



# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

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 Aérophilatéliques) - Club Member

Please address reply to:  
Editor: Chris Hargreaves  
4060 Bath Road  
Kingston  
Ontario K7M 4Y4  
Tel. (613) 389 8993

## EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President:	Major (Ret) R.K. "Dick" Malott, CD, MSc, BA, FRPSC 16 Harwick Crescent, Nepean, Ontario K2H 6R1	Tel. and Fax: (613) 829 0280
Vice-President:	Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8	Tel: (613) 225 4254
Immediate Past President:	Wing Commander (Ret) E.P. "Pat" Sloan, CD P.O. Box 6248, Station "J", Ottawa K2H 1T4	Tel: (613) 728 4275
Treasurer:	Nelson Bentley, 3044 Otterson Drive, Ottawa, Ontario K1V 7B6	Tel: (613) 733 6286
Secretary:	Ron Miyanishi, 124 Gamble Avenue, Toronto, Ontario M4J 2P3	Tel: (416) 421 5846

===== SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ =====  
===== FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC J0P 1X0 =====

September 1995

## THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume XI, Number 3

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## 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 Aerophilatelic Society aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.<sup>1</sup>

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 J0P 1X0.
- a "sales department", with a variety of covers for sale: for a full list contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.

For more information on Canadian aerophilately, the best sources are:

- for general information on all Canadian airmail stamps and covers up until 1950, the Canada Section in Volume 4 of the *American Air Mail Catalogue*. - Although this volume is out of print, an authorized photocopy of the Canada Section can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$8.00 including postage.
- for detailed information on early air mail flights, stamps, and airlines, *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*, C.A. Longworth-Dames, published by Unitrade Press, Toronto. (Semi-official stamps 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, or help with the cost of the service.)
- on the air mail stamps and covers of Newfoundland, *Newfoundland Air Mails: 1919-1939*, by C.H.C. Harmer, which is one of the publications of the American Air Mail Society, (see below).

Anyone interested in aerophilately is recommended, (by the editor), to consider joining The American Air Mail Society. - It 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 some very useful books and catalogues. - Membership is \$22 U.S. per year. For more information contact: Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA.

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<sup>1</sup> Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge *The Canadian Aerophilatelist* as the source, and send a copy of any publication in which the reprinted material appears to the editor.

## NEWS - NEWS - NEWS

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### AEROPHILATELIC SYMPOSIUM IN TORONTO! - SUNDAY NOVEMBER 19th.

Murray Heifetz has organized a day of aerophilately, to be held at the premises of the Vincent Greene Foundation, 214 Merton Street, (in the basement).

The proposed program is:

- 10 - 11 am Introductory remarks, mounted exhibit with 30 minute talk, 5 - 10 minutes for viewing and questions.
- 11 - 12 m either one frame exhibits or show & tell (30 minutes) trading session (30 minutes)
- 12 - 2 pm lunch (or more trading)
- 2 - 3 pm second display and talk
- 3 - 4 pm exhibiting symposium
- 4 - 5 pm new catalogue discussion, business session, wrap up and evaluation.

To help with arrangements, everyone who plans to attend is requested to advise Murray by November 12th. - 49 Ternhill Cres., Don Mills, Ontario M3C 2E4.<sup>2</sup>

### JACK KNIGHT AIR LOG

Following the merger of the American Air Mail Society and the Aerophilatelic Federation of the Americas, the AAMS now publishes two periodicals. - It's monthly "magazine" *The Airpost Journal*; and the quarterly *Jack Knight Air Log*, which compiles the newsletters of various study groups, on topics such as "Balloon Post", "Mexican Airmail", and "Women in Aviation".

The Canadian Aerophilatelic Society is an affiliate of the AAMS, and we are arranging to include a summary of each issue of *The Canadian Aerophilatelist* in the *Jack Knight Air Log*.

The purpose of this is twofold:

- to keep AAMS members informed regarding the activities of the Canadian Aerophilatelic Society;
- to share with readers of *The Jack Knight Air Log* information regarding some of the covers sent in to *The Canadian Aerophilatelist*, particularly for the "Question and Answer" section, and to draw on the expertise of *Jack Knight Air Log* readers in answering some of the questions regarding these covers.

I hope that the first of these summaries will appear in the October issue of *The Jack Knight Air Log*.

### LUPD 95 - ZURILAND EXHIBITION - F.I.S.A. CONGRESS & ANNUAL ASSEMBLY

These combined events will be held in Kloten near Zurich, Switzerland, on October 5th to 8th 1995. - Further details can be obtained from the editor.

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<sup>2</sup> Anybody who'd like to make the symposium into a weekend of aerophilately, should note that there is a CSDA show at the Queen Elizabeth Building, Exhibition Place, Toronto, that weekend. - 50 dealers; millions of stamps, covers, postcards, etc. - Open Friday, Saturday, and Sunday. For more information call (416) 489 4457.

**NEW MEMBERS**

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

- #225 Don Stafford, Elora, Ontario.
- #226 David Granger, Wokingham, Berkshire, England.
- #227 Geert Weber, Ottawa, Ontario.
- #228 William J. McCann, Weston, Ontario.
- #229 Jack Revell, Maidstone, Kent, England.
- #230 Canada's Aviation Hall of Fame, Wetaskiwin, Alberta.
- #231 James W. Graue, Valleyford, Washington, U.S.A.
- #232 Grégoire Teyssier, Charny, Quebec.
- #233 Les Winick, Arlington Heights, Illinois, U.S.A.
- #234 Kevin O'Reilly, Yellowknife, Northwest Territories.
- #235 Dominique Tallet, Jouannet, Estillac, France.
- #236 John B. Wheeler, Sidney, British Columbia.

**IN MEMORIAM**

I regret to report that we have been advised of the death of two of our members:

PAUL GLADBACH. - Paul was one of our international members. He lived in Koln, Germany, and collected Canadian Semi-Official and First Flight covers up to 1939.

D'ALT SWIFT. - D'Alt died on March 26th 1995. He operated a mail-order aviation book store from Toronto for many years, and was always a pleasure to talk to and do business with.

**POSTAL RATES INCREASE**

Canada Post increased its rates on August 1st.

For the benefit of members outside of Canada, who may have wondered whether their mail is delayed because it is not properly franked, the new rates are:

**Postal Rates-U.S.A., its Territories and Possessions**

Up to and including	30 g	50 g	100 g	200 g	250 g	300 g	400 g	500 g	1 kg
<b>Standard letters and postcards</b>	\$ 0.52	0.77							
<b>Oversize letters and postcards</b>	\$	1.17		2.23		3.80			
<b>Small packets - Air</b>	\$		3.60				4.85		8.55

Standard size letters are up to 245 mm x 150 mm, (9 5/8" x 5 7/8").

**International Postal Rates** (excluding U.S.A. and its Territories and Possessions and St. Pierre and Miquelon)

Up to and including	20 g	50 g	100 g	250 g	500 g	1 kg	2 kg
<b>Lettermail and Postcards (Air)</b>	\$ 0.90	1.37	2.25	5.05	9.90		
<b>Small packets - Air</b>	\$	2.20		4.10	8.05	16.10	26.80

**1927 LONDON TO LONDON COVER**

The sole surviving cover from the 1927 London to London flight, which was sold in April for \$40,000 U.S., has crossed the Atlantic again. - It is now listed in *Harmers of London Private Treaty Brochure* of "Rare Stamps & Covers of the World", at "Price on request".





## PRESIDENT'S REPORT

# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

Please address reply to:

Dear fellow aerophilatelists and aerophilatelists:


On 3 August 1995 the last of Canada's legendary bush pilots of the 1920's died in Toronto on 3 August 1995 at the age of 96. C.H. "Punch" Dickens' flying career commenced at the age of 17 when he and his brother enlisted in the Royal Flying Corps during the First World War. He shot down seven German aircraft. After the war he took up bush flying and became the most famous of the famous for his uncanny flying abilities in Canada's northland. He flew several first air mail flights in the North and helped develop commercial flying in Canada for passengers, freight and air mail. The CAS salutes a great Canadian who has assisted in bringing great enjoyment to air mail collectors.

Work on the catalogue, "The Air Mails of Canada and Newfoundland" is progressing well. Only a few sections remain to be placed on computer discs for final review and the addition of a numbering system and pricing. I still need data on Canadian collectors of the past for a whose who for the catalogue. All members are invited to send me their recommendations to place specific names on this list. If data are available on the collector please include it. Noted collectors or dealers, living or deceased, connected with Canadian air mails are eligible for inclusion in the list. We plan to submit our data to Dan Barber, Editor-in-Chief, for review with his committee before final preparations. To the 50 dedicated collectors working on this project I extend my sincerest thanks.

With this issue of "The Canadian Aerophilatelist" our complimentary copies are discontinued to all but 12 with whom the CAS exchanges Newsletters or data. Six recipients decided to join our Society and we welcome them for their support and to enjoy fellowship in the CAS. To our other philatelic friends we will be pleased to have you join our ranks when you feel that the CAS has something to assist you in your aerophilatelic collecting.

In the preparation of our catalogue our hard working friend Cimon Marin discovered that the National Postal Library/Archives did not have a complete set of "The Canadian Aerophilatelist", particularly the earlier issues. Pat Sloan came to the rescue with a complete set except for Vol. 1, No.1 issued prior to November 1985. Any member that may have issues prior to Vol. 10, No. 2 June 1994 are requested to send them to our librarian Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, Ontario, K1R 7T7. There have been 23 issues of our Newsletter, 18 edited by myself and 5 by our industrious new editor, Chris Hargreaves of Kingston, Ontario. We wish to obtain a complete set for our CAS Library and any extra will be made available to any members wishing to obtain them for the price of postage and a nominal fee for the cost of producing them earlier.

There are only 10 months left before CAPEX'96 arrives at Toronto. There were 120 Canadian applicants for entry into the competitive exhibits. The decision as to who will be allowed to exhibit will be made by the selection committee later this fall. There were only four Canadian aerophilatelic applications and none for astrophilately. As the National Commissioner for Canada for CAPEX'96 I wish all success. I am also the National Commissioner for Canada for ESPAMER'96 and AVIACIÓN y ESPACIO, in Seville, Spain, 4 to 12 May 1996. I submitted 11 applications for ESPAMER'96, three of which were aerophilatelic. To assist our planning for our activities at CAPEX'96 we must receive names of volunteers to look after our booth shared with our AAMS friends. Particularly those living in the Toronto area I urge you to contact our secretary, Ron Miyanishi, 124 Gamble Avenue, Toronto, Ontario, M4J 2P3 (Tel: (416) 421-5846) and offer your time for a few hours during CAPEX'96. I would also like to learn who plan to attend the CAS/AAMS dinner at the Royal Canadian Military Institute (RCMI), Toronto, on Friday, 14 June 1996. Please let me know if you plan to attend. Best wishes for the fall season to all.

  
(RK Malott) Major (Ret.) President CAS

## LIBRARIAN'S REPORT

### RECENT ADDITIONS TO THE CAS LIBRARY

1. **The Canadair North Star**, Larry Milberry, Published by CANAV Books - 1982
2. **Typhoon and Tempest - The Canadian Story**, Hugh A. Halliday, Published by CANAV Books - 1992
3. **And I Shall Fly**, Z. Lewis Leigh, Published by CANAV Books - 1985
4. **Jack Knight Air Log & AFA News** - Volume 52, Number 1, January - March 1995
5. **The Bulletin**, Metropolitan Air Post Society - Volume 9, Number 3, July - September 1994 and Volume 9 Number 4, October - December 1994
6. **Air Mail Northwest**, The Northwest Chapter of the AAMS - Vol. 12, No. 4, Dec. 1994
7. **The CAMS Bulletin**, Chicago Air Mail Society - Volume 13, Number 10, December 1994
8. **FISA Bulletin**, International Federation of Aero-Philatelic Societies - 8 issues between 1983 and 1995 (62-3/1983, 64-October 1983, 67-December 1984, 68-May 1985, 70-March 1986, No. 95-July 1994, No. 96-October 1994 and No. 97-February 1995)
9. **Air Mail News**, Journal of the British Aerophilatelic Federation - Vol. 37, No. 160, June 1994 and 3 Bulletins (No. 116, April-May 1994; No. 117, August 1994; and No. 118, October 1994)
10. **Canadian Philatelist**, Royal Philatelic Society of Canada - Vol. 46, No. 1, Jan-Feb 1995 to Vol. 46, No. 3, May-June 1995
11. **American Philatelist**, American Philatelic Society - Volume 108, No. 10, October 1994 to Volume 108, No. 12, December 1994; Volume 109, No. 4, April 1995 and Volume 109, No. 6, June 1995
12. **Newsletter**, World Philatelic Congress of Israel, Holy Land and Judaica Societies - No. 75-76, September-December 1994
13. **Philately in Japan**, Japan Philatelic Society - Vol. 17, Nos. 1, 2, 3 and 4 - all 1994
14. **The Shoe Box**, Newsletter of the Lakeshore Stamp Club Inc. - Vol. 2, No. 2, Nov-Dec 1994
15. **Various Auction Catalogues** - Superior Stamp & Coin - 9-12 Jan 1995; Harmers of London - 26 Oct 1994, 20 Dec 1994 and 21 Dec 1994; Abraham Siegel - 10 Dec 1994; and Channel Island Stamp Co. - 30 Jun 95

(The above publications were received from Dick Malott and Nelson Bentley)

16. 3 German publications (pre-show announcement, show program and The Jury Report) relating to the Europäische Luffpostausstellung "Lilienthal '91", which was held in Dresden, 16-25 August 1991

(Received from Horst Teichmann through Dick Malott and Ron Miyanishi)

For full details of our holdings and borrowing procedures, contact  
Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, ON K1R 7T7.

### "LONGWORTH-DAMES" RE-PRINTED

This classic book has been expanded to include the early Canadian mail carrying flights, and re-published as *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*. - It is now published by Unitrade Press, 99 Floral Parkway, Toronto, Ontario M6L 2C4. Price is \$19.95.

The new edition includes more illustrations of stamps and varieties, and some Company letterheads have been added as well.

The text on semi-officials seems to be basically unchanged, but flights are now numbered sequentially for each Company, not throughout the book. - There is also a new numbering system for the stamps: e.g. the Cherry Red Airline stamp which is CL46 in Scott/Unitrade catalogues, was #38 in the first edition of Longworth-Dames, but is S041 in the new edition.

Editor's quick review: Lots of information on the Companies, stamps, flights, and aircraft; plus many illustrations. - A great book!

### FEATURE FILM ABOUT AN AIR MAIL FLIGHT!

The first feature film to be shot in IMAX 3D, called WINGS OF COURAGE, is about Henri Guillaumet, a pilot for the Aéropostale mail service from France to South America in the 1930s. - The movie focuses on an incident when Guillaumet was forced down on a frozen lake in the Andes, and spent six days walking through the mountains for help.

The film is shown on a screen eighty feet high and a hundred feet wide. Viewers are given special headsets, and according to the reviewer in *Flying* magazine:

No film that I've seen portrays the sensations and emotions of flying the way this one does.

Editor's recommendation: while on holiday this summer, I saw an IMAX 3D movie. The three dimensional effect was absolutely amazing! I am quite ready to believe the reviewer from *Flying* magazine, and will definitely be going to see this movie if I get a chance.

### WEST COAST ACCOLADES

One of our members, Jim Brown, gave a talk at PIPEX about the pilot Eddie Hubbard, and FAM 2 from Seattle to Victoria.<sup>3</sup> - This was described in *Air Mail Northwest*, (newsletter of the Northwest Chapter of the AAMS), as both "a wonderful talk", and "a great program".

Editor reads between the lines: this must have been quite a talk! Congratulations Jim!

### PACIFIC 97 - SAN FRANCISCO - 29th MAY to 8th JUNE 1997

A copy of the first bulletin for this World Philatelic Exhibition can be obtained from: Clifford R. Guile, 342 St. Clair Avenue East, Toronto, ON M4T 1P4. - Closing date for entries is January 1st 1996.

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<sup>3</sup> Note for new readers: The abbreviation FAM refers to a Foreign Contract Air Mail Route, which was an international route awarded by the United States Post Office to an American airline. - The abbreviation CAM, (for Contract Air Mail Route), refers to a domestic route flown within the United States.

COMMEMORATIVE STAMP REQUESTED FOR LEASIDE AIRFIELD

## Stamp for Leaside airfield could be in the works

East York Councillor Tim Cholvat hopes the august history of the Leaside airfield will garner its own stamp of approval from Canada Post.

Cholvat recommended the East York's 200th Anniversary Committee ask the Crown corporation to issue a stamp marking the airfield as the first in North America to receive an airmail delivery.

"We hope that the anniversary of the first airmail delivery in conjunction with the 200th anniversary of East York" will convince Canada Post to issue the commemorative stamp, he said.

Reprinted from the *Leaside Advertiser*, June 29th 1995.

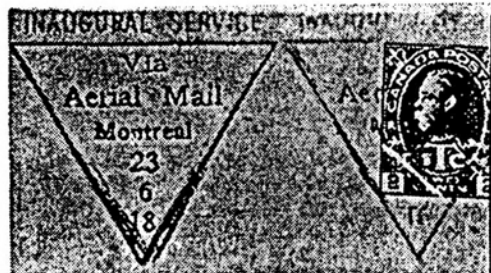
**Editor's note:** A commemorative stamp for Leaside airfield would be great, but many readers will have noticed an historical error in the above newspaper story. - Leaside airfield was the endpoint of the first air mail flight in Canada, not in North America.

According to the plaque erected at Leaside by the Ontario Archaeological and Historic Sites Board in 1958:

*In June, 1918 the Montreal branch of the Aerial League of the British Empire persuaded postal authorities to sanction an air mail delivery to Toronto. A JN4 Curtiss aircraft from the Royal Air Force detachment at Leaside aerodrome was selected for the attempt.*

*Piloted by Captain B. A. Peck with Corporal C. W. Mathers as passenger, it took off at 10:30 A.M. June 24th from Montreal's Bois Franc Polo Grounds. After refueling at Kingston, Peck landed here with his cargo of 120 letters at 4:55 P.M., thus completing Canada's first air mail flight.*

The letters were cancelled with a special triangular cancellation. - This is dated June 23rd when the flight was first attempted. That attempt was abandoned soon after take off due to bad weather.



The mail was not the only cargo carried on that flight:

Quebec at that date was "wet," while Ontario was very "dry." A lieutenant in charge of stores at Leaside was to be married, and had asked Peck to bring back something suitable for celebration. So when the plane finally took off on Tuesday morning, Corporal Mathers was sitting on a case of "Old Mull" in the passenger seat and clutching the bag of mail. Loaded also with full fuel tanks, the plane was too heavy to be lifted quickly into the air. Captain Peck had to duck under the telegraph wires along the railway tracks which bordered

the south end of the polo field. Seeing more wires ahead, the resourceful pilot banked sharply and followed the railway right of way just a few feet above the rails. With a bridge now coming at him fast, and wires all over the place, he banked out over the river spanned by the bridge, and was at last in the clear, but the machine almost settled down into the water. The airman then followed along the river to the Lake of Two Mountains, going about five miles before he reached a forty-foot altitude, which then enabled him to turn overland and head for Toronto.

from Frank Ellis, *Canada's Flying Heritage*.

(The first official mail carrying flight in North America had been made seven years earlier by Earl Ovington. - He flew from Garden City to Mineola, New York, on September 23rd 1911.)



BOOK REVIEW:

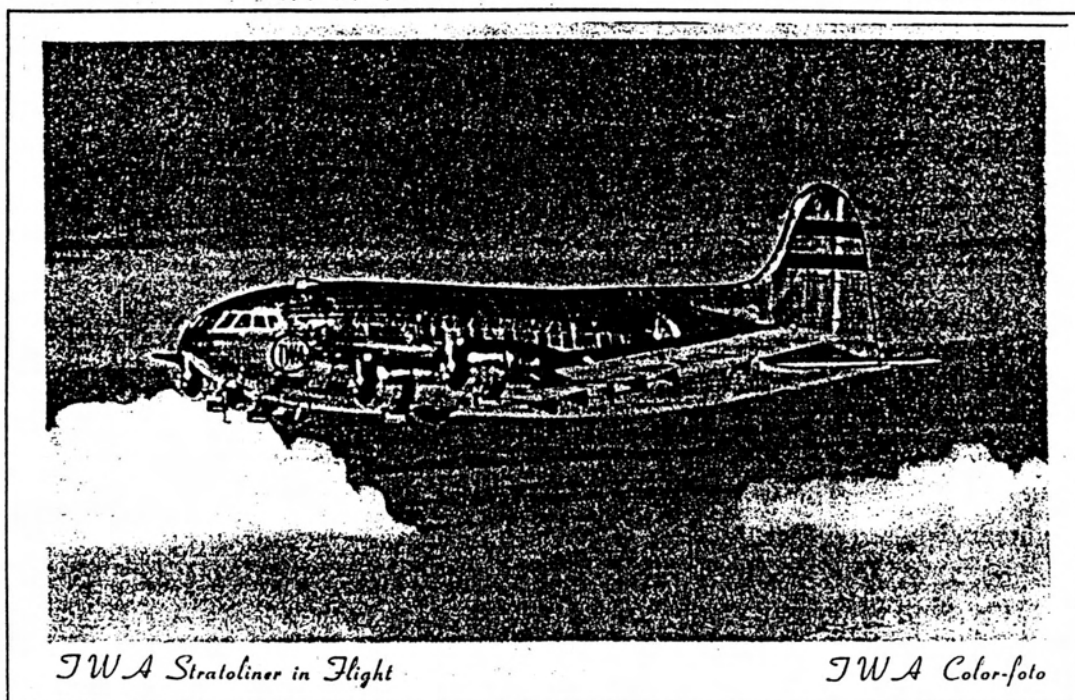
**A PICTURE POSTCARD HISTORY OF U.S. AVIATION, Jack Lengenfelder**

128 pages, 8 1/2"x11", soft cover, black and white illustrations.  
AVAILABLE FROM: ALMAR PRESS, 4105 Marietta Drive, Vestal,  
New York 13850, U.S.A. - Price \$12.95, plus postage  
and handling: \$3.75 outside USA, \$2.75 inside.

This is a very informative and entertaining book!

It reproduces 217 postcards that trace the history of aviation in the United States, from the Wright Brothers to about 1975. - It covers civil, military, and general aviation, but the emphasis seems to be on civil.

Each illustration has a caption that describes the aircraft or scene shown. - These captions combine basic historical information, with "trivia" that makes the book great fun to read. For example:



Publisher: TWA ■ Manufacturer: American Colortype, Chicago, IL ■ Type: Chrome ■ Postmark: Not Used  
■ Value Index: E

The Boeing 307 "Stratoliner" was America's first four-engined commercial aircraft with a pressurized passenger cabin. The same wing and similar tail surface assemblies of the B-17 bomber were used in construction of the 307.

As had occurred with several other large aircraft, after the test flying of the prototype, the engineers decided that additional vertical fin area was required. This modification was accomplished by reshaping the rudder and the fin to include a dorsal extension along the top of the fuselage.

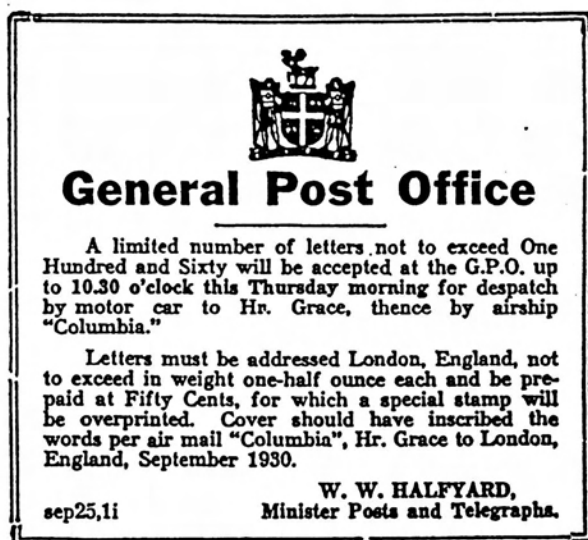
This aircraft was the first land-based airliner to require the services of a flight engineer to eliminate some of the work load on the pilots. The first flight of the 307 was in December 1938, and only ten aircraft were built. Five of the aircraft were purchased by TWA and three aircraft were purchased by Pan-American Airways and designated "Stratoclippers".

One of the aircraft was acquired by Mr. Howard Hughes and fitted with a luxurious interior. It was known as the "Flying Penthouse". The tenth aircraft was lost in a crash while being test flown.

These airliners were drafted into military service during World War II and returned to TWA and Pan-Am in late 1944. They were flown by these airlines until 1951.

One caution: although this book was described as "new" in the flyer I received, it is a re-issue of a book first published in 1989.

## CAPT. J. ERROLL BOYD: PIONEER TRANS-ATLANTIC AIR MAIL PILOT



Official notice for the flight, reproduced in Harmer's *Newfoundland Air Mails: 1919-1939*.

Block of four overprinted stamps, being auctioned by Firby Auctions on September 12th 1995: estimate \$20,000.

**Editor's introduction:** The stamps produced for this flight, and the covers carried on it, are among the rarities of aerophilately.

300 stamps were overprinted by the Newfoundland Government.- 252 were placed on sale in St. John's at 9 a.m. on September 25th, and all were sold within fifteen minutes! Most of the remainder were reserved for mail from Harbour Grace.

When the flight left Harbour Grace, it carried 100 letters franked with surcharged stamps, and 232 with ordinary stamps.

I was delighted to receive permission from Ross Smyth to re-print the following article, which first appeared in the *Journal of the Canadian Aviation Historical Society*, and am most grateful for the additional philatelic information he supplied.

=====

The Canadian Aviation Historical Society is a not-for-profit organization under a federal charter with headquarters in Toronto. It has chapters in Toronto, Ottawa, Regina and Vancouver, with a current membership of over 1200 individuals, organizations, companies, libraries and other agencies throughout Canada and the world. Many members are famous names in Canada's aviation community.

The *Journal of the Canadian Aviation Historical Society*, containing articles dealing with a wide

range of subject matter pertaining to the history of aviation, is published quarterly from the Society's Toronto headquarters. Stories may be first-hand accounts by those who have made Canadian aviation history; or thoroughly researched articles by dedicated historians. Articles are of predominantly Canadian content.

The *Journal* is profusely illustrated, often with previously unpublished photos from private collections - as well as with material from official sources.

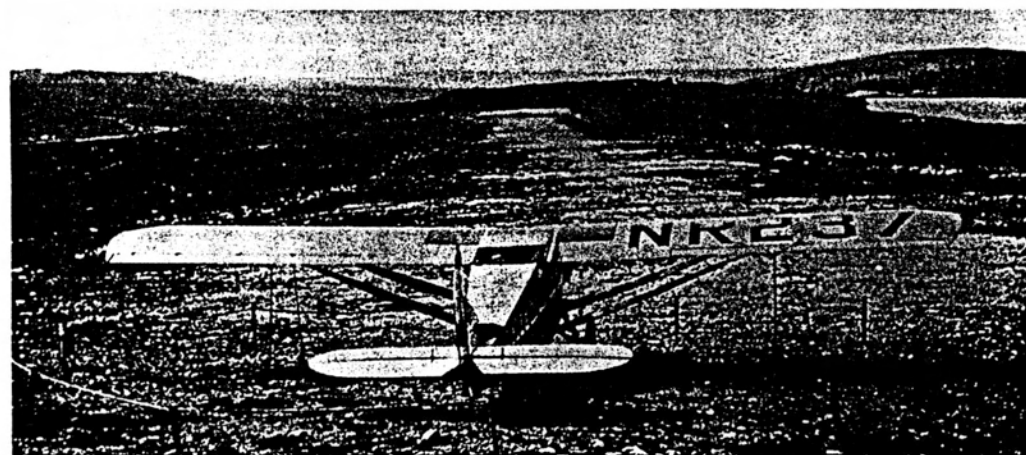
For more information, a list of publications, and/or a membership application form, write to:



Canadian Aviation Historical Society  
National Headquarters, P.O. Box 224, Station "A", Willowdale, ON, CANADA M2N 5S8  
Phone (416) 488-CAHS

# 1930

## ERROLL BOYD'S TRANS-ATLANTIC FLIGHT



**Ross  
Smyth**

**B**oyd's trans-Atlantic flight, an early precursor of regular air service, revealed the hazards and equipment limitations yet to be overcome. For a flight of its era, in an aircraft then nearly five years old, it was well planned and skillfully flown.

The high-wing Bellanca monoplane, *Columbia*, renamed the *Maple Leaf* by Boyd, was already famous for shattering many world records. For example, two weeks after Lindbergh's flight in 1927, the *Columbia* set a distance record of 3,911 miles in 42 hours and 45 minutes when Clarence Chamberlain with passenger Charles Levine flew from New York to Germany. It was powered by a reliable Wright Whirlwind J5 motor of 220 hp, fitted with a wooden propeller.

The North Atlantic route harbours some of the world's worst flying weather.

*Although Flown  
Hazardously Late in  
the Year, the First  
Canadian Flight  
Across the Atlantic  
Was a Well Planned  
and Efficient  
Operation*

**I**n 1930, J. Erroll D. Boyd became the first Canadian to fly an aircraft across the Atlantic Ocean.

Born into a prominent Toronto family in 1891, he went to England early in the First World War and enlisted in the Royal Naval Air Service. There he learned to fly under the instruction of John Alcock who later made the first non-stop trans-Atlantic flight in 1919. As one of the earliest night-flying pilots, Boyd was soon chasing German Zeppelins. In 1915, following an air raid from Dunkirk on German seaplane sheds in Zeebrugge, Belgium, he was forced down in Holland and interned. As early as 1916, the press had reported his ambition to fly the Atlantic some day.

While several successful crossings were made before Boyd's the earlier flights took place under summer conditions which provided better weather and more daylight. The autumn of 1930 proved to be very unfavourable for weather. As well, financial difficulties and court proceedings delayed the take-off from Harbour Grace, Newfoundland, until 9 October.

The owner of *Columbia* at the time was an eccentric New York millionaire and former junk dealer, Charles Levine. Boyd had planned a summer departure, but his efforts to lease or buy the aircraft were delayed through legal proceedings by pioneer pilot, Roger Q. Williams, who claimed that money was owed to him by Levine. A



Canadian court eventually ruled non-applicability in Canadian jurisdiction.

Charles Levine, in Paris contemplating the sale of the historic *Columbia* to Boyd and his backers, sent a cable to Boyd in Montreal: "Surely you can raise \$10,000 amongst your relatives and friends. This amount is small compared to the actual value of *Columbia*..."

Errol Boyd chose the experienced sea

navigator, Harry P. Connor of the US Navy, as his navigator for this trip. Earlier in the year, Connor had navigated Boyd and Roger Q. Williams in the *Columbia* on a record breaking New York-Bermuda-New York non-stop flight of 17 hours, finding Bermuda in low ceiling and rain. They dropped a bag of airmail on the island that had no airport for landplanes. Eight years later, Connor was the navigator on Howard Hughes's record-breaking 1938 round-the-world flight.

When Boyd took off from Leaside Airport in Toronto for Montreal on 1 September 1930, he appeared to be very happy with the near accomplishment of his 14-year dream. He showed reporters a newspaper picture of him with his youngest (three-year old) daughter, Virginia, who later told reporters: "My dad is a good flier. He won't fall out of the plane."

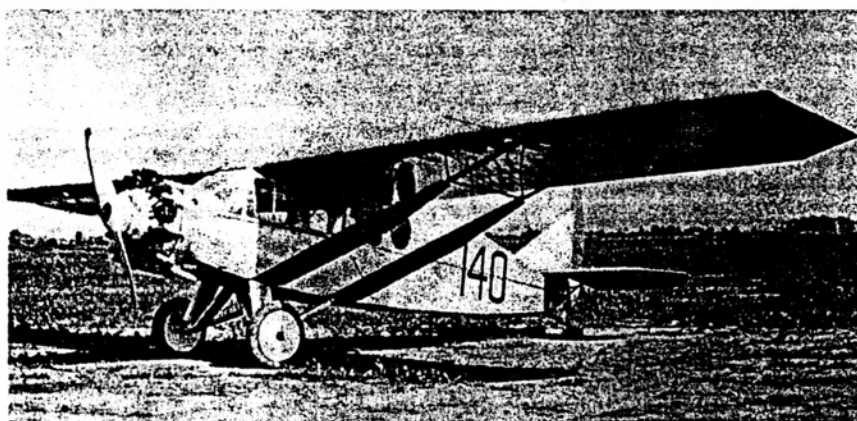
A gasoline tank filled most of the cabin, and two passengers to Montreal, J. A. O'Brien and Joseph Rowan, had to lie flat on the lower part of the gas tanks behind Boyd and Connor.

On the morning following the lifting of the legal attachment in Montreal, the *Maple Leaf* described by Connor as the "good old battlewagon," took off in overcast conditions

and light rain from St Hubert airport on 13 September, bound for Harbour Grace. With stormy weather over Cape Breton Island and darkness fast approaching, they turned around and landed at Charlottetown, Prince Edward Island. While weatherbound on the island for the next ten days, they were the guests of Colonel J. S. Jenkins and family. It is interesting to note that two years later Louise Jenkins, as historian Frank Ellis has written, became the first woman to fly in Prince Edward Island.

On 24 September, Boyd and Connor reached Harbour Grace, Newfoundland, where they were once again weatherbound for a period of two weeks. Being technically out of the US Weather Bureau's jurisdiction, the crew had to forego the co-operation of New York's Dr. J. H. Kimball. But they did obtain weather reports through F. O'Donnell of the Canadian Meteorological Service in Toronto. The crew had made arrangements through the Radio Marine Corporation in New York to have liners at sea forward regular weather reports. They would carry a chart showing the position of every vessel crossing the Atlantic in both directions. Knowing each ship's respective speed would help them to check their position.

"Easterly winds and gales had been blowing over almost the entire Atlantic for nearly three weeks," Connor reported. "There seemed to be no let up, and we



Heading, top: Harbour Grace, Newfoundland, Harry Connor (L) and Erroll Boyd with their Bellanca still bearing US registration (NR237), the name "Columbia" and an American flag on the rudder. L. M. PARSONS PHOTO. Heading, bottom: the "Columbia/Maple Leaf" at Harbour Grace, tied down awaiting favourable weather for her flight. PARSONS. Top: Erroll Boyd in a studio photo taken about ten years after his historic flight. ASSOCIATED NEWS. Left: at the start of its career, the Bellanca flown by Boyd was used by the Wright company to demonstrate their new Whirlwind engine. WRIGHT. Below: the "Columbia," near Charlottetown, Prince Edward Island, Sept '30. Boyd and Connor pose with their local hosts, Col J. Jenkins, DSO, his wife Louise and their family. via K. M. MOLSON





were becoming quite discouraged...we decided to have our ship ready for a take-off at the first sign of a decent break in the weather."

On 7 October, Boyd and Connor received the first intimation of a break in the easterly gales. On 8 October, they received the following weather report from Toronto: "Area of high pressure over Newfoundland extends eastward over the Atlantic to about longitude 30 degrees (the half-way point), while a deep depression mentioned yesterday is centred over Scotland. A shallow depression is centred southeast of Newfoundland at about latitude 33 degrees and longitude 45 degrees. Conditions over Eastern Atlantic and British Isles too stormy to start today."

This report, combined with others from ships at sea, appeared to the crew to be as favourable as they could expect at that time of the year, so they cabled Toronto for further information to verify the steamer reports. Meanwhile, they fuelled the ship for a sunrise take-off the next day, 9 October.

The Canadian Meteorological Service in Toronto replied: "Have nothing further to information given to you this morning. Atlantic and European reports only received once a day. Why not await tomorrow's report?"

The airport at Harbour Grace consisted of a narrow sloping runway approximately 400 feet above sea level and facing almost east and west. There was a hill at the eastern end of the runway, which necessitated a westerly take-off by a heavily loaded aircraft. The runway was about 175 feet in width, sloping at the sides, and the only good portion for take-off was about 3,000 feet in length. Beyond this section was broken rock and stone.

This airport at Harbour Grace, holds a prominent spot in aviation history. Out of 20 trans-oceanic flights attempted from Harbour Grace in the 1927-1936 period, 11 were successful, four were unaccounted for, two crashed on take-off, two aborted their flights for various reasons, and one crash-landed off the coast of Ireland with the pilot being rescued. Kingsford Smith, Wiley Post, Amelia Earhart, and James Mollison were some of the fliers using Harbour Grace during this period.

As for Boyd's planned sunrise take-off on 9 October, Harbour Grace was covered with heavy fog that morning delaying the departure until early afternoon. With a light easterly wind on their tail, Boyd used almost the entire length of the runway taking off at 16:18 Greenwich Civil Time (16:18Z) after a run of 27 seconds, and headed eastbound at 600 feet altitude.

Connor wrote: "Erroll did the best job in his life when he took that ship off, for I considered that the hardest part of the whole flight, and I breathed easily once more when

we were in the air."

Boyd later said: "I had hoped for an earlier start giving us the opportunity of using up at least 100 gallons of fuel before darkness which would have lightened the plane some 600 pounds making flying much easier during the long, dark hours ahead of us. With a heavy fuel load the *Columbia* (*Maple Leaf*) tends to hunt and fall off on either wing, which would probably have sent the ship spinning into the Atlantic."

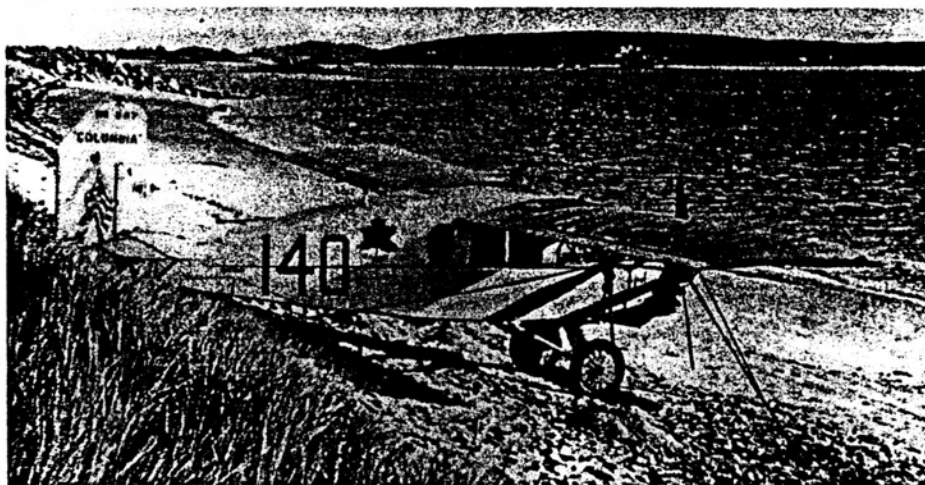
Total fuel at take-off was 460 US gallons (about 35 hours of flying) which represented over half of the gross weight of 5,200 pounds. Connor's report said the gross weight included 15 pounds of official mail and Erroll's weight of 215 pounds. Due to considerations of weight, no radio was carried. Radio equipment, weighing approximately 80 pounds, would have sacrificed 13 gallons of fuel or one hour of flying time.

The official air mail, consisting of some 300 letters, was the first ever to be carried from Canada (Newfoundland) to Europe. Its

The fliers declared their attempt was intended as a scientific venture and was "not a hit or miss idea." Dr J. H. Kimball, the trans-Atlantic weather expert in New York, reported to the press that "the weather was none too good," but he expressed confidence in the crew, having worked with them on their earlier Bermuda flight.

The flight plan required flying east true from St John's to 35 degrees west longitude,

*"Whenever Boyd felt sleepy, Connor held an ice-water soaked sponge to the back of his neck."*



potential value to collectors was so great that forged overprints were produced. Shortly after the flight, a man purporting to be a film company representative turned up in St John's seeking stamps for a trans-Atlantic flight movie. Since all had been sold out he persuaded a local printer to copy the surcharge on blocks of four and sold them to an unsuspecting dealer in the US

While the crew were dressed in ordinary business clothes, they wore the customary helmets! They would be in the air nearly 24 hours before making an emergency landing on the southwest tip of England. They were seated on a 27 gallon oil tank which at least kept the lower part of their anatomies warm.

"For many years, I've waited for this opportunity," Boyd had said. "I've set my heart on it. The Bermuda flight has been accomplished...as far as worrying goes — none for me because I am navigated by an old partner who knows his Atlantic. If we know our Bermuda onions, why not our North Atlantic icicles?"

and then the great circle route to Swansea, Bristol, and Croydon. An hour and 35 minutes after their take-off, they were sighted and reported by the freighter *Quaker City* "flying due eastward only 200 feet above the water at a point approximately 100 miles east-northeast of Cape Race, the eastern tip of Newfoundland."

The afternoon weather remained good, but Connor's observations showed them to be making only 68 mph ground speed, with an air speed of 93 mph. By sunset, their ground speed had increased to only 70 mph while maintaining "a low altitude of between 600 and 1,000 feet in order to take advantage of a better 'pull' and less head wind."

With the planet Venus and the stars, Connor was able to check their position at frequent intervals during the early part of the flight although he reported "the old ship, still with a heavy load, vibrated when I climbed back of the main tank to take observations." The observation hatch was fitted with a removable windshield to permit taking of ob-

servations all around the horizon. The wind-shield made it possible to hold a sextant steady against the slip stream.

The vibration during take-off from Harbour Grace had rendered the earth inductor compass dial unserviceable, making it necessary to rely on the two magnetic compasses. Connor praised Boyd who had had ample practice on the earlier Bermuda flight of steering an accurate course to the nearest degree. After one and one-half hours of night flying, battery failure required they use the emergency flashlight to energize the phosphorus material on the flight instruments. Later, in London, Boyd said, "Boy, it was dark! I felt as though I was piloting a car in a coal mine."

At about 22:40Z, our fliers passed over the Cunard ship *Lancastria* and signalled her by flashlight, spelling out the name *Columbia* in Morse code. Approximately 440 miles from St John's, their average ground speed had been only 72 mph. The easterly winds gradually decreased and backed to

he had learned in the '20s. With the aid of a flashlight, he could see white particles of ice forming on this strip. Immediately he descended on a southerly heading which he held for a considerable time. Reaching an area of warmer temperature, he climbed back into the clouds on a northeasterly course calculated by dead reckoning.

They finally came out at 12,000 feet. Boyd later said, "Believe me, that was the best moon I ever saw!" They were tossed around considerably, and tremendous mountains of clouds extended upward from this level. The weather continued extremely rough throughout the remainder of the night. They estimated that they were making a ground speed of 138 to 140 mph although the air speed only registered 90 to 92 mph. Any accurate observations were impossible under these conditions, and it was necessary to weave in between the cloud mountains for the remainder of the night. Since Connor was not a pilot, Boyd had to do 100 percent of the flying. Whenever Boyd felt sleepy, Connor held an ice-water soaked sponge to the back of his neck.

Glad to see dawn after a long ten and one-half hours of darkness, they observed three layers of clouds. Descending to 500 feet they found a 35 mph tailwind. But it

enabled Connor to get an accurate shot from two directions, the method used so successfully earlier on the Bermuda flight. They then made the disconcerting discovery that, due to a clogged line, the 100 gallons of fuel from the main reserve tank would not pump up into the gravity tank in the right wing. About 560 statute miles from Land's End, Boyd throttled back to reduce fuel consumption from 12 gallons per hour to about eight. With a greatly reduced air speed, they relied on very strong southwesterly winds south of the low-pressure area over Ireland and the British Isles.

Approaching the coast, they spotted numerous vessels, with the Scilly Isles slightly off their port bow. They arrived over the Scilly Isles at 16:02Z. The navigator was making for Plymouth, England, because he did not think that Boyd could make a good landing on the islands. But Errol advised him that he could land safely and that he did not want to risk the last 23 miles of water between the Isles and Land's End.

As a precaution against fire, the dump valve was opened, releasing the 100 gallons of fuel from the reserve tank. Connor stayed in the very back of the cabin to allow for a better centre of gravity during the landing. Although it was high tide, Boyd set the *Maple Leaf* down on the sloping beach between two streams at Tresco, Scilly Islands, stopping within a few inches of the water's edge only 200 feet from where the landing gear first touched the soft sand. About four gallons of usable fuel remained!

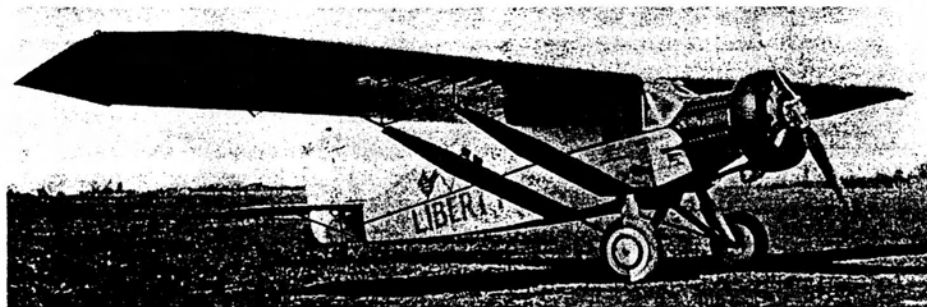
Navigator Harry Connor later said, "I didn't think any human being could land a ship on that narrow strip of beach."

Tresco, second largest of the Scilly Isles, is only two miles long by three quarters of a mile wide. Workers from a nearby bulb farm helped the airmen drag the plane higher on the beach and secure it for the night. The governor of the islands, Major A. A. Dorrien-Smith, hosted the airmen for the night, and arranged for some fuel to be flown in by seaplane from the Mountbatten Air Force Station near Plymouth. He also set about having the beach made suitable for take-off at low tide the next afternoon.

The fliers departed from the small strip of beach at Tresco on 11 October, at 13:02Z and arrived at Croydon in less than three hours at 15:55Z. Among the crowd greeting them were Charles Levine, and Royal Naval Air Service veteran E. A. Priest who recalled Boyd's 1915 bombing raid on Zeebrugge.

Although the reception of Boyd and Connor in London was slightly muted by the R-101 airship disaster in France a few days earlier, the Prince of Wales received them and impressed them with his knowledge of flying. He even asked if it was possible to fly

*Opposite: the "Columbia,"—renamed the "Maple Leaf" with an appropriate leaf depiction and the legend "Canada" on the fuselage—secured on the narrow beach at Tresco, Scilly Isles, 10-11 Oct 1930, via MOLSON. Below: another trans-Atlantic Bellanca, the "Liberty" (NR797W) in which Horris and Hillig made a subsequent crossing. BELLANCA*



northward. Approaching longitude 40 degrees, they encountered cumulus and cumulo-nimbus clouds from 5,000 feet. The Sperry artificial horizon proved an invaluable aid in the night and blind flying, recording the plane's actual attitude relative to the horizon. This instrument, on its first trans-Atlantic flight, had been installed by Canadian Wright at St Hubert Airport.

After encountering rain, the crew were unable to check their position or drift. A short time later, they flew into some very rough air which indicated that the wind had freshened. By dead reckoning navigation, they calculated by 03:30Z, that they had reached 35 degrees west longitude. They then changed their course northwards as planned to allow them to follow the great circle steamer track.

While climbing through the clouds, they saw their outside thermometer drop to the freezing mark. Boyd had painted a black strip on the leading edge of the wing, a trick

was too rough at that altitude; so they climbed back to 8,000 feet. After an hour, they were able to fly safely at an altitude of 1,500 feet.

Due to the great refraction of light in the early morning, the navigator was unable to take a reliable observation by position lines of the sun until 09:40Z. This new position at 47 degrees north, 18 degrees west put them 113 statute miles south of the steamer track. On the course being steered, they were heading for the Bay of Biscay, and it was necessary to change some 25 degrees to the left towards Land's End and London.

Because of aircraft noise, communication between pilot and navigator was normally by note. When Connor was shooting the sun from the opening in the top of the aeroplane at the rear of the main gas tank, he would jerk a piece of string tied to the pilot's wrist. One jerk was to change course 90 degrees to the right. The second jerk of the string was to reverse direction 180 degrees. This



from Montreal to his ranch in Alberta during his next visit to Canada.

Prime Minister R. B. Bennett of Canada and Premier G. Ferguson of Ontario, attending the Imperial Conference in London, invited Boyd and Connor to breakfast with them at the Mayflower hotel. Boyd learned from the conversation that they had been in touch with his father in Toronto who had asked them to dissuade the airmen from their intention of flying home.

Among the many formal congratulations, Sir Richard Squires, Premier of Newfoundland, stated with pride that Harbour Grace, famous departure point for Atlantic flights, was his birthplace. War hero Colonel Billy Bishop VC praised Boyd's shrewd judgement in not carrying heavy wireless equipment, the added weight of which might have prevented him from reaching land. Sir George Perley, acting Canadian Prime Minister in Ottawa, had helped Boyd get his transfer from the Army and commission in the Royal Naval Air Service some 15 years earlier, in World War I, when Perley was High Commissioner for Canada in London.

On arriving in London, Captain Boyd was linked by phone to his excited family in Toronto. They had anxiously followed

the many reports on the Maple Leaf's progress, some of which originated from ships at sea. His parents, wife, and four daughters were thrilled with the news of Maple Leaf's safe arrival.

His mother recalled to reporters that overcoming obstacles had always been her son's specialty. The first prize he ever won was an obstacle race at St Andrew's College when he was eight years old. He could dive off steamers at Muskoka at age four! A mother's faith in her son helps him to do greater things, she said. His more conservative father, an insurance executive, initially opposed the flight.

This trans-Atlantic flight, much of it conducted at night and in instrument conditions, proved that Canadian Erroll Boyd was one of the few experienced instrument pilots of his era. The weather conditions and available daylight during turbulent October differ greatly from May and June.

Boyd had gained much experience in instrument flight in Mexico two years earlier while piloting Fairchild 71s, mainly over the "Hump" between Tampico and Mexico City. "This experience in Mexico was probably the greatest a pilot could ever hope to have in those days," he later wrote, preparing him for the October ocean hop.

In a syndicated article from London, Captain Erroll Boyd and Lieutenant Harry Connor stressed the experimental nature of their trip — to further the science of aviation and to sell the potential of trans-oceanic flying. While believing that the Maple Leaf was quite capable of making the round trip, they did mention the dangers of attempting the flight with only one engine. But, they stated, they would not hesitate in making the trip if they were provided with a suitable multi-engine aircraft. Boyd and Connor were true pioneers in the development of trans-oceanic flight.

EDITOR'S NOTE: The author, Ross Smyth, was in the first group of TCA/Air Canada flight dispatchers assigned to the Trans-Atlantic Route in 1945. As a boy, he knew Erroll Boyd from whom he had won an airline flight from Buffalo to Miami in 1938. At the time, the author was a member of an organization called the Aviation Scouts of Canada which had been founded by Erroll Boyd who was then an aviation editor with the Toronto Star.

R. Smyth  
8965 Tolhurst St.  
Montreal, P.Q.  
H2N 1W9.

MMER 1994

CAHS JOURNAL

- \* The statement: "the official air mail, consisting of some 300 letters, was the first ever to be carried from Canada (Newfoundland) to Europe", is an interesting one, since Hawker and Grieve made the first attempt to carry airmail from Newfoundland to Europe on May 18th 1919, and Alcock and Brown were the first to succeed on June 14th/15th 1919.

The statement is, however, taken from the draft of Erroll Boyd's autobiography:

The ~~Newfoundland~~ Newfoundland government had issued a surcharged stamp to commemorate our flight. I knew little or nothing regarding the value of the stamps. I was sworn in as a postman, in name only, to make this the first official Air Mail across the Atlantic, by heavier than air machines, and was presented with two blocks of four stamps, presumably one for me and one for Harry.

Before Boyd could take-off from Newfoundland, several bills had to be paid, including one of \$180 for fuel to "the Archibalds".- Boyd also wrote in his autobiography that:

I offered them my block of four in payment of the \$180. due. Besides being airport managers of sorts, they evidently had a flair ~~mm~~ for philatelics, and readily accepted my offer. The irony was that this same block of stamps was purchased two weeks later by Edson Fifield, of the world renowned Scott Stamp & Coin Co., for \$1,800.00.

( Continued )

CAPT. J. ERROLL BOYD: PIONEER TRANS-ATLANTIC AIR MAIL PILOT - continued:

Three years later, on June 10th 1933, Boyd made the first non-stop flight from New York to Haiti, with Robert G. Lyon, (co-pilot), and H.P. Davis, (writer-observer). The aircraft used was again the Columbia.

Haiti issued a specially overprinted stamp for the return flight to New York, which gave Boyd the distinction of being the only aviator to have stamps issued by two different countries for his flights!

Boyd, however, seems to have become quite bitter about what he referred to as "the stamp and cover racket". - The following column was submitted by him to the Miami or Miami Beach press:

December 16, 1934

WINGS OVER MIAMI

By Erroll Boyd  
Aviation Editor

More about the stamp and cover racket:

A reputable stamp dealer will tell you (Scott's catalog, 1933) that a block of four of the Columbia stamps issued on behalf of my flight with Lieut. Harry Connor from Newfoundland in 1933 is now worth \$2,750; a single unused stamp, \$500; a used one, torn off its cover, \$300; a used one, still on its cover, \$375.

In other words, a few people made small fortunes on the stamps we carried. The pilots who risked their lives, got nothing.

Let's go on with the story of Lieutenant Connor's block of four.

After our return from Europe, we still owed money for our trip. I told Connor that we would have to get the stamps back. But while I was still in Florida, Mr. O'Brien, our manager, intrigued Connor into turning them over to him.

O'Brien promptly sold them for something more than \$2,000, and with the money, which he took for granted was due him, opened a speakeasy in New York.

His reasoning is interesting, in view of the fact that our preliminary arrangements had definitely stated that any profits accruing from our trio should be divided, 20 percent to O'Brien, 30 percent to Connor and 50 percent to me.

But this is only one instance of the way the racket works.

( Continued )



CAPT. J. ERROLL BOYD: PIONEER TRANS-ATLANTIC AIR MAIL PILOT - continued:

Frequently I have received letters enclosing stamped envelopes, carrying ordinary United States air mail stamps. With them will be a request that I autograph the envelopes, and sometimes as many as 10 of them will arrive in a bunch. Sometimes the envelopes are not stamped.

A few years ago I would usually have complied with these request.

I didn't know then what happens to these envelopes.

After they have been autographed, they are stamped and sent over one of the regular air ~~xxx~~ mail routes, and back to the sender. To the uninitiated, it looks as if I was the pilot who had carried the letter. Even now I will occasionally have a cover mailed me with the request that I inform the sender whether or not my signature has been forged. Usually it hasn't been. And yet the whole implication of it, the definite point on which it has probably been sold, is that I have flown the letter which is not true.

It is usually easy to detect this type of cover. For it is not difficult to ascertain whether the postmark has been stamped over the signature, or the signature written over the post-mark.

My experiences in this general line are by no means unique. With the exception of a few flights--(some of those of the Graf Zeppelin, some of those of Amundsen, in which stamps were used in a carefully organized plan to defray some of the expenses of the flight)--most aviators have fared the same. I'll venture to bet that Lindbergh, de Pinedo, Wiley Post and many others have found the rack just as I have described it. Anyone who has ever collected stamps knows that many governments make thousands and thousands of dollars by bringing out occasionally new stamp issues, which are sold outright to dealers.

Is it any wonder that there are men in the stamp collecting game who see ways of capitalizing on unusual aeronautical feats?

Boyd died in 1960, before his book was completed. - He had become a US citizen in 1941, having married an American musical dancer and friend of Al Jolsen, and retired to Florida.

Ross Smyth, who kindly supplied the information for this feature, commented that:

I knew Boyd in 1938-1940 as a very honest man helpful to youth. If any of your older collectors knew him, I would appreciate their recollections.

Thanks again for all the information Ross!

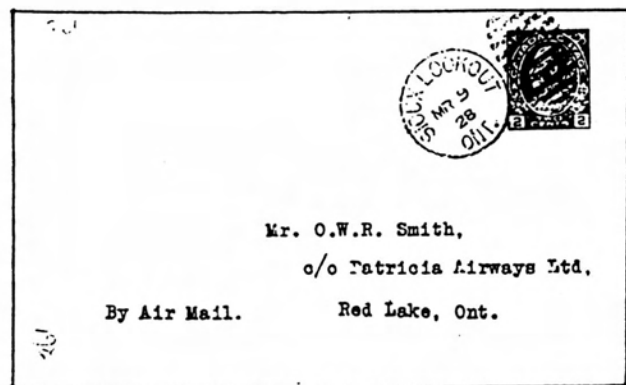
# PATRICIA AIRWAYS & EXPLORATION LIMITED - "DEFORMED O" OVERPRINTS

Murray Heifetz

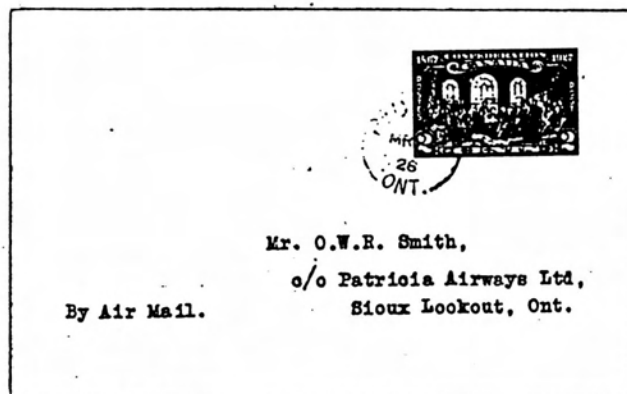
In the current Unitrade catalogue there is listed a variety on the Patricia Airways & Exploration issue to which little attention was previously paid. I refer to the "deformed O" in the 5 line overprint group. The catalogue numbers are respectively CL15d, CL20d, and CL25d. Quite aside from the purpose of my present note, it should be noted that the description of the variety in CL20d and CL25d is in error. The deformity appears in the second O of Lookout, not the third.

In going through my own collection of these overprints, I have found another similar variety which I don't believe has been previously reported. This does occur in the third O of Lookout. It is not a singular occurrence as I have three different covers with this variety. My three are all on the overprint in green in descending position. I have no idea as to whether this also exists in the other colour overprints or in the ascending position. What makes this variety worthy of serious consideration is that while two of the covers are O. W. R. Smith covers posted on the same date, albeit from different post offices, the third cover is a Davis cover posted two months later so there must have been several sheets at least printed with this variety.

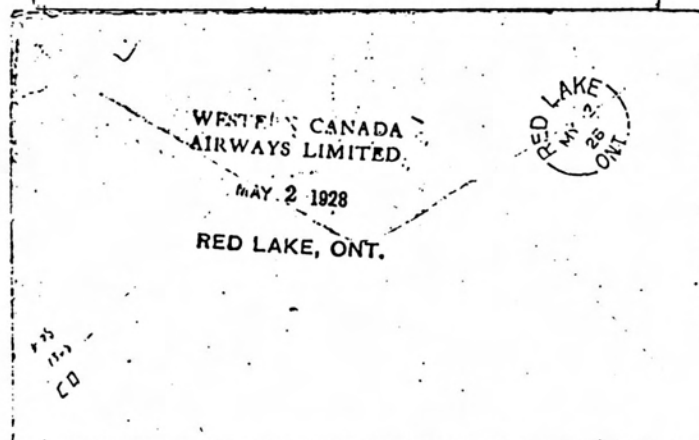
It should also be noted that neither this variety, nor the deformed O are constant. I have several sheets in the different colours and positions in which neither variety occurs. However this new variety, which we could call the "blocked O" seems as worthy of listing as the "deformed O". I am enclosing photocopies of the 3 covers. Two are postings March 9, 1928 between Sioux Lookout and Red Lake. The third is a posting May 2, 1928 from Rolling Portage to Red Lake. The first two were flown by the later Patricia Airways. The third was flown by Western Canada Airways.



COVER 1



COVER 2



COVER 3

( Continued )

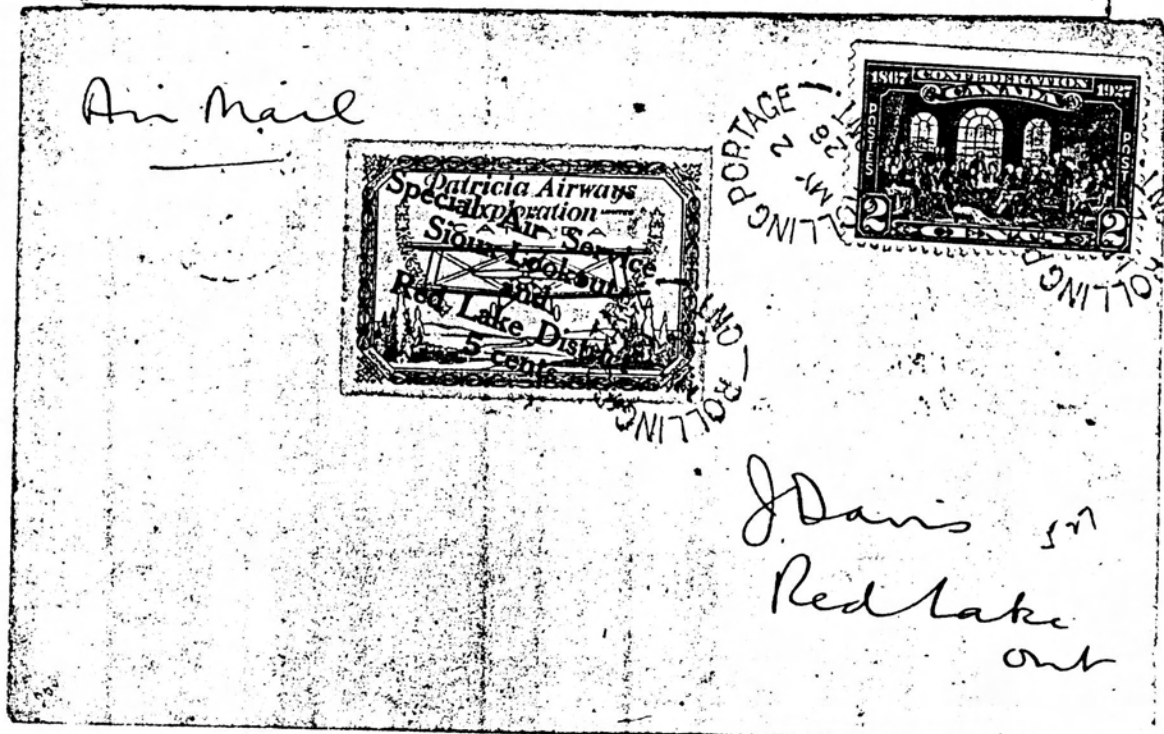
COVER 1



COVER 2



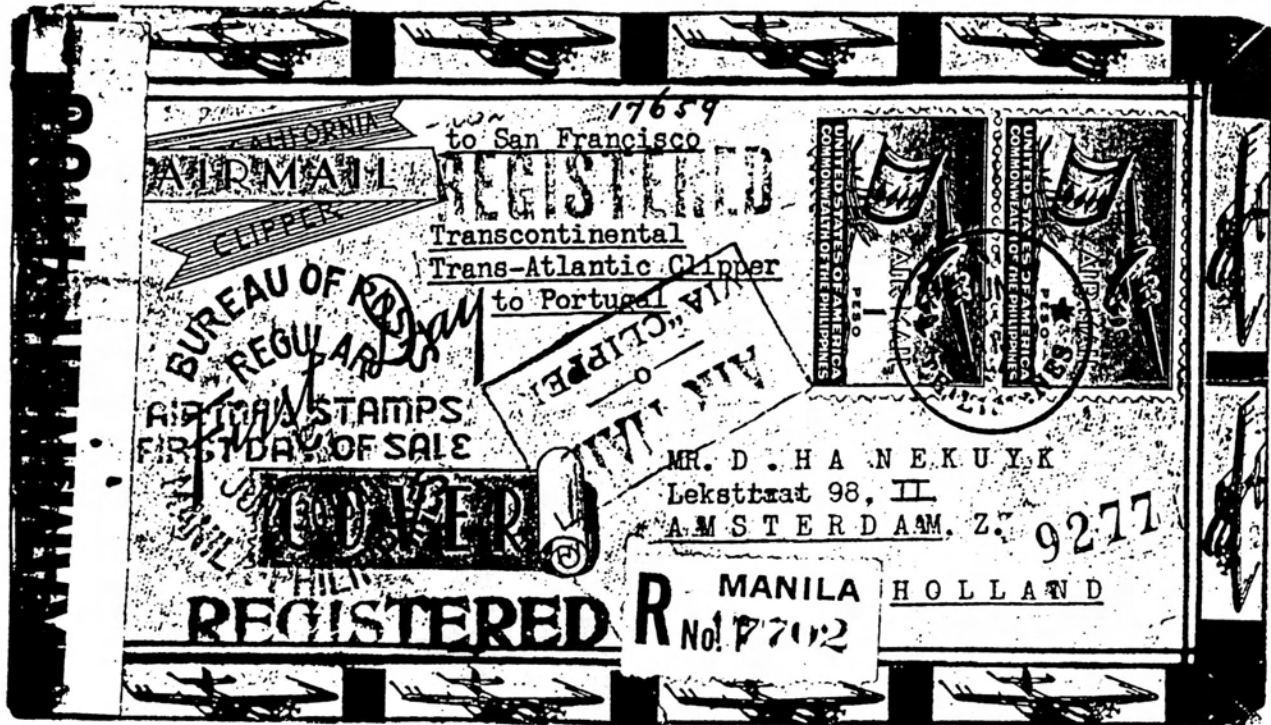
COVER 3



# A COVAL COVER: FROM THE PHILIPPINES TO THE NETHERLANDS IN 10 YEARS!

Jacques Bot

This cover was mailed in Manila on the 30th June 1941, and backstamped in New York on 6th July 1941, but arrived in Amsterdam on 11th October 1951!



British P.C. 90



Stuk na inbeslagneming door de  
Britse autoriteiten terugont-  
vangen door tussenkomst van de  
Coval(Commissie voor aangehouden  
ladingen) te Amsterdam.

?

11 oct 51

?

( Continued )



A COVAL COVER: from the Philippines to the Netherlands in 10 years!, Jacques Bot - continued:

Editor's note: when I received a copy of the above cover, I sent it directly to Jacques Bot in the Netherlands, and asked him if he could:

- translate the typed inscription on the back;
- translate the "Commissie voor aangehouden lading" handstamp, and explain what this signified;
- suggest where this cover was likely to have been kept since 1941, and why it was not released until 1951.

Jacques supplied the following information:

The abbreviation COVAL was unknown to me until I read your questions about the Philippines FDC. I found 2 articles (in Dutch) about this subject, from which I mention the following points:

- During WW II, the British authorities seized mail to and from (territory occupied by) Germany, containing currency. Stamps were considered currency; international philatelic mail was thus seized.
- COVAL was a committee installed by the Dutch Government. This committee received the seized mail in 1951 and returned it to the senders.
- Each COVAL letter received a typed label and an arrival cancellation dated October or November 1951. The arrival cancellation was usually partially placed on the typed label.

Your questions about the Philippines FDC can be answered as follows:

- The (verbatim) translation of the description reads:  
Piece after seizure by the  
British authorities recovered through intervention of the  
COVAL (Committee for Arrested  
Loads) in Amsterdam.
- The translation of "Commissie voor Aangehouden Lading" is: "Committee for Arrested Load". Note the small difference with the name in the typed inscription.
- The date of the Amsterdam backstamp is 11th October 1951 (10 AM), although the year is hardly readable on the photocopy.
- The letter was seized by the British authorities on Bermuda. These letters were found fortuitously in 1951 and returned to sender.

Thanks Jacques.

\*\*\*\*\*

## AEROPHILATELIC LITERATURE

### ASTROPHILATELIC MAGAZINE

*COSMOS* is a very comprehensive bi-monthly magazine, published, in English, by the Belgian Philatelic Association. - The July 1995 issue was 28 pages long, and included a description of scheduled launches in various countries; a cut-away drawing of the MIR space station; the fact that 325 astronauts have now travelled in space; and illustrations of many space covers, including some that were for sale.

For subscription details contact: Georges Lauwers, Belgielaan 87, B-9070 Destelbergen, Belgium.

AEROPHILATELIC LITERATURE - continued:

In addition to the information on COVAL flights, Jacques Bot kindly supplied me with some information regarding the major sources he has used in obtaining information about Fokker aircraft on stamps:

- \* Mr. Dietmar Steidel from Germany informed me that he is a co-author of a Thematic Aviation Stamp Catalogue (in German). I let him know that I earlier purchased this catalogue and found new information in it. It is, however, not a flight cover catalogue. I also purchased the recently issued Stanley Gibbons' Thematic Catalogue "Collect Aircraft on Stamps". Note that the German catalogue lists stamps about aviation (including aircraft, aviators, airports, aviation organisations, etc.) without illustrations; the Stanley Gibbons catalogue lists only stamps depicting aircraft and is well illustrated. Another interesting catalogue is the AEROTHEK from the Trans World Philair Club in Germany; this is a database containing information about first flight covers (since 1950), from which selections (in catalogue or in stocklist format) can be requested. I include photocopies concerning these 3 catalogues.

(Jacques obtained a list from the Trans World Philair Club, of world-wide First Flight Covers carried by Fokker aircraft: a listing they produced of First Flight Covers to or from Canada since 1950, was included in our September 1994 newsletter.)

- \* In my letter that was published in your journal I mentioned the Air Mail Encyclopaedia, written by Hans and Hennie TSchroots and issued by the Dutch Aerophilately Society "De Vliegende Hollander" ("The Flying Dutchman"). This book gives details about air mail connections (including air mail rates), based on official (Dutch) PTT directions. This means that not only direct, but also indirect, connections with The Netherlands are described. This makes it interesting to aerophilatelists all over the world. Part 1 (until the year 1935) was issued in 1990 and received various high international philatelic awards. Much attention is given to the Amsterdam - Batavia / Bandung air mail connection, but also to e.g. SCADTA flights and Zeppelin flights. From the enclosed photocopies you can see that also North American air mail connections are listed.\* I am sure that, in spite of the Dutch language (a short Dutch - English dictionary is included), many of your members will be interested in this work. The prices mentioned in the enclosed pamphlet include postage. Part 2, which will probably contain information about COVAL letters, will appear in a few years.

✱

## ONTWIKKELING PER JAAR: 1932

461

Nr.	Vertrek	Aankomst	Dagen	Post		Bijzonderheden 1932 1x per week	Vertrek	Aankomst	Dagen	Post		Bijzonderheden 1932 1x per week
	Amsterdam	Bandong		kg	stuks		Bandong	Amsterdam		kg	stuks	
59	07-01	17-01	11	235	20115	PH-AID Dulf	29-01	08-02	10	233		PH-AFS Specht
60	14-01	24-01	11	230	19052	PH-AFR Raaf	05-02	15-02	11	240		PH-AFR Raaf

✱

744

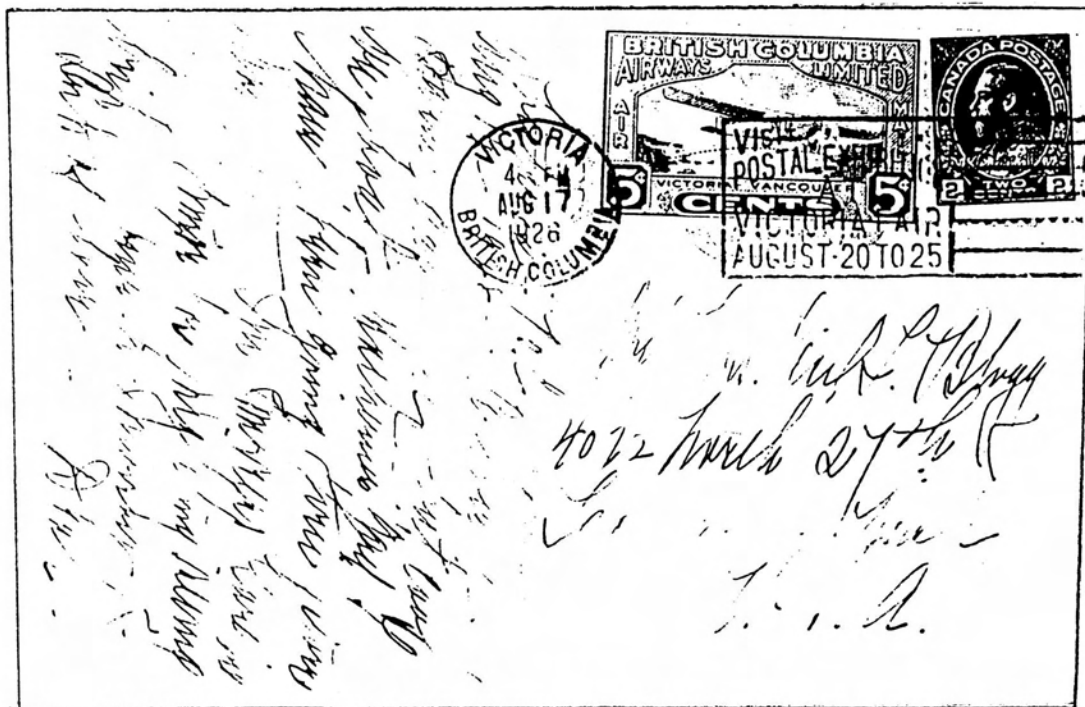
## ONTWIKKELING PER JAAR: 1935

Dienst XXII-1935 New York-San Francisco + aansluitingen  
 01-01/31-12 a. New York-Cleveland-Chicago-Iowa City-Omaha-Cheyenne-  
 Rock Springs-Salt Lake City-Elko-Reno-Sacramento-  
 San Francisco v.v. 1x daags

**Editor's Note:** *Collect Aircraft on Stamps* is available through Lighthouse Publications (Canada) Ltd., 255 Duke Street, Montreal, Quebec H3C 2M2: price \$55.00.

If you would like to see the photocopies Jacques mentioned, which include prices and ordering addresses for the other publications, please contact me.

# BRITISH COLUMBIA AIRWAYS - COMMERCIAL MAIL



Posted on August 17, 1928 at Victoria, B.C.

To Tacoma, Washington U.S.A.

Commercial message on card very scarce

These items were sent in by Walter Plomish.

According to Longworth-Dames' *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*:

In 1927 a new company was formed at Lansdowne Field, Victoria, with the title British Columbia Airways Limited. While negotiations were underway with the Post Office to obtain a contract to carry mail between Victoria and Vancouver, the company commenced operations by forming a flying school, and placed an order with the Stout Metal Airplane Company of Dearborn, Michigan, for a Ford 4-AT-B Tri-motor passenger aircraft in order to open an air service between the cities of Vancouver, Victoria and Seattle. The airliner was delivered by the company's senior pilot, Harold Walker, via Seattle on July 23 and later that day made the first passenger carrying flight between Victoria and Vancouver.

A twice daily service was flown between Victoria and Vancouver from August 3 until the aircraft was lost on August 25. Departing Victoria at 10:15 am, the aircraft arrived at Vancouver 45 minutes later. The return flight left at 3 pm.

Airline safety was poor, with the company often carrying more passengers than the twelve seats available, and flying in weather conditions that were often poorer than the accepted limits. The eventual result was that on August 25, 1928, the Tri-motor was lost when it plunged into the Strait of Juan de Fuca, near Port Townsend, while flying through dense smoke from a forest fire. The pilot, Harold Walker, the co-pilot, R.L. Carson, and five passengers were all killed in the crash.

Mail after August 3rd is very scarce due to the short time period service was available, and because most mail was carried between commercial premises rather than between private residences.

Thanks Walter!

## FLY

### To Victoria

### in 40 Minutes

The most amazing sight you have ever beheld—See the Gulf Islands from the air. Leave Vancouver Flying Field at 12 noon, return home at 5 o'clock.

#### Vancouver to Victoria

Lv. Vancouver at 12 noon and 5:15 p.m.  
Lv. Victoria at 11 a.m. and 4:15 p.m.

#### Victoria to Seattle

Lv. Victoria at 8:15 a.m. and 1:15 p.m.  
Lv. Seattle at 9:45 a.m. and 3:45 p.m.

#### Flying Time

Vancouver to Victoria, 45 minutes  
Victoria to Seattle, 1 hour 15 minutes

#### Fare

Vancouver to Victoria	Single \$11.00	Return \$20.00
Victoria to Seattle	Single \$12.00	Return \$22.00
Vancouver to Seattle via Victoria	Single \$18.00	Return \$33.00

Free Bus to Flying Field

Call B. C. Transportation Co. for more information and reservation. Free bus leaves B. C. Transportation Depot at 11:15 a.m. and 4:15 p.m. to connect with Victoria plane.

## British Columbia

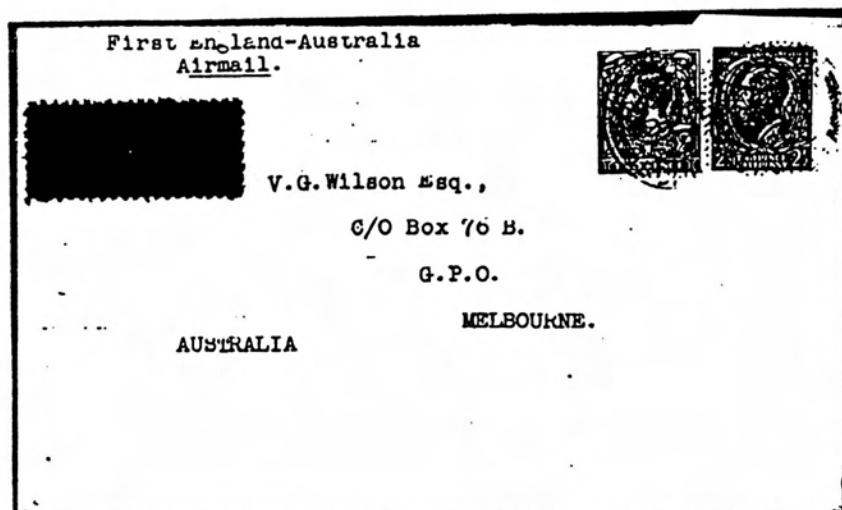
## AIRWAYS

LIMITED

## 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 newsletter; hopefully another member will know the answer and send that in; and then I'll publish the answer in the following newsletter.

### FURTHER FOLLOW UP: FIRST ENGLAND - AUSTRALIA AIRMAIL, 1929?



This cover was mailed from Dorking, Surrey, on 8th MAY 1929, and was backstamped in Melbourne on the 7th JUNE 1929: what route and airline would it have taken?

This question continues to intrigue some of our members. - Further research since the last newsletter, has raised questions about the routing of mail across Australia in June 1929.

According to the *CANADA OFFICIAL POSTAL GUIDE, JULY SUPPLEMENT 1929*:

Australian Postal Authorities advise that effective immediately air mail may be dispatched to Australia for conveyance over the weekly Air Service in operation between Adelaide (South Australia) and Perth (West Australia).

However, later sources indicate that external mail was not carried on this route until December 1929! - An article from 1972 states:

On March 30th, 1929, starting from Croydon, an Imperial Airways plane made the first flight across Europe to Alexandria and, from there, followed the old RAF route across the desert to Baghdad and Basra, continuing on via Bushire and Jask, to Karachi. At last, India was in direct air contact with the United Kingdom. Mails for Australasia continued on their way by sea, but the time elapsing between posting

and receiving had been considerably shortened.

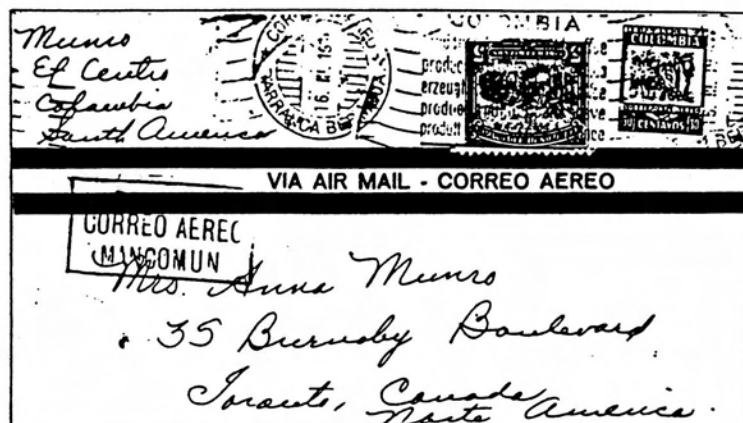
In Australia, too, things were happening. On June 2nd, 1929, the first east-west mail flight took place, and the return flight was on June 4th. At first, this service was restricted to internal mail, but on December 10th, of the same year, West Australian Airways commenced to operate under its new contract, which allowed them to carry external mails.

From: *A Brief History of the U.K.-Australasia Air Route*,  
W. Dudley Edwards, (*Stamp Collecting*, September 21st 1972).

It therefore seems that this cover went by air from London to Karachi, using the service that Imperial Airways had started a month earlier, and did not travel by a "First England-Australia Airmail". However, if the information received/distributed in Britain was also in error, the sender may have been misled into thinking it would!



## FOLLOW UP - COLUMBIA TO TORONTO IN TWO DAYS - 1939!



This cover was mailed in Columbia on the 16th March 1939.  
It was backstamped in Toronto at 5.30 pm 18th March 1939.

**QUESTIONS ASKED:** - was FAM-5, which started in May/June 1931, still being operated by Pan American Airways in March 1939?  
- what route from Panama City or Miami, was this cover carried on to arrive in Toronto just two days later?

**ANSWERED:** The air mail service from Barranquilla, Columbia, to Miami, was still operating as part of FAM-5: see map.

16th March 1939 was a Thursday.

This cover could therefore have travelled:

### 17 March

08:15 Depart Barranquilla,  
(Pan American)  
17:10 Arrive Miami.  
21:00 Depart Miami,  
(Eastern Airlines).

### 18 March

05:20 Arrive New York,  
(Newark).  
08:45 Depart New York,  
(Newark). - FAM-1.  
11:15 Arrive Montreal.

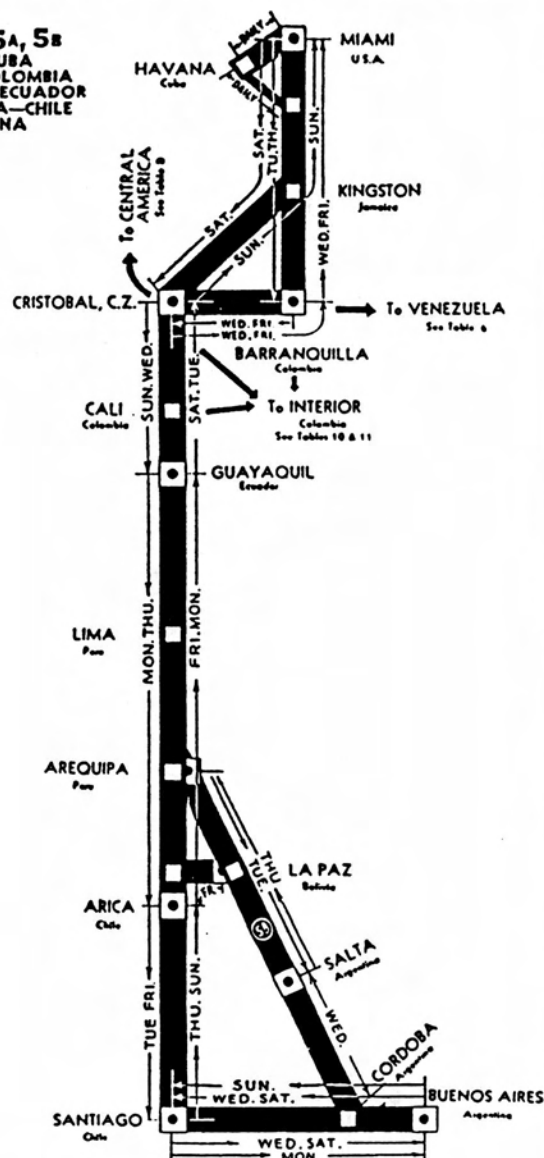
? Montreal - Toronto.

Many thanks to Johnathan L. Johnson for this information.

## DIAGRAM OF SCHEDULES

See Pages 21-24 for Diagram of all Latin American Services  
Intermediate Stations not shown below appear in corresponding tables

**TABLES 5, 5A, 5B**  
U.S.A.—CUBA  
JAMAICA—COLOMBIA  
CANAL ZONE—ECUADOR  
PERU—BOLIVIA—CHILE  
ARGENTINA



# INFORMATION NEEDED - DUAL FRANKED AIR MAIL TO CANADA?

QUESTION: Does mail exist from other countries prior to 1930 that has both stamps of originating country and Canadian postage to pre-pay carriage in Canada by Canadian airline services.

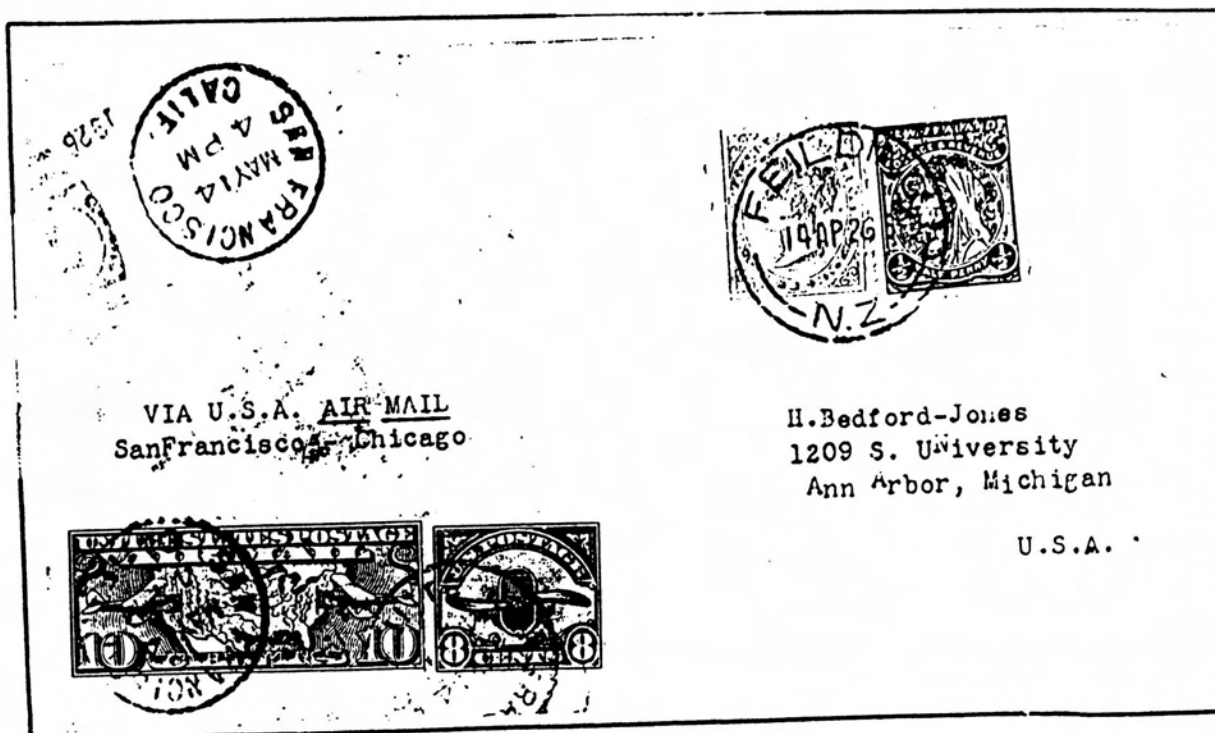


FIG.  
1.

Background: The agreement of the Universal Postal Union, as of July 1 1930 allowed for the first time to have mail that would be flown by another country, to be pre-paid in stamps of the originating country only. Before that, stamps of both countries were required.

Figure 1 shows mail from NZ with additional USA postage for a flight from San Francisco to Chicago (b/s May 16). Surely mail was carried by Trans Canada air routes also in the late 1920's? I have not seen any such.

Figure 2 shows by comparison the first mail after the 1930 agreement from NZ (July 29) by sea to Vancouver, by rail to Calgary, by Western Canada Airways to Winnipeg, by rail to Toronto, air to Quebec and ship to England. All for 5p in NZ postage. A bargain but what about such mail before 1930?

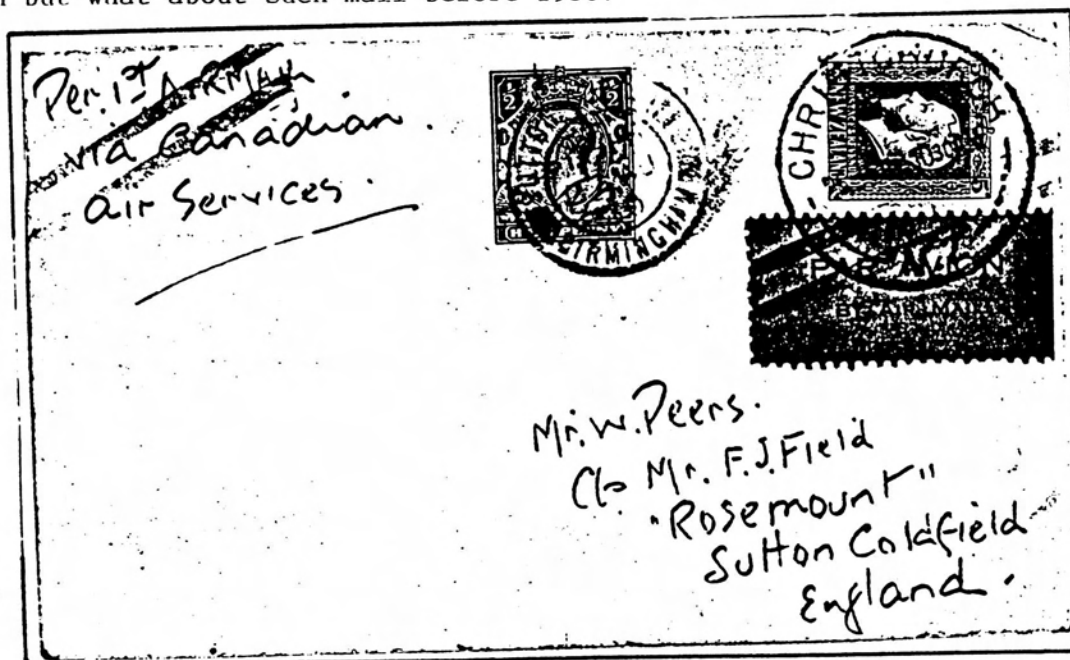
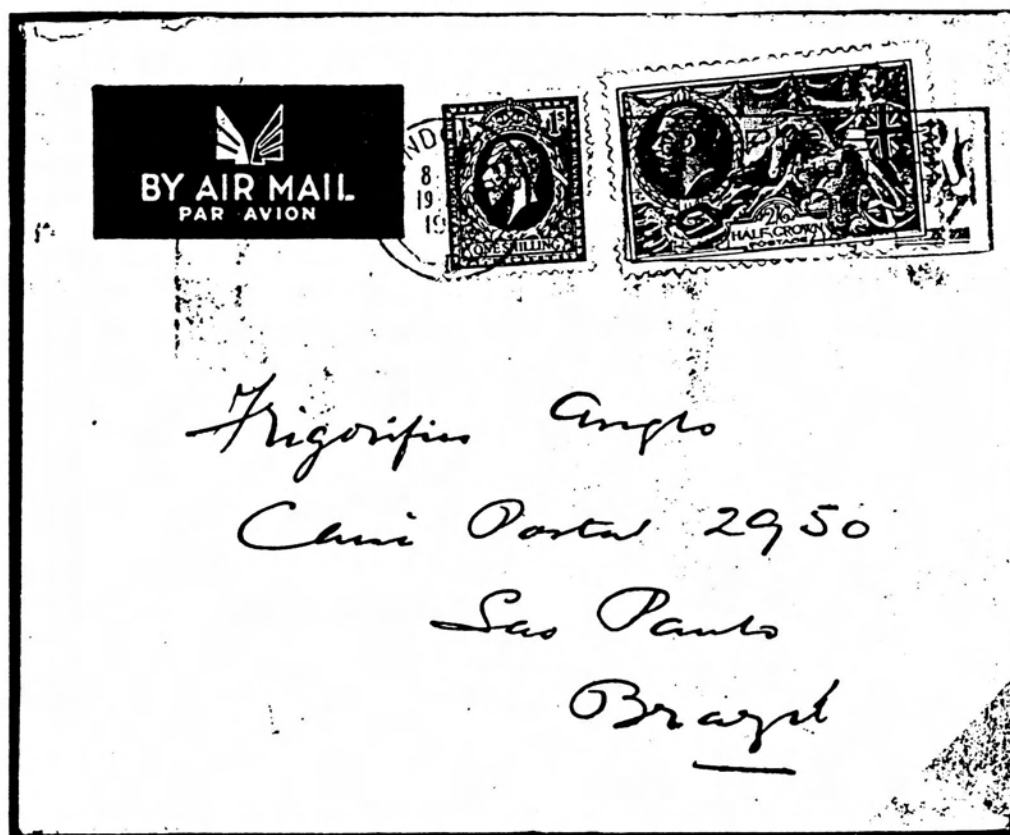


FIG.  
2.

INFORMATION NEEDED - LONDON TO SOUTH AMERICA, 1938?

Cancelled: LONDON N.C. - 8AM, 19 AUG 1938

with boxed EMPIRE EXHIBITION

Backstamped: CORREIO AEREO - 24 VOL 38 - SAO PAULO

**QUESTION:** "I enclose a 'mystery' cover on which there is no indication of routing nor of carrier which is surprising. There must have been a lot of mail which justified bagging it all. The Germans usually gave their S. American mail (even from London) a special handstamp. Could it have gone by French or Italian airline?"

\*\*\*\*\*

### SALES AND WANTS

Members are invited to send in details of items wanted or for sale to the editor. - Create your own "advertisement" if you like, up to a single page 8 1/2" x 11", photocopier ready.

#### **WANTED: CANADIAN POLAR-FLIGHT COVERS**

We have received an enquiry from an Italian collector, who is looking for:

CPA First Polar-Flight Covers Vancouver to Amsterdam June 3. 1955; and other Canadian First Polar-Flight Covers, domestic and no.

If you can help, please reply directly to: **CARLO CARMAGNANI**

VIA PIO X, 5

37051 BOVOLONE, ITALIA

## PHILATELIC LITERATURE: WANTED AND FOR SALE

PHONE OR FAX  
416-635-1749

DUE TO JUNK FAX I MENTION MY  
FAX IS NOT WORKING BUT FOR YOU ITS WORKING.

JOSEPH BERKOVITS  
YORK TORONTO P.O. BOX 33  
260 ADELAIDE ST. EAST  
TORONTO, ONT., CANADA  
M5A 1N0

- (?) 230 AERO NEWS - SPRINGFIELD, MA. - AERO PHIL. SOC.  
VOL. 1, NO. 1 1926 TO NO. 35 1927
- (?) 240 AERO NEWS - DUNKIRK, N.Y. - LAKE SHORE SHOP  
VOL. 1 NO. ? 1929 TO
- (?) 250 AERO NEWS - WASHINGTON, D.C.  
VOL. 1, NO. ? 1 SEP. 13, 1930 TO NO. 55 JUL 1932
- (?) 270 AERO PHILATELIST'S BULLETIN - NEW YORK N.Y.  
VOL. 1, NO. 13 TO NO. 17 MAY 1947
- 280 AERO PHILATELIST'S NEWS - NEW YORK N.Y.  
VOL. 6, NO. 1 TO 1950 TO VOL. 10, NO. 10 NOV. 1955
- P.S. PLEASE NOTE THAT I HAVE (270) NO. 1 TO 5 AND (280) VOL. 1 TO VOL. 5 (BOUND)
- (?) 310 AERO - NEWSLETTER SPRINGFIELD, MA. - AERO PHILATELIST SOCIETY  
VOL. 1, NO. 1 1923 TO VOL. 3, NO. 7 JUNE 1926 NO. 1 TO 35
- (?) 410 THE AIR MAIL AND PRECANCEL JOURNAL - MINNEAPOLIS MN.  
VOL. 1, NO. 1 OCT. 1929 TO NO. 12 SEP. 1930
- WTD. (420) THE AIR MAIL COLLECTOR - HOLTON, KS. VOL. 1, NO. 8 AND VOL. 2, NO. 1
- (11) FOR SALE VOL. 1, NO. 1, 6 TO 8 / VOL. 2, NO. 10 / VOL. 3, NO. 2, 7, 8, 10, 11, / VOL. 4 NO. 1
- WTD (500) AIRPOST JOURNAL - NEW HEAVEN, CT. VOL. 2, NO. 2, 3, 4 AND 5  
FOR SALE VOL. 1, NO. 1 ONLY
- THE AIR MAIL MAGAZINE - A PHILLIPS - NEWPORT MON, ENGLAND
- WTD. No. 1, 39, 40, 41, 42, 45, 49, 55, 71 AND 72
- (5) FOR SALE No. 17, 18, 26, 27, AND 29
- (25600) SANABRIA'S AIR POST JOURNAL - NEW YORK, N.Y.  
AND ETC. No. 4, 13, 35 → ? TO VOL. 14, NO. ? VOL. 18 AND 19, VOL. 22, NO. 4, 8 TO 10
- FOR SALE No. 21, 23, 24, 26, 27, 29, 30, 32, 33, 34, MARCH 1948 NO. 1-4 VOL. 17, H. 1-3
- (28360) THE STAMP HERALD - INDIANAPOLIS / KITCHENER -  
WTD VOL. XI, NO. 9, 12 TO 17, 22.
- FOR SALE VOL. IX, NO. 6, 7, 11, - VOL. X, H. 5, 11, - VOL. XI, H. 18 - XII, NO. 5, 18, - XIII, NO. 15, 16.
- WTD POPULAR STAMPS - ALTON, ONT. 1938-42 VOL. 1, NO. 1 TO VOL. 4, NO. 12

PLEASE FIND ENCLOSED LIST OF MY WANT LIST IN WHICH IS VERY EASY TO  
UNDERSTAND. THE (?) QUESTION IS LOOSE OR BOUND AND AT WHAT PRICE  
ON 230, 240 AND 250.

270 AND 280 AS MENTION THAT I HAVE VOL. 1 TO VOL. 5 WITH NO. 1 TO 12  
IN ONE BOUND BOOK. I PREFER THE BOUND BOOK OF VOL. 6 TO VOL. 10 PLUS THE  
BULLETIN NO. 13 TO 17 IF POSSIBLE.

310 AND 410 - LOOSE OR BOUND AND FOR HOW MUCH?

THE REST IS EASY ON MY WANT LIST BUT I ALSO HAVE FOR SALE TO  
TAKE THE LOAD OF MY SPACES IN THE BOOKSHELVES TO MAKE ROOM FOR THE  
ABOVE ITEMS THAT I NEED.



## FOR SALE: CANADIAN FLIGHT COVERS

A number of flown Canadian air covers have been donated to CAS. These are available for \$2.00 each but orders of less than \$20.00 should include \$3.00 to cover post and packing. Over \$20, free. Send to Mike Shand, 1183 Agingourt Road, Ottawa K2C 2H8.

1929 CHARLOTTETOWN - MONCTON

HALIFAX - ST JOHN

MONCTON - ST JOHN

FT. CHIP - FT MCMURRAY

MONCTON - CHARLOTTETOWN

1920 WINNIPEG - MOOSE JAW

N. BATTLEFORD - REGINA

CALGARY - REGINA

WINNIPEG - MEDICINE HAT

REGINA - CALGARY

REGINA - MEDICINE HAT

1931 MEDICINE HAT - LETHBRIDGE

1933 RAE - CAMSELL RIV

1938 WILLIAMS L. - VANCOUVER

FT ST JOHN - VANCOUVER

PR. GEORGE - VANCOUVER

WHITEHORSE - VANCOUVER

VANC. - PRINCE GEORGE

VANC - FT ST JOHN

VANC - WILLIAMS L.

VANC - QUESNEL

VANC - WHITEHORSE

QUESNEL - VANC

1939 WINNIPEG - MONTREAL

REGINA - MONTREAL

NORTH BAY - WINNIPEG

TORONTO - OTTAWA

CALGARY - TORONTO

CALGARY - MONTREAL

VANC. - LETHBRIDGE

VANC. - MONTREAL

VANC. - TORONTO

VANC. - OTTAWA

VANC. - REGINA

VANC. - CALGARY

LETHBRIDGE - MONTREAL

MONTREAL - CALGARY

MONTREAL - WINNIPEG

MONTREAL - LETHBRIDGE

MONTREAL - VANCOUVER

TORONTO - EDMONTON

MONTREAL - EDMONTON

MONTREAL - NORTH BAY

MONTREAL - REGINA

OTTAWA - N. BAY

EDMONTON - TORONTO

LETHBRIDGE - VANC.

WINNIPEG - TORONTO

N. BAY - TORONTO

ALSO AT \$5<sup>00</sup> EACH: (NICE CACHET COVERS)

F.B. 1977 SILVER JUBILEE RAF

GB 1970 25<sup>th</sup> ANNIV ESCAPING SOC - LYSANDER

GB 1975 GOODWOOD, FLOWN IN SPITFIRE

GB 1975. 50<sup>th</sup> ANNIV. ROC, FLOWN IN CONCORDE

U.S.A 1974 EAGLE SQUADRON, FLOWN IN VC 10

**D'ALT SWIFT - AVIATION BOOK DEALER**

The sad news of D'Alt's death was reported earlier in this newsletter. He died on March 26th, so any members who responded to his advertisement in our March newsletter are unlikely to have received a reply. I had written to D'Alt, with an order, on March 19th: my cheque was returned on August 23rd by Canada Trust. They also informed me that:

The Canada Trust Company has been named Executor of his Estate. We are in the process of arranging to auction his extensive book collection. Please advise me if you would be interested in attending the auction and I will notify you in advance. Due to the size of the collection and the nature of the auction, we are not in a position to fulfill specific requests for books.

Signed: Rachel Bayley, Trust Officer, Estate and Trust Services.  
Canada Trust, 110 Yonge Street - Ste.1400, Toronto, ON M5C 1T4.

**WANTED: P.E.I. RELATED FIRST FLIGHT COVERS**

<u>AAMS No.</u>	<u>Flight Date</u>	<u>Description</u>
21a	29 Sep 1919	Charlottetown - Truro
225b	24 Jan 1929	Charlottetown - Summerside
225d	23 Jan 1929	Moncton - Charlottetown
225e	24 Jan 1929	Charlottetown - Moncton
229f	02 Jul 1929	Moncton - Charlottetown
229g	02 Jul 1929	Moncton - Sydney
229h	02 Jul 1929	Moncton - Saint John
229k	02 Jul 1929	Saint John - Moncton
330	01 Jul 1944	New Glasgow - Charlottetown
330a	01 Jul 1944	Charlottetown - New Glasgow
640	06 Feb 1941	Charlottetown - Havre Aubert
640a	06 Feb 1941	Charlottetown - Entry Island
640b	06 Feb 1941	Harve Aubert - Entry Island
640c	06 Feb 1941	Entry Island - Charlottetown
640d	06 Feb 1941	Havre Aubert - Charlottetown

Ivan W. MacKenzie (CAS 201)  
2411-420 Gloucester Street  
Ottawa, Ontario, Canada  
K1R 7T7

**NEXT ISSUE - XMAS SPECIAL**

I would like to give the next issue a seasonal emphasis, and am inviting all members to contribute. - Please make up a one page display featuring a favorite cover from December of any year; include a description of the cover/flight; add your name/address/Season's Greetings as you want; get the best photocopy of your page you can; and send it to:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
by November 30th. Thanks.

# MEMBERSHIP RENEWAL

96	Michael P. Codd	Sep 95	59	T. W. Cummings	Nov 95
202	Ross Herrington	Sep 95	182	Robert Footitt	Nov 95
168	Robert A. Lee	Sep 95	61	Dr. M. Goldberg	Nov 95
95	Michael F. Painter	Sep 95	168	Edward Lettick	Nov 95
158	Thomas J. Watkins	Sep 95	214	Trelle A. Morrow	Nov 95
			56	Col. William G. Robinson	Nov 95
3	Nelson Bentley	Oct 95	187	B. H. Saunders	Nov 95
203	John H. Bloor	Oct 95	519	Gibson B. Stephens	Nov 95
55	J. M. Ellis	Oct 95			
211	Carl Freund	Oct 95	63	Paul Barbatavicius	Dec 95
199	Frank G. Jones	Oct 95	37	Joseph Berkovits	Dec 95
210	Andre Lafond	Oct 95	103	Kasmir Bileski	Dec 95
40	Jeffrey Lodge	Oct 95	145	Francois Bourbonnais	Dec 95
122	Peter Muggler	Oct 95	130	Basil S. Burrell	Dec 95
212	Harold J. Petoskey	Oct 95	133	Eric Grove	Dec 95
53	Alex C. Ross	Oct 95	215	Jack Ince	Dec 95
4	Mike Shand	Oct 95	42	Robert H. Jamieson	Dec 95
5	Pat Sloan	Oct 95	132	John I. Jamieson	Dec 95
12	Melville Smith	Oct 95	54	Norbert E. Krommer	Dec 95
9	Geoffrey Thompson	Oct 95	21	Dr. D. Mercer	Dec 95
15	Graydon H. Veinotte	Oct 95	155	Larry Milberry	Dec 95
213	William R. Wallace	Oct 95	170	Kenneth G. Mitchell	Dec 95
			81	Stephen Reinhard	Dec 95
62	Gary Coates	Nov 95	189	Jacky Stoltz	Dec 95

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 4 month period of this 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 for 1995.

As a result of rising costs, the membership fee will increase in 1996 to **\$15.00** Canadian in Canada and the USA, **\$20.00** Canadian for members Overseas.

Membership No.: \_\_\_\_\_ Renewal Month: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Mail notice to: Ron Miyanishi, Secretary  
 124 Gamble Ave.  
 Toronto, Ontario  
 CANADA M4J 2P3

Secretary's Use Only

Date: \_\_\_\_\_

Payment: \_\_\_\_\_

## 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 for 1995. - As a result of rising costs, they will increase in 1996 to \$15.00 Canadian in Canada and the U.S.A., \$20.00 Canadian for members Overseas.

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 \_\_\_\_\_

\*\*\*\*\*

### EDITOR'S LAST WORD AND REMINDER

Please send all items for the next issue of the newsletter to:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
by November 30th.