc.)*.

Canada Aviation and Space Museum website:

<http://www.aviation.technomuses.ca/collections/artifacts/aircraft/JunkersW34f-fi/>

Hudson's Bay Company Archives, Archives of Manitoba. Post journals for Cape Smith and Port Harrison. No journals from the other posts visited by this charter survive for the relevant dates in the HBC Archives.

Molson, K. M. *Pioneering in Canadian Air Transport*. Winnipeg: J. Richardson, 1974, p. 154.

Montreal Gazette, Friday, Apr. 14, 1933, "Planes Penetrate Northern Wastes: Ken Saunders and Howard Watt return from Cape Smith."

Nowkawalk, Moses. "By Mail from Salluit." *Inuktitut Magazine*, 1985, Issue #60, pp. 54-59. Online at: <https://www.itk.ca/publication/magazine/inuktitut/back-issues/inuktitut-magazine-1985-60>. Recollections of mail transport by dog team in Ungava. The last long-haul mail transport by dog team in this region took place in 1957.

The Air Mails of Canada and Newfoundland. Mineola, N.Y.: American Air Mail Society in cooperation with the Canadian Aerophilatelic Society, 1997, Cover 3317, p. 140.

Thompson, G. A. "Canadian Air Transportation," *The Engineering Journal*, January 1938, pp. 3-12. The author discusses aircraft design features needed for northern operations in Canada.

Many thanks to Diana Trafford for this article, and to John Davidson for the map.

Canadian "Rocket Mail" - 2011 to 2014



Over the last four years, Ashley McIsaac has launched a series of rockets carrying philatelic covers. - The first of these flights was described in the December 2011 Canadian Aerophilatelist.

The covers were franked with modern Canadian postage, and one (sometimes two) of the 'First Canadian Rocket-Flight' stamp produced by Gerhard Zucker in 1936. Covers were cancelled at the local Gananoque post office after the flight. Some of the covers have been sold on Ebay, and a donation made from the proceeds to the Arthritis Research Foundation of Canada.

Ashley has provided the following information regarding his rocket mail flights:

FLIGHT 1 October 31st 2011 10:15AM

Launched from: Gananoque Airport, Ontario **Launched by:** Wilfred Ashley McIsaac.

Weather: Clear and cool. **Flight Path:** Weather cocking: launched into wind and returned to launchsite.

Rocket: ARCAS high-powered rocket from Aerotech. **Fuel:** Composite **Pound Thrust:** 18 pounds

Altitude: 2500 feet. **Flight duration:** approx. 1 ½ minutes. **Total Distance Traveled:** approx. 1.5 km

Payload: Seven letters with Gerhard Zucker 'First Canadian Rocket-Flight' stamps onboard.

Special Notes: The stamps were cancelled or mailed from the Post Office in Gananoque after the flight..

FLIGHT 2 May 11th 2012 Evening launch 8:15PM

Launched from: Gananoque Airport, Ontario **Launched by:** Wilfred Ashley McIsaac.

Weather: Clear. **Flight Path:** Vertical

Rocket: Astrobee D high-powered rocket by Aerotech. **Fuel:** Composite **Pound Thrust:** 16 pounds

Altitude: Under 1000 feet. **Flight duration:** approx. 40 seconds

Downrange distance travelled: 300 feet. **Total Distance Travelled:** approx. 0.6 km

Payload: Five letters with Gerhard Zucker 'First Canadian Rocket-Flight' stamps on board.

Special Notes: This launch tested the Astrologger 54 electronics package. All mail was cancelled at the Post Office in Gananoque after the flight.

FLIGHT 3 June 29th 2012 High winds delayed launch until 10:30am.

Launched from: Gananoque Airport, Ontario **Launched by:** Wilfred Ashley McIsaac.

Weather: Clear with wind gusts up to 25 km/h. **Flight Path:** Parabolic

Rocket: Astrobee D III test vehicle (modified Aerotech Astrobee D with 3 strap-on boosters)

Fuel: Composite main engine with black powder for the boosters. **Stages:** 1 ½

Pound Thrust: 24 pounds **Altitude:** approx. 1600 feet **Flight Duration:** 20 - 30 seconds

Downrange distance travelled: over 1,000 feet. **Total Distance Travelled:** approx. 1 km

Payload: Seven letters with Gerhard Zucker postage attached.

Special Notes: The 5.8 foot Astrobee D III experimental mail rocket crashed into a cornfield several hundred yards from the launch site, when it nose dived from an estimated 1200-1600 feet after the boosters failed to ignite.

The 1 ½ stage rocket including two onboard cameras was completely destroyed. The mail received only minimal damage however and was cancelled at the nearest Post Office in the town of Gananoque after the flight.

Continued

CANADIAN "ROCKET MAIL" FLIGHTS BY ASHLEY MCISAAC - 2011 TO 2014 continued:**FLIGHT 4 November 6th 2012 11:45 am**

Launched from: Gananoque Airport, Ontario **Launched by:** Wilfred Ashley McIsaac.

Weather: Partly cloudy, mild (+2 Celsius), low winds (4 km per hour). **Flight Path:** vertical

Rocket: Astrobee D IV 'Super Booster' **Fuel:** Composite and Black Powder

Stages: 1 ½ (Booster ignition malfunction) **Pound Thrust:** 41 pounds **Altitude:** under 1000 feet

Flight Duration: 36 seconds **Downrange Distance Travelled:** approx. 500 feet.

Total Distance Travelled: approx. 0.5 kms

Payload: Twelve mail covers with a variety of Gerhard Zucker 1936 Canadian postage stamps attached.

Special Notes: The two integral side boosters failed to ignite on the launch pad and the on board backup system failed as well. The payload was jettisoned on time and returned to the ground under a bright orange parachute. Twelve letters were recovered and were either cancelled or delivered from the nearest post office in Gananoque, after the flight.

FLIGHT 5 May 14th 2014 1:30 pm

Launched from: Gananoque Airport, Ontario **Launched by:** Wilfred Ashley McIsaac.

Weather: Poor. - Overcast, mild, windy, (gusts over 25km/h), light rain. **Flight Path:** Parabolic

Rocket: Astrobee D IV (D) **Fuel:** Composite and Black Powder **Stages:** 2 ½

Pound Thrust: (first stage) 38.28 pounds, (second stage) 2.24 pounds **Altitude:** 500 feet.

Flight Duration: 23-25 seconds. **Downrange distance travelled:** 1,000 feet

Payload: Twelve mail covers with a variety of Gerhard Zucker 1936 Canadian postage stamps attached.

Special notes: Following the launch the covers were either mailed or cancelled in Gananoque, Ontario.

Six of the twelve covers will be sent to Tulsa, Oklahoma, where an American named Andrew Warwick will launch them in another rocket scheduled for blast off in August 2014. Covers will then be sent to Gamada Stamps in Oregon for sale on Ebay.

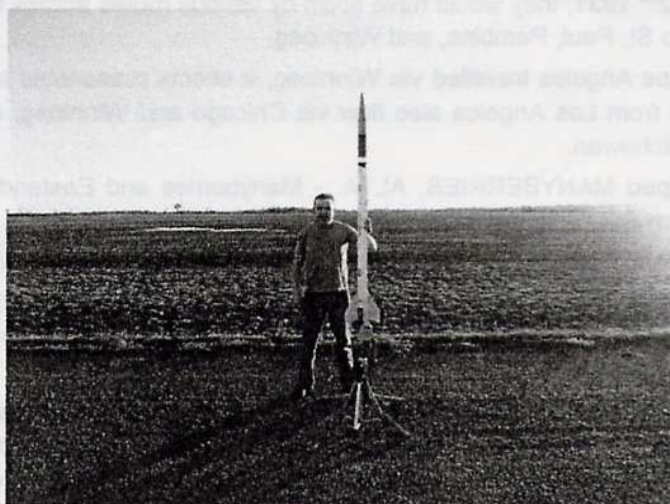
Total # of flights: 5

Total # of covers flown: 43

Total number of 1936 Gerhard Zucker "Rocket Flight" stamps used : 49

Average price of Ashley McIsaac Rocket mail covers sold on Ebay: \$75.00.

For more information see the **CANADIAN ROCKETMAIL FLIGHT SUMMARY - 2011 TO 2014** at:
<https://docs.google.com/document/d/1ILJp8yS9heOxPvOyFQyv803dXNAON1tyg7CoPAmXEZs/edit>



Ashley McIsaac and the ASTROBEE D ROCKET - Flight 2, May11th 2012

Thanks Ashley.

UPDATE ON THE "D.w." COVERS - Part 3

Chris Hargreaves

What does "D.w." stand for?

Who applied the handstamp? When? Where? Why?

The mystery of the D.w. handstamp was initially studied in two articles, in the September 2010 and June 2011 issues of *The Canadian Aerophilatelist*. A summary of these articles will be available on our website www.aerophilately.ca together with Update #1 published in the September 2013 journal, and Update #2 published in March 2014.

Cover numbers refer to a specific cover, and remain constant from article to article.

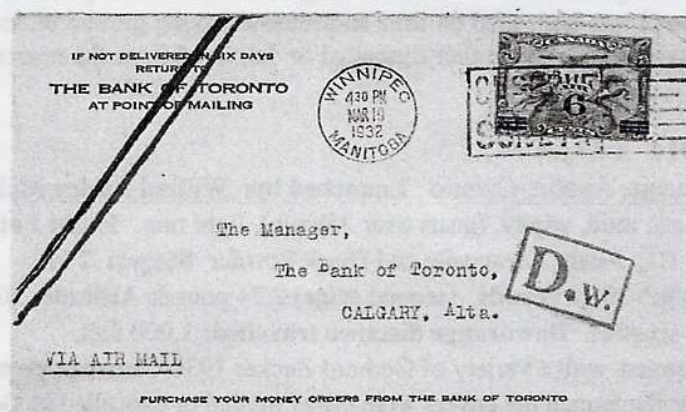


Figure 1 - D.w. Cover 31: postmarked WINNIPEG MAR 19 1932

Many thanks to everybody who has responded to the previous articles on the D.w. handstamp, by sending in details of additional covers with the handstamp; by suggesting what it might stand for / why it might have been used; or just commenting that they are enjoying this mystery.

Peter Edwards sent me the cover in Figure 1, which is a very late usage of the handstamp. - The latest recorded is March 27th 1932.

Hal Vogel alerted me to the lot of five covers illustrated in Figures 2 to 6. - These are all commemorative covers, mailed from the U.S. to Reginald Schmitt in East End, Saskatchewan, during 1931. They are a very interesting group to study, as three of the five covers have a D.w. handstamp, and two don't.

- Figures 2, 3 and 6 have the D.w. hand stamp which indicates that they travelled via Winnipeg. Since they were mailed after February 2nd 1931, they would have flown by various routes across the U.S. to Chicago, and then continued on CAM 9 to St. Paul, Pembina, and Winnipeg.
- Since Figure 6 from Los Angeles travelled via Winnipeg, it seems reasonable to assume that Figure 4 from Seattle, and Figure 5 from Los Angeles also flew via Chicago and Winnipeg, even though it is a "long way round" to get to Saskatchewan.
- Figure 4 is backstamped MANYBERRIES, ALTA. - Manyberries and Eastend were both on the Canadian Pacific Railway line from Stirling to Weyburn. (See map Figure 7.)
- The shortest routing from Winnipeg to East End would have been by air to Moose Jaw; by train from Moose Jaw to Assiniboia; then by another train from Assiniboia.
- Since Figure 4 was backstamped in Manyberries, the routing to East End may have been from Winnipeg to Lethbridge by air; train from Lethbridge to Stirling; then rail to East End.

In the previous D.w. update in the March 2014 *Canadian Aerophilatelist*, I reported that Barry Countryman had been looking into the weather conditions when some of the D.w. covers were flown, to see if the covers marked "D.w." were likely to have been "Delayed by weather". - He found that sometimes there had been bad weather that caused delays, (e.g. Covers 5, 11, and those from the Winnipeg - Pembina First Flight); but sometimes the D.w. handstamp occurred when the weather had been fine, (e.g. Covers 4 and 13.)

Continued

UPDATE ON THE "D.W." COVERS - PART 3 by Chris Hargreaves continued:



Figure 2 - D.W. Cover 32 - April 15th 1931
SOUTH BEND, IND
WELCOMES COM. RICHARD E. BYRD



Figure 3 - D.W. cover 33 - July 1st 1931
Feint cachet - FIRST FLIGHT AIR MAIL ROUTE AM 33
MONROE LOUISIANA JULY 1 1931



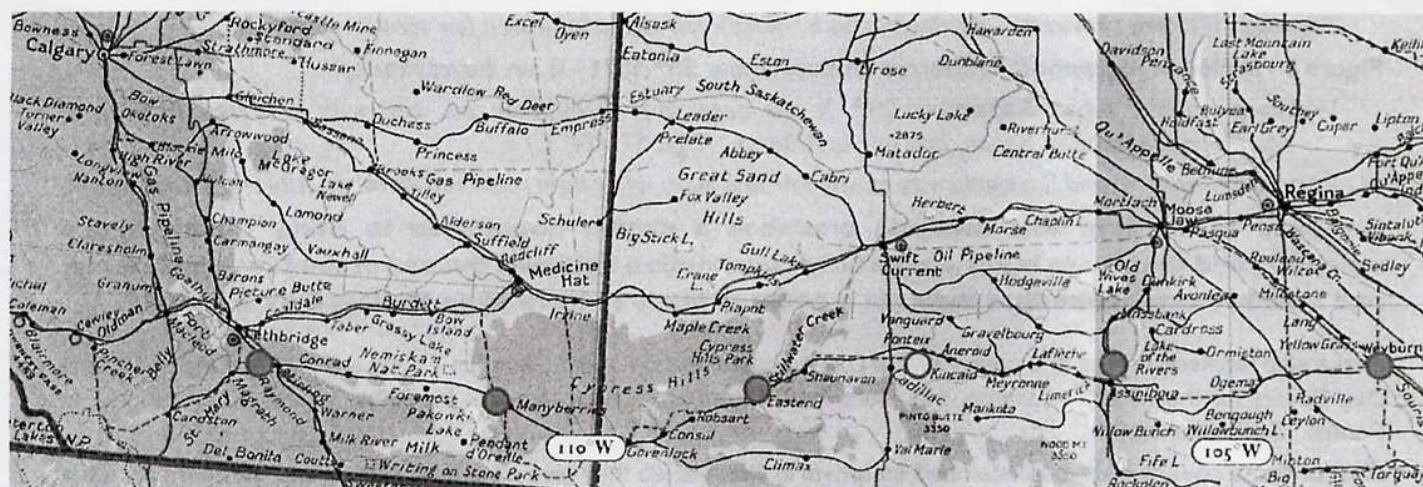
Figure 4 - Postmarked SEATTLE Sep 3 1931 Backstamped MANYBERRIES ALTA SP 8 31
CONGRATULATIONS POST and GATTY WORLD ENCIRCLING
RECORD HOLDERS SEATTLE - WASH. SEPTEMBER 3, 1931



Figure 5 - Postmarked INGLEWOOD CALIF SEP 12 1931
AIR FIESTA LOS ANGELES AIRPORT SEPT. 12-13
IN CONJUNCTION WITH
LA FIESTA DE LOS ANGELES SEPT. 4-13 1931



Figure 6 - D.W. Cover 34 - September 23rd 1931
1911 - 1931 TWENTIETH ANNIVERSARY
FIRST AIR MAIL FLIGHT P.O. DEPARTMENT
SEPTEMBER TWENTY THIRD LOS ANGELES



Stirling

Manyberries

Eastend

(Ponteix)

Assiniboia

Weyburn

FIGURE 7

Continued

UPDATE ON THE "D.w." COVERS - PART 3 by Chris Hargreaves continued:

The covers to Reginald Schmitt in East End give us an opportunity to expand on Barry Countryman's study, and to see if there is a correlation between the application of the D.w. handstamp on the East End covers, and the weather conditions at the time of the flights. (Fortunately it is not necessary to know the exact route taken by the covers in order to do this correlation.)

Weather conditions at the time of the flights were obtained from *The Winnipeg Free Press* archives at www.newspaperarchive.com - The paper was published each morning (except Sunday), and contained a report on the weather conditions up to 7p.m. the previous day, and a forecast for the day of publication.

The weather conditions at the time of the covers in Figures 2 to 6 were:

Figure 2 - Mailed in South Bend, Indiana on April 15th 1931 - D.w. handstamp

Winnipeg weather report April 18th: *Pressure is low over western Manitoba, and strong winds have prevailed in Saskatchewan. It has been warm in Manitoba, but it is becoming cooler further west. High 75. (24° C)*

Forecast: *Manitoba - Mostly fair and warm: followed by northwest winds and becoming cooler by night; probably by a few scattered showers. Saskatchewan - Fresh or strong north-westerly winds: mostly fair and somewhat cooler: probably a few scattered showers.*

Figure 3 - Mailed in Monroe, Louisiana on July 1st 1931 - D.w. handstamp

Winnipeg weather report July 3rd: *The weather has been for the most part fair and comparatively cool throughout the west, while it has been comfortably warm in most parts of Ontario and Quebec. High 72. (22° C)*

Forecast: *Manitoba - Moderate northwest winds: fair and comparatively cool. Saskatchewan and Alberta - Moderate to fresh winds: mostly fair with not much change in temperature: possibly a few scattered showers in northern districts.*

Figure 4 - Mailed in Seattle, Washington on September 3rd 1931 - NO D.w. handstamp

Winnipeg weather report September 5th: *The weather has been for the most part fair and moderately warm throughout the west. A few light scattered showers have occurred in some districts. High 73. (23° C)*

Forecast: *Western provinces - Mostly fair and moderately warm: a few light scattered showers.*

Backstamped in Manyberries, Alberta on September 8th

Winnipeg weather report September 7th: *The weather has been fair and decidedly warm in the western provinces. High 88. (31° C)*

Forecast: *Manitoba - Mostly fair and warm: probably local thunder storms. Saskatchewan - Partly cloudy and warm with local thunderstorms. Alberta - Unsettled with showers.*

Figure 5 - Mailed in Inglewood, California on September 12th 1931 - NO D.w. handstamp

Winnipeg weather report September 14th: *The weather has been mostly fair cool in the western provinces. High 71. (21° C)*

Forecast: *Western provinces - northwest winds: mostly fair and cool with a few scattered showers.*

Figure 6 - Mailed in Inglewood, California on September 23rd 1931 - D.w. handstamp

Winnipeg weather report September 23rd: *It has been cool throughout the west with scattered showers in Manitoba and Saskatchewan, and fair in Alberta. High 57. (14° C)*

Forecast: *Manitoba and Saskatchewan mostly fair and cool: a few light scattered showers. Alberta: fair and cool.*

It seems to me that this analysis produces a similar conclusion to Barry Countryman's research, and that there is not a significant correlation between the use of the D.w. handstamp, and weather conditions that indicate a cover is likely to have been "Delayed by weather".

I have also received copies of 9 covers with a D.w. handstamp from Alain Gauthier. - They are part of a set of 14 First Day Covers for the c3 airmail stamp, that were mailed from various locations to his father in law, J.O Tourigny, in Ponteix, Saskatchewan.

Most of these covers were backstamped on arrival in Ponteix, so they give an opportunity to test whether or not the 9 covers with the D.w. handstamp were in fact "Delayed"!

The covers are shown in Figures 8 to 21.

Continued

UPDATE ON THE "D.w." COVERS - PART 3 by Chris Hargreaves continued:

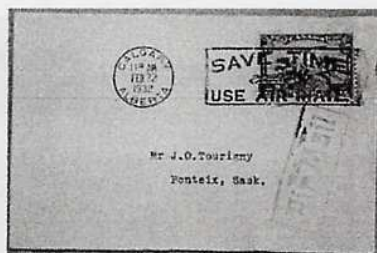
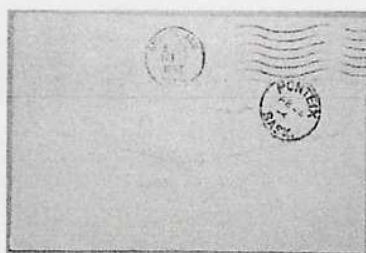


Figure 8

Front postmarked
CALGARY 11.30AM 1932



Backstamped
MOOSE JAW 6AM FEB 23 1932
PONTEIX FE 23 32



Figure 9

Pmk. MOOSE JAW 11PM FEB 22
Back. PONTEIX FE 23 32

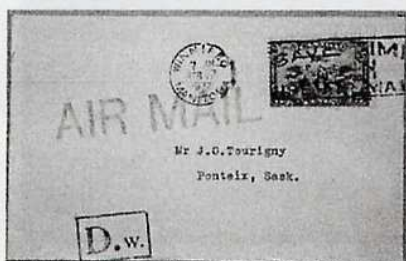


Figure 10 - D.w. Cover 35
Pmk. WINNIPEG 7AM FEB 22
Back. PONTEIX FE 23 32



Figure 11 - D.w. Cover 36
Pmk. WINNIPEG 7AM FEB 22
Back. PONTEIX FE 23 32



Figure 12 - D.w. Cover 37
Pmk. WINDSOR FEB 22 11AM
Back. PONTEIX FE 24 32



Figure 13 - D.w. Cover 38
Pmk. LONDON 11 FEB 22
No Backstamp.

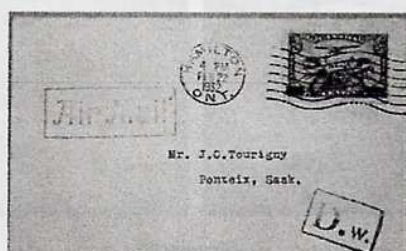


Figure 14 - D.w. Cover 39
Pmk. HAMILTON 4 PM FEB 22
Back. PONTEIX FE 24 32



Figure 15 - D.w. Cover 40
Pmk. TORONTO FEB 22 1.30 PM
Back. PONTEIX FE 24 32

PONTEIX, like East End, was on the Canadian Pacific Railway line from Stirling to Weyburn. (See map Figure 7.)

Figure 8, from Calgary to Ponteix, is backstamped in Moose Jaw, indicating that the route taken was by air to Moose Jaw, by train from Moose Jaw to Assiniboia; then by another train from Assiniboia to Ponteix.

Figure 9 is from Moose Jaw, and like Figure 8 was backstamped in Ponteix on February 23rd. If there was one mail service from Moose Jaw to Ponteix daily, Figures 8 and 9 would have travelled together from Moose Jaw. Figure 9 is just a First Day Cover for the c3 air mail stamp, and did not fly anywhere.

Figures 10 and 11 are both from Winnipeg, and are also backstamped in Ponteix on Feb 23rd. They would have reached Moose Jaw on the westbound Prairie Air Mail Service, [which was scheduled to leave Winnipeg at 20.00 Central Time, and arrive in Moose Jaw at 23.10 Mountain Time], and continued by train with Figures 8 and 9.

WHY DO FIGURES 10 AND 11 HAVE A "D.w." HANDSTAMP? - Since the covers originated in Winnipeg, they wouldn't have been delayed en route to Winnipeg. And, since they reached Moose Jaw in time to connect with the mail to Ponteix, the flight would appear to have been approximately on schedule! So if "D" in "D.w." stands for "Delayed", how long was the delay, and why did it warrant the covers being handstamped? [With regard to weather, *The Winnipeg Free Press* reported that the weather on February 22nd was "fair and decidedly cold from Alberta eastward to Northern Ontario". Maximum temperature in Winnipeg was -8 (-22° C), the minimum was -30 (-34° C).]

Continued

UPDATE ON THE "D.w." COVERS - PART 3 by Chris Hargreaves continued:



Figure 16 - D.w. Cover 41
Pmk. TORONTO FEB 22 1.30 PM
Back. PONTEIX FE 24 32



Figure 17 - D.w. Cover 42
Pmk. MONTREAL 9AM FE22
Back. PONTEIX FE 24 32



Figure 18
Pmk. OTTAWA FEB 22 11AM
Back. PONTEIX FE 25 32



Figure 19 - D.w. Cover 43
Pmk. SAINT JOHN N.B. 8 FE 22
Back. PONTEIX FE 25 32



Figure 20
Pmk. CHARLOTTETOWN P.E.I. 10AM FE 23
Back. MONTREAL C 10AM FE 23
Back. PONTEIX FE 26

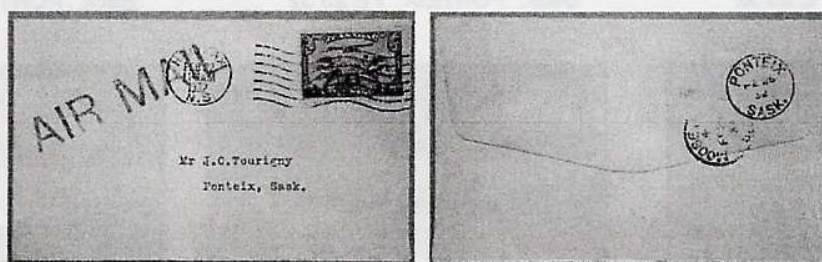
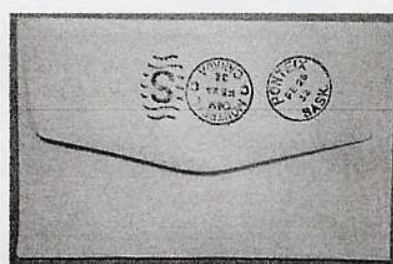


Figure 21

Pmk. HALIFAX N.S.
FEB 22 11.30AM

Back. MOOSE JAW date unclear
Back. PONTEIX FE 26 32

Figures 12 (from Windsor), 14 (from Hamilton), 15 and 16 (from Toronto), and 17 (from Montreal) all arrived in Ponteix on February 24th. Figure 13, from London, Ontario, may well have arrived on Feb 24th too, but since it was not backstamped one cannot be sure.

According to the air mail schedule in the February 1932 Post Office Guide, Figures 15 and 16 would have travelled:

Leave Toronto	6.10 p.m. E.S.T.	Arrive Detroit	8.30 p.m. (Feb22)
Leave Detroit	9.00 p.m. E.S.T.	Arrive Chicago	10.50 p.m. C.T.
Leave Chicago	11.50 p.m. C.T.	Arrive St.Paul, Minnesota	4.05 a.m. (Feb 23)
Leave St.Paul	8.00 a.m.	Arrive Pembina	12.10 p.m.
Leave Pembina	12.20 p.m.	Arrive Winnipeg	1.00 p.m.

Figure 12 was postmarked in Windsor at 11 a.m., and would have travelled to Detroit by surface mail, to connect with the 9.00 p.m. flight to Chicago.

Figure 14, postmarked Hamilton 4 p.m., would have been added to the Toronto - Windsor flight when it stopped in Hamilton at 6.30 p.m. (It was scheduled to leave Hamilton at 6.35 p.m.)

Once they arrived in Winnipeg, covers 12, 14, 15 and 16 were handstamped "D.w.", and then connected with the 8.00 p.m. flight to Moose Jaw. - It would be strange for these covers to be marked "Delayed" after making several connections en route to Winnipeg, and also making the onward connection to Moose Jaw!

Continued

UPDATE ON THE "D.w." COVERS - PART 3 by Chris Hargreaves continued:

Figure 17 from Montreal is backstamped Ponteix Feb 24th, so would have made a connection with the flight from Chicago to St. Paul on Feb 23rd. Since the Montreal - Toronto air mail service had been discontinued in August 1931, it would either have travelled by train to Toronto to connect with the Toronto - Detroit flight; or flown from Montreal (departing 12.15 p.m.), to Albany, New York (arriving 2.30 p.m.) to connect with U.S. Air Mail service to Chicago. This cover was also handstamped "D.w." in Winnipeg, but doesn't seem to have been delayed.

Figure 18 was postmarked in Ottawa at 11 a.m on Feb 22nd. It was not able to connect with air mail flights from Toronto or Montreal, so arrived a day after the covers from Toronto and Montreal, and was backstamped in Ponteix on Feb 25th.

Figure 19 from Saint John, New Brunswick, reached Montreal on Feb 22nd or 23rd in time to connect with air mail flights from Toronto or Montreal. It arrived in Ponteix at the same time as Figure 18 from Montreal, and was backstamped there on Feb 25th. However, Figure 19 received a D.w. handstamp, but Figure 18 didn't!

Figure 20 was mailed in Charlottetown on Feb 22nd, (no time in postmark), and was backstamped in Montreal at 10.00 am on Feb 23rd. The Montreal C - S duplex cancellation indicates it was handled by the air mail section in the Montreal Post Office, which implies it left Montreal by the Montreal - Albany air mail flight. However, it is backstamped in Ponteix on Feb 26th, so took three days to travel from Montreal to Ponteix, whereas Figure 17 that was mailed in Montreal only took two days. Figure 20 therefore seems to have been delayed in reaching Winnipeg, but did not receive a D.w. handstamp!

Figure 21 is from Halifax, and arrived in Ponteix on Feb 26th at the same time as Figure 20. - It did not receive a backstamp in Montreal like Figure 20 did, but did receive a backstamp in Moose Jaw that none of the other covers travelling from or via Winnipeg did.

My analysis of the covers to Ponteix suggests that the D.w. handstamp was applied to some covers that weren't delayed, and my analysis of the covers to East End indicates to was applied to some covers that flew while the weather was fine!

But if "D.w." doesn't stand for "delayed by weather", was does it stand for?

After the last update I received an email that raises an issue not considered previously:

1. Many have commented on the placement of the D.w on the cover - quite rightly in my view. It is interesting, I think, that the D.w often appears over the date and in the upper right when - as many point out - there is loads of space elsewhere.
2. The fact that all covers go through Winnipeg is a critical fact. Also the fact that Winnipeg played an important role in airmail AND first flights.
3. We may be forgetting another important fact: that a post office cancellation is a time / date stamp - admissible - I should think - in a court of law.

To go further I need to point out that despite what I said in (3), the post office often postmarks mail before and after the date that appears on the cover. This is done every time Canada produces a first day cover. I'd argue that - given all the marketing - and hype - that went with first flights, the pride of the post office, a real need to develop postal customer support and use for air mail (i.e. proving it is trustworthy and worth the extra expense) - leading in time to the "all up" concept, that ALL mail targeted for a particular flight out of Winnipeg (and there would have been a lot of it) was rigorously managed. And that rigorous management included cancelling mail IN ADVANCE of flights - ready to go when that flight departed.

I'm now thinking the lower case "w" is in fact Winnipeg, and that "D for Date". - Its meaning is that the post mark date is "anticipated" but not necessarily valid.

I think this theory can explain some of the D.w. covers but not all of them. - But perhaps there was more than one reason for the handstamps use?

I'm also thinking that it's new ideas like this which may trigger the final solution. - If anybody else has new ideas, and/or comments on the analysis in this update, please contact me.

Many thanks to Alain Gauthier, David Jones, Derek Rance, Gord Mallett, Gray Scrimgeour, Hal Vogel, Nino Chiovelli, Norris Dyer, Peter Edwards, Peter Motson, Peter Wood, and Rick Parama for their recent comments on the D.w. mystery, and to everybody who has contributed to this enquiry previously.

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

FOLLOW UP TO ITEMS IN PREVIOUS ISSUES

Polly Vacher - WINGS AROUND THE WORLD

The December 2013 journal included an item from Herbert Lealman featuring a cover carried by Polly Vacher on her 2003 "Wings Around the World" flight.

Herbie put a letter in POLARPOST magazine, and was informed by Bernd Lukas:

If anyone would like to see more about the Lady Pilot and her flights, see www.worldwings.org - The Polar flight was "Wings around the World II", and you can find the flight route and points touched in Canada.

I have written a Story about the flight for the German Polar Society, but it is in German.

If any one would like to know a little more, give them my email address, and I will see what I can do:

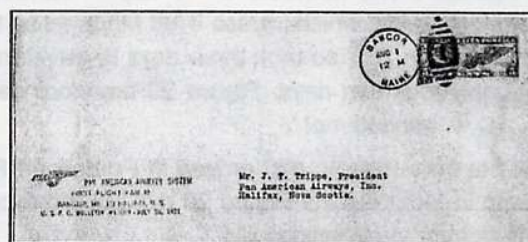
www.bernd.lukas@arcor.de

Thanks Bernd and thanks Herbie.

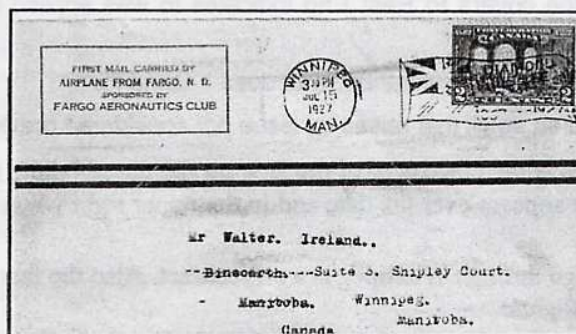
PAN AM cachet on AMCN #3139 FFC

In the March 2014 John Johnson asked whether anybody had seen another cover like this from the August 1st/3rd 1931 — Halifax / St. John - Bangor, Maine first flights.

John has informed me that he's now located a second cover with the Pan Am cachet.



FARGO covers 1927



Postmarked WINNIPEG 3.30PM Jul 15 1927 - Printed cachet:

FIRST MAIL CARRIED BY AIRPLANE FROM FARGO N.D. SPONSORED BY FARGO AERONAUTICS CLUB

The March 2014 journal included a cover similar to the one above, but addressed to Marmath in North Dakota, and backstamped there on July 16th at 6.30 P.M. - The question asked was whether that cover would have flown from Winnipeg to Fargo on the Aeronautics Club return flight, and then been put in the regular mail stream and traveled to Marmath by train?

The cover above was addressed to Binscarth, Manitoba. It was re-directed to "Suite 3, Shipley Court, Winnipeg", and is backstamped ASSISTANT POSTMASTER WINNIPEG, MAN. JUL 16 1927.

- It is possible that this cover was flown to Fargo with the one to Marmath, then put on a train back to Winnipeg, was backstamped on its arrival in Winnipeg on July 16th, and then put in the mail to Binscarth. However, no mail flown from Winnipeg to Fargo has previously been reported.
- It may also be possible that the cover was carried by the Fargo Aeronautics Club like the cachet says, was cancelled on arrival in Winnipeg on July 15th and sent to Binscarth; was immediately re-directed from Binscarth to Winnipeg, and was backstamped when it arrived back in Winnipeg on July 16th. However, *The Air Mails of Canada and Newfoundland* states that the mail from Fargo was "Postmarked Fargo on July 13, backstamped Winnipeg on July 16."

Can anybody provide a copy of a cover from Fargo that matches the description in AMCN, or an alternative explanation for above cover, and/or any additional information about the Fargo covers?

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE, 1939



This cover, postmarked MONTREAL AU 12 39 and endorsed VIA AIR MAIL TO RIMOUSKI - FOR "EMPRESS OF BRITAIN" was described in our March 2014 journal. (Page 28). It is the latest cover I have seen from the St. Lawrence Seaway Air Mail Service, and was mailed after F.J. Hatch said the service had ended.

The illustration is from Richard Beith, who has provided some additional information regarding the St. Lawrence Seaway Air Mail Service:

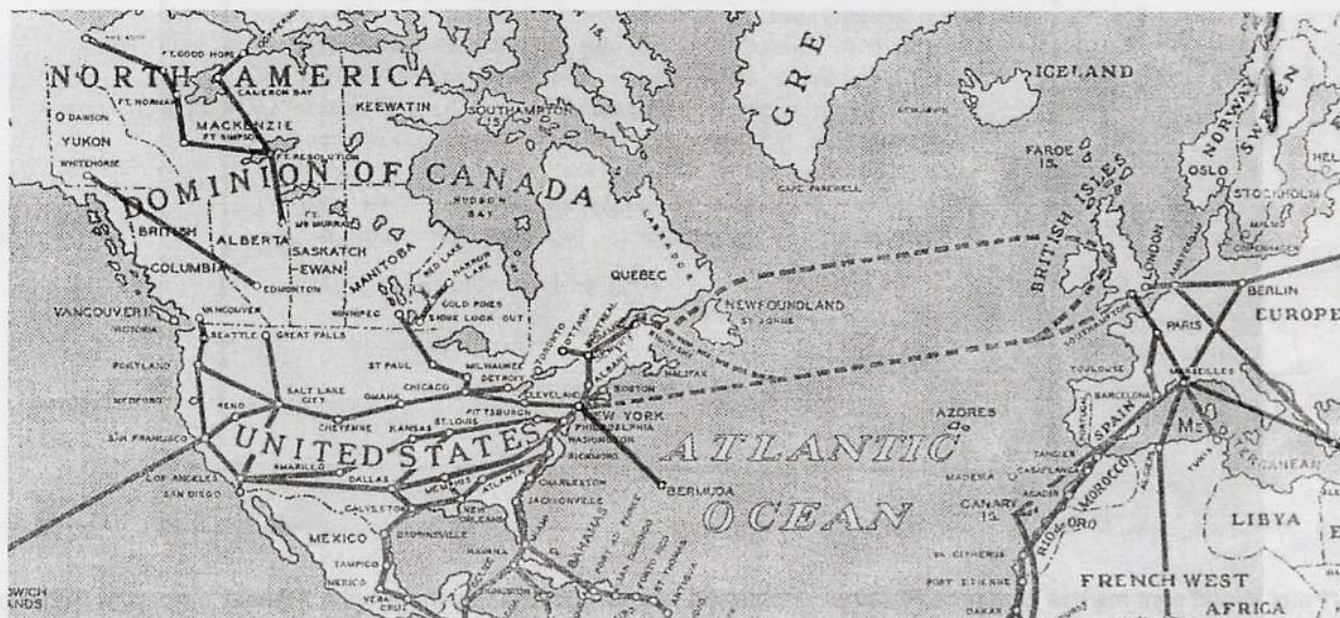
Further to the scan of that 1939 cover, these two excerpts from British Post Office Air Mail leaflets may be of interest.

CANADA	0	5	0	3	Normally as for mid-week U.S.A. ordinary mails and week-end direct Canadian ordinary mails.	Up to 1 day's gain for Montreal, Ottawa and Toronto; up to 2 days' gain for Winnipeg; up to 4 days' gain for British Columbia.
--------	----	----	---	---	---	---	---	--

These rates are from the April 1939 one, and include the data for Canada from the section: 'Letter air mails, countries outside Europe'.

From left to right, 5d is the letter postage per ½ ounce, 3d the cost of a postcard, the phrase 'Normally as for mid-week USA ordinary mails and weekend direct Canadian ordinary mails' refers to 'Latest times of posting unregistered correspondence at Head Post Office, London EC 1, and the 'acceleration afforded' is given as 'Up to 1 day's gain for Montreal, Ottawa and Toronto; up to 2 day's gain for Winnipeg; up to 4 day's gain for British Columbia.'

Presumably this acceleration and the 5d rate included trans-Canadian air mail as well, also air mail from New York from the midweek service.



The map is from the October 1938 leaflet as the one I have is an original. 'Imperial Air Routes' were shown in red. The Montreal - Rimouski route bears the label 'Summer Service'. The same map is repeated in the April 1939 leaflet, but I only have that in b/w photocopy.

Thanks Richard.

INFORMATION WANTED

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

World War II Prisoner of War mail.

A BOMB OF LETTERS !



PAPUA: The letters from Australian prisoners of war at Rabaul which the Japanese dropped at Port Moresby, came from Japanese bombers attacking the aerodrome on April 28th, which dropped a mail bag after releasing a salvo of high explosive bombs at the height of a furious anti-aircraft barrage just before our fighters intercepted them. White streamers were attached to the bag, the fall of which was observed by a bomb disposal squad, which recovered it. It bore a cloth tag inscribed "Any person finding this bundle is cordially requested to deliver it to Army headquarters," and it contained the following type-written message: "Army Headquarters, Port Moresby. We have granted our war prisoners permission to write a letter to their homes to relieve the anxieties of their loved ones. This bomb of letters we are confident will never fail to receive a warm welcome from all the addresses. The letters are left unsealed for the convenience of censorship on your side. We sincerely hope that by your good offices the whole of the letters will find their way to their respective destinations. Japanese Headquarters."

(Courtesy: The Aero Field.)

Peter Wood sent me this item from *Philatopic Monthly*, a journal published by the Empire Stamp Company in Toronto from 1940 to 1952. - It comes from Vol. 4 No. 5 - the August/September 1943 issue.

I've heard about the Japanese not forwarding POW mail before, but this is the first time I've read about them making special arrangements to forward POW mail.

Can somebody provide further information as to how common either situation was?

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.

Brian Wolfenden - want lists welcome

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

Eastern Auctions Limited - consignments wanted

We would like to showcase your collection! For more information, or to request a Mail Auction or a Public Auction Catalogue, contact

P.O. BOX 250, BATHURST, N.B. CANADA E2A 3Z2

PHONE : 1-(800)-667-8267 EMAIL : easternauctions@nb.aibn.com

E.S.J. van Dam Ltd - check our internet price list

Canada semi official air mail stamps & covers, bought and sold since 1970.

Regular Newsletters and Auctions - Sample on request.

P.O. Box 300, Bridgenorth, Ontario, Canada K0L 1H0, or call 1-866-EVANDAM (382-6326).

Plus hundreds of stamps and covers offered at our website: www.canadarevenuestamps.com

Vance Auctions Ltd. - auctions every seven weeks

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

NEXT ISSUE IS #100

The September 2014 Canadian Aerophilatelist will be our 100th issue! Everybody is invited to send in a contribution, for this special COLOUR issue. - It can be a copy of a colourful cover you particularly like, a piece of research, the first aerophilatelic cover you collected, or anything else you want. - See pages 3 and 4 of this issue for more information.

Please send me your contribution by August 20th.

Chris Hargreaves

4060 Bath Road, Kingston, Ontario K7M 4Y4

E-mail: hargreavescp@sympatico.ca

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:

\$25.00 CDN in Canada,

\$30.00 CDN in U.S.A. (or \$28.00 US),

\$35.00 CDN for members Overseas, (or \$33.00 US, or 24 Euros, or 20 Pounds Sterling).

(See page 3 for more information.)

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.

#266 John F. Church

#290 Michael Deal

#238 Cheryl Ganz

#401 Tony Hine

#420 Allen Klein

#324 H. Lealman MBE

#416 Charles Livermore

#308 Don Lussy

#387 Ronald Markwell

#234 Kevin O'Reilly

#194 Derek C. Rance

#235 Dominique Tallet

#442 Robert Wille

#421 Vic Willson

#413 Howard Wunderlich

#438 Vittorio Zanoncelli

(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.