



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 Aerophilateliques) - Club Member

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December 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 many stamp dealers, or directly 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 from the AAMS for \$28US plus postage.)
- 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.

A Seasonal Editorial

I am hoping to get this issue out earlier in the month than ever before, and that most readers will receive it before Christmas.

Many thanks to everyone who sent in items for this SEASONAL SPECIAL newsletter, and to those who offered answers to the questions in the last issue. The answers have already been passed on to the questioners, but will not be published until our next newsletter, due to a shortage of space.

Special thanks to Dick McIntosh who is beginning a series of supplements to the Air Mails of Canada and Newfoundland: see page 31 for more details.

Would all members please make a New Year's Resolution, (or whatever), to check the RENEWAL LIST in each issue of the newsletter, and send your dues to Ron Miyanishi promptly, so he doesn't have to spend time (and postage) sending out reminders.

Very best wishes to you all,

NEWS - NEWS - NEWS

Wow! Welcome to twelve new members:

- 286 Ken Bolton, Burnley, Lancashire, U.K.
- 287 Robert W Hounsell, Waterloo, Ontario.
- 288 Owen L. White, Toronto, Ontario.
- 289 Andre Giguere, St. Hyacinthe, Quebec.
- 290 Michael Deal, St. John's, Newfoundland.
- 291 Walter J. Veraart, Castricum, The Netherlands.
- 292 Gary Freedman, Scarborough, Ontario.
- 293 Brian Wolfenden, Nepean, Ontario.
- 294 Robert M. Terry, Akron, Ohio, U.S.A.
- 295 Gloria Shaw, Montreal, Quebec.
- 296 Bert Foster, Thunder Bay, Ontario.
- 297 David H. Whiteley, Winnipeg, Manitoba.

CANADIAN AVIATION STAMPS IN 1999

Canada Post is aiming for the skies with a record-setting 1999 issue, and the result will be a bonanza for aircraft topical collectors.

The occasion is the celebration of two anniversaries, the 75th of the Royal Canadian Air Force (RCAF) and the 50th of the International Air Show at Toronto's Canadian National Exhibition (CNE). A major challenge for designers, considering the huge number of aircraft involved over the

years, will be to pick the ones to be featured on the stamps.

The issue for these two events will be in the form of a pane with more stamps than ever before produced by Canada. Given production and design considerations, expect a layout of 16 stamps, likely 12 for the RCAF and four for the air show. That would no doubt result in four official First Day Covers and, based on Canada Post's marketing successes with uncut panes, that also

would seem a good bet.

Exact details of the layout and content are not known at this time, but sources within the collecting and military communities have confirmed plans for the issue for CSN. It will be issued in early September, just before the 1999 air show. Canada Day issues of some years back contained 12 stamps, one for each of the 10 provinces and two territories, but 16 would set a record.

PRESIDENT'S REPORT TO CAS MEMBERSHIP

The 75th Anniversary of the AAMS at VAPEX'98 is an event to remember for many reasons. Over 200 aerophilatelists and astrophilatelists with guests attended. Each event recorded record attendance. The 65 FISA members coming from Europe to attend the 38th FISA Congress was one reason for the excellent attendance. The activities started with 90 attendees travelling in two busses over a 3 day period to visit the Wright Brothers Memorial and Museum at Kitty Hawk, North Carolina, visits to a southern plantation, the historic village of Williamsburg, Virginia, the gigantic US Naval Base at Norfolk, Virginia, and many other interesting locations in between including a Christmas Shop and the Weeping Radish Pub. Don Jones of the VAPEX'98 Committee, a part of The Virginia Philatelic Federation, Inc., prepared an excellent pre-convention program that enhanced the actual convention scheduled from 13 - 15 November 1998.

Two very comfortable hotels looking out on the Atlantic Ocean provided accommodation for the delegates as well as the well stocked AAMS hospitality lounge. The exhibition itself, composed of 52 outstanding exhibits and at least 20 dealers' booths, were contained in two sections of the spacious Virginia Beach Pavilion, 3 miles from the hotels. A trust worthy bus shuttle moved the attendees back and forth quickly. The outstanding Zeppelin exhibits brought from Europe were a delight to view and study. Although predominantly an aerophilatelic exhibition there were excellent traditional and youth exhibits resulting in awards of 20 gold, 7 vermeil, 13 silver, 3 silver bronze, 6 bronze and 3 participation certificates. The Grand Award of the Exhibition and the AAMS Globe went to Dieter Leder of Germany for his exhibit *Lloyd-Flugpost : The Catapult Flights of the North-German Lloyd*. The Reserve Grand Award went to Paul Magid for his exhibit, *"Imperial Airways" Africa Service 1931 - 1937*. The CAS plaque for Recognition of Accomplishment was awarded to a youth exhibitor, Michael Ollies of Westfield, Pennsylvania, USA, for his exhibit, *Exploring Our Solar System*. Canadian participation was relegated to my two aerogramme exhibits, one for civilian aerogrammes, and one for Canadian military air letter forms. Both received a VAPEX'98 and an AAMS silver medal. All VAPEX'98 awards were an attractive walnut plaque cut in the shape of the State of Virginia. If any one wishes a copy of the VAPEX'98 programme or the List of Winners drop me a line!

Three special cachets and envelopes were provided by the American First Day Cover Society at a cost of a set of three envelopes for \$5.00 US. I prepared a special pewter pin to commemorate the 75th Anniversary of the AAMS a picture of which may appear in this issue of *The Canadian Aerophilatelist*. The pins are available to me post paid for either \$8.00 Canadian or \$5.00 US. Personal cheques or Postal Money Orders made payable to myself are acceptable for payment. There were 250 pins prepared with 150 being disposed of at VAPEX'98. The annual AAMS Meeting was held at the Pavilion Saturday morning with over 75 members being present to learn of the excellent condition of the AAMS on the occasion of its 75th Anniversary.

The Palmares, held in the Surfside Inn Ballroom, was MC'd by the jovial Clyde Jennings of Florida philatelic fame. There were over 200 present for this most enjoyable event. On Sunday morning at the same location, 120 AAMS members and guests enjoyed a full American breakfast and the presentation of the AAMS awards. As Chairman of the AAMS Awards Committee it was my honour to announce the three AAMS Literature Awards : (a) Jon E. Krupnick of Fort

* see page 20.

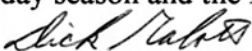
PRESIDENT'S REPORT continued:

Lauderdale, USA received the *George D. Kingdom Literature Award* for his book, "*PAN AMERICAN'S PACIFIC PIONEERS*"; (B) Richard Beith of Chester, England received the *L.B. Gatchell Literature Award* for his three part series in the *Airpost Journal* for "*FAM 22 and BEYOND*"; and (c) Marino Riosa of Hounslow, England received *The Earl & Fred Wellman Award* as the columnist for the Aerophilately of Mexico Study Unit, "*MEXAIR NEWS*" published in the *Jack Knight Air Log*. The recipient of *The George W. Angers Award* for 1998, announced earlier at COLPEX'98 in Columbus, Ohio, Dr. Reuben A. Ramkissoo of Oak Brook, Illinois, received his award also. The award is given in memory of George W. Angers, a co-founder of the AAMS, for outstanding service to aerophilately.

A special tribute was made to Ron Miyanishi, Secretary of the CAS, who did all the preparation for our CAS catalogue, *The Air Mails Of Canada And Newfoundland*, and the newly released Volume I of the 6th Edition of the AAMS catalogue. A special CAS engraved plaque for Ron was shown to all present and then later mailed to Ron in Toronto. The new Volume I, Sixth Edition of the AAMS catalogue is available from the AAMS Publications Distributor, Greg Schmidt, 1978 Fox Burrow Court, Neenah, Wisconsin, 54956-1184, USA at a price of \$28.00 US to CAS and AAMS members, and \$35.00 US to non-members, plus \$5.00 US postage and handling charges. Due to the unstable dollar exchange rate, rising postage rates, and various government taxes on these catalogues it is not economical feasible for the CAS to handle these catalogues. Those interested in any catalogues and AAMS books should order directly from Greg. This also applies to the CAS catalogue, *The Air Mails Of Canada And Newfoundland*. The price and other costs are the same. A quantity of earlier AAMS books are still available from me since no one else of the Society wished to handle their sale. I personally handled the sale of 90 CAS catalogues and at the 10% commission allowed affiliated AAMS Clubs I lost a considerable amount of money. The best solution is buy directly from Greg.

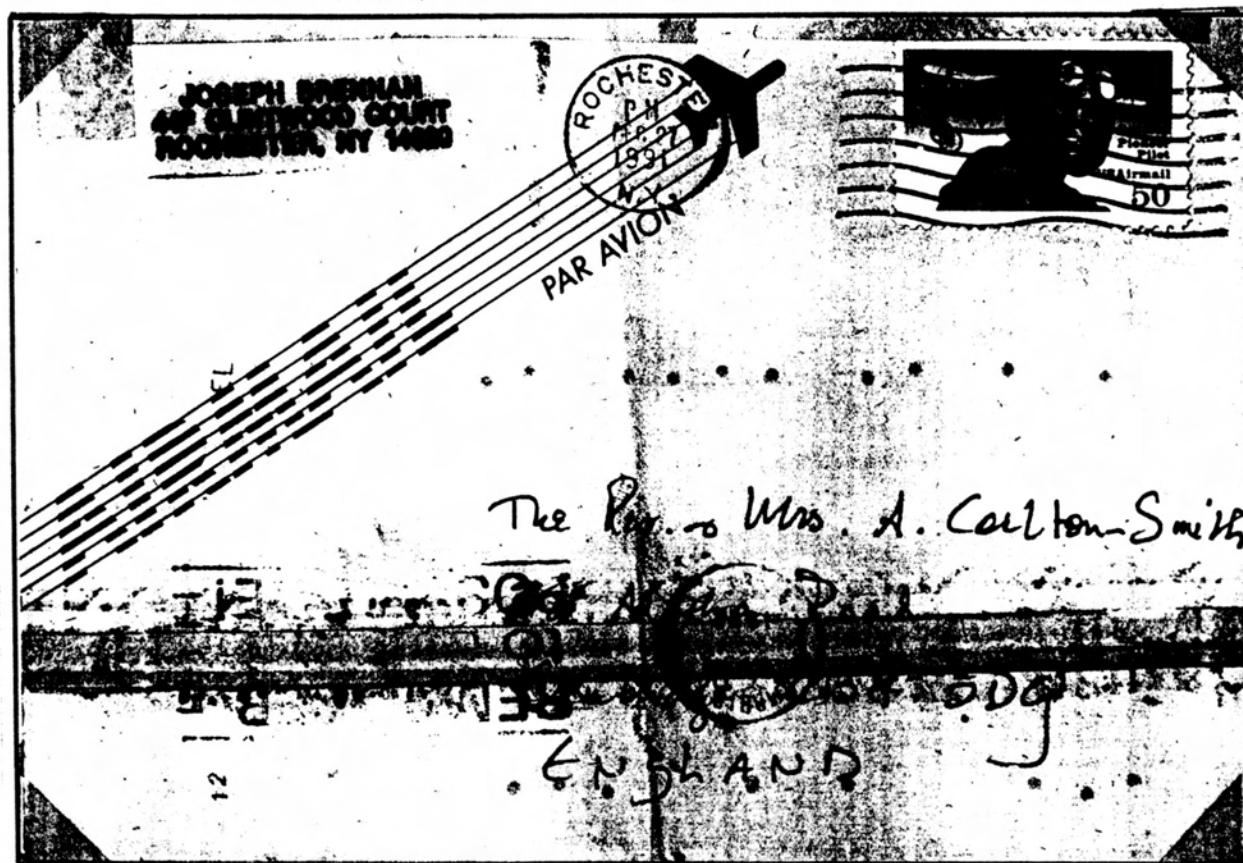
The CAS catalogue is doing very well in sales and in literature competition. Greg Schmidt reported that over 350 catalogues have been sold with sale receipts at over \$15,000.00 US. There were 2100 copies published at an approximate cost of \$30,000.00 US. Once all costs are met the AAMS Treasurer advised me that the CAS would receive a share of the profits for our own Society's use. The catalogue has received 3 gold medals, 2 FIP vermeil medals, and the FISA sterling silver medal for the best aerophilatelic publication of 1998. The medal was presented to me at the 38th FISA Congress by the retiring FISA President of 21 years, Roland Kohl. Prior to handing the reigns of FISA to the new President, Kuno Sollars of Germany, I presented to Roland a CAS plaque of appreciation for his 21 years of service to all aspects of aerophilately and for his friendship and counsel to all.

Those CAS members not belonging to the AAMS would do well to join the AAMS to benefit from all of their benefits that compliment those of the CAS. One sad note is to acknowledge the death of Fred Blau of Chicago on 30 October 1998. Fred's outstanding air mail collections of Israel garnered many large gold medals. A more suitable account of Fred's aerophilatelic contributions will be in the next issue of *The Canadian Aerophilatelist*. To all best wishes for the holiday season and the New Year 1999.


(RK Malott) President Canadian Aerophilatelic Society

SEASON'S GREETINGS

LITTLE-KNOWN FACTS



In 1911, Blanche Scott of Rochester, N.Y. (see cancel) and Harriet Quimby (see stamp) of San José, Calif. became the first woman aviators of North America. In 1912 Harriet became the first woman to fly across the English Channel, in a Bleriot monoplane. Three months later, when flying over Boston harbour, both Harriet and her passenger were thrown out of the cockpit during a manoeuvre, as there were no safety belts or parachutes in those days; both were killed.

All the best,

Patrick

Patrick Campbell, C.A.S member #1.

*Merry Christmas, Happy New Year, and
Holiday Greetings to All of You Who
Read this Newsletter*

From: John H. Bloor

8727 East Kettle Place

Englewood, Colorado 80112-2710

E-Mail: bloorj@concentric.net

Collecting Interests: Worldwide semiofficial and official air mail stamps and covers, particularly those of Canada and France; the stamps and postal history of France, Canada, Republic of China, United Nations, and Czechoslovakia; Cinderella material and philatelic literature related to all of the above areas; anything else that comes along, looks interesting, and isn't too expensive.

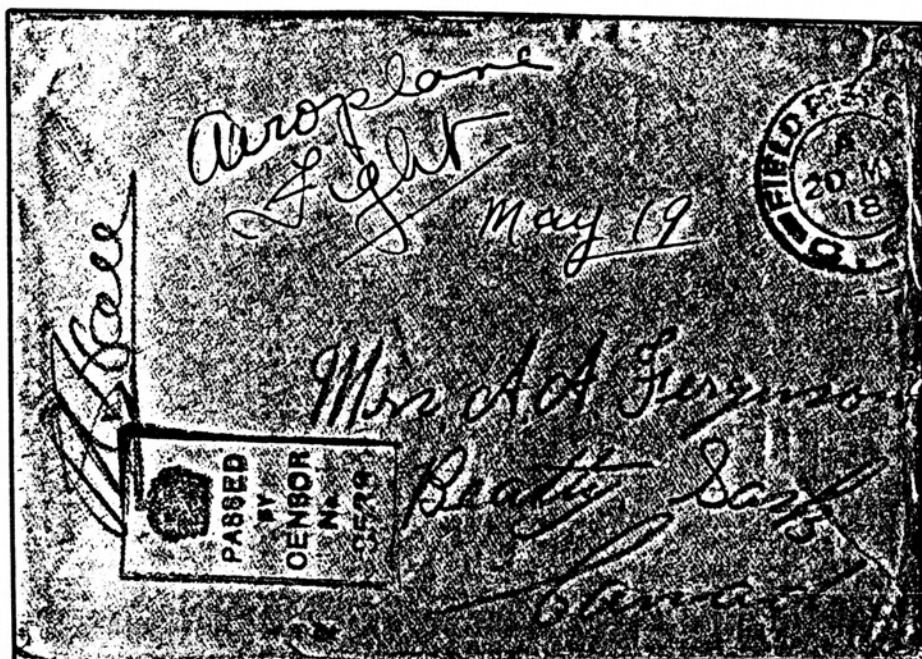
The item pictured at the left is an interesting acquisition from the past year. It is a reverse die proof, in black, of the label sold by the United Empire Loyalists to raise money for the Canadian Aviation Fund. The label itself is scarce and this proof, especially as a multiple, may be unique. The dealer from whom I purchased it could provide no provenance except that he bought it from another dealer.

The central design of the label is considered to be the inspiration (and probably the model) for the pioneer air mail labels sold in 1918 by the Aero Club of Canada for the Toronto-Ottawa flights. As such, it is a forerunner for the Canadian pioneer air mail stamps. It is interesting that these proofs bear the imprint of the British American Bank Note Co., Ottawa while the Aero Club stamps were reportedly printed by the United Typewriter Co. of Toronto.

Has anyone seen these before and is anything known about their history?



ROYAL AIR FORCE AIR MAIL SERVICE, 1918



Dear Chris,

I recently obtained a cover which I saw in a dealer's group at a show and bought it because it looked curious - a British Field Post Office, a hand script "Aeroplane Flight", and addressed to Canada. I could not identify it through any data I had in my library so I wrote to an authority in England and received the following reply:

"It is certainly a letter carried by the RAF service, which was basically started to clear up the accumulation of mail left in Germany by the advancing Allied armies during the last push of the war.....in my opinion it is certainly a RAF cover carried most likely from France to Britain. The signature is that of the Commanding Officer of the unit to which the writer belonged and thus it qualified the letter for airmail transmission."

Unfortunately, my friend could not identify the unit or point of dispatch more closely because the Field Post Office number is not legible.

I have never seen an item like this before. It is most likely sent by the RAF person to a relative in Saskatchewan. It could even be from a Canadian serving in the RAF. Now if we can find out if there is a Ferguson still living in Beatty, Saskatchewan, may be we can find out more about the cover. Perhaps one of the readers of the Bulletin knows someone in Beatty.

Sincerely

Murray
Murray

Murray Heifetz, 49 Ternhill Crescent, Don Mills, Ontario M3C 2E4

A DOUBLE-FRANKED COVER, 1927



CANADIAN POSTAGE cancelled VANCOUVER, 23 MAY 7 1927

In 1927 there were no air mail services from Vancouver, so this cover would have gone south by train to Seattle.

AMERICAN AIR MAIL POSTAGE cancelled SEATTLE TERM.STA., MAY 8 8A.M.

The American Postage was supposed to pay the additional cost of air mail service from Seattle to San Francisco, which was available by the United States Contract Air Mail Route Number 8.

However, the cover didn't receive Air Mail service. - There is a purple stamp:

Received too late for Air
dispatch forwarded by train

and also a red-purple stamp:

Dispatched by train to expedite
delivery on account of no
service southbound Monday

Does any body know why this cover received two stamps? - Were they both applied in Seattle, or was there a second point at which it might have been transferred to air mail? Also: why didn't CAM 8 operate southbound on Mondays?

Yours sincerely,

John

John V. Woollam, Devon, England

SERVICE DE SA MAJESTE
ON HIS MAJESTY'S SERVICE

L'Administrateur de District
The District Superintendent

du Service Postal
of Postal Service

A Quebec

CANADA

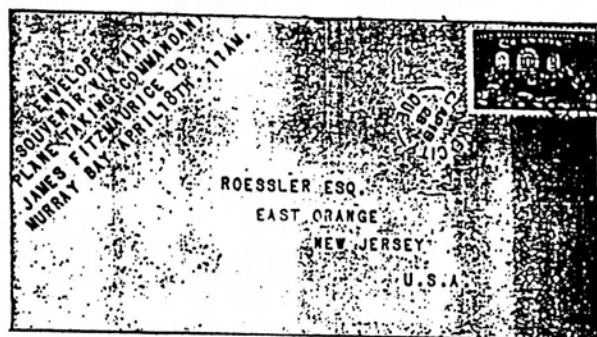
VIA PLANE
SOUVENIR ENVELOPE
TAKING COMMANDANT
FITZMAURICE TO QUEBEC
APRIL 18TH. 11 AM.
via AIR MAIL

CLARKE CITY
APR 18
QUE

SERVICE DES POSTES, CANADA
CANADA POST OFFICE

631-50,000-3-9-26

THE "BREMEN" RESCUE - 1928



The above cover was sent in by Carl Freund. It is very similar to the cover on the left, featured in an extensive article by Derek Rance on the BREMEN rescue in our March 1997 newsletter.

According to the information then known, (much of which was researched by Derek), the cover on the left was deemed "very questionable". - It was sent by

Topping, the Clarke Company employee in charge of the post office at La Malbaie. Favour cancelling at La Malbaie had definitely taken place three months earlier on the first North Shore air mail flights. The cover was backstamped in La Malbaie, whereas mail from the North Shore flights was immediately sent on to Quebec, (even if addressed to La Malbaie), and not backstamped in La Malbaie. Also, and most suspicious of all in some peoples' eyes, the cover was addressed to Roessler!

However, while Carl's cover was also prepared by Topping, and was backstamped La Malbaie, it is addressed to "The District Superintendent of Postal Service" in Quebec, and has a circular backstamp:

ADMINISTRATEUR DU DISTRICT POSTAL DE QUEBEC AVR 20 1928

That's a most unusual destination, and backstamp, for a "manufactured" cover! But if this is a genuine cover, is the "Roessler cover" genuine too? Any comments will be most welcome!

Thanks Carl.

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928

Dick McIntosh sent me a copy of the programme for this inauguration. - It is an intriguing document, both for the details it gives about the inaugural celebrations and the new Air Mail service, and for the insight it gives into how the "History of Canadian Air Mail" was viewed in 1928.



The actual size of the programme was approximately 6 x 9 inches. - The extracts on the following pages have been slightly enlarged.

Continued

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

AIR MAIL SERVICE *in* CANADA



During the past year the question of air mail transportation in Canada has been engaging the attention of the Post Office Department with the result that a number of air mail services have been inaugurated.

Lying eastward along the North shore of the St. Lawrence River, from the end of the railway at LA MALBAIE to the boundary between Canada and Newfoundland, Labrador is a stretch of country which is probably the most difficult in Canada to traverse by land conveyances. The absence of roads, the rocky coast line and the undulating nature of the surface are such as to make the trip by land a particularly arduous undertaking. During the summer months the mail is conveyed by water without difficulty but during the winter in previous years dog teams have been the sole means of transportation of mails in this district. The impossibility of moving, by this latter method, all the mail as it reached La Malbaie resulted in a serious congestion during the past winter seasons.

In an endeavour to avoid such congestion and to provide an earlier delivery of mail a contract was entered into last winter with The Canadian Transcontinental Airways Limited, of Quebec, for the conveyance of mails by air between La Malbaie and Seven Islands, and Anticosti Island vis Bersimis, Pointe aux Outardes, Franklin, Godbout, Trinity Bay, Pentecost, Shelter Bay and Clarke City, the distance between La Malbaie and Seven Islands being about 260 miles and between La Malbaie and Anticosti Island approximately 380 miles. The airplanes used by this company were Fairchild F.C. monoplanes with Pratt and Whitney Wasp 420 H.P. engines.

Under the usual method of travel by dog teams between La Malbaie and Seven Islands about three weeks were required to cover the distance while an airplane was able to leave Lake St. Agnes at La Malbaie and reach Seven Islands in the course of three hours.

The first trip under this agreement was made on the morning of Christmas Day last, when 753 pounds of mail were carried from La Malbaie to Seven Islands. The airplanes were equipped with both floats and skis in order to provide for any normal contingencies, but during the Christmas season a most unusual thaw occurred which made it impossible for a time to operate with floats, skis or wheels. However, in due time, the usual winter weather set in with the result that the service was performed during the balance of the winter season with considerable regularity. Over seven tons of mail were conveyed, exclusive of parcels forwarded along the North Shore by the ordinary method.

In the past winters Anticosti Island has been completely isolated from civilisation except for the possible call of a Government ice breaking steamer. During the past winter seven trips were made to the island and about two and a half tons of mail carried, 511 pounds being conveyed on the first trip which took place on the 7th of February.

The contract with The Canadian Transcontinental Airways Limited, also provided for air mail service between Moncton, N.B. and the Magdalen Islands, a distance across the Gulf of St. Lawrence of about 200 miles. Provision was made for the conveyance of 700 pounds of mail weekly. Conditions more or less parallel to those prevailing on the Island of Anticosti existed in the case of the Magdalen Islands which have also been practically isolated during the winter months, save for a weekly radio news letter and an occasional call from an ice breaking steamer. As in the case of service to Anticosti Island, seven complete air mail flights were accomplished during the past winter season, almost one and one-half ton of mail being conveyed.

Further work performed last winter by The Canadian Transcontinental Airways Limited, was in connection with a weekly Saturday trip between Moncton, N.B. and Charlottetown, Prince Edward Island. This service was undertaken towards the latter part of the winter, the first trip being performed on the 17th February.

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

part of the winter, the first trip being performed on the 17th February. The object of this service was to expedite the mails which otherwise would have been delivered on Monday, in Charlottetown and throughout Prince Edward Island generally. The conveyance of this mail by airplane on Saturday brought it into Charlottetown on Saturday afternoon and resulted in a considerable saving in time of delivery. Under this arrangement four trips were performed, the last trip being on the 17th March.

An air mail service was in effect between Leamington, Ontario, and Pelee Island during the past winter season. The operation of conveying mail between the mainland and Pelee Island during the winter months has always been extremely difficult in the past. The practice has been to convey the mail by a boat equipped with runners, over hard ice, through soft ice and through open water. The contractor was always accompanied by two or three helpers and very often it was necessary for them to climb out of the boat onto the ice, pull the boat up on the ice, over the ice and into the water again. This was a dangerous proceeding even under the best conditions. The distance between Pelee Island and the nearest point on the mainland is only a matter of eight miles but notwithstanding this fact it usually took the mail contractor and his assistants about half a day to accomplish a trip. In view of the difficulty in performing this work, all parcel post service with the Island was suspended during the winter months and this resulted in considerable inconveniences to the inhabitants, inasmuch as it was necessary for them to proceed to Leamington in order to secure whatever parcel post mail was intended for them. The frequency of the air mail service which is performed by the London Air Transport Limited with Waco model 9 planes, is four round trips per week. This air mail service is, of course, only operated during the season of closed navigation. During the past season about sixty-three trips were made and approximately eight tons of mail carried.

Air mail routes have also been established to provide service to certain mining districts. There is in operation an air mail service from Rolling Portage via Gold Pines, Red Lake, Narrow Lake and Jackson Manion. This district is in northern Ontario, north of the railway line and is particularly difficult to traverse. Up to quite recently it was virgin territory and any trails in existence were those made by prospectors. The mining activities and extensive prospecting throughout this district resulted in the growth of settlements which gave indications of being permanent. The initial method of carrying mail into this district was by dog teams but this soon proved inadequate. The dogs were difficult to secure and it soon became obvious that some other method would have to be adopted. The Western Canada Airways have been operating through this district with a considerable degree of success, carrying prospectors in and out and carrying also a considerable quantity of prospectors' equipment, etc. Negotiations with this Company resulted in the awarding of a contract to them for the performance of one flight per week with a weight limit of four hundred pounds. The planes used are Fokker Universal monoplanes with a D.H. Moth as a service machine. The airplanes leave Rolling Portage, proceed via Gold Pines to Red Lake, back to Gold Pines, north to Narrow Lake and Jackson Manion, returning via Gold Pines to Rolling Portage, a round trip of about 320 miles. The regular service was maintained during the last winter season notwithstanding the severity of the weather and unusual flying conditions generally. About twelve tons of mail have been carried under the contract since the 25th January last when the service was inaugurated.

The Western Canada Airways also operate an air mail service between Bissett and Lac du Bonnet in Manitoba, another mining district where the influx of an unusual number of prospectors and the formation of several companies made it necessary for the Post Office Department to arrange for mail service. The desirability of inaugurating an air mail service was made evident by the absence of roads and the peculiar configuration of that particular locality and arrangements were made with The Western Canada Airways for an air mail service semi-weekly from Lac du Bonnet to Wadhope and Bissett, the weight limit being four hundred pounds per trip. For a certain period in the winter months the airplane service may be suspended but during any such suspension of air service, the Western Canada Airways will arrange for the performance of the service by land conveyance. This air mail service performed by the Western Canada Airways with Fokker Universal machines, was inaugurated on the 4th October, 1927. The first trip this season was performed on the 14th May, 1928. From the latter date almost eight tons of mail have been conveyed over this route.

Still more recently another air mail service has been inaugurated between The Pas and Kispiox (Cold Lake) to give a postal service to one of the newest mining districts. This service was inaugurated on the 31st August, 1928.

Following successful experiments made last year, the Post Office Department has recently awarded contracts for air mail services between Quai de Rimouski and Mont-

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

real, Montreal and Toronto and Montreal and Ottawa with a view primarily to speeding up the transportation of British and Foreign mails carried by transatlantic steamers. Incoming steamers are met at Rimouski and business correspondence taken off and despatched by plane to Montreal, Toronto and Ottawa, while mails for western points are carried by airplane to Toronto and despatched from that point by train. Mail is also conveyed to the outgoing steamers at Rimouski by airplane from Toronto, Ottawa, and Montreal, thereby despatching correspondence which would otherwise have had to await the next outgoing steamer, sailing perhaps three or four days later.

The contracts for the air mail flights between Rimouski and Montreal, a distance of 330 miles, and between Montreal and Ottawa, a distance of 110 miles, have been awarded to The Canadian Transcontinental Airways Limited, while the contract for the flight of 330 miles between Toronto and Montreal is held by The Canadian Airways Limited. The contracts with The Canadian Transcontinental Airways Limited provide for the use of Fairchild F.C. monoplanes with Pratt and Whitney Wasp 420 H.P. engines, while the contract with The Canadian Airways Limited provides for the use of Fairchild F.C. 2 planes equipped with Wright Whirlwind J. 5. C. engines. the limit of weight of each flight is 800 pounds.

One trip per week each way is performed between Ottawa and Montreal and two trips per week, each day, are performed between Montreal and Toronto, and between Rimouski and Montreal, one incoming and two outward trips between Rimouski and Montreal being entirely in connection with British and Foreign mails conveyed on trans-Atlantic steamers. The remaining incoming trip is in connection with mails taken off the trains from the Maritime provinces as well as mail despatched from the Rimouski Post Office.

On the trips between Montreal and Toronto and Montreal and Ottawa provision is made for the conveyance of domestic mail in addition to the British and Foreign. The placing on any letter carried by air from one city to another of a special delivery stamp ensures immediate delivery when the point of destination is reached, that is to say when advantage is taken of special delivery a letter went by air from Montreal at about noon would be delivered to the addressee in Toronto before the close of the business day. Similar conditions prevail in connection with the air service from Toronto to Montreal. Special delivery also applies to the air service from Montreal to Ottawa and from Ottawa to Montreal.

Since the inauguration of these services on the 5th and 6th May, 1928, The Canadian Transcontinental Airways Limited have conveyed almost eighteen and one-half tons of mail under their contract, while about fifteen tons of mail have been conveyed by The Canadian Airways Limited.

The regularity of the service in connection with the transatlantic steamships is necessarily uncertain, there being considerable variation in the hours of arrival of the incoming boats, but on the 15th June, a saving in time in connection with the delivery of incoming mail from the Empress of France was 66 hours at Ottawa, 65 hours at Montreal and 64 hours at Toronto, and on the 5th June, in connection with the domestic trip, 17 hours were saved in delivery at Montreal, 16 hours at Toronto and 21 hours at Winnipeg. On the 26th May, in connection with the outgoing steamship Mont Royal and on the 9th June, in connection with the outgoing steamship Laurentic, a saving of 84 hours was accomplished in each case.

Arrangements have also been made whereby letters addressed to passengers in care of the purser on outgoing transatlantic steamers carrying air mails may be carried by airplane to the steamer when such letters bear in addition to the ordinary postage a special delivery stamp. Arrangements have also been made whereby passengers on incoming transatlantic air mail carrying steamers may have the privilege of forwarding letters by airplane from Rimouski to Montreal, Ottawa, and Toronto when such letters are prepaid with Canadian Special Delivery stamps in addition to the ordinary postage.

Tentative arrangements have been made for the operation in the near future of an air mail service from Montreal, in the province of Quebec, to Albany, in the state of New York, U.S.A., and a contract has been awarded for this work to the Canadian Colonial Airways of Montreal. It is not possible at the moment to state definitely the date on which this service will commence, but present indications are that the inaugural flight will take place about the 1st October.

The recent announcement of the Postmaster General to the effect that within a short time a daily air mail service each way will be put into effect between Montreal and Toronto may be taken as an indication that the success which has attended the semi-weekly air mail service between these cities has been sufficiently pronounced to warrant the creation of the first daily airplane mail service in Canada.

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

Air Mail Service

Effective October 1st, 1928, a daily except Sunday air mail service will be established between Montreal, P.Q. and Albany, N.Y., on the following schedule:—

Effective October 1st, 1928.

| South- bound Read down | Daily except Sunday | North bound Read up |
|------------------------------|---------------------|---------------------------|
| 2.30 p.m. 4.50 p.m. | Montreal Albany | 11.15 a.m. 8.45 a.m. |
| | Albany New York | 8.30 a.m. 7.00 a.m. |

This route provides a direct connection via Albany with the U.S.A. Air mail route No. 19 south via New York, Washington and Atlanta, Ga., to New Orleans, La. also with the 20th Century Limited at Albany to points West via Chicago, and connecting lines East and West of New York City.

Effective October 1st, 1928, a daily except Sunday air mail service will be established between Montreal and Toronto, on the following schedule:—

Effective October 1st, 1928

| West- bound Read down | Daily except Sunday | East- bound Read up |
|-----------------------------|---------------------|---------------------------|
| 11.15 a.m. 2.15 p.m. | Montreal Toronto | 1.00 p.m. 9.45 a.m. |

This latter schedule is arranged in order to permit delivery to the business districts of either city of correspondence before the close of the business day.

No mail will be carried by air between Montreal and Albany or between Montreal and Toronto unless prepaid at the rate of .05 cts. for the first ounce and .10 cts. for each succeeding ounce or fraction thereof.

The order of precedence will be:

- (1) Genuine first class matter (i.e. correspondence)
 - (a) Registered
 - (b) Unregistered
- (2) Other classes of mail matter prepaid at .05 cts. per ounce and .10 cts. for each succeeding ounce or fraction thereof.
 - (a) Registered
 - (b) Unregistered

Registration and special delivery fees will be in addition to the air mail postage.

All mail matter originating in Canada prepaid at the Canadian air mail rates intended for delivery at any point in U.S.A. will be carried over U.S.A. air mail routes when necessary without additional cost. Similarly all mail matter originating in U.S.A. prepaid at U.S.A. air mail rates, intended for delivery at any point in Canada, will be carried over Canadian air mail routes when necessary without additional cost.

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

AIR MEET

Inauguration of the

FIRST INTERNATIONAL AIR MAIL

MONTREAL to ALBANY, also MONTREAL to TORONTO

October 1st, 1928

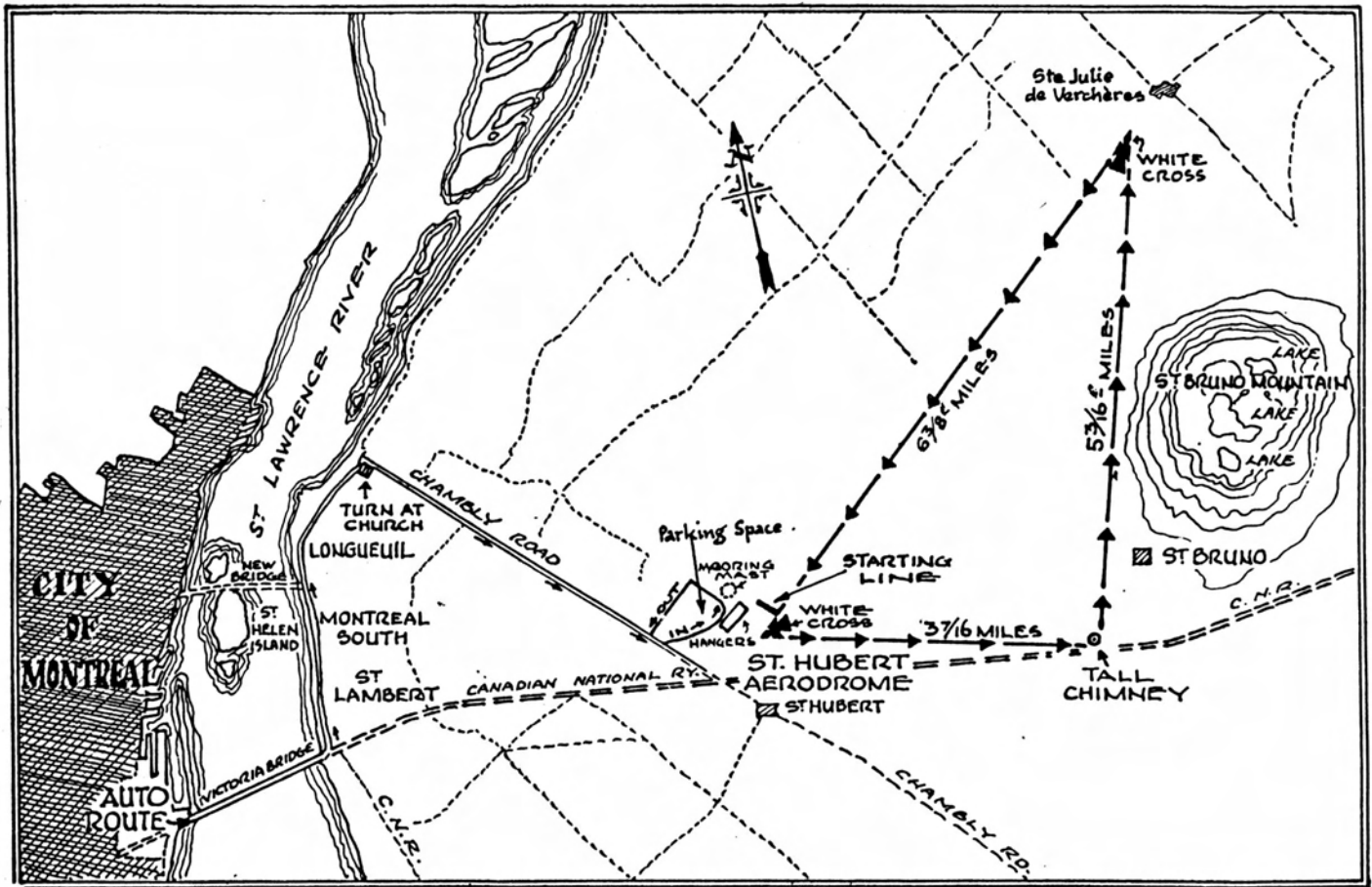
*Programme of Events*

(Subject to revision)

- 9.00 a.m. Reception of visiting aircraft.
- 10.00 a.m. Reception of visiting aircraft.
- 11.00 a.m. Reception of visiting aircraft.
- 11.15 a.m. Airmail plane from Albany due to arrive.
- 11.20 a.m. Airmail plane departs for Toronto.
- 11.45 a.m. Airmail plane due to arrive from Rimouski.
- 11.50 a.m. Inauguration address, Mr. Victor Gaudet, K.C., Postmaster of Montreal will introduce the following speakers:—
 Mayor of Montreal, His Worship Camilien Houde,
 Postmaster General of Canada, Hon. P. J. Veniot,
 Hon. J. L. Ralston, K.C., C.M.G., D.S.O., D.C.L., Minister of National Defence.
 Hon. Mr. Wm. Phillips, United States Ambassador to Canada,
 His Worship J. J. Walker, Mayor of New York,
 Postmaster General of United States, Hon. W. I. Glover, 2nd Asst.
- 12.45 p.m. Luncheon.
- 1.00 p.m. Airmail plane due to arrive from Toronto.
- 1.45 p.m. Stunting and Flying Exhibition, Capt. F. G. M. Sparks, Chief Instructor Montreal Light Aeroplane Club Inc.
- 2.00 p.m. Airmail plane departs for Albany.
- 2.30 p.m. Flying Programme: Flypast of all aircraft over Montreal.
- 3.00 p.m. 1st Heat: Open race for all civil aircraft, to be handicapped by S.Lr. A. T. Cowley from known performances, 30 mile course run in two heats and a final, in the vicinity and observed from St. Hubert aerodrome.
- 3.20 p.m. R.C.A.F. performance with four Siskin Fighters, powered with 400 h.p. supercharged Jaguar radial engines.
- 3.45 p.m. 2nd Heat: Open Race for civil aircraft.
- 4.15 p.m. Final Heat: Open Race for civil aircraft.
- 7.30 p.m. The Montreal Light Aeroplane Club Inc. will entertain at dinner the visiting airmen at the Mount Royal Hotel.
 Passenger flights, exhibition flying by individuals continue through the afternoon.
 Race entries accepted up to 1.00 p.m. October 1st at St. Hubert Airport.
 Entry fee \$5.00.

INAUGURATION OF THE MONTREAL - ALBANY AIR MAIL SERVICE, 1928 continued:

SCENE OF BIG HANDICAP AIR RACE



This map shows the location of the St. Hubert Airdrome and how to reach it via the Chamby road from Victoria Bridge by auto and other, via C.N.R. on Monday at the inauguration ceremony for the start of the first international air mail between Montreal and Albany, N.Y. The triangular course for the races for aeroplanes is shown marked with arrows near the St. Hubert Airdrome. The race will be known as the City of Montreal Handicap for all civilian aircraft. It will be for 30 miles and run in two heats and a final. The first, second and third in each heat will fly the final, the winner being the first to fly over the finish line. The course will be flown twice. Squadron Leader A. T. L. Crowley is handicapper, R. A. Loader, starter, and W. S. Lighthall, judge.

THE FASCINATION OF AIR MAIL, 1929

Another testament to the public fascination with aviation and air mail in the late 1920's, is this photograph found by Michel Brisebois while sorting out his father's effects:



Inscription on back:

C. Brisebois St. Hubert 1929

Inscription on the aircraft:

Fokker Super Universal AIR-MAIL Canadian Airways Ltd.

From the way my father was dressed, I think it was probably spring or fall.

My father's name was Clovis Brisebois (1909-1995). He was probably 19 or 20 when this picture was taken.

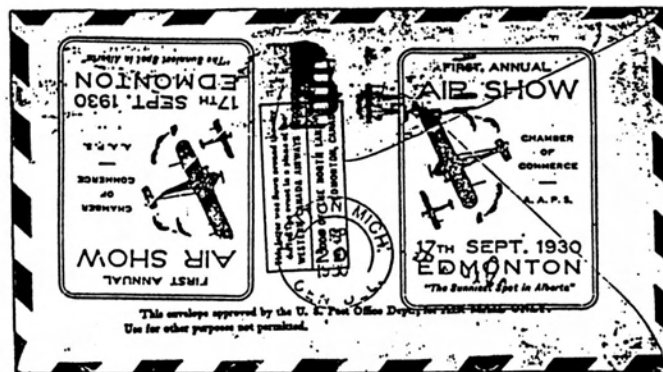
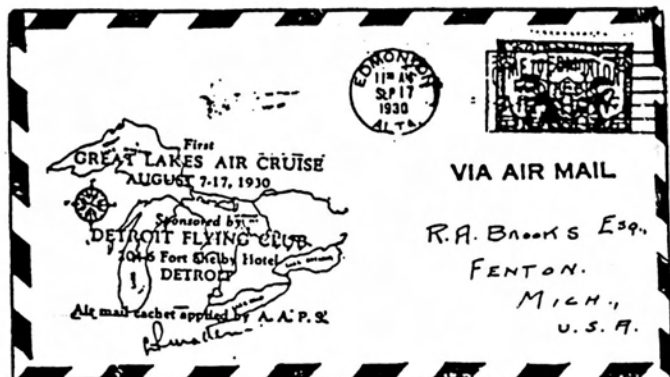
When he was in his late teens and twenties, my father was crazy about aviation (like a lot of kids at that time I guess.) His interest faded when he discovered that, because of a hearing problem, he couldn't become a pilot. He became a house builder, and in the last part of his life, a boat builder. When I was a child, although his interest in aviation had gone, he would often talk to me about spending weekends at Saint-Hubert airport watching air pageants, talking to WW1 pilots and looking at planes. He saw the R-100 of course and often talked about it. Even in his 80s, he still remembered names of famous pilots and airplanes.

Although I always had an interest in aviation, it is only after my father died that I started collecting airmail covers. I guess my interest is hereditary and late blooming.

All the best,

Michel

EDMONTON AIR SHOW, 1930



Addressed to: R.A. Brooks Esq., Fenton, Mich., U.S.A.

Postmarked: EDMONTON 11.30AM SEP 17 1930 ALTA.

Cachet on front: First GREAT LAKES AIR CRUISE AUGUST 7-17 1930
Sponsored by DETROIT FLYING CLUB
104-6 Fort Shelby Hotel
Air mail cachet applied by A.A.P.S.

Cachets on back: FIRST ANNUAL AIR SHOW Chamber of Commerce - A.A.P.S.
17th SEPT. 1930 EDMONTON "The Sunniest Spot in Alberta"

also stamped: This letter was flown around the city during the event
in a plane of the WESTERN CANADA AIRWAYS LTD.
Bob of the North Land Edmonton Canada

Don Amos has come up with some information on the above cover, which appeared in the QUESTIONS section of our December 1997 newsletter:

It was a left-over item to begin with. Many outfits which were going to apply cachets for whatever, often made them up in advance, and sometimes had some left over. Then, as now, they often used up the remainder for regular mail, especially then, as the Depression was in full swing, and money was scarce, even to buy envelopes.

R.A. Brooks must have had something to do with the Great Lakes Air Cruise cachets, and was probably a member of the AAPS (American Aero-Philatelic Society). Fenton must be somewhere near Detroit.

Anyway, it looks like Brooks put his name and address on this cover, and sent it to Bob of the Northland in Edmonton. He who usually looked after most events there, and was also a member of the AAPS, (Board of Control and Representative in Western Canada).

As to the note (center back of the cover) I have never been able to find out who the pilot was who flew the plane around the city.

As to the Air Show itself, it was no different than any other air show today, but much smaller and, of course, less advanced. The show was mostly done by two planes and was the first Edmonton Air Show, and the first Chamber of Commerce cachet in Canada. The cachets were black (quantity unknown), purple (30), and blue (30).

Some were autographed by the agent (and manager) of Western Canada Airways, L.R. Mattern. That is the signature below the cachet on the front of the cover.

Thanks Don

Editor's Note: Don began his letter "you have probably had answers to your question already". - I hadn't. - So please note that it's never too late to send in answers to questions in the newsletter.

PITCAIRN AUTOGYRO, 1932

The advertisement opposite was found by Nelson Bentley in a 1932 issue of FORTUNE magazine. He added that:

I find this ad fascinating.

My oldest grandson who finished an Advertisement course last June, thinks its great, an example of an "Art-deco" ad. To me, time wise, this is a couple of years into the Depression, but the ad is aimed at the rich of course.

John Miller from Poughkeepsie, N.Y., bought one of the Pitcairns, and had contracts with Air Shows across the U.S. at that time period. Later he joined Eastern Airlines, and flew the mail with autogyros. His autogyro was number 12 on the Pitcairn production line. Amelia Earhart had also ordered one. She would have had number 13 off the line, but was superstitious of number 13, and asked that she be given a different autogyro. So the Company talked John Miller into taking number 13, and gave number 12 to Earhart.

My wife and I visited John Miller several years ago to get his signature on some of my covers. He's quite a character. At the time he was still mowing his lawn, and chopping his own fireplace wood! He also had a mechanic's licence, was restoring a '60 Cadi and a '60 Chrysler, and also had a rotary engine motorcycle!! His business card read "Jenny's to Jets", and he was still flying!!!

Editor's note: I added the exclamation marks.

Thanks Nelson.

AMERICAN AIR MAIL SOCIETY 75th ANNIVERSARY PIN



The Canadian Aerophilatelic Society (CAS) has commissioned the production of a commemorative pewter pin in honour of the 75th anniversary of the founding of the American Air Mail Society (AAMS) founded in 1923. The pin 1 inch wide by 9/16th's deep with a back clasp depicts the AAMS winged logo. Across the top is "75th Anniversary AAMS" and across the bottom in two lines is "VAPEX'98 13 - 15 November 1998 / Virginia Beach, VA, USA". Selling at \$5.00 US each or \$8.00 Canadian post paid, all taxes included, the pins are available from Major RK Malott, CD, Ret'd, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada. Payment may be made by Money Order or personal cheque payable to Major RK Malott.

ORAPEX 1999

ORAPEX 1999, Ottawa's National Stamp Exhibition will present the 38th Annual RA Stamp Club Exhibition and Bourse and Canada's Fifth National Philatelic Literature Exhibition, in the Curling Rink at the Recreation Association (RA) Centre, 2451 Riverside Drive, Ottawa, Ontario, Canada, Saturday, April 24, 1999 from 10 am to 6 pm, and Sunday, April 25, 1999 from 10 am to 4 pm. An extensive bourse and competitive exhibitions will be available for those attending. Details are available from Paul Burega, Chairman ORAPEX'99, 16 Aldgate Crescent, Barhaven, Nepean, Ontario, K2J 2G4 (Telephone (613) 825-8105) or Major RK "Dick" Malott, CD, Ret'd, Public Relations Officer ORAPEX 1999, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1 (Telephone (613) 829-0280 and Fax (613) 829-7673). Special cacheted covers will be available.

We will again be holding our AGM at ORAPEX, on the Sunday afternoon. - More details in the next newsletter.



MAKES THE FUN OF FLYING A PART OF EVERY SPORT

The Pitcairn Autogiro owner finds it not only practical and convenient but fun to fly direct from home to horse show, hunt, distant football game or other sporting events. Wherever there is room for such sports there is usually room in which to land and take off with security in a Pitcairn Autogiro. Private owners not only avoid the crowded highways but add the fun of flying to their enjoyment of the contest on the ground. If for no other reason than its ability to fly to and from small areas, the Pitcairn Autogiro would be the ideal craft for the private owner. Yet added

to this vast utility is the proven security of a craft that will not spin, designed and built to bring practical and every day flight to the average person. The present Pitcairn model tandem cockpits afford unusually good visibility—a decided advantage for the amateur or novice pilot. Dual controls permit operation from either cockpit. A demonstration can be arranged at the place where you would like to use your Pitcairn Autogiro. Factory trained service men and pilots are a part of every dealer's organization. Write for descriptive literature.

PITCAIRN AIRCRAFT, INC., PITCAIRN FIELD, WILLOW GROVE, PA.

PITCAIRN
autogiro

Newfoundland Airmails

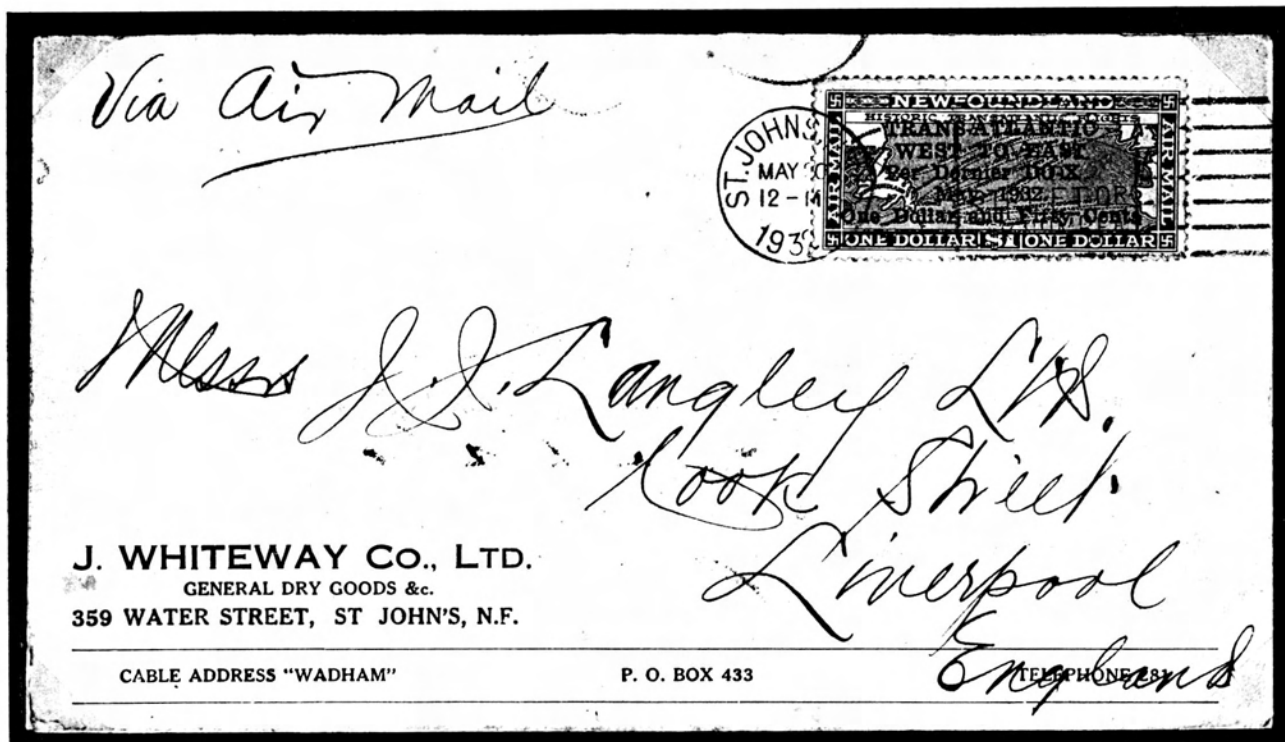
21 May, 1932 - Transatlantic Flight, by Dornier DO-X Flying Boat Holyrood - Horta (Azores) - Vigo (Spain) - Southampton

The German Dornier DO-X flying boat was the world's biggest heavier-than-air machine. It was 130 feet long with a wing span of 160 feet. It was powered by 12 Curtiss "Conqueror" engines and carried a crew of 14. It had a lifting power of 50 tons and had carried 169 people on one of the trial flights.

The flying boat arrived in Newfoundland, from New York, on 19 May for the return flight to Germany.

The postal authorities arranged for a special airmail to be carried to Europe. An overprint was prepared for the standard \$1.00 air stamp, including a special 50c surcharge. 8,000 stamps were issued, of which 1,793 were used on letters.

The flight departed on 21 May, at 3.25 a.m., and reached the Azores that evening before continuing to Vigo, Southampton and Berlin.



Of the 1,804 covers carried, only 418 bear the 20 May date stamp and are therefore somewhat scarcer. In general, covers were not backstamped by the post office. However the cover above was backstamped by the receiving company, J.J. Langley, as being delivered in Liverpool on 26th May.

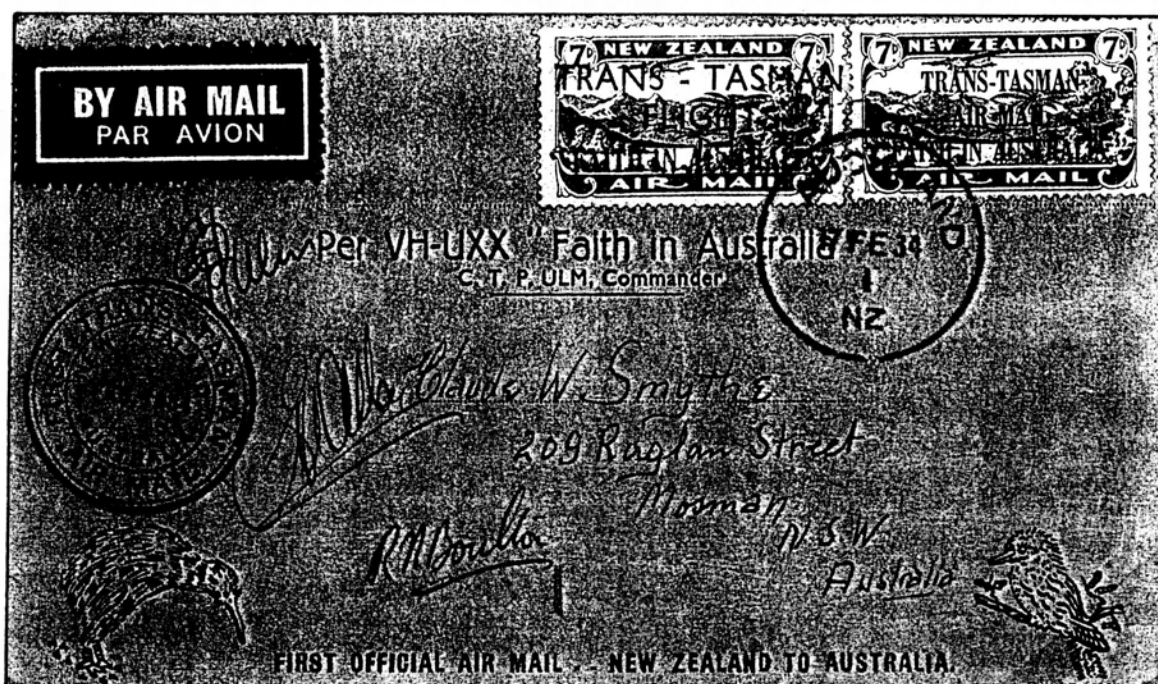
Seasons Greetings, from
David Granger

COVER OF THE MILLENNIUM.....?

EVERYTHING NOWADAYS SEEMS UP FOR INCLUSION ON A LIST OF THE BEST, WORST, BIGGEST, FASTEST OR WHATEVER OF THE MILLENNIUM. IT SEEMS CERTAIN THEREFORE THAT OUR EDITOR WILL ASK FOR AEROPHILATELIC NOMINATIONS NEXT DECEMBER. YES CHRIS? SO, TO BEAT THE RUSH HERE IS AN ENTRY SLIGHTLY AHEAD OF ITS TIME (I.E. NEXT DEC). GET YOUR CHOICE READY NOW. IT WOULD BE GREAT TO SEE WHAT YOU THINK. MERRY XMAS.

THE ULM ESSAY ON COVER (NEW ZEALAND)

THE FLIGHT: February 17 1934. First Official Air Mail, New Zealand - Australia
 THE PLANE: Avro 10 Monoplane, "Faith in Australia", VH-UXX.
 THE CREW: Charles T.P.Ulm (pilot), G.U.(Scotty)Allan (co-pilot/navigator)
 R.N.Boulton (Radio operator/Engineer).



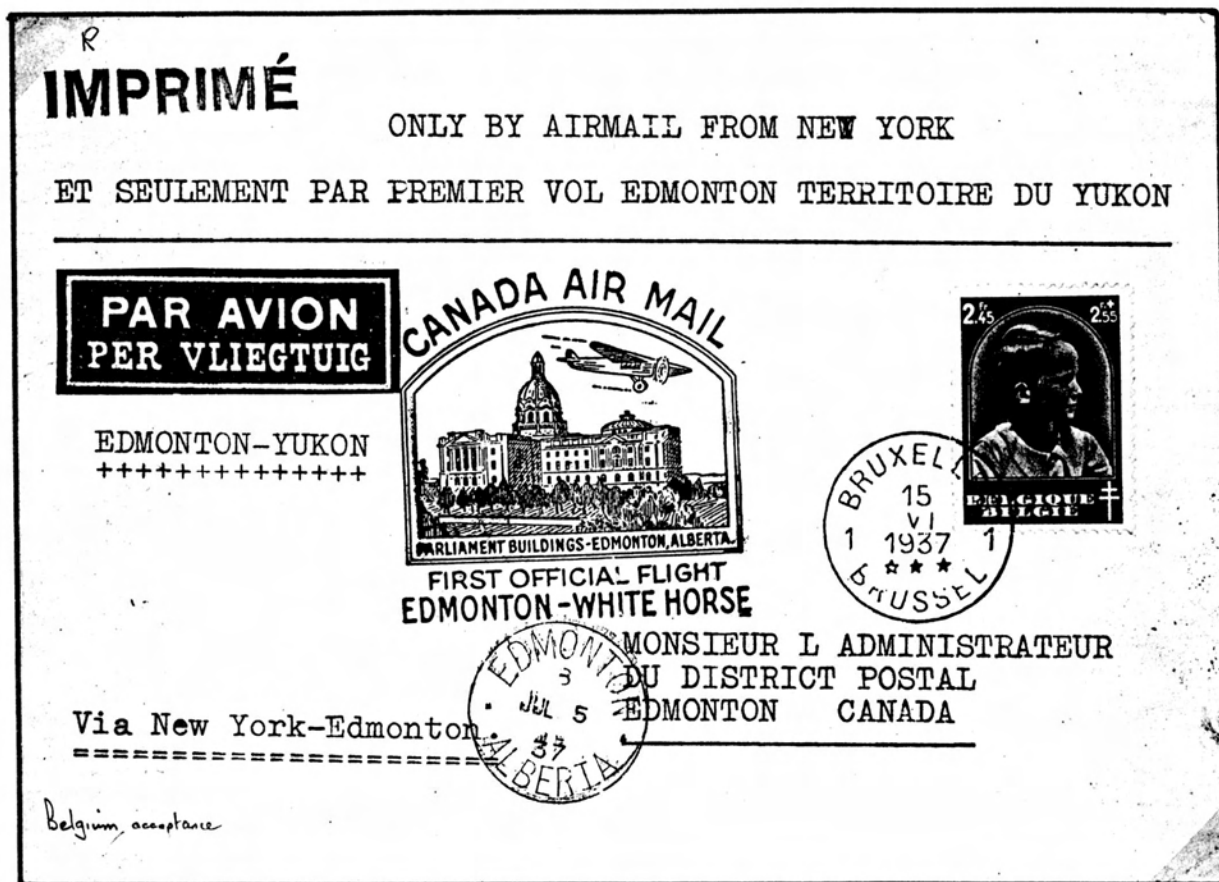
THE ESSAY: Ulm had suggested to the Post Office that a stamp should be issued to mark this important milestone. However time was insufficient and he suggested instead, an overprint. Accordingly, the Post overprinted as a trial, six copies of the current 7d brown air stamp with wording by Ulm: **TRANS-TASMAN FLIGHT "FAITH IN AUSTRALIA"**. After review, this was changed to read **TRANS-TASMAN AIR MAIL "FAITH IN AUSTRALIA"** and the stamp was issued in blue on JANUARY 17 for the flight on FEBRUARY 17 1934..

THE COVER: As shown above, this cover has on it both the essay in brown and the issued stamp in blue. Till Chris installs colour printing, the essay is on the left and the issued stamp on the right. It is signed by Ulm, Allen and Boulton and is addressed to Claude Smythe, manager for Ulm's tour of NZ.

This is the only known copy on cover, of the essay. One mint example is known. The whereabouts of the other four are not. They are not in Post Office archives. If you know, tell me! **CHEERS.**



FIRST FLIGHT - EDMONTON to WHITEHORSE, 1937



Postmarked: Brussels, 15 VI 1937

Cancelled and Cacheted: EDMONTON 8 JUL 5 37

Return address on back: VICTOR NAWRATIL

Porrourtry (J.B.)

Suisse

Backstamped: WHITEHORSE YUKON, 23 JUL 5 37

One of my collections is of Canadian Government First Flight Covers. - I find most of the cachets attractive, and many of them intriguing. (An added bonus is that I can usually tell what I'm looking at without needing my reading glasses!)

I prefer covers with different and unusual frankings, as they give extra variety to the album pages.

This cover is the most unusual franking I have found so far, as it is the only Canadian First Flight Cover I have come across that has no Canadian postage on it!

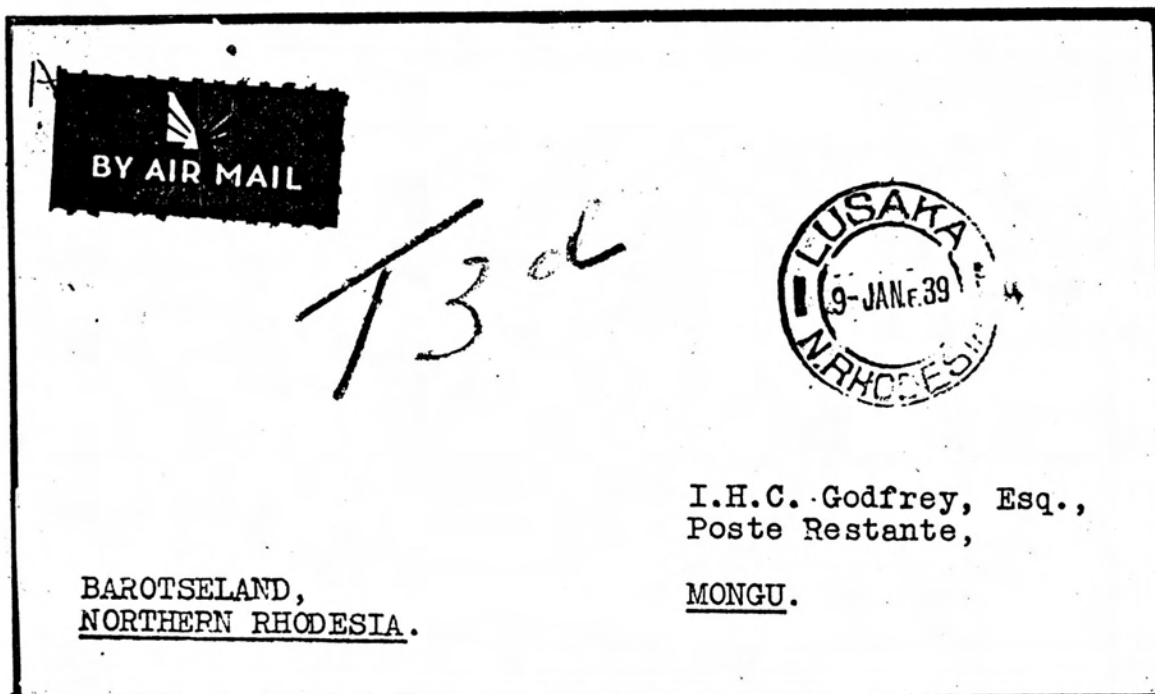
Season's Greetings,

Chris Hargreaves

Chris Hargreaves

P.S. Can anybody explain the handstamp IMPRIME on this cover? - According to my dictionary it indicates "printed matter . . . to send by book post".

BAROTSELAND AIRMAIL - 1939



The Barotseland airmails served MUMBA, MANKOYA and MONGU, towns which were approximately 150, 300 and 400 miles west of LUSAKA "out in the blue". Prior to the air services, mail took weeks by runner or by river canoe.

The first service by RHODESIAN AND NYASALAND AIRWAYS was on 2nd January 1939, but only one letter to MONGU has been recorded.

The second service on 9th January carried at least 26 covers from Lusaka to Mongu: 12 from Lusaka and 14 ex United Kingdom (23Dec 38) which arrived Mongu the same day.

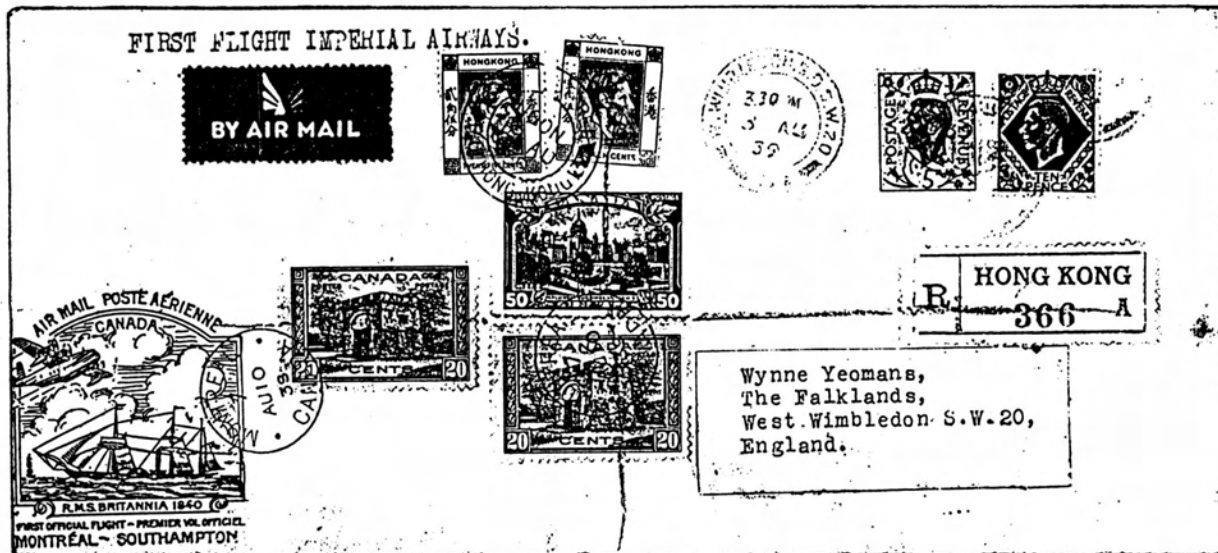
Postage was 1 ½ pence per ½ ounce. It seems that the above cover was inadvertently overlooked or missed, and has thus been taxed at 3 pence, twice the postage.

Seasons Greetings to all,

Jack.

Jack Ince
Stirling, Ontario

AN ATTEMPTED ROUND THE WORLD COVER, 1939



Posted: W.WIMBLEDON (London, England) 3 AU 39. Franked: 1/3
Addressed to: E Leger, American Express, 1138 St Catherine St W, Montreal, Canada.
Backstamped: MONTREAL AUG 6 7 PM 1939

Re-franked and posted: 10 AUG 39 MONTREAL. Franked: 90 cents
 There is evidence of another address label having been applied to the cover, this may have been a Hong Kong address.
 There is no receiving stamp for Hong Kong.

Re-franked and posted: 19 AUG 39 HONG KONG. Franked: 40 cents. (.15 postage + .25 registration fee)
Addressed to: Wynne Yeomans, The Falklands, West Wimbledon S.W.20, England.
 No receiving backstamp in the U.K.

Once regular trans-Atlantic air mail services commenced in 1939, it became possible to send letters Round The World by various combinations of commercial air services. Several such covers are listed in the TRANS-OCEANIC section of the American Air Mail Catalogue, for example:

- 1322 1939, May 20 -- First Eastward Around the World Dispatch via Transatlantic Air Service, New York-Marseilles-London, Imperial Airways to Hong Kong, Pacific Service to San Francisco thence Transcontinental Service to New York. Specifically printed covers were prepared for this dispatch with the text: "Around the World, Trans-Atlantic, Trans-Continental, Trans-Pacific." Covers have U.S., British and Hong Kong stamps, and are postmarked New York, May 20, 1939; Marseilles, May 22; London, May 26; Hong Kong, June 7; and backstamped New York, June 17, 1939. 50.00

The above cover was found by Jonathan Johnson, and appears to be an **ATTEMPT AT A FIRST AROUND THE WORLD FLIGHT, USING IMPERIAL AIRWAYS INAUGURAL TRANS-ATLANTIC SERVICE.**

It looks like a great cover, EXCEPT for the Montreal - Southampton cachet, which has the cover going the wrong way!

It seems that when this cover was re-franked in Montreal, the instruction "FIRST FLIGHT IMPERIAL AIRWAYS" was left visible. - Instead of continuing Westward to San Francisco and connecting with FAM 14 to Hong Kong; this cover was sent back across the Atlantic on the First Imperial Airways flight Eastbound from Montreal to England, and then on to Hong Kong via India.

This definitely fits John's category of "odd ball and Round The World covers"!

Thanks John.

ONWARD AIR TRANSMISSION, 1941

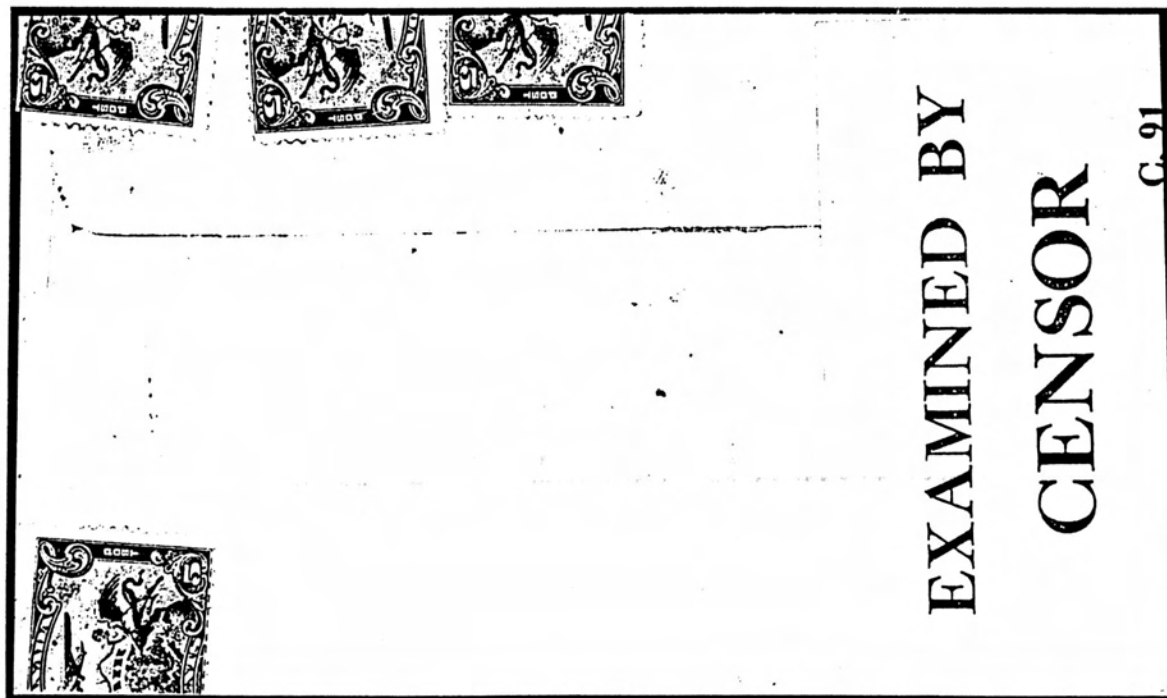


10th December 1941 - Censored letter.

30 cents air mail rate. - A late usage of the first Canadian air mail stamp issued 1928.

Letter from GLEN SUTTON, QUEBEC
to the "Swiss Alkohol Inspector" at LUZERN, SWITZERLAND.

O.A.T. strike in red.



With best regards from Switzerland.

E. Zigerlig

E. Zigerlig

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.

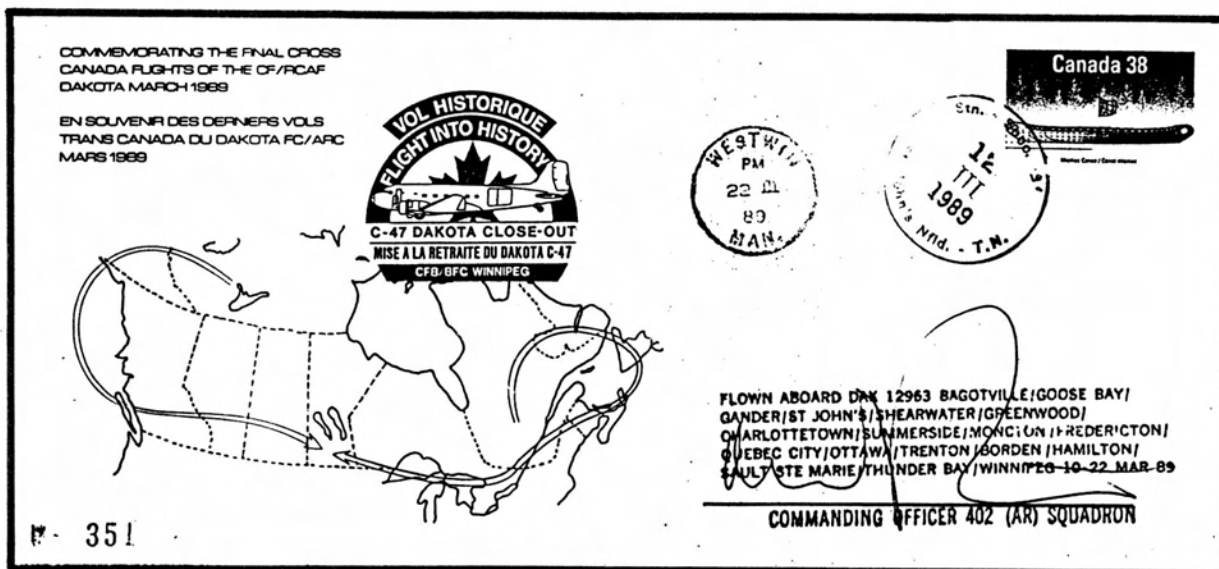
I've just run across something regarding the Patricia Airways & Exploration stamp that I had never seen previously reported. In a random examination of some covers in a recent sale, it seemed that the inscription "Red Lake" in the top of the stamp fell in different positions in relation to the company name below. So I decided to measure this inscription so see whether there was any real difference.

Sure enough, it turned out that there were two lengths to the inscription. One measures 20.25mm and the other measures 19.5mm. This variation in size should in no way be confused with the "narrow spacing" variety (of which very few are known) which measures 15mm. At first I thought that this discovery of two inscription lengths might indicate two separate printings. In fact, I think it does, but my preliminary investigation seems to indicate that the 20.25mm length appears on the stamp with the "blue-black" route inscription whereas the 19.5mm length appears on the regular issue. However this needs further study.

Please send responses to Murray Heifetz, 49 Ternhill Crescent, Don Mills, Ontario M3C 2E4

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.



This is one of a pair of covers, flown across Canada to commemorate the retirement of the DAKOTA from Canadian Forces' service in 1989. It is one of several commemorative covers available from the CAS. For more information on this cover, (which costs \$3.00), or a full list of covers available, please contact MIKE SHAND: 1183 Agincourt Road, Ottawa K2C 2H8.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is normally produced quarterly in March, June, September and December. - If you have anything you'd like to go into the next issue, please send it to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, by

MARCH 15th.

SUPPLEMENT I TO THE AIR MAILS OF CANADA AND NEWFOUNDLAND**A CROSS REFERENCE INDEX**

from the CATALOGUE NUMBERS IN AMCN SECTION 5,
to numbers in the AMERICAN AIR MAIL CATALOGUE.

| Catalogue Number | Former Catalogue Number | Catalogue Number | Former Catalogue Number | Catalogue Number | Former Catalogue Number |
|------------------|-------------------------|------------------|-------------------------|------------------|-------------------------|
| 2601 | 200 | 3021 | 236A | 3323 | F57 (Airport Ded.) |
| 2701 | 569 (USSHF) | 3025 | 236B | 3327 | F89 (Airport Ded.) |
| 2703 | Note page 1685 AAMC | 3027 | 237 | 3331 | 266 (4th ed) |
| 2709 | 205 | 3029 | 238 | 3333 | 267 |
| 2711 | 204 | 3031 | 526 | 3335 | 265A (4th ed) |
| 2713 | 500 | 3037 | 239 | 3337 | 267A (4th ed) |
| 2715 | 206 | 3043 | 239B | 3339 | 268 |
| 2717 | 501 | 3047 | 240 | 3343 | 269 |
| 2719 | 207 | 3053 | 527 | 3347 | 545 |
| 2721 | 502 | 3055 | 241 | 3349 | 546 |
| 2801 | 505 | 3057 | 1122 (TORF) | 3351 | 547 |
| 2803 | 506 | 3061 | 528 | 3353 | 548 |
| 2805 | 507 | 3065 | 242 | 3401 | 555 |
| 2807 | 508 | 3101 | 245 | 3409 | 556 |
| 2815 | 1070 (TORF) | 3103 | 529 | 3411 | 557 |
| 2817 | 208 | 3105 | 246 | 3413 | 275 |
| 2819 | 210 | 3107 | 233 | 3419 | G143 (Airport Ded.) |
| 2821 | 211 | 3115 | D93-94 (Airport Ded.) | 3421 | 276 |
| 2823 | 212 | 3117 | 246B (4th ed) | 3423 | 558 |
| 2827 | 213 (4th ed) | 3121 | D122 (Airport Ded.) | 3427 | 559 |
| 2837 | 215 | 3125 | 246C (4th ed) | 3429 | 560 |
| 2839 | 216 | 3127 | 246D | 3431 | 561 |
| 2841 | 509 | 3131 | 247 | 3433 | 562 |
| 2843 | 217 | 3133 | D165 (Airport Ded.) | 3435 | 563 |
| 2845 | Note page 1690 AAMC | 3135 | 247A | 3501 | 570 |
| 2847 | 218 (4th ed) | 3137 | 248 | 3503 | 571 |
| 2853 | 219 | 3139 | 249 (4th ed) | 3505 | 572 |
| 2855 | 510 | 3141 | 249A (4th ed) | 3507 | 573 |
| 2861 | 511 | 3147 | 529A | 3509 | 574 |
| 2863 | 512 | 3153 | 250 | 3511 | 575 |
| 2905 | 225 | 3157 | 251 | 3513 | 576 |
| 2907 | 515 | 3159 | D189 (Airport Ded.) | 3515 | 577 |
| 2909 | 226 | 3161 | 252 (4th ed) | 3517 | 1239 (TORF) |
| 2913 | 516 | 3163 | 253 | 3521 | 280 |
| 2915 | B20 (Airport Ded.) | 3165 | D237 (Airport Ded.) | 3523 | 578 |
| 2917 | 517 | 3167 | 254 | 3525 | 579 |
| 2927 | B113 (Airport Ded.) | 3169 | 254A (4th ed) | 3527 | 580 |
| 2929 | 518 | 3171 | 254B (4th ed) | 3529 | 281 |
| 2931 | 518A | 3177 | 530 | 3601 | 585 |
| 2933 | 227 | 3215 | 535 | 3603 | 586 |
| 2935 | 228 | 3217 | 255 | 3605 | 587 |
| 2937 | 518B | 3219 | 256 | 3607 | 588 |
| 2939 | 229 | 3231 | 257 | 3611 | 589 |
| 2943 | 230 | 3233 | 258 | 3615 | 590 |
| 2945 | 231 | 3235 | 258A (4th ed) | 3619 | 591 |
| 2947 | 231A | 3237 | 259 | 3701 | 595 |
| 2949 | B347-9 (Airport Ded.) | 3245 | 536 | 3703 | 285 |
| 2961 | 231B | 3247 | 537 | 3707 | 596 |
| 2963 | 232 | 3301 | 540 | 3709 | D130 (Airport Ded.) |
| 2967 | 519 | 3305 | 541 | 3709 | 597 |
| 2969 | 520 | 3309 | 542 | 3711 | 598 |
| 3007 | 525 | 3315 | 543 | 3713 | 286 |
| 3011 | 235 | 3317 | Note page 1723 AAMC | 3715 | 287 |
| 3017 | 236 | 3319 | 544 | 3717 | 599 |

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SUPPLEMENT I TO THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

| Catalogue Number | Former Catalogue Number | Catalogue Number | Former Catalogue Number | Catalogue Number | Former Catalogue Number |
|------------------|-------------------------|------------------|-------------------------|------------------|-------------------------|
| 3719 | 599A | 4115 | 641 | 5201 | 683 (4th ed) |
| 3721 | 288 (4th ed) | 4117 | N93 (Airport Ded.) | 5203 | 370 (4th ed) |
| 3723 | 600 | 4119 | 320 (4th ed) | 5205 | 684 (4th ed) |
| 3727 | J96 (Airport Ded.) | 4123 | 1-8 (FAM) | 5211 | 371 (4th ed) |
| 3729 | 601 | 4127 | 720 (USSHF) | 5217 | 688 (4th ed) |
| 3733 | 602 | 4203 | 323 | 5223 | 373 (4th ed) |
| 3735 | 289 (4th ed) | 4205 | 325 | 5225 | 374 (4th ed) |
| 3737 | 603 | 4207 | 645 | 5301 | 375 (4th ed) |
| 3739 | 604 | 4209 | 57N3 (CAM) | 5303 | 376 (4th ed) |
| 3803 | 610 | 4301 | 650 | 5305 | 693 (4th ed) |
| 3805 | 289A | 4303 | 725 (USSHF) | 5401 | 377 |
| 3807 | 611 | 4307 | 326 | 5403 | 378 (4th ed) |
| 3809 | 289B | 4309 | 327 | 5513 | 379 (4th ed) |
| 3813 | 290 (4th ed) | 4403 | 330 | 5515 | 380 |
| 3815 | 612 | 4501 | 660 | 5517 | 381 |
| 3817 | 613 | 4503 | 661 | 5605 | 382 (4th ed) |
| 3819 | 613A | 4505 | 662 | 5607 | 383 (4th ed) |
| 3821 | Note Page 1737 AAMC | 4507 | 663 | 5609 | 384 (4th ed) |
| 3823 | 290A (4th ed) | 4509 | 664 | 5701 | 385 (4th ed) |
| 3825 | 614 | 4601 | 670 | 5705 | 386 (4th ed) |
| 3827 | K75 (Airport Ded.) | 4603 | 335 (4th ed) | 5707 | 387 (4th ed) |
| 3831 | 615 | 4605 | 326 (4th ed) | 5711 | 388 (4th ed) |
| 3833 | 291 | 4607 | 71514-318 (CAM) | 5713 | 389 (4th ed) |
| 3835 | 292 | 4609 | 337 | 5803 | 390 (4th ed) |
| 3837 | 293 | 4613 | 338 | 5809 | 391 (4th ed) |
| 3839 | 616 | 4617 | 339 | 5817 | 392 (4th ed) |
| 3841 | 617 | 4619 | 340 | 5831 | 393 (4th ed) |
| 3843 | 294 | 4701 | Note page 1980 AAMC | 5901 | 395 (4th ed) |
| 3847 | 295 | 4705 | 675 | 5907 | 396 (4th ed) |
| 3849 | 296 | 4707 | 676 | 5913 | 397 |
| 3851 | 618 | 4709 | 677 | 5919 | 398 |
| 3901 | 300 | 4711 | 345 | 6003 | 399 |
| 3903 | 301 | 4713 | 346 | 6023 | 401 (4th ed) |
| 3905 | 302 | 4715 | 350 | 6025 | 402 (4th ed) |
| 3907 | 1-4, 1-7 (FAM) | 4717 | 351 | 6037 | J675-6 |
| 3909 | 625 | 4719 | 352 | 6039 | 86-120 (CAM) |
| 3911 | 626 | 4721 | T294 (Airport Ded.) | 6041 | AG120 (Airport Ded.) |
| 3915 | 1319 (TORF) | 4723 | 353 | 6113 | J740 |
| 3919 | L41 (Airport Ded.) | 4801 | 355 | 6121 | 403 (4th ed) |
| 3921 | 303 (4th ed) | 4803 | 356 | 6127 | J852-3 |
| 3925 | 304 (4th ed) | 4807 | Note page 1713 AAMC | 6203 | 404 (4th ed) |
| 3927 | L61 (Airport Ded.) | 4813 | 358 (4th ed) | 6305 | AK40 (Airport Ded.) |
| 3929 | 627 | 4815 | 678 (4th ed) | 6307 | 94-63 (CAM) |
| 3931 | 628 | 4901 | 679 (4th ed) | 6503 | J1020 |
| 3935 | 305 | 4903 | 360 | 6505 | 406 (4th ed) |
| 3937 | 306 | 4904 | 361 | 6507 | 405 (4th ed) |
| 4001 | 310 | 4905 | 362 (4th ed) | 6511 | J1034-1037 |
| 4003 | 321 | 5003 | 368 (4th ed) | 6523 | 407 (4th ed) |
| 4101 | 315 (4th ed) | 5005 | 365 | 6525 | 408 |
| 4103 | 640 | 5007 | 28-50 (FAM) | 6631 | AN119 (Airport Ded.) |
| 4107 | 316 | 5009 | 366 (4th ed) | 6635 | 409 (4th ed) |
| 4109 | 317 (4th ed) | 5015 | 680 (4th ed) | 6645 | 148-1 (CAM) |
| 4111 | 318 (4th ed) | 5017 | 681 (4th ed) | 6647 | 410 (4th ed) |
| 4113 | 319 (4th ed) | 5019 | 682 (4th ed) | 6651 | 411 (4th ed) |

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SUPPLEMENT I TO THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

| Catalogue Number | Former Catalogue Number |
|------------------|-------------------------|
| 6717 | 94N71 (CAM) |
| 6719 | 56W3-6 (CAM) |
| 6729 | A044 (Airport Ded.) |
| 6733 | 52N6-8 (CAM) |
| 6745 | 57E5-6 (CAM) |
| 6747 | 86W131-2 (CAM) |
| 6751 | 413 (4th ed) |
| 6753 | 414 (4th ed) |
| 6755 | 418 (4th ed) |
| 6767 | 97N97 (CAM) |
| 6809 | AP83 (Airport Ded.) |
| 6813 | AP121 (Airport Ded.) |
| 6815 | AP127 (Airport Ded.) |
| 6915 | 415 (4th ed) |
| 6925 | 416 (4th ed) |
| 6927 | 417 (4th ed) |
| 6949 | AR160 (Airport Ded.) |
| 7027 | AS90-91 (Airport Ded.) |
| 7031 | AS96 (Airport Ded.) |
| 7175 | AT54 (Airport Ded.) |
| 7215 | AU20 (Airport Ded.) |
| 7319 | AU35 (Airport Ded.) |
| 7325 | AU43 (Airport Ded.) |
| 7537 | AX57 (Airport Ded.) |
| 7631 | 97N112-3 (CAM) |
| 7701 | 56NE7 (CAM) |
| 7711 | AZ30 (Airport Ded.) |
| 7909 | FL D18-19 (FFUS) |
| 8003 | RCD4NF (FFUS) |
| 8009 | BN D78-80H (FFUS) |
| 8111 | FL D42N (FFUS) |
| 8203 | WAD43E (FFUS) |
| 8401 | AAD25ONF (FFUS) |

Note: This is the reverse index to that on page 542 of the catalogue. The absence of a Catalogue Number indicates that there was not a corresponding listing in the Former Catalogue.

This is the first in a series of supplements to AMCN that have been prepared by Dick McIntosh.

The supplements mainly relate to Section 5 - **Government & Other Airmail Covers of Canada 1926-1997**.

Further supplements will be published as part of The Canadian Aerophilatelist as follows:

- March 1999 "Early" additions and changes to Section 5: approximately 1926 to 1964.
- June 1999 "Later" additions and changes to Section 5: approximately 1964 to 1998, and to Section 11 **Canadian Air Mail and Aviation Anniversary Covers**.
- September 1999 Detailed maps to locate the start and finish of flights.

Individual copies of the catalogue supplements will also be available for: \$2.00Cdn to Canadian addresses; \$2.00U.S. to American addresses; \$3.00Cdn/\$2.00U.S. to overseas addresses. Supplements can be ordered from: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, Canada K7M 4Y4. Payment can be made by cheque, bank notes, or mint postage stamps.

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 areophilatelic 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 sent 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:

JANUARY**FEBRUARY****MARCH**

13 Janice Weinstock
14 Murray Heifetz
17 Richard J. McIntosh
19 Ray Simrak
65 Ian Mowat
106 Maurice G. Malenfant
109 Gary J. Lyon
111 James Larry Kobelt
171 Albert N. Leger
193 JP Gadoury
217 Cecil G. Stoner
218 Roy Shuker
219 William C. Noble
276 Richard S. Allen

67 Robert North Sr
69 Don Amos
135 Beatrice Bachmann
172 Ivan RW Burges
180 Elmer WA Cleary
220 Richard Whalley
221 W. Arnold Stearman
222 Douglas M. Smith
243 Jim Miller
244 James A. Thompson
260 Fred C. Dietz
261 James H. Walsh
277 Ed Matthews

73 Kurt Tischler
136 Friedel Egger
157 Robert L. Meyer
174 Louis Poirier
194 Derek C. Rance
207 Charles W. Oakley
236 John B. Wheeler

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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