



CANADIAN AEROPHILATELIC SOCIETY

VOL. III NO. I

# AMERICAN AIR MAIL SOCIETY

*Organized 1923 in the Interest of Aerophilately and Aerophilatelists Everywhere*

PLEASE ADDRESS REPLY TO:

16 February, 1987

CANADIAN AEROPHILATELIC SOCIETY  
CANADIAN CHAPTER AAMS  
RPSC CHAPTER #187  
RICHARD K. MALOTT, VICE PRESIDENT & EDITOR  
16 HARWICK CRESCENT  
NEPEAN, ONTARIO, CANADA, K2H 6R1

Executive Committee of the Canadian Aerophilatelic Society:

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(613) 728-4275.

**Vice President:** Major Dick Malott, Retired, 16 Harwick  
Crescent, Nepean, Ontario, Canada, K2H 6R1.  
Telephone: (613) 829-0280 (Home) and (613)  
992-7982 (Office).

**Treasurer:** Mr. Nelson Bentley, 3044 Otterson Drive,  
Ottawa, Ontario, Canada, K1V 7B6. Telephone:  
(613) 733-6286.

**Secretary:** Mr. Ken R. Johnson 1046 Chateau Crescent,  
Gloucester, Ontario, Canada, K1C 2E1.  
Telephone: (613) 996-8500 (Office).

To all members of the Canadian Aerophilatelic Society (CAS) greetings. I trust that you have enjoyed a pleasant festive season and that you will have a great philatelic year for 1987, the year of CAPEX'87, 13 to 21 June 1987 in Toronto, Ontario and the 100th anniversary of organized philately in Canada.

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PUBLISHERS

THE AIRPOST JOURNAL  
THE AERO PHILATELIST ANNALS



AMERICAN AIR MAIL CATALOGUE  
E-Z ROCKET MAIL CATALOGUE

**ITEM 87-1**

CAPEX'87 is foremost on the minds of Canadian philatelists. We are still awaiting Bulletin No. 2 from the executive of CAPEX'87. As soon as the CAPEX'87 schedule is known we will be able to plan our complete schedule for CAPEX'87, including our various lectures. It is essential to let me know as soon as possible if you plan to attend CAPEX'87 and partake in the banquet at the Royal Canadian Military Institute on Saturday evening, 13 June 1987, with cocktails at 19:00 hours and dinner at 20:00 hours. Equally important is for me to know if you plan to attend the complimentary reception by the Lieutenant Governor of Ontario, Colonel The Honourable Lincoln Alexander on Monday afternoon from 17:00 to 18:00 hours at the reception hall of the Lieutenant Governor at Queen's Park, Toronto, Ontario.

**ITEM 87-2**

Accommodation for CAPEX'87 must be arranged now. Send in your requirements immediately to Pat Sloan at P.O. Box 6248, Station "J", (not Box 6217 which is incorrect), Ottawa, Ontario, K2A 1T4. Pat has 40 rooms reserved at the Royal York in Toronto less than 5 minutes walk from the Toronto Convention where CAPEX'87 is to be held. The cost is \$105.00 Canadian per room that accommodates one, two or three persons for the same price. Taxes (5%) are extra. If you are interested in Pat's help contact him NOW. When the 40 rooms are gone those still requiring rooms may have problems. Data on hotels, restaurants and CAPEX'87 are enclosed along with a souvenir CAPEX'87 card from Stamp Market Place with the compliments of Michael Madesker, one of the two organizers of Stamp Market Place and Stampex, as well as being the General Manager of CAPEX'87.

**ITEM 87-3**

A review of items from our Volume II No. II dated 10 October 1986 reveals that:

- A) A report on STOCKHOLMIA'86 prepared by myself is enclosed.
- B) Minutes of our meeting at Stamp Market Place on 9 November 1986 were sent to all members concerning future plans of the CAS.
- C) The 500 CAS souvenir booklets for CAPEX'87 are now being prepared and will be sold at \$5.00 each to raise funds for the CAS. If you wish to reserve a booklet that will contain a block of four of the 1986 Canada Science and Technical stamps please advise and send payment to our Treasurer, Nelson Bentley, 3044 Otterson Drive, Ottawa, Ontario, K1V 7B6.

- D) Our pin, CAPEX'87 certificate, a logo and stationery are now being designed by a competent designer, Mr. Tony Parkhouse of Ottawa, Ontario. Tony has done extensive design work for the Canadian War Museum.
- E) Donations of \$10.00 are still being solicited by our treasurer to pay for our last \$50.00 for our CAPEX'87 booth costs. If we cover this cost our funds in our account for other activities will remain intact.
- F) Be sure to fill in and send to me the CAPEX'87 information sheet. A copy will be attached for your use. If you have already sent in a reply you don't need to send another.
- G) No further data have been received from Henk Brink, the Dutch balloonist who completed the crossing of the Atlantic in the Dutch Viking on 2 September 1986. We are awaiting data on the availability and price of flown balloon envelopes.
- H) Sets of the 33 autographed balloon covers and three balloon programmes are still available from me on behalf of the National Capital Commission (NCC) at a cost of \$50.00 Canadian per set.
- I) Murray Helfetz has reported that 14 members of the CAS have sent their questionnaire in to him concerning aerophilatelic interests. If you wish the CAS to develop worthwhile activities please send in your response.
- J) Pat Sloan and Nelson Bentley, with assistance from Toronto CAS members maintained a CAS information booth during Phil-Ex Canada, at the Sheraton Centre Hotel, Toronto, Ontario, 9-11 January 1987.

#### ITEM 87-4

Our membership is now 69. We are pleased to welcome to our membership 19 new CAS members:

- 1. Mr. Frank Blumenthal  
5180 Linnean Terr. N.W.  
Washington, D.C.  
USA #20008  
#(50)

- 2. Mr. Ken R. Johnson  
1046 Chateau Crescent  
Gloucester, Ontario  
K1C 2E1  
#(51)

NOTE: Ken is our Secretary of the CAS.

3. Mr. W. Tidball  
2030 Stirling Pl.  
Kelowna, B.C.  
V1Y 2G8  
#(52)
4. Mr. Alex C. Ross  
65 Huntingdale Blvd.  
Apartment 1108  
Scarborough, Ontario  
M1W 2P1  
#(53)
5. Mr. Norbert E. Kroomer  
32 Regent Street  
Lindsay, Ontario  
K9V 3V1  
#(54)
6. Mr. J.M. Ellis  
P.O. Box 370  
Metcalf, Ontario  
K0A 2P0  
#(55)
7. Mr. William G. Robinson  
5830 Cartier Street  
Vancouver, B.C.  
V6M 3A7  
#(56)
8. Mr. John J. Barchino  
P.O. Box 953  
Brantford, Ontario  
N3T 5S1  
#(57)
9. Mr. Richard P. Hedley  
120 Hedgerow Drive  
Hamburg, New York  
14075-4159  
#(58)
10. Mr. T. W. Cummings  
50 Hudson Crescent  
Kitchener, Ontario  
N2B 2V8  
#(59)
11. Mr. Norman Gee  
P.O. Box 1716  
Deep River, Ontario  
K0J 1P0  
#(60)

12. Mr. M. Goldberg  
456 Glengrove  
Toronto, Ontario  
M5N 1X2  
#(61)
13. Mr. Gary Coates  
P.O. Box 232, Station "D"  
Toronto, Ontario  
M6P 2W3  
#(62)
14. Mr. Paul Barbatavicius  
39 Thornbeck Drive  
Scarborough, Ontario  
M1G 2J7  
#(63)
15. Mr. David E. Godfrey  
28 Tutshi Road  
Whitehorse, Yukon  
Y1A 3R3  
#(64)
16. Mr. Ian Mowat  
790 Cuaulta Crescent  
Victoria, B.C.  
V9C 3H3  
#(65)
17. Mr. Cliff Fielder  
227 Palmerston Avenue  
Toronto, Ontario  
M6J 2J3  
#(66)
18. Mr. Robert North Sr.  
111 Vista Drive  
Mississauga, Ontario  
L5M 1C4  
#(67)
19. Mr. Stephen Neulander  
P.O. Box 25  
Deer Field, Il.  
USA #60015-0025  
#(68)
20. Mr. Pat Woods  
P.O. Box 2483  
Banff, Alta.  
T0L 0C0  
#(69)

**ITEM 87-4**

Our new secretary, Ken Johnson, has sent me dues notices for certain members. A notice is enclosed for those whose dues are now due. If you are no longer interested in our organization's activities please advise our secretary so that your name may be deleted from the mailing list.

**ITEM 87-5**

Anyone planning to fly to Toronto should make their arrangements 14 to 21 days in advance and fix their dates going and coming so that they can save between 40% to 50% on APEX type tickets. If you are a senior citizen, living in Canada, you can save an additional 20% for travel within Canada. Since there are many rules and benefits check with your favourite travel agent or an applicable air line. Money can be saved by planning your trip well ahead. For friendly personal advice contact one of our colleagues, Mr. Murray Heifetz, Dominion Travel, 15 St. Clair Avenue West, Toronto, Ontario, M4V 1K6 (Telephone (613) 964-3911 or Telex 06-22490).

**ITEM 87-6**

Murray Heifetz (#14) requests that CAS members look through their Patricia Airways material and check copies of the yellow perf stamp (SC18) with the FED script. Aerophilatelic literature indicates that this FED script is in red, as are two copies in his collection. He recently acquired a legitimately looking cover addressed to F.E. Davidson with the script FED in blue. Has anyone seen any reference to FED in blue or better still has anyone a similar copy. If you can assist Murray in his query please drop him a note at his home address, 49 Ternhill Crescent, Don Mills, Ontario, M3C 3S9.

**ITEM 87-7**

Do you have a Canadian aerophilatelic slide programme for presentation at CAPEX'87 for our CAS First Convention, 13 to 21 June 1987? If so please contact our President, Pat Sloan at his Ottawa address.

#### **ITEM 87-8**

For collectors exhibiting at any level proper archival polyester (Mylar D) envelopes or sleeves are a must. Mr. Ritch Toop, Office Manager of the National Office, RPSC, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1 has located a reliable source in Ottawa - Mr. Ken Parker, President, Archival Conservation Resources (Canada) Ltd., P.O. Box 2506, Ottawa, Station D, Ottawa, Ontario, Canada, K1P 5W6. Telephone: (613) 523-9260. A copy of a two-page data sheet is enclosed for your perusal and retention.

#### **ITEM 87-9**

Bill Bartlett (#32) from Saanichton, BC, has prepared a very attractive cancelled post card depicting the Victoria International Airport, 17 miles from Victoria, B.C. The front of the coloured post card depicts the Victoria International Airport with a .34 cent aviation technical Stamp (June 1986) issue tied to the post card. On the back is a red cachet depicting Captain Brian A. Peck's JN-4. There were 25 cards prepared and they are available from the Treasurer, Nelson Bentley at \$2.00 each. Funds realized are for the activities of the CAS.

#### **ITEM 87-10**

Nelson Bentley our Treasurer has submitted the CAS Treasury Report as of 15 November 1986. Revenues totalled \$1,716.64 and expenses \$714.32, leaving a balance of \$1,002.32. We are awaiting payment from AAMS for their share of the CAPEX'87 booth. For the purchase of 500 blocks of four .34¢ stamps for the 500 CAS CAPEX'87 booklets the CAS spent in late December \$680.00. If for some reason some booklets are unsold the stamps in the booklets will still be mint and therefore they will be used for postage. Nelson is to be congratulated for such an excellent financial statement.

#### **ITEM 87-11**

Pat Campbell (#1) sends us another article for distribution on "American Stamps on Soviet Stamps". I trust that you will find it of interest.

#### **ITEM 87-12**

Robert S. Miller (#10) sends a statement, attached to this newsletter concerning the AAMS PAN AM Study Group. If anyone wishes to volunteer to act as the Chairman for the Canadian area of PAN AM collecting please advise Bob Miller directly at 126 Drake Avenue, Station Island, New York, USA, #10314-3012. I'd also like to be informed so that I can announce the name and address of the volunteer.



**ITEM 87-13**

Jeffrey Lodge (#40), Nags Fold Farm, Pity Me, Durham England, DH1 5RS has sent me data for distribution concerning special covers produced by The Royal British Legion and the VAFA Brooklands Aerophil Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 OSF. If you are interested contact the two indicated sources directly.

**ITEM 87-14**

The CAS has many friends, one of them, an old friend of mine of many years and an avid aerophilatelists of many years, Mr. Orion Green, 3309 Broadway Street, Hollywood, Florida, USA, #33021. Orion has sent for distribution to CAS members two types of coloured postcards from DELTA Airlines depicting the Lockheed L-1011 Tri Star, the Boeing 727-232, and the Douglas DC-9-32. He also sent some air mail labels from Braniff Airways. Many thanks Orion.

**ITEM 87-15**

Upon request, 3 different copies of the Canadian Aerophilatelist were entered in the Tenth Annual Philatelic Literature Fair of the Cardinal Spellman Philatelic Museum, Inc. in April 1986 in Weston, Massachusetts, USA. It is most gratifying to learn that The Canadian Aerophilatelist was awarded a Silver Award Certificate. Your editor was also honoured by the RPSC in November, 1986, along with another CAS member LCol Bill Robinson of Vancouver, B.C., by being made a Fellow of the Royal Philatelic Society of Canada. Such recognition is appreciated and spurs one on to greater philatelic efforts.

**ITEM 87-16**

Request for Assistance: Pat Sloan has received a letter from a collector in Holland who seeks information on mail carried in Canada on Fokker Aircraft during the 1920's and 30's. He collects mail from all over the world carried on the Fokker Universal and the Fokker Super Universal. If any of our members is interested in corresponding on this subject the address can be obtained from Pat Sloan.

**ITEM 87-17**

Special Presentation at CAPEX: Mr. Frans J. van Beveren, President of the 'Flying Dutchman' Airmail Society of The Netherlands, and a very distinguished Aerophilatelic collector, exhibitor, and author, has agreed to present a slide program during CAPEX'87. Mr. van Beveren's talk will deal with the various ways in which aircraft were used in combination with



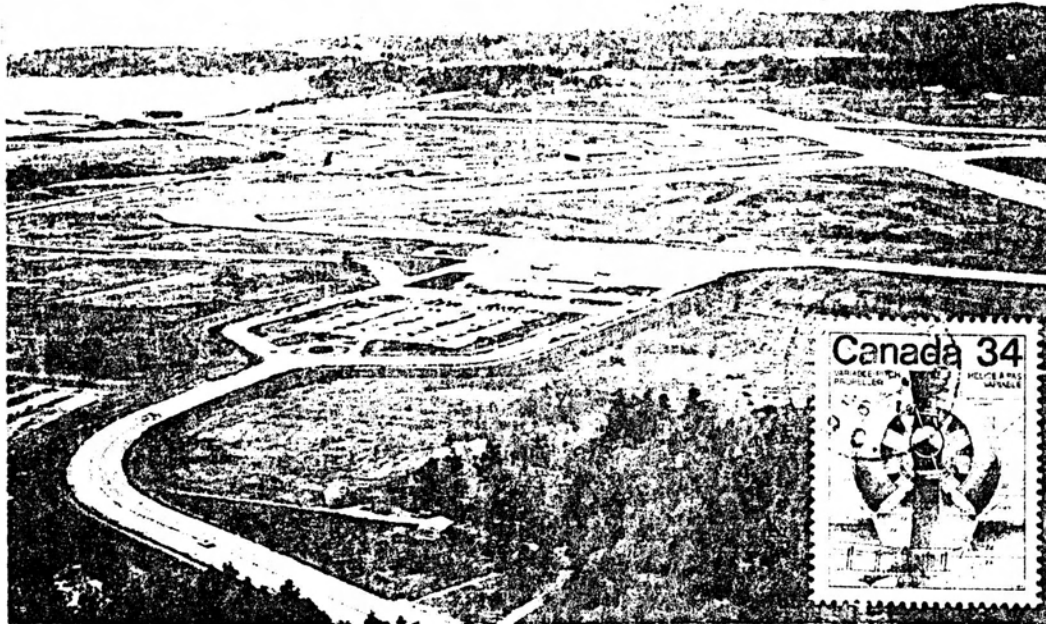
surface transport, sea, rail, etc. During the early development of airmail services, Mr. van Beveren will point out the importance of such 'partially flown' mail in Aerophilatelic history and illustrate his talk with slides of covers from his extensive collection.

Anyone wishing to contribute aerophilatelic data for publishing in The Canadian Aerophilatelist are requested to contact the editor at his Nepean address.

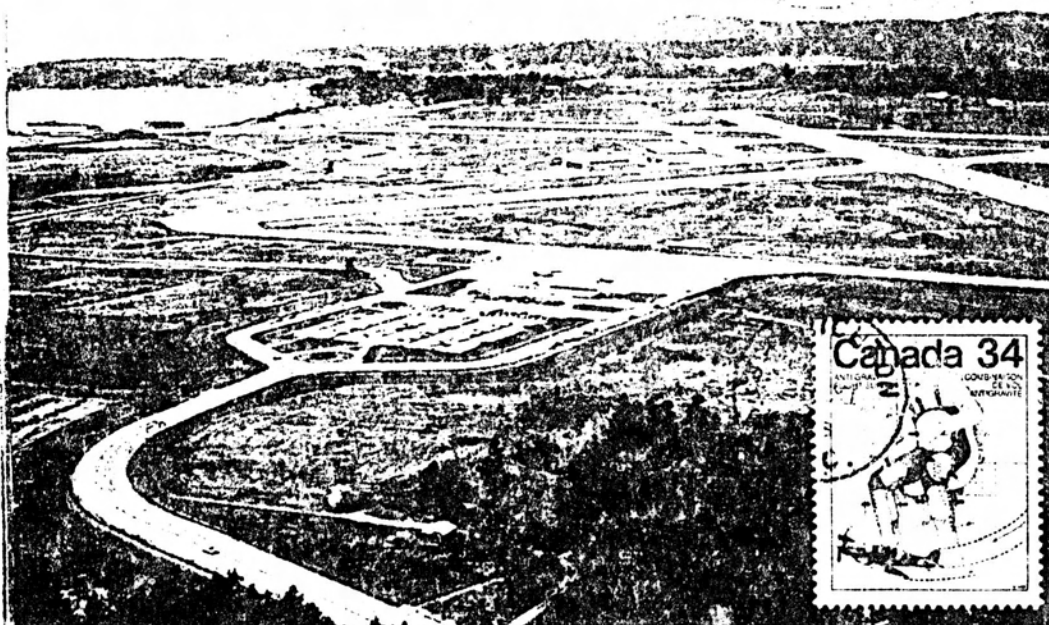
A handwritten signature in cursive script, appearing to read "Dick Malott".

(R. K. Malott)  
F.R.P.S.C.  
V/President & Editor, CAS.

RKM/dt.



\$2.00 each



by P. J. Campbell



C61 S.A. Levanevski



C62 M.G. Slepnev

The first philatelic article I ever wrote was a fairly detailed study of the Chelyushin expedition of 1935. Somehow publication got pushed back, and it was finally printed as my seventh article in Rossica 90/91 of 1976. One of the most intriguing aspects of the research was a reference to an aircraft called "the American" in one of the accounts. You must remember that there is a tendency in all Soviet writings to cut out almost all technical details, and it is very difficult indeed to do research in any depth. Persistence paid off, however, and the aircraft were identified as of the Consolidated 17AF "Fleetster" type, for there were two of them.

As the article pointed out, the Soviet government pulled out all the stops to rescue the 104 people left on the Polar ice when the Chelyuskin sank. One of the rescue attempts was to send a group to the U.S.A. to buy suitable aircraft, then to fly them across the Bering Sea to join the other would-be rescuers. It must be understood that, while the Soviet Union had a number of aircraft available, many were of dubious reliability, and most had to be transported thousands of miles by rail or sea to be near enough to attempt a rescue. To have flown them to the rescue area would have worn out both aircraft and crew. Certainly the least reliable part of Soviet aircraft was the engine, and most were water-cooled, not the best answer to sub-zero temperatures of the north.

The aircraft chosen were the two Fleetsters, which had reliable 9-cylinder, radial air-cooled, Wright "Cyclone" R-1820 engines of 600 horsepower. Structure was all-metal, and there was room for nine passengers, so they were ideal for the job.

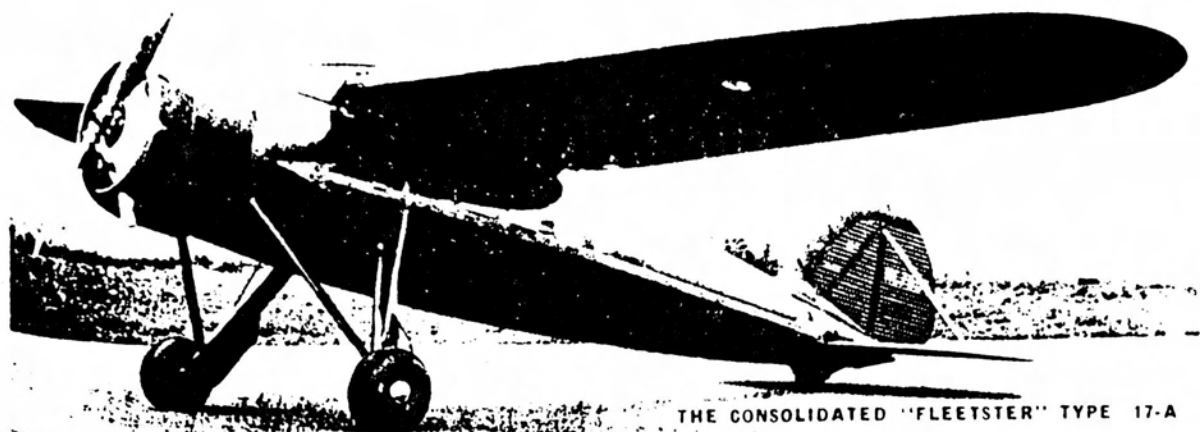
There were three Model 17A aircraft built by Consolidated in Buffalo, all covered by Approved Type Certificate No. 486, and they are more fully identified as follows:

| Constructor's<br>Number | U.S. Register<br>Number | Ludington Air-<br>lines Number | Date of<br>Manufacture | Engine              |
|-------------------------|-------------------------|--------------------------------|------------------------|---------------------|
| 1                       | NC 703Y                 | 34                             | 21 May 1932            | Cyclone #17883      |
| 2                       | NC 704Y                 | 35                             | 21 May 1932            | Cyclone #17360      |
| 3                       | NC 705Y                 | 36                             | 21 May 1932            | Cyclone (# unknown) |

All three of these aircraft were sold, for \$24,500 each, to Ludington Airlines of Washington, D.C. in 1932, and were identified as Ludington number 34, 35, and 36. Ludington had started a Washington to New York daily service in September of 1930, with 16 round trips a day, and a Norfolk to Washington daily service in 1931. In 1932, they made the Washington to New York round trips four times a day with the Fleetsters, for a round trip fare of \$22.50. On one occasion, all nine seats were booked, and paid for, so that Douglas Fairbanks and Mary Pickford could fly without any other passengers.

In 1933, the three Fleetsters passed to Eastern Air Transport, and then to Pacific Alaska Airways Inc. In September of 1933, they were overhauled in Pan-Am's shop at Miami, Florida, where new engines were installed and they were sent to Alaska, where they were fitted with skis.

When the Amtorg Trading Corporation of New York (the Soviet trading organization) started looking for two aircraft suitable for the Chelyuskin rescue, they purchased NC 703Y and NC 704Y.



Meanwhile, back at the Kremlin, orders went out to Sigismund Levanevski and Mavriki Slepnev, both experienced pilots, to fly to Berlin and on to London, then take the ship for New York, accompanied by G.A. Oushakov, Vice-Director of the Chief Administration of the Northern Sea Route. Levanevski and Oushakov flew to Fairbanks, Alaska and took over the two aircraft, painting them red with black markings, USSR-SL for Levanevski's machine and USSR-MS for Slepnev's; but I have never been able to determine which aircraft was allocated to which pilot. Levanevski took off first, on 26 March, with an American mechanic, Claud Armistead, and Oushakov on board and flew to Nulato on the Yukon River. On the 28th, after a delay for weather, they reached Nome and next day proceeded across the Bering Strait (and the International Date Line) to enter Soviet airspace. Then onwards to Cape Dezhnev (see Scott Nos. 1323/1324), to Uelen (or Wellen), and on toward their destination of Vankarem. At this point, Levanevski, whose whole career seems to have been

dogged by misfortune, or bad judgement, ran into clouds and snow and, trying to keep in visual contact with the surface, finally got down to an altitude of 65 feet! At this point, he finally found Cape Orman by practically running into it! This is the dramatic moment portrayed on Scott No. 61. Levanevski was able to climb away, however, and then ran into severe icing at 5000 feet; at this point the engine started cutting out, almost certainly carburetor icing, and they went down to a crash landing on the ice. All survived and were taken to Vankarem, center of the rescue effort, by some local Chukchi tribesmen, but that was the end of URSS-SL!

Mavriki Slepnev did better, but he had flown over the Bering Strait before. In 1930 he had located the bodies of the well-known American pilot, Ben Eielson, and his mechanic, Borland, who had been killed while trying to rescue the crew of the American schooner, Nanouk. Slepnev had flown the bodies back for interment. Now, on March 31, 1934 Slepnev was going the other way, this time with the American mechanic, Bill Lavory, and he flew across to the Siberian side, but the area was fog-bound, so he returned to the Alaskan side. A second attempt at the crossing failed, so he returned and landed at Terror, alive for another try! Next day, Slepnev crossed the strait and reached Cape Stone Heart, but fog dictated a return to Uelen where he landed safely. On April 7th, he took Lavory and another pilot, Lyapidevski, who had damaged his ANT-4 on landing, and they flew up to Vankarem where they unloaded their cargo, left Lavory behind, and loaded eight sleigh dogs. At Camp Schmidt he picked up Oushakov and was able to reach the survivors on the ice and unload the dogs. Slepnev was only the second aircraft to reach the camp, and he damaged his aircraft during an attempted take-off, finally taking off with six survivors to Vankarem on April 10th.

It was decided to take Professor Schmidt to the hospital in Nome, so Slepnev with Oushakov and the two American mechanics flew back across the the Bering Strait again. The picture on Scott C63 shows the Fleetster on the ice near the camp of the Chelyuskin survivors, the sleigh dogs on the left and a sick or injured survivor being taken off the sleigh for the flight to safety; the day was 10 April 1934.

That's the end of my story of American aircraft on Soviet stamps. As you'll find by re-reading the Chelyuskin story in Rossica 90/91, all the survivors were saved, and the last flight brought out the eight dogs. I've never been able to determine whether Slepnev brought URSS-MS back to Siberia or whether it stayed in Alaska. The fate of URSS-SL is almost certain, for there was little chance of repairing it so far from civilization; all thoughts were concentrated on the survivors themselves. I have no further news on Mavriki Slepnev.

Scott C61 was overprinted for a 1935 attempted flight to California by Levanevski, and it is listed as Scott C68. This flight was a failure, as an oil leak forced the aircraft to return to Moscow. Any used copies of the stamp were sent to North America by more prosaic means.

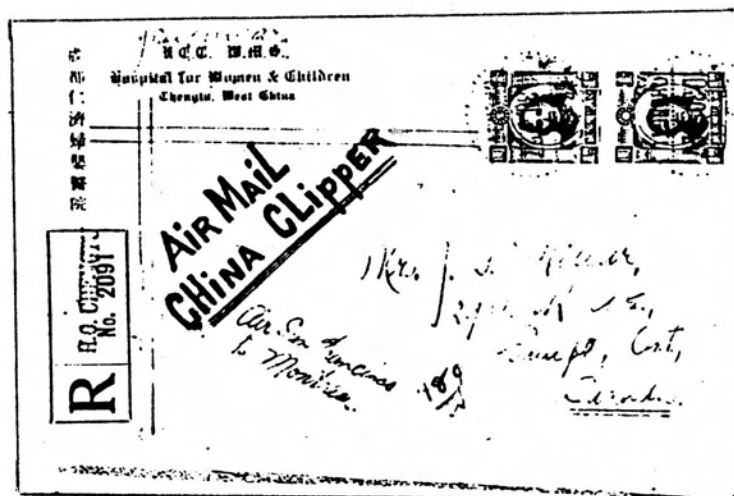
In 1937 Levanevski tried again in a Tupolev ANT-41, numbered N.209. This was a big bomber aircraft with four Russian-built M-34 engines. Somewhere beyond the Pole they radioed a distress call, indicating engine failure, and nothing was ever heard of Levanevski or his crew in spite of an exhaustive search.



PAN AM STUDY GROUPE FORMED

Robert S. Miller founder member of the Canadian Chapter of the American Air Mail Society, now the Canadian Aerophilatelic Society, has accepted to act as coordinator of the newly formed "Pan Am Study Group" an activity of the American Air Mail Society.

Pan Am's history is linked with Canada from 1931 when as a first step on the way to trans Atlantic commercial aviation Pan Am operated from Bangor, Maine to St John's, Newfoundland and Halifax, Nova Scotia. (FAM-12) On June 24, 1939 the "Yankee Clipper" NC-18603, a Boeing B-314 with Captain Harold E. Gray in command balized a new trail from New York to Southampton with stops at Shediac, Canada and Botwood, Newfoundland. The speed and range of jet aircraft as well as the developement of commercial aviation in Canada have precluded Pan Am from today's aviation picture.



From April 21, 1937 with the inauguration of service from San Francisco to Hong Kong until December 7, 1941 when the Japanese bombed Pearl Harbor Pan Am provided the air mail link between Canada and the Far East. Many interesting covers of the type illustrated used Pan Am's trans Pacific service however hardly anything about his activity has been recorded.

A volunteer to act as chairman of the Canadian area would be appreciated however the group is open to anyone who would like to assist in researching Pan Am's postal history. Contact "Pan Am Study Group", 126 Drake Ave, Staten Island, New York, 10314-3012.

