



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

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

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===== SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ =====
===== FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC JOP 1X0 =====

March 1995

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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EDITOR GAINS WEIGHT!

It's true! - The first issue I produced of *The Canadian Aerophilatelist* was twenty pages in length, the second was thirty pages, and the third thirty-six pages.

This issue could have been over forty pages, but that raises the question of whether bigger is necessarily better? - I don't think it is, as sooner or later the newsletter would stop growing, and shortly after that I would probably be exhorting members for articles, and trying to stop the newsletter from steadily shrinking!

I've therefore decided to cap the size of the newsletter at thirty-two pages. - I think this length can be sustained from issue to issue, and it also obtains the best value for our postage dollar, (or 86 cents), as it is the maximum length/weight that can be mailed out, (with a one page covering letter when appropriate), at the up-to-100 grams postage rate.

I should still be able to include most items sent in to me, but sometimes there will be a delay before material is published. Hopefully these delays will be short, and acceptable to members.- Evolution continues!

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;
- commemorative stamps and covers, normally produced on the anniversary of historically significant flights;
- astrophilately, which is the collection of stamps and covers that trace the development of space flight. - Since very few covers have been flown into space, this usually involves covers associated with the ground support network: launch sites, tracking stations, recovery ships, etc.

The Canadian Aerophilatelist is the newsletter of The Canadian Aerophilatelic Society, and is produced quarterly. The Society also provides a number of other services, including:

- a library from which a variety of books and periodicals can be borrowed by mail: for more details contact Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, Ontario K1R 7T7.
- a translation service from French to English and vice versa: contact Francois Bourbonnais, 58 Ste-Catherine, St. Polycarpe, Quebec JOP 1X0.
- a "sales department", with a variety of commemorative covers for sale: for a full list contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.

The newsletter contains articles relating to many different aspects of aerophilately. - I hope you enjoy reading it.

NEWS - NEWS - NEWS

ANNUAL MEETING, CANADIAN AEROPHILATELIC SOCIETY

The Annual Meeting of the CAS will be held on Sunday May 7, 1995 at 2 p.m. in conjunction with ORAPEX, Ottawa's National Stamp Exhibition in the R.A. Centre, 2451 Riverside Drive, Ottawa.

Among items to be considered will be the election of officers, and a review of the financial situation, but any other item which members may wish to raise in person or by mail will be most welcome. Please contact either Dick Malott or Mike Shand if you have items or questions.

Hope anyone within reach can make it to ORAPEX: it is always a fine show.

Mike Shand, Vice-President CAS

Editor's note: One item I would like discussed at this Meeting is the publication of our membership list. - In the past, the full membership list was published in the newsletter on an annual basis. However, the American Air Mail Society no longer publishes a membership list: apparently most members were against publishing one, as there was some evidence that someone was using it to identify and rob members!

If you have a preference for the full list being published annually, or a partial list being published without the addresses of members who want them removed, or the list not published but available to any member on request, or only available to officers of the Society, or for some other option, please let Mike Shand or the editor know.

NEW MEMBERS

Welcome to the following new members who have joined us since the last newsletter:

- #215 Jack Ince, Stirling, Ontario
- #216 Barry Strong, LaCorey, Alberta
- #217 Cecil G. Stoner, Edmonton, Alberta
- #218 Roy Shuker, Massey University, New Zealand
- #219 William G. Noble, Hamilton, Ontario
- #220 Richard Whalley, Springbrook, Wisconsin
- #221 W. Arnold Stearman, Edmonton, Alberta
- #222 Douglas M. Smith, Saskatoon, Saskatchewan

SECRETARY'S REPORT

As at 21 February 1995, the Society has a total active membership of 126 plus 31 complimentary.

The breakdown of the membership is as follows:

Total membership numbers issued:	157
Net (paid) membership	126

Membership Breakdown: (Province/State/Country)

In addition, 31 complimentary memberships are carried on the mailing list:

Canada:

Alberta	6
British Columbia	10
Manitoba	2
New Brunswick	3
Newfoundland	1
Ontario	49
Quebec	13
Saskatchewan	4
Total	88

USA:

California	3
Colorado	1
Connecticut	2
Florida	1
Illinois	4
Massachusetts	1
Michigan	1
Minnesota	1
New Jersey	1
New York	2
Ohio	1
Oregon	1
Texas	1
Wisconsin	2
Total	22

International:

Australia	1
British West Indies	1
England	4
Germany	3
Netherlands	1
New Zealand	1
Switzerland	5
Total	16

Total active membership: 126

Australia	1
Belgium	1
Bolivia	1
Canada	5
Colombia	1
Cuba	1
England	3
Finland	1
France	1
Germany	1
Greece	1
India	1
New Zealand	1
Norway	1
Spain	1
Switzerland	2
Turkey	1
Uruguay	1
USA	6
Total	31



Ron Miyanishi
Secretary, CAS

Editor's note: In order to save on administrative costs, renewal notices will now be sent out as part of the newsletter. - Please see page 31 for further details.

Please also be sure to read the note on page 3 regarding publication or our membership list.

PRESIDENT'S REPORT



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

PRESIDENT'S REPORT

Please address reply to:

Dear fellow aerophilatelists:

It may not be a surprise to the members but Pat Sloan received no further nominations for positions on the Executive Committee of the Canadian Aerophilatelic Society (CAS) and thus your Executive Committee of the past two years will continue in office for another two years - 1 January 1995 to 31 December 1996. On behalf of Mike Shand, Vice-President; Nelson Bentley, Treasurer; Ron Miyanishi, Secretary; and myself as President I thank you for your confidence in our leadership. I wish to thank also those of the membership that have volunteered to do other assignments - Chris Hargreaves, Editor, "The Canadian Aerophilatelist"; Ivan W. MacKenzie, CAS Librarian; Pat Sloan, our Immediate Past President; François Bourbonnais, our Translator of French and English; and all the many members assisting in the preparation of our catalogue, "The Air Mails of Canada and Newfoundland".

The survival of any organization depends upon the active participation of all of its members in one way or another. I have named several who are very active but we need more participation. The CAS needs assistants for each position named in paragraph one. In the event that an incumbent can not carry on in the assigned duties an experienced replacement will be needed. For President we have the Vice-President but for the others we need volunteers to start preparing themselves now. If you feel that the CAS is worth while and that it should continue to exist and grow please do something about it. Drop me a line and I'll put you in touch with the member filling the position in which you may be interested. Now is the time to prepare for the future, not later when a crisis exists. If everyone does their part the work will not be onerous for anyone.

In the past the CAS received assistance from the National Museums of Canada in preparing and distributing its newsletter and other data. This was possible since data on museums, the Friends of the Canadian War Museum, and other groups were distributed to our members. Many CAS members are members of the Friends of the CWM. I hope that some assistance may be obtained for this present issue of "The Canadian Aerophilatelist" but for the last two years the CAS has had the cost of printing and mailing its newsletter. In conjunction with this increased cost we have not had too many money making air flight cover projects such as the very successful flight cover project with the Concorde when it was in Ottawa for Winterlude a few years ago. Thus in order to be ready for the future I am proposing an increase in membership fees as of 1 January 1996 from \$10.00 to \$15.00 Canadian. This will be voted on at the annual general meeting during ORAPEX'95 on 7 May 1995. If you have any comments please send them to Mike Shand who will be conducting the annual meeting in my absence. I would hope that every member who feels that there is a benefit to being a member of the CAS will be willing to pay for membership dues an extra \$5.00 Canadian. The four issues of "The Canadian Aerophilatelist", in my opinion, is well worth a \$15.00 fee for a year's dues. We can not operate in a deficit and although our financial state is good at present we wish to keep it that way.

Our work on "The Air Mails of Canada and Newfoundland" is progressing well with some section leaders almost completed in their work. If you have any suggestions for the content of the new catalogue get them to me immediately for consideration by the section leaders. The 15 June 1996, the day we wish to launch the catalogue during CAPEX'96, will soon be only a year away. Now is your opportunity to contribute to this project. After it is completed it will be too late to forward comments or criticism for changes to the present edition. We unfortunately do not have section leaders for the following areas - air mail postal rates, air mail facility markings and cancellations, a list of short biographies of prominent aerophilatelists

(Continued)

PRESIDENT'S REPORT continued:

that collected or still collect Canadian and/or Newfoundland air mails, or prominent Canadians that collected or still collect the air mails of other countries. We are okay for pioneer and SCADTA material by Ray Simrack; Semi-official stamps and covers by Murray Heifetz; all other Government flights by Dick McIntosh and several assistants; Newfoundland air mails by John Butt and helpers; Canadian Forces Air Letter Forms by Ritch Toop; current Canadian Forces souvenir covers by Ron Miyanishi (our Secretary); helicopter and glider flights by Nelson Bentley (our Treasurer); crash covers by Henri Nierinck of Belgium; air mail labels, vignettes and stickers by Frank Jones of London, England; Jim Brown and Jim Kraemer on the identification of aircraft on Canadian stamps; Canada Post Corporation for authorized use of photographs of applicable stamps and maps; Barry Countryman for airships and zeppelins; Dr. Frederick Cantor of Wells, Maine for Canadian aerograms; Cimon Morin of the National Postal Archives for his applicable bibliography for publications on Canadian and Newfoundland air mail publications; Chris Terry, Director of the National Aviation Museum for a bibliography of aviation books dealing with air mail services in Canada; assistance where applicable from Beatrice Bachmann of Switzerland for astrophilately; hopefully Professor François Brisse for balloon mail; Dan Barber, Editor-in-Chief of the AAMS catalogues for guidance and advice for production; Trelle Morrow for assistance for Canadian Semi-officials and my back-up as Coordinator for this special catalogue; and others that I may have overlooked. I help where necessary and I will provide a listing of all air mail pilots who flew Canadian air mail in, to, and from Canada. Has anyone anything else to add?

I wish to draw everyone's notice to the nice CAPEX'96 pin that the CAS is promoting to raise funds for our CAPEX'96 booth activities. It is \$7.00 Canadian, \$5.00 US, or \$3.00 sterling. In addition we also have our CAS pin logo for \$5.00. All pins are of pewter and made in Canada. You may order them directly from me. For our booth at CAPEX'96, from 8-16 June 1996 we require members to help look after the combined CAS/AAMS Society booth. For the time being Ron Miyanishi is recording the names of volunteers. Our AAMS colleagues will help but until they arrive we need lots of help to assist our aerophilatelic visitors and friends from around the world. Assisting in the society booth will be a unique way to meet aerophilatelists that you have often read about in aerophilatelic publications. May we have your support, particularly from those living in the Toronto area?

There have been various letters and comments concerning the significance of different types of aerophilatelic collecting. Our editor will be making certain comments concerning this matter. I support him completely. As editor of "The Canadian Aerophilatelist" he has the last say in order to keep our publication useful to all concerned. I would also like to congratulate Walter Plomish who uncovered some unique data on the London to London flight of September 1927 from the National Postal Archives. The data revealed will certainly stimulate renewed interest in that famous flight of 68 years ago. For the interest of our members who collect Canadian pioneer, semi-official and scarcer Canadian Government flights Chuck Firby will be sending two auction catalogues to all our members, one for the scarcer Canadian Government flights and a set of R-100 covers canceled in Canada to be auctioned on 22 March 1995 (my material) and one of the outstanding collection to be auctioned on 30 April of the late Sam Nickle which includes the rare London to London cover. Walter's scoop about this flight came at a very opportune time.

It should be the concern of all of our members that young collectors of aerophilately be encouraged to develop their collections, or start a collection. Why not sponsor a young collector with a membership in the CAS - still only \$10.00 a year. By the way is it not interesting that the ROYAL Conventions and Exhibitions still do not have an Aerophilatelic/Astrophilatelic Classification. If you are entering aerophilatelic exhibits you have to choose the country concerned or Postal History. Fortunately the World FIP Exhibitions, including CAPEX'96, does have an Aerophilatelic/Astrophilatelic Classification. Thanks for persevering to the end of my epistle.

Yours aerophilatelically,

(Signature)
(RK Malott) Major (Ret.) President CAS

The Society's CAPEX'96 pin:



TREASURER'S REPORT

31 December 1994

Bank Balance as of 15 April 1994 \$ 844.44

INCOME STATEMENT

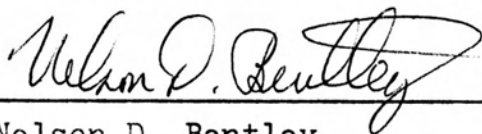
Dues, new members	108.29	
Dues, renewals	810.59	
Sale of CAS items by mail & by Auction . . .	1,402.35	
Commission on sale of AAMS books		
at ORAPEX 94	15.08	
Donations of 2 members	13.78	
CAS pin	5.00	
Interest on Account71	
	<u>\$ 2,355.80</u>	\$ <u>2,355.80</u>
		\$ 3,200.24

EXPENCE STATEMENT

Cheques to R.K.Malott, Pres. for postage, newsletter copies & staples, U.S. envelopes, engrave plates, typing of newsletters, 25 Billy Bishop covers, ICAO stamps for covers	935.84	
Cheques to Ron Miyanishi, Sec. for postage & stationery	85.24	
Cheque to N. Bentley, Treasurer, for postage & to send Vol. 2 catalogues back to Greg Schmidt	19.34	
Cheque to Mrs. Aline Barker for discount mint stamps	712.90	
Cheque to Capt. G. MacKenzie, Shearwater, NC for flown covers	57.00	
Cheque to Sparta 2002, for CAS pins	109.68	
Cheque to Rapid Copy Plus, for newsletter copies & staples & price lists	604.51	
Swiss Franc Money Order for FISA membership .	84.45	
Chapter Dues AAMS	13.62	
Chapter Dues RPSC	20.00	
Service Charges on Account	13.20	
	<u>\$2,655.78</u>	\$ <u>2,655.78</u>
		\$ 544.46

Note #1: \$2,308.52	Savings Account
5.43	April & Oct. Interest
<u>\$2,313.95</u>	
- 1,000.00	GIC - 3 Nov. 1994 - 7.5% Int.
<u>\$1,313.95</u>	

Signed


 Nelson D. Bentley
 Treasurer C.A.S.

A BOOK ABOUT ROESSLER AIRMAILS ?

January 4, 1995

P.O. Box A3843
Chicago IL 60690-3843

Dear Collector of Roessler Airmails,

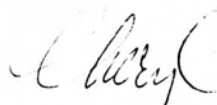
I volunteered to provide a program on Roessler Airmails at the AAMS meeting at ARIPEX in Tucson on Saturday, January 28. I am not a Roessler expert, yet I have acquired quite a bit of knowledge on Roessler Zeppelinposts in the past 20 years. I have asked Bob Spooner to join me in presenting a couple of items with stories at this meeting. If you are able to attend, I would ask that you bring an item with for show and tell as well. My hope is that this meeting will demonstrate the interest and passion for Roessler airmails while providing the kick off for an idea that I have and would like to share with you.

I think a book on Roessler Airmails would be a fun project and an important addition to the aerophilatelic literature. Currently we have the *A.C. Roessler Photo Cachet Catalogue* by Barry Newton and *Roessler's Standard Historical Souvenir Airmail Catalog* as references. But together these still do not provide a complete story. I am interested in writing a chapter on Roessler Zeppelinposts. I would be willing to coordinate and edit the book. Bob Outlaw has volunteered to coordinate with a printer. I would like to have other enthusiasts volunteer to do a chapter or section on their own specialty or interest, ie. Roessler Lindbergh mail, US governmentals, Roessler publications, cinderellas, Roessler overprints and conflict with the post office, etc. If you do not feel qualified to prepare a chapter, you could volunteer to be a second reader, a proof reader, a photographer, or a researcher to help support an author.

My idea for the project would include a time line for a Roessler working team (or study group). The first team project would be to compile a bibliography of all known publications and articles by or about Roessler and his output as related to airmail. I expect to visit the APRL in March and will review their holdings. Everyone could submit lists from their collections, clipping files, local philatelic libraries, etc.

I hope you are interesting in participating in this project! I hope that if you know someone else who would be able to participate, that you will forward a copy of this letter to them or send me their name. This project would be open to all who are willing to do some level of contribution. My next mailing will be after ARIPEX. Let me know if you are interested! Thanks!

Sincerely,



Cheryl Ganz

Editor's note: would any members who are interested in helping with this book please contact Cheryl directly.

THE WRECK & CRASH MAIL SOCIETY

This society has now been established, and the first issue of its magazine *La Catastrophe* produced.

The society is currently composed of three study-groups: one for air crashes, another for ship wrecks, and a third for train wrecks. It hopes to expand the number of study-groups to cover other sub-specialties.

Their magazine is to be produced quarterly, and contains articles from each study-group, a section for members' questions, and notices of wants and sales.

Annual membership dues are Ten Pounds British or Fifteen Dollars U.S., and can be sent to Norman Hoggarth, 10 Lady Jane Park, Bradgate Road, Newtown Linford, Leicester LE6 0HD, England.

THE NATIONAL AIR MUSEUM SOCIETY

"to promote, foster and encourage the continuing maintenance of safe, adequate and permanent quarters for Canada's aeronautical collection"

Having entered its 16th year of incorporation as a non-profit sharing charitable institution, the Society continues to expand its national membership.

It seeks the support of those citizens of Canada who care enough for their country's aviation history to wish it to be protected for the benefit of the generations to come.

If indeed you are one of these citizens and desire to help, an annual Society membership is just \$10.00. And should you desire to more tangibly assist in Society work by offering a donation, NAMS would immediately respond with an income tax receipt covering the gift it received.

NATIONAL AIR MUSEUM SOCIETY

Application for Membership

Name _____ Mr. ☐ Mrs. ☐ Ms. ☐
(first)(initial)(last)

Address _____
(street #, p.o box, city, town, prov., code)

Fee enclosed ☐ (Minimum \$10.00 cheque or M.O.)

Check: ☐ New Member ☐ if renewal, give # _____

MAIL TO: N.A.M.S., c/o 1912 Tweed Avenue,
Ottawa, Ontario, K1G 2L9.

New Research on the London to London Flight of 1927

Walter R. Plomish

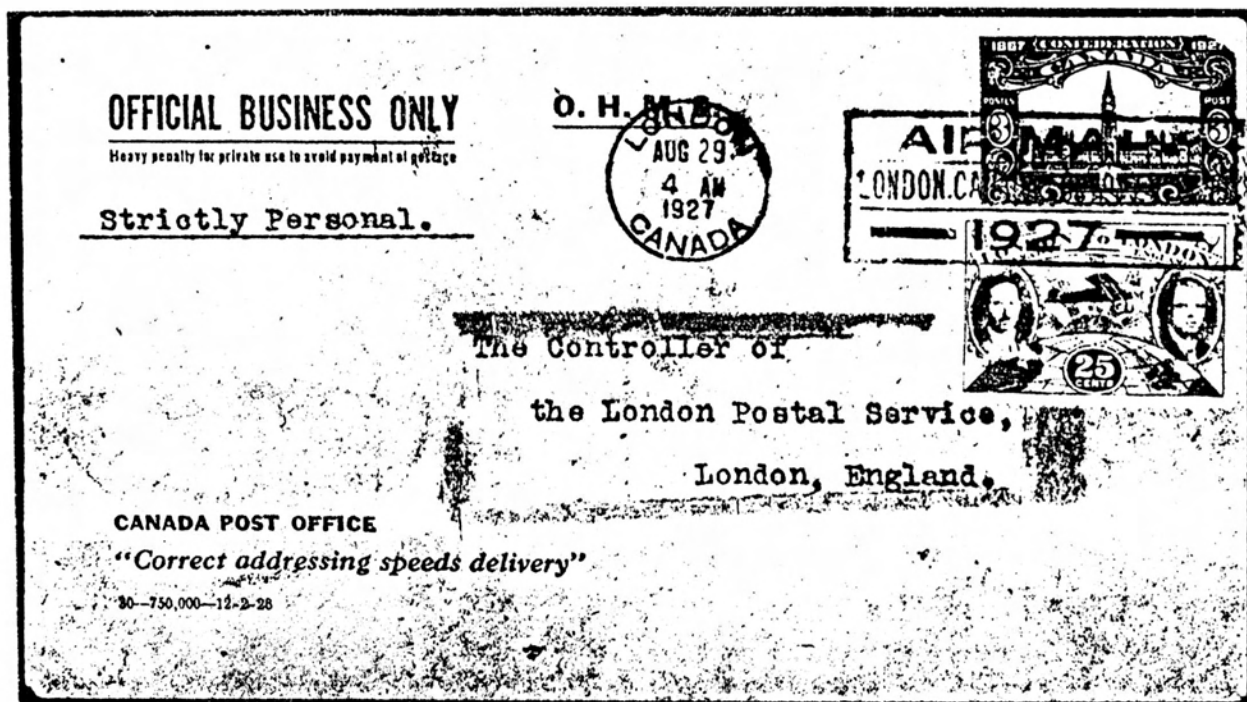


FIGURE 1

Editor's foreword: The stamps produced for the London to London flight are the rarest Canadian air mail stamps. - According to the *Unitrade Specialized Catalogue of Canadian Stamps*, only four unused copies and one cover, (Figure 1), are known to exist!

The circumstances surrounding the distribution of these stamps, the disappearance of the pilots and aircraft, and the survival of one cover, have become part of "Canadian aerophilatelic folklore".

However, during his research in the National Archives, Walter Plomish has found documents that question the accuracy of much of the currently accepted information!

As an introduction to Walter's article which follows, I have reproduced below two catalogue entries, which give the generally accepted information:

American Air Mail Catalogue:

- 36 1927, August 29, 1927 -- London, Ontario-London, England. Sponsored by the Carling Brewery of London, Ontario offering a \$25,000 prize for any Canadian or British pilot who could make a nonstop flight from London, Ontario to London, England. Carling bought a Stinson SM-1 aircraft and selected Capt. Terrance B. Tully as pilot and Lt. James V. Medcalf as navigator to make the attempt in the "Sir John Carling". A special stamp was authorized and printed and about 90 covers were prepared and postmarked at 4:00 A.M. August 29. The plane took off around 6:00 A.M. but ran into very bad fog at Kingston, Ont. It was forced to return to London. The rules were revised and it was decided to land at Harbour Grace, Newfoundland, to refuel before making the long hop to England. When the mail for the flight was postmarked again and taken to the plane, one cover was removed. The plane took off on September 1 and got as far as Caribou, Maine where it was forced down. On September 5 Tully and Medcalf succeeded in reaching Harbour Grace. Early on the 7th, they took off for England and were never seen again. Despite a lengthy search, no trace of the plane was ever found. All mail on board was lost.

New Research on the London to London Flight of 1927 by Walter R. Plomish - continued:

Holmes' Specialized Philatelic Catalogue of Canada and British North America:

1927—London, Ontario to London, England

Canada's Rarest Air Mail Stamp

By L. Seale Holmes

The rarest air mail stamp that has been issued in Canada is the one issued for the "London to London" air flight in 1927. The correct story, I believe, has never appeared in the philatelic press. I propose, with the valuable aid of my good friend Mr. Arthur C. Carty, a prominent Canadian correspondent to present these details now. Mr. Carty was the manager of the "Sir John Carling Flight" or as we philatelists call it, "The London to London Flight":

During the year 1927, interest in aviation had been given tremendous impetus by the Lindbergh flight; the round the world venture of two Detroiters in their "Winnie Mae" and other sensational exploits that came in the wake of that great pioneering flight of Alcock and Brown from Newfoundland to Ireland.

The flight of the "Sir John Carling" plane, though definitely sponsored by the Carling Breweries of London, Ontario, as a publicity project, was also a genuine attempt to meet the demands of Canada's veteran flyers of World War I for such a Canadian undertaking.

The project burst on the Canadian scene as a published offer of a reward of \$25,000.00 to be paid to any aviator making the 3,900 mile trip non-stop in his own plane. Hundreds applied but needed backing. The company then revised the rules, engaged experts to purchase the best ship and equipment available, and offered \$25,000.00 for the successful completion of the trip by a Canadian or British pilot to be selected by a secret committee. It may now be told that one of the committee was a top place officer in Canada's infant permanent Airforce and also a top place man in the Department of Civil Aviation, neither of whom could act officially. Most of the Canadian veterans, though they had impressive log books, had not done much or any flying in postwar years.

The committee finally chose Capt. Terrence Tully and Lieut. James Medcalf as the pilots for the flight.

The plane was selected by a technical committee, including Commodore Ericson, well remembered in Canada and United States in aviation circles in World War I. He had also equipped Lindbergh's plane and put everything of like kind with extras on the "Sir John Carling". (This was the name given the plane chosen in honour of the late Sir John Carling, a very prominent citizen of London, Ontario). Included with the equipment was a much publicized earth inductor compass as well as two other types of compass. There were no Canadian planes or motors available; British firms were not able to supply for a year, so the choice was made for U.S. types. The Stinson monoplane had just followed the Lindbergh ocean hop by circling the world. Both the Spirit of St. Louis and the Winnie Mae used the Wright Whirlwind engine. In the light of their experience, certain improvements, especially in the carburetor design had just been added. These betterments went into the Sir John Carling.

The City of London Engineer's Department, with dynamite, graders, bulldozers and road rollers, cleared obstructions and prepared the long runway.

The Canadian and United States governments and ocean steamship companies assisted and co-operated both before and during the flight. Meteorological data was provided several times a day by Sir. Frederick Stupart, then head of the Dominion Meteorological Observatory at Toronto; Dr. J. H. Kimball of the U.S. Observatory at New York, who gave like service to Lindbergh; Dr. Weightman of the U.S. Meteorological Service at Washington and the U.S. Army Staff at Selfridge Field at Mt. Clemens, Mich. Finally it was decided in order to increase safety, that a stop be permitted at Newfoundland for re-fueling.

It was early proposed and the Dominion Government sanctioned the carrying of mail. A special stamp was lithographed here in London, Ontario with a special inspector sent from Ottawa to supervise the printing. Only 100 copies were run off. These were only available to those who were closely connected with the flight and most of them were used on mail sent with the plane. There are only three or four of them in existence today. Two of them passed through my hands several years ago. Only one is known on cover, which was overlooked when the mail for the plane was stamped or postmarked the second time it left London, Ont. The men on the stamp were the pilots who flew the plane. A very poor imitation of the stamp was made by a man in New Jersey. He apparently had a cut made from a photo of the stamp that appeared in one of the newspapers at the time of the flight.

The plane being ready, weather only being the last important factor, the day arrived on August 29th, 1927. It took off from the specially prepared runway just east of London, before a crowd of around 25,000 people. The mail had been postmarked at 4:00 a.m. and taken to the plane which left at 5:35 a.m. However visibility lessened by the time they reached Hamilton, Ont. and by the time they had reached Kingston, Ont. the ceiling was a bare 200 feet. Remember this was forty years ago and they did not have the means of communication we have today. Also knowing they had mountains ahead of them, they

decided to turn about and retrace their course to London, where they arrived safely. They had to wait until September 1st before favourable weather was reported from the various sources. They finally left early on this date but again encountered fog and were forced down at Cariboo, Maine, to which point weather reports were telegraphed. Just at this time two other planes were about to attempt a trans-ocean flight too. One, a "Windsor, Ont. to Windsor Castle, England", piloted by Phil Woods and Luke Schiller had got as far as St. John's, Que., where they encountered bad weather and were forced to land. They humped then to Portland, Maine on September 3rd. The other plane, "Old Glory" sponsored by the Hearst Newspapers, was waiting to take the ocean flight at Portland, Maine. It now developed into a race to get over to England. On September the 5th, the "Sir John Carling" with Tully and Medcalf hopped over to St. John's Newfoundland. The plane seemed to be working perfectly and the weather reports for the 6th were "Atlantic route weather likely to continue moderate and generally favourable with westerly winds, but advise keeping well south." One U.S. report concurred saying visibility good, morning fogs, northwest winds 20 M.P.H. at 2,000 feet. "Old Glory" took off early on the 6th and this news soon reached Tully and Medcalf. They were loaded with 300 gallons of gas and reserve supplies of oil and at once took off. British and U.S. Naval Units and all ships at sea kept a watch for the planes. But both planes completely vanished. The Windsor flight was abandoned. All that day the weather continued good and seemed favourable. Bits of wreckage of the "Old Glory" were found at sea but no trace of the "Sir John Carling" was ever found.

London to London Flight - Walter R. Plomish

LONDON TO LONDON FLIGHT

AUGUST 29, 1927

WAS THE ONLY SURVIVING ENVELOPE FRANKED WITH THE LONDON TO LONDON 25 CENT STAMP EVER ACTUALLY FLOWN OR WAS THE ENVELOPE JUST SIMPLY A SOUVENIR FAVOUR CANCELLED BY POST OFFICE PERSONNEL?

A review of documents on file at the National Archives in Ottawa - RG3 Volume 651, File 109706 reveals the following chain of events:

1. Letter dated August 16, 1927 from the London, Ontario Postmaster to the Postmaster General outlining particulars of the flight and of the special die hub reading: [fig. 2]

AIR MAIL
London, Ontario - London, England
1927

2. Letter dated August 17, 1927 acknowledging permission to use promoters "sticker which in addition to regular postage will be attached to letters flown on the London to London flight. [fig. 3]
3. The Globe Toronto Saturday August 20, 1927 Newspaper Clipping. [fig. 4]
4. Letter dated August 31, 1927 from the Postmaster at London, Ontario to the Postmaster General in Ottawa. Of particular interest is the passage: "The despatch of mail referred to with the seal intact is now in the vault at the London Post Office and will again be delivered to the pilots accompanied by fresh Letter Bills showing date and hour of despatch immediately preceding their next attempt.

THIS DESPATCH CONSISTS OF 42 FULLY PREPAID ITEMS ALL FOR LONDON, ENGLAND AND POINTS IN THE BRITISH ISLES. [fig.5]

5. Letter dated September 1, 1927 from the postmaster London, Ontario K. A. Murray to the Postmaster General describing how the London to London mail was handled. "I personally opened the bag of mail and stamped on each of the items therein the date and hour when the bag was finally closed." [fig.6]

In light of the above facts gleaned from the Post Office Official Records in the Canadian National Archives Ottawa, Ontario the question arises:

Was the only known envelope franked with the London to London "sticker" removed from the sealed mailbag at the time London, Ontario Postmaster K.A. Murray opened, handstamped the envelopes, and resealed the mailbag. Or is the only surviving envelope a product of a favour cancel by a London, Ontario post office employee and was never in fact, part of the official despatch.

(Continued)

London to London Flight of 1927 by Walter R. Plomish - continued:

Careful scrutiny of the documents of record clearly evidence that the later is true. It would be most unlikely that the Postmaster would remove a prepaid franked envelope from the despatch and then reseal the bag one envelope short. This would be most unlikely, as once an envelope is posted it then becomes by law the property of the post office and must be delivered to the addressee. It would be an illegal act to remove a piece of royal mail from the bag and as such, we can safely say Postmaster Murray did not do so.

With respect to the comment by Holmes in his catalogue, that the envelope was overlooked and not placed in the bag after it was hand stamped for the second time: I find this an unlikely scenario, as the Postmaster would have reported this to Ottawa and there is no report to that effect.

I have not personally examined this envelope, but as you can see the address seems to have been cut out and replaced at some point in time. [another factor to consider]

I believe the envelope was never flown on the first flight and was a product of a favour cancel by a post office employee. I think it extremely unlikely the Postmaster would overlook placing 1 of only 42 items back into the mail bag. In addition even if he had, he would have noted a discrepancy in the weight of the bag with 1 letter missing, as he notes, "A fresh mail bag label was also attached, as well as new way bills."

Another interesting observation is the fact, only 42 letters were in the despatch: this leaves 58 "stickers" left over. The rarity of these "stickers" gives rise to the question, what happened to the remaining "stickers" not accounted for? Were they destroyed or are they "squirreled away" somewhere just waiting to be found?

Many Collectors and Dealers of the day wrote to the Canadian Post Office inquiring on how they could purchase some of the London to London "stickers." The archive file contains requests ranging from one stamp up to A. C. Roessler's request for \$500.00 worth of the 25 cent "stickers."

In a September 14, 1927 letter at the end of the file, Postmaster Murray writes to the Postmaster General in response to a request for 100 copies of the London to London Flight Sticker stating the following:

"My information is that only one hundred of these stickers were issued, after which the plate was immediately destroyed."

"How many of them, if any, are now in Mr. Burns [the promoter of the flight] possession or what disposition he has made of them, I have no way of knowing, but I am informed that one of these stickers was purchased from Mr. Burns by a philatelist for \$25.00.

The archive file also documents the disposition of the following London to London "stickers" as follows:

Letter dated August 27, 1927 signed by Arthur Webster Secretary, Post Office Department.
"I beg to Acknowledge the receipt of six copies of the special airmail sticker which it is proposed to use on mail carried on the air flight from London, Ontario, Canada, to London England."

London to London Flight of 1927 by Walter R. Plomish - continued:

POST YOUR MAIL EARLY AND ENSURE EARLY HANDLING

150,000-9-26

1.6

Post Office,

London, Canada,

August 16th, 1927

The Postmaster General,
For Secretary,
Ottawa, Canada.

NO. 3-5-2

IN ANY FURTHER CORRESPONDENCE
ON THIS SUBJECT PLEASE QUOTE
ABOVE NUMBER.

ADMINISTRATIVE BRANCH

AUG 17 1927

POST OFFICE DEPT.

Sir,-

Receipt is respectfully acknowledged of your confidential communication # 109706-38 of the 13th instant, advising that the Department has granted the request of Mr. Charles Burns, promotor of the London to London air flight, to forward mail addressed to certain notables in England, and as directed by the Department a despatch on London, England will be made up at this office to include any such mail turned over by Mr. Burns and the bag will be handed to the pilots immediately prior to the departure of the plane.

The special die hub reading,-

AIR MAIL

London, Ontario - London, England.

1 9 2 7

advised in your letter and received at this office will be used to cancel all mail in this despatch. Accompanying the despatch will of course be the usual Letter Bills and the regular procedure will be followed in every particular, as well as swearing in the pilots as Mail Couriers.

/ On receipt of your letter I immediately had an interview with Mr. Charles Burns and he desired that the weight of the despatch including the bag should not exceed four pounds or lighter if possible. In this connection I would suggest that the Department furnish us at the earliest possible date with a bag not weighing more than 1½ pounds and that this bag be stencilled to read,-

Air Mail

From London, Canada,
to London, England,

1 9 2 7.

The objective of the pilots is the Croydon Air Field at London, England, but should the plane be forced to land at any other point the pilots will turn the bag over to the nearest British Post Office.

This mail bag will be a valued souvenir of a most momentous occasion, at least in the eyes of the citizens of London, Ontario, and the surrounding district and if it will be possible to have

it -----

London to London Flight of 1927 by Walter R. Plomish - continued:

(2)

it returned by the British Postal Authorities in time to be included in our Exhibit at the Western Fair it will certainly prove a great drawing card to the patrons of the Fair and I certainly hope this can be arranged. X

Mr. Burns states that the flight is scheduled to start about 5.00 A.M. next Sunday or Monday, August 21st or 22nd, and further developments will be advised the Department.

I have the honor to be
Sir,
Your obedient servant,



Postmaster.

FIGURE 2a



The Stinson SM-1, "Sir John Carling" and its crew before setting off from London, Ontario in September 1927. (J.F. McNulty Coll.)

(Photograph from 125 Years of Canadian Aeronautics: A Chronology 1840-1965, published by the Canadian Aviation Historical Society.)

London to London Flight of 1927 by Walter R. Plomish - continued:

107706-38 London to London
air flight
178

POST YOUR MAIL EARLY AND ENSURE EARLY HANDLING

150,000-2/-9-20

1.6

Post Office,
London, Canada,

NO. 3-5-2
IN ANY FURTHER CORRESPONDENCE
ON THIS SUBJECT PLEASE QUOTE
ABOVE NUMBER.

The Postmaster General,
For Secretary,
Post Office Department,
Ottawa, Ont.

August 17th, 1927

ADMINISTRATIVE BRANCH

AUG 18 1927

POST OFFICE DEPT.

Sir,-

We are in receipt of your communication of the 15th instant notifying that the promoters of the proposed flight from London, Ont. to London, England, have prepared a sticker reading "London, Canada, to London, England", which in addition to the regular postage will be attached to letters sent by this special air service, and as directed by you, such matter will be accepted.

I have the honor to be,

(Same ending and signature as Figure 2.)

FIGURE 3

FIGURE 4:

THE GLOBE, TORONTO

SATURDAY, AUGUST 20, 1927

**Canada's First Air Mail Stamp
Is Issued for London Flight**

(Staff Correspondence of The Globe.)

LONDON, Ont., Aug. 18.—Ottawa has officially sanctioned a special air mail, to be carried on the London, Ont., to London, Eng., 3,900-mile, non-stop flight when Terry Tully and Jimmy Medcalf take off in quest of the \$25,000 Carling prize next week.

The mail will bear the stamp here-with reproduced, showing Tully at the left, and Medcalf right. It will be cancelled at the post-office here by a special cancellation die ordered by Ottawa, with the inscription: "Canada Air Mail, London, Canada, to London, England, 1927." On arrival in London the mail will be again cancelled at the General Postoffice. The specially built bag, supplied by the Postoffice Department, with its select package of letters will weigh less than four pounds. Included among the epistles will be letters from the Governor-General and Premier King to King George.



London to London Flight of 1927 by Walter R. Plomish - continued:

150,000-27-9-26

1.6

POST YOUR MAIL EARLY AND ENSURE EARLY HANDLING

3-5-2

NO.....
IN ANY FURTHER CORRESPONDENCE
ON THIS SUBJECT PLEASE QUOTE
ABOVE NUMBER.

Post Office,

London, Canada,

August 31st, 1927

The Postmaster General,
For Secretary,
Ottawa, Canada.

Sir,-

Referring to our telegram of the 29th instant advising despatch of mail via the London, Canada, to London, England, non-stop flight at 5.55 A.M. that date.

As you are no doubt aware from Press despatches the Pilots on this Plane were forced back to London by rain and fog after going as far east as Kingston, Ontario and will not attempt a second take off until weather conditions improve.

The despatch of mail referred to with seal intact is now in the vault at the London Post Office and will again be delivered to the Pilots accompanied by fresh Letter Bills showing date and hour of despatch immediately preceding their next attempt. This despatch consists of 42 fully prepaid items all for London, England and points in the British Isles, the gross weight of bag and contents being 2 Lbs, 1 ounce.

Sample impressions of the die-hub used in cancelling the stamps on the mail are herewith enclosed. The Department will be promptly advised when the next flight attempt is made.

I have the honor to be,

Sir,

Your obedient servant,



Postmaster.

London to London Flight of 1927 by Walter R. Plomish - continued:

POST YOUR MAIL EARLY AND ENSURE EARLY HANDLING

100,000-15-1-26

Post Office,

NO. KAM
ADMINISTRATIVE BRANCH
IN ANY FURTHER CORRESPONDENCE
ON THIS SUBJECT PLEASE QUOTE
ABOVE NUMBER.
SEP 8 1927
POST OFFICE DEPT.

London, Ontario,
September 1st, 1927

Postmaster General,
For Secretary,
Ottawa, Canada.

Sir:

Adverting to previous correspondence regarding the despatch of ordinary mail from this office via the London, Canada, to London, England, flight.

As advised in our communication of the 31st ultimo, the pilots on the plane "Sir John Carling" were forced to turn back on their initial flight on the 29th instant, owing to adverse weather conditions, since which time the mail for this despatch has been in the office for safekeeping.

Early this morning, when official word was received by me arrangements were made for a take-off at day-break, I personally opened the bag of mail and stamped on each of the items therein the date and hour when the bag was finally closed. A fresh bag label was also attached, as well as new way bills, and the bag was again handed to the pilots within a few minutes of the take-off at 5.32 o'clock this morning and a discharge received from them for same.

I have the honor to be,
(Same ending and signature as Figure 5.)

FIGURE 6

Editor's afterword: Walter's research has already stimulated considerable discussion, particularly since the remaining London to London cover is going to be auctioned on April 30th. (See page 6 of this newsletter for details.)

A key question seems to be one that Walter raised above: if the dispatch only contained 42 letters, not "about 90 covers" as the *American Air Mail Catalogue* states, what happened to the other stamps?

Any additional information that members can provide would be most welcome.

The Conundrum of Western Canada Airways' Gold Pines to Favourable Lake First Flight

Derek Rance

One of the better known Western Canada Airways covers is the June 4, 1928 first flight, which was flown between Gold Pines and Favourable Lake, by "Punch" Dickins. This flight began and ended at Rolling Portage (Hudson), with a refueling stop at Gold Pines, where the first flight covers received the Gold Pines postal cancellation. The reason for this strange procedure is that W.C.A. had applied for, and received, official Post Office permission to fly air mail between Gold Pines and Favourable Lake.

The permission for this mail route was published in the April 1928, Supplement of the Canada Official Postal Guide that stated:

Airmail Service to Favourable Lake, Ontario.- Permission has been granted the Western Canada Airways Limited, operating a special airmail service between Gold Pines, Ontario, and Favourable Lake, Ontario to convey such mail as is offered for conveyance by this service, provided that the sender assumes all risk.

As was usual when announcing a "sticker" service air mail route, the actual start date of the service was unstipulated; this decision being left to the airline. In this particular instance, the first "official" air mail flight was delayed by two months following the receipt of Post Office permission. This was uncommon, as in this era, the first flight usually occurred prior to the published notification in the Monthly Supplement of the Canada Official Postal Guide. The Monthly Supplement was published and distributed prior to the month in question, as its purpose was to inform postmasters of all the changes to postal rates, routes and services that would occur during the designated month.

A second unusual feature of this Post Office permission is that there was no established Post office at Favourable Lake at that particular time. (This was also the case with the Pickle Lake and Cat Lake airmail permissions.) It can be questioned as to why W.C.A. would apply for official permission to fly air mail to this location, as in 1928, the only residents in Favourable Lake were some 30 prospectors and developers, and 10 to 12 nomadic Indian families, whose dialect was a mixture of Cree and Saulteaux. The nearest H.B.C post was at Deer Lake, some 25 miles to the South.

In 1928, Favourable Lake was the scene of active prospecting and limited development. As it is situated 235 kilometers north of Red Lake, all goods and supplies, were transported either by canoe, dog team, or by air. There were four canoe routes into Favourable Lake. The route from Red Lake, up through the Chukuni and Dowling Rivers to the Berens River, involved major portages and so was little used. Access to the area commonly used rivers that flow into Lake Winnipeg. The most used route was through the Berens River, a nine-day journey, but with 74 portages. Other routes from Lake Winnipeg were the Poplar River route, a ten-day journey with 52 portages, or the three week long journey via Norway House with 44 portages.

The cost of transportation to Favourable Lake by any means was expensive. The estimated price of canoe transport of supplies and equipment from Lake Winnipeg, by any of the above water

(Continued)

routes was about 25 cents per pound. As air travel from Gold Pines took only two hours, it was the preferred means of travel, but it was not cheap. In 1928, air transport costs were as follows:

Passenger rates: Gold Pines-Favourable Lake, Single Fare, \$145.

Favourable Lake-Gold Pines, Single Fare, \$75.

Express rates: Gold Pines-Favourable Lake, 50 cents per pound.

Favourable Lake-Gold Pines, 30 cents per pound

Charter rate: \$50 per day for the plane, plus \$1.00 per traveled mile

It may be wondered why W.C.A. would stage its air service from Gold Pines, which lies 301 kilometers south of Favourable Lake, instead of the more closely situated Red Lake. The main reason is that fuel for the aircraft could be barged from the railhead at Hudson up Lac Seul to Gold Pines. Whereas to further transport fuel from Gold Pines to Red Lake required the crossing of six major portages for which purpose railroad machinery had not yet been established. Such barge transportation was expensive, the going freight rate from Hudson to Red Lake, in 1928, was \$80.00 per ton. Another reason for staging the flights from Gold Pines was possibly caused by the practice, at that time, for freight boat operators to take passengers free of charge on the 12-hour voyage between Hudson and Gold Pines.

The "official" first flight cover (Illustration 1) was stamped by W.C.A. with a violet coloured horizontal diamond shaped first flight cachet, and was destination stamped with a violet circular cancel emplaced at Favourable Lake. The CL 40 W.C. A. stamp is canceled with the Gold Pines post office cancel. However it would appear that, while this June 4, 1928 flight was the designated "official" first flight date; W.C.A. had, in fact, flown covers before this date.

As Illustration 2 shows, a cover was flown from Gold Pines to Favourable Lake on April 7, 1928. This obviously philatelic cover was originated from Gold Pines, where it was front stamped, flown to Favourable Lake, and returned the same day to Gold Pines as the back stamp shows. This same day canceling is similar to that on the "official" first flight covers. The CL40 W.C.A. stamp (correctly placed on the back of the cover) is canceled with the Gold Pines post office cancel. Of particular note, is this cover was prepared and mailed by S. Tanner Green, a District Superintendent of Postal Services in Quebec, an originator of many first flight covers. Obviously the cause of this cover's preparation was the Postal Supplement's notification.

The question remains: Why did W.C.A. organise and proclaim an air mail first flight, fully two months after W.C.A. had been carrying air mail to Favourable Lake? Perhaps the reason is that W.C.A.'s publicity department, in their Winnipeg location, were so removed from events in the field, that they did not realize the occurrence of prior mail flights. Communications during those early years were very tenuous. Even if W.C.A. had wished to delay the flying of this cover until the "Official" first flight, the Postmaster at Gold Pines would have certainly been in possession of the notification in the Supplement, and he and the pilots could hardly have refused to carry authorized mail, particularly where a Postal District Superintendent was directly involved. It should be remembered that, unlike the Official Government First Flights where the first flight date was pre-established on an official basis, with regard to these "sticker" flights the air mail route became immediately valid on the date of Post Office authorization.

Western Canada Airways' Gold Pines to Favourable Lake First Flight by Derek Rance - continued:

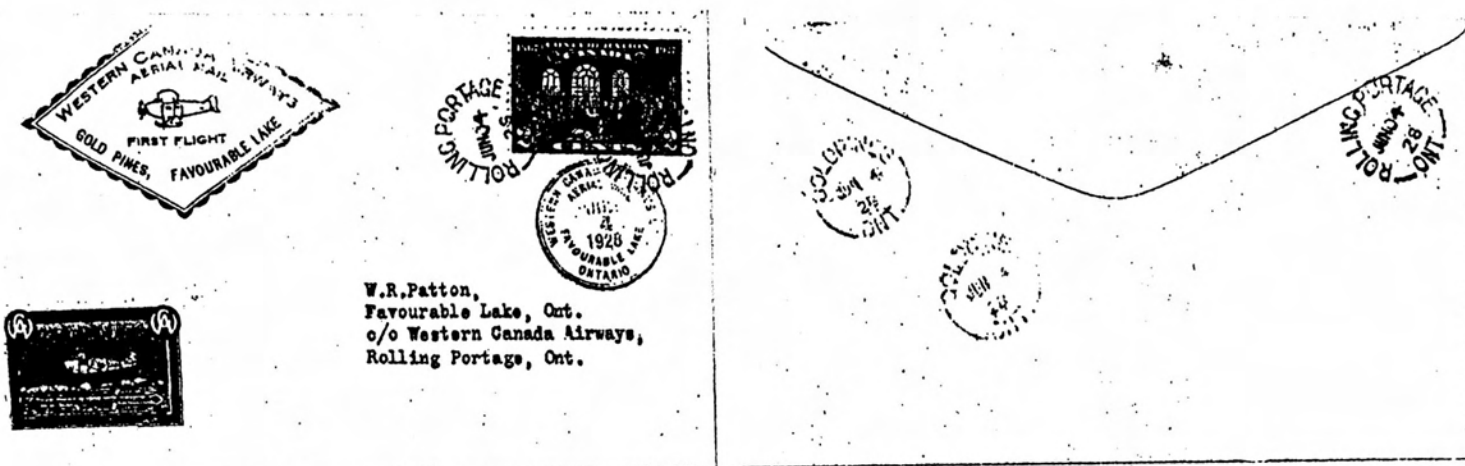


FIGURE 1.



FIGURE 2.

POSTSCRIPT. On April 8, 1939 the Favourable Lake post office was inaugurated. Pilot W.J. Buchanan of Wings, Ltd. made the first flight from Winnipeg, which flight carried all mail regardless of the amount of prepayment. A total of 60 covers were carried each way, to and from Winnipeg. This First Flight is listed in the AAMC as #625. However, the AAMC 1990 Pricing Supplement, states that there are no known examples of this Air Stage Service, and that the editors of the Supplement declined to set a cover price until a legitimate specimen is reported, and verified. - Figure 3 below is a legitimate #625.

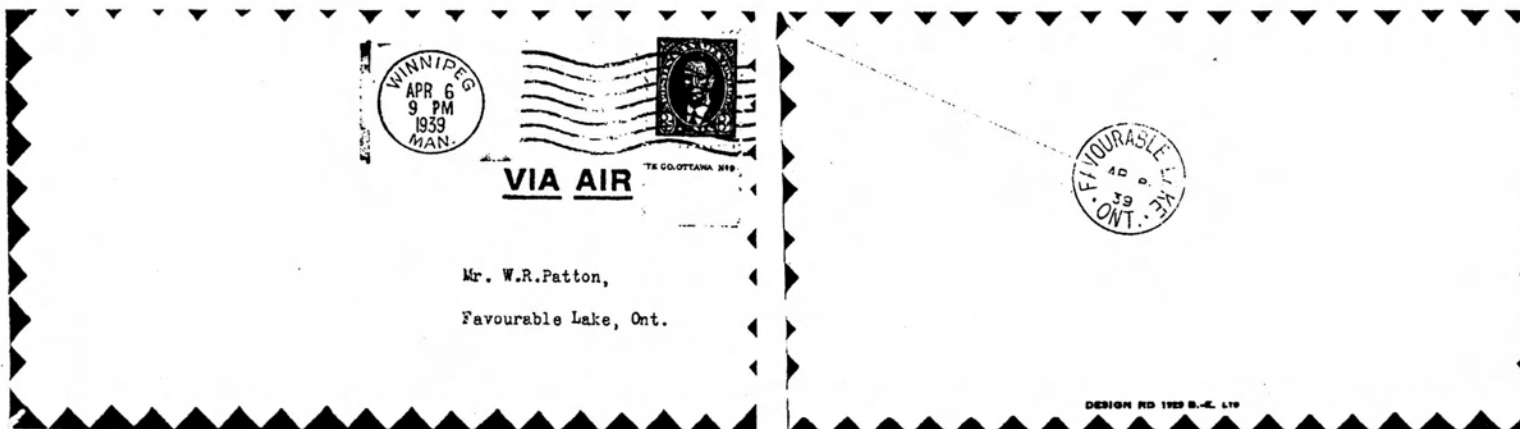


FIGURE 3.

FOLLOW UP - CANADIAN AIRMAIL FIRST DAY COVERS

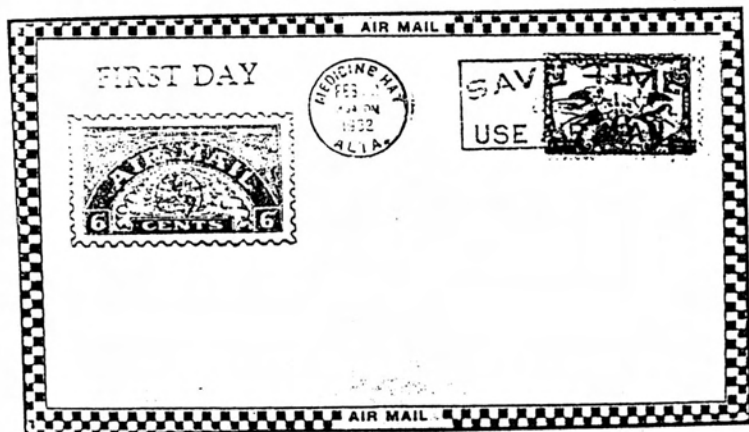


Figure 1.

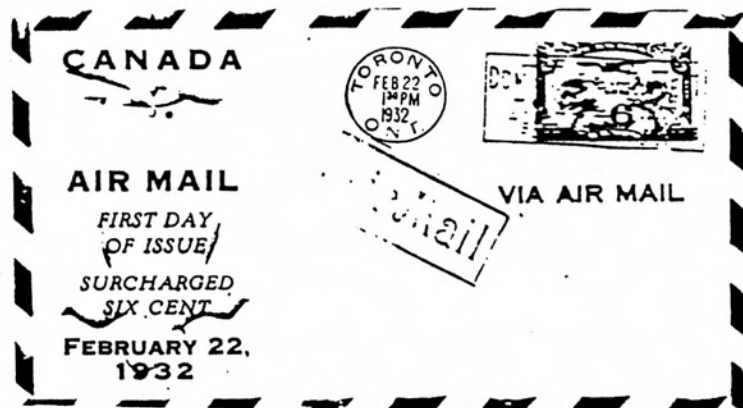


Figure 2.

The cover illustrated in the December *Canadian Aerophilatelist*, Figure 1 above, probably came from a set made up by A.C. Roessler.- He seems to have made up sets of sixteen covers, all identical, but postmarked in different cities. Other cacheted covers are also known for the C3 stamp, for example Figure 2.

No cacheted covers are known from before 1932.

A black cachet, same design as Figure 1, was used by Roessler on a First Day Cover of the C4 stamp.

For later issues, Trelle Morrow supplied the following information:

Various cachets exist in the War Issue F.D.C.'s using the C7 and C8 stamps. Many of these could be construed as being Patriotic covers however, as the Canadian Coat of Arms is used quite profusely and also W.W. II cachet slogans are used. The dating is significant even if the cachet is not strictly reflective of the stamp issue. The same situation exists for the Air Special Delivery stamps of the War Issue.

The C9 will be found with both appropriate and non-appropriate cachets. The use of a Philatelic Club logo for example doesn't usually relate to the subject on the stamp so this type of cachet would be second-best with some collectors.

In conclusion, it is highly unlikely that a full set of cacheted Airmail First Day Covers exists. The scarce and/or non-existent covers would be included in this list:

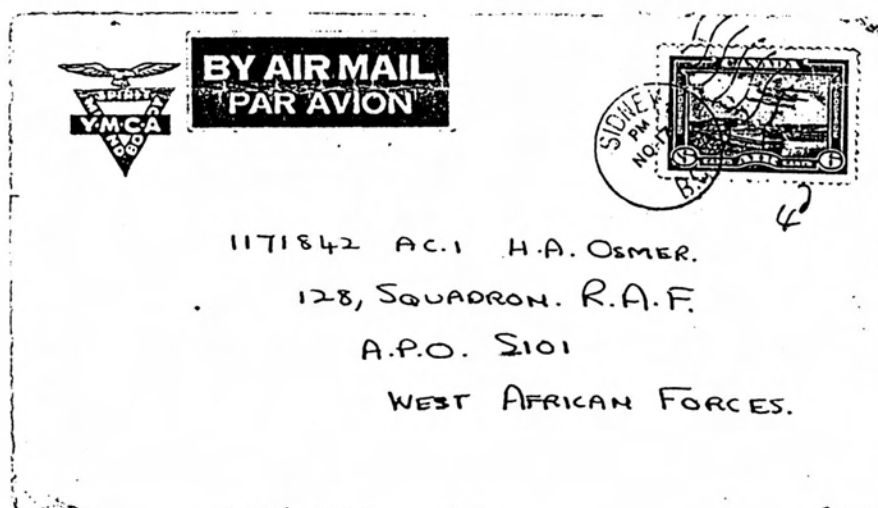
- C1 cacheted, - reported only, not seen by the author
- C2 " - likely doesn't exist
- C9a " - cacheted Booklet F.D.C. likely doesn't exist
- CE4 " - likely doesn't exist.

And, speaking of F.D.C.'s, those collectors working to complete a set of Airmail First Day Covers without cachets will have a formidable task.

Further correspondence on these cacheted Airmail F.D.C.'s is welcome.

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

FOLLOW UP - AIRMAIL TO SIERRA LEONE, 1941?



(Cover postmarked November 17th 1941 - No Backstamp.)

Walter Plomish provided the following observations on this cover:

1. The six cent Canadian postage stamp affixed to the envelope provided airmail transmission in Canada only, surface means to destination. [this rate applied to mail addressed to military personal only]
2. Envelope was flown to Base Post Office Ottawa and hence forwarded by surface means to destination.
3. However, it should be noted in late November 1941 the RCAF started their own service. Mail for Canadians attached to the RAF was forwarded to RAF Records Office, Ruislip, Middlesex England for onward transmission to RAF units.
4. If Transatlantic Airmail Service was also desired the rate was 30 cents per half ounce. This fee also included Airmail transmission in Canada.
5. With the absence of backstamps or postal markings, it would be reasonable to conclude the envelope was forwarded from England by surface means to destination. However, it should also be noted that mail prepaid for surface means were at times and where space permitted, on occasion forwarded by air England - Lisbon - Bathurst. Obviously it would be impossible to make that distinction in the instant case.

Walter's information was based on *The Canadian Military Posts, Volume 2* by W.Y. Bailey and E.R. Toop, published by the British North America Philatelic Society.

Thanks Walter.

FOLLOW UP - FOKKER AIRCRAFT IN CANADA

A listing of the types of aircraft used for First Flights, such as Jacques Bot was seeking, does not appear to be available.

However, Patrick Campbell sent in the following information on Fokker Aircraft in Canada:

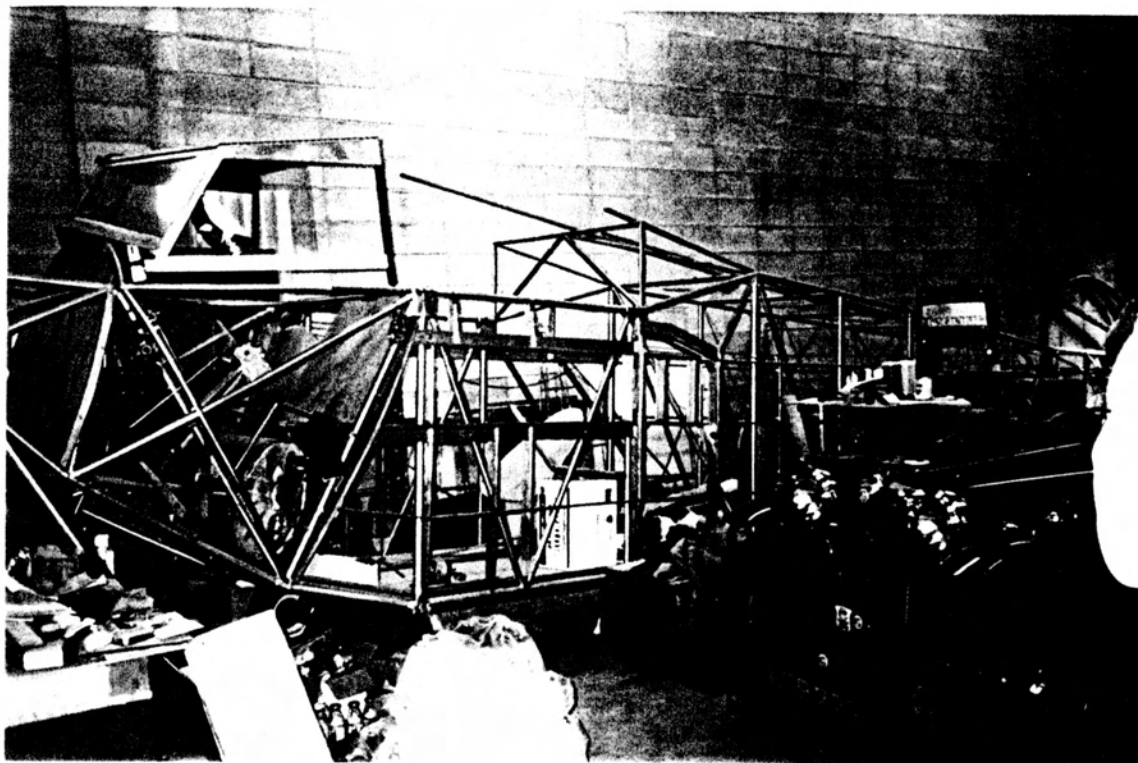
Although the Fokker Super Universal is considered an extinct species, bits and pieces of several of the type, plus a completely new wing, are in process of being assembled in Alberta. They will, in due course, fly. (See photograph below.)

The constructor has received the original CF-AAM registration. - This is probably the registration that the basic airframe started out with, although that may have been CF-AJC, which was another Canadian Vickers-built machine.- The original registration is still being checked.

There were 15 Super Universals built in Canada by Canadian Vickers in 1929 and 1930. (See Molson's Canadian Aircraft since 1909). Quite a few more were built in the USA, and Western Canada Airways (and successor Canadian Airways) operated five Canadian-built and nine US-built versions. They used either the Bristol Jupiter or the Pratt & Whitney Wasp engine.

Patrick is author of At the End of the Final Line, a history of Canadian Vickers and Canadair, 1923-1984.

Thanks Patrick.



June 1994 - The Fuselage of CF-AAM

FOLLOW UP - THE STAMPS OF PATRICIA AIRWAYS AND EXPLORATION LTD.

Thanks to Derek Rance for sending in details of the varieties below. If any other members have varieties that are not listed in the 1995 *Unitrade Specialized Catalogue of Canadian Stamps*, or by Trelle Morrow or Murray Heifetz in the December 1994 *Canadian Aerophilatelist*, or by Derek above, please would they send details of them to Murray Heifetz, (49 Ternhill Cres., Don Mills, Ontario M3C 2E4), who is editor of the Semi-Official Air Mails section of our forthcoming *Air Mails of Canada and Newfoundland*.¹

25c perforated stamp - first issue.

Item #1 CL 13 proof yellow paper, perforated. No marginal inscriptions.



Item #2 CL 14 Broken first "Y" in Haileybury

Item #3 CL 16 Route tablet in blue-black

50c perforated stamp - second issue

Item #4 CL 18 proof white paper, imperforate. Violet frame, orange airplane, orange route tablet and marginal inscriptions.



Item #5 CL 19 dropped "v" in via

25c rouletted stamp - third issue

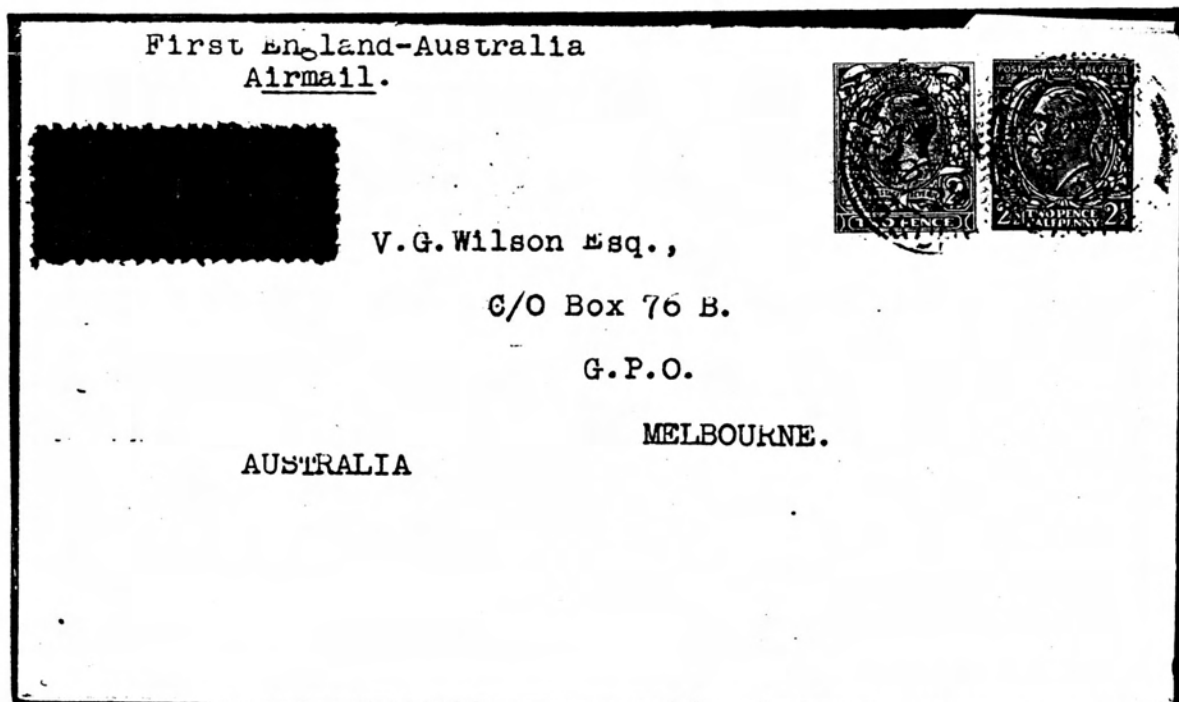
- Item #6 CL 25 overprint in black descending, 3rd "O" in LOOKOUT is malformed
- Item #7 CL 25c buff paper with black inscription ascending
- Item #8 CL 26 buff paper with black inscription ascending
- Item #9 CL 26a buff paper with red inscription ascending
- Item #10 CL 30 inverted airplane with green type D overprint ascending
- Item #11 CL 30f horizontal misperforation

¹ **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.

QUESTIONS?

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.

FIRST ENGLAND - AUSTRALIA AIRMAIL, 1929?



*Cover from Dorking (Surrey) to Melbourne with 1x1², 1x2¹/₂
(SGs 370, 372) tied by 2 ring cds -*

DORKING, 7 PM / 8 MY / 29 / SURREY

Backstamped, single ring cds

MELBOURNE / 22 / 10 - 7 LE 29 / VICTORIA

There is no mention of this flight in the *American Air Mail Catalogue*, and the dates don't seem to match any of the experimental flights through the Middle East by Imperial Airways, yet the elapsed time of one month suggests it did indeed go by air for at least part of the route.

Can anybody identify the route and airline this cover would have taken?

REPRODUCTIONS OF COVERS AUTOGRAPHED BY CAPT. J. ERROLL BOYD, 1959?

The following advertisement was prepared in 1959, but Capt. Boyd was in poor health at the time, and it is uncertain whether any of these covers were actually produced. - If any member either purchased one of these covers at the time, or has seen such a cover for sale, please would they let the editor have details.

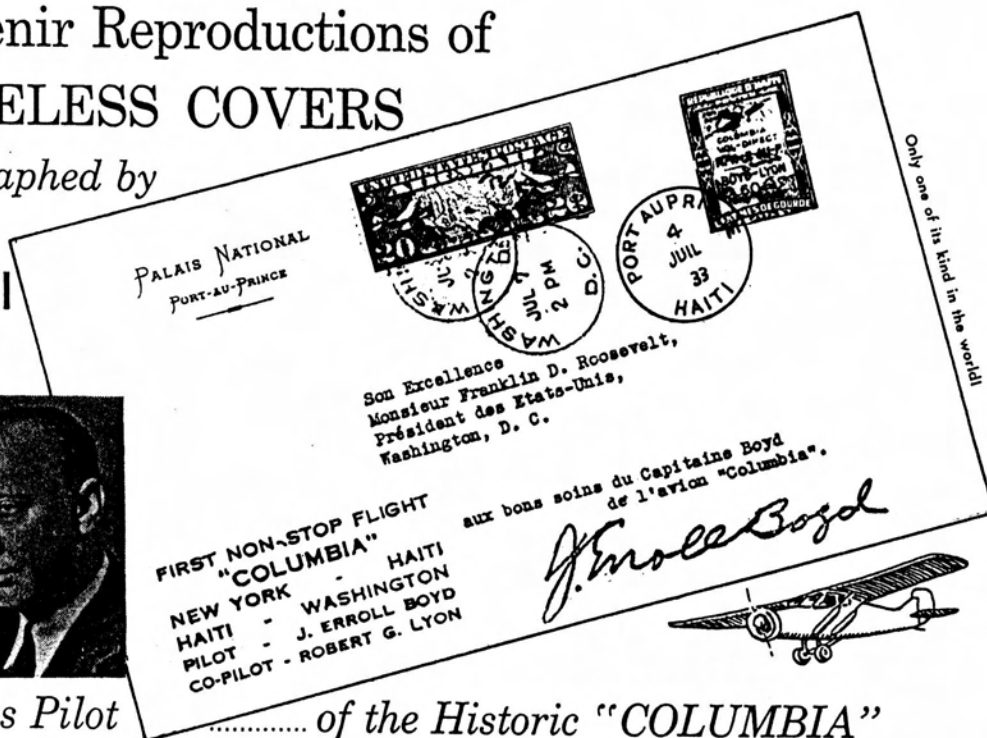
Souvenir Reproductions of PRICELESS COVERS

Autographed by

**CAPT.
J. Erroll
BOYD**



Famous Pilot



Order one or more of these Famous Flight Covers Autographed by Capt. Boyd.

\$1.00
EACH

postpaid
6 for \$5.00

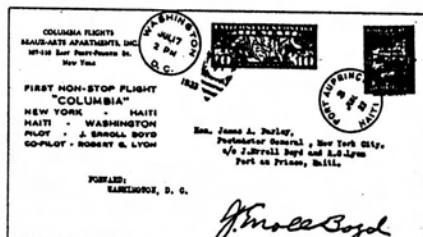
Other covers not shown: Flight to England - Single Stamp.

Double Stamps - Flight to Haiti.

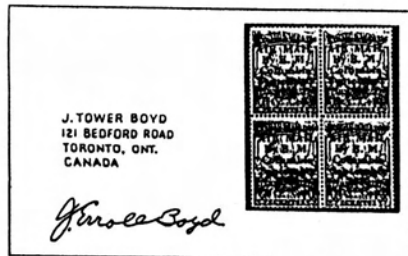
Two Cent Stamp - Flight to England.

References:
Scott Stamp & Coin Co.
Edson J. Field - 511 5th Ave., N. Y. C.
Sanabria's Air Post Catalog
American Air Mail Catalog
F. W. Kessler, N. Y. C.
Signature guaranteed by Protex Check Writer Co.

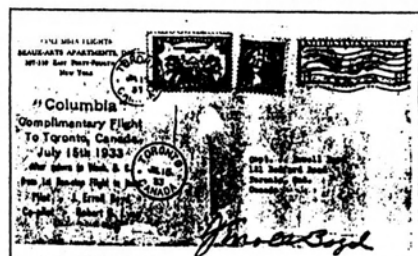
Anyone owning a cover from one of Capt. Boyd's famous flights, that does not bear his signature, may have it autographed free. It should be sent to him via registered mail and should include the cost of its return via registered mail, to insure its safety both ways.



Original displayed in Smithsonian Institute, Wash., D.C.



First air mail New York to Bermuda



First non-stop air mail New York to Toronto

Over a million dollars has been made from the hundreds of covers and stamps invested to his care on his record flights on the "Columbia." Yet, he never received any remuneration or profited in any way, in spite of the risk to his life. However, others have made money from the sale of these stamps and covers.

The "Columbia" held more records than any other plane in the world. Watch for Erroll Boyd's book "Dead Stick Landing" to be published soon. Thanks to Col. Sam Taylor Moore for the title. Thanks also, to G. M. Bellanca, Designer of the "Columbia" making it all possible.

CAPT. J. ERROLL BOYD

Hamilton Station, P. O. Box 2974 - Residence: 2400 Bay Drive • Whitehall 1-4947

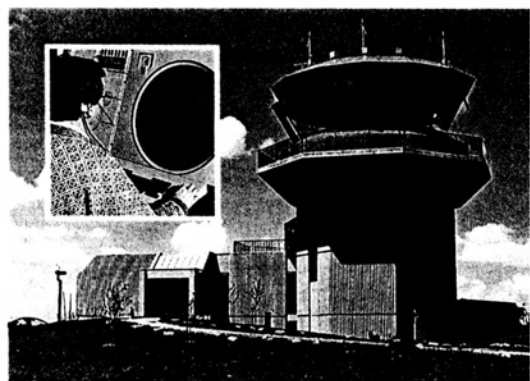
POMPANO BEACH, FLORIDA

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.

ICAO

This special First Day Cover, signed by Phillippe H.P. Rochat, Secretary General of the International Civil Aviation Organization, is one of the covers available from our Vice-President, Mike Shand. - Cost is \$5.00.



Day of Issue Canada Post Corporation Jour d'émission Société canadienne des postes



Phillippe H.P. Rochat
Secretary General
ICAO

The ICAO Staff Association produced a variety of souvenirs for the Anniversary, (key chains, T-shirts etc.,) and has also produced many other items with the ICAO logo. - If you would like a list of these items, write to: ICAO Staff Association, 1000 Sherbrooke Street West, Suite 1551, Montreal, Quebec H3A 2R2.

Among the "business publications" of ICAO are a digest of **Civil Aircraft on Register**, (publication DIG 402 covers 1992, has 157 pages, shows aircraft over 9,000 kg by type, and costs \$24.00 U.S.), and **Fleet Statistics**, (publication DIG 406 covers 1992, has 190 pages, "provides material on the number and types of aircraft together with data on employees", and costs \$29.00 U.S.). - These publications, and/or a **Catalogue of ICAO Publications and Audio Visual Training Aids** can be obtained from the ICAO Document Sales Unit, 1000 Sherbrooke Street West, Suite 1551, Montreal, QC H3A 2R2.

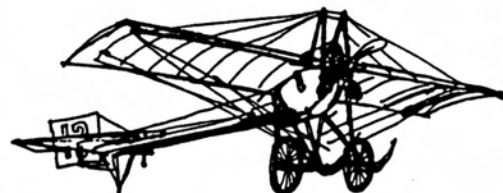
MORE SALES AND WANTS:

AVIATION BOOKS

D'Alt Swift runs a mail-order aviation book store. - He was a large stock of hard and card cover books, pocket book titles, technical items, magazines, journals, series and sets, some First Flight Flown covers, and airway manuals!

For a free copy of his list of titles, write to:

D'Alt Swift
Apt 811 High Park Gardens
22 Oakmount Road
Toronto
Ontario M6P 2M7



From the Aeronautical Library of
D'Alton M. Swift

Seymour Rodman

P.O. Box 356

Chatham, New Jersey 07928

Phone: 201-635-6987 • Fax 201-635-3691

Seymour is currently preparing his mail bid auction #20, which will be going forward sometime in August:

The new auction, #20, will contain a great deal of material that has been flown aboard test planes such as the X series, military and other test projects. Most of these covers are signed by the pilots. There is also a large selection of flown covers (rocket mail) as listed in the EZ catalog. I have seen an updating on the EZ catalog and it will amaze you how prices have escalated. The auction will also contain an almost complete collection of Swanson covers from various bases all signed by him. There is also a tremendous selection of autographed crew covers, cosmonaut covers and everything inbetween. One more large grouping will consist of early space voyager covers as listed in the new catalog as offered by Bill Davis.

Although the emphasis is on astro-postal history, there will also be a large section of Aero-Philatelic, Aviation, Autographs, Aero-space balloons, and balloon mail during the siege of Paris, 1870-71.

Seymour is offering a free copy of the catalogue to any of our members: write to him at the above address.

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.

Editor's note: It seems that the issues raised in the letters from Walter Plomish and Murray Heifetz in the December *Canadian Aerophilatelist* are not a major concern of most members. - I received eight responses to these letters, and opinions among the respondents were divided. (The majority of the responses I received supported Murray's letter, but I also received another letter from Walter in which he stated that he had "received some favourable comments" on his original letter.)

Only two respondents wanted their letters published, but in view of the "strong" language they used, I think it inappropriate to publish them. - Instead, I will produce a short summary of the debate drawing on all the responses received.

Most respondents supported the idea of publishing Walter's letter, even if they disagreed with what he said.

On the topic of names, opinions varied. Some members supported Walter, while others thought it was a matter of personal choice whether a member used a military rank, middle initial, or whatever. - I shall therefore continue my current practice of using the same form of name as the member uses themselves when referring to them formally, (e.g. on the front page), and their conversational name at other times.

Opinions also varied on the success of the mailing to members of the American Philatelic Society. - Dick Malott's response was "nothing ventured, nothing gained", and that at least there are now many more collectors who have heard about our Society. (And I would add that the APS members were only sent a letter, not a copy of *The Canadian Aerophilatelist*, so the response to the mailing tells us nothing about the appeal of this newsletter.)

Some respondents supported Walter's suggestion that the newsletter shift its emphasis toward the study of Airmail Postal History, but most supported Murray's defence of philatelic and First Flight Covers.

In his second letter, Walter defends the judges who downgrade exhibits containing First Flight Covers, as "the difficulty of acquisition should be paramount when assigning an award". However, I expect that any member who collects covers flown from a particular location, or by a certain type of aircraft, would claim that First Flight Covers can be just as difficult to find as commercial covers with a particular rate or usage.

After reviewing all the responses, and my previous mail, I believe that I should continue with my present editorial policy. - I will continue to emphasize "Canadian content", as I think such items are likely to appeal to the greatest number of our members; but I will also try to include as wide a range of material as possible, covering all aspects of aerophilately, in order that the newsletter can fulfill the mandate of the Society's letterhead, and appeal to "Aerophilatelists everywhere".

MEMBERSHIP RENEWAL

72	Blau, Fred F.	March 95-96	209	Pasmore, Godfrey S.	April 95-96
136	Egger, Friedel	March 95-96	197	Post, Henk (Hank)	April 95-96
157	Meyer, Robert L.	March 95-96	76	Richardson, W. Ross	April 95-96
207	Oakley, Charles W.	March 95-96	23	Waldie, Gordon	April 95-96
174	Poirier, Louis	March 95-96			
194	Rance Derek C.	March 95-96	121	Brice, Burt George	May 95-96
			79	Brown, J.A.	May 95-96
198	Angus, Donald F.	April 95-96	27	Glashan, John	May 95-96
137	Bernier, D.	April 95-96	49	Johnson, Johnathan L., Jr.	May 95-96
24	Hunter, Neil	April 95-96	30	Laird, William P.	May 95-96
25	LePotier, Jacques	April 95-96	200	Pope, William Henry	May 95-96
164	Marshall, G. Richard	April 95-96	138	Stibbe, Keith	May 95-96

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 3 month period of each issue of the newsletter will be notified. Membership cards will be mailed upon receipt of payment. Final renewal notices will be mailed out to members who have not replied.

Please return this form to the Secretary with your payment. Cheques, Money Orders etc. to be made payable to the **Canadian Aerophilatelic Society**. The Membership Due is \$10.00 Canadian per year.

Membership No.: _____ Renewal Month: _____

Name: _____

Address: _____

Mail notice to: Ron Mlyanishi, Secretary

124 Gamble Ave.
Toronto, Ontario
CANADA M4J 2P3

Secretary's Use Only

Date: _____

Payment: _____

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 May 31st.

MEMBERSHIP APPLICATION FORM

The Canadian Aerophilatelic Society has approximately 150 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 _____