



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Canadian Chapter - American Air Mail Society
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
Aerophilatelic Federation of the Americas - Club Member
FISA (Fédération Internationale des Sociétés Aérophilatéliques) - Club Member

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December 1994

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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EDITOR'S EVOLUTION

As I write this third editorial comment, I'm feeling pleased with my progress so far. - I have achieved my goal of producing *The Canadian Aerophilatelist* on a quarterly basis, and have received a number of letters complimenting me on this newsletter.

However, the new format for the newsletter is still evolving. - One member added a footnote to a letter, querying the decision that I would not name the people who sent in questions for the "Question and Answer" section, or identify those who sent in answers. - He has had difficulty with similar situations in the past, because of the delays involved in communicating through an editor, and would like to be able to contact people directly.

I've also realized that anonymity is probably counter-productive when answers are received from authorities in their field, and am therefore going to be flexible: if you want to be named, or not named, please let me know. - If you don't express a preference, I'll use my judgement.

I've also received my first critical letter, questioning the whole philosophy and content of *The Canadian Aerophilatelist*. - This member asked for his letter to be published "unedited". Since a society's newsletter should be a forum in which members can express their opinions, I have created a new section - MEMBER'S FORUM - in which members can have their letters published, subject only to length and libel laws. (See page 30 for more details.)

Another change for this issue, is the publication of a LIBRARIAN'S REPORT. - I'd like to welcome Ivan MacKenzie to the pages of *The Canadian Aerophilatelist*, and thank him for getting our "library" organized.

And last but not least, I'd like to give Season's Greetings to all readers, and very best wishes for the New Year.

Chris Hargreaves

NOTES FOR NEW READERS

If you are a new reader of *The Canadian Aerophilatelist*: welcome!

Aerophilately is a broad subject, and can embrace almost any topic that combines flying and philately, including:

- the collection of envelopes carried on first flights between different places: these usually bear special markings to identify the flight, and are referred to as First Flight Covers;
- a study of the development of commercial airmail routes and services, and/or of the airmail stamps issued for these services;
- anniversary stamps and covers, produced to commemorate historically significant flights;
- astrophilately, which is the collection of stamps and covers that trace the development of space flight.

Within *The Canadian Aerophilatelist* you will find articles relating to many different aspects of aerophilately. - I hope you enjoy reading it.

NEWS - NEWS - NEWS

AFA - AAMS MERGER

You may have noticed from the first page of the newsletter, that the Canadian Aerophilatelic Society is a club member of the Aerophilatelic Federation of the Americas, or AFA. - It was announced in October that the AFA is planning to merge with the American Air Mail Society, (AAMS), with effect from January 1st 1995.

The AFA began in 1941, after Jack Knight spoke to a group of air mail collectors in the Chicago suburbs. - In February 1921, Jack Knight had flown all night from Wyoming to Chicago, as part of an experimental airmail flight from San Francisco to New York:

"He received a tumultuous welcome from the people of Chicago and was hailed as "the ace of the air mail service". For two days the nation's papers carried the story of Knight's feat in bold headlines. . . This hazardous flight caught the public's fancy as nothing had since World War 1. The modest Knight became a national hero"

C.V. Glines, The Saga of the Air Mail.

Later in 1941 these Chicago collectors formed the Jack Knight Air Mail Society, which was reorganized as the AFA in 1971. - The AFA has some 600 members; 15 full-supporting clubs which publish their newsletters as part of the *Jack Knight Air Log*; and 15 associate clubs, like The Canadian Aerophilatelic Society.

Since The Canadian Aerophilatelic Society is already the Canadian Chapter of the American Air Mail Society, this merger should have a minimal effect on us.¹

NEW MEMBERS

Welcome to the following new members:

- | | | | | | |
|-----|---|-----|--|-----|---|
| 214 | Trelle A Morrow
102-1370 7th Ave.,
Prince George, BC
V2L 3P1 | 212 | Harold J. Petoskey
1036 Gordon St.,
Toledo, OH 43609 | 210 | Andre Lafond
7665, place des Verveines,
Charlesbourg, QC
G1G 5P5 |
| 213 | William R. Wallace
PO Box 16381
San Francisco, CA 94116 | 211 | Carl Freund
3903 Old Place Rd.,
Arlington, TX 76016 | | |

Our secretary, Ron Miyanishi, also reports that four former-members have recently reinstated their membership: welcome back!

¹ Note for new readers: The American Air Mail Society has about 1,750 members; publishes a very informative monthly magazine, *The Airpost Journal*; holds 5 or 6 excellent postal auctions each year, with many lots under \$5; and publishes several standard reference works, such as *The American Air Mail Catalogue*, which are available to members at reduced prices. - Membership is \$22 U.S. per year, (and in your editor's opinion, excellent value for money.) For more information and/or a membership application form, contact: Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, U.S.A.

AAMS/CAS CONVENTION AT CAPEX '96

Friday June 14th to Sunday June 16th has now been set as the dates of the American Air Mail Society / Canadian Aerophilatelic Society convention at CAPEX '96. - Further details will be given in *The Canadian Aerophilatelist* when they are available.

CAPEX '96 is going to be held in Toronto from June 8th to 16th 1996, and will be the largest international philatelic exhibition ever organized in Canada.

25TH ANNIVERSARY OF THE SNOWBIRDS

Alan McLellan has recently moved to Moose Jaw, where he works on the Air Base. - He reports that 1995 will be the 25th Anniversary of the Snowbirds; that 431 Demonstration Squadron will receive its colours next summer; and that there is also likely to be an air show in Moose Jaw next summer. - He has suggested that we do something for the Snowbirds Anniversary, such as arrange for a souvenir cover to be flown, and set up a display of Snowbird covers at the air show.

Would anybody interested in working with Alan on this, please contact him at: 110 Hochelaga Street E., Moose Jaw, Saskatchewan S6H 0N7.

1947 CANADIAN AIR MYSTERY SOLVED

VANCOUVER — On a steep mountain slope, the silver skeleton of a lost passenger plane lies like a broken toy beneath a canopy of spruce, fir and cypress trees.

A twisted propeller, a crushed wing and an empty thermos with the Trans-Canada Airlines insignia are among the remains of Flight No. 3, missing since April 28, 1947.

And there are the belongings of the 15 passengers and crew on board the Lockheed Lodestar: a gold ring, bracelet, woman's watch, cigarette case, lighter and a dime.

A 15-person search team flew to the remote site in the Seymour Demonstration Forest in North Vancouver, about 30 kilometres northeast of Vancouver airport, on Thursday to look for human remains and personal artifacts, and to try to finally solve a 47-year-old mystery.

"I think it's important," said North Vancouver RCMP Staff Sgt. Peter Eakins, who sent a dozen emergency response team members who were training in the area to the site.

"We've talked to quite a few next of kin. And if there are any heirlooms or anything, we would like to find them for these people."

Canadian Transportation Safety Board investigators also visited the crash site near Elsay Lake, and a coroner was collecting any evidence that might help identify the victims.

But Vancouver regional coroner Larry Campbell said there are no plans to conduct a major excavation of the site.

"We're not going to do a big dig," said Campbell. "We've got 15 searchers in there. I don't know what they're going to find. If we find remains we will bring them out."

Campbell said there is no doubt that it is the missing Trans-Canada flight, last heard from at 11:13 p.m., April 28, 1947, on approach to Vancouver airport from Lethbridge, Alta.

He also said there is no question that there were no survivors.

The plane is located among old-growth trees on a 45-degree slope

at the 1,100-metre level south of Mount Elsay, in the bed of a seasonal creek that may have washed some of the debris downstream.

"The wreckage trail is not very big," said Campbell. "If it's 100 by 100 metres I'd be surprised. Unless you're right over top, you wouldn't see it."

The plane appears to have fallen sharply into the forest. There is also evidence of fire, but investigators aren't sure if the flames started before or after the crash.

Two student nurses from Vancouver General Hospital, a Calgary man visiting his sick wife, and newlyweds on their honeymoon were among the 15 people aboard the plane when it vanished.

A massive search failed to find any trace of the plane, partly because rescue efforts focused on the Gulf Islands, where dozens of people reported a plane in distress.

Two months after it vanished, the plane was determined by a board of inquiry to have "crashed at a place unknown or was lost in the sea and that all on board must be presumed dead."

from the OTTAWA CITIZEN, 30th September 1994.

This aircraft was probably carrying mail, as Trans-Canada Airlines had an airmail contract, but none of the newspaper reports have mentioned mail being carried or found.

PRESIDENT'S REPORT



1 December 1994

THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Dear fellow aerophilatelists:

Please address reply to:

Another year is all but gone. Before it becomes history we have the Christmas holiday season to enjoy with our family and friends. On behalf of the Executive of the CAS I extend best wishes to all of our members of whatever faith they follow. To all Peace on earth, Good will to men. Would that this message be accepted in all of the troubled areas of the world. May all have an enjoyable and satisfying aerophilatelic 1995 year.

Enclosed in this mailing is an updated issue of the air mail covers that the CAS has for sale. Please contact our Vice-President, Michael Shand if you wish to purchase anything. Our two main projects are progressing. We have 20 Section leaders working with other members on our catalogue. I am going to propose that it be called "The Air Mails of Canada and Newfoundland" in lieu of "The Air Mails of Canada". Any comments? Six of the section leaders have submitted their recommendations for the format of their sections and I am awaiting others. If any members wish to help on this project please contact me so that I can decide where volunteers would be best employed. I am still seeking assistance for three sections - the Air Mail Facility post marks, SCADTA stamps as they pertain to Canada, and Canadian air mail postal rates. Researchers who have worked in these areas have not replied or they are still working on their on a special book. If there are any members who could assist in these areas I would be very pleased to hear from them.

I invite all of our members to send in names of aerophilatelists that they feel should be listed in our catalogue section of who is who in Canadian Aerophilately. A short biographical statement would be useful to support the name. I also need someone to update a list of 300 Canadian pilots who flew Canadian airmail flights. In particular the date of death is required. If you would like to join the team and to have your name listed as a researcher for the catalogue please give me a call at (613) 829-0280. The Fax number is the same. Our target date for the final perusal is November 1995 to allow time for preparation for printing. To ensure a proper back-up of the Coordinator of this project I have asked Mr. Trelle A. Morrow, a dedicated Canadian air mail researcher, particularly of Canadian Semi-officials, to assist me as back-up in case of my unexpected departure for whatever reason. Trelle has graciously accepted the challenge. His address is 102 - 1370 7th Avenue, Prince George, B.C., V2L 3P1

Our other project is the preparation for CAPEX'96 in Toronto, Ontario, 8 -16 June 1996. Application for rooms at the selected hotel of the Exhibition, the Crowne Plaza Toronto Center (previously L'Hotel). Any members planning to attend the Exhibition or apply to exhibit are requested to contact me at their convenience. The first Bulletin for CAPEX'96 will be available before the end of December 1994. If you are on the mailing list of CAPEX'96 you will receive your Bulletin and other data directly from the CAPEX'96 Headquarters. We will be sharing a booth with the AAMS only as the AFA ceases to exist as of 1 January 1995. FISA will be our guests as only two clubs may share a booth. Volunteers are needed to man our booth during the whole period. May we hear from those that will be willing to assist for a few hours during the 9 day event? Chris Hargreaves has been receiving several warm compliments for the fine product that he is now publishing for the CAS - The Canadian Aerophilatelist. Many thanks Chris for your dedication to aerophilately and the CAS.

Yours aerophilatelically'

(RK "Dick" Malott)

Major (Ret.) President CAS

LIBRARIAN'S REPORT

2411-420 Gloucester Street
Ottawa, Ontario
K1R 7T7

November 25, 1994

Mr. Chris Hargreaves
4060 Bath Road
Kingston, Ontario
K7M 4Y4

Dear Chris:

Dick Malott has accepted my offer to act as volunteer CAS librarian and as a result he has delivered to my home a load of material from himself and Pat Sloan. I have recently sorted and inventoried the numerous publications. A copy of the list is enclosed which you may wish to include as an annex to the December issue of The Canadian Aerophilatelist. If it would be more helpful to you, I would be pleased to send the list to you on diskette in WordPerfect 5.2 (IBM).

Dick and I still have to work out the details of a process for CAS members to access the library information. I hope to be able to find the time to scan the material for items relating to Canadian aereophilately that may be of interest to CAS members. My intent would be to provide lists of articles for inclusion in future CAS bulletins so that requests from CAS members for specific articles could perhaps be handled by loaning the actual publication by mail.

I also would be pleased to accept donations to the CAS by members or others of publications that would be of interest to CAS members. Again, I need to discuss this with Dick as to the possibility of CAS reimbursing donors for the shipping costs.

You may include in the next bulletin any of the above, including my address, that you feel would be of interest to the CAS members.

Yours sincerely,



Ivan W. MacKenzie

LIBRARIAN'S REPORT continued:

CANADIAN AEROPHILATELIC SOCIETY

LIBRARY ITEMS RECEIVED FROM E.P SLOAN AND R.K. MALOTT

1. **Sixty Years — The RCAF and CF Air Command 1924 - 1984**, Larry Milberry, General Editor, Published by CANAV Books - 1984
2. **Swiss Airpost Handbook**, Editor Roland Kohl, Swiss Aerophilatelic Society - 1984
(Note: Items 1 and 2 were presented to CAS by Roland Kohl at CAPEX 87)
3. **The Airpost Journal**, American Air Mail Society — Volume 57, Number 8, May 1986 to Volume 62, Number 11, November 1991
4. **Jack Knight Air Log & AFA News**, Volume 44, Number 4, October - December 1987 to Volume 51, Number 3, July - September 1994
5. **The Bulletin**, Metropolitan Air Post Society, Volume 5, Number 1, First Quarter 1990 to Volume 9, Number 1, January - March 1993
6. **Air Mail Northwest**, The Northwest Chapter of the AAMS, 12 Issues between June 1987 and September 1994 (Vol. 5, No. 2; Vol 6, Nos. 1 & 3; Winter 1988-89; Vol. 8, Nos. 2 & 3; Vol. 9, Nos. 1, 2 & 4; Vol. 12, Nos. 1, 2 & 3)
7. **Via Air Mail**, California Air Mail Society of the AAMS, 3 Issues between August 1991 and January 1991 (Vol. II, No. 4, August 1988; Vol. 2, No. 5, December 1988; and Vol. III, No. 7, January 1991)
8. **The CAMS Bulletin**, Chicago Air Mail Society, 10 Issues between July-August-September 1987 and September 1994 (Jul-Aug-Sep 1987; Oct-Nov-Dec 1987; Vol. 5, No. 1, Jan-Mar 1988; Feb 1989; Mar 1989; Vol. 7, No. 2, Sep 1989; Vol. 8, No. 9, May 1991; Vol. 13, No. 2, Feb 1994; Vol. 13, No. 4, Apr 1994; and Vol. 13, No. 4, Sep 1994)
9. **FISA Bulletin**, International Federation of Aero-Philatelic Societies, Bulletin No. 79, March/April 1989 and Bulletin No. 94, March 1994
10. **Air Mail News**, British Aerophilatelic Federation, 5 Issues between September 1992 and December 1993 (Vol. 35, No. 154, Sep 1992; Vol. 35, No. 155, Dec 1992; Vol. 36, No. 157, Jun 1993; Vol. 36, No. 158, Sep 1993; and Vol. 36, No. 159, Dec 1993) and 4 **Bulletins** between April-May 1993 and January-February 1994 (No. 112, Apr-May 1993; No. 113, Jul-Aug 1993; No. 114, Oct-Nov 1993; and No. 115, Jan-Feb 1994)
11. **Newsletter**, Concorde Study Circle (UK), Vol. 15, No. 2, December 1993
12. **Canadian Philatelist**, Royal Philatelic Society of Canada, 24 Issues between 1989 and 1994 (1989 - Vol. 40, Nos. 2 to 6; 1990 - Vol. 41 Nos. 1 to 6; 1991 - Vol. 42, Nos. 1 to 6; 1992 - Vol. 43, No. 6; 1993 - Vol. 44, Nos. 1 to 5; and 1994 - Vol. 45, No. 1)
13. **The Canadian Connection**, The Canadian Study Unit, 3 Issues (Vol. 2, No. 2, Issue 6, Jun 1988; Vol. 2, No. 3, Issue 7, Sep 1988; and Vol. 6, No. 3, Issue 23, Sep 1992)
14. **American Philatelist**, American Philatelic Society, 7 Issues (Vol. 108, No. 3, March 1994 to Vol. 108, No. 9, Sep 1994)
15. **American Philatelic Slide Program Library Catalog**, APS and APRL, Summer 1994
16. **Flash**, Federation Internationale de Philatelie (FIP), 7 Issues between March 1987 and March 1991 (No. 19, Mar 1987; No. 20, Jun 1987; No. 22, Dec 1987; No. 24, Jun 1988; No. 25, Aug/Sep 1988; No. 34, Dec 1990; and No. 35, Mar 1991)
17. **Newsletter**, World Philatelic Congress of Israel, Holy Land and Judaica Societies, 4 Issues (No. 59, Dec 1990; No. 69-70, Mar-Jun 1993; No. 71-72, Sep-Dec 1993; and No. 73-74, Mar-Jun 1994)
18. **Philately in Japan**, Japan Philatelic Society, Vol. 16, Nos. 3 and 4, Oct and Dec 1993
19. Three bulky files of mainly aviation clippings (with an emphasis on Air Canada) from about 1985 to 1994

ICAO AEROPHILATELIC EXHIBIT, MONTREAL

Dick Malott reports that:

To commemorate the 50th Anniversary of the founding of the International Civil Aviation Organization (ICAO) an attractive .43 cent stamp was issued on 16 September 1994 at an imposing launch in the sumptuous conference room of the ICAO, headed by the Secretary General of the ICAO, Philippe H.P. Rochat, who greeted all the visiting dignitaries and aerophilatelists with a warm smile and firm handshake. The actual anniversary is on 7 December 1994. Representatives from the philatelic press were present and addressed the group, which included 15 to 20 members of local stamp clubs, particularly the North Shore Stamp Club.

The aerophilatelic exhibition of 40 large frames that held 22 pages each was arranged by Mr. Albert Pelsser of the ICAO, 1000 Sherbrooke Street west, Montreal, Quebec, H3A 2R2. A special request to the CAS to assist in the project resulted in at least five exhibits from CAS members. Representing the CAS, I took three exhibits from Ottawa/Nepean (Ritch Toop, Mike Shand, and Dick Malott) and joined those of Pat Campbell and Jacques Le Potier of Rock Forest, PQ., who exhibited an extensive collection of international aerophilatelic covers and material for the very first time.

The exhibition was open to the public from 16 to 18 September 1994 and it was pleasant to see a steady stream of visitors coming in to see the exhibition.

As President of the CAS I wish to thank Mr. Pelsser for his work in promoting aerophilately and the ICAO, and the CAS members for responding to the call for material for the exhibition.

The full list of exhibitors was:

Frames:

- 1 Nos héros d'aviation (J. Le Potier)
- 2 Les pionniers et les moyens de transport dans les airs (J. Le Potier)
- 3-4 Au-dessus des océans (J. Le Potier)
- 5-7 Aerogrammes (M-J. Olivier)
- 8-9 ICAO and UN metered mail (R.E. Toop)
- 9 Canadian crash covers (R.K. Malott)
- 10-13 The airmails of New Zealand (M. Shand)
- 14 L'aviation par la carte postale (A. Lafond)
- 15-16 Exploration of the Eurasian Arctic (P.J. Campbell)
- 16 Canadian Flying Boats (P.J. Campbell)
- 16 Arctic Episodes (P.J. Campbell)
- 17 The Flight of the Challenger (P.J. Campbell)
- 18 Normandy-Niemann (P.J. Campbell)
- 18 When is a Yak not a Yak? (P.J. Campbell)
- 19-20 Les oiseaux de metal qui vous transportent (A. Lafond)
- 20-22 De tout pour tous! (A. Lafond)
- 22 Des pionniers, des appareils et des evenements (A. Lafond)
- 23-26 ICAO: Founding, structure, premises and anniversaries (A. Pelsser)
- 27-30 Les ballons à air chaud/Hot air balloons (Fr. Brisse)
- 31-36 Canadian crash covers (R.K. Malott)
- 37-38 The development of aviation and air mail service in Colombia (R.W. Ireson)
- 39-40 ICAO and UN metered mail (R.E. Toop)



REMINDER - TRANSLATION

As mentioned in the last newsletter, Francois Bourbonnais has generously volunteered to do translation work for The Canadian Aerophilatelic Society: French to English and vice versa. - Francois can be contacted at: 58 Ste-Catherine, St. Polycarpe, PQ J0P 1X0.

THE WRECK & CRASH MAIL SOCIETY

Please reply to :-
NORMAN HOGGARTH
10 LADY JANE PARK
BRADGATE ROAD
NEWTOWN LINFORD
LEICESTER LE6 0HD

30 September 1994

Dear

Earlier in the year I contacted you regarding the possibility of forming a Society for the study of crash, wreck and other interrupted mail. I am now pleased to report we are ready to form such a Society, it is proposed it should be known as "The Wreck & Crash Mail Society". A volunteer in Hank Berthelot has come forward with the necessary experience to edit our publication. Hank is resident in the United States and will have the magazine printed there.

LA CATASTROPHE

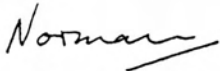
'La Catastrophe' is the title we have chosen for our publication. It is intended to publish this quarterly commencing at the end of December 1994. As you will expect articles are now **URGENTLY** required on all aspects of interrupted mail for inclusion in the first issue and subsequent issues. Hank will accept typed or clearly handwritten copy, illustrations should be good quality photocopies or black and white photographs. The format will be 8½ x 11 inches, with card-stock cover.

SUBSCRIPTION

The subscription has been initially set at £10 sterling or \$15 U.S. please forward me your remittance as soon as possible in which ever of the currencies indicated you like. Should you know of any other collector interested in this field of collecting, then please pass on a copy of the letter to them so that they can join us.

This letter calls for positive action so please contact me if you are interested. Send me your subscription together with an article for publication if at all possible, remember articles on all aspects of interrupted mail are urgently required both large and small.

Yours sincerely,



Norman Hoggarth.

Cheques payable to 'The Wreck & Crash Mail Society' please.

CANADIAN SEMI-OFFICIAL AIRMAILS -

The issues of Patricia Airways and Exploration Ltd.

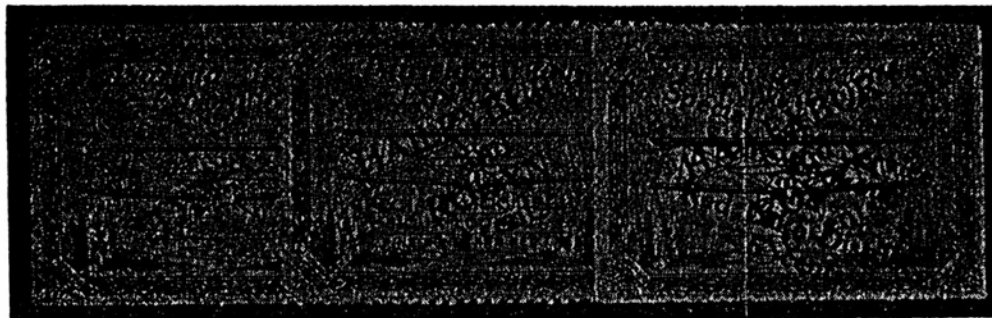
by Trelle Morrow and Murray Heifetz

Editor's Note: For the second article in his series on the semi-official airmail stamps of Canada, Murray has examined the stamps of Patricia Airways and Exploration Ltd.² His article begins with an accolade: "The most comprehensive listing of stamps of PAEL was made by Trelle Morrow about 20 years ago".

I contacted Trelle Morrow, and was very pleased to receive his permission to reprint the following article, which first appeared in *BNA Topics* in November 1973.

Patricia Airways and Exploration Ltd.

A study of its stamps — by Trelle A. Morrow



This is a study of the many issues and varieties of the company. An attempt has been made to clarify catalogue data relating to papers, inscriptions, overprints and ink shades. Collectors are invited to comment and advise the author of further information on these subjects.

The present north-west corner of Ontario was added to the province by the Ontario Boundaries Extension Act of 1912. The name given to this vast piece of wilderness was Patricia District and was in honor of the daughter of the Duke of Connaught, Princess Patricia. In the year 1927 this district was incorporated with the Kenora District for judicial purposes but still retained

a separate identity to some extent. It is likely that the Patricia Airways & Exploration Company took its name from the district which it served and if one examines some of the advertising maps of the Company this area is identified as "Patricia Land".

(Continued)

² **Note for new readers:** Semi-official airmails are a class of stamps that were produced by the companies that operated the first airmail services in Canada. - The Post Office authorized the issue of these stamps, and sold them from post offices, but did not assume responsibility for the airmail, nor did it help with the cost of the airmail service.

The company was formed in 1926 by H. A. Oakes and G. A. Thompson, both previously with the Ontario Provincial Air Service. A Lark aircraft was purchased initially and is prominently displayed on the Patricia stamps in profile and in name. An HS2L flying boat was also leased by the company to meet business demands and later, in 1927, two more pilots were added to the staff, J. R. Ross and W. N. Cummings.

The Patricia Stamps were produced by A. J. Algate of the Map Specialty Company of Toronto. Catalogue numbers used throughout will be as outlined in J. N. Sisson's 1969 *Standard Catalogue of Canada and the Provinces*. This discussion will deal with the three major stamp issues of Patricia Airways & Exploration; namely, the yellow paper perforated CS18-CS22 group, the green paper perforated CS23-CS29 group, and the yellow paper rouletted CS30-CS45 group. The papers, the inks and overprints present an extensive field for study by the collector and it soon becomes apparent that one of the main undercurrents in the Patricias is the question of a nomenclature for the colors.

Identification can be frustrating when the collector cannot relate his material to such descriptions as pale yellow, light yellow, blue black, red brown and brown red to mention just a few. It may well be that we should be re-examining some of these names with a view to attaching more easily understood identification to the color varieties. Indeed one must be very careful not to mix the nouns and adjectives when dealing with such phrases as red-brown and brown-red. In view of this the author will be categorizing some of the colors simply as dark or light and will give catalogue descriptions for further edification.

The papers

The perforated issue offers the widest variety of papers in the Patricias, likely because this was the first printing. The com-

mon color we shall call regular yellow. This is quite a strong bright yellow and the several shades which have been found are all lighter in color or have a change in hue. The most dramatic color change is the buff paper. This is soft, yellow beige with a slight mushroom tinge. It is a much lighter color than the regular yellow and is easily identifiable on sight. Another color is identifiable as light yellow paper. This appears to be of the same hue as the regular yellow but of much lighter intensity. A third color variety has been called very pale yellow paper and this shows a change of hue from the lighter yellow just mentioned. This very pale is a colder yellow and may be in fact the "lemon yellow" described by Morgan in his 1933 *Canadian Airmail Catalogue*.

The green paper issue appears to be uniform in color throughout. No color shades have been reported in catalogues nor have any variations been found to date by the author. Paper flaws have, however, been seen in the green issue. These consist of small glazed spots, dark brown in color, and do detract from the appearance of the stamp. Paper flaws occur frequently in the more inexpensive papers and some appear to have crept into the Semi-Officials.

The rouletted issue appears on the regular yellow paper although the buff is found in the red and green type B overprints, CS 33 and CS 34. Apart from this obvious color variety, shades will be found throughout the rouletted issue, particularly in the

Red Lake overprints. These variations are considered to be minor and are not catalogued, nor, in the opinion of the author, do they warrant cataloguing. The collector should observe these minor variations and decide for himself if he wishes to embark on this rather exacting course of separating the shades.

(Continued)

Trelle also produced a book on the stamps of Patricia Airways and Exploration Ltd.: this has about 25 pages, including 7 photo plates, and was produced in 1975. - He still has three or four copies, which are available for \$12.00, including postage, from:

Trelle A. Morrow, 102 - 1370 7th Avenue, Prince George, B.C.,
V2L 3P1

Route inscription inks

The common color of route inscription in the yellow perforated paper is the light green. The well-known variety is called blue-black in catalogues although if one looks at this under a strong glass the color hue is similar to the dark green used to print Lark. The route color in this instance might better be called dark green, however in the interest of historical continuity the so-called blue-black should likely remain. The blue-black had the purpose of designating official or company business. The color difference is not very significant however and a more distinguished color could have been selected.

The rusty-red imposed on the green stamps is indeed a beautiful color to complement the paper. The exact description of this color varies from "brown" in some catalogues to "red" in others. Brown or rust is the most accurate description because red simply does not apply when measured against other reds discussed in the Patricias. A black route inscription is catalogued as a variety in the green paper issue.

There are no route inscriptions in the rouletted issue. Minor color variations do show in the stamp border and in the aeroplane. The red used for the aeroplane appears light and dark in different stamps but this is likely due to the change in thickness of lines in the design. Ink has been applied more heavily on some stamps than others, and the lines in the aeroplane design vary considerably.

Generally, the ink shades in the route inscriptions do not give the variety that will be seen in the overprint descriptions.

Marginal inscription inks

These inscriptions are found only on the two perforated issues. In the case of the yellow paper the marginal inscription color is very close to the dark red which will be described for the Type A overprint. The color remains fairly consistent throughout the issue.

In the case of the green paper issue the marginal inscription is a dark brown-red and appears deeper than the brown shades of the Type A overprint. This marginal color also appears to remain constant over the whole issue.

The Overprint Varieties

The purpose of the overprints generally was to change the value of the basic stamps and also to reroute mail according to the particular overprint. The yellow perforated stamp had a face value of 25c and overprints changed this to 5c and 10c values.

The green paper stamps had a face value of 50c and overprints changed this to 5c and 10c values. Combinations of overprints produced some interesting varieties such as a 10c value being reduced to 5c by the addition of a further overprint.

Four different overprints will be described: *Type A*, *Type B*, *Type C* and *Type D* as per Sisson's catalogue referred to earlier. The first three overprints provided three changes in stamp value and a change in route. The fourth overprint, the *Type D*, was simply a change in type face from the *Type B*.

Type A Overprint — The 4-line "Haileybury and Rouyn 10 cents". These overprints have been used on all three major stamp issues of P.A. & Ex. On the yellow perforated paper the overprint appears in two shades of red, a dark red and a light red. The dark red has been called red-brown, brown red and deep-red depending on the catalogue reference. The light red also has been called bright red in some catalogues.

The *Type A* Overprint on the green paper is a brown color and this shade has also received a variety of descriptions in catalogues. Two shades are also apparent in this issue, a dark brown and a light brown. A black overprint on green paper is also catalogued for this stamp. It should be pointed out that the difference in the brown shades is not as pronounced as the difference in the red shades mentioned above, therefore the collector will have to examine his green paper copies carefully in order to sort out the shades.

As far as the yellow rouletted issue is concerned, the *Type A* Overprint appears in a uniform red shade somewhere between the dark and light reds of the perforated paper issue. No major shades have been found in the *Type A* rouletted so far.

Type B Overprint — The 5-line "Special Air Service Sioux Lookout and Red Lake District 5 cents", in the large type face; these are found in all of the three major stamp issues of P.A. & Ex. There are color differences in each of these issues however.

In the yellow perforated issue black and red inks only are used and the shade of the red can be described as dark. It is not quite as dark as the dark shade in the *Type As*.

The common ink colors in the green paper issues are the brown and the black. The brown appears to be fairly consistent and is similar to the light brown in the *Type A* overprint. No dark brown *Type Bs* have been observed to date. There is however a very distinct bright red variety in the *Type B* and this stands out in severe contrast to the green paper. There is no mistaking this for the brown shade once it has been seen.

Re-printed from BNA Topics, November 1973.

Three colors of ink are used in overprinting the yellow rouletted stamps, i.e. black, red, and green. The red color appears consistent in this series and is a light red as described earlier for the Type A. The green color however does show some shades and in fact a light and a dark green are listed in some catalogues.

Type C Overprint — The single line "Red Lake" rubber stamp. All three of the major issues of P.A. & Ex. have been overprinted with the Type C design. This was a rubber stamp application to the stamps whereas the other overprints were done with letterpress equipment. The company gained a fair amount of flexibility in its mail service with the Type C as the rubber stamp could be applied in the field. Three colors were chosen for the Type Cs, black, green, and red, so the triadic system of the earlier overprints was carried through into the rubber-stamp sets.

In the yellow perforated paper the black and red have been used to the exclusion of the green ink. The green paper issue has employed the black and red ink also but in this issue the red ink looks very purple when applied to the green paper. Further then, the yellow rouletted issues display all three ink colors. The red ink also looks somewhat purple even on the yellow paper and this has led some collectors to describe the color as purple. In the interest of continuity in cataloguing the original red designation should be used, at least for the present.

The production of Type C overprints was really quite extensive and in considering these stamps several points come to mind.

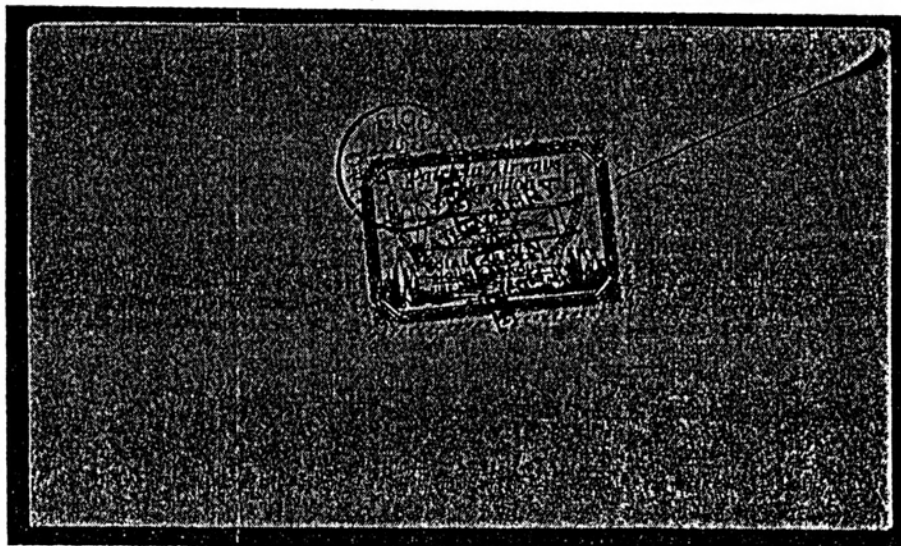
The first aspect of the Type Cs which should be discussed is the positioning of the overprints. In analyzing the positions it becomes apparent that there is really a very orderly progression of overprints. In fact there are only the four basic positions; the ascending, the descending and the inverted position of each of the foregoing.

A horizontal position is found in the green paper and this appears to be the only major deviation from the diagonal positioning. Although one might well question the use of inverted as well as normal positions for the Type Cs, the use of the diagonal itself is a wise choice for a hand-stamped production.

It is very difficult for a person to apply an even, straight, parallel level or plumb hand-stamp without the small discrepancies showing up noticeably. The eye is not so conscious of variations in approximately placed diagonals as it is of horizontals or verticals that are just slightly out of line. Whether or not the printer was conscious of this phenomenon or simply used the diagonals to carry on a pattern established by previous issues is not known. However, the result has given us a spectacular set of overprints.

Secondly, the prolific use of the Type Cs was close to the end of the P.A. & Ex. stamp issue and also at a time of intense activity as far as the Red Lake traffic was concerned. It seems logical that the demand on the rouletted stamps may have exceeded the supply at times or that company personnel were simply using up some of the perforated issues for the Red Lake business. Evidence of this is given in the exhibit where the Type C was added *after* the stamp had been applied to the cover and in fact ties the stamp to cover.

An example of Type C overprint, possibly applied in the field



(Continued)

Patricia Airways and Exploration Ltd. - A study of its stamps by Trelle Morrow
 Re-printed from *BNA Topics*, November 1973.

Page 5

Type D Overprint—The 5-line "Special Air Service Sioux Lookout & Red Lake District 5 cents", in the small type face; appear only in the yellow rouletted issue and follow the same general color scheme as the Type Bs; in black, green, and red. The Type Ds are characterized by their smaller type face than the Type Bs. There is a significant color distinction in the red overprint however. The red of the Type D is the dark red, or so-called brown red noted in some catalogues, whereas the Type B reds are the light shade. This is an interesting contrast and so the Type D overprints in fact match the dark red of the Type As. It appears that the printer was using two red ink formulae throughout the life of the Patricias.

It is interesting to speculate on the reason for the Type D issue and it is likely to stem from an original order for further Type B stamps and a subsequent mix-up in the print shop as far as type face and ink shade was concerned.

In conclusion

This presentation has been a review of the major categories of the P.A. & Ex. stamps and it is hoped that the clarification offered has been of some value to the collector. There are of course many printing errors, broken letters, spelling errors and a host of other varieties not mentioned in this article. These form an extension of the subjects that have been under discussion and can be pursued to the degree that suits the individual collector.

One might well ask why there are so many different Patricia stamps. The per-

forated series in yellow and green one can easily understand; the rouletted issue with its flood of overprints is truly bewildering.

Indeed, Holmes in his *Specialized Philatelic Catalogue* has passed over the subject with some degree of impatience and has suggested that some skulduggery was afoot at the time of printing. A partial explanation for such variety was given in the section on Type C overprints. A further reason can be attributed to the relatively unstable economic characteristics of the company. The "shoe string operation" label applied to quite a few of the early flying companies and some references indicate that Patricia Airways and Exploration Ltd., were no exception.

Sanabria, 1946, mentions that "no remainders were available when the company was liquidated." This hand-to-mouth policy overflowed into the purchasing of stamps and one can easily visualize an almost monthly flow of orders to the printing firm for additional stock.

The company's main founder, H. A. Oaks, departed at the end of 1926, less than a year after commencement, and Dale Atkinson took over as general manager. With administrative changes, operational changes in their routes, rate changes, the necessity of making small purchases, all coupled with a few inadvertent printing errors, the total Patricia issue became much more extensive than what would normally be required. The feeling among several collectors today is that the Patricias warrant closer study than they have received in the past. Subsequently the demand for information is increasing.

This article first appeared in *BNA Topics*, which is the journal of the BRITISH NORTH AMERICA PHILATELIC SOCIETY:

The British North America Philatelic Society Ltd., **BNAPS**, is an international organization devoted to the collector and researcher of the stamps, postal markings, and postal history of Canada and its pre-Confederation colonies.

Our membership is made up of general BNA collectors, devoted specialists, prominent philatelic authors, and respected dealers. Any person of good character may become a member and share in the many benefits and resources the Society offers.

Within BNAPS there are a number of Specialized Study Groups, including an Air Mail Study Group for those who "collect and study the Pioneers, Semi-Officials, Official Government Flights, and flights since", of Canada and Newfoundland.

For more information on BNAPS contact: Jerome Jarnick,
 BNAPS Secretary, 108 Duncan Drive, Troy, MI 48098, U.S.A.

CANADIAN SEMI-OFFICIAL AIRMAILS~

Patricia Airways and Exploration Ltd. - an update

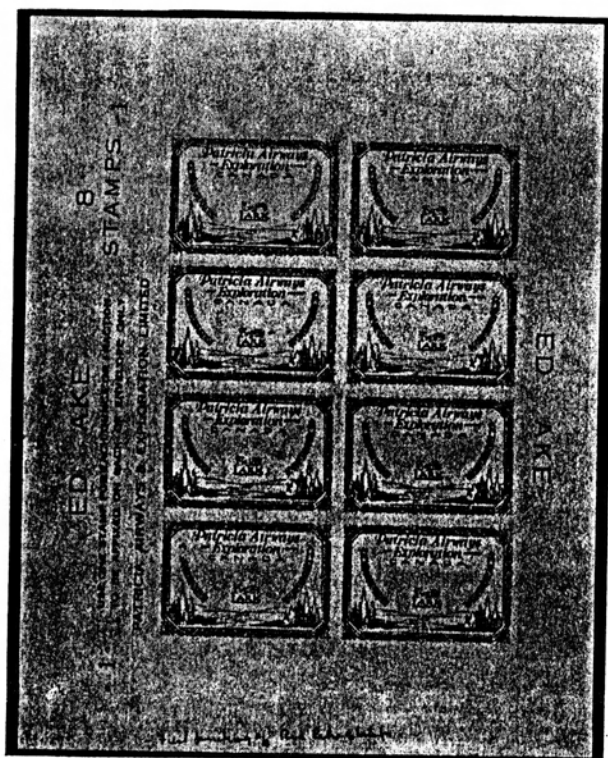
Murray Heifetz

The most comprehensive listing of stamps of PAEL was made by Trelle Morrow about 20 years ago. Notwithstanding the totally comprehensive appearance of this list, including items never seen but assumed to exist, collectors have obtained items not previously recorded.

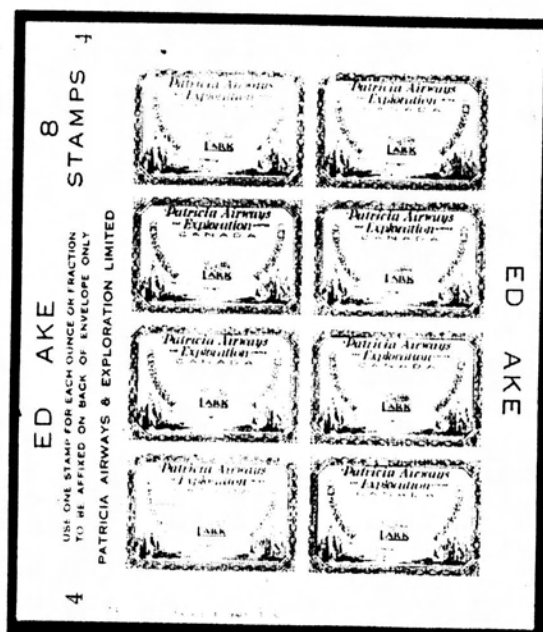
I have been fortunate in obtaining a number of these and, together with some items seen elsewhere, can make additions to this list.

25¢ perforated stamp - First issue

- Item #1: proof - imperforate on yellow paper, no margin or route inscription, no airplane, green frame (see below)
- item #2 proof - imperforate on white paper, no margin or route inscription, no airplane, green frame (see below)
- item #3 proofs - printed in colour of issued stamp but on 4 different coloured papers:- blue, apple green, buff, and pale yellow. One sheet (8 stamps) of each colour known.



Item #1 (Proof)



Item #2 (Proof)

(Continued)

25¢ perforated stamp - First issue (continued)

- item #4 essay - trial overprint of unadopted large print inscription (Red Lake top and bottom; Air Mail on the sides). Marginal inscription in carmine on imperf. plate proof in green on white paper. Stamp with airplane. (see below)
- item #5 Same as item #4 but without airplane. (see below)
- item #6 The "Red Lake" inscription at top and bottom of the stamp is known in both a wide and narrow spacing. This is found on both proofs and issued stamps.
- item #7 CL13 perforated horizontal, imperf. vertical (seen on cover)
- item #8 " F.E.D. inscription in blue (instead of normal red) - on cover. (see next page).
- item #9 " Extra vertical row of perforations (seen on right hand stamps of a complete pane of 8)
- item #10 " Stamps with only the left side imperforate (from same pane as in item #9)
- item #11 CL14 Overprint in violet instead of normal red
- item #12 CL16 overprint in violet-red descending. Route tablet missing (see next page)
- item #13 " overprint in violet-red descending inverted. Route tablet missing. On pale yellow paper. Known as a pair with item #12. (see next page)



Item #4



Item #5



The president of the company, F. E. Davidson, inscribed his initials "FED" on some official covers flown to Red Lake. It is found in red on the 1st issue and in blue-green on the 2nd issue. This is the only reported cover in blue on the 1st issue. Flown Dec. 20, 1926.

Item # 8.



A very unusual combination

Pale yellow shade. Violet-red overprint. Route tablet missing. Top stamp and bottom stamp overprints in different directions.

The issue with route tablet missing has only been reported without overprint. The Red Lake overprint on the normal stamp has only been reported in black.

Items # 12, 13

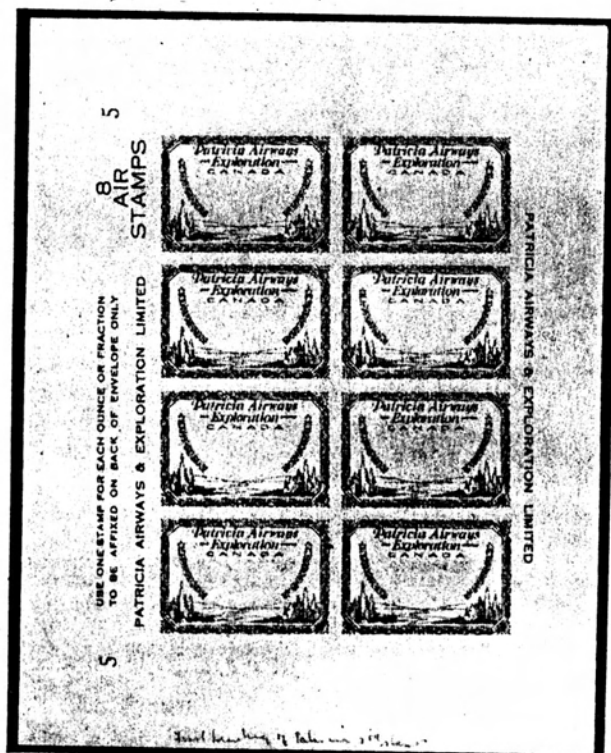
(Continued)

50¢ perforated stamp - second issue

- item #14 proof - imperforate on white paper, no margin or route inscription, orange airplane, violet frame (see below)
- item #15 proof - same as item #14 but imperforate sides only, perforated top and bottom (top two stamps of an imperf pane - likely from a pane similar to the one illustrated) (see below)
- item #16 CL 21 Black ascending. While this is shown in the Morrow listing, it is not in the Unitrade Catalogue.

25¢ rouletted stamp - third issue

- item #17 CL23 (While this item has a catalogue number, it is frequently considered a proof as it was never used for postage and was only intended to be used after being surcharged)
Missing airplane error on rouletted pane. (It is not certain whether this is an error of a mistakenly omitted airplane or a progressive stage of development as a proof stamp)
- item #18 CL 23 Same as item #17 but in an imperforate pane
- item #19 CL 26 pane of 8 with overprint moving progressively down the pane such that on position 8 the lettering is beyond the stamp frame. (see next page)



Item # 14



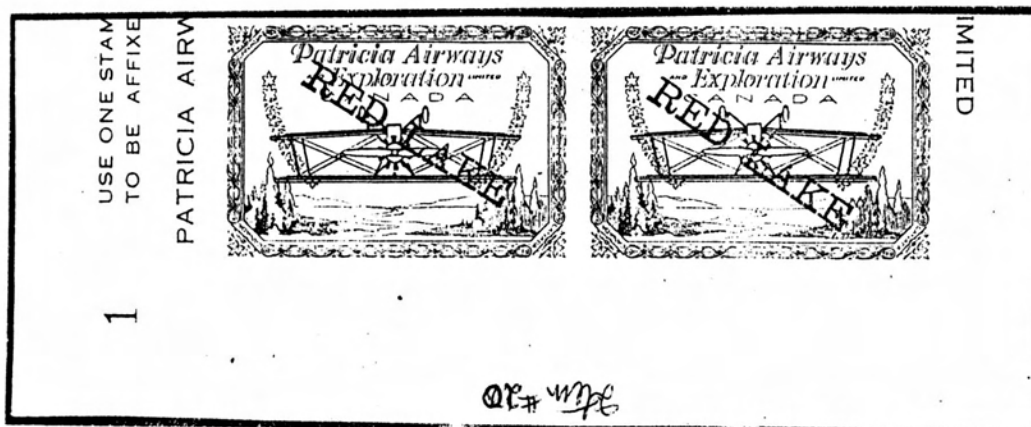
Item # 15

(Continued)



Item #19

- item #20 CL30e red descending pair, imperforate, airplane inverted (see below)
- item #21 CL30e red descending overprint inverted, imperforate, vertical pair
- item #22 CL30g green descending and descending inverted in a pair



Western Canada Airways Flights to Cat Lake, Ontario

by DEREK RANCE

In the Canada Official Postal Guide, March 1929 Supplement, the following "information for postmasters" appeared:

Air Mail Service to Pickle Lake and Cat Lake Mining Areas, Ontario:- Permission has been granted the Western Canada Airways, Limited, operating a semi-weekly air service between Allanwater Ont., and the Pickle Lake and Cat Lake mining areas to convey such mail as is offered by the public for conveyance by this service, provided the senders assume all risk.

The requirements for the air mail are:-

1. "By air mail" to be prominently written on the address side.
2. The usual Canadian postage to be affixed on the address side.
3. A special aerial sticker sold by the Company or its agents representing a charge of 10 cents an ounce to be placed on the reverse side in payment of the special charge for transmission by aerial service, which has been fixed by those making the flight.

Postmasters will please give the above every publicity through the press and otherwise.

This announcement was unusual in-as-much as Canada Post had, at that time, not established post offices either at Pickle Lake, or at Cat Lake. The first post office at Pickle Lake was opened at Pickle Crow in February 1935, and at Cat Lake (now an Indian reserve) in September 1964.

Also, very obviously the exhortation to postmasters to publicize this air mail service had fallen on deaf ears, as the usual volume of philatelic first flight mail did not occur. As well, WCA had suffered an administrative lapse, even though it had created, in March 1927, a department based in Winnipeg to handle publicity, the sale of postage stamps and the administration of air mail.

AAMC 106 lists the Allanwater - Cat Lake first flight as occurring on July 19-20, 1929. This listing ignores the crash and destruction, one week earlier, of WCA's G-CASJ, at Cat Lake.

It was normal practice for WCA to publicize the inauguration of a new flight service, and to create a special handstamp to be applied to the inevitable flood of philatelic "first flight" covers. Such had been the case with the WCA Sioux Lookout - Pickle Lake first flight, of two months prior. The only likely explanation as to why there was no "first flight" publicity, in this case is, that before WCA's publicity department became aware of the fact, the first mail flight to Cat Lake had already occurred.

In searching for potential Allanwater - Cat Lake first flight covers, the following three were found. The first two - obviously philatelic, are identical in every respect except for the addressing of the covers to Western Canada Airways, at Cat Lake and at Allenwater [sic]. On both covers the postal cancellations, front and back, are dated Allanwater Mar. 8, 29. The WCA Allenwater cancellation, on both covers, is dated Mar. 7, 1929. (see illustration 1).

The second illustrated cover is for a flight one week later, and is most interesting. This cover carries multiple stampings, the first of which is the post office backstamp - Allanwater Mar. 14, 29. The

(Continued)

CL40 WCA stamp, which has been improperly placed on the front of the cover, is cancelled by the WCA Allenwater cachet dated Mar. 15, 1929. The two one-cent postage stamps are tie-cancelled Allanwater Mar. 16, 29. As well, the cover has been postal backstamped Sioux Lookout Mar. 16, 29. The cover was also returned to the sender at Dropmore, Manitoba, where it was backstamped on Mar. 20, 29. It appears that this cover had been sent in usual fashion to Allanwater, where it was receipt backstamped on March 14. On March 15 the letter was given to WCA, who canceled their semi-official stamp. On March 16, prior to the flight, WCA had the Allanwater post office cancel the postage stamps, as they had done the week earlier. However, the plane after flying to Cat Lake, did not return to its Allanwater base, but flew on due south, 180 km to Sioux Lookout. (Allanwater lies 215 km S-E of Cat Lake.) At Sioux Lookout, the cover was backstamped Mar. 16, 29. As well, at this post office the return to sender markings, both written and stamped, were applied.

If this interpretation of the various cancellations is correct, then this cover is that of a first flight from Cat Lake to Sioux Lookout. However, in representing these covers to be those of first flights, it should be recognized that there is the potential for earlier covers to exist. The monthly Postal Guide Supplement notification is not necessarily an accurate guide to first flight dates, particularly where Semi-official Air Mail is concerned. In fact, the actual first flight date, often preceded the announcement in the Postal Guide Supplement.

After 8 days return to
BANK OF MONTREAL
AT POINT OF MAILING

Via Air Mail

A. F. Bartlett, Esq.,
% Western Canada Airways,
Cat Lake,
Ont.

TRAVEL BY AIR
WESTERN CANADIAN AIRWAYS
ALL NEW AIR MAIL
USE THE AIR MAIL

Illustration 1.



R. J. LEWIS
X POSTMASTER,
CAT LAKE,
ONT.

No Post Office at →
Return to Dropmore
Man.

R. J. LEWIS
DROPMORE,
MANITOBA.

VIA-AIR-MAIL:
ALLAN WATER ::::: CAT LAKE.



Illustration 2.

VISITING PHILAKOREA - Mike Shand

Editor's Note: I've sometimes wondered what it would be like to fly to an "exotic" destination and attend an international stamp exhibition. - How do you find your hotel? How do you cope with the language difference? Is it a lonely experience, or do you link up with other visitors from Canada? Are there many Canadian flight covers at the bourse, and if so are the prices much different from those in Canada? Etc., etc., etc. . .

I asked Mike Shand these questions regarding his visit to PHILAKOREA in August 1994, and was delighted to receive the following article:

PHILAKOREA 1994

August 16 - 25.

One of the many advantages of being retired is the ability to visit, as the budget allows, various philatelic exhibitions. Being mostly interested in Pacific Ocean aerophilately we therefore took the opportunity to visit Philakorea, combining our visit with a packaged and escorted tour to China. *(we, being my wife who is more interested in shopping than in stamps.)* However we arrived on our own at Kimpo International Airport (a fine facility) speaking approximately zero words of Korean and trying to find a bus to the hotel in the downtown area. The bus we found, turned out to be some sort of local city bus full of people and hard-pressed to accommodate two 'foreigners' with a pile of suitcases. After some sign language we got off the bus across the road from the hotel. Seems simple enough but in Seoul the road consists of about eight lanes of solid traffic jam in each direction. Thus we lugged the suitcases some distance to the nearest underpass, down and up and back to the hotel, in about 90° of heat. Understandably, first thoughts were not of Philakorea but of where to find some liquid refreshment!

Next day we did find that Seoul has an excellent subway system and with some help from english speaking hotel employees, found it relatively easy to reach the exhibition site on the south side of the river. The subway train crossed the river right next to that bridge that collapsed recently but luckily we did not know that at the time.

The exhibition was all contained in one very large hall of an even much larger and very modern trade centre complex. Having eaten Chinese food for a month we were ^{ec}static to see, on entering the complex, a Kentucky Fried Chicken outlet.

(Continued)

So after brunch with the Colonel it was a pleasant surprise to find that the exhibition had free admission (take note Capex). There were some 3700 frames of material including some of the Royal collection and other outstanding philately from around the world. There were about 225 frames of aerophilately and 50 frames of astrophilately, rather dwarfed I thought among all the material in such a large hall.

Different views exist on exhibits and on exhibiting (see for example a number of letters in the October issue of the "American Philatelist" - APS^{*}Journal). I am of the school that believes that exhibits are far less interesting or understandable as they might be because of outdated judging criteria. Thus, in spite of crowded dealer booths (about which more later) the exhibit area, as with most recent exhibitions as seen or reported, was relatively empty of people. This is a shame because what is undoubtedly fine material is written up in a language understood by few, or if in english, is of the minimalist mode to suit the judges. The only problem is that not all judges and few people other than specialists appreciate the significance of what is being shown. The recent innovation in aerophilately to encourage a "free" class (to be tried at Aeropex in Adelaide) is a step in the right direction. I love to see photos of aircraft and aviators, signatures, timetables, labels, etc. Don't you?



PHILAKOREA 1994 World Stamp Exhibition



August 16 ~ 25, 1994

Korea Exhibition Center

(Continued)

* American Philatelic Society. Ed.

VISITING PHILAKOREA - Mike Shand

Page 3

In any event the overwhelming impression of this exhibition was of hundreds and hundreds of children and youngsters running around the dealers booths and Post Offices of many countries, (over 160 in all). Most were certainly trying to get "passports" postmarked with the stamps of all the nations present but there was also much evidence of material being bought which would probably never be exhibited but which was obviously giving much pleasure to the purchasers. Those concerned about the interest of younger people in philately should have seen the enthusiasm at this show. Many booths understandably were selling Korean material and what I would call, serious dealers, were few but Canada Post was well patronised and I found items for the grand-children if not for me.

We had an interesting experience on a second visit when a large number of unsmiling oriental gentlemen wearing suits and walkie-talkies seemed determined to deny access to the exhibit hall. As they did not talk english all this was very mysterious till we saw emerge, all the delegates from the Universal Postal Congress which was meeting co-incidentally with the show. Perhaps such security was necessary as thoughts of postal officials being assassinated spring to mind every time I see nice stamps applied to mail by overseas correspondents that have been mashed, mangled or obliterated by various post offices. They were probably meeting to discuss how to do this more effectively and I am sure did not have to lug suitcases at their own expense to do so.

However, all such evil thoughts aside, this was a fine show, well organized and well laid out with something for everyone. According to the Palmares, I count some 15 Canadian exhibits as having been awarded medals but only Dick Malott and I (each with a vermeil) represented Canada in Aero and Astro Philately. Where are you all you air mail specialists? Get ready for a better showing at Capex.

And oh yes finally we did find a comfortable bus to take us back to the airport and home. My exhibit came back safely the same way it got there, via James Kraemer, the hard working Canadian Commissioner. This is the easy way for me and his efforts were much appreciated.



Mike Shand

Oct 26/94

FOLLOW UP

- the International Air Mail Society

In the June *Canadian Aerophilatelist*, I asked for information regarding the International Air Mail Society, and this cover:



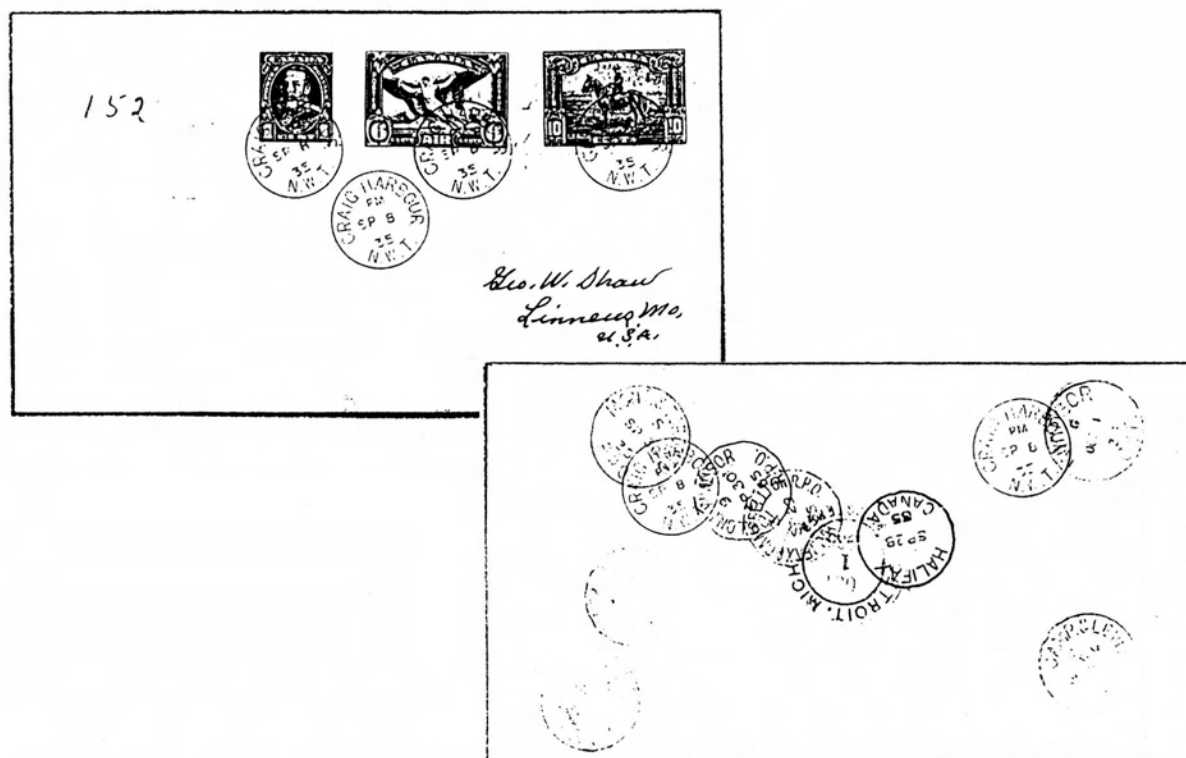
Don Amos has supplied the following information:

You asked about the International Air Mail Society. This was an air mail society started by Ian C. Morgan, (Prominent in Canadian Air Mail in the 1930's). I was a member of this society, No. 49 (The first 50 members were charter members). I was the auctioneer in 1930. I cannot remember who did it after that. The monthly magazine was the *International Philatelic Journal*. Edited by one Bud Smith who did an excellent job. Some time during the next year it was then edited by Camille Lacombe, a dealer in Syracuse, New York. Later it was again edited by someone else in the U.S. but I cannot remember who. It lasted only around three years or so (the society) and that was it. I cannot recall why the IAS had a cachet commemorating the transatlantic flight in 1933. I notice the name Alan Charlesworth in Toronto on the cover. Perhaps someone in Toronto could try and see if they could contact him if he is still around, if not, his kin.

Thanks Don.

Airmail from Craig Harbour?

A question in the last issue, was for what part of its journey, if any, did this cover go by airmail:



William Robinson supplied the following answer:

On Page 23 of the September, 1994, 'Canadian Aerophilatelist' you ask whether a registered cover from Craig Harbour in 1935 travelled any part of the way to Missouri by air. The answer appears to be NO.

The markings on the cover indicate as follows -
CRAIG HARBOUR/N.W.T. SP 8/35 - by RMS 'NASCOPIE' to Halifax, N.S.
HALIFAX/CANADA SP 28/35 - transit marking
HALIFAX & CAMPBELLTON R.P.O. (Ludlow MA-72) Train 3, SP 29/35
CAMP. & LEVIS R.P.O. (Ludlow MA-11) Train 3, SP 29/35
MONT. & TORONTO / R.P.O. (Ludlow Q-164) Train 5, SP 30/35
TOR. LON. & WINDSOR / R.P.O. (Ludlow O-356) Train 9, SP 30/35
WINDSOR / ONT. 6 AM, OC 1/35 - Transit marking
DETROIT. MICH. / REGISTERED OCT 1/1935 - Transit marking

There is no arrival marking in LINNEUS, MO, so we don't know how it travelled from Detroit.

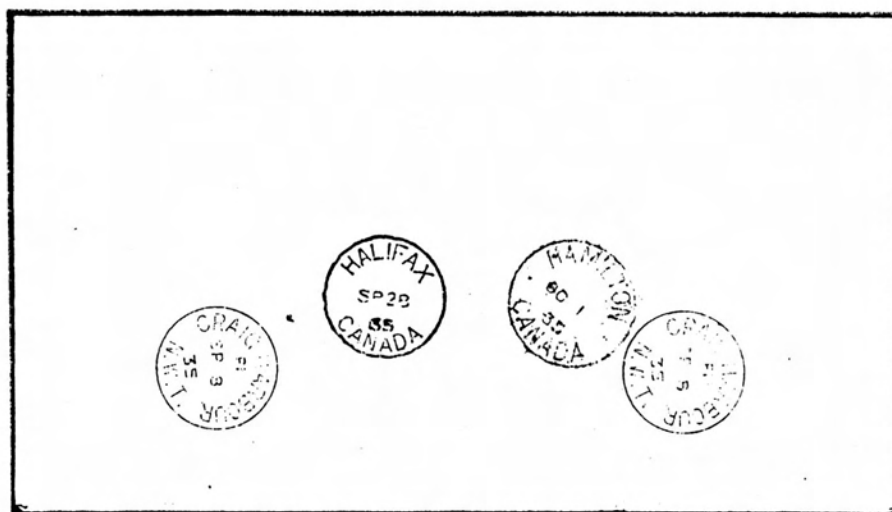
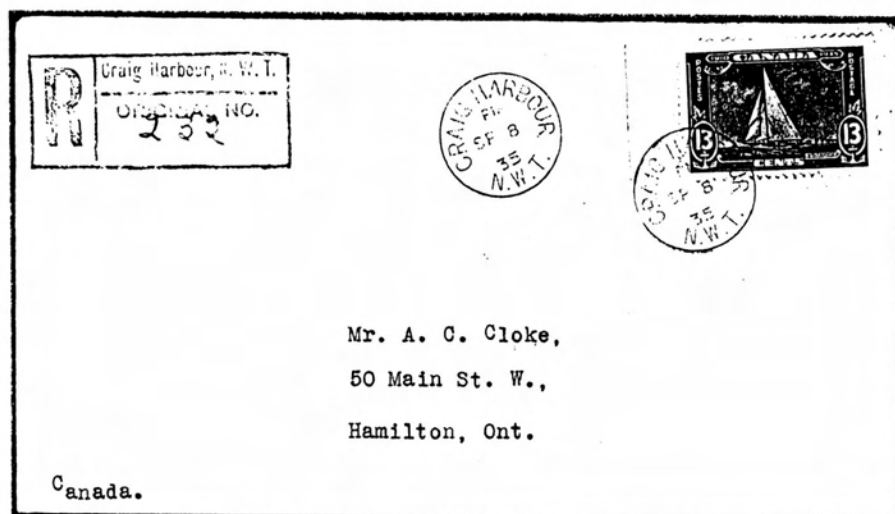
The whole Canadian portion of the route can be traced from the above markings - by sea to Halifax, and then by Railway Post Office to Windsor. At least in Canada, the cover didn't receive any airmail treatment.

Craig Harbour was a small settlement in the Arctic, that was sometimes claimed to be the "most northerly Post Office in the World". - Its main contact with "the South" was an annual visit by the Hudson's Bay Company supply ship RMS NASCOPIE.

(Continued)

Airmail from Craig Harbour? continued:

William's analysis is supported by the following cover, which was also sent from Craig Harbor on September 8 1935, but without airmail postage. - It too arrived in Halifax on September 28, and reached Hamilton on October 1st.



I asked William why this cover didn't receive the same transit markings that the first cover did, since they were both registered? He replied:

Your cover to Hamilton was probably placed in a bag destined for Hamilton at Halifax, and the mail clerks on the several trains merely checked the bag - not the individual contents. There was probably not enough mail destined for the midwest USA to warrant a bag, and there were probably one or two registered items bundled with a facing slip so each item received a marking. It isn't necessarily that the one item was international, and the other not.

Editor's Note: In addition to being a very helpful member of The Canadian Aerophilatelic Society, William is the secretary / treasurer and editor for the BNAPS R.P.O. Study Group. - Any readers who are interested in Railway Post Offices can contact him at: 5830 Cartier Street, Vancouver, B.C. V6M 3A7

QUESTIONS AND ANSWERS

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'll put the question into the next issue of the newsletter; hopefully another member will know the answer and send that in; and then I'll publish the answer in the following newsletter.

AN EARLY AIRMAIL F.D.C. CACHET.

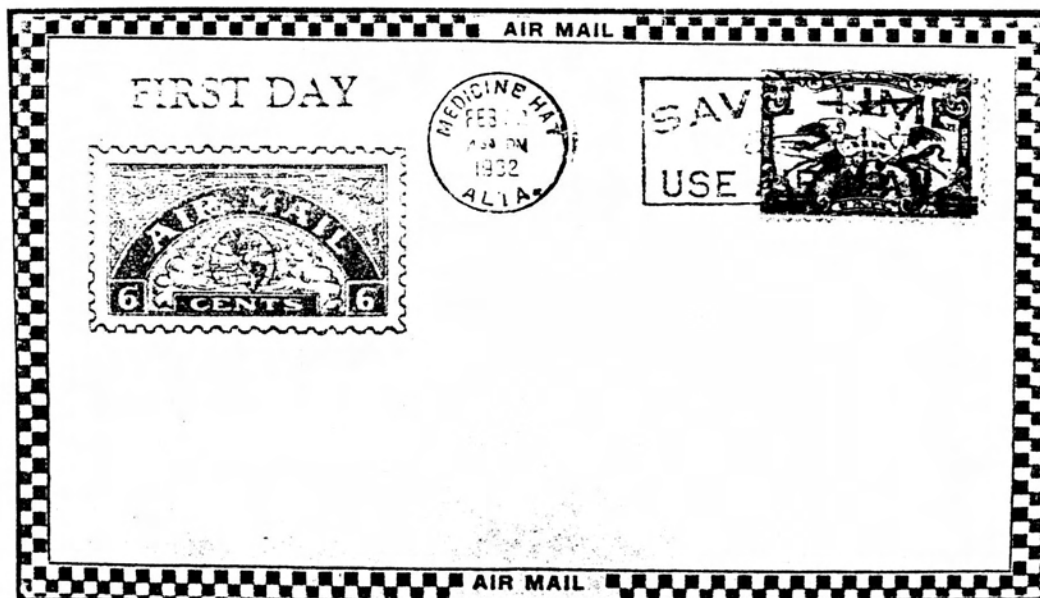
The 1930's saw the development of some interesting cachets for use with First Day Covers. To have a truly significant relationship to the stamp issue, the cachet should reflect one or more aspects of the stamp design. Perhaps the cachet is a pictorial representation of the stamp, or a description of the stamp indicating name, purpose and dates relating to the stamp.

The excellent article on A.C. Roessler by Murray Heifetz in the (June '91) issue of Topics has prompted the review of early airmail First Day Covers. It should be noted that First Flight cachets constitute a different field and usually do not relate to Day of Issue stamps.

The A.C. Roessler cover shown here with the C3 airmail stamp may be the first use of a cachet on a Canadian airmail First Day Cover. Design-wise, the globe motif from the earlier C2 issue has been incorporated, also the 6¢ denomination of the C3 issue has been incorporated into the cachet design.

† This particular cachet is known printed in at least two different colors; black and a sienna. The extent of usage of these covers is not known and the author invites correspondence on the subject.

Trelle A. Morrow,
102 - 1370 7th Avenue,
PRINCE GEORGE, B.C.,
V2L 3P1



QUESTIONS AND ANSWERS continued: Airmail to Sierra Leone, 1941 ?



BY AIR MAIL
PAR AVION



42

No
backstamps.

1171842 A.C.1 H.A. OSMER.

128, SQUADRON. R.A.F.

A.P.O. 5101

WEST AFRICAN FORCES.

QUESTIONS RE SERVICE COVER

TO W. AFRICA - (NOV. 1941)

(A.P.O. 5101 was at Freetown
Sierra Leone at this time)

1. Please confirm the postage rate as the
Forces rate i.e. 6 cents
2. Was the routing by airmail across
Canada & thence across N. Atlantic
to Britain; thence by the new flying
boat service LONDON/LISBON/BATHURST?
OR, by PANAM Service FAM 22?
OR, by Forces Postal Service, the
whole way?

QUESTIONS AND ANSWERS continued: FOKKER AIRCRAFT IN CANADA

Editor's note: The following letter has now reached me. - If any member can provide details of a listing of aircraft types, I will forward them to Jacques, and also include them in the next newsletter.

The Royal Philatelic Society of Canada,
P.O. Box 5320, station F,
Ottawa, Ontario K2C 3J1,
Canada.

Amstelveen, 1st May 1994

Dear Sir / Madam:

During my visits to philatelic shows I am often impressed by the fine special cachets on Canadian first flight covers of the twenties and thirties. Many of these flights were probably carried out by Fokker airplanes, because the F.VII (designed by Fokker Amsterdam), the Universal, the Super Universal and the F.14 (all designed by Fokker USA) have been used by many Canadian airliners. Also, many of the more recent products (F.27, F.28, Fokker.50 and Fokker.100) are in use in the US (e.g. American Airlines) and Canada (e.g. Inter Canadian).

I am interested in this subject because I have a thematic collection about Anthony Fokker and his airplane designs. Moreover, recently I decided to start an aerophilatelic collection consisting of covers flown with Fokker aircraft.

Most air mail catalogues (e.g. the American Air Mail Catalogue) only provide the date and the route of a flight, but other information (the aircraft or aircraft type, the pilot, etc.) is usually not given. A positive exception is The Australian Air Mail Catalogue, edited by Nelson Eustis. Also, though not a catalogue, the Air Mail Encyclopaedia (in Dutch), written by my friend Hans TSchroots and his wife, is very useful to me.

Recently I discussed this subject with Mr. Rudy Lourens, committee member of the Association of USA and Canada Philately. He advised me to write to your society. Therefore, I kindly ask you: Do you know of any publication containing information about (Canadian) first flights, especially with respect to the used aircraft or aircraft type?

Many thanks in advance. Please let me know what I can do in return.

Sincerely yours,

Chus
For your consideration there is
no listing of which I am aware. We would like
to add the dimensions of our new catalogue
but it is a great job and no longer done.

Jacques Bot,
Laan van de Helende Meesters 245,
1186 AH AMSTELVEEN,
The Netherlands.



SALES AND WANTS

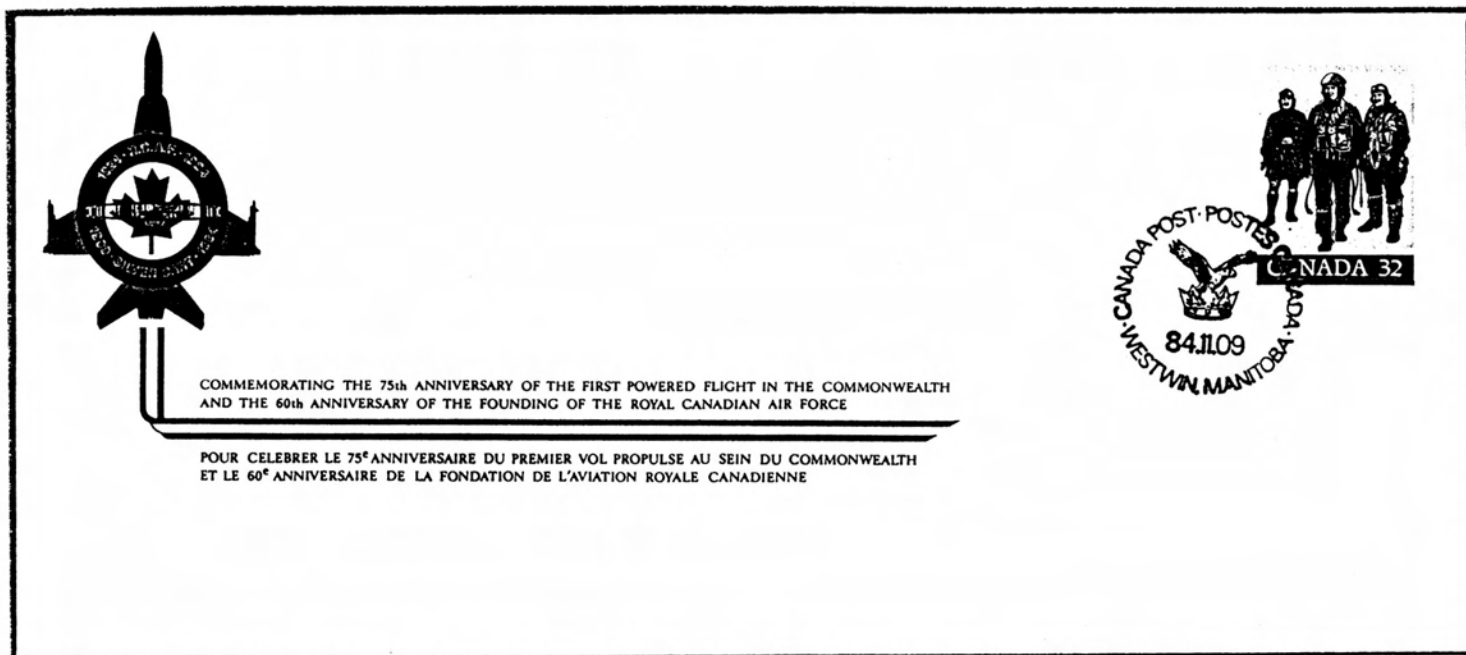
Members are invited to send in details of items wanted or for sale: please create your own "advertisement", (preferably up to a single page 8 1/2" x 11", photocopier ready), and send it to the editor.

WANTED — Wanted: A good copy of "Pioneering in Canadian Air Transport" (1974) by Kenneth M. Molson. Any offers to Ken Mitchell
Membership Number 170.

56 Downswood
Reigate
Surrey RH2 0JH
England.

CAS COVERS

The Canadian Aerophilatelic Society has a variety of Anniversary and Special Event covers for sale, for example:



(#10 cover, shown 80% actual size)

This was a First Day Cover for the stamp commemorating the 60th Anniversary of the Royal Canadian Air Force, and also commemorates the 75th Anniversary of the First Powered Flight in the Commonwealth.³

It can be purchased for \$3.00 from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1.

³ Note for new readers: by J.A.D. McCurdy at Baddeck, Nova Scotia, in the *Silver Dart* on February 23rd 1909.

MEMBERS FORUM

This section of the newsletter is intended to give members an opportunity to express and debate their opinions, which may or may not correspond with those of the editor, or of the Executive Committee of The Canadian Aerophilatelic Society.

Letters addressed to the MEMBERS FORUM will be published unedited, subject only to length and libel laws. - Regular correspondence between members and the editor will not be reproduced in this section.

Editor's note: this section has been created in response to Walter Plomish's letter, which begins on the next page.

Since this letter criticizes the current content of *The Canadian Aerophilatelist*, I think it is appropriate to put his letter in context, by repeating the comments that other members have made.

Here, in chronological order, are the comments I received before Walter's:

"I was delighted with your June 1994 issue of the Aerophilatelist. It contained much of real permanent interest."

"In this year of the 75th anniversary it was nice to see an Alcock & Brown item in the newsletter."

"I was pleased to recently receive your last bulletin and appreciated very much the new layout."

"Thank you for the June Newsletter. I very much like the new format."

"Just a little note to say that I am quite impressed with the latest (Sept.) edition of the "Canadian Aerophilatelist". Congratulations!"

"Chris, you are doing a great job with the CAS newsletter".

RON:

Pass the word on to CHRIS. I think his newsletter is great. That is the reason for me to rejoin.

I was getting nothing from the group in the past. Commercial Airlines and other flight information is what will draw my interest.

Thank you -

MEMBERS' FORUM continued:

WALTER R. PLOMISH PHILATELIST
#703 - 69 Jamieson Court
New Westminster, B.C. V3L 5R3
{604} 525-6825

Ronald Miyanishi
Secretary CAS
124 Gamble Avenue
Toronto, Ontario
Canada M4J 2P3

November 3, 1994

RE: Main reasons for resigning from the CAS.

After reviewing your October 24, 1994 correspondence requesting the main reasons why I had elected to discontinue my membership in CAS. I provide herein, the following points for your edification.

In my opinion, the whole concept of how to publish a successful newsletter is somewhat lost in the comic book atmosphere portrayed in your publication. Firstly, I would drop all of this Wing Commander this and Major {Ret} that, from certain members names. It is out of place in a publication devoted to Aerophilately but would not be in a publication devoted to the Military.

It has been my experience most people consider the above rather comical and only serves to inflate one or two members ego's. It is one thing to be proud of having served your country, but quite another to use this publication to constantly remind everyone of your military service.

In future issues, I believe the President's Report should refrain from promoting personal agendas and should concentrate more on finding ways and means of promoting Aerophilately.

I note in your June 1994 issue, the President's Report states 585 letters were sent out to members of the APS who had expressed an interest in Airmail. In the September issue the president reports 15 inquiries stating an interest in joining the CAS. Given the fact, the cost of posting 585 letters must have been in the \$270.00 range and notwithstanding the time it took to make up the mailings. A 15 "perspective member" response, should be in itself evidence the present publication is boring and does not contain information of sufficient merit which would cause one to become a member of the CAS.

On a lighter note, I am most impressed with Murray Heifetz's article on Canadian Semi-Official Airmails - The Issues of Commercial Airways Ltd. This is in my opinion, is the type of articles which should make up at least 70% of the CAS Newsletter. This would also cause membership to rise and the stature of the publication would in kind rise in the collecting community.

MEMBERS' FORUM continued:

To support my position, a "follow up" by Derek Rance to Murray's fine article on Commercial Airways was published in the September 1994 CAS issue. The fact, Derek was inspired enough to write a follow up to Murray's original article is evidence that this is the type of material readers are interested in, as opposed to reports on members european vacations, which has absolutely nothing to do with Aerophilately or with the study or collecting of Canadian Airmail Postal History.

As you may be aware, I have written a series of articles in BNA Topics on Canadian Commercial Airmail Routes, Rates and usages. I was surprised at the interest expressed on these articles and was equally surprised when I was awarded the BNAPS Vincent Green Award for best articles in 1991 in BNA Topics. In addition, many airmail collectors have contacted me and I have made many new friends with similar airmail collecting interests.

I believe, this is the way to go in promoting the CAS publication and Murray has started the ball rolling. For this reason and this reason only [Murray's article on Commercial Airways] I enclose a cheque to renew my membership with CAS for a two year trial period.

In addition to keep up the momentum, I will write a few articles on Canadian Airmail commercial usages showing non philatelic use of the Canadian Airmail System. Hopefully, this will spark some interest and others may contribute articles for the newsletter.

I believe there is little interest in First Flight Covers which were made up for collectors or contrived flown covers made up by the likes of Rossler[East Orange NJ] and others. These were self interest flown covers and have little or no place in serious airmail postal history collecting.

Having won a Gold Medal at a BNAPS show and a Vermeil with Felicitations at a National level show for my exhibit "Canada Airmail Rates Routes and Usages, I feel I am qualified to make the above noted observations.

If in 2 years, there is not a turnaround in the content and in the submission of quality non philatelic airmail articles, I will not continue to be a member of the CAS.

Perhaps you could publish this letter unedited and request from the members what direction they feel this publication should follow. Should the publication continue with it's present 80% philatelic content or should the publication strive to move toward publishing articles on Airmail Postal History and the study of Canada's airmail postage stamps, airmail special delivery postage stamps and the government authorized private semi official "sticker" postage stamps?

Yours truly,

W. R. Plomish

Walter R. Plomish

MEMBERS' FORUM continued:

Editor's Note: Since the following letter sounded like a rebuttal to the previous one, I checked with Murray. He had indeed received a copy of Walter's letter, and I have therefore reproduced Murray's letter in full, with his permission.

MURRAY HEIFETZ
49 Ternhill Crescent
Don Mills, Ont., Canada M3C 2E4

Dec. 1, 1994

Mr. C. Hargreaves
4060 Bath Rd.
Kingston, Ont. K7M 4Y4

Dear Chris,

I have recently received a letter from a philatelic friend in which he expresses disdain for what he considers contrived airmail letters including first flight covers, "Roessler" covers, and the like. This is not the first of such letters. In correspondence with some collectors of specific Canadian issues such as the admirals, scroll and leaf, war issue, etc., I have frequently been told that they are solely interested in commercially flown items - not first flight covers.

This is an old argument which goes back into the antiquity of aerophilately i.e. covers which properly went through the mail system, with correct postage preferably, as against those which were favour carried. This dislike is quite pervasive. Traditional philatelic collectors still "hold their nose" when viewing an exhibit heavy with first flight covers. Even some aerophilatelic judges will deduct marks from an exhibit if the exhibitor does not show knowledge of postal rates - even where the exhibit does not purport to be one of aero postal history. I think it is about time we stopped this unprofitable quarrel and recognized that we are talking about two different areas of collecting- both of which happen to fall under the umbrella of aerophilately.

When collecting routes and rates, one is really involved in postal history. albeit in this case, aero postal history. Correctly then, one does not want an item which did not go through the postal system or did not use correct rates. There are other aspects to aerophilately however, and one of them has to do with airline history. The story of airlines can be told philatelically without any regard for postal "correctness". In this regard, the date of the route commencement is important. A pilot's signature may validate the flight cover. Flights of discovery and exploration were made over routes for which there was no postal service and hence "favour" covers were essential to tell the story of the flight.

I hope that all aero collectors will recognize and appreciate the validity of other areas of collecting. Mutual respect can only enhance the spread of interest in aerophilately which should be the objective of all.

Sincerely,



Murray Heifetz

NEXT ISSUE

The Canadian Aerophilatelist is produced quarterly in March, June, September and December. - If you have anything you'd like to go into the next issue, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 28th.

MEMBERSHIP APPLICATION FORM

The Canadian Aerophilatelic Society has approximately 200 members. - Its objectives are:

- to promote the advancement and growth of aerophilately in Canada;
- to provide a forum for the exchange of information and news about aerophilately among members;
- to represent Canadian aerophilatelists at the national and international levels;
- to promote and support aerophilatelic research in Canada.

Membership of The Canadian Aerophilatelic Society is open to all interested individuals, including those living outside of Canada, and new members are always welcome.

The annual membership dues are \$10.00 Canadian.

If you would like to join, please complete the information below, and send it with your dues to:

Ron Miyanishi, Secretary - The Canadian Aerophilatelic Society,
124 Gamble Avenue, Toronto, Ontario M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

NAME: _____

ADDRESS: _____

POSTAL CODE _____

Collecting interests _____

If applicable: American Air Mail Society membership number _____

American Philatelic Society membership number _____

Royal Philatelic Society of Canada number _____

For Secretary's use:

Date joined _____ Amount of dues paid _____

Entered on mailing list _____

Memorandum

To: All CAS Members
From: Murray Heifetz
Date: 12/16/1994
Subject: Re: Symposium concept

The idea of a one day symposium devoted to aerophilately has been successfully used in a number of countries. Regional meetings of a specialist society are also a successful practice. As members of the CAS we have not yet tried any programs other than the annual meeting or the tie-ins with some of the national shows. I have a proposal that I would like to try but it needs input from all members as well as subsequent participation.

The idea may best be tried first in Toronto because we have here the potential of using premises, possibly without charge, that can accomodate up to 40 people and has permanent mounted frames which will permit easy mounting and viewing of exhibits. The concept would involve one full day-likely from about 10.00 am to 5.00 p.m. to allow time to drive back and forth in one day for those living within about 125 miles of Toronto. The content could be the following:

- * 3 exhibits with accompanying talks - each about 40 minutes
- * a seminar on guidelines for exhibiting and judging aerophilately
- * a trading session
- * time for a discussion of current items such as revisions to the new catalogue

An analysis of membership lists to see where people live shows that there is potential for such symposiums in Ottawa and/or Montreal and Vancouver. What I need is a note from each member telling me whether they would participate in such a symposium; preferred city of meeting; any preference for weekday or weekend; whether they would like to present an exhibit; and any other comments - pro or con. The main thing is I need a flow of replies and quickly as it will take time to arrange this and to give adequate notice of date to all members.

Please write to me at 49 Terrill Cres., Don Mills, Ont. M3C 2E4. If you wish, you can send a fax to my attention at the office where I work - (416) 488 9422

NOTE : I congratulate Murray on his excellent proposal. I urge all in the immediate area of Toronto and also those from Ottawa and Montreal to give Murray 100% support for this program. Give him a telephone call immediately or send a Fax .

RK Malott
President
Canadian Aerophilatelic Society



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

ELECTION OF OFFICERS

15 November 1994

All Members:

In accordance with the by-laws of the Canadian Aerophilatelic Society an election of officers of the Society must be held before the end of 1994. The President has asked me to coordinate these elections for this year.

In response to my enquiries all members of the current executive have indicated their willingness to serve for another term. Unless other nominations are received from the Members of the CAS for any of the Executive positions I propose to nominate all members of the current executive for reappointment to their present positions by acclamation.

Members of the Canadian Aerophilatelic Society are invited to submit nominations for any or all of the Executive positions listed below. Nominations should be made with the prior agreement of the nominee that he or she is willing to serve in the designated position. Nominations must be received by the undersigned by 1 January 1995. If an election is necessary, ballots will be included in the next issue of the Canadian Aerophilatelist.

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

Position	Incumbent	Nominee
President	Major (Ret) R. K. Malott	
Vice President	Mr. Michael Shand	
Treasurer	Mr. Nelson Bentley	
Secretary	Mr. Ron Miyanishi	

NOTE : Since The Canadian Aerophilatelist and the enclosed notice concerning the Election of Officers will not reach you until after 1 January 1995 the receiving date for submissions to Pat Sloan who is coordinating the election of CAS officers is now changed to 1 February 1995. Thank you for your continued interest in The Canadian Aerophilatelic Society.

E.P. Sloan,
Past President, CAS
P.O. Box 6248, Stn J,
Ottawa.Ont.
K2A 1T4

RK Malott
President CAS
27 December 1994