



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 Aérophilateliques) - Club Member

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September 1997

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume XIII, Number 3

CONTENTS:

PAGE:

NOTES FOR NEW READERS

2

NEWS - NEWS - NEWS including:

3rd DAY OF AEROPHILATELY IN TORONTO - NOVEMBER 30th

3

FEATURE ARTICLES including:

THE FLIGHT OF THE "ROYAL WINDSOR"

10

A HISTORY OF AEROPHILATELY - Part 2

14

AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA

17

FOLLOW UP - 1931 "PARACHUTE COVER" FROM MONTREAL

24

comments on some other items in recent issues

29

NEW BOOKS

30

SALES AND WANTS

31

NEXT ISSUE - THE SEASONAL SPECIAL - Deadline 15th November

31

MEMBERSHIP RENEWAL LIST and APPLICATION FORM

32

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.

The Society also provides a number of other services, including:

- a library from which books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.
- 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 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. - This volume is now out of print, but an authorized photocopy of the Canada Section can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$8.00Cdn including postage.
- for detailed information on early air mail flights and stamps: The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by C.A. Longworth-Dames, published by Unitrade Press, 99 Floral Parkway, Toronto ON M6L 2C4. (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.)
- similarly detailed is Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, published by the American Air Mail Society, (see below).
- two very useful "general histories" of Canadian aviation are Canada's Flying Heritage by Frank Ellis, which is the classic on aviation up to the 1930's; and History of Canadian Airports by T.M. McGrath, which describes 143 airports with many references to the airmail services that used them. - Both are available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6.

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 \$25 U.S. per year. Further information can be obtained from Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA; or from the AAMS website at:

<http://ourworld.compuserve.com/homepages/aams/>

The AAMS also produces an excellent guide to aerophilately called Collecting Airmail. This can be purchased for \$4Cdn/\$3US postpaid from Chris Hargreaves (address above), or downloaded from the Internet at: <http://panther.bsc.edu/~spezzill/colair.html>

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

A 3rd DAY OF AEROPHILATELY IN TORONTO - Sunday November 30th

The C.A.S. will be holding its third annual symposium from 10am to 4pm at the Vincent Greene Foundation premises, 214 Merton Street. (These are close to the Davisville subway station, and there are also lots of parking spaces on the street.)

The Symposium includes talking, trading, and lunch at a nearby restaurant. - All members are invited to participate, and to bring a one frame (16 sheet) exhibit, and/or a "show and tell" (or "show and ask") item if they like. Guests are also very welcome.

I have really enjoyed the two previous symposiums, and so have the other participants! - Please contact Dick McIntosh, 47 Aldenham Cr., Don Mills, Ontario M3A 1S3, (telephone 416 447 1579), for more information, and/or to let him know if you're likely to be attending.

OTHER REGIONAL MEETINGS?

If anybody is interested in organizing a regional meeting outside of Toronto, please contact our Vice-President Mike Shand, (address on front page), and he will help with contacting other members, etc.

NEW MEMBERS

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

- #266 John F. Church, Pointe Claire, Quebec.
- #267 James H. Parker, Topeka, Kansas, U.S.A.

AIR MAIL ANNIVERSARIES IN 1998

Joseph Berkovits is starting a project to recreate some of the Pioneer Air Mail events in Canada:

80th ANNIVERSARY:	Montreal to Toronto	24th June 1918
	Calgary to Edmonton	9th July 1918
	Toronto to Ottawa and return	15-17 August 1918
	Toronto to Ottawa and return	26-27 August 1918
	Toronto to Ottawa and return	4th September 1918
70th ANNIVERSARY:	Moose Jaw to Winnipeg	17th August 1928

Joseph would like to see special flights, souvenir sheetlets, air mail covers, etc. - He is making contacts with the Canadian Aviation Historical Society, and invites all CAS readers who wish to participate to contact him. Joseph's address is: P.O. Box 33, 260 Adelaide St. East, Toronto, Ontario M5A 1N1. (Fax: 416 635 1749).

FISA YEAR OF AEROPHILATELIC RESEARCH AWARDS

Earlier this year, the C.A.S. entered Derek Rance's research on "The First Quebec North Shore Mail Flight, 1927" in this contest. - This work was first published in the December 1995 Canadian Aerophilatelist, and subsequently re-printed in three other journals!

Copies of all four articles were sent to FISA, and I strongly believe that this work would be a worthy winner of ANY contest for aerophilatelic research. - I was therefore most chagrined to be informed that "the awarding of the prize has been postponed since only two applications were received".

Readers can draw their own conclusions from this announcement regarding the state of Aerophilatelic Research and/or FISA.

1927 - LONDON TO LONDON FLIGHT COVER

The only surviving cover from Tully and Medcalf's unsuccessful attempt to fly the Atlantic in 1927, set a record price for a Canadian air mail item when it was sold for \$40,000US by Charles G. Firby Auctions in April 1995.

The cover was on display at the Cherrystone Auction booth at PACIFIC 97, and offered in their June 18th sale. - It was listed with an estimate of \$75,000US, but failed to attract a winning bid over the \$60,000US reserve.

GERMAN "TAG DER BRIEFMARKE 1997" - POSTAGE STAMP DAY

The "Postage Stamp Day" is organized every year on the last Sunday in October, which this year is October 26th. On that day, the Federation of German Philatelists, in cooperation with Deutsche Post AG, draws attention to the hobby of stamp collecting by staging central events, stamp exhibitions, publicity campaigns and exchange days in all the Federal states. The main theme of this year's events will be "40 years of space travel".

A special souvenir sheet will be issued on October 26th, showing "historic mail transportation":



The value of 440 + 220 Pfennigs is equivalent to \$5.65 Canadian. - The proceeds from the surcharge will go to the "Foundation for the Promotion of Philately and Postal History", to support various events including the exhibitions and activities on "Postage Stamp Day".

PACIFIC 97 RESULTS

The Grand Prix d'Honneur was won by Surajit Gongvatana of Thailand, for "Siam: The 19th Century". - There was an error in the report in the last newsletter.

PRESIDENT'S REPORT FOR SEPTEMBER 1997

I trust that all members of the CAS enjoyed a pleasant summer and are now ready for fall and winter aerophilatelic activities. PACIFIC'97 has come and gone. Those that were able to attend have a wonderful FIP Exhibition to remember. I have plans to attend two other philatelic events in 1997 - the first at the annual RPSC Convention in Calgary, Alberta, 19 -21 September and the second at the fall meeting of the AAMS at FLOREX'97 in Orlando, Florida, 14 - 16 November. The interests of the CAS will be promoted at these two events.

Through the dedicated effort and computer talent of Ron Miyanishi, Secretary of the CAS, the CAS/AAMS catalogue, *The Air Mails Of Canada And Newfoundland*, is ready to go to the printers for preparation of the proofs. Forty-five aerophilatelic and astrophilatelic colleagues have worked on this catalogue for six years. Although we did not meet our schedule for publication in time for neither CAPEX'96 nor PACIFIC'97, the delay has proven beneficial as new data appeared during and after PACIFIC'97. Our group deemed it essential to prepare as complete and as accurate a catalogue as possible, and thus we incorporated new data and a revised layout for ease of reading. We are nearing 550 pages for this hard-cover catalogue. The actual price and the date of release are yet to be determined. Anyone who may wish to purchase a catalogue is invited to send me their name and address and as soon as the data are known I will send the relevant information to them. The perseverance of CAS members and other Canadian and Newfoundland aerophilatelic collectors awaiting the publication of this catalogue is sincerely appreciated. The receipt of this catalogue as a Christmas present by many of our members might be a good idea. Mention this fact to your family and to Santa Claus and hope for the best!

One of our members from Toronto suggested that a series of articles be written for *The Canadian Aerophilatelist* on early Canadian and US aerophilatelic dealers. A great deal of the data is in the Canadian Postal Archives in Section 4 in the Richard Kenneth Malott Collection of archival data on Canadian and Newfoundland Air Mail. Any volunteers for this challenging assignment! There are many interesting characters among the early dealers, collectors, and air mail pilots. A long list of such individuals will appear in the catalogue but an expansion of the data is needed.

Another set of nine Snowbird flown and autographed covers is available at a cost of \$45.00. In addition, all nine pilots signed 30 souvenir CAS size 10 envelopes valued at \$15.00 each. Each envelope was flown on 8 August at the Abbotsford International Air Show. The envelopes were flown back to 15 Wing, Moose Jaw and cancelled by the Base Postmaster Shauna Wright at Bushell Park, Saskatchewan on 18 August 1997. Each envelope has the CAS logo and two five line cachets, one in English and one in French describing the action. Anyone wishing to order a set is invited to write to me with the cheque for the appropriate amount made out to me. Since our funds are low at present I have undertaken to pay all of the costs for this project and after expenses are met any profit will be turned over to the CAS Treasurer, Ivan MacKenzie. Despite comments to the contrary the annual Snowbird project has always met costs and turned a profit. There are 30 sets prepared with 9 sets allocated to the pilots, one set for the Postmaster, and the last 20 sets for CAS members. Send your order in to-day !



Best wishes to all.

(RK Malott) Major (Ret'd) President CAS

YOUR EDITOR'S CONTINUING ADVENTURES IN CYBER-LAND . . .

It has been pointed out that in my comments regarding PACIFIC 97 in the last newsletter, my term "hot news" was ambiguous. - I was actually referring to "anecdotes and scuttlebutt", but the term can also be used for "official, up-to-the-minute news".

For the speedy distribution of "official, up-to-the-minute news", PACIFIC 97 had an excellent web site that gave lists of exhibitors, dealers, and meetings, as well as the hours of the show, floor plans, and even travel information. This website was updated regularly, and the list of awards was added to it on the same day that the awards were announced, which was a very impressive and useful achievement.

Regarding events since PACIFIC 97, my "prediction" that I would learn more about the show in the regular philatelic press was initially correct. - All the magazines had reports, but I particularly liked those written for the Canadian Stamp News by our member Charles Verge.

Recently, however, the "hot news" in both senses of the term, has been the mammoth debt incurred by PACIFIC 97. - The cyber-media excelled in reporting this: it appeared on both NetStamps - The Internet Magazine for Stamp Collectors, (<http://www.netstamps.com>) and the newsgroup rec.collecting.stamps at the beginning of August. This was several weeks before it was front page news in the August 25th issue of Linn's Stamp News, and as I write this in mid-September, I have not yet read about the debt in the Canadian Stamp News.

(For readers who haven't yet heard about this: the PACIFIC 97 organizers have confirmed that the show made a loss, but the actual amount is not yet clear. - According to Linn's, (September 8th), "The U.S. Postal Service says PACIFIC 97 went \$642,714.13 in the hole, according to calculations submitted to the USPS by the show's sponsors . . . But (a PACIFIC 97 vice-president) said: 'At this point in time the deficit is less than \$250,000' ". The causes of the debt are also unclear, but both Netstamps and Linn's have focussed on the fees paid to FIP (the International Federation of Philately) as a contributing factor, so this debt may lead to significant changes affecting all future international exhibitions. - According to an editorial comment in the August 25th Linn's: "The demands made by FIP freeloaders, both financial and otherwise, are legendary. It's time they were made public."

. . . IN NORTHERN ONTARIO . . .

The history of Canadian Air Mail largely mirrors the growth of the operators, from bush flying to airlines. When I visited Muskoka this summer, I was interested to note the large number of small "bush flying" companies that were operating, and offering sightseeing flights, fly-in fishing, fly-in canoe adventures, air-taxi services, etc. - It almost seemed as if every town had its own air service.



Parry Sound Air

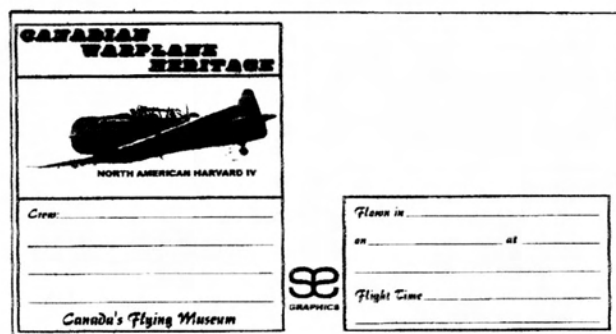
... AND AT THE CANADIAN POSTAL MUSEUM.

There really is a Canadian Postal Museum, but I did not see any signs to it when I visited the Canadian Museum of Civilization in Ottawa-Hull. In fact there were very few signs for anything in the Museum, which contributed to my impression that it was mainly designed as a place for children to run about on wet afternoons, and that the exhibits were scattered around to keep adults amused as they followed after their children.

The most noticeable feature of the Postal Museum once I found it, was the lack of "stamps". - This is not a "philatelic museum", but a history of the postal service as part of Canadian Civilization, just like "The Doukhobors" and "The Painted Furniture of French Canada 1700 - 1840" in the galleries beside it.

I am, however, glad that I did find the Postal Museum, as the displays were very interesting.

CANADIAN WARPLANE HERITAGE FLOWN COVERS



Between 1976 and 1978 Canadian Warplane Heritage (CWH) produced a number of flown covers featuring the FAIREY FIREFLY V naval fighter. Many of these covers were subsequently flown in other aircraft: B25 MITCHELL, FG1 CORSAIR and the SPITFIRE and flown to various destinations. The series was discontinued after 1979.

In 1989 a new series of CWH Museum covers were produced, flown in and featuring the 'MYNARSKI' LANCASTER, and this has continued sporadically until 1996. These covers were few in number and contained stamps from various countries; so long as each stamp contained an image of a Lancaster.

The CWH Museum has now decided to create a new series of covers. These new covers will feature such aircraft as the ANSON, LANCASTER, TIGER MOTH, CHIPMUNK, FG1 CORSAIR, HARVARD, FIREFLY, DC-3 and the B25 MITCHELL. Each cover will feature a photograph of the aircraft and flight information on the front and a three-view line drawing on the reverse. Each cover will contain an insert with a general history of the aircraft which the cover was flown on.

Six covers are now on sale at \$4.50 each or \$23.30 for a set of six in Canadian funds. The DC-3 and Firefly covers will be flown later this year and the Tiger Moth in the summer of 1998. When ready these last three covers will go on sale at \$4.50 each or \$11.70 for the set of three. The complete set of nine covers will be offered at \$35.00 Canadian. Postage and mailing for mail orders will be \$1.00 per order.

For mail orders please contact: Major W. Randall, Lancaster Support Club, 9280 Airport Road, Mount Hope, Ontario L0R 1W0 Canada.

RENEWED INTEREST IN AVIATION HISTORY?

Maybe! - I noticed in my local bookstore that Bush Pilot with a Briefcase by Ronald Kieth has been re-issued. (This is a very interesting and sometimes hilarious biography of Grant McConachie, founder of various "airlines" in the 1930's, and later president of Canadian Pacific Airlines.)

And . . . Jim Brown's book Hubbard - The Forgotten Boeing Aviator, (which was reviewed in the March 1997 issue of this newsletter), is now in its third printing! Congratulation Jim!

POST OFFICE ANNOUNCEMENTS OF CANADIAN FIRST FLIGHTS 1928-1939

The August 1997 newsletter of the AIR MAIL STUDY GROUP of the BRITISH NORTH AMERICA PHILATELIC SOCIETY included the following item on "POST OFFICE ANNOUNCEMENTS":

POST OFFICE DEPARTMENT OF CANADA: During the 1920's and 1930's the Post Office issued "ANNOUNCEMENTS" from Ottawa that were sent to cover collectors who wanted to get First Flight Covers. The Announcement told why the flight was being made and when. They gave the rates and the information about cachets. They told where to send covers with the stamps on them and how much to pay for the service.

With the thought that some of you might like to have a copy of these sheets a listing of those in hand follows. The originals are on 8½ x 14 inch sheets. These have been reduced to 8½ x 11 so that they will better co-exist with your album pages.

Flight numbers from Volume Four of 5th Edition AAMC on hand:

215	216	219	226	227	228	229	230	231	232	235
245	246	248	257	280	281	286	291	301	519	520
528	529	530	535	536	537	541	542	543	546	547
548	555	556	557	558	559	561	562	563	570	571
572	573	574	576	578	579	580	585	587	789	590
591	595	597	598	599	600	601	610	611		

FAM 1, Fam 15, CAM 27E40, FDC notice for Scott # 195 - 201.

Kinko charges me 7¢ a page and one can get 4 pages to the ounce for 32¢ US or 46¢ Cdn address. Thus page x 7 + 32¢ per oz.

I have found these announcements to be a great source of information.

If you would like to get copies of some announcements, and/or more information regarding the Air Mail Study Group, contact Basil Burrell, 911 Huckleberry Lane, Glenview, Illinois 60025-2301.

CABOT ANNIVERSARY FLIGHT - JUNE 1997

Mail was carried by helicopter from Gaeta to Rome, and then flown from Rome to Toronto by Alitalia. A special postmark showing Cabot and his ship the MATTHEW was used.

The translation of the inscription is JOHN CABOT / MAIL CARRIED ON THE SPECIAL FLIGHT TO TORONTO / 5TH CENTENARY OF THE DISCOVERY OF CANADA.



Thanks to John Peebles, editor of The Canadian Connection, for this information. - (The Canadian Connection is the journal of the Canadiana Study Unit, which is interested in all stamps with a "Canadian Connection". For more information contact Robert A. Haslewood, 4416 Harvard Ave., Montreal, Quebec H4A 2X1.)

ARE BIG PRIZES THE WAY TO GET CHILDREN INTERESTED IN STAMP COLLECTING?

Apparently not! - Earlier this year the American Philatelic Society announced a youth essay contest, with a first prize of \$5,000. According to a report in the September 8th Linn's Stamp News, there were only 150 entries!

The essay theme was "Stamps: a country's messengers". The winner was 11 year old Rachel Karch of Seattle, who "chose Mongolia as her subject and illustrated her essay with 68 Mongolian stamps mounted on computer-generated pages." - Although the total number of entries were low, the extract in Linn's indicates a high calibre winning entry.

CANADIAN FIRST FLIGHT COVERS 1995 -1997

It seems that First Flight Covers have been produced for a number of new international services over the last two years, but with very little publicity. - A list of these flights is given below: if anybody knows of additional First Flights, or can provide more details regarding these flights, please send information to the editor. (*The references are to previous reports in The Canadian Aerophilatelist.*)

- 1 - 1995, NOVEMBER 3: KUALA LUMPUR - VANCOUVER.
Malaysia Airlines, Flight MH098: Boeing 747-400. (*March 1997, page 29*).
- 2 - 1995, NOVEMBER 3: VANCOUVER - TAIPEI
- 3 - 1995, NOVEMBER 3: VANCOUVER - KUALA LUMPUR
Canadian Airlines International, (joint service with Malaysia Airlines):
Boeing 747-400. (*June 1997, page 8*).
- 4 - 1996, APRIL 7: VANCOUVER - NAGOYA
Canadian Airlines International.
(Joint service with JAL):
DC 10.
Cachet: see right.
Backstamped: "NAGOYAKUKONAI AICHI
-8.IV.96.12-18 JAPAN"
- 7 - 1996, JUNE 15: VANCOUVER - ZURICH
- 6 - 1996, JUNE 15: CALGARY - ZURICH
Air Canada, (joint service with Swissair): Boeing 767-300 ER. (*December 1996, page 29*).
- 7 - 1997, JUNE 16: FRANKFURT - HALIFAX
Lufthansa, (joint service with Air Canada), Flights LH6856/AC875/: Boeing 767.



Backstamped by Canada Post in Halifax: same cancellation as flight below.

- 8 - 1997, JUNE 16: HALIFAX - FRANKFURT
Air Canada, (joint service with Lufthansa), Flights AC874/LH685.
Airbus A340.
Backstamped by Canada Post in Halifax:
Also backstamped FRANKFURT AM MAIN FLUGHAFEN
17-6.97-14



THE FLIGHT OF THE "ROYAL WINDSOR"

Murray Heifetz

In 1927 an attempt was made to fly from Windsor, Ontario to Windsor, England. Mail from this attempt exists, and for some unknown reason, has never received the respect it deserves as a major rarity in pioneer Canadian airmail. It is not in the Canadian section of Volume IV of the last AAMC. It will be included in the forthcoming Canadian Airmail Catalogue.

This article will provide as complete a story as is presently known. There have been other articles over the past few years, including one by this writer in the Airpost Journal, and research by Alex Newell in England, but they have been bits and pieces.

The person behind the flight was an American pilot - Phil Wood. One can speculate as to why he wanted to make the flight but very likely, the motivation was related to the highly publicized flight from London, Ontario to London, England sponsored by the Carling Brewery. Carling had offered a prize of \$25,000 for the first Atlantic crossing from North America to Europe but it was limited to Canadian and British pilots. Terence Tully was chosen to fly the "Sir John Carling" and the cover and stamps associated with this attempt have become the most prized in Canadian aerophilately. It may be that Wood was either upset or jealous because he couldn't be selected.

The element of competitiveness with the London - London flight is almost a certainty because Wood obtained a Stinson-Detroiter aircraft, the same type as the "Sir John Carling", and his departure from Windsor was on September 1, 1927, the same date as Tully left. He named the aircraft the "Royal Windsor" and was accompanied on the flight by C. A. "Duke" Schiller. Unlike the London - London flight, no permission was obtained, and we don't know whether it was ever requested, for a special stamp to be used for mail on the flight. My guess is that whereas the London - London flight was intended to carry 90+ covers, or 42, depending on the accuracy of Plomish research, (see the Canadian Aerophilatelist March and June 1995) and might warrant use of a special stamp, Wood was to carry very few covers.

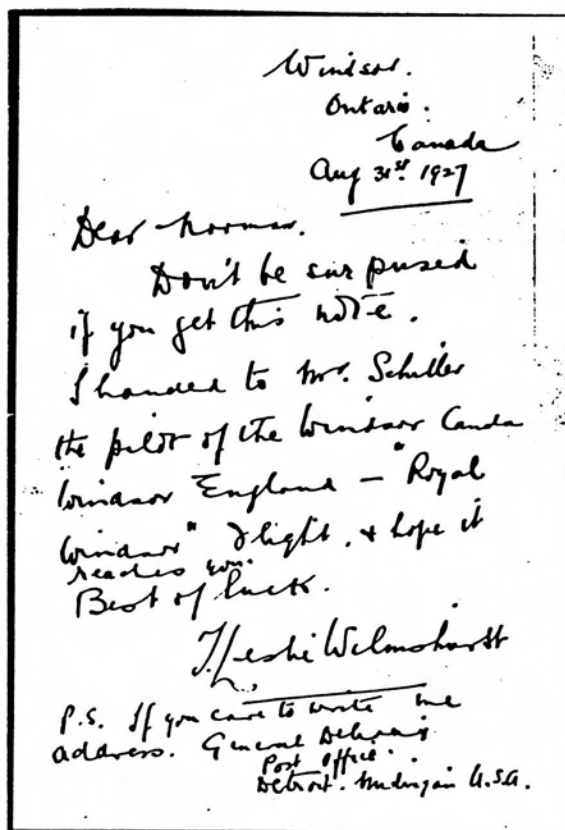
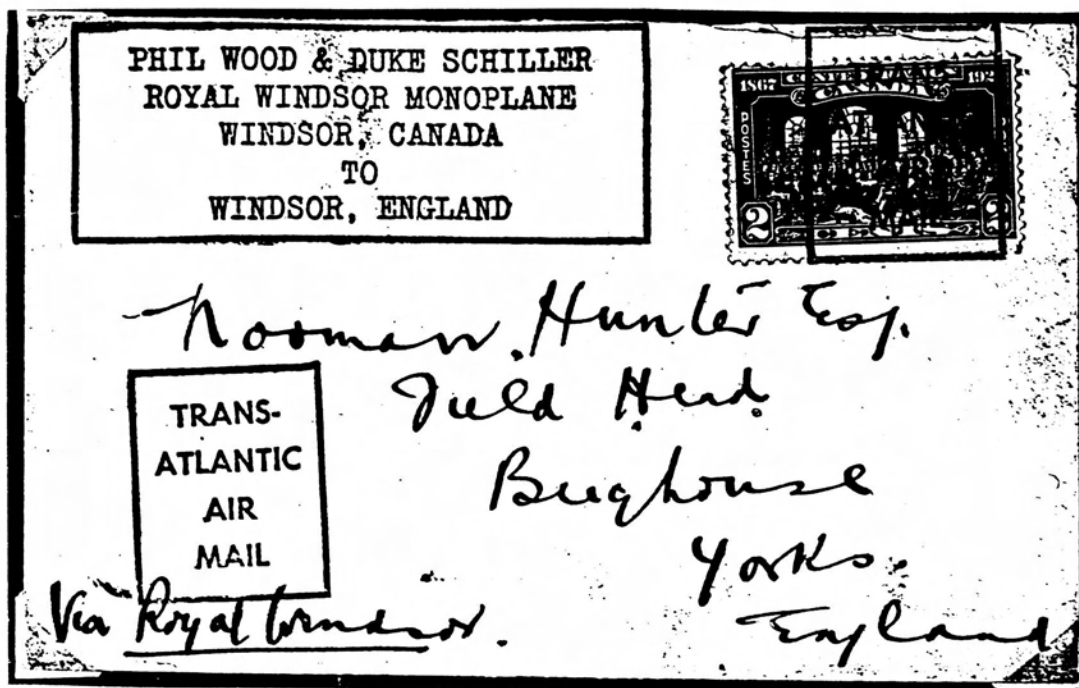
The flight left Windsor on September 1. After a forced landing in Quebec, it arrived at Old Orchard, Maine. From there the flight went to Harbour Grace, Nfld., arriving on Sept. 7. At this time, no news had been heard from the Sir John Carling and after unsuccessful searches, it was presumed lost at sea. Wood and Schiller decided to abort their attempt and, whatever mail they had carried, was forwarded to destination by sea.

The number of letters originally carried on the Royal Windsor, and the number still existing, is not known. Identification is relatively easy because all known mail received two cachets. One was a 31mm x 25mm rectangle enclosing the words "Trans Atlantic Air Mail" in 4 lines. The other was a 76mm x 29mm rectangle enclosing the words "Phil Wood & Duke Schiller/Royal Windsor Monoplane/Windsor, Canada /to/Windsor, England" in 5 lines. This writer has been tracking the known mail for several years and, to date, 5 covers have been recorded.

If anyone has information about the flight to add to the above, please contact Murray Heifetz, 49 Ternhill Cres., Don Mills, Ont. M3C 2E4.

CONTINUED

THE FLIGHT OF THE "ROYAL WINDSOR" by Murray Heifetz - continued:



Cover I

CONTINUED

THE FLIGHT OF THE "ROYAL WINDSOR" by Murray Heifetz - continued:

Detroit Tuesday Evening
August 30th. 1927 .

My dear Girls :

I am asking Mr. C.A. Schiller
a Canadian Aviator who is flying over to London ,
England , to mail this to you when he gets over.

Be sure and send him a nice "souvenir " to
show him your appreciation when you receive this
letter .

Windsor from where he starts, is just across

WEBSTER HALL

"America's Finest Club Residence"

CASS AVENUE AT PUTNAM

DETROIT

TRANS-
ATLANTIC
AIR
MAIL



The Misses Georgy & Teo. Baartmans ,

20 , Avenue Helene ,

Antwerp , Belgium

PHIL WOOD & DUKE SCHILLER

ROYAL WINDSOR MONOPLANE

WINDSOR, CANADA

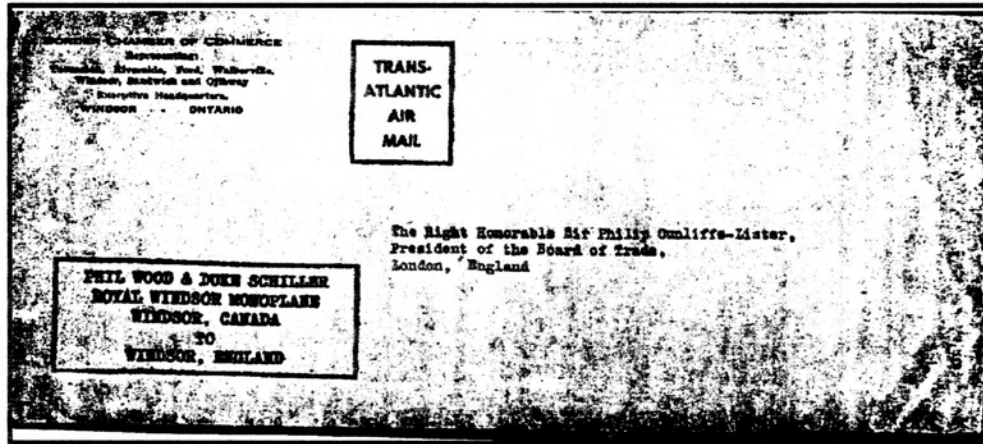
TO

WINDSOR, ENGLAND

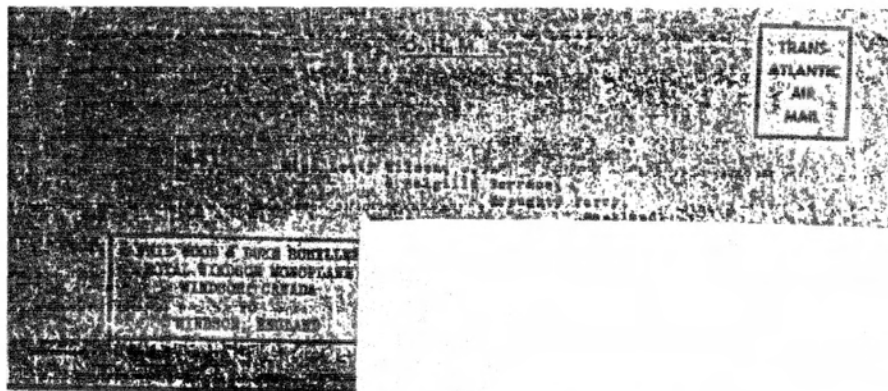
Cover II - This originated in Detroit: letter inside.

CONTINUED

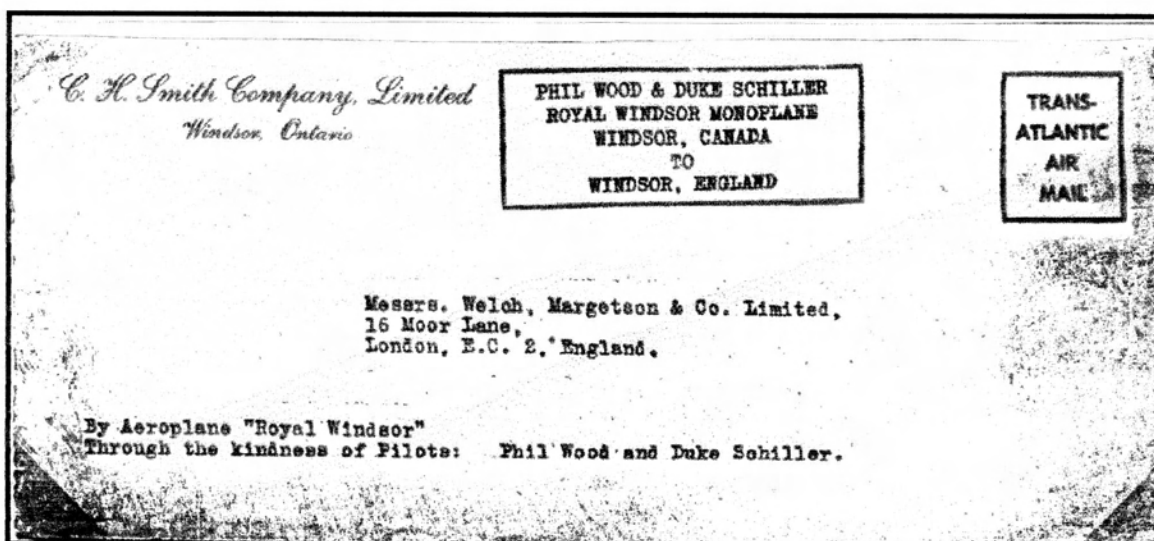
THE FLIGHT OF THE "ROYAL WINDSOR" by Murray Heifetz - continued:



Cover III - reproduced from an auction catalogue.



Cover IV - reproduced from an auction catalogue.



Cover V - This is different from the other known covers, as it appears to be an actual commercial cover still containing an order of goods from the sender.

A HISTORY OF AEROPHILATELY - PART 2

Jack Ince

The reminiscences of Richard Sanders Allen in the June newsletter struck a sympathetic note, and I would agree that the older one gets, the easier it is to recall the distant rather than the recent past.

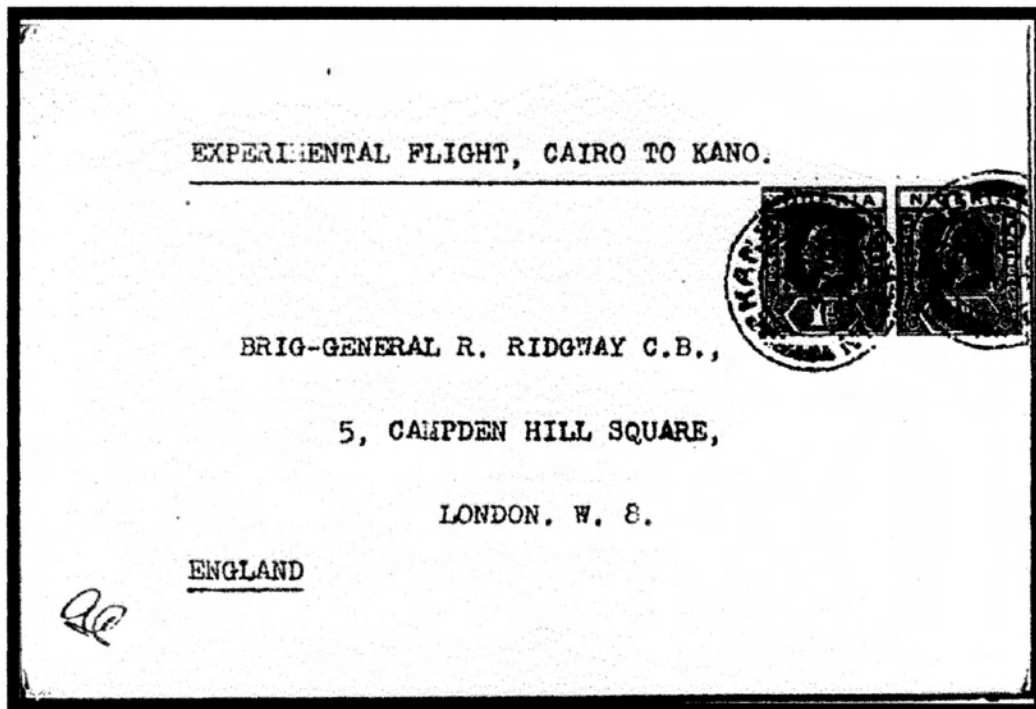
One of the earliest sounds attributed to me was my own special version of the "boom boom" of guns firing at a Zeppelin, which shortly afterwards crashed in flames not far to the north of my childhood home. I doubt it was carrying mail as well as bombs!

Later I had the privilege of a brief flight with Alan Cobham, (before his knighthood), at Clacton-on-Sea, England. The "flying circuses" went around the more popular seaside resorts in the peak holiday month of August, and gave thrills to all by their stunts as well as "short flights over the bay AND right over the sea". My flight cost five shillings, (one dollar), and was I think in 1930.

This was followed by a longer experience in a club bi-plane with my cousin: we navigated our way home by following the railway track. - A more traumatic experience was the never-to-be-forgotten sight of the ill-fated airship R.101 lumbering, it seemed, just above our heads, through the rain-sodden storm clouds over the school soccer field, bound for N.W. France where she crashed in flames only two to three hours later.

If there was no aerophilatelic interest in the foregoing, there definitely was on three experimental flights, all while I was still at school.

1. Imperial Airways - Experimental flight Cairo - Kano -Cairo, Oct/Nov. 1925.

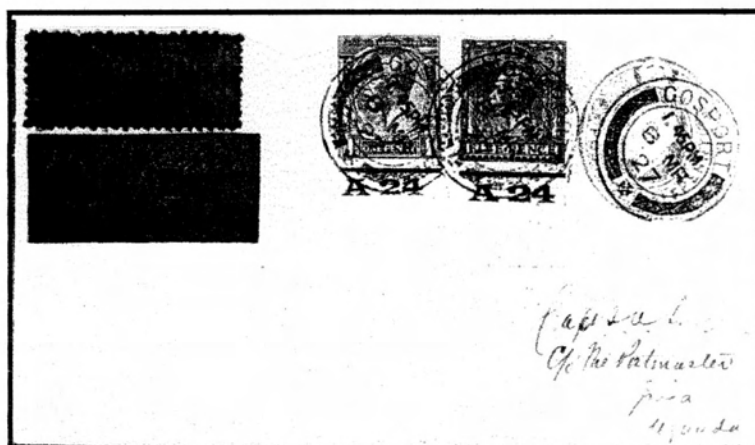


Following a ground survey 3 R.A.F. planes, (D.H.9A's), from No.47 Squadron under the command of Sqn.Ldr. (later Air Marshall) A. Coningham left Cairo on 27th October arriving Kano, N. Nigeria, on 3rd November. On this outward flight 65 letters were carried and posted, with Nigerian adhesives, on arrival Kano. All these envelopes, and 85 letters carried on the return flight, were initialled by Coningham "A.C."

CONTINUED

A HISTORY OF AEROPHILATELY - PART 2 by Jack Ince, page 2:

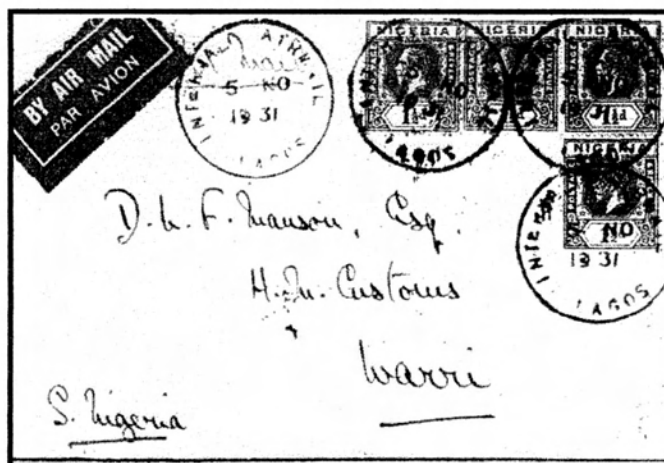
2. Imperial Airways - Pioneer Flight for Africa route, Khartoum (Sudan) - Kisumu on Lake Victoria (Kenya) March 1927.



Following survey flights, two official flights were undertaken in Feb/Mar. 1927 between Khartoum and Kisumu, by the Blackburn Aircraft Co. in a Fairey IIID seaplane on loan from the R.A.F. At the outset of the return flight on 13th March, the plane was wrecked on take-off from L. Victoria.

Early in March the G.P.O. London had announced the inception of an official airmail service Cairo to East Africa for a special fee of 6 pence, the latest day of posting in London being 10th March. However, before this mail reached Cairo, advice was received of the plane's crash on Lake Victoria. Of necessity the mail had to be forwarded by surface route - hence the late date of arrival of 4th April on the backstamp.

3. Nigerian Experimental Air Service, November 1931.



This service between Lagos and Tiko (Camerouns) via Port Harcourt and Calabar, was advertised in The Nigerian Gazette to start on 6th November. The service, if successful, would be weekly at a cost of 6 pence per ounce.

However the carrying aircraft, a Junkers 13 twin float-plane of the British Aero Development Co., broke down at Port Harcourt on the outbound flight, and the experiment was abandoned, mail then being carried by surface route to destinations. (NOTE: although 6th Nov. was the scheduled date, all mail was apparently cancelled on 5th Nov.)

Although these covers are now in my collection, at the time they were flown I knew nothing of them. Airmail as such was, (at least in the United Kingdom and amongst schoolboys), if not an unknown quantity then at least a rarity.

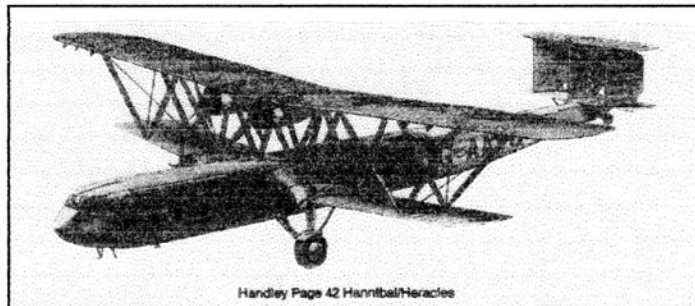
CONTINUED

A HISTORY OF AEROPHILATELY - PART 2 by Jack Ince, page 3:

One was far more interested in other advances in aviation, and British advances at that. We all knew about the R.34 airship, the R.100, and of course the ill-fated R.101. We knew all about the Schneider Trophy, Jim and Amy Mollison, Sir Alan Cobham and other pioneer flights to open up the Empire air routes, especially to the Middle and Far East and Africa. There were pictures in the paper of each of the new Imperial Airways planes as they appeared - the Hannibal class comes to mind especially.

It was all very exciting, but had (as we then thought) little to do with stamp collecting. We all, as children, collected from an early age, (and were jealous of my elder brother being given my father's collection). For us, stamp collecting tended to be "Empire" stamps, mounted in Gibbons' albums. We reckoned our collections largely in total numbers, and what we thought they were worth when related to the Stanley Gibbons catalogue.

By the time I left school in December 1933, stamp collecting was losing place in my priorities: against playing soccer for the school Old Boys; playing tennis (mixed!); working for exams . . . until in 1935 I spent one month's money, all of five pounds, (\$20), to purchase the complete mint issues of King George V's Silver Jubilee, and carefully mounted them in the special album one could buy. In fact my first airmail cover was posted from Malaya with these King George V stamps by my future brother-in-law, whose Royal Navy ship, H.M.S. Sheffield, was paying a courtesy visit to Penang.



Handley Page 42 Hannibal/Heracles

EDITOR'S FOOTNOTE: thanks for sharing these memories Jack!

In reading them, I was struck by both similarities and differences between Jack's reminiscences, and those of Richard Sanders Allen in the last newsletter. - They're very similar in that aviation and stamp collecting were major parts of both their boyhoods, but also quite different in that Richard's activities included "aerophilately" and Jack's didn't.

There were also many similarities between Jack's youthful experiences, and my own boyhood in England some 30 years later. - Most schoolboys still collected stamps, (and were primarily interested in the catalogue value of our collections); and there was still a magic to aviation, (test pilots were heroes, and we would dream about taking an airline flight across the Atlantic, or to the Far East.) But aerophilately was not part of my childhood either: although I was an avid stamp collector, and went to big exhibitions in London like STAMPEX, I do not remember ever seeing a First Flight Cover in my youth!

I would like to continue this series of articles, and invite all readers to send in a letter or article about their own aerophilatelic memories.

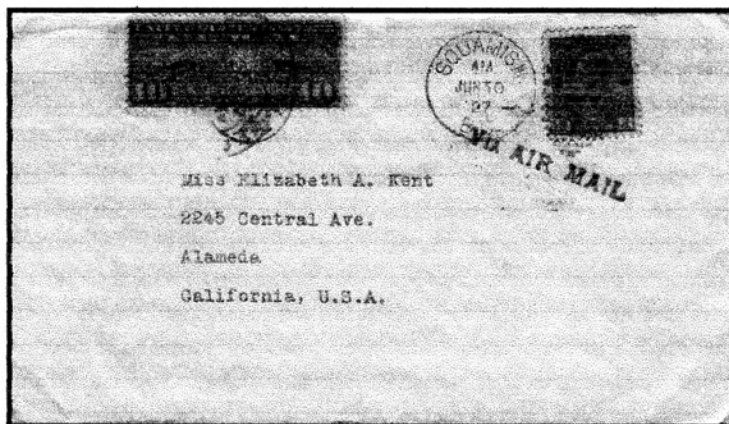
AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA

QUESTION - from the September 1995 Canadian Aerophilatelist:

With effect from July 1st 1930, an agreement of the Universal Postal Union allowed that mail to be flown by another country, could be pre-paid in stamps of the originating country only. Before that, stamps of both countries were required.

Does mail to Canada exist from prior to the 1930 agreement, franked with stamps of both the originating country and Canada, in order to pre-pay carriage in Canada by Canadian airline services?

Since this question first appeared, I have had some very interesting correspondence with Murray Heifetz, Derek Rance, and Jack Ince, that has yielded additional information on this topic. - This article is a review of what's now known, and what it would still be nice to find out.



Cover from SQUAMISH, B.C. - AM JUN 30 27 - addressed to ALAMEDA, CALIFORNIA.
Backstamped SAN FRANCISCO CO. CALIF - 5PM JUL 2 1927.

The key word in this question seems to be SERVICE, i.e. an acceleration in delivery time. - The sender of the above cover was able to accelerate its delivery by sending it via CAM 8, (the American Contract Air Mail route from Seattle to Los Angeles), that had opened on September 15th 1926. The franking on the cover meets the requirements described in the August 1927 Canada Official Postal Guide Supplement:

(9) *United States Air Mail Fee should be prepaid by United States postage Stamps. It has been reported that various post offices in the United States are receiving from Canadian post offices air mail marked for transmission by United States air mail services on which United States air mail has been prepaid by Canadian postage stamps contrary to the instructions contained in Section 394 of the 1927 Postal Guide. Such letters are endorsed by the United States postal service "Insufficient payment for airmail service" and are forwarded as ordinary mail.*

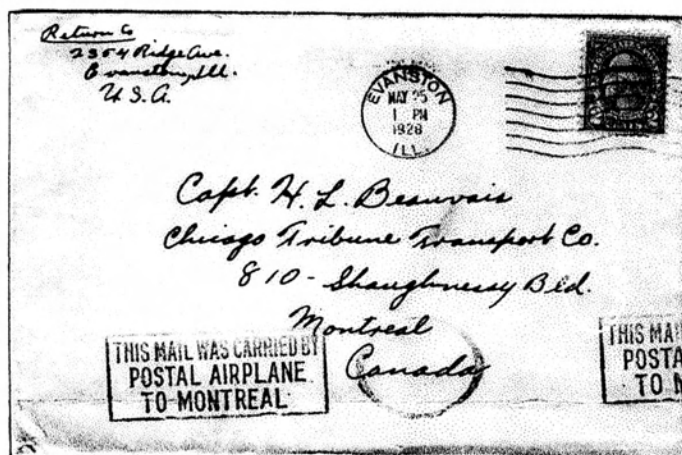
Postmasters are requested to instruct persons wishing to send mail from Canada for transport on United States air mail services to prepay the United States air mail fee by means of United States air mail stamps.

Up until September 1927, however, the only air mail SERVICES in Canada which could have offered an acceleration of mail delivery, were the privately operated routes to remote areas. - It seems probable that there were Americans working in some of the mining camps, so possible that private/commercial mail was sent to them dual-franked with American postage and a Canadian semi-official air mail stamp, but there are no recorded examples of such a cover!

If anybody has a commercial cover dual-franked with American postage and a Canadian semi-official air mail stamp, from any year, please will they send a copy of it to the editor.

AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA - page 2:

The first Canadian Government air mail service was the Rimouski - Montreal link to trans-Atlantic steamers, that began in September 1927. This was followed by several other services, but no additional postage was charged. Dual franking was therefore not required on these early services, as this cover from Derek Rance's collection shows:



This cover was flown in the early days of the Toronto - Montreal air mail service that commenced on May 5, 1928. It was posted on May 25, 1928 at Evanston (just outside of Chicago) and carried by train to Toronto, at a surface postal rate. As attested by the boxed cachet, it was then flown from Toronto to Montreal. As the postage rate for the Toronto-Montreal Canadian Air Mail Service (which started on May 5, 1928) was the 2¢ per ounce surface mail rate, it is apparent that the 2¢ USA franking was accepted as proper payment.

The first time that the Canadian Post Office made an extra charge for air mail, was for the special flights for the Golden Jubilee of the Canadian National Exhibition in August 1928. - Since these were special flights, and mail was collected by postmasters before the flight, they would rarely have offered an acceleration of SERVICE to Canada, but their handling is significant to this topic.

The Post Office Announcements for these flights were issued on August 1st 1928.¹ They not only set a higher rate for the flight, but allowed for it to be paid in U.S. stamps. The announcement was similar for each flight: that for the Quebec City - Montreal - Ottawa - Kingston - Toronto flight stated in part:

The Postmasters at Quebec, Montreal, Ottawa and Kingston will be furnished each with a different special cachet which will be impressed on all properly prepaid covers reaching them for inclusion on the flight. However, this special cachet will be used only on such covers as are sent to the different Postmasters bearing Canadian Postage Stamps.

All covers so prepaid and marked will be date stamped by the receiving postmaster, i.e. at Quebec, Montreal, Ottawa, or Kingston, and back-stamped at Toronto in addition to the special cachet in commemoration of the occasion.

If you are interested in first flight covers and are anxious to secure the special cachets it would be advisable to prepare your covers as far in advance of the day of the flight as possible and forward them under cover to the Postmaster at the point at which you desire your covers to enter the flight with the request that they be held until the day of the flight.

All covers handled in this manner must bear the necessary Canadian Postage Stamps or should be accompanied by a money order for the correct amount of postage.

All other Covers bearing the correct amount of postage in U.S.A. stamps reaching any of the above stopping points on the flight in the ordinary mail from points in the U.S.A. in time to connect with it will also be included but will not bear the special cachet.

CONTINUED

¹ I obtained copies from Basil Burrell: see page 8 of this newsletter.

AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA - page 3:

At this time, however, Canada and the United States were negotiating an agreement under which each country would accept stamps from the other country on the airmail routes in both countries. - This agreement had been reached on July 20th², and came into effect on August 7th 1928.³

Although the requirement for dual-franking had ended by the time the C.N.E. Golden Jubilee flights were made, some dual-franked covers had been prepared. - According to the following letter from the Postmaster in Montreal, 40 were carried from Montreal to Toronto, though it is not clear whether these were covers from the USA with additional Canadian stamps for the flight to Toronto; or covers starting from Montreal with additional U.S. stamps for speedy forwarding after Toronto.

Geo. Herring, Esq.,
Chief - Rural Services,
Post Office Department,
OTTAWA.

Dear Mr. Herring,-

As instructed previously, I beg to inform you that the air mail letters of the Special Air Mail Flight consisted of:-

TO TORONTO -

Special Delivery -----	10 letters.
Letters prepaid with Canadian and U.S. stamps -----	40 "
Exhibition Grounds -----	27 "
Canada -----	363 "
U. S. A. -----	1930 "
Toronto City -----	990 "
 TO OTTAWA -----	 308 "
TO KINGSTON -----	302 "
 TOTAL -----	 3970 letters.

I hope that everything will be found satisfactory insofar as this office is concerned.

The first time that an additional fee was required for a regular air mail service in Canada, was on October 1st 1928 when the Montreal - Albany, and daily Montreal - Toronto flights began.

By this time Canada had issued its first air mail stamp, (on September 21st), and the franking requirements as described in the Post Office Weekly Bulletin of September 15th 1928 were:

This special airmail stamp should be used to prepay all classes of airmail at the rate of 5 cents for the first ounce and 10 cents for each additional ounce for conveyance over the following airmail routes: Montreal-Toronto daily, except Sunday; Montreal-Albany, USA daily, except Sunday; and over any airmail route in the United States.

Ordinary Canadian postage stamps may also be used in Canada to prepay airmail for conveyance over any airmail route in Canada or the United States, but in all cases covers should be conspicuously endorsed "Via airmail."

This airmail rate covers ordinary postage, but fees such as registration, etc., are additional.

CONTINUED

² Jim Kraemer, CANADA'S FIRST AIRMAIL STAMPS, p230, in The Airpost Journal, June 1996.

³ Walter Plomish, CANADIAN PARTIALLY FLOWN MAIL TO EUROPEAN DESTINATIONS 1928 TO 1931, p.24, in BNA Topics, March-April 1992.

AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA - page 4:

So: the reason why dual-franked covers from the U.S.A. to Canada are not to be found, is that there was never a period when it was required in order to obtain Canadian Post Office air mail SERVICE.

However, there is still the issue of dual-franked mail from other countries to Canada, in the period between the imposition of the air mail fee on October 1st 1928, and the implementation of the U.P.U. treaty on July 1st 1930?

Returning to the concept of SERVICE, the type of mail for which accelerated delivery by air is most likely to have been required, and on which dual-franking is therefore most likely to be found, is air mail from Europe to Southern Ontario.

The Rimouski - Montreal air connection operated each summer after 1927, with no extra fee being charged for the flight to Montreal. But what happened after Montreal?

- Was an extra fee required for air mail service beyond Montreal to Toronto? (And what about air mail to Hamilton, London, or Windsor, after the Montreal - Toronto service was extended to these cities in July 1929?)
- If an additional fee was charged, was dual-franking required to pay for it?

It seems likely that dual-franking was not required, as:

- 1) no dual-franked covers have been reported from the period 1st October 1928 to 1st July 1930;
- 2) the cover below was endorsed for airmail service from London to Berlin, but the postage was paid in Canadian stamps:



Cancelled KINGSTON, 11 AM JUN 4 1929 - Backstamped BERLIN C 13.6.29 13-14

This suggests a reciprocal agreement, but that also raises questions about how many such agreements there were, and who they were with?⁴

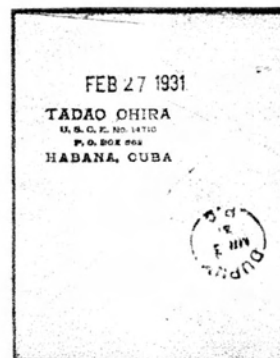
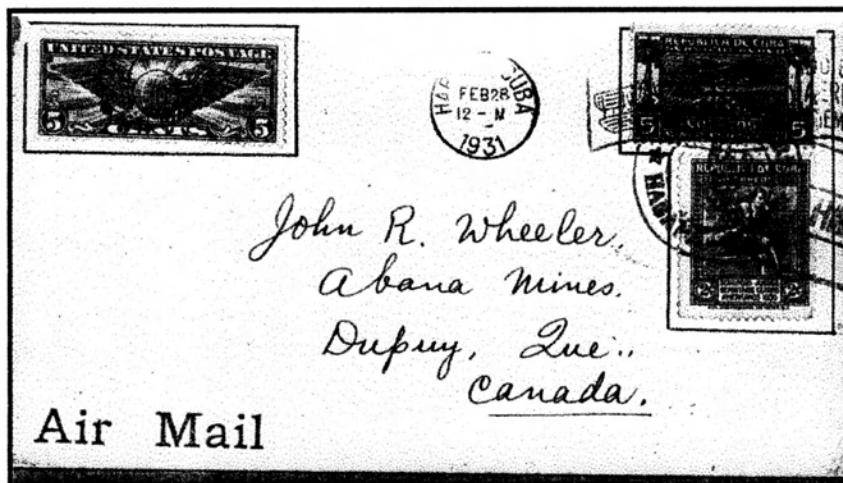
Can anybody provide further information regarding the handling of "air mail" from Europe to Ontario, from October 1st 1928 until the implementation of the U.P.U. treaty on July 1st 1930?

CONTINUED

⁴ Walter Plomish has found correspondence indicating that in March 1929, Canadians were able to utilize air mail services from London, England via Imperial Airways to the European continent by prepaying such air fees in Canadian postage. He believes that this situation applied since January 1928, but cannot find the charges for such air mail service mentioned in the Canadian Post Office Guide until March 1st 1930! - The March 1930 rates were 13c for air mail in North America then surface to destination, additional 6c for air mail from London, and Walter believes these rates also applied earlier. He illustrates his article mentioned earlier with a September 25th 1929 cover from Kitchener, Ontario to Czechoslovakia, endorsed "Air Mail Toronto to Montreal and England to Czechoslovakia", franked 19 cents. Why the cover shown above is franked 10 cents is another mystery.

AN UPDATE ON DUAL-FRANKED AIR MAIL TO CANADA - page 5:

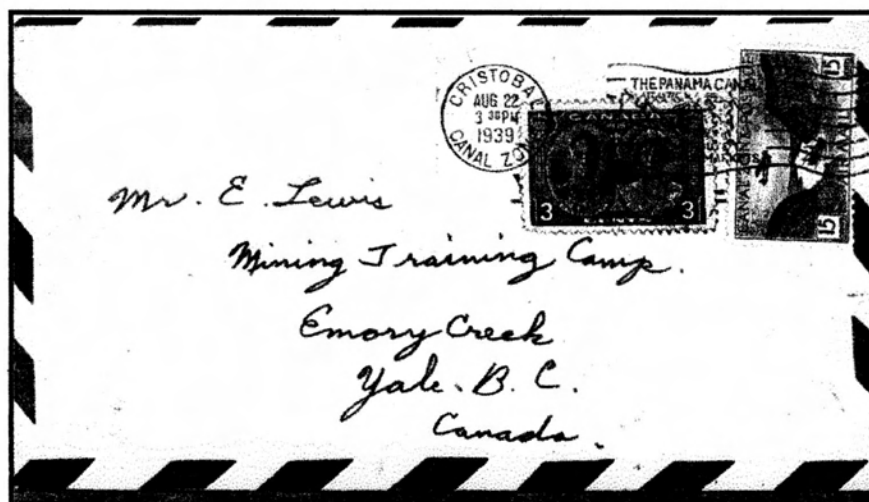
A final mystery regards some covers which were mailed to Canada after the U.P.U. Treaty came into effect in 1930, but are double-franked:



Franked: Cuba - Scott 300 and C1 = 7c, PLUS U.S.A. - Scott C12 = 5c.

2 cancellations from HABANA, FEB 28 1931 - Unclear, probably "hollow oval" cancellation on U.S. stamp.

Backstamped DUPUY, P.Q. - MR 3 31



This cover is franked with a CANAL ZONE AIR MAIL STAMP, (SCOTT C10), but this and the Canadian stamp appear to cover up a printed VIA AIR MAIL endorsement on the envelope!

Cover cancelled: CRISTOBAL, CANAL ZONE - AUG 22 1939. No backstamps or return address on the back.

Both covers have been opened, and are not obviously philatelic. - Can anybody explain why they were double-franked?

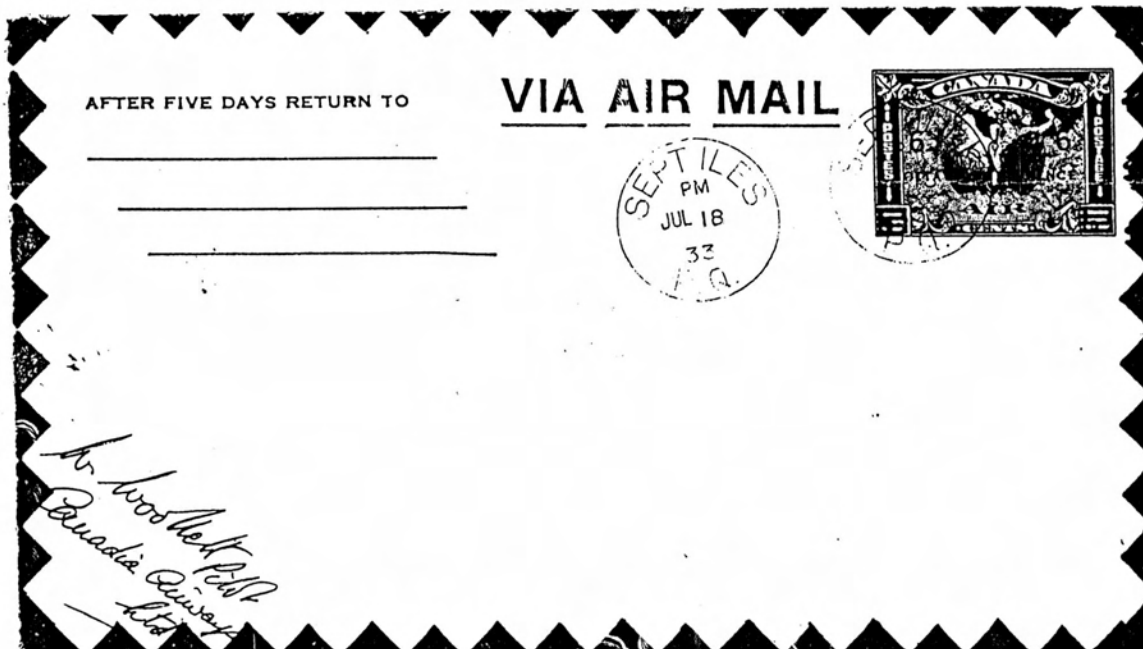
If anybody can provide information regarding any of these questions, please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

FIRST FLIGHT: SEPT-ILES - WABUSH KATSAO, July 1933.

Derek Rance

The AAMC incorrectly states that, during a flight from St. John's to Wabush, a stop was made in Sept-Iles at which point Canadian mail was taken on the plane. Further it is incorrectly stated that the covers were backstamped at the Gold Concessions on July 18. In fact, the covers were frontstamped in Sept-Iles on this date, and backstamped at the Gold Concessions on July 20. The mail originating in St. John's was shipped to Sept-Iles by sea, and then flown by W. Woollett of Canadian Airways on July 20 to the Wabush Katsau Goldfields. A description of the covers that originated from Newfoundland is attached.

267 Sept-Iles - Wabush Katsau: 100 covers. Pilot W. Woollett. Cover is pilot signed.



This cover is B/S

Wabush -
Katsou
July 20 33

Sept Iles
July 23 33



All covers have a special handstamped cachet "Air Mail First Flight To Wabush-Katsau (Gold Concessions) Labrador Via Seven Islands, Que." A special backstamp also marks each cover (in blue): "Wabush Katsau Gold Concessions PM Jul. 20, 1933."

Many covers also carry a special rubber stamp cachet showing a map of the area. The cachet for the return flight was the same as the inward flight except the "to" was replaced with a "from." Many stamp combinations exist for this flight but almost all have some combination of Newfoundland Scott #C13-C17.

In later years Wabush became a major mining area in Newfoundland. One can only speculate as to whether these early air services contributed to the development of Labrador.

The Wabush Katsau area is in the western part of Labrador near the Quebec border. In the early 1930s, this was a quite isolated area with no regular road or rail links with the south. The interest in this area was minerals, with much exploration being done.

In 1932 a gold find was made in the Wabush area. It was expected that in the spring of 1933

there would be significant prospecting activity in the area. In response, the Newfoundland government decided to begin airmail service to the area.

The proposed route was to carry mail by surface to Sept-Isles, Quebec and from there by air to Wabush Katsau (from Newfoundland Air Mails 1919-1939, by Harmer). The postal rate for

this route would be 60¢, or 70¢ if registration were desired (Harmer). The first flight was on July 20, 1933 and the first return flight was on July 23, 1933.

Covers carried on this first flight to Wabush Katsau have a number of consistent features. Mail was gathered in St. John's for shipping to Sept-Isles, so covers were postmarked in St. John's.

**VERNON VALLEY LODGE NO. 18 INDEPENDENT ORDER OF ODD FELLOWS
(THE "SOCIETY")**

RELEASE, WAIVER AND INDEMNIFICATION AGREEMENT

THIS IS FULLY INTENDED TO BE A LEGALLY BINDING CONTRACT, READ CAREFULLY BEFORE SIGNING.

WARNING

BY SIGNING THIS AGREEMENT YOU ARE AGREEING TO WAIVE
CERTAIN RIGHTS ON BEHALF OF YOURSELF AND OTHERS.

In consideration of receiving permission to use and occupy your campsite facility situate near the Village of Lumby on the lands described as PID 013-624-741, The Fractional West ½ of Section 33, Township 43, ODYD, Except (1) Plan B3938 (2) Part of SW ¼ Shown on Plan 35824 (the "Campsite"), I hereby **RELEASE** and agree to save **HARMLESS AND KEEP INDEMNIFIED** the Society and its officers, directors, agents, servants and representatives from and against all claims, actions, costs, expenses and demands in respect to death, injury, loss, damage, loss of employment, economic loss and future loss of income to person or property that I may suffer, howsoever caused, arising out of or in connection with any activity associated with the Campsite, and **NOTWITHSTANDING THE SAME MAY HAVE CONTRIBUTED TO OR OCCASIONED BY THE NEGLIGENCE OF THE SOCIETY OR ITS DIRECTORS, OFFICERS, AGENTS, SERVANTS OR REPRESENTATIVES.**

I FURTHER ACCEPT RESPONSIBILITY FOR THE SAFETY OF MY CHILDREN, GUESTS OR ANY OTHER PERSON OR PERSONS OCCUPYING THE CAMPSITE WITH ME, OR UNDER MY GUIDANCE OR IN ASSOCIATION WITH ME, AND UNDERTAKE TO SAVE HARMLESS AND KEEP INDEMNIFIED THE SOCIETY AND ITS DIRECTORS, OFFICERS, AGENTS, SERVANTS OR REPRESENTATIVES, NOTWITHSTANDING THAT THE SAME MAY HAVE BEEN CONTRIBUTED TO OR OCCASIONED BY THE NEGLIGENCE OF THE SOCIETY OR ITS DIRECTORS, OFFICERS, AGENTS, SERVANTS OR REPRESENTATIVES.

I am of the full age of nineteen (19) years and have read and understand this Agreement before signing it. I am aware that by signing this Agreement I am waiving certain legal rights including all rights to sue on my own behalf or on behalf of my child or others.

It is understood and agreed that this Agreement is to be binding upon myself, my heirs, next-of-kin, executors, administrators and assigns, as the case may be.

It is understood and acknowledged that the person signing this Release, Waiver and Indemnification Agreement will be signing in his/her personal capacity or in his/her capacity as a signing officer and responsible person if he/she represents a organization or as a signing authority for a corporation if he/she represents a corporation.

IN WITNESS WHEREOF I have hereunder set my hand and seal this _____ day of _____,
_____, at the City of _____, in the Province of British Columbia.

Name(if an individual)

Print Name: _____

Witness - Signature

Witness - Print Name

Signing Officer and Responsible Person

(if an organization)

Print Name: _____

Witness - Address

Witness - City, Province

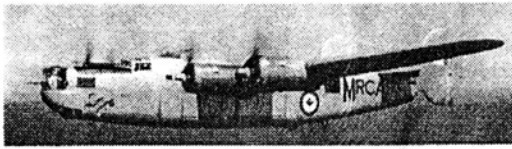
Signing Officer (if a Corporation)

Print Name: _____

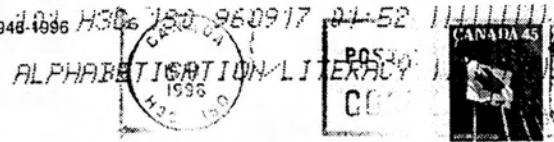
Witness - Telephone Number

THE SINKING OF U-341 - A TRAGIC SEQUEL

50e Anniversaire de la découverte du B-24D Liberator à Saint-Donat de Montcalm 1943-1993



C.P. 949
Saint-Donat
(Québec) J0T 2C0



Monsieur Norman R Drummond
109 Breslay
Pointe-Claire, Qc.
H9S 4M8

At a recent Philatelic Study Group Meeting, Norman Drummond showed this interesting cover he received in the mail, and wondered if anyone knew the story behind the event being commemorated. Pat Campbell undertook to research the history of the aircraft shown in the cachet and presented his findings at a subsequent meeting. Thanks to Norman and Pat, our **Cover of the Month** has quite a tale to tell!

The cover marks the 50th anniversary of a tragic air accident which resulted in the greatest loss of life recorded up to that time. It concerns a Consolidated Liberator B-24D; USAF No. 41-24236, delivered on September 29, 1943, which then became Serial No. 3701H of the RCAF #10 (BR) Squadron. On October 19, 1943, the aircraft took off from Gander, Newfoundland, for a typical cross-country training flight to Chatham, New Brunswick with a compliment of passengers and crew numbering 24. Adverse weather conditions prevented her from landing at her destination and she was diverted to Dorval airport in Montreal. Nothing further was heard from 3701H until some years later, when her wreckage was found in June of 1946 on Black Mountain, near Saint-Donat de Montcalm, Québec. All onboard had perished in the crash.

Among the passengers were Flight Lieutenant R.F. Fisher and his crew who were going on leave after sinking a German U-Boat. F/L Fisher, in the #10 (BR) Squadron Liberator Serial No. 586A, took part in a four-day battle against a pack of U-Boats which were attacking a convoy. After being air-borne for three hours they sighted U-341 on the surface, some 450 miles south west of Iceland. They commenced a stern attack, descending from 3,000 feet. The submarine stayed on the surface and sent up a heavy barrage of anti-aircraft flack against the Liberator, with some success as the aircraft was hit and sustained some damage. But Fisher and his crew pressed the attack. Continuing to descend, they came around again and released six depth charges from a height of barely 50 feet. Four more depth charges delivered the coup-de-grace and U-341 sank in less than one minute! F/L Fisher and the crew of 586A had scored the first victory for #10 (BR) Squadron.

This article is reprinted from The ShoeBox - newsletter of the Lakeshore Stamp Club - June 1997.

The Lakeshore Stamp Club meets in Pointe-Claire/Dorval, at 7.00 p.m. on the 2nd and 4th Monday of each month (except July and August), at Karnak Hall, 3350 Sources Boulevard, Dollard des Ormeaux, Quebec. - For more information contact Ray Ireson, 86 Cartier, Roxboro, PQ H8Y 1G8. (Tel. 514 683 9687).

FOLLOW UP: 1931 "PARACHUTE COVER" FROM MONTREAL



Cover postmarked "ST. LAMBERT P.Q." AM 17 AU 31 on front, and "MONTREAL CANADA" with large S 2PM AU 17 31 on front and back. Addressed to N. TORONTO, ONT. Signed by "Geo Bennett, Parachut jumper, 1023" and four other people.

QUESTIONS arising from the last newsletter:

- was this cover from the 3rd Canadian Air Pageant at Montreal in 1931?
- what was the connection between the "3rd Canadian Air Pageant" and the Trans-Canada Air Pageant?
- who are the people who signed this cover?
- what does George Bennett's number 1023 refer to?
- what does the large S on the postmark signify?

EDITOR'S ECSTASY: I have hit the "editor's jackpot" with this cover! - Terry Judge of the Canadian Aviation Historical Society recognized the name on the cover, and put me in touch with Ted Hill who created it! Ted Hill wrote to me as follows:

Terry Judge kindly phoned me yesterday to ask about an airmail "cover" from 1931, which was addressed to me. I believe he had obtained a Xerox copy about it from you. He sent me a copy too, requesting information about the cover, and wondering if I was the original addressee. The answer was "yes", so here's such "gen" as I can offer.

CONTINUED

FOLLOW UP: 1931 "PARACHUTE COVER" FROM MONTREAL - page 2

I hadn't seen the cover, or heard anything about it since it was delivered to my friend, Mrs. Ashby, in Toronto. As I dimly recall, she asked me then what to do with it, and I suggested she do with it whatever she wanted to do. Perhaps she sold it. I notice someone marked a price of \$40 on the cover. I'd be surprised if it ever brought such a price.

In the Summer of '31, I was working at St. Hubert Airport, Montreal, as a grease-monkey for the Montreal Light Aeroplane Club, in return for flying time. In August, the Third Canadian Air Pageant was coming up, and George Bennett turned up a few days early. At my request, he drilled me on how to make my first parachute jump. At the appointed day, our C.F.I. vetoed the arrangement, on the grounds he knew I had had a hernial repair. Anyway,

Bennett accepted this cover I had prepared, put it in his jumpsuit pocket, after autographing it, with his jump number (indicating this was the 1023rd parachute jump he would make), and proceeded to make a successful descent.

Our M.L.A.C. was VERY busy in connection with the show then going on, so I never got another chance to speak with Bennett. Only now have I learned that he obviously took the cover around, soliciting more autographs before he dropped it in the mail. On the front, at the top, appears the signature of J.A. Wilson, Controller of Civil Aviation, probably the most important person in Canadian civil aviation before W.W.II. On the back is the signature of Fowler M. Gobeil (RCAF.), who was then a lowly F./O., but also one of the famed aerobatic team then displaying their skills in Armstrong-Whitworth "Siskins", with their wingtips linked by rubber cords (the highlight of this Air Pageant).

During W.W.II, Gobeil became a Squadron Leader, and C.O. for a time of No. 242 Sqdn., R.A.F. Some time later he was one of the pilots of a glider, which was towed across the Atlantic by a "Dakota". Incidentally, in 1932, he became one of the earlier Canadian members of the "Caterpillar Club".

Unfortunately, I can't offer any information regarding Maude Tait, and I can't read the third signature on the back of the cover.

Incidentally, I dreamed up the idea of a commemorative "cachet" for this pageant, and drew the design for it. I was 15 years old at the time. Took the plan to the Montreal Board of Trade, and they accepted it, supplied a handstamp from my design, and applied it to all covers sent to them for forwarding to the Post Office. George Bennett knew nothing of this scheme, which is why this cover does not have the cachet. You may have noticed one of the stamps on the cover is from an issue of King Edward VII; the reason was simply that I have been a stamp collector since my teens



CONTINUED

FOLLOW UP: 1931 "PARACHUTE COVER" FROM MONTREAL - page 3

Terry Judge also confirmed that the Third Canadian Air Pageant, was one of the stops of the Trans-Canada Air Pageant. - The name was changed as there had already been Air Pageants in Montreal in 1929 and 1930.

The Air Pageant involved a variety of spectacles, as can be seen in Sunday's programme:

SYNOPSIS OF FEATURES

Air Pageant Programme

SUNDAY, AUGUST 16, 1931

INVERTED FLYING	/ / / / / / / / / /	Capt. J. H. Saunderson
CRAZY FLYING	/ / / / / / / / / /	Capt. Bernard Martin
SPEED DEMONSTRATION	/ / / / / / / /	Robert Hall of Granville Bros. Inc.
PUSS MOTH DEMONSTRATION		
DUAL AEROBATICS	/ / / / / / / / / /	Two Gee Bee Sportsters
POWER GLIDER DEMONSTRATION		
TRANSPORT SHIP DEMONSTRATION		
SPEED FLYING	/ / / / / / / / / /	Capt. Frank Hawks in Texaco 13
DUAL PARACHUTE DROP		
AUTOGIRO DEMONSTRATION		
ROUND-THE-WORLD FLYERS	/ / / / / / / / / /	Wiley Post and Harold Gatty
FORMATION FLYING	/ / / / / / / /	First Pursuit Group, U.S. Army Air Corps
FORMATION FLYING AND GROUP AEROBATICS	/ / / / / / / /	R.C.A.F. Siskins
BOMBING THE BABY AUSTIN		
Capt. J. D. Parkinson and Gethen Edwards on Curtiss Reid Ramblers.		
DEMONSTRATION	/ / / / / / / / / /	Canadian Cub Monoplane

CONTINUED

FOLLOW UP: 1931 "PARACHUTE COVER" FROM MONTREAL - page 4

A detailed article on the Trans-canada Air Pageant was published in the CAHS Journal in 1981. According to the author, Ray Crone:

By 14 August all the Pageant aircraft were together again at Montreal. Several American airmen joined in the aerial show at that point on 15 and 16 August. Al Williams in a special Curtiss Hawk put on a solo aerobatic display followed by a 3-plane formation spectacle of the U.S. Army Air Force in their Boeing "pursuit" biplanes. Frank Hawks again visited Canada with his red and white monoplane. His flashing demonstration of the Travel Air "Mystery Ship" capabilities gave the military biplane pilots portents of the future. There were two G B Sportsters from the United States who showed what direction the American manufacturers were pursuing in their quest for faster flight. Though the military pilots may have envied those monoplane fliers it would be almost a decade before biplane fighters were declared obsolete.

Not to be outdone, the Trans-Canada Air Pageant pilots gave their best performances of the Tour and the huge crowd of Montrealers went home satisfied with the aerial show. One hundred thousand of them had been entertained by the Canadian and American airmen.

Regarding the people who signed the cover, Terry Judge commented that:

There has been very little published about George Bennett. He has been described as a "Hamilton fireman", and was the official parachute jumper for the TCAP.

According to Ray Crone, George Bennett "thrilled the spectators with his parachute jumps at low altitude at each airfield". (And Ted Hill mentioned that George Bennett signed the cover with his jump number, so this cover adds considerably to the information known about George Bennett!)

Fowler Gobeil had an eventful career in the R.C.A.F. - He is listed in Canada's Flying Heritage as one of the eleven members of the Caterpillar Club up to the end of 1939. - The Caterpillar Club was organized by the Irvin Air Chute Company of Buffalo, N.Y., for people who had made an emergency jump wearing an Irvin parachute! (The word 'caterpillar', and the gold badge/lapel pin depicting a silkworm presented to members, were trade-mark features of the Irvin Air Chute Company.)¹

Some of Gobeil's wartime exploits are mentioned in Larry Milberry's Aviation in Canada:

*On May 23, 1940 the RCAF recorded its first successful aerial combat when S/L F.M. Gobeil, flying with 242 Sqdn. RAF, destroyed a Bf 109 over France. Two days later he downed a Bf 110 over Belgium.*²

Following his experiences with No. 242 Squadron, Gobeil was on the strength of RCAF Overseas Headquarters, London (19 to 30 July 1940) and then of RCAF Headquarters, Ottawa (to 7 December 1940). He was then posted to No.4 Bombing and Gunnery School, Fingal (to 31 July 1942), followed by a posting to Ferry Command, Dorval.

CONTINUED

¹ See page 2 of this newsletter for more information on Canada's Flying Heritage.

² Available from CANAV Books: address on page 2 of this newsletter.

FOLLOW UP: 1931 "PARACHUTE COVER" FROM MONTREAL - page 5

While at Dorval, in the summer of 1943, Gobeil was co-pilot of the glider for the first tug-and-glider crossing of the North Atlantic from Canada to the United Kingdom. He was awarded the Air Force Cross for this flight: the citation mentions that the glider carried a load of nearly one and a half tons, including serum and vital aircraft spares; that the flight involved landings in Newfoundland, Greenland and Iceland; that "adverse weather was encountered at times", and that "as the glider could not ascend higher than 13,000 feet, the aircraft were frequently buffeted about and might have broken adrift but for the skilful flying of the glider pilots".³

Gobeil stayed in the RCAF after the war, and retired as a Wing Commander on April 1st 1956.⁴

With regard to the letter S in the postmark, Jim Kraemer has provided the answer:

The parachute jumper cover is most interesting. The Montreal duplex with the "S" surrounded by wavy lines is not a sub post office marking. W.M.C. Willcock in BNA Topics, Vol. 18, 1961, Page 306-7 describes the Montreal duplex letter cancels allocated to different post offices in Montreal. These letter duplex cancellations used the letters "A" to "H" inclusive plus the letter "J" with straight bars surrounding the letter. Willcock goes on to say that "Later, about 1935 the letter "S" with wavy bars",---- and two letter "C"s in the date between the words MONTREAL and CANADA was reported used in the Montreal main post office on Airmail and Special Delivery mail. Later it was reported that this "S" duplex was used as early as 1931. The Parachute cover dated August 17, 1931 was posted in St. Lambert, Que. and processed for distribution in Montreal on the same date. It is an early useage of the Montreal "S" duplex.

Many thanks to Hugh Halliday, Ted Hill, John Jarvis, Terry Judge, Jim Kraemer, Dick McIntosh, Larry Milberry, and Jerry Vernon, for their help in collecting information for this article.

Postscript - Cover Wanted: Ted Hill added a note that: "I no longer have a cover bearing my cachet from the 3rd Air Pageant at St. Hubert Airport, and would like to buy one as a souvenir." (The illustration on page 25 was taken from a photocopy). If anybody can help, please contact him at: 2206 Folkestone Way - Apt. 12, West Vancouver, BC V7S 2X7.

³ Gobeil wrote an account of this flight for the Spring 1976 Journal of the Canadian Aviation Society. For more information on the CAHS and/or this issue, contact the CAHS at P.O.Box 224, Willowdale, ON M2N 5S8.

⁴ This information was provided by Hugh Halliday, author of 242 Squadron: The Canadian Years. - Hugh mentioned two data bases on the Internet which could be most useful for research:
[HTTP://www.ACHQ.DND.CA/Awards/Index.HTM](http://www.ACHQ.DND.CA/Awards/Index.HTM) : this deals with awards to former members of the RCAF for second World War services.
[HTTP://www.ACHQ.DND.CA/Postwar/Index.HTM](http://www.ACHQ.DND.CA/Postwar/Index.HTM) : this deals with postwar awards for air or air-related duties up to 1970.

FOLLOW UP - VANCOUVER to VICTORIA to ENGLAND, 1931

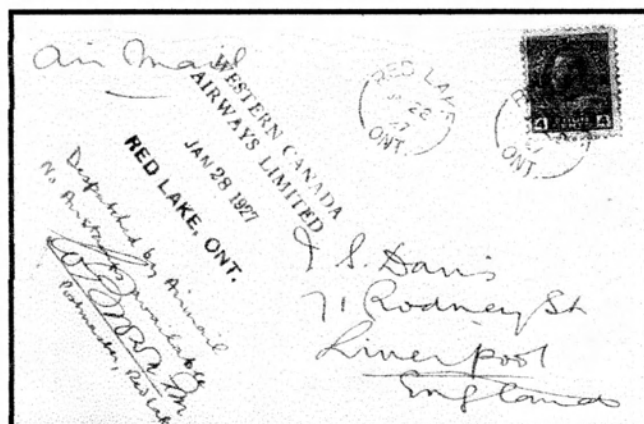


QUESTION from the March 1997 newsletter: what is the significance of the large number "2"?

ANSWER: it is a Postage Due marking, indicating 2 cents to be paid. - The Post Office announcement for this flight is dated "June 1931", and states that the special cachet will be used on covers "bearing Canadian postage at the air mail rate, which is 5c for the first ounce . . ." However, the air mail rate was raised 1c to 6c on July 1st 1931, so by the time this cover was flown, it was short paid 1 cent!

Thanks to Basil Burrell and Jim Kraemer for their help with this answer.

FOLLOW UP - EARLIEST WESTERN CANADA AIRWAYS COVER?



Derek Rance analyzed this cover in the June Canadian Aerophilatelist, and doubts its authenticity.

Mike Painter has found a copy of Canadian Semi-Official Airmails - A report of the Study Group of the British North America Philatelic Society - 1985 which makes the following comment regarding this cover:

The earliest known date for a Western Canada Airways marking is January 28, 1927. It bears the Red Lake date stamp of that date and manuscript endorsement "Despatched by Air Mail. No Air Mail Stamps Available" and signed by the Postmaster at Red Lake.

Mike adds that there is no information as to how this cover got into their report, whether there was a group consensus, or whether there was corroborating evidence. Mike concluded his letter: "Derek Rance makes a persuasive case for it being a contrived fraud". - Nobody has defended this cover: does anybody wish to do so?

NEW BOOKS - Ken Sanford

INTRODUCING COMBI-MAIL - AEROPOSTAL HISTORY, by **Frans J. van Beveren**. Published by Detail Topical Stamp Catalogues, Groningen, Holland, 1997, 256 pp., A5 size. ISBN 90-75536-13-5. Hard cover. US\$33.00 plus \$3.50 postage.

The author is well known in aerophilatelic circles for his articles and promotion of the concept of "Combi-Mail". Much of his research and articles have been compiled in this book on combi-mail—covers which have been carried partly by air and partly by surface. Combi-mail is about postal markings, which are usually only found on commercial or private airmail, markings showing special postal service treatment.

Part I covers added postal marking indicating airmail service for the entire route not possible, or no connecting flight available (surface transport faster), and many other variations, such as: obliterated airmails labels, missed connections, mail showing dual modes of transportation, insufficient prepaid postage, surface air-lifted, propaganda for airmail, and "Air Transit" markings.

There is a useful Appendix of illustrations of covers by country. At the back is a Supplement I, "An Indonesian Combi-Mail Adventure", which shows many varieties of combi-mail covers to and from the former Dutch colony. And, finally, there is a Supplement 2 which shows many combi covers in color, so one can see the colors used for the cancellation bars across the airmail labels and stamps.

The following is listed in the table of contents but with the heading "NOT COVERED IN THIS BOOK": Interrupted or suspended service due to unforeseen circumstances; Censored, including currency control; Mail between warring nations directed through neutral channels; Miscellaneous markings. It is not explained if these will be covered by a future volume or why they have been left out of the book.

One or two covers are shown on each page, and under each cover is a short explanation of the markings shown.

The book is an interesting study of this growing and popular aspect of aerophilately.

THE TRANS-PACIFIC ROUTE 1942-1945, by **R.M. Startup**. Published by Chavril Press, Perth, Scotland, 1997, 28 pp, A5 size. ISBN 1 872744 13 3. Soft cover. US\$13.00 including postage.

This is the third book in the series on Wartime Airmails published by Chavril Press (the first two were The Horseshoe Route and Great Britain - Transatlantic & Beyond⁵). It describes the airmail services across the Pacific between North America and Australia/New Zealand flown by the U.S. Army Air Force, U.S. Naval Air Transport & Royal Air Force Transport Command during the 1942-1945 wartime period. The book provides descriptions of the various airmail services operated by the different military services which were operating aircraft in the Pacific Theatre. There are maps showing each of the areas of airmail operation, but unfortunately only two illustrations of covers. Additional cover illustrations would have enhanced what is otherwise an interesting study of this little known aspects of wartime airmails.

PAN AMERICAN'S PACIFIC PIONEERS by **Jon E. Krupnick**. Pub. by Pictorial Histories Publishing Co., Missoula, MT - USA, 1997. 320 pages, 9x12 inch format. US\$39.95 plus \$4.50 postage.

A pictorial history covering 1935-1946. Includes 50 survey flight and first flight covers shown in colour, as well as aircraft photos, poster/baggage label/timetable art, etc. A fantastic book.

(All these books are available at the prices quoted from: AEROPHIL
5 Maison du Vigneron, CH-1266 Duillier Vaud), Switzerland.

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.

FOR SALE - SPECIAL OFFER

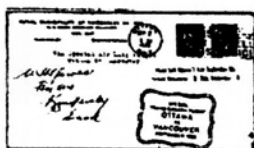
Flight Cover of 16th June 1994, flown on F-117A "Black Assassin" of the FLYING KNIGHTS at Holloman AFB, New Mexico. Signed by pilot GREG SEMBOWER. - \$6.00 including postage: 2 for \$10.00 - Write to Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8

WANTED - RECENT AUSTRALIAN or NEW ZEALAND FIRST FLIGHT COVERS

To trade or buy. - Contact John Venskus, 6805 So. Talman Ave, Chicago, Illinois 60629-1823, U.S.A.

ABRAHAM SIEGEL
P.O. BOX 6603 -CAN
Long Island City, NY 11106

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NEXT ISSUE - THE SEASONAL SPECIAL

All members are encouraged to contribute a page to the December newsletter.

Just prepare a page featuring any favourite stamp or cover that you've acquired this year, (or in any other year); add your name and address, and/or a Seasonal Greeting to other members; include any other information you like, such as your collecting interests, or items you'd like to find or trade, or a business announcement; and send a photocopy of it to the editor by November 15th.

Please note the new "advanced" deadline. - I'm hoping to get the newsletter out earlier in the month of issue.

MEMBERSHIP APPLICATION / RENEWAL 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 aerophilatic research in Canada.

The annual membership dues are \$15.00 Canadian in Canada and the U.S.A., \$20.00 Canadian for members Overseas.

Payable to: **The Canadian Aerophilatic Society.**

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

Ron Miyanishi, Secretary - The Canadian Aerophilatic Society,
124 Gamble Ave., Toronto, Ontario CANADA M4J 2P3

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Telephone: _____ Fax: _____ e-mail: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

Other: _____

For Secretary's use:

Date joined: _____ Amount of dues paid: _____

The following names are due for membership renewal:

October 1997

1 Patrick Campbell
3 Nelson Bentley
4 Michael Shand
5 Pat Sloan
6 Ken C. Sanford
9 Geoffrey Thompson
12 Melville Smith
15 Graydon H. Veinotte
40 Jeffrey Lodge
53 Alex C. Ross
55 J.M. Ellis
97 Gary Hayashi
199 Frank G. Jones
203 John H. Bloor
211 Carl Freund
213 William R. Wallace
241 J.W.T. Wannerton

November 1997

28 Edward Lettick
56 Col. William G. Robinson
59 T.W. Cummings
62 Gary Coates
86 John R. Fagan
182 Robert Footitt
187 B.H. Saunders
204 Dr. Maurice A. Mishkel
214 Trelle A. Morrow

December 1997

21 Dr. D. Mercer
37 Joseph Berkovits
54 Robert E. Krommer
63 Paul Barbatavicus
99 Piet Steen
103 K. Bileski
130 Basil S. Burrell
132 John I. Jamieson
133 Eric Grove
145 Francois Bourbonnais
155 Larry Milberry
170 Kenneth G. Mitchell
188 Dyson H. Webb
215 Jack Ince
239 Brian Asquith
242 Jacques Bot
259 John Hopkinson

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 Aerophilatic Society.**

All new membership dues and renewals are \$15.00 Cdn for Canada and the US and \$20.00 Cdn for Overseas addresses.

EDITOR'S LAST WORD AND REMINDER

The Canadian Aerophilatelist is issued four times a year.

Deadline: **November 15, 1997**

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario Canada K7M 4Y4