



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliqes) - Club Member

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September 1998

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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 (CAS) 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 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.
- a small library from which books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

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

- for general information on all Canadian airmail stamps and covers: the Airmails of Canada and Newfoundland. - This can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$60.00Cdn + \$5.00Cdn postage within Canada; or from AAMS Publications (address below) for \$35US plus \$3.00US postage within the U.S.A./\$5.00US postage elsewhere. (Members of the CAS or AAMS may purchase one copy for \$50.00Cdn or \$28US.)
- for more 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.)
- also detailed is Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, published by the AAMS.
- two very useful "general histories" of Canadian aviation are Canada's Flying Heritage by Frank Ellis, which is the classic on aviation up to 1940; 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 (for Canadians). Further information can be obtained from the 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 \$3US postpaid from AAMS Publications, 1978 Fox Burrow Court, Neenah, WI 54956, 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

Welcome to two more new members:

- 284 John Irvine, London, Ontario.
- 285 Edmund A Harris, Calgary, Alberta.

REGIONAL C.A.S. MEETING IN TORONTO - Saturday October 17th.

This year we are going to try combining our regional get-together with the GREATER TORONTO STAMP SHOW, that is being organized by the Canadian Stamp Dealer's Association and the American Association of Philatelic Exhibitors. This show will be held in the Queen Elizabeth Building at Exhibition Place. (Hours: Friday October 16th 11am to 7pm; Saturday Oct. 17th 10am to 6pm; Sunday Oct. 18th 10am to 4pm.) It includes a bourse of over 50 dealers, and the AAPE's "AMERISTAMP EXPO" one-frame competition.

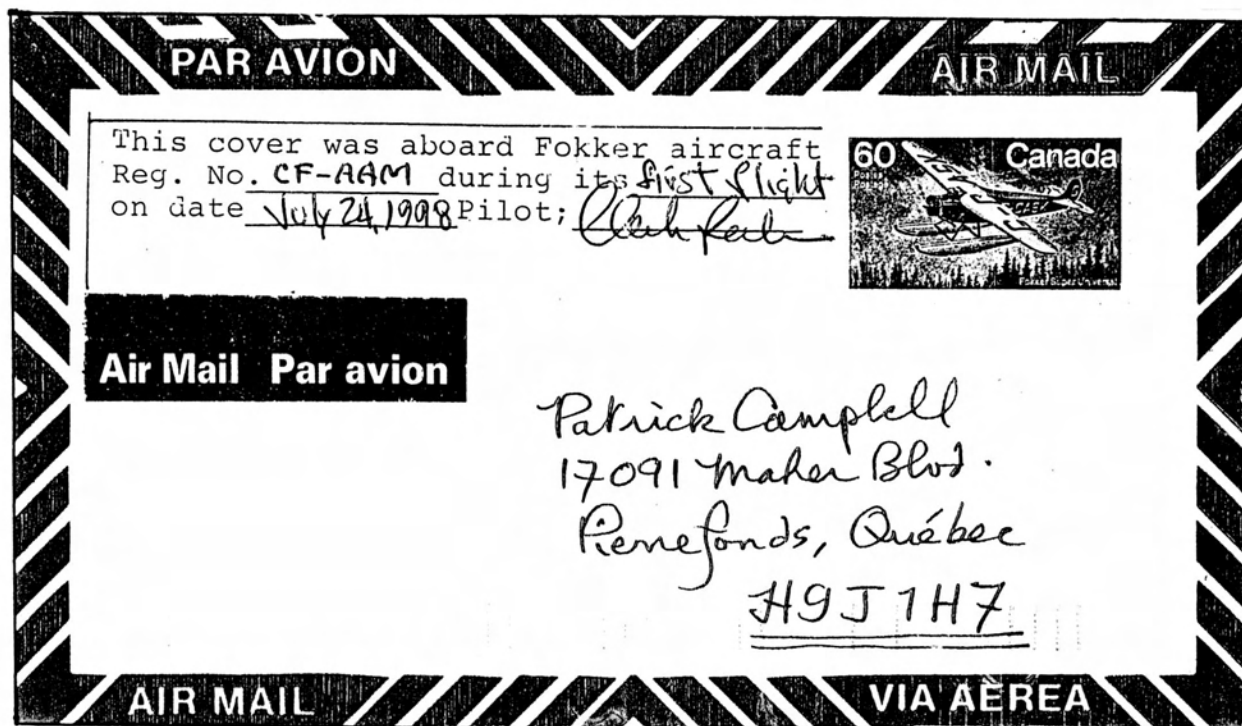
We will be gathering to talk about aerophilately in the food area on Saturday Oct. 17th at 2pm: look for people wearing CAS membership cards in those plastic name tag holders!

For more information contact Dick McIntosh, tel. 416 447 1579.

AEROPHILATELY IN FRANCE - A.A.D.A.F.

The AMICALE AEROPHILATELIQUE D'AIR FRANCE has moved. - Their new address is: 74, Boulevard Auguste Blanqui 75 013 PARIS

A FOKKER SUPER UNIVERSAL FLIES AGAIN



The rebuilt Fokker Super Universal CF-AAM aircraft has now made its first flight: on July 24th 1998. - The above cover was carried on the flight. It has spraypaint dots to show it then went through the mail, but the stamp was not cancelled.

The restoration of CF-AAM was first reported in this newsletter in March 1995 (page 24), with a follow up item in June 1997 (page 9).

IN MEMORIAM

Mrs. Ruth Nägeli-Bornand, our member #123, died on 26th April 1998 in Basel, Switzerland, at the age of 75. She had a reputation as an award winning stamp collector in Canada, the U.S.A., and Europe.

THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Due to the drop in value of the Canadian Dollar, the price of our catalogue has had to be increased to \$60 Canadian, (\$50 Canadian for members). - See page 2 for ordering information.

ERROLL BOYD - FIRST CANADIAN TO FLY THE ATLANTIC

The September 1995 *Canadian Aerophilatelist* contained a feature on Erroll Boyd, including an article by Ross Smyth that gave a detailed account of his trans-Atlantic flight.

Ross has now completed and published his book on Boyd. - Titled *The Lindbergh of Canada: The Erroll Boyd Story*, this is a very readable book. I particularly enjoyed finding out about Boyd's life leading up to his historic flight, (which included pilot training with the Royal Naval Air Service, and night flights hunting Zeppelins); and afterwards.

Ross's book can be ordered from CANAV Books, (address on page 2 of this newsletter): price \$24.61 including postage and G.S.T.

THE ALASKA FLYING EXPEDITION: THE U.S. ARMY'S 1920 NEW YORK TO NOME FLIGHT. - Review by Trelle Morrow.

This 1920 flight of 4 U.S. bombers has captured the interest of many aviation buffs. Stan Cohen of Pictorial Histories Publications in Missoula, MT, has produced a pictorial history of the Expedition. Canada played a role in this Expedition since the routing of the flight was through Saskatchewan, Alberta, British Columbia and the Yukon. More time was spent by the flyers in B.C. than in any other region. 12 days were required at Prince George for repairs and 20 days were spent at Glenora, just south of Telegraph Creek.

Some U.S. dispatches were carried as mail and in addition the Canadian Post Office authorized a mail bag between Dawson Y.T. and Fairbanks, AK. Covers are known from this leg of the flight and are listed in the new "Air Mails of Canada & Newfoundland", as catalogue number PF-22.

The British Columbia sections, northbound and southbound, were prepared by yours truly from my own records and some private sources, much of which has not been previously published. The publisher has supplied stock to quite a few book stores on the Flight Route, and several aviation institutions. The cover price is given as \$12.95 in U.S. funds, anyone unable to find a source may like to contact Mosquito Books, #131 - 1600 15th Avenue, Prince George, V2L 3X3,

ph: 250563 6495, Fax: 250 563 8159, E-mail: mosquito books @
mindlink.bc.ca

PRESIDENT'S REPORT - CANADIAN AEROPHILATELIC SOCIETY

It has been a very busy summer for me attending philatelic exhibitions, militaria and toy soldier shows, and military museum courses and visits. Canadian aerophilatelists have yet to respond to the request to exhibit their material. Besides Mike Shand, Murray Heifetz, myself, and two or three junior exhibitors, there have been no new aerophilatelic exhibitors in Canada. I hope that our members will make a better effort to exhibit at least locally and nationally during 1999.

There are two important aerophilatelic exhibitions scheduled for the latter part of 1998. The first is ITALIA 98, 23 October - 1 November 1998, in Milan, Italy. The only classes to be shown are Postal History, Aerophilately, Thematic Philately, and Literature. The Canadian Commissioner is Peter Madej of Toronto. One of our knowledgeable members, Murray Heifetz, is scheduled to be one of the aerophilatelic judges. Our catalogue, *The Air Mails Of Canada And Newfoundland*, has been entered in the Literature competition by the AAMS. Since this catalogue is produced and paid for under the auspices of the AAMS, they decide when the publication will be entered in competition. Since it is an AAMS publication it is not eligible for an AAMS award. Our AAMS colleague, Cheryl Ganz, looks after this aspect of entering AAMS publications in philatelic literature competitions. I also make recommendations on behalf of the CAS in reference to our catalogue. It has been entered in IBRA'99, 27 April - 4 May 1999, in Nuremberg, Germany. I am the Canadian Commissioner for this exhibition for which I have 15 philatelic applications (2 aerophilatelic) and 10 literature applications.

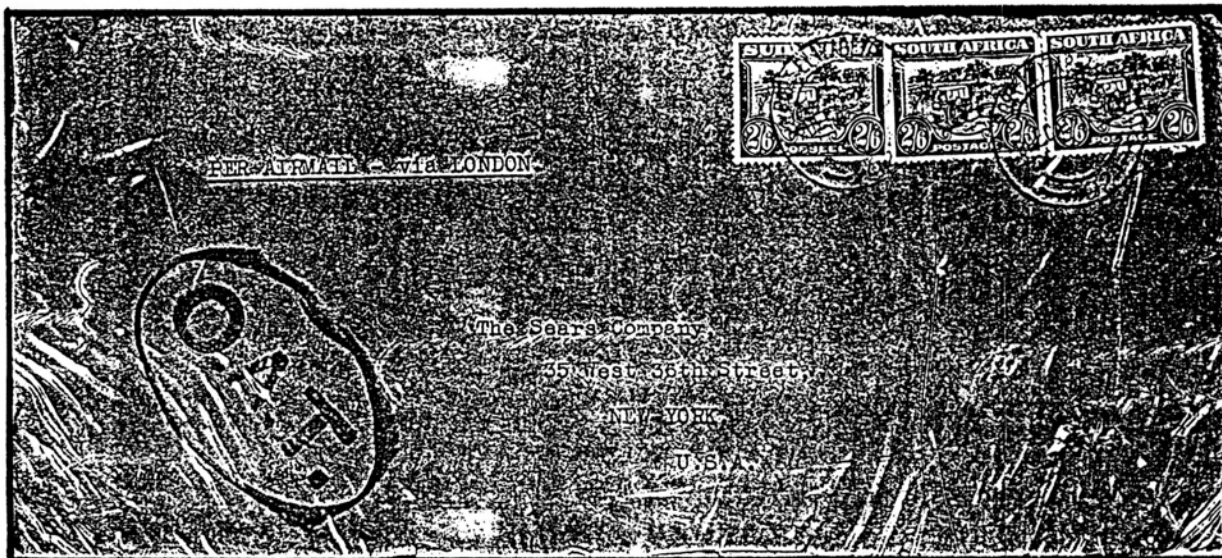
The other important aerophilatelic event is the 75th Anniversary of the AAMS, 1923 - 1998, which is to be commemorated and observed at VAPEX'98, Virginia Beach, 13 - 14 November 1998. This is not only the yearly AAMS Convention but also the 38th FISA Congress to be held 15 November 1998. Roland Kohl, the long-time serving President of FISA will be retiring and his probable successor will be Kuno Sollors of Germany, the present Vice-President of FISA. If you plan to attend do not hesitate to submit your application immediately. Despite the value of our Canadian dollar in American dollars this is an event a dedicated aerophilatelist should attend if at all possible. Don Jones is the AAMS organizer. See pages 116 - 118, March 1998 issue, Volume 69, No. 3 for full details.

Cheryl Ganz advised me recently that the CAS catalogue was awarded a Large Vermeil at LORCA 98, 2 - 7 June 1998, a world philatelic literature exhibition and Mophilia Salon under the auspices of the FIP at Granada, Spain. It is gratifying to learn that the aerophilatelic world has recognized the dedicated work of our 45 collectors who worked so hard for over six years on the preparation of the catalogue. Canada Post Corporation will be highlighting our catalogue in its fall issue of *Canada's Stamp DETAILS : EN DÉTAIL : Les Timbres du Canada*. A photograph of the front cover and ordering details are presented on the inside of the back page. This attractive and informative magazine is issued six times a year and is sent to over 355,000 customers around the world. I anticipate at least 300 orders. I handle Canadian orders and Greg Schmidt of the AAMS handles the American and foreign orders. We salute Darryl G. Carter, Manager, Sales & Marketing Development, Stamp Marketing, Canada Post Corporation and his staff for such magnificent support for our catalogue.

RK MALOTT, PRESIDENT CAS

Review:

O A T and A V 2 MARKINGS - Murray Heifetz



POSTMARKED: PORT ELIZABETH 9 DEC 44

This book will appeal to two groups of collectors: those who would like more information about the OAT and/or AV2 markings which are sometimes found on airmail covers from the "1940s"; and those who would like to use these markings to help establish the route of a cover.

"OAT" stands for "Onward Air Transmission". This marking was normally applied in London, to some of the letters in transit through the Foreign Section of the London Post Office. - One theory is that it was applied to the top item in a bundle of letters all going to a single destination.

"AV2" was the designation of a U.P.U. form, used for tracking small quantities of airmail being handled by more than one postal administration. (The airmail fee was paid in the country of origin: the AV2 form recorded the different carriers which handled a letter during its journey, and which had to be reimbursed by the post office in the country of origin.) Some countries also applied a handstamp stating "AV2" to the individual letters requiring transit by air, or to the top letter in a bundle of such covers.

Murray's book begins with a detailed account of the U.P.U. procedures and regulations for international mail. It then classifies the different designs of OAT and AV2 handstamps that have been recorded, together with the earliest and latest recorded use of each design, countries/cities of origin, etc.

This book is sub-titled "a work in progress". Murray stresses that the classification of markings is a development of earlier work by Donald Smythe, and concludes with a summary of problems to still be solved.

Although there is still much to be learned about these markings, Murray should be congratulated for the amount of information he has compiled and summarized in this book. - An indication of the book's usefulness, is that I recently received the above cover with a query as to whether the OAT handstamp could be used to establish that the cover did indeed travel "PER AIRMAIL - via LONDON," as the endorsement requested, or whether it was diverted through West Africa, and on to New York via the U.S. foreign airmail route FAM22. - This question provided a useful "test" for the book, and the book passed it very well: this is an "O.A.T. Type III" handstamp, that would indeed have been applied in London.

O A T and A V 2 MARKINGS can be ordered from: AAMS Publications, 1978 Fox Burrow Court, Neenah, WI 54956, U.S.A. - Price \$10.00U.S., plus \$3.00 postage within the U.S.A./\$5 outside the U.S.A.

FRITZ SIMON and THE CATAPULT-MAIL CRASH in NOVA SCOTIA, October 1931.

Editor's note: Fritz Simon was the pilot of this mail plane, that crashed in Cobequid Bay. He was born in Wittenberg, Germany, on July 21st 1904, and was buried in the churchyard of Wittenberg after the crash.

Much of the information in this article was sent in by Gunter Rennebeck, who is an aerophilatelist living in Wittenberg. Gunter is trying to find out more about the life and deeds of Fritz Simon, of his mechanic Rudolph Wagenknecht (who was born on October 31st 1898 at Trachenau near Borna, Saxony), and about this crash.

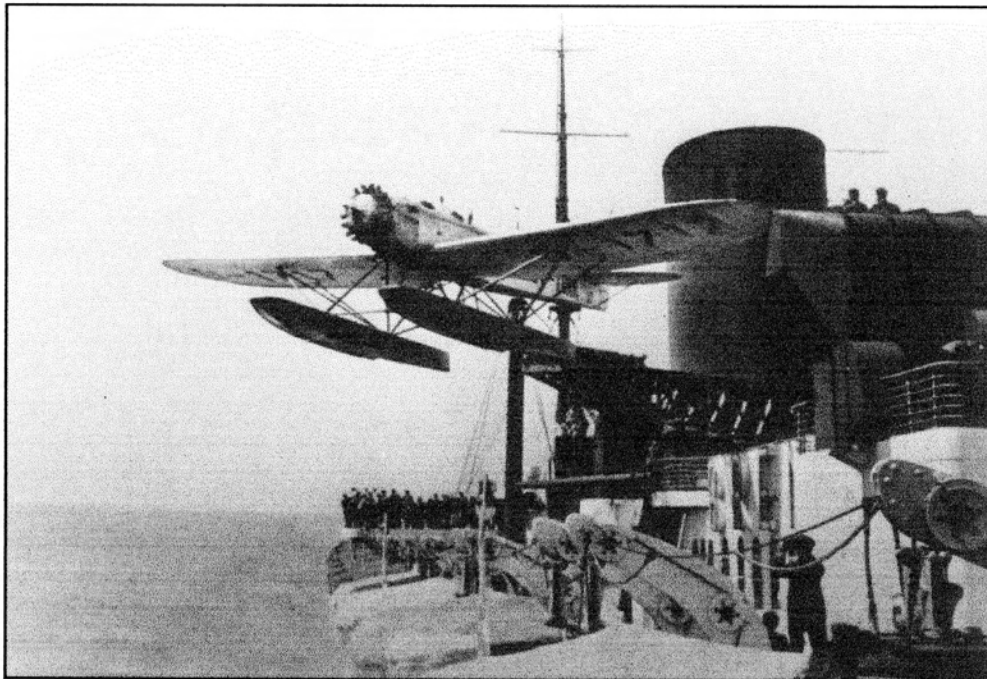
If anybody can provide additional information, please write to Gunter at: Collegienstrasse 90, D - 06886 Luth. - Wittenberg, Germany.

CATAPULT FLIGHTS - SOME BACKGROUND INFORMATION:

In order to accelerate the transatlantic mail service during the late 1920's several Atlantic liners were equipped with a "catapult" so that a seaplane could be started from on board the ship 600-700 miles before she reached her port of destination. Thus about 45 hours could be saved in the west-east direction and about 35 hours in the east-west direction.

In 1928-1929 several experiments were made, mainly from the French liner "Ile de France". A regular and reliable service, though, could not be achieved until 1929 and 1930 when the German liners S.S. "Bremen" and S.S. "Europa" were equipped with catapults. The catapult flights from these two liners continued until the end of 1935 (there were no flights during the winter season). They were not resumed in 1936 because in the meantime regular Atlantic flights by the German airship "Hindenburg" had started.

(From THE AMERICAN AIR MAIL CATALOGUE, Fifth Edition, Volume 4. - This gives a complete list of Catapult Flights and cancellations, but is unfortunately out of print.)



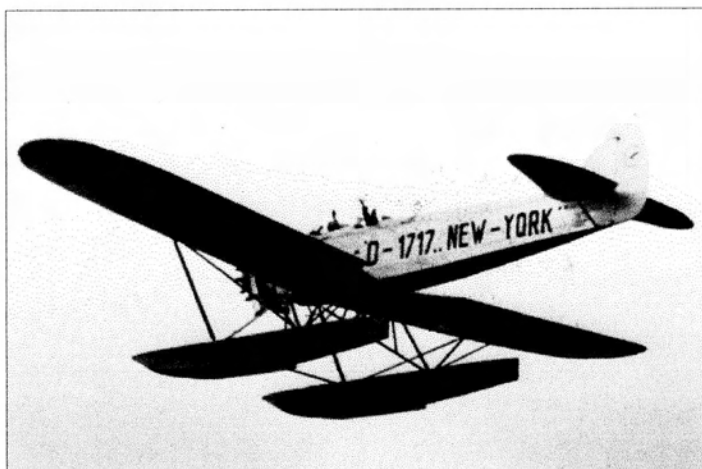
**Launch of the Heinkel He12 mailplane, registration D-1717,
from the S.S. BREMEN.**

Continued

FRITZ SIMON and THE CATAPULT-MAIL CRASH in NOVA SCOTIA, October 1931, continued:



Pilot Fritz Simon
Ca. 1930



D-1717 at the start of it's last flight.
Launched from the S.S. BREMEN, October 5th 1931.

SYDNEY, N. S., TUESDAY, OCTOBER 6, 1931

German Seaplane Refuels At Sydney Prior To Hop To New York With Mails

Daring Fliers Make Successful Flight From Steamer Bremen With Large Consignment of European Mails

Mastering one of the most treacherous stretches of water on the Atlantic seaboard and flying with the aid of instruments only through pea soup fog with aggravating headwinds, the German seaplane "New York", catapulted from the main deck of the liner Bremen 630 miles off Cape Race yesterday morning at 10.30 o'clock alighted on Sydney harbor last evening at 8.40 to push on again at midnight with 50 pounds of mail consigned to New York, intending to arrive at her destination at seven o'clock this morning, stopping off at Boston en route.

Two intrepid Tueton fliers, Capt. Fritz Simon, pilot, and Rudolph Wuchknecht, mechanic, nosed their ship in the direction of New York last night at

(Continued on Page 5)

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(Continued on Page 5)

FRITZ SIMON and THE CATAPULT-MAIL CRASH in NOVA SCOTIA, October 1931, continued:

THE NEW YORK TIMES, SATURDAY, OCTOBER 10, 1931

TWO BREMEN FLIERS KILLED IN MAIL CRASH.

Rudolph Wagenknecht,
the mechanic.Fritz Simon,
the pilot.**Text:**

TRURO, N.S., Oct. 9. - The body of Fritz Simon, pilot of the air-mail plane New York, which went down off Burncoat Light Tuesday after leaving the liner Bremen at sea, was found floating in Cobequid Bay this afternoon by Lieutenant Louis Leigh, flying an airplane which had been searching for the German fliers since they crashed.

The condition of the body indicated to physicians that Simon lived for more than a day after striking the water.

No trace has yet been found of the mechanic, Rudolph Wegenknecht, who accompanied Simon. The wreckage of the plane and its mail cargo destined for New York have been washed up at several points along the bay.

**BREMEN FLIER'S BODY
FOUND BY PLANE PILOT**

*Fritz Simon Had Apparently
Lived for Hours After Crash
in Cobequid Bay, N. S.*

Special to The New York Times.

TRURO, N. S., Oct. 9. - The body of Fritz Simon, pilot of the air-mail plane New York, which went down off Burncoat Light Tuesday after leaving the liner Bremen at sea, was found floating in Cobequid Bay this afternoon by Lieutenant Louis Leigh, flying an airplane which had been searching for the German fliers since they crashed.

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Editor's note: Readers may have begun to notice a number of discrepancies between the various accounts of this incident. - I decided not to try and resolve these, or point them all out, but just to leave them as an example of the problems facing people doing research from "original sources".

The following, extensive description of the search, was given by Lewis Leigh in his autobiography *And I Shall Fly*. - One factor contributing to the discrepancies between this account and others, is that Lewie Leigh's early log books were destroyed in a fire at Camp Borden in 1932.

Early in November 1931, the seaplane from the Bremen landed in Sydney Harbour just before dark. The crew, pilot Fritz Simon and engineer Rudolph Wucyknecht, tied up, refuelled and had dinner.

Continued

FRITZ SIMON and THE CATAPULT-MAIL CRASH in NOVA SCOTIA, October 1931,
extract from Lewis Leigh *And I Shall Fly* continued:

Weather reports were favourable, except for fog in the Bay of Fundy. This satisfied the men, so they made a normal seaplane take-off and disappeared into the night.

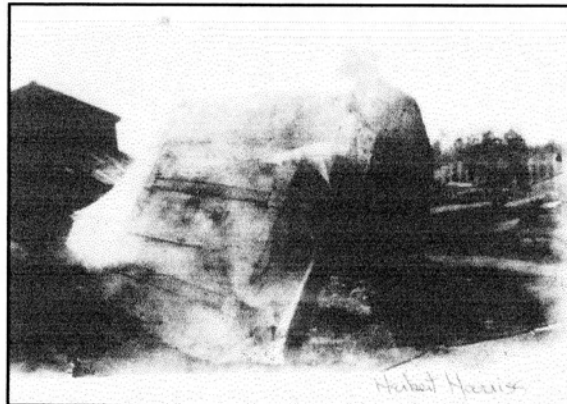
Early next morning we were told that the seaplane had crashed in the Cobequid Bay area of Minas Basin, one of the upper branches of the Bay of Fundy. The crash had occurred in fog and darkness when Fundy's 60foot tides were out, so that portions of the bay normally covered with water were then mud flats. The keeper of the Burncoat lighthouse heard the aircraft engine, the crash, and then shouts or cries, but was unable to get to them before the massive tides rolled in.

I took off from Sydney as soon as I could, carrying Bobby McGowan and an air engineer. We found the general area of the crash, but by now the tide was in full. We searched as long as our fuel would allow, then flew to Parrsboro, N.S., landed and tied up. This was the only place in the area where aviation gasoline was available. By the time we had refuelled and eaten, the tide had begun to ebb and our Fokker was sitting on the mud, far from the water. To coordinate our landings with tide conditions in the Parrsboro area had always been difficult. On one occasion we had had to force land when the tide was out. It had meant staggering through mud, pulling the seaplane ahead of the incoming tide, struggling to get it to shore. On that occasion the tide had begun to go out again when we had finished our engine repairs. These conditions can be appreciated only by those who have seen the Bay of Fundy, with its huge stretches of glistening mud when the tide is out.

In any case we carried on the search to the best of our ability, mostly in bad weather. The changing appearance of the bay and its inlets also made it difficult to keep track of those places that had been searched. By the third day we were all tired. Moreover I was suffering from a cold and sore throat brought on by frequent soakings and wet feet slogging about in tidal flows. At night we sought relief with one or two stiff drinks.

On the afternoon of the third day I spotted a body in the water. I flew to the nearest boat, which was a mile or two away, and by wagging my wings and flying in the direction of the body I got the boat to follow. I landed near the body, which was buoyed up by an air-filled aviation life preserver. We stood on the aircraft float and tried to lift the man out of the water but could not. The boat soon arrived and the people hoisted him onto their vessel. It turned out to be the pilot, Fritz Simon. He had been slightly injured but had died of exposure shortly before we found him. Further searches failed to turn up either the engineer or the main wreckage. Though bits and pieces of aircraft did float ashore, nothing more was ever found. I was later told that Simon had been a German count, but to my knowledge this was never confirmed. The crash ended the North German Lloyd catapult mail flights.

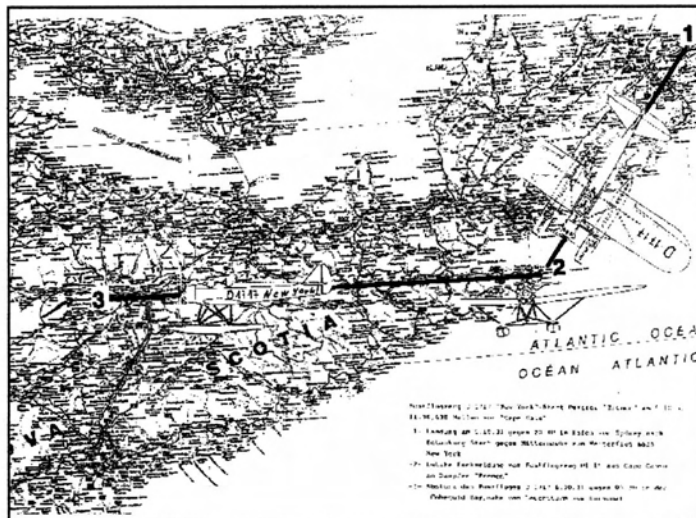
*(And I Shall Fly is available from CANAV Books:
see page 2 of this newsletter for their address.)*



Herbert Harriss with a fuel-tank found from the aircraft.

(Photograph from the CAPE BRETON CENTRE FOR HERITAGE AND SCIENCE, Sydney, Nova Scotia.)

Continued

FRITZ SIMON and THE CATAPULT-MAIL CRASH in NOVA SCOTIA, October 1931, continued:**The last flight of D1717.**

Key (which I am translating from German):

- 1 - SYDNEY HARBOUR. (However, this appears to show GLACE BAY, rather than the Sydney Harbour from which ferries currently leave for Newfoundland.)
- 2 - CAPE CANSO: "last radio message from the mailplane" to the S.S. BREMEN, 1.15 a.m.
- 3 - "Crash of the D1717", COBEQUID BAY.

This crash is numbered 311005 in Nierinck's *RECOVERED MAIL, 1918-1978*. According to that catalogue some mail was recovered, but the report may be inaccurate. It states:

"The plane took off from the s/s <Bremen> at 800m. out at sea and flew to New York with the mail. The plane landed at Sydney Harbour due to foggy weather. It refuelled and took off at 9.30 p.m. The wreckage of the plane was found on the 7th. A part of the mail was washed up on the beach and found on the 9th. The bodies of the pilots Fr. Simon and R. Wagenknecht were found. The body of the mechanic was never found."

I checked with Ken Sanford, who informed me that he has "never seen a cover from this crash". He also informed me that "Henri Nierinck does not price it in his pricing supplement to his book", so there may be no record of one ever coming on the market.



Monument to
Fritz Simon,
Wittenberg churchyard.

"Icarus"

Thanks again to Gunter Rennebeck for much of this information, to Ernst Heinrich Schmidt for most of the translation, and to Ken Sanford.

If anybody can provide additional information regarding Fritz Simon or this crash, please write to Gunter Rennebeck at: Collegienstrasse 90, D - 06886 Luth. - Wittenberg, Germany.

A CANADIAN BALLOON COVER - 1930

Robert M. Terry

The recent Air Mails of Canada and Newfoundland catalog lists the first known balloon flight to be held in Canada as an attempted Trans-Atlantic flight from Harbour Grace, Newfoundland, on July 3, 1937. A footnote at the end of the section indicates that there may be earlier flights.

I am in possession of a balloon cover flown from Cleveland, Ohio, September 1, 1930 to Smithville, Ontario. The Gordon Bennett International Balloon Race was held in Cleveland in conjunction with its annual aerial carnival (and, later on, its annual National Air Races).

There were six entries, and the race was won by the American balloon "Goodyear VIII" from the United States. It flew a distance of approximately 600 miles before landing at Canton, Massachusetts, just south of Boston.

The French entry, the "Pierre Fisbach," piloted by Albert Boitard with aide Jean Herbe, flew a distance of about 175 miles and came down "soon after noon" on September 2, 1930 at Smithville, Ontario.

The cover illustrated here has a handstamp "Carried On / Pierre Fisbach" and is signed "A. Boitard." The partially struck duplex postmark on the U.S. 5 cent Beacon air mail stamp reads: "THVILLE," and, at the bottom, "ONT." While the date is difficult to ascertain, under magnification there is a "2" where the day should appear and the year date appears to be "30."

The reverse of the cover helps to save the day because there is a clearly struck Hamilton, Ontario slogan machine cancel dated September 2, 1930 at 8:30 P.M. The slogan is the familiar "Save Time / Use Air Mail" with an airplane depicted between the lines.

On the reverse are also a red, white and blue Gordon Bennett International Balloon Race label and a very dark purple handstamp cachet that states the same thing.

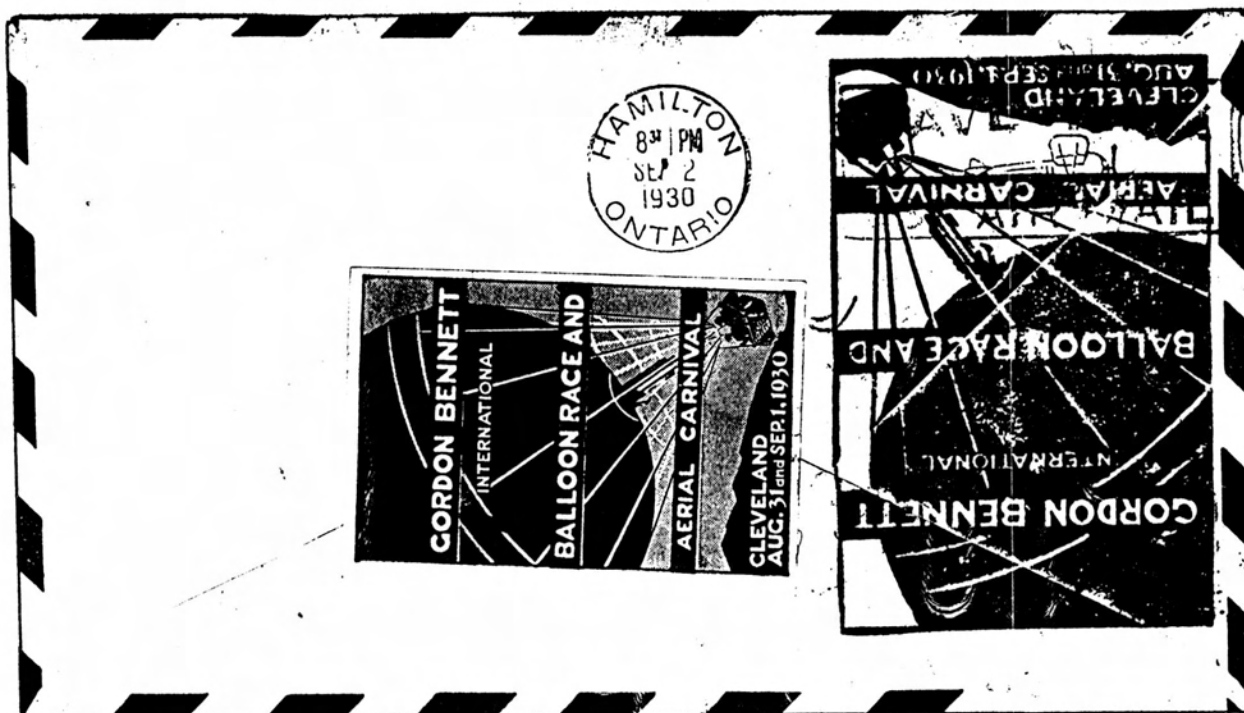
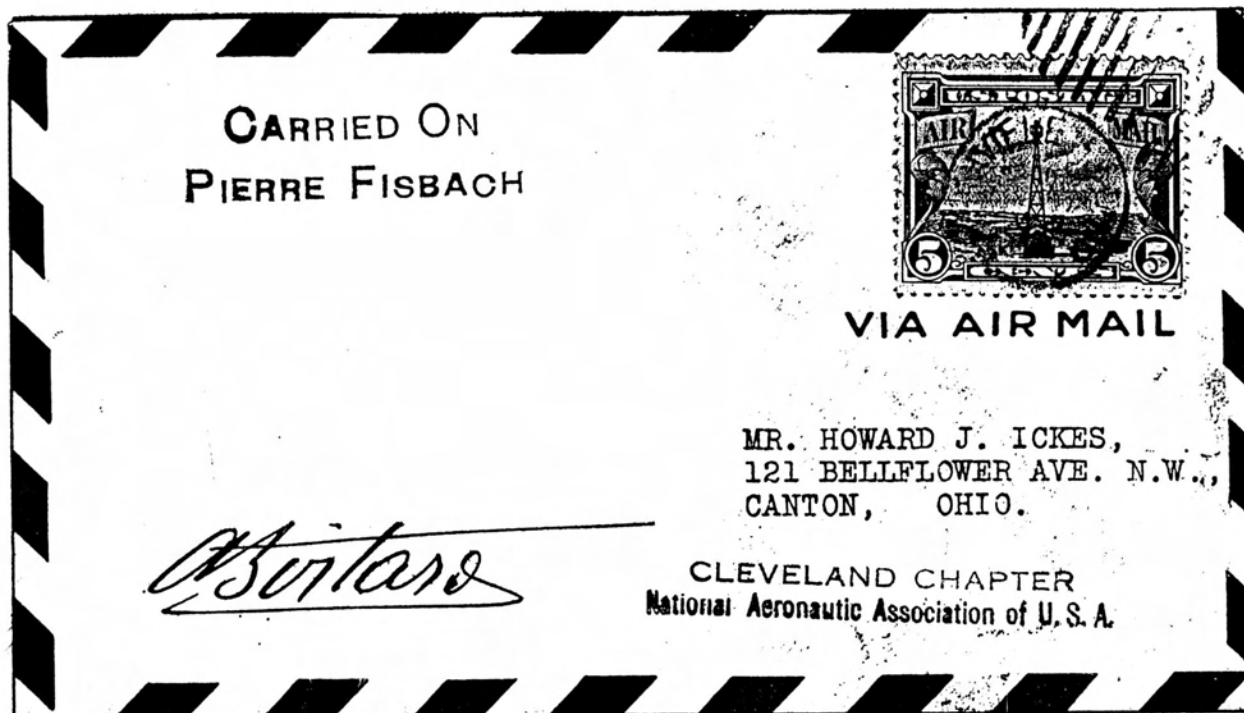
This cover was clearly flown from Cleveland to Smithville, and, temporarily at least, deserves recognition as the earliest known Canadian balloon cover.

As an aside, I am also in possession of two other covers from this event: one flown by the American Edwin J. Hill in the "City of Detroit" from Cleveland to Conyears, NY (signed by Hill) and one flown by the Belgian Ernest De Muyter in the "Belgica" from Cleveland to Adams, Massachusetts (signed by De Muyter).

CONTINUED

A CANADIAN BALLOON COVER - 1930 by ROBERT M. TERRY, continued:

The source of my information about the flights is the result of a search of the microfilm files of the New York Times. The relevant story on the results of the race is presented in the New York Times of Wednesday, September 3, 1930.



A RUSSIAN "HEAVIER-THAN-AIR" FLYING MACHINE BEFORE THE WRIGHT BROTHERS?

The following item appeared in the November 1997 F.I.S.A. BULLETIN:

Aleksander Feodorovitch MOSHAISKI, born in 1825 in Roczensal, became in due course an officer in the Russian Imperial Navy and was nearly fifty years old before he developed a passion for mechanical flight. It took him three years to build a contraption which could fly carrying a man.

Transferred to St. Petersburg, he built a machine powered by a rubber band rope engine and working through one quadruple and two double helices.

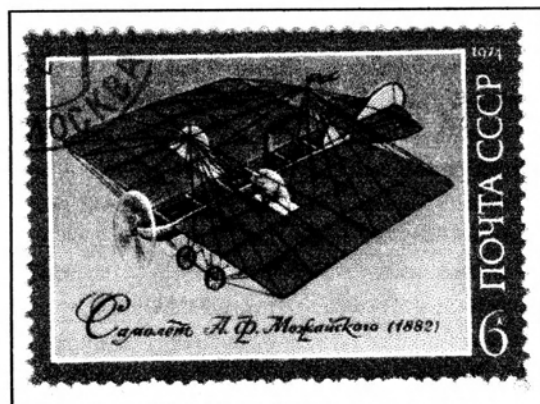
He inspired the Russian War Ministry to create a special department to study the development of flying machines. Moshaiski became the head of this department and used the monies received to build a "heavier-than-air" which he patented on 4 June 1880.

According to the findings of the most recent research, this machine took part in the manoeuvres at Krasnoje Selo near St. Petersburg and completed a successful flight on 1st August 1882.

A model of the aircraft was built following full data given in the "Communications of the Russian Technical Society for years 1882-1885" and a photograph of it appeared on the issue of the 6 kop. stamp of this period.

Moshaiski passed away on 20 March 1890.

I was intrigued by the reference to aviation experiments outside North America and Europe, and asked Patrick Campbell if he could provide some more information. - Patrick supplied both a copy of the stamp (Scott #4276 - issued 25 December 1974 - shown enlarged):



and the following information, which is loosely based on V.B. Shavrov's book History of Aircraft Design in the USSR:

Aleksander Fedorovich Mozhaisky (1825-1890) was a Russian naval officer, of private means, who studied bird flight and experimented with kites - even huge kites pulled by horses. He also did the mathematical calculations to explain his experiments.

He started work in 1856, and during 1876-1877 was building rubber-powered flying models. Several prominent engineers reviewed his work. He flew a model carrying a load (a dagger) in a riding school for naval engineers. (Even sailors learned to ride!) In 1876 he asked the War Ministry for permission to make larger models powered by propellers, and was granted 3,000 roubles. (The committee included the great chemist D.I. Mendeleev, who had produced of the first Periodic Table of the elements.)

On 23 March 1878 he presented calculations and designs for a full size machine to carry a man. In 1880 he was given permission to travel abroad, and given 2,500 roubles to purchase two steam engines from England, one of 10 HP and one of 20 HP. He requested another 5,000 roubles in June of 1881 but the Czar turned him down, so he decided to fund it himself.

Continued

A RUSSIAN "HEAVIER-THAN-AIR" FLYING MACHINE BEFORE THE WRIGHT BROTHERS? continued:

The machine was built by the Baltiisky factory, that later built many aircraft for Igor Sikorski. In the summer of 1882 he was assigned a military field in Krasnyi Silo, near St. Petersburg. Final construction cost 18,895.45 roubles, thereby initiating, in fact pioneering, the cost-overruns later developed extensively by the U.S. Air Force! Construction was of wood, steel, silk fabric, and various commercially available materials. Wing area was 3,800 square feet.

Weight was supposed to be 2,058 pounds, but this design weight was, typically, an underestimate, and structural weight came to about 2,419 pounds. With pilot and fuel it reached some 3,611 pounds, so Mozhaisky pioneered another feature of all subsequent aircraft: ever increasing weight as construction proceeds!

The great designer then proved how smart he was by delegating the flight test to his coachman: after all, the fellow had signed on to drive the Captain's vehicles!

The launch was accomplished with the machine on a trolley, running down a ramp, some time in the autumn of 1884. The three-view drawings I have don't seem to show any sort of control surfaces, but I guess our hero-coachman was pretty busy with the engine controls in one hand, and the flight-instructions manual in the other!

It seems the contraption got into the air for a moment, when a spar fractured, or some instability caused the machine to roll over and slide to a halt.

Of course, the whole contraption was hopelessly underpowered, and later, when repaired, it was fitted with three of the 20 HP engines, which still achieved only a ratio of 60 pounds per horsepower. While still trying to increase the available power, Mozhaisky died in 1890, probably to the relief of his coachman!

Nevertheless, a twin-engine aeroplane of a configuration pretty close to the successful aircraft of the early Twentieth Century, was a very fine effort. Mozhaisky had also done some of the essential arithmetic, so he was undoubtedly one of the great aeronautical pioneers.

The great achievement of the Wright Brothers was that they built a wind tunnel to develop their aerofoils; they solved the problem of power by designing their own lightweight engine; and they solved the control problem with rudder, elevator, and warping-wings. They thus achieved controlled powered-flight, so are the true fathers of aviation.

Thanks Patrick!

(P.S. I wonder if the name of the coachman is recorded?)

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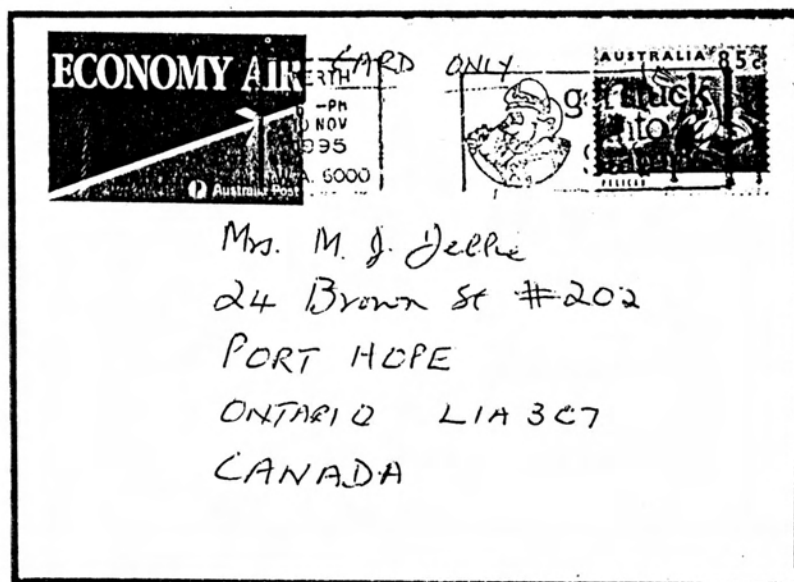


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AIRMAIL FROM AUSTRALIA AND NEW ZEALAND



POSTMARKED: PERTH 6-PM 10 NOV 1995 W.A. 6000 No backstamps.

The ECONOMY AIR etiquette on the above cover intrigued me: air mail usually means superior service, for which an extra fee is charged, so "Economy Air" seemed to be an oxymoron!

The answer, courtesy of Nelson Eustis, is that:

ECONOMY AIR is really second class air mail, and is supposed to travel in Australia and the destination country by surface mail, and by aeroplane out of Australia.

Nelson also sent me a copy of the Australia Post charges book, and it was very interesting to compare the Canadian and Australian systems of rating. - Whereas in Canada we have three sets of rates, (within Canada, to the U.S.A., and International); in Australia they have six: within Australia, and five zones for International Post. For Australians, Canada is in Zone 4, rated as follows -

■ Zone 4				
Postcards/Greeting Cards	Up to 20g	\$0.95	\$0.80	-
	Over 20g up to 50g	\$1.25	\$0.90	-
Small Letters	Up to 20g	\$1.05	\$0.90	-
	Up to 20g	\$1.40	\$1.20	\$1.00
Large Letters	Up to 20g	\$1.40	\$1.20	\$1.00
	Over 20g up to 50g	\$1.50	\$1.30	\$1.00
	Over 50g up to 125g	\$2.50	\$2.30	\$1.40
	Over 125g up to 250g	\$4.70	\$4.00	\$2.40
Small & Large Letters, over 20g up to 500g	Over 250g up to 500g	\$9.00	\$8.00	\$3.50

However, although the Zonal structure is different, the weight-based rating system is similar to that which we use in Canada:

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
Lettermail and Postcards (Air)	\$ 0.90	1.37	2.25	5.05	9.90		
Letter packages (Air)						18.55	37.10
Printed papers - Air	\$ 0.73	1.16	2.20	4.10	8.05	16.10	26.80
- Surface	\$ 0.52	0.80	1.44	2.60	4.10	7.20	10.20
Small packets - Air	\$ 2.20			4.10	8.05	16.10	26.80
- Surface	\$ 1.44			2.60	4.10	7.20	10.20

Maximum 2 kg

Over 2 kg,
parcel rates apply.

CONTINUED

AIRMAIL FROM AUSTRALIA AND NEW ZEALAND continued:

I have also been corresponding with Alan Tunnicliffe of the New Zealand Air Mail Society, and discovered that their rating system is very different from that used in Canada or Australia! - In New Zealand, they abolished weighing letters "10 years ago", and rates are determined by the size of the envelope!

Within New Zealand, there are just two letter mail rates, which apply to all letters up to 20mm thick and 1 kilogram in weight:

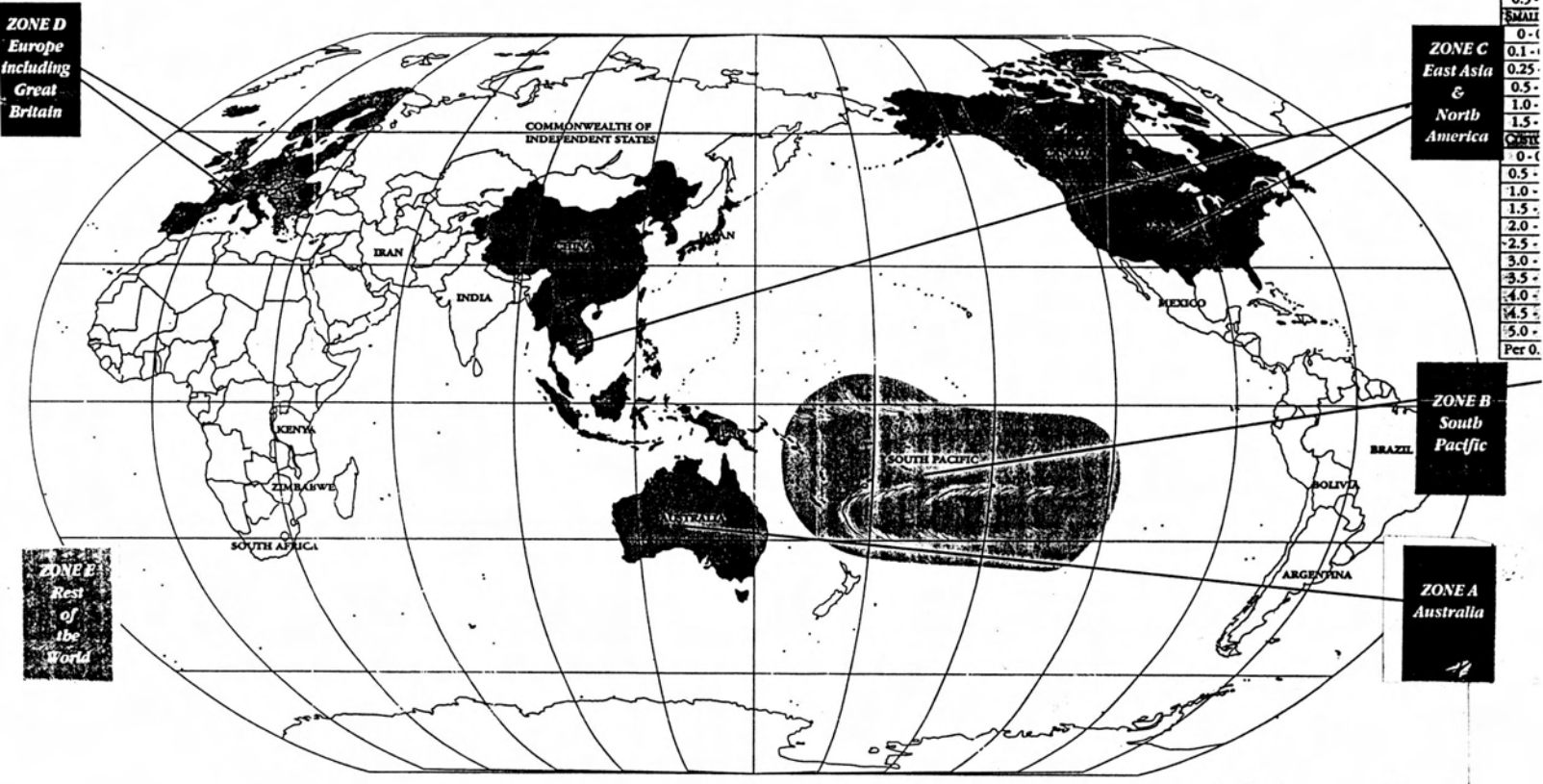
PRICING - INCL GST

Medium envelope	40c (max. 120mm x 235mm)
Extra Large envelope	80c (larger than medium)
Use the envelope size guide to measure your envelope.	

Internationally, New Zealand Post uses three size categories, and a weight limit of 200 grams, but there is a five-zone rating system. (There is also a choice between Air Post International, and EconomyPost International). From New Zealand, Canada is in Zone C:

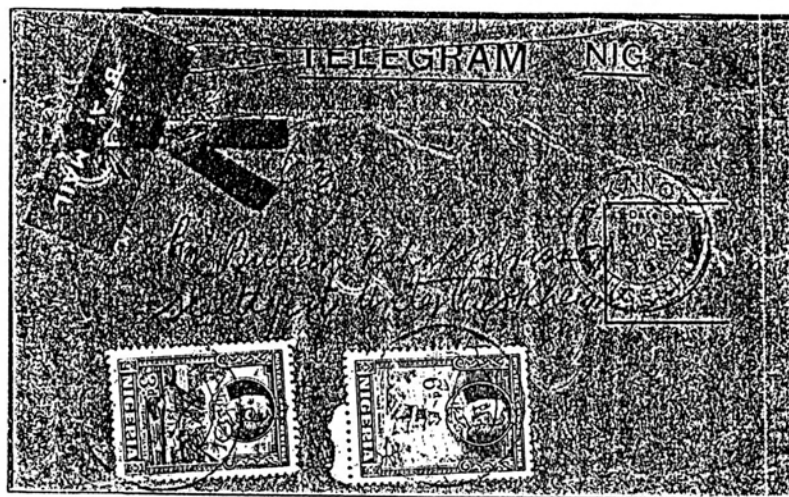
One world, five zones

Having decided what you want to send and how you want to send it, the next step is knowing what the price is. To make things easy, New Zealand Post's world is divided into just five zones.



In reading these guides, I kept thinking about collectors who are trying to work out the rating of old covers. - I still wonder how many modern New Zealand covers I would have had to examine, before realizing that their principles for rating were quite different from those I am used to in Canada?

FOLLOW UP - ACCELERATED TELEGRAM/FAX MAIL



POSTMARKED: KANO 17 DE 36 NIGERIA ADDRESSED TO STUTTGART, GERMANY

The above cover was sent in by Jack Ince for our "Seasonal Special" newsletter in December 1995. - It had used a mixed telegraph and mail service, introduced in 1936 to accelerate communications. The message had been: telegraphed to Kano;

flown via Khartoum to Brindisi by Imperial Airways;
continued from Brindisi to Stuttgart by rail.

In reading the Australia Post guide, I noticed that there is a modern equivalent of this service: FAXPOST. - Letters that are handed in "over counter at an Australia Post Office", can be faxed for delivery by post within Australia, and to "overseas countries which have fax bureau for onward delivery of documents through the postal network".

This service is available to about half the countries listed in their Zone tables, including Canada. - The charge is \$4 first page, \$1 per following page within Australia; and a flat \$10 first page, \$4 per following page internationally, regardless of destination.

FOLLOW UP - THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT, 1927

As I mention in the "Notes For New Readers" on page 2 of each newsletter, Frank Ellis's Canada's Flying Heritage is the classic "general history" of Canadian aviation up to 1940. This is an invaluable book, but unfortunately the information in it is not always correct.

According to Frank Ellis:

The first and only delivery of air mail to take place in 1927 along the north shore route was on December 25, when Romeo Vachon made the run from La Malbaie to Seven Islands, handling 753 pounds of Christmas mail. Deliveries were made at various points en route, mostly by parachute. There were many joyful people along the north shore that Christmas Day when the flying postman came along.

Another excellent book on early Canadian aviation is Goggles, Helmets and Airmail Stamps, written in 1974 by Georgette Vachon, the widow of Romeo Vachon. This gives more information about the early North Shore flights than Frank Ellis does, but agrees with him about the dates and other details.

Continued

FOLLOW UP - THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT, 1927 continued:

However, there are a number of discrepancies between:

- the account of the First North Shore Flight given by Frank Ellis and Georgette Vachon, and some other accounts of the flight;
- the dates in these accounts, and the cancellations on air mail covers from the flight;
- the details of the flight and covers, given in various air mail catalogues.

Our December 1995 newsletter included an extensive article by Derek Rance, in which he tried to sort out the various accounts and markings. One of his conclusions was that "the pilot of the December 25, 1927 first airmail flight on the Quebec North Shore was Captain Charles Sutton", not Romeo Vachon!

The early North Shore flights are also being researched by Pierre Vachon, (one of Romeo Vachon's children). He has found "new evidence" that confirms Derek Rance's conclusion:

Some weeks ago, I found an article published on December 26, 1927, in a Quebec City newspaper - l'Action Catholique - reporting that the first flight from La Malbaie to Sept-Iles had actually taken place the previous day. According to the article, piloted by Sutton with Dr. Cuisinier as passenger, G-CAIP left La Malbaie at 10:15 and landed at 2:15 at Sept-Iles after having distributed 800 pounds of letters and parcels stored in bags that were parachuted to six communities. This is the only newspaper account of that Christmas Day night that I have been able to find.

This in turn raises a question of how could Georgette Vachon be wrong? - According to Pierre, "when these particular events took place in late 1927, my mother was staying temporarily at my grandfather's home near Sainte-Marie-de-Beauce, with my twin sisters who had just turned two years old, and had not yet moved to the chalet on Lac St-Agnes." She was therefore not a first-hand witness to these particular flights, and when she wrote her book nearly fifty years later, probably turned to Ellis's book for help with dates and some of the other details.

There are, however, still a number of questions regarding the early North Shore flights to be resolved.

For example: one of Derek Rance's major sources of information was the late Georges Blouin, who was the Seven Islands Postmaster and Customs Officer in 1927. Georges Blouin gave Derek Rance a detailed account of the December 1927 flight, that has now been proved correct. However, Georges also told Derek Rance that Romeo Vachon "never flew once during the course of that first winter to Seven Islands", and this appears to be incorrect! - Pierre Vachon and George Fuller have been researching newspaper accounts of the period, and according to Pierre:

Le Soleil and other newspapers reported that mail flights continued to be made on the North Shore, weather permitting, regularly twice a week throughout January. And then, on February 8, 1928, Le Soleil published an article describing how, for the first time, my father and his engineer Thibault had been able to make a round trip in one day, underlining the fact they were both French-Canadians, something that a French language newspaper would have considered highly significant in the then world of commercial aviation in Canada.

It should be remembered while reading this, that although some details of the early North Shore mail flights are in dispute, there is no question that Romeo Vachon still deserves the credit for establishing this as a regular, commercial service.

Also, Georgette Vachon's Goggles, Helmets and Airmail Stamps is still a usually reliable book. - One of the most interesting tales in it, is of a clash on their first flight to Seven Islands between Charles Sutton, and Dr. Cuisinier who was a passenger and also a Director of the airline. (Charles Sutton wanted to turn back when they ran into a violent storm, but Dr. Cuisinier "drew a gun", and the pilot was forced to continue). The tale concludes that after the flight, "Sutton, by immediate and mutual agreement, severed his employment with the airline". - In the Airmails of Canada & Newfoundland, Charles Sutton is listed as having flown a first mail from Sioux Lookout on February 6, 1928, which means that he had left the employ of Canadian Transcontinental Airways soon after the famous flight of December 25th 1927, and lends more credence to the story of the violent disagreement.

Editor's note: if any member would like a copy of Derek Rance's article from December 1995, just contact me.

FOLLOW UP - BOB OF THE NORTHLAND

Unfortunately, there was a mix-up regarding Bob of the Northland's Cover Autographing service, in Don Amos's article The Golden Age of Air Mail in our last newsletter.

The "full story" is given in the article to the right, which Don copied from one of Bob's Northland Stamp Monthly magazines.

Also, there were two very fancy designs of envelope, produced by Bob to be used for covers. Both are illustrated below: the cover on the left is the BEAVER design, (which Bob also called the DOMINION design); that on the right is the MAPLE LEAF design.

Don describes them as follows:

the Beaver was red and dark blue, alternating all round; and the Maple Leaf was red and blue again alternating around. The VIA AIR MAIL in both was in red.

Thanks Don.

CANADIAN PILOTS' AUTO-GRAPHS

AT LAST — a central bureau, through which the elusive autographs of Canadian air pilots may be obtained! Address is: Bob of the Northland, Box 474, Edmonton, Alberta, Canada.

Some years have been spent in getting things "lined up". Time, to the average human, is worth money and the few precious hours of leisure to the Northland pilot are precious. Arrangements have been made, whereby "the boys" will have the price of a smoke, at least, in return for their trouble.

The charge is 25c per cover, over the actual cost of franking a cover, when mailed you direct. Covers, already flown, may be sent for autograph (if available) but will be checked and signed **ONLY BY THE PILOT WHO FLEW THEM**. The 25c charge will cover postages incidental in forwarding for signature and returning to owner. If registration is desired, send 20c extra.

Airmail rate between points in Canada is 6c; and from Canada to U.S.A. 8c, for first ¼ ounce. The second ounce costs 10c.

Available autographs will be sent direct to you on ordinary airmail covers, of the "Dominion" or "Maple Leaf" design envelopes, at 33c, over-all charge. Bob figures he will make a nickel per cover, so he's not hogging it!

A number of autographs are available of Canadian ex-wartime pilots and others, who have flown airmails.



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FOLLOW UP - "BOXED" AIR MAIL HAND STAMPS

William C. Noble



Murray Heifetz's (1998: 12-21) recent article on "Boxed" Air Mail hand stamps proves most useful and interesting, as well as the comments by Chris Hargreaves. Further to their discussion, I can add a first flight "stage" cover from Camsell River to Rae, N.W.T. with ultimate destination in Portland, Oregon, U.S.A., as well as some observations.

As the above illustration shows, the "Boxed" Air Mail hand stamp on my example conforms to Heifetz's (1998: 14) Type II. Inked violet and broken on all four border sides, the M is full and the hand stamp was applied to the cover front beside the blue coloured cartouche marked "First Official Flight Camsell River - Rae". Dated 12 noon December 9, 1933 at Camsell River (Hottah Lake settlement), N.W.T., the cover was flown south by Archie McMullen of Canadian Airways (McIntosh 1997: 142), and was franked at Rae four hours later that same day. It is not known when it reached David Wheelless of Portland, Oregon, U.S.A. .

The question is where was the "Boxed" hand stamp applied? I find it highly unlikely that this occurred in the Northwest Territories, but most probable in Vancouver en route to Oregon, U.S.A.. Heifetz (1998: 14) notes that all of his known Type II "Boxed" Air Mail hand stamps come from Vancouver, which seems a probable routing for the David Wheelless cover to Portland. Obviously, Type II was in use as late as December, 1933.

Chris Hargreaves' (1998: 20) first flight cover of 1931 from Embarras Portage, northern Alberta, was a "stage" flight returning to Fort McMurray with an ultimate destination of Kingston, Ontario. His cover appears to carry the Ibl "Broken Boxed" style Air Mail hand stamp (Heifetz 1998: 16). In my experience, "Boxed" Air Mail hand stamps on first flight northern Canadian air routes are exceptionally rare. Apparently, Heifetz (1998: 20) has also found this to be the case for all Canadian first flight covers. Finally, I note that the "Boxed" Air Mail hand stamps are definitely Canadian, and I too found the typological distinction between "closed boxes" versus "opened boxes" to be a most useful first step in distinguishing the different styles.

Bibliography

Hargreaves, Chris

1998 Editor's Postscript. The Canadian Aerophilatelist, XIV (2): 19-21.

Heifetz, Murray

1998 The "Boxed" Air Mail Hand Stamp. The Canadian Aerophilatelist, XIV (2): 12-21.

McIntosh, Richard J. (ed.)

1997 Government and Other Air Mail Covers of Canada 1926-1997. Ann Arbor. The Air Mails of Canada and Newfoundland, Section 5: 89-225.

Thanks William.

FOLLOW UP - CANADIAN AIRWAYS LIMITED PHOTO

QUESTION (from the June newsletter): where was this photo taken, and who are the people in it?

Mike Painter has done some great detective work on this photograph:

I showed this photograph to a friend who used to work for Canadian Airways in their Western Division, and he didn't recognize it.

I also have the 1932 and 1933 Canadian Airways Bulletins, that show the only CAL Fairchild with a registration that fits was an FC2W2 registration G-CART.

From February to April 1932, G-CART was at Senneterre. From May to July it was at Grand-Mere. In September it was at Havre St. Pierre. In October at Moisie, and November at Grand-Mere. - In March 1933 it was in Longueuil for rebuild, and emerged as an FC71 in May, and went to Senneterre. After that it doesn't seem to have been a CAL plane.

If this is a First Flight occasion, there weren't many involving CAL prior to 1932. (A couple were in summer, and these people don't seem to be in summer clothing.)

So my guess is somewhere in Quebec.

Thanks Mike.

FOLLOW UP - LUFTHANSA EUROPEAN SERVICES, 1944

Richard Beith has asked me to acknowledge that the map and timetable reproduced in our last newsletter, were obtained through the kindness of the Lufthansa Archive in Cologne.

FOLLOW UP - CANADA POST LOGO

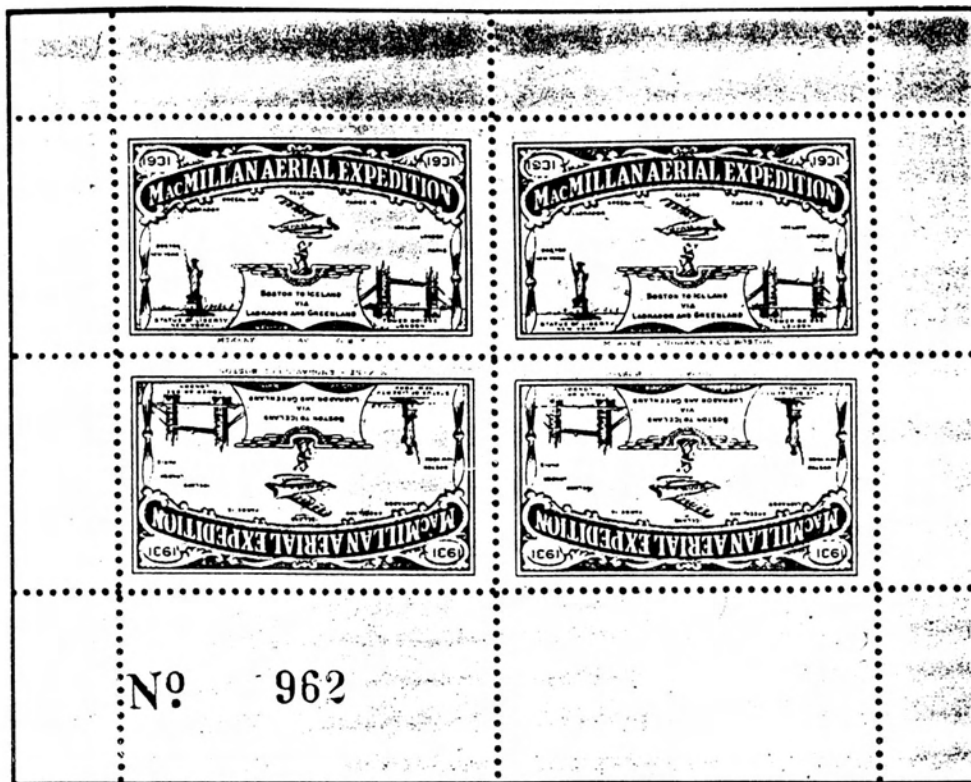
I mentioned in the last newsletter, that Canada Post was planning to introduce a new corporate logo. - One of the societies that we exchange newsletters with is the AIR MAIL SOCIETY OF NEW ZEALAND, and the editor of their newsletter - Alan Tunnicliffe - commented to me that Canada Post's current logo "was designed some years ago by my cousin, Paul Arthur of Toronto".

It's a small world sometimes!

QUESTIONS

Any member who has a question about a stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a following newsletter.

INFORMATION WANTED - MacMILLAN AERIAL EXPEDITION



QUESTION: Does anybody know the story behind these stamps?

MacMILLAN AERIAL EXPEDITION is in pale purple. Dated 1931, small print says Boston to Iceland via Labrador and Greenland. Printed by McKenzie Engraving Co. Boston. The Faroe Islands, London and Paris are also shown on the stamp. The stamps also come in imperforate blocks of four.

INFORMATION WANTED - KNIGHTS OF COLUMBUS ARMED FORCES AIR LETTER

I am putting together a collection of stationary that was provided by the Knights of Columbus (KofC) for the serviceman during WWI & WWII. In my Canadian collection, I have over 200 covers from WWII, a few covers from WWI, some postcards, and also some stationary. However, I am missing information about a Armed Forces Air Letter (AFAL) from 1945 (?). This AFAL is a quad-service piece from the Canadian Legion, Canadian Salvation Army, Canadian Y.M.C.A. and the Canadian KofC. Could you provide any information about this AFAL?

I have only seen a photocopy of this item and have no information, so anything you could add would be most appreciated.

If anybody can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.

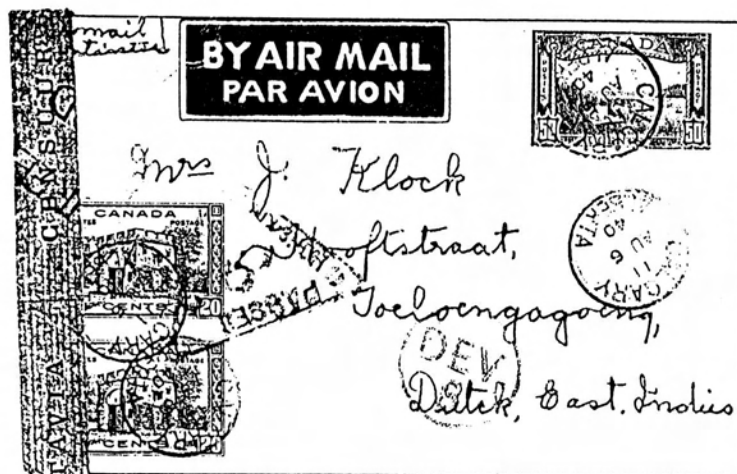
INFORMATION WANTED - AIRMAIL RATES FROM CANADA TO THE DUTCH EAST INDIES

The following questions (and cover descriptions) were received from a collector in The Netherlands. - Can anybody answer them?



Postmarked: SHILO MILITARY CAMP, MANITOBA 21 JUNE 1940
 Air Mail label and "via Trans Pacific" have been deleted.
 Censored Souabaja, Java. No backstamps.

Cover 1. Was the International rate from Canada in 1940 5cts per 20gr? Do you have any idea why the airmail label plus the endorsement "via trans Pacific" has been deleted? Underfranked? Unfortunately no backstamp to check transit time.



Postmarked: CALGARY, ALBERTA 6 August 1940
 Endorsed "Via Trans-Atlantic", but sent via Trans-Pacific Route FAM14.
 Backstamped in transit HONG KONG 23 Aug 1940. Censored Hong Kong and Batavia.

Cover 2. Could you please advice me about the International rate and the air fee of this 90cts franked cover which was sent via the trans Pacific Route of PANAM

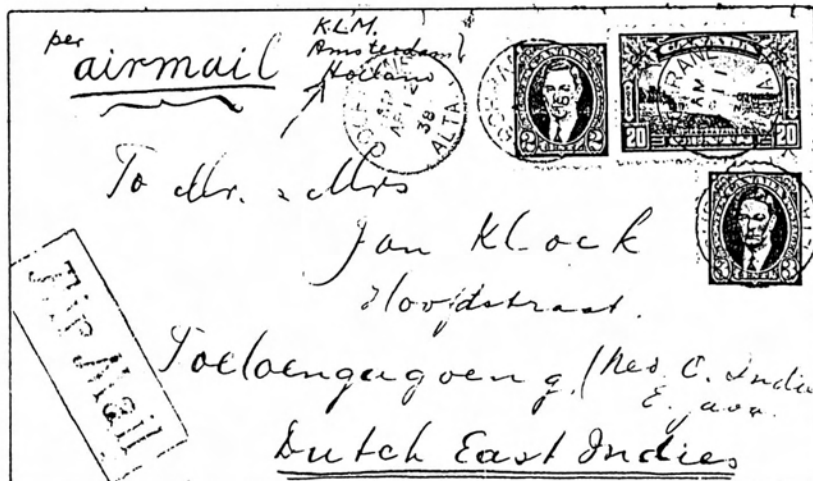
CONTINUED

INFORMATION WANTED - AIRMAIL RATES FROM CANADA TO THE DUTCH EAST INDIES continued:

POSTMARKED: CALGARY, ALBERTA 28 June 1940

No backstamp. Censored in the U.K. and in the D.E.I.

Airmail to the U.K.; U.K. to Durban by steamer; thence by Horseshoe Route to Java. Postmarked: COCHRANE, Cover 3. This 60cts franked cover has been sent via the trans Atlantic Route to Europe and then by steamer to Durban and finally forwarded to Java via the Horseshoe Route. Could you please split up the rate in International letter rate and air fee?



POSTMARKED: COCHRANE, ALBERTA 12 April 1938.

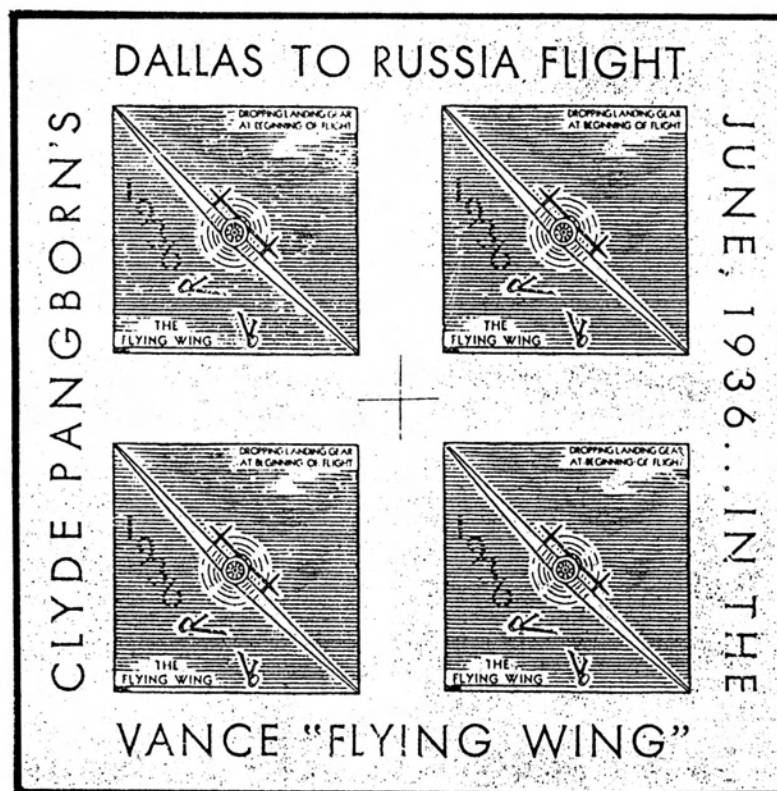
By steamer to Holland, then by K.L.M. Amsterdam - Batavia.

Backstamped on arrival: 4 May 1938.

Cover 4. This prewar item was sent to Holland by steamer and thence by KLM carried to Java. In case the International letter rate was 5cts per 20gr the postage could be split up into 5cts Int. rate plus 20cts air fee Holland-Java per 5gr. Is that correct?

If you can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.

INFORMATION WANTED - CLYDE PANGBORN'S PROPOSED
DALLAS, TEXAS to MOSCOW, U.S.S.R. FLIGHT, 1936



The above stamps were issued for a planned flight from Dallas to Moscow, using a specially built Vance "Flying Wing" plane.

The proposed flight is described in detail in the full-page advertisement from The Airpost Journal of June 1936, shown on the page opposite.

However, there are no other references to this flight in the Index to the Airpost Journal, 1929-1989. I also consulted John L. Johnson about it, but he reported back:

I can find nothing in my library concerning the Vance Flying Wing. - I have a listing of A.T.C.'s for all aircraft built and receiving same from the U.S. Government, and the Vance is not listed.

Does anybody know what happened to this proposed flight, and/or to the Vance Flying Wing?



FOUNDED 1796

101 New Bond Street, London W1Y 0AS
 Tel: (0171) 629 6602 Fax: (0171) 629 8876

PHILLIPS will be holding a major AIRMAIL AUCTION on Thursday October 8th. - The DD Edwards collection of 1911 CROWNATION AIR POSTS will be auctioned in the morning. This will be followed by a sale of AIRMAIL STAMPS AND COVERS OF THE WORLD in the afternoon, including Norman Hoggarth's collection of INTERRUPTED AIRMAIL COVERS.

INFORMATION WANTED - CLYDE PANGBORN'S PROPOSED DALLAS, TEXAS to MOSCOW, U.S.S.R. FLIGHT, 1936 continued:

CLYDE PANGBORN'S PIONEER FLIGHT

DALLAS, TEXAS to MOSCOW, U.S.S.R.

In past flights made by Clyde Pangborn, hundreds of stamp collectors have requested him to carry special letters for them. Clyde has always been willing to accommodate and has many times changed flying schedules and other plans in order that such mail might be properly postmarked. So many people have taken to the interesting hobby of collecting air-mail that it is manifestly impossible for an aviator to consider handling all such request.

Because of the fact that Clyde wishes to accommodate the flood of such requests, he has delegated to Pangborn Flights the important task of preparing all covers to be carried on his flights, thus assuring that everyone may avoid disappointment.

Pangborn Flights has the assistance of the Grace Stamp Company of New York, a reputable philatelic concern. In addition the advice and assistance of leading technicians and philatelists has been secured in the planning and preparation of the covers. Every possible consideration has been given to the requirements of collectors, and we know the results will be welcomed by all collectors. The primary aim has been to keep the cost of these covers to a minimum consistent with proper handling.

This flight is an attempt to shatter the distance record for sustained flight. However there is a more cogent reason for the trip. After landing in Russia, Clyde Pangborn will proceed with negotiations for the establishment of European and Asiatic bases. These will be necessary for the success of his next project, a non-stop round-the-world flight, refueling in mid-air at the supply bases previously established. For the round-the-world flight, a giant Bernelli-Uppercu plant of the all wing type is under construction.

THE PLANE

For the Russian flight Clyde Pangborn will use his specially built Vance "Flying Wing" plane. The flying wing principle embodies unusual construction features. Most of the plane is contained within the wing structure in nearly perfect streamline design, thereby affording the fuel economy necessary for maximum distance.

It is expected that the Texas Centennial Grounds will make a gala affair of the takeoff. A special Clyde Pangborn day may be declared for the event, which will probably take place during the latter part of June.

THE COVERS

The Cover has been carefully designed to fittingly commemorate this Pioneer Flight. Each will be franked with the beautiful bi-color Sixteen Cent Special Delivery Air Mail Stamp. In addition, each will bear a Special Flying Wing Stamp described in the next paragraph. Around the Special Stamp will be an unusual Texas Centennial Cachet of special design. Each Cover will receive an Official United States Postmark at the time of departure, and an Official Russian Postmark upon arrival. Thus each Cover portrays the complete story of the Flight.

The cost of the Covers has been held to a minimum. Pangborn Flights, the exclusive agent for mail carried by Clyde Pangborn will supply everything for only \$2.41 per cover. Orders should be placed immediately. The extra weight permissible on the plane is limited, so do not delay if you wish to avoid disappointment. Complete protection is assured to collectors in the event that the flight is cancelled. All money received for covers orders is placed in escrow with the Title Guarantee and Trust Co., 176 Broadway, New York City and a full refund is guaranteed if the Flight is cancelled.

THE SPECIAL STAMP

Clyde Pangborn has authorized the issue of a privately printed stamp to commemorate this pioneer flight. The stamp design was prepared by Mr. James O'Brig, well-known philatelic designer, with technical assistance from Mr. Donald de Lackner, aviation engineer. The stamp portrays the Flying Wing dropping its landing gear at the beginning of the flight. The design is ultra-modern in treatment, and is truly an unusual arrangement.

This stamp was prepared primarily for placing upon each cover. So many have asked for mint copies that we have decided to accede to this request. However, the color will be different on stamps sold separately, in order to protect those who order covers.

For separate sale we have printed a small sheet of four stamps, surrounded by an inscriptive border telling of the flight. These sheets will be sold at 25c each, and the issue is limited strictly to 8,000. We guarantee that the plates were destroyed, and that further issue is impossible.

PANGBORN DALLAS TO MOSCOW	\$2.41
PIONEER FLIGHT COVER	
FLYING WING SPECIAL PIONEER	25c
STAMPS. Per sheet of four stamps.....	

PANGBORN FLIGHTS

ROOM 301, 99 NASSAU ST.

NEW YORK CITY

Advertisement reproduced from THE AIRPOST JOURNAL, June 1936, page 21.

INFORMATION WANTED: Rev. R.A. Butler

The Rev. R.A. Butler produced a number of First Flight Covers for Newfoundland flights in the 1930's, such as the nine from St. John's to Western Arm offered for sale in the last newsletter, (page 31).

Can anybody provide some background information about "who" the Rev. R.A. Butler was?

If you can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.

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 - CANADIAN FLOWN COVERS

CIVILIAN AIRLINES FLOWN COVERS

UNITED 1 ST FLT. PORTLAND - VANCOUVER, WA.	10.8.32	\$4.00
? 1 ST FLT. BOULDER CITY, NEV. - ?	3.4.38	4.00
? 1 ST FLT. AKRON, OH - ?	1.3.38	4.00
? 1 ST FLT. WATERTOWN, S.D.K. - ROUTE AM 26	6.4.39	4.00
? 1 ST FLT. NEWARK - AKRON	1.3.38	4.00
NATIONAL 1 ST FLT. MIAMI - LONDON	15.6.70	4.00
TWA 1 ST 747 CHICAGO - LONDON	23.5.71	4.00
TWA 1 ST 747 WASHINGTON - LONDON	17.12.70	4.00
SEABOARD 1 ST FLT. LOS ANGELES - LONDON	30.9.69	4.00
SEABOARD 1 ST FLT. SAN FRANCISCO - LONDON	30.9.69	4.00
PAN AM 1 ST 747 NEW YORK - LONDON	21.1.70	4.00
? 1 ST FLT. MONTGOMERY - MEMPHIS	1.7.64	4.00
? 1 ST FLT. DC-8. 61 LAKEWOOD - ?	14.3.66	4.00
? 1 ST FLT. DC-8. 63 LONG BEACH - ?	10.4.67	4.00
FRONTIER 1 ST FLT. JET/PROP DENVER. GRAND JUNCTION.	1.6.64	4.00
? 1 ST FLT. ROMANIA - ISRAEL	27.9.93	4.00
? 1 ST FLT. ROMANIA. BACAU - DEBRECEN	28.5.93	4.00
CAAC 1 ST FLT. BEIJING - SEOUL	22.12.94	5.00

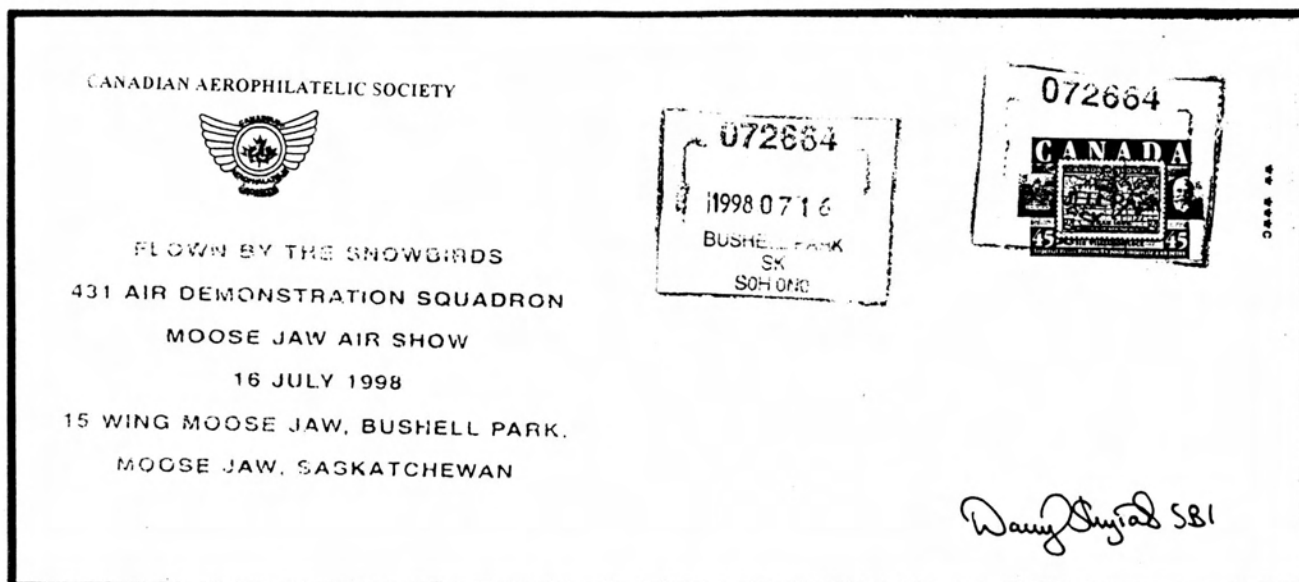
CAF FLOWN

DOHA, QATAR GULF WAR	439 SQN. PILOT SIGNED	5.00
EDMONTON - RAWALPINDI.	435 " " "	5.00
LAHR - DAMASCUS.	435 " " "	4.00
TRENTON - ZAGREB	436 " " "	4.00
TRENTON - PORT AU PRINCE	436 " " "	4.00
RR - PHNA.	407 " " "	2.00
MOFFETT - COMOX	407 " " "	2.00
OTTAWA - LAHR	436 " " "	2.00
TRENTON - LAHR	436 " " "	2.00
GATWICK - LAHR	436 " " "	2.00
PORTLAND - MIRAMAR	416 " " "	3.00
GREENWOOD - KINLODS	405 " " "	3.00

If you are interested in any of these covers, please reply directly to: Capt. J. Walsh CD, 124A Danbury Bay, Winnipeg, Manitoba R2Y 1A5

FOR SALE - 1998 SNOWBIRDS COVERS**431 AIR DEMONSTRATION SQUADRON**

15 WING, P.O. BOX 5000, MOOSE JAW, SASKATCHEWAN S6H 7Z8 FAX (306) 694-2809 TEL. (306) 694-2222 (Ext 431)

431^e ESCADRON DE DÉMONSTRATION AÉRIENNE

Actual size: 4.1" x 9.5"

It was originally planned to have the covers flown over Ottawa on Canada Day, but inclement weather caused the cancellation of the flight. It was then planned to fly them at the Moose Jaw Air Show, but that was also disrupted by inclement weather. The covers were eventually flown at a practice air show in Moose Jaw on July 16th.

The covers may be purchased as follows:

- single cover, autographed by one of the Snowbird pilots: \$8.00.
- a set of nine autographed covers: \$45.00.
- single cover, autographed by all nine pilots: \$15.00.

This project has been generously sponsored and organized by Dick Malott, who is donating all the profits to the CAS. Covers can be ordered from him at 16 Harwick Crescent, Nepean, Ontario K2H 6R1.

Many thanks Dick!

INTERESTED IN TRADING MILITARY and/or FIRST FLIGHT COVERS?

Cecil Stoner has:

A couple of shoeboxes full of U.S. First Flights into Canada; and an extensive collection of covers autographed by the Dam Busters, Battle of Britain Spitfire pilots, Victoria Cross winners British and Canadian from D-Day, and test pilots.

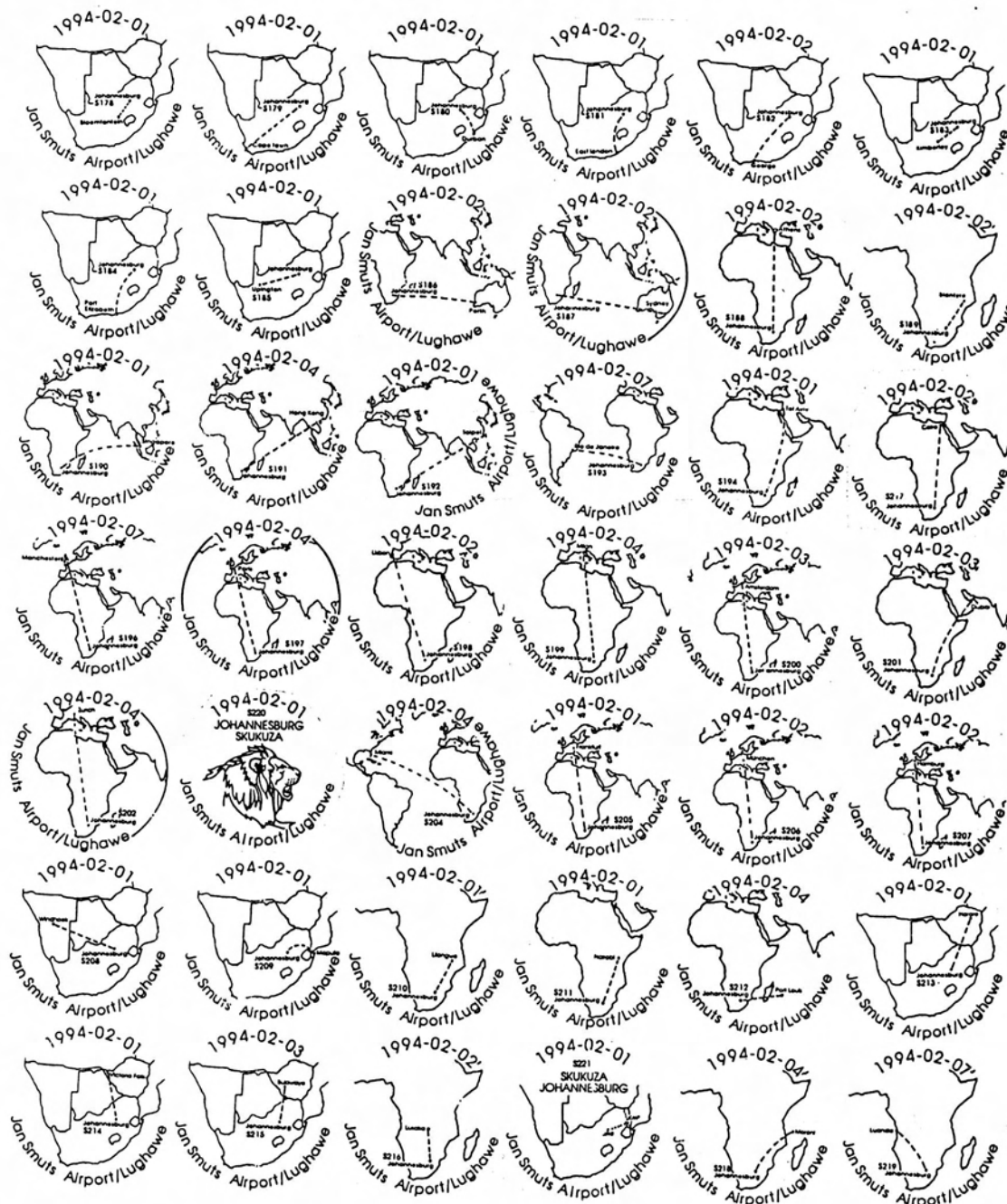
If anybody is interested in purchasing some of these covers, or has "anything to trade for them", please contact him at: 5416-139 Avenue, Edmonton, Alberta T5A 1E6.

FOR SALE - 60th ANNIVERSARY SOUTH AFRICAN AIRWAYS COVERS

These covers have been kindly donated to the CAS, and were previously described and illustrated in the March 1966 newsletter.

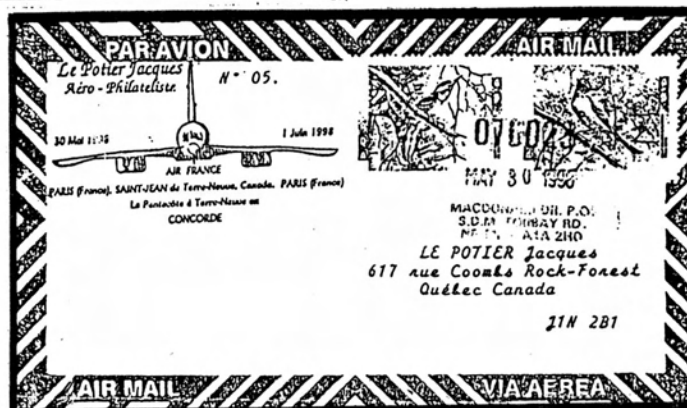
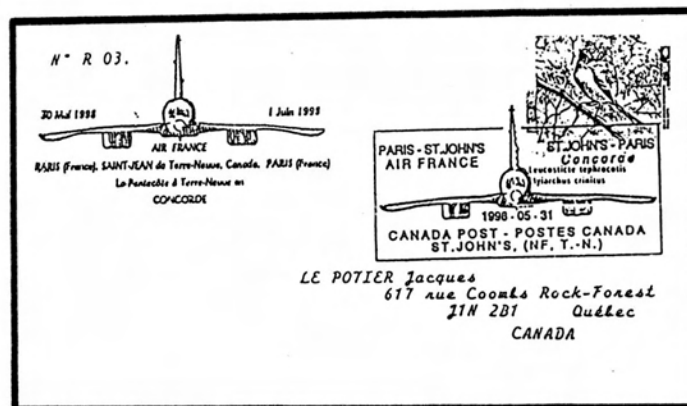
Each cover is for a different route flown by South African Airways, is franked with one to three stamps from the 1993 Historic Aircraft set, has a special cancellation for that route, includes a very attractive full colour picture of the destination, is 7" x 4.2", and is signed on the back - presumably by the pilot.

Covers are still available for the following routes:



These covers are now being sold individually for \$2.00 each, and can be ordered from Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

FOR SALE - FIRST FLIGHT COVERS FOR CONCORDE PARIS to ST. JOHN'S, NEWFOUNDLAND: 1998



Actual size: 3.6" x 6.4"

Jacques LePotier prepared these sets of three covers for a special AIR FRANCE Whitsuntide round trip by Concorde to Newfoundland. The flight left Paris on May 30th 1998, and arrived back there on June 1st. Each cover includes a cachet designed by Jacques.

Each set consists of a cover flown on each leg of the flight, and a souvenir cover from St. John's with a Canada Post official commemorative postmark. - Jacques has 10 sets for sale at \$10.00U.S. per set. They can be purchased from him at: 617, rue Coombs, Rock Forest, Quebec J1N 2B1.

Next Issue - The Seasonal Special

All members are again invited to contribute a page to our December newsletter.

*Just prepare a page featuring any favourite stamp or cover,
add your name, and/or address, and/or Seasons' Greetings to other members,
and/or any other information you like (e.g. collecting interests,
items you'd like to find, sell or trade, or a business advertisement),
and send a photocopy of it to the editor to reach him by
November 15th.*

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 aerophilatelic 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 Aerophilatelic Society.

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 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

1 Patrick Campbell
4 Michael Shand
5 Pat Sloan
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
212 Harold J. Petoskey
213 William R. Wallace
240 Abraham Siegel
241 J.T. Wannerton
268 Walter Silvestri

269 Stuart McDougall
270 Earle L. Covert

November

20 Gibson B. Stephens
28 Edward Lettick
56 Col. William G. Robinson
59 T.W. Cummings
62 Gary Coates
86 John R. Fagan
182 Robert Foottit
187 B.H. Saunders
204 Dr. Maurice A. Mishkel
214 Trelle A. Morrow
271 Nino F. Chiovelli
272 John J. Venskus

December

21 Dr. D. Mercer

54 Norbert E. Krommer
63 Paul Barbatavicius
81 Stephen Reinhard
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
189 Jacky Stoltz
215 Jack Ince
239 Brian Asquith
242 Jacques Bot
255 Jorg Kiefer
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 Aerophilatelic Society.

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

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