



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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March 1999

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume XV, Number 1

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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.

EDITORIAL - BAD NEWS

As usual, this first newsletter of the year contains the "annual reports" on the operations of our Society.

The bad news is that: - we are operating in the red!

- we must either cut back on our activities to save money, or increase our dues;
- either option could result in some members being upset and not renewing their membership, which could end up making matters worse.

I would therefore like to encourage all members to read these annual reports, and if you have strong opinions about the action we should take, either write to our Treasurer with your suggestions, or attend the membership meeting on April 12th, or the General Meeting on April 25th. (See page 6 for details of both meetings.)

Good luck to the Executive in making the right decision!

SECRETARY'S REPORT

Welcome to five more members:

- 298 Dale A. Green, Oscoda, Michigan, USA
- 299 John MacKeigan, Oromocto, New Brunswick
- 300 Bob Campbell, Winnipeg, Manitoba
- 301 Tim Jones, Dale City, Virginia, USA
- 302 Stuart Billington, Phillips International Auctioneers, London, England

Ron Miyanishi reports that our Society now has an active membership of 160 paid, and 13 complimentary members; compared to 150 paid and 15 complimentary members at this time last year. - This is the fifth year in a row that our paid membership has increased!

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	8
British Columbia	15
Manitoba	3
New Brunswick	5
Newfoundland	2
Northwest Territories	1
Ontario	61
Quebec	15
Saskatchewan	2
Total	112

USA:

California	1
Colorado	1
Connecticut	2
Florida	3
Illinois	5
Idaho	1
Kansas	1
Michigan	3
Minnesota	1
New York	1
Ohio	2
Oregon	1
Texas	1
Washington	1
Wisconsin	2
Total	26

International:

Cayman Islands	1
England	7
France	2
Germany	3
Italy	1
Netherlands	2
New Zealand	1
South Africa	1
Switzerland	4
Total	22
Total active membership:	160

In addition, 13 complimentary memberships are carried on the mailing list:

Australia	1
Canada	3
England	2
France	1
India	1
Norway	1
Switzerland	1
USA	3
Total	13

Thanks for all your work Ron!

IN MEMORIAM - FRED BLAU

Fred F. Blau, an award-winning exhibitor who specialized in postal history of Palestine and the Holy Land and military mail of World Wars I and II, died Oct. 29 at the age of 89. He was a resident of Glenview, Ill.

Born in Vienna, Austria, in 1909, Mr. Blau started collecting stamps as a child.

As a young man, he was a member of the Austrian Jewish soccer team, which became the country's champion.

In the 1930s, the team was invited to play soccer in Pal-

estine. Afterward, Mr. Blau decided that he did not like the political climate in Europe for Jews, and he remained in the Holy Land, while the rest of his team returned to Austria. He was the only member of the team to survive the Holocaust.

Mr. Blau made his living as a caterer and worked for many years as the director of purchasing for a national hotel chain.

He was in charge of catering at the Ameripex 86 show in Rosemont, Ill., near Chi-

cago, where he liked to conclude lavish banquets with his signature dessert, flaming Baked Alaska Cakewalk.

As an exhibitor, Mr. Blau was awarded 13 large golds and 21 small golds in international exhibitions and countless prizes at regional shows in the United States.

He wrote two philatelic books: *The Orient Flight of the Graf Zeppelin* and *The Egypt Flight of the Graf Zeppelin*.

He was an active member of the American Philatelic

Society, the American Air Mail Society, the Holyland Philatelic Society of Jerusalem and the Collectors Club of Chicago, among many other groups.

He attended several congresses of the International Federation of Philately (FIP) and was a strong proponent of Taiwan becoming a member of the FIP. Taiwan named him its "Ambassador to Philately."

Mr. Blau is survived by his son Dan. Funeral services were held Nov. 2. ■

Reprinted from LINN'S STAMP NEWS, November 23 1998

Fred was also a member of the Canadian Aerophilatelic Society since 1986; he gave a most interesting slide presentation and lecture on "The Mails of the Airship Graf Zeppelin to and from Palestine" at CAPEX'96; and was an occasional contributor to this newsletter. I will remember him.

IN MEMORIAM - CAPTAIN MICHAEL VANDENBOS

CANADIAN AEROPHILATELIC SOCIETY



FLOWN BY THE SNOWBIRDS

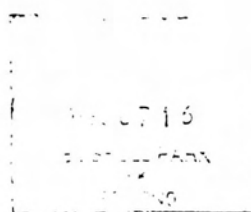
431 AIR DEMONSTRATION SQUADRON

MOOSE JAW AIR SHOW

16 JULY 1998

15 WING MOOSE JAW, BUSHELL PARK,

MOOSE JAW, SASKATCHEWAN



1805
582

Captain Michael VandenBos died after a mid-air collision in December.

MACLEAN'S magazine of December 21 1998 reported that:

The Snowbirds aerobatics team was practicing close formation flying near Mitchelton in south-central Saskatchewan, when his Tutor jet crashed after touching wings with another Tutor. Captain VandenBos died despite being able to eject from his plane. The other jet landed safely.

Our Society has often appreciated the cooperation of the Snowbirds in the past, and now extends its condolences to the family of Captain VandenBos.

CAS PRESIDENT'S REPORT

It is nice to enjoy a holiday, especially in a warm clime during an Ontario winter, but its overwhelming to come back to the routine with two bags of mail to action. If any of you have written to me in the last two months and have not received an answer be patient please as I will reply as soon as possible.

The Youth Champion of Champions Award at the Greater Toronto Stamp Show, Toronto, Ontario, 16-18 October 1998 was presented to Tim Jones of Dale City, Virginia, USA for his exhibit, *The History of Man's Flight in the Earth's Atmosphere*. In recognition of Tim's outstanding accomplishment and to encourage young collectors to continue their aerophilatelic collecting, the CAS awarded one of its plaques to Tim, suitably inscribed, and a year's complimentary membership in the CAS. Tim sent a letter of sincere appreciation and stated that he found two valuable articles in Chris Hargreaves's *The Canadian Aerophilatelist* that will assist him in improving his exhibit. Congratulations to both Tim and Chris for their excellent work for aerophilately.

The CAS's financial position has never been too great since our membership base is small and our money making projects are few. Our main expense is the production of our most important and unifying publication, *The Canadian Aerophilatelist*. Our very competent treasurer Ivan MacKenzie has spent many hours reviewing our financial situation and has come up with three situations for possible action. We have already reduced our complimentary mailings of our newsletter and our Vice-President, Michael Shand, has taken on the responsibility of preparing the newsletter for mailing. This was paid for before to a special helper. We also plan to hold an auction to sell some of our accumulated stock of special envelopes. These flown covers have paid for themselves but there is a residue that should be sold for the benefit of the CAS treasury.

A full report is enclosed from Ivan in this issue of *The Canadian Aerophilatelist*. Your comments are essential for the preservation of the CAS. Please direct your replies to Ivan who will review them all and then submit a report to the CAS Executive Committee. I personally feel that we must maintain the four yearly issues of *The Canadian Aerophilatelist* since Chris's work is the main CAS benefit to the membership. A perusal of Ivan's research reveals that our total cost of the production and mailing of the newsletter exceeds the yearly dues of each member. Thus we are steadily losing ground on each membership. The logical solution is to raise the dues by \$5.00 across the board as of 1 January 2000 and to maintain the four issues of the newsletter. Donations to the CAS treasury would also be quite acceptable.

As the Canadian Commissioner to IBRA'99 I will be leaving for Nuremberg, Germany on 23 April and returning on 16 May as I will also be visiting German military museums in Bavaria and the Black Forest. Michael Shand's New Zealand exhibit is the only aerophilatelic exhibit being shown from Canada. My crash cover exhibit was not accepted for IBRA'99 but it has been accepted for PHILEXFRANCE'99. Those that are in the Fredericton, NB area, 28-30 May 1998' be sure to attend ROYAL 1999 ROYALE, at the Fredericton Inn, Regent Street at the Trans-Canada Highway, Fredericton, NB. Hours of operation are Friday, 10 am to 6 pm; Saturday, 9 am to 5 pm; and Sunday, 10 am to 4 pm. Further information is available from Ron Smith, 12

CAS PRESIDENT'S REPORT continued:

- 2 -

Chateau Drive, McLeod Hill, NB, E3A 5X2, (Tel: (506) 453-1792). The CAS is Chapter 187 of the RPSC and members are urged to attend the 1999 RPSC Convention. Hopefully there will be a few aerophilatelic exhibits.

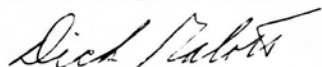
I will be attending PIPEX'99, the Spring Meeting of the AAMS, in Portland, Oregon, from 4-6 June 1999 and serving as an aerophilatelic judge. I hope to see many of our US members and some of the west coast Canadian members at the exhibition. At this event those appointed to the AAMS Aerophilatelic Hall of Fame and the Recipient of the Conrath Award will be announced. Since the AAMS is participating there will be an excellent representation of aerophilatelic exhibits. The 1999 AAMS Convention will be held at CHICAGOPEX'99 in Chicago, 19-21 November 1999. The full schedule of future AAMS meetings is published on page 100 of the March 1999 issue of *The Airpost Journal*, Vol. 70, No. 3.

Last but not least is the annual exhibition (for 1999 the 38th) of the RA Stamp Club to be held in the Curling Rink at the RA Centre , 2451 Riverside Drive, Ottawa, Ontario, Canada. The hours are Saturday, 24 April 1999, 10 am to 6 pm; and Sunday, 25 April 1999, 10 am to 4 pm. Paul Burega who was the ORAPEX Chairman for many years has taken employment in the USA and has relinquished the chairman's position to Doug Lingard who has served on the ORAPEX Committees for many years also. Many thanks to Paul for his many years of dedicated philatelic leadership and best wishes for his future endeavors. Over 20 dealers will be present and the CAS will have a general meeting on Sunday afternoon for those wishing to attend.

Since I will be leaving for Germany on Friday, 23 April 1999 I will not be available to attend. Since local members wished a CAS membership meeting before I left we will hold a meeting at 8 pm on Monday 12 April 1999 after the RA Stamp Club meeting at the RA Centre. We will discuss the CAS's future, in particular its finances. All members of the CAS in the Ottawa area are urged to attend. If you can not attend please send in your comments concerning the operation of the Society and ways to economize in our operations (but not reducing our quarterly issues of *The Canadian Aerophilatelist*.

The CAS has been most fortunate to have a very dedicated treasurer (Ivan MacKenzie), a talented secretary (Ron Miyanishi), a productive and amiable vice- president (Michael Shand), and an incomparable editor of *The Canadian Aerophilatelist* (Chris Hargreaves). It has been my privilege to work with these gentlemen over the past few years on behalf of the CAS membership. May our team persevere over the coming months and into the Millennium, 2000.

Canada Post is to release a special set of 16 aviation stamps for the 75th anniversary of the Canadian Air Force (RCAF/CF) and the 50th anniversary of the Canadian International Air Show at the Toronto Exhibition. The CAS plans to have special envelopes prepared and flown for this event. More data to follow



RK Malott, Major Ret'd, President CAS

Thanks for all your different activities on our behalf Dick.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDED 31 DEC 1997 AND 1998

	1997	1998
Opening Bank Balance	<u>705.69</u>	<u>332.72</u>
INCOME		
Accounts Receivable - from AAMS for 1996 and 1997		<u>2,015.05</u>
Income Generated During the Year		
Dues - new members	219.90	397.52
Dues - renewals and reinstated members	1,867.05	2,322.08
CAS Covers - sale of various philatelic covers	1,163.38	1,029.65
Other Sales - includes, e.g., books, pins and advertising	206.13	37.00
Donations - from members	133.00	25.00
Bank Interest - checking account	0.38	3.46
R.K. Malott - sale of AAMS publications		482.95
GIC Proceeds - principal \$1,000.00 & interest \$225.21	1,225.21	
AAMS - The Air Mails of Canada and Newfoundland	<u>1,210.99</u>	<u>182.80</u>
Income Generated and Received During the Year	<u>6,026.04</u>	<u>4,480.46</u>
Opening Bank Balance and Income Received During the Year	<u>6,731.73</u>	<u>6,828.23</u>
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>517.46</u>	<u>832.13</u>
Expenses Incurred During the Year		
Dues and Advertising - other philatelic organizations	136.04	153.68
Philatelic Covers - costs, e.g., covers, postage and envelopes	138.86	158.94
Office Supplies	408.26	989.21
Postage - such as for CAS newsletter, covers and books	1,631.90	1,738.95
Printing and Photocopying - such as newsletter and catalogue	1,963.87	1,623.28
The Air Mails of Canada and Newfoundland	1,866.82	
Service Charges - checking account	9.60	13.70
AAMS - Publications	163.24	482.95
Telephone - long distance	108.29	126.65
Exhibit Fees - CAS newsletter	90.00	
Engraving - presentation plaques	36.80	42.71
Clerical Work - Mailing CAS newsletter	160.00	370.00
Return of cheque by bank (for Can\$ drawn on US bank)	<u>0.00</u>	<u>20.00</u>
Expenses Incurred During the Year	<u>6,713.68</u>	<u>5,720.07</u>
Accounts Payable/Outstanding Cheques at 31 Dec	<u>832.13</u>	<u>1,022.12</u>
Expenses Incurred in 1997 and 1998 but paid in 1998	<u>6,399.01</u>	<u>5,530.08</u>
Closing Bank Balance	<u>332.72</u>	<u>1,298.15</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec - AAMS for Air Mail Catalogue	<u>2,015.05</u>	
Accounts Payable at 31 Dec	<u>832.13</u>	<u>1,022.12</u>
Financial Position at 31 Dec	<u>1,515.64</u>	<u>276.03</u>
NOTES		
A Value of Inventory on hand at 31 Dec		
1. Postage Stamps (face value)	458.56	323.23
2. CAS Presentation Plaques (cost price)	600.00	500.00
3. Flight Covers and CAS Pins (retail sale price)	4,519.00	1,000.00
4. CAS Stationery	<u>262.00</u>	<u>800.00</u>
Total	5,839.56	2,623.23
B The 1997 data has been restated to be consistent with the revised format for 1998		

Ivan W. MacKenzie
Treasurer, CAS
CONTINUED

Analysis of 1998 CAS Income and Expenses and Three Proposals for 1999 Budget

	1998 Actual	Proposal #1 1999 Budget	Proposal #2 1999 Budget	Proposal #3 1999 Budget
MEMBERSHIP SUMMARY				
Number of Members				
Dues Paying Members	156	159	159	159
Canada	108	112	112	112
United States	28	26	26	26
International	20	21	21	21
Complimentary Members\PR Copies	49	36	18	18
Canada	11	14	7	7
United States	24	13	6	6
International	14	9	5	5
Total Members	205	195	177	177
Canada	119	126	119	119
United States	52	39	32	32
International	34	30	26	26
Annual Dues – Canadian Dollars				
Canada	15.00	15.00	15.00	20.00
United States	15.00	15.00	15.00	20.00
International	20.00	20.00	20.00	25.00
Newsletter – Annual Postage Cost				
Canada (Can \$0.92 per issue)	3.60	3.68	2.76	3.68
United States (Can \$1.25 per issue)	4.68	5.00	3.75	5.00
International (Can \$2.35 per issue)	9.00	9.40	7.05	9.40
INCOME SUMMARY				
Dues & Donations	2,744.60	2,490.00	2,490.00	3,285.00
CAS Covers & Other	1,066.65	500.00	500.00	500.00
Total Income for Year	3,811.25	2,990.00	2,990.00	3,785.00
Total Income per Paying Member	24.43	18.81	18.81	23.81
EXPENSE SUMMARY				
General Operating Expenses				
RPSC, AAMS, FISA dues	153.68	160.00	90.00	90.00
CAS philatelic covers	158.94			
Office supplies	894.67	350.00	350.00	350.00
Postage	633.39	600.00	400.00	400.00
Miscellaneous	85.25	90.00	60.00	60.00
<i>A – Total General Expenses</i>	<i>1,925.93</i>	<i>1,200.00</i>	<i>900.00</i>	<i>900.00</i>
Annual cost per paid member	12.35	7.55	5.66	5.66
Newsletter Expenses				
Number of 32 page issues for year	4	4	3	4
Editor expenses	604.10	400.00	300.00	400.00
CAS Letterheads	138.48	124.20	74.52	99.36
Printing	1,579.34	1,512.25	796.95	1,062.60
Total production cost	2,321.92	2,036.45	1,171.47	1,561.96
Number of copies for year	1,115	1,000	600	800
Cost of production per copy	2.08	2.04	1.95	1.95
Clerical costs of mailing	370.00			
Postage	634.19	958.76	649.05	865.40
<i>B – Total Newsletter Expenses</i>	<i>3,326.11</i>	<i>2,995.21</i>	<i>1,820.52</i>	<i>2,427.36</i>
Annual cost per paying member	21.32	18.84	11.45	15.27
<i>Total Expenses – A + B</i>	<i>5,252.04</i>	<i>4,195.21</i>	<i>2,720.52</i>	<i>3,327.36</i>
Total cost per paying member	33.67	26.38	17.11	20.93
PROFIT OR LOSS FOR THE YEAR				
Net profit/-loss	-1,440.79	-1,205.21	269.48	457.64
Net profit/-loss per paying member	-9.24	-7.58	1.69	2.88
Financial Position at 31 Dec	276.03	-929.18	545.51	733.67

Treasurer's Comments — Treasurer's Reports for 1997 and 1998 Budget Proposals for 1999

The data for 1997 have been restated to reflect the slightly revised format for the 1998 statement. The main intent of the revision is an attempt to indicate income actually generated and the expenses actually incurred in the calendar year under review. Also, Mike Shand has reviewed and revalued, with Dick Malott's concurrence, the estimated value of the inventory of CAS covers to more closely reflect what the CAS may expect to realize from future sales.

The down side to our financial picture is that the CAS financial position has deteriorated at a rate in excess of \$1000 per year during the past two years – from a financial position of \$2,621.29 at 31 Dec 96 to \$276.03 at 31 Dec 98. Short and long term solutions to this dilemma are required **NOW**.

In an attempt to provide some constructive background data to assist with the preparation of a CAS operating budget for 1999, your Treasurer has prepared an analysis of the income and expenses for 1998 and three budget scenarios for 1999. On a very positive note, Mike Shand has volunteered to prepare each edition of the newsletter for mailing which, based on the 1998 cost for this work, will save CAS in the vicinity of \$370.00 per year. The following brief explanations are intended to highlight the key differences in the proposals and between the 1998 data and the proposals:

- The membership summary for Proposal #1 is based on data provided by the CAS Secretary Ron Miyanishi with the exception of a suggestion by Dick Malott that the complimentary member and public relations newsletter mailing lists numbers be reduced to a total of 36 for 1999. A further reduction to a total of 18 is presented in Proposals #2 and #3.
- Proposals #1 and #2 reflect the current authorized CAS annual membership dues rates whereas Proposal #3 suggests a \$5.00 increase in the annual dues.
- The income from the sale of aerophilatelic covers has been reduced to \$500 which is thought to be a reasonably realistic estimate. Past experience suggests that at least half of this will be generated by President Dick as profit from his annual "Snowbird" cover project.
- All three proposals reflect the current Canada Post rates for mailing the CAS newsletter within Canada, to the United States destinations and to other international destinations.
- Proposal #1 provides for the continued payment of RPSC, AAMS and FISA dues whereas Proposals #2 and #3 suggest the elimination of one or more of the affiliations.
- The significant reduction in office supplies reflects the fact that 5000 sheets of CAS letterhead were purchased in 1998; however, the stock is expected to last for several years.
- It is suggested that other (excludes the CAS newsletter) postage costs be reduced significantly.
- Our Editor, Chris Hargreaves, has agreed with the suggestion that the operating budget for our fine newsletter, *The Canadian Aerophilatelist*, be reduced to \$100 per issue.
- Proposals #1 and #3 provide for the normal 4 issues of the newsletter during the year whereas proposal #2 provides for only 3 issues. The three proposals provide for printing different quantities of the newsletter – #1 - 1000 copies (250 each issue); #2 - 600 copies (200 each issue); and #3 - 800 copies (200 each issue).

CAS members are encouraged to provide the CAS Treasurer with comments and suggestions on how to improve the financial position of the CAS. Provided your inputs are received in sufficient time, they will be summarized and consolidated for consideration by the CAS annual general meeting and the summary will be provided to Chris for possible publication in the June issue of the newsletter.

AGM - 1.30 pm, Sunday April 25th at ORAPEX - call Mike Shand for more information.

EDITOR'S REPORT

Firstly: I would like to thank Ivan MacKenzie for all the work he has done analyzing our finances. - Having had a couple of conversations with Ivan during this process, I know that this has involved a lot of work.

Secondly: I am in a dilemma. Having observed the process so far, I don't want just to print the reports and go on to other matters without adding any comments. On the other hand, I am hesitant to give too many opinions on what could be a controversial issue, when other members do not have the same opportunity to have their opinions published.

So, commenting just as your editor, I would like to inform members that I was in the fortunate position of having "too much" material for this newsletter, and that once again some items have been carried over. (These, by the way, are not just the last items to be received: all material received before the deadline is given equal consideration as I try to put together a balanced newsletter with "something for everyone".) I have, in fact, had some material "carried over" after every issue for the last four years! I think reducing the number of newsletters per year would therefore result in a significant reduction in the opportunities members have to exchange information with each other, and I therefore support the alternative of increasing our dues along the lines of Proposal #3.

Regarding the "other matters" of my report, I would like to thank all the readers who have sent in material over the last year, and who have made my task a generally enjoyable one. - One part of the editor's role that I do not enjoy, however, is the number of times I need to write obituaries for our members. - To help offset these, and guarantee me an extra "good news" story, I am pleased to announce the creation of an annual

Canadian Aerophilatelist Editor's Award

that will be presented to somebody of my choice, for an outstanding contribution to the newsletter. - The first recipient of this award is

DON AMOS for his article **THE GOLDEN AGE OF AIR MAIL**

in the June 1998 newsletter. This gave a lot of information about the production of First Flight Covers in the 1930's, that will be of great use to future collectors wondering how these covers were produced. Congratulations Don!

FEATURES:

1919 - HAWKER AND GRIEVE'S ATLANTIC FLIGHT



Special stamp issued for Hawker and Grieve's flight.

(Illustration from Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer: see newsletter page 2 for details.)

This year is the 80th anniversary of the first attempts to fly the Atlantic. To commemorate these flights, a contemporary account of Hawker and Grieve's venture is reproduced on the next four pages. This is from THE NEWFOUNDLAND QUARTERLY, and gives a fascinating insight into the attitudes to aviation at that time. Thanks to John Butt for sending in the copy of this article.

❖ The Greatest of Sea Adventures. ❖

TO THE BRAVE.

(On hearing that Hawker and Grieve are safe.)

Across the World the wireless flashes fast,
They're found, our bold adventurers, at last!

Not yet the miracle . . . but for these men
The sight of home, the joy of love again!

Not yet for them the sullen mystery
Beyond our mortal realm of air and sea!

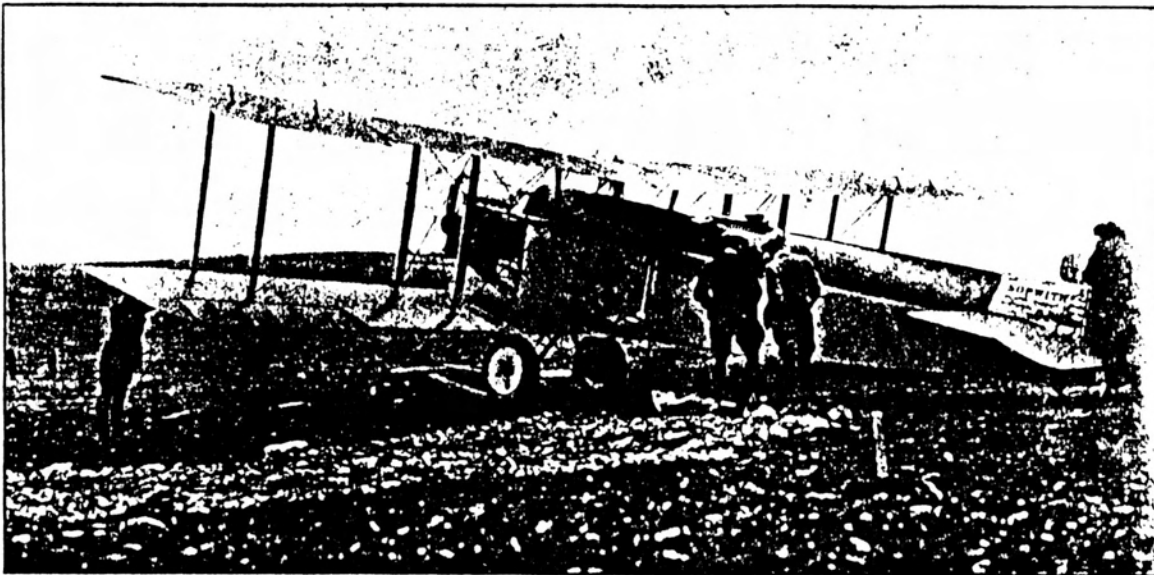
Not yet they win the guerdon of success,
But ah! The World rejoices none the less!

For life and love and laughter—these are sweet!—
And crowds that cheer you, glad young lips that greet. . . .



HE attempt to fly across the Atlantic from Saint John's to the Irish Coast in a trail, single-motored aeroplane, which Harry G. Hawker and Captain Mackenzie Grieve made on Sunday, May 10th, has been proclaimed by the world as the greatest sea adventure of the Ages. Hitherto this proud distinction was held by Columbus. But the great Italian navigator knew that, though his ships were frail, he had simply to keep sailing westward and he would meet with land. Hawker and Grieve started to cross the same Ocean with a far frailer vessel than Columbus and through much more perilous medium than the sea.

Newfoundland has been brought into extraordinary promi-



THE "SOPWITH" AEROPLANE AT MOUNT PEARL—MESSRS. HAWKER AND GRIEVE STANDING BY MACHINE.

[Copyright Photo by J. C. Parsons.]

And if another win to victory
And span that void of timeless, tameless sea.

Yet ye have blazed the trail! High hearted, bold,
Beyond the fear of Space and Depth and Cold,

Confronting Death in his most dreadful guise. . . .
Such Courage brings the tears to countless eyes!

It spurs our flagging spirit, lifts the will,
Renews our lagging faith and hope until

We, too, find haven, chance to start again,
And will to conquer with sword, wing, or pen. . . .

Forever Courage sows its deathless seed,
And they who venture ride a winged steed,
And all the World is braver for the deed!

—Elizbeth Newport Hepburn.

ence by the flight, and will receive perpetual publicity, whenever great aeroplane deeds are discussed. The places whence Hawker started his flight, and dropped his under carriage, have become most historic features in Newfoundland. They will, in time, be marked by prominent monuments, and will prove attractive visiting places for tourists. These great aviators have brought honour, not only upon themselves, but upon Newfoundland.

Although they failed to reach their goal, their attempt was so clever and plucky that it stirred the imagination of mankind to such an extent that, when news of their rescue at sea was published, it affected people everywhere almost as powerfully as the news of the signing of the armistice did.

American sportsmen were particularly enthralled by the Australian's daring. Alan R. Hawley, President of the Aero

THE NEWFOUNDLAND QUARTERLY.—2.

Club of America, had the news relayed to him by phone.

"This is a day of miracles!" he exclaimed. "Hawker took the hundredth chance and won."

"I am overjoyed at the news of the rescue of Hawker and Grieve. Nothing could give me more pleasure than news of their safety. We need such rugged pioneers in aviation. Their achievements added lustre to aeronautics and showed to the world just what hardships man will go through to advance the game."

"This will indeed be welcome news to the other aviators who have shown the same intrepid spirit and even now are preparing to essay the transatlantic flight."

"All honor is due to the splendid sons of England, who can always be found in the front ranks when it comes to true sportsmanship. I trust I shall have the honor of personally congratulating these two typical examples of English pluck."

Henry Woodhouse, Vice-President of the Aerial League, author of text books of military and naval aeronautics, said:

"The world will rejoice over the good news. Hawker and Grieve, like Commanders Read, Tower and Bellinger, are good sports, and the world loves a good sport."

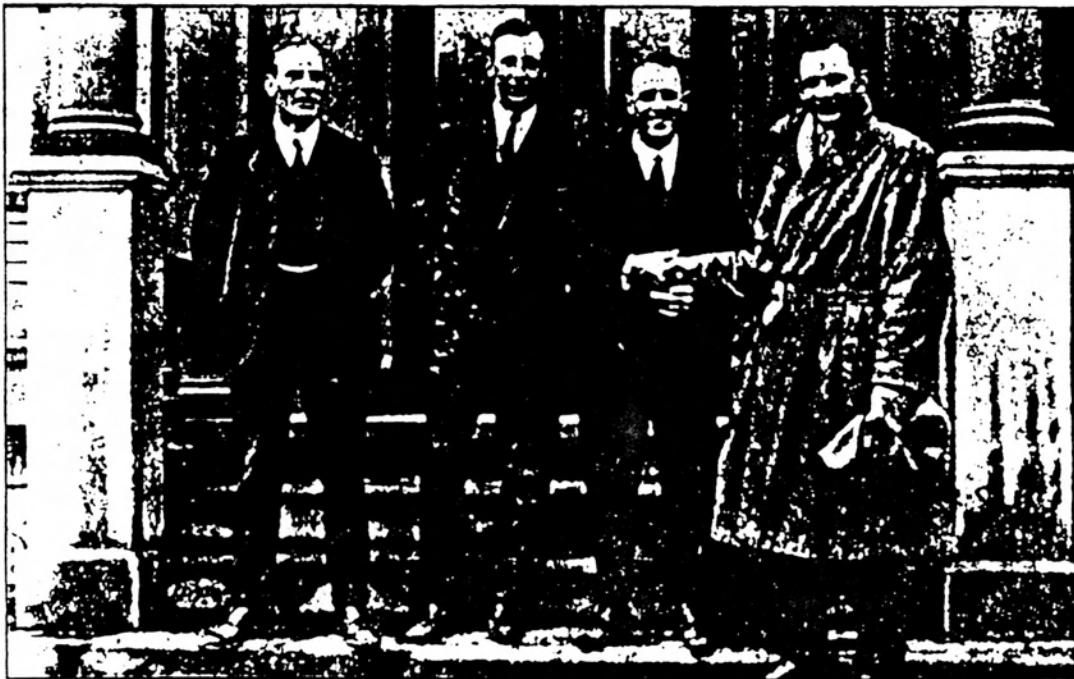
"The great example of red-blooded sportsmanship of Hawker and Grieve when they dropped their undercarriage as a farewell message to the American Continent and sailed out for the honor of England and the glory of their countrymen will always remain one of the sublime ideals of human daring, and that they live to realize with what admiration the world has regarded what they did only adds to the laurels which they have won."

President Joseph A. Steinmetz, of the Aero Club of Pennsylvania, said:

"Thank God. If there were ever two men who deserved to live and receive the congratulations of the world, Hawker and Grieve are the men. I took my hat off to them when they started, and I take it off again in thanksgiving that they are saved. Real men with a vision, men with nerve, men with red blood of pioneers in their veins are needed in the game. These daring Englishmen are that type."

Lieut. Ormer Lonklear exclaimed:

"That's great! News like this makes every true lover of aviation thrill with pride and joy. Their wonderful undertaking inspires everyone of us to greater efforts in his own particular branch of the sport."



PILOTS AND NAVIGATORS OF THE "SOPWITH" AND "MARTINSYDE" AEROPLANES.

Commander Mackenzie Grieve, F. P. Raynham, Harry G. Hawker, Major Morgan.

[Copyright Photo by J. C. Parsons.]

"Both flights have afforded a supreme test of the factors necessary to make a transatlantic flight a success, and the test has shown that the aero engine is the weakest factor. We must therefore, concentrate on perfecting engines so that aerial transportation across the Atlantic may be made possible soon."

August Post, Secretary of the Aero Club of America and the Aerial League of America and a pioneer in aeronautics, said:

"This reminds me of the time when Alan R. Hawley, after being lost in the Canadian wilderness for ten days, finally emerged into civilization after all hopes had been given up of his being found alive. This occurred during the James Gordon Bennett International Balloon Race in 1910, when Mr. Hawley went from St. Louis to Labrador, landing in a virgin forest and with the greatest difficulty made his way out, suffering hunger. I happened to be his aid on that occasion, and after our return we saw copies of the newspapers with great headlines stating that all hope had been lost and that two searching parties had been sent out one from St. Louis and one from New York, to find the Canadian wilds. Our greatest consolation was the

Joe Steplin, American ace said:

"This is the best news we have had since Germany surrendered. Hawker and Grieve did an amazing stunt, and to know that they came out alive is a real pleasure to every flyer."

Capt. Horace Keehe, New York Aerial Police, remarked:

"Isn't that glorious news! It certainly helps to cheer us all up after the painful accidents many of our men meet with in flying. I felt all along that they would be found alive."

Lieut. Shirley Short said: "Congratulation to the British flyers! They deserve the admiration of all of us for their daring attempt."

Lieut. Melvin Elliott exclaimed. "Hats off to those boys for their daring, their pluck and, best of all, their good luck!"

Throughout the United States and Canada similar tributes were paid to the great aviators by the press and public.

Women in the United States were particularly impressed by Hawker's sportsmanship, and continually asked why America cannot produce sportsmen with the brilliant gallantry so often shown by the British and Australians.

To get in the air at all we had to run diagonally across the course. Once we got away we climbed very well, but about ten minutes up we passed from firm, clear weather into fog.

"Off the Newfoundland banks we got well over this fog, however, and, of course, at once lost sight of the sea. The sky was quite clear for the first four hours, when the visibility became very bad. Heavy cloud banks were encountered, and eventually we flew into a heavy storm with rain squalls.

"At this time we were flying well above the clouds at a height of about 15,000 feet.

"About five and one-half hours out, owing to the choking of the filter, the temperature of the water cooling out the engines started to rise, but after coming down several thousand feet we overcame this difficulty.

"Everything went well for a few hours, when once again the circulation system became choked and the temperature of the water rose to the boiling point. We of course realized that until the pipe was cleared we could not rise much higher without using a lot of motor power.

"When we were about ten and one-half hours on our way the circulation system was still giving trouble, and we realized we

"Another hour," he said, as we went on the bridge, "and you would have gone down."

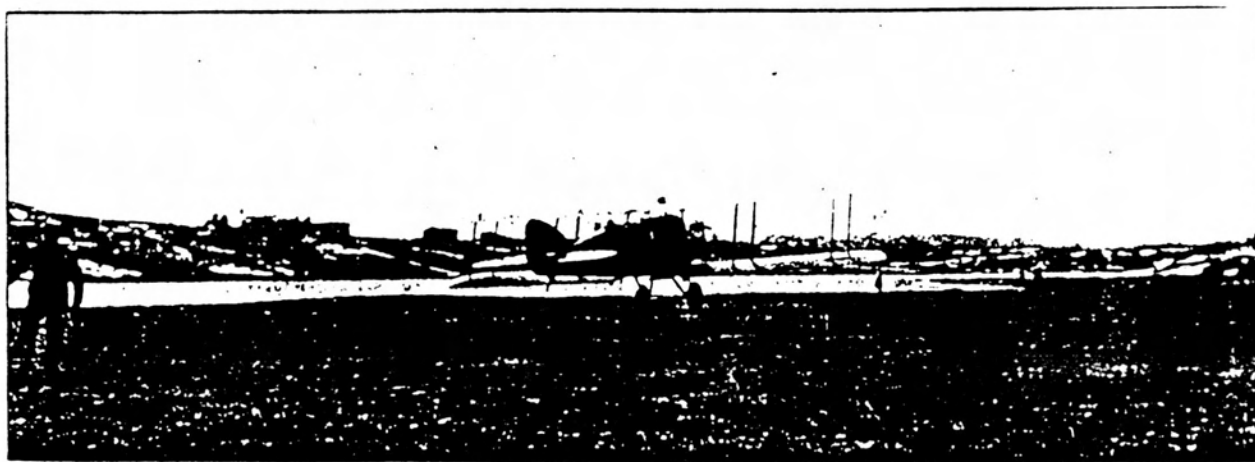
"He thought we were Americans, and we were struck by the casual manner in which he took the whole business, as if it were an every day affair to take airmen out of the Atlantic.

"We immediately asked him his bearings and what likelihood there was of meeting a ship that day or the next, and of being in the main route of shipping.

"At that time he thought there would be a very good chance of seeing a ship with wireless at any moment. That night the storm got worse and we had to heave to, only making about a knot in a northerly direction, thus taking us off the shipping route and lessening the chance of meeting another ship.

"We slept, or tried to most of the time, drank tea, and read the Captain's English books. We saw St. Kilda, but it was not until the Butt of Lewis was reached that we could communicate.

"What we want to emphasize is that the fault was not due to the motor, which was in every way reliable, running satisfactorily from start to finish, even after boiling all the water away. The motor was still running merrily, though red hot, when we alighted in the water.



THE "MARTINSYDE" AEROPLANE AT PLEASANTVILLE, NEAR QUIDI VIDI LAKE, WHICH MADE AN UNSUCCESSFUL ATTEMPT TO GET OFF WITH THE "SOPWITH," MAY 10.

[Copyright Photo by Holloway.]

could not go on using up our motor power.

"Then it was we reached the fateful decision to play for safety. We changed our course and began to fly diagonally across the main shipping route for about two and a half hours, when, to our great relief, we sighted the Danish steamer which proved to be the tramp *Mary*.

"We at once sent up our Very light distress signals. These were answered promptly, and then we flew on about two miles and landed in the water ahead of the steamer.

"The sea was exceedingly rough, and despite the utmost efforts of the Danish crew it was one and a half hours before they succeeded in taking us off. It was only at a great risk to themselves, in fact, that they eventually succeeded in launching a small boat, owing to the heavy gale from the northeast which was raging.

"It was found impossible to save the machine, which, however, is most probably still afloat some where in the mid Atlantic.

"Altogether, before being picked up, we had been fourteen and a half hours out from Newfoundland. We were picked up at 8.30 (British summer time.)

"From Captain Duhn of the *Mary* and his Danish crew we received the greatest kindness on our journey home. The ship carried no wireless, and it was not until we arrived off the Butt of Lewis that we were able to communicate with the authorities.

"On climbing aboard we found that Captain Duhn spoke very good English. He had been afraid we should go down before his boat reach us.

"Off Loch Eireholl we were met by the destroyer *Woodton* and conveyed to Scape Flow, where we had a splendid welcome home from Admiral Freemantle and the men of the Grand Fleet."

Commander Mackenzie Grieve, the navigator of the *Sopwith*, said:

"When but a few hundred miles out a strong northerly gale drove us steadily out of our course. It was not always possible, owing to the pressure of the dense masses of cloud, to take our bearings, and I calculate that at the time we determined to cut across the shipping route we were about 200 miles off our course.

"Up to this change of direction we had covered about 1,000 miles of our journey to the Irish coast."

The gallant pioneers in describing their emotional experiences said:

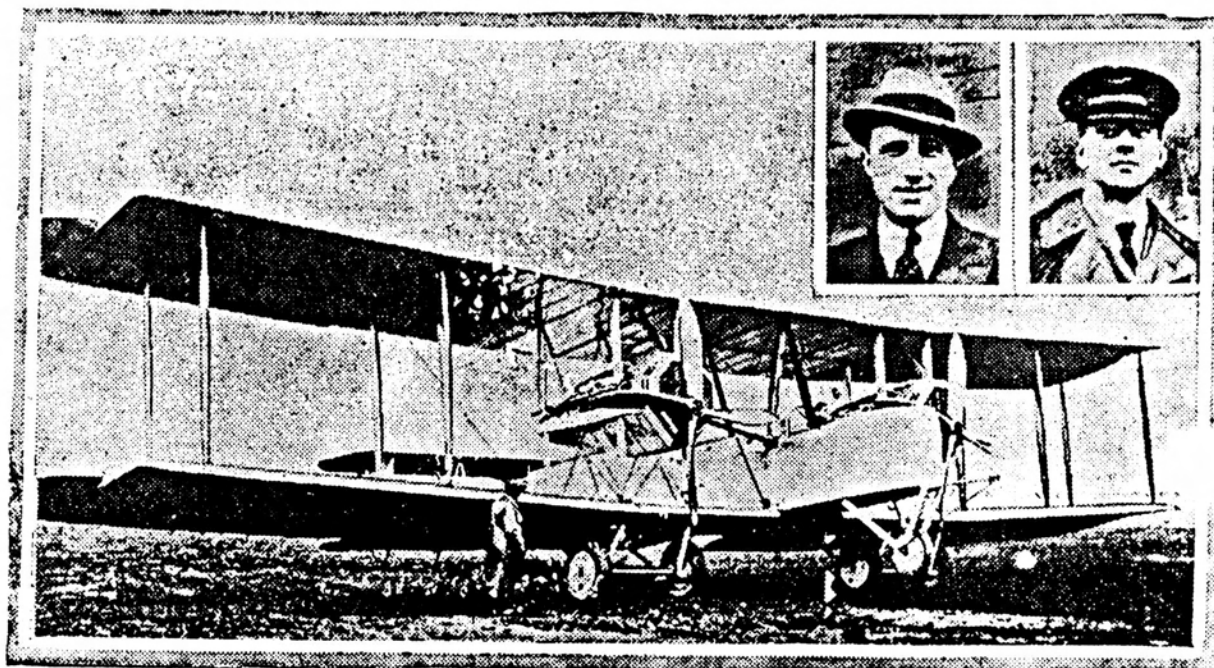
Grieve: "I did not feel the slightest bit excited, either at the start or at the rescue."

Hawker: "Nor I. It seemed the least eventful affair I ever had. When we started we felt it was a sure 100-to-1-on."

Grieve: "We had been waiting so long we felt callous about the whole thing."

Hawker: "I had a jolly good feeling when we saw the ship. Messing about looking for a ship for two hours, and being sea-sick the whole time, wasn't very merry and bright."

Grieve: "We certainly had a feeling of thankfulness and relief when we saw the ship. After that we were quite all right. The machine was floating well on her general buoyancy. Even



Vickers-Vimy transoceanic plane, pilot and navigator

THE "VICKERS-VIMY" AREOPLANE AND CAPT. JOHN ALCOCK AND LIEUT. ARTHUR BROWN, WHICH SUCCESSFULLY MADE THE TRANS-ATLANTIC TRIP FROM ST. JOHN'S, NEWFOUNDLAND, TO CLIFDEN, IRELAND, IN 16 HOURS AND 12 MINUTES, JUNE 14 AND 15.—WINNING THE "DAILY MAIL" PRIZE OF £10,000.

the engines held air, and there were, of course, also the air spaces of the planes and the petrol tanks."

Their extraordinary rescue in the mid-Atlantic, by an old Danish tramp ship away from the beaten tracks of ships, partook of the nature of a miracle.

Percy Mackaye, the American poet, was so much moved by this remarkable historical episode that he was forced to write the following ode to celebrate it:

Danish Mary.

"Twas Danish Mary picked them up
Out of the air and sea:
A shoddy, trudging lollypup
A-trapsing slatternly.

The cry rang north, the cry rang south:
"The vanished—where are they?"
But Danish Mary shut her mouth
And shuffled on her way.

"Ho, Hawker!—Grieve!"—on flying scud
Called kingdoms and called kings:
But Danish Mary chewed her cud
In drowsy maunderings.

Now "Lost!" cried West, and "Lost!" cried East,
Till "Perished!" like a pall,
Turned bonfire light and homing feast
More dark than funeral.

And toward the hollow sky rose prayer
And dirge of steeple-chime:
But what should Danish Mary care?
She takes her own sweet time,

And bawls to Lewis Butt: "It's me!
I've picked 'em up—your men."
"What!—Grieve and Hawker?" "Sure!" And she
Goes shambling on again.

But lightning engines flash and fight
For news that reaps renown,
The jackies swarm from bay and bight
And race to run her down,

And win, and bear her prize away—
While Mary turns to howl
Once more where slips the dumb, salt spray
And slaps her on the howl.

The reception given the aviators on reaching Great Britain was worthy of their fine exploit. No triumphant general, no royal parade in the past century equalled Hawker's triumphal return to his English home.

The final act in this great historical event was the presentation of the first Royal Flying Corps medal to Hawker by the King. This new reward, for brilliant deeds to be performed in the air, was first made to the aviator whose pluck and prowess thrilled the whole of mankind as it is rarely thrilled. It will be a magnificent task for brave men, who in the future will try to emulate him, to attract as much attention. This reward will become of great merit if Hawker's standard of bravery is lived up to.

It is, indeed, a splendid thing that this new method of transmarine transportation has had such a magnificent beginning, and that Newfoundland was so prominently associated with it:



Who's behind the cover?

by Ivan W. MacKenzie

Introduction

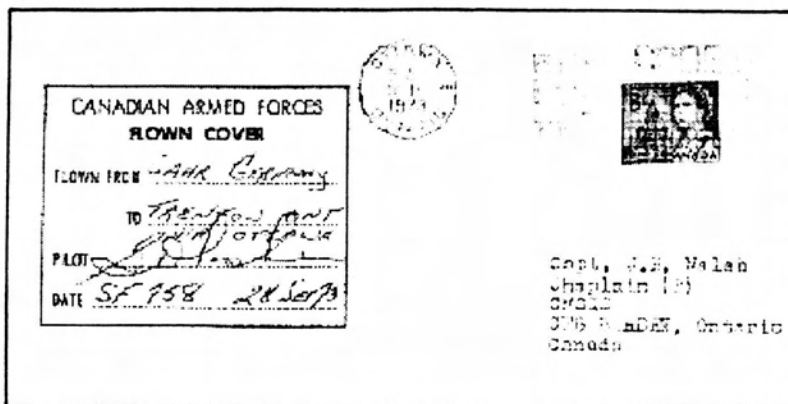
As I have assembled my aerophilatelic collection over the years, I have often wondered who produced this cover or that cachet. Some names would come to light more often than others, e.g., A.C. Roessler was an extremely prolific producer of Canadian air mail first flight covers in the early days. However, I became even more curious without regard to my contemporaries who were producing aerophilatelic covers such as S/L R.K. Malott, (who, of course, I now know as the President of the CAS), Capt. James H. Walsh, Sgt Cecil Stoner, Eric Grove, George A. MacKenzie, Sgt. Robert M. Robillard* and A. David Hanes. My curiosity has prompted me to commence this occasional series of brief biographies of our contemporary producers of aerophilatelic covers. (* I need a current address and names and addresses for others that I have missed.)

Bio #1 – Capt. James H. (Jack) Walsh, CD

Jack was born in 1920 in Dublin, Ireland where he received his early education. After working in a manufacturing industry in Dublin since 1937, he emigrated to Canada in 1951 where he attended Emmanuel College in Saskatoon. He was ordained a deacon in 1954 and a priest in 1955 by the Anglican Bishop of Saskatchewan. After serving two parishes in Saskatchewan and participating in the RCAF Supplementary Reserve, Jack joined the Regular Force in 1963 at RCAF Station North Bay and subsequently served at RCAF Stations St. Sylvestre, Mont Apica, Bagotville, Summerside, Winnipeg with temporary duty at

Goose Bay and Portage La Prairie with temporary duty at Alert. In 1968, Capt. Walsh was posted to CAB Camp Borden where he served as Chaplain to the Canadian Forces School of Intelligence and to the Military Police and from where he retired from the Canadian Armed Forces in 1975.

Jack collected used Canadian stamps until, as he states, "Canada Post started murdering stamps with Post Code cancels" at which time he sold his collection. However, while he was serving at RCAF Station Winnipeg, he became interested in UN military covers from which point his interest expanded to also include all aspects of CAF (Army, Navy and Air Force) philately.



An early Jack Walsh cover postmarked Ottawa 30 IX 1973

It was during his time at CAB Borden that he started preparing covers for his own collection and for exchange with other collectors including, for example, Sgt. Cecil Stoner who was based at Edmonton at the time. He disposed of duplicates by selling to others or by placing them in auctions. Some of the covers were flown by pilot friends and later by requesting squadron commanding officers to arrange for squadron pilots to fly the covers. The pilots who flew the covers would usually have them cancelled at locations outside or inside Canada where the aircraft landed. The covers were normally mailed to Capt. Walsh through the postal system by the pilot from the place of landing, which was often the pilot's home base.



A recent Jack Walsh favourite, scarce cover – Kuwait City 29 3 98

At 78 years of age, the Reverend Jack Walsh continues to prepare covers flown both by Canada's military pilots and by other pilots flying in the Canadian Arctic. He uses the modest income from the sale of his duplicates to augment his pension.

I am delighted to have in my collection approximately fifty covers which were prepared by Jack.

1930: WINDSOR TO MONCTON EXPERIMENTAL FLIGHTS



Cover postmarked: WINDSOR ONT. JUN 5 5.30 AM 1930

Backstamped: MONCTON N.B. 17 JUN 5 30

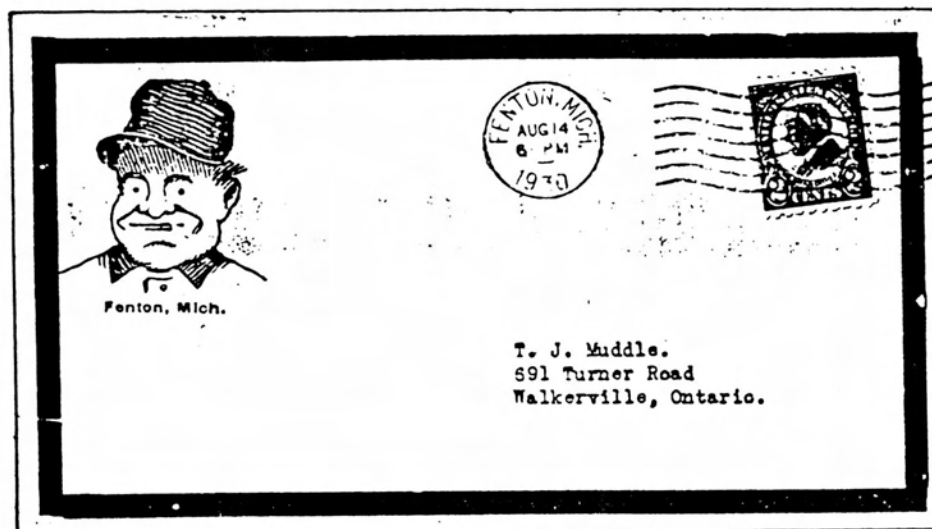
This cover is from flight 3027 in the Airmails of Canada and Newfoundland:

1930, June 5 — Moncton - Windsor. These flights with fast planes were made by Canadian Airways on an experimental basis. Although it is claimed they were not officially authorized, the best evidence available indicates that postmasters were allowed to dispatch mail and most covers from Moncton received the signature of J. H. Harris, Postmaster. R. H. Bibby made the flight from Moncton to Windsor; A. F. Ingram performed the reverse service to other points. There were no special markings on a reported 70-80 covers each way.

3027	Moncton - Windsor	(about 2 pounds)	75.00
	a. Windsor - Moncton	(about 2 pounds)	75.00
	b. Moncton - Toronto		75.00
	c. Windsor - Montreal		75.00

The letter on the opposite page was found by John Irvine, and gives an intriguing account of the "politics" behind these covers.

The "black bordered envelope" mentioned at the foot of the letter is shown below:



Thanks John.

Chairman
R. A. BROOKS

Sales Manager
NORM. RINGELMAN

Exchange Manager
JACK M. WILLIAMS

Publicity Manager
EDWARD FRIEDMAN

Secretary-Treasurer
D. OLIN HERRIOTT

AMERICAN AERO PHILATELIC SOCIETY

(An International Organization)

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CLARENCE CHAMBERLAIN

Chapter Branches Now Organized in the United States and Canada

Fenton, Mich., August 13, 1930

Dear Jim -

The Windsor - Moncton cover arrived today. (What can I say other than it is a peach and just the one I needed to whip this gang who got left and now say it isnt a cover) They will find they have stirred up one of the nicest messes what is if they persist it isnt official. I know the BIB CHIEF HERRING at OTTAWA is a collector and somehow he is in on all these specials for his own collection and investment I suppose., but it looks like he got left on this one and how says (NO IT ISNT OFFICIAL) Man alive what more do they want to make it official. Can anybody say " Come on pass on the mail and away she comes." Now you bet not and I know that if we could get into the good graces of the P. M. at Windsor that we would find Official correspondence there which would OK us. ** Believe I will start Mrs. Macdonald on this. She could get at the bottom of it. I am not so keen about Herring's ways of doing things. Somehow he is holding back data of these specials which we should have. Looks fishy on the face of it and if they wont list these EXTRA FINE FIRST FLIGHTS I will surely start something if I have to go higher up than Herring to show him up. He may be a good fellow but it shows he is 100% for Herring. (The above is to be confidential Jim.) I am sore all over at the manner of their approach and I have the gun to shoot ammunition of words and I usually get things corrected which are shown up as this will be if they dont do the right thing.

I appreciate having this cover Jim. Kindly accept the one I enclose. Just a card but a real one and it carried the dates as they should be. This will go with your covers, it being the airport cancellation which are very desirable. Your cover is a peach and no one will ever get it away from me.

It is pretty hard to sell these expensive covers at this time on account of hard times but I shall place a feeler in the Bulletin and see what happens. Advise if you have five or six like this one counting mine that you sent. I want to name quantities and be exact.

The U. S. air stamps they have here at the office are off center. I will pick up 10 elsewhere and send them in very soon. Thanks again Jim and HELLO to the bunch.

Yours very truly,

RAB B

R. A. BROOKS

This black bordered envelope is just grief for what we do to the gang who leaves our covers out of the Catalogue.

FOLLOW UP - THE VANCE "FLYING WING".

Question (from the September 1998 newsletter):

what happened to the "Dallas to Russia" flight these stamps were issued for, and to the Vance "Flying Wing"?

This aircraft proved very elusive to identify, as it had a series of official and unofficial names: Vance Cargo Plane; Vance Viking; Vance Flying Wing; Mason Meteor; and Texas Sky Ranger!

The colloquial name "Flying Wing" was very descriptive: according to a report in the January 1933 Aero Digest: "the total load of fuel and cargo is carried within the wing itself, thus entirely eliminating the fuselage and its parasite resistance".



A full description of the aircraft, and a history of it up to 1936, are given in the article that starts on the next page. - It's interesting though, that this aircraft was never actually named the Viking: a fact that foreshadows more complexities to come!

The full registration history of the aircraft is contained in a 244 page Federal Aviation Authority file, which notes on 17th May 1936:

Tri-party agreement between Mrs. C.K. Vance, Clyde E. Pangborn and Monty G. Mason at San Francisco with financial and other provisions; and that Mason had a contract with the Texas Centennial Central Exposition wherein flights are to be made from Los Angeles, to Dallas, New York, Paris, and possibly London, Madrid, Berlin, and Moscow & return to Dallas. Pangborn to act as one of the pilots or navigator, with Mason, as Mason's employee.

The plane was then sold on May 21st to Mason Aircraft Corporation, and flown by Mason and Pangborn to Dallas. But in July Mason's contract with the Texas Centennial Exposition was cancelled; Pangborn agreed with R.W. Richards to make a series of flights in this aircraft which was now called "The Texas Sky Ranger"; and Mrs. Richards claimed that the plane had been sold to her on May 18th!

During the controversy and litigation that followed over ownership of the aircraft, Pangborn flew it to Keyport, New Jersey, which was the home of Burnelli Aircraft, Ltd. He then claimed ownership of the aircraft himself, "citing agreement with both Mason and Richards". - Mason, however, claimed the aircraft had been removed under pretext of fixing a tyre, and flown with no licence authority card or permission!

Mrs. Richards claim to the aircraft was accepted by the Department of Commerce in September 1936, but when the Richards appeared in Keyport and tried to take possession of the aircraft:

Pangborn charged fraud in Richards' ownership claims. Said Richards wanted to keep money collected from philatelists for flight, but that it should be returned to them to protect his (Pangborn's) reputation as a trans-oceanic flyer.

On October 1st 1936 the New Jersey Chancery Court awarded title of the airplane to Pangborn, though Richards continued to challenge this. Pangborn, however, never attempted to register the aircraft, and in 1940 it was still sitting in the Burnelli hangar in Keyport. (It was rumored that Pangborn owed \$2,700 to a mechanic at the airfield, who may have obtained a judgement against the aircraft.)

Nothing is known regarding the fate of the Flying Wing after 1940, or of the covers sent in for the proposed flights in 1936. - Any additional information would be much appreciated.

Many thanks to Richard Sanders Allen for sending me a copy of his research notes on the "Flying Wing", and to Patrick Campbell and Johnathan Johnson for the additional information they provided.



Photo and drawings show the Viking in its original form with biplane tail unit and narrow-chord engine cowlings

The Vance Viking

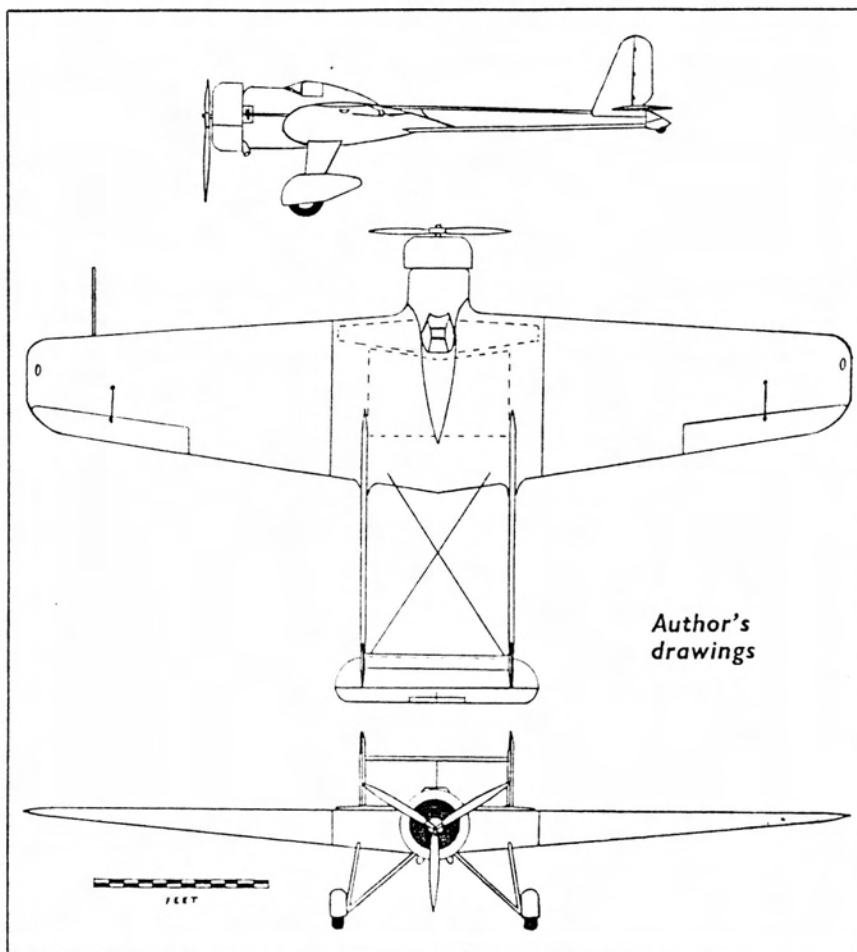
by PETER LEWIS

KNOWN COLLOQUIALLY AS the "Flying Wing", Claire K. Vance's distinctive Viking has remained for some forty years one of the lesser publicised of American civil prototypes.

Vance, while employed as a pilot with Boeing Air Transport, formed Vance Aircraft Inc. of Oakland, California, with himself as president and conceived the design in 1931 as a single-seat, high-speed, high-altitude mail and freight-carrying monoplane. After construction at Oakland, the aircraft was assembled during 1932 at the Boeing School of Aeronautics.

The "Flying Wing" soubriquet arose from the absence of a fuselage in an endeavour to reduce weight and parasitic drag. Accommodation for the pilot was provided, therefore, in a streamlined nacelle embodied in an exceptionally deep centre-section which also incorporated the four cargo holds (indicated in the drawing by a broken line). Ahead of the mainplanes, the nose of the metal nacelle carried the cowed and supercharged special 660-h.p. Pratt & Whitney Wasp R-1340 radial engine, which was delivered to Vance in 1931, about a year before the Viking flew. The centre-section was made of welded chrome-molybdenum steel tubing, covered with dural sheet. All-wood construction was utilised, however, for the outer wing panels which were built up around box beam spars and given a covering of $\frac{1}{8}$ -in. plywood. The aerofoil, with its high depth/chord ratio, embodied a reversed (concave) curve at the roots with the object of absorbing propeller torque and thus avoiding the need to offset the fins.

With a span of 54 ft. 11½ in., and a centre-line chord of 12 ft. tapering to 6 ft. at the tips, the wings were of relatively low aspect ratio and were able to accommodate ten fuel tanks giving a total capacity of 1,200 U.S. gal. to allow a range of 7,200 miles at 185 m.p.h. The tanks were of aluminium, all seams and rivet heads being welded, and consumption was 25 U.S. gal.



per hour. A pair of oil tanks held 25 gal. each; oil was consumed at the rate of two quarts per hour.

Bolted to the rear main spar of the centre-section, the slim twin booms were set 10 ft. apart and wire braced horizontally. The two fins were carried on the rear of the booms but an unusual feature of the tail unit was the provision of an additional tailplane superimposed about 3 ft. 6 in. above the main surface. The lower tailplane was fixed and bore the one-piece elevator complete with its trimming tab; the narrow-chord upper tailplane pivoted between the fins and was adjustable between ± 10 deg. during flight.

Spats enclosed the sturdy fixed undercarriage's Goodyear 29×13.5 streamline main wheels, which were set with 13 ft. tread and employed hydraulic/oleo shock-absorbers resting on the taxi springs to absorb landing shocks. Another unusual idea incorporated in the Viking's design was the use of twin spatted, swivelling tailwheels installed one in each tailboom. The Wasp's maximum power was delivered at 2,200 r.p.m. with a supercharger blower ratio of 12:1 and gear ratio of 6:1, and driving an 11 ft. 6 in. diameter three-blade Hamilton-Standard propeller with 10 deg. variable pitch.

Finished in high-gloss dark red dope and

FEBRUARY 1974

AIR PICTORIAL

Reproduced in THE CANADIAN AEROPHILATELIST March 1999, Page 19

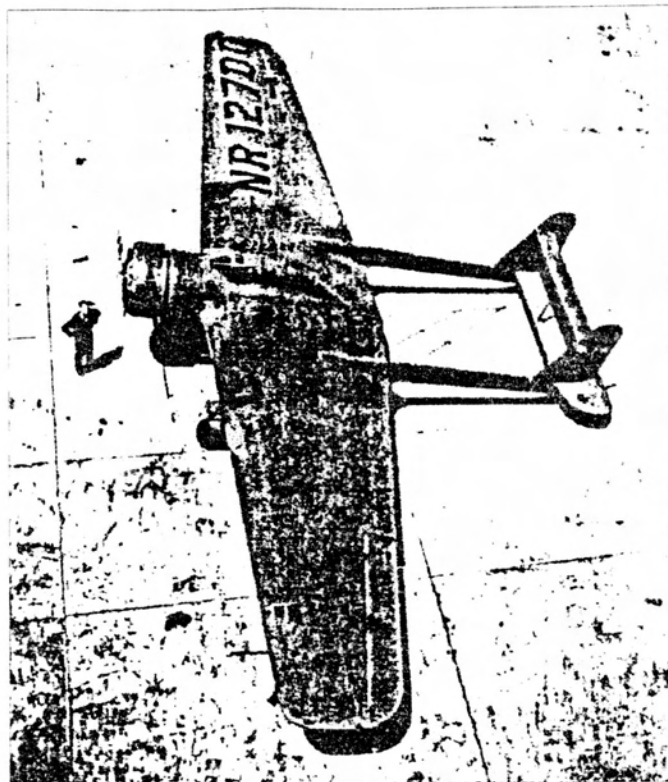
THE VANCE VIKING continued:

bearing the registration NR12700 in white, Claire Vance's Viking was completed in July 1932. It was entered as No. 61 in that year's Bendix Transcontinental Race due to be run on 29th August from Burbank, California, to Cleveland, Ohio, but trouble with its fuel system forced the machine's retirement after taking off.

Vance was never able fully to substantiate the very advanced performance figures claimed for the Viking as, in the spring of 1933, he was killed when the Boeing 40B which he was piloting on the mail run for Boeing Air Transport struck a hill and burned between Oakland and Sacramento, California. All that remained undestroyed in the crash was Vance's pilot's pouch which contained blueprints and photographs of his Viking, and which he was carrying to the East with him in an attempt to raise finance for the development of the design.

After Vance's death the Viking remained in its Oakland Airport hangar for many months but eventually, after being put up for sale by Mrs. Vance, was acquired—together with manufacturing rights—from Vance's estate by Lt. Murray B. Dilley. The monoplane was then removed from Oakland to Southern California where, by August 1934, it was being prepared by Lt. Dilley, then on leave from the U.S. Army Air Corps, as his entry in the forthcoming MacRobertson England to Australia Air Race, scheduled to start in a few weeks on 20th October. Modifications made to the Viking included provision of a closer-fitting engine cowl with a deeper chord, deletion of the upper tailplane, and the consequent provision of wire bracing for the fins. Alterations to the fuel system included the installation of fourteen wing tanks holding a total of 1,000 U.S. gal. and an auto-pilot was provided for the MacRobertson event.

In addition to his aspirations in the long-distance race to Australia, Lt. Dilley announced that he intended to fly the Viking on a non-stop round flight from Los Angeles to New York and back to Los Angeles, and that he was then going to attempt to set both a long-distance record and a solo endurance record. In the event,



the Viking was withdrawn from the field for the MacRobertson race and did not set any of the proposed records.

Although it was out of the news the Viking was still in existence and by 1936 had been modified to seat two in a new cabin embodied in the nacelle; the vee-shaped windshield fitted was of the undercut, forwards-sloping type. In this form the aircraft was displayed during the year at Dallas, emblazoned with the inscription "Texas Centennial Exposition, Dallas" on its sides. At the same time it was announced that Clyde Pangborn and a partner named Mason intended to fly the Viking non-stop from Dallas across the Atlantic to Paris but the flight never took place and the unique machine faded into obscurity.

Specification

Span	54 ft. 11½ in.
Length	30 ft.
Height	12 ft. 6 in.
Wing area	495 sq. ft.
Weight loaded, including 2,000 lb. mail payload	12,015 lb.
Max. speed at sea-level	185 m.p.h.
Cruising speed at sea-level	165 m.p.h.
Climb at 4,400 lb. gross weight:	
Sea-level to 10,000 ft.	1,800 ft./min.
10,000 ft. to 20,000 ft.	1,200 ft./min.
20,000 ft. to 34,350 ft.	400 ft./min.
Absolute ceiling at 4,400 lb.	36,500 ft.
Climb at 12,015 lb. gross weight:	
Sea-level to 5,000 ft.	400 ft./min.
5,000 ft. to 10,500 ft.	175 ft./min.
Absolute ceiling at 12,015 lb.	12,900 ft.
Endurance	45 hours
Range	7,200 miles

NEW POSTAGE RATES

Anybody sending stamped addressed envelopes or payment for postage to Canada, should note that our postage rates increased on January 1st. Some of the new rates are:

- Domestic /standard lettermail (245mm x 150mm - 9 5/8" x 5 7/8")	0 - 30grams....	\$0.46
- to USA /standard lettermail:	0-30g....	\$0.55
	30-50g....	\$0.80
to USA /oversize lettermail:	0-100g..	\$1.25
- International:	0-20g....	\$0.95
	20-50g....	\$1.45
	50-100g....	\$2.35

FOLLOW UP - MacMILLAN AERIAL EXPEDITION

Question (from the September 1998 newsletter):

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. The Faroe Islands, London and Paris are also shown on the stamp.



Richard Sanders Allen identified the aircraft on this stamp as the expedition's Lockheed Vega, and provided the following information from his book Revolution in the Sky:

In the summer of 1931 the famous explorer Commander Donald B. MacMillan acquired a slightly used Vega, and took it on a survey expedition to the Labrador and Greenland coasts. Appropriately, the ship was called *The Viking*.

Pilot for this venture was Charles F. Rocheville, who had accompanied MacMillan and Commander Byrd to Greenland in 1925. Charley Rocheville had been employed in California as an aircraft designer, but the Depression and the lure of the North brought him back into active flying. Also along as cameraman was Glenn R. Kershner, with the bulky equipment for taking motion pictures with Multicolor, a technique involving four cameras. Howard Hughes was interested in this new process, a forerunner of color photography.

Without great fanfare Commander MacMillan, Rocheville, and Kershner flew the float-equipped *Viking* out of Rockland, Maine, headed north. During the summer, in Labrador and beyond, they mapped 1,500 square miles of previously uncharted land and explored some 50,000 miles of additional territory. The color film in the Multicolor cameras was reported as "beautiful," but because of projection difficulties was never released.

The expedition's Lockheed was sold to a Seattle businessman, and flown with both floors and wheels in the Pacific Northwest and Arizona. Today it is prominently displayed at the Ford Museum in Dearborn, Michigan.



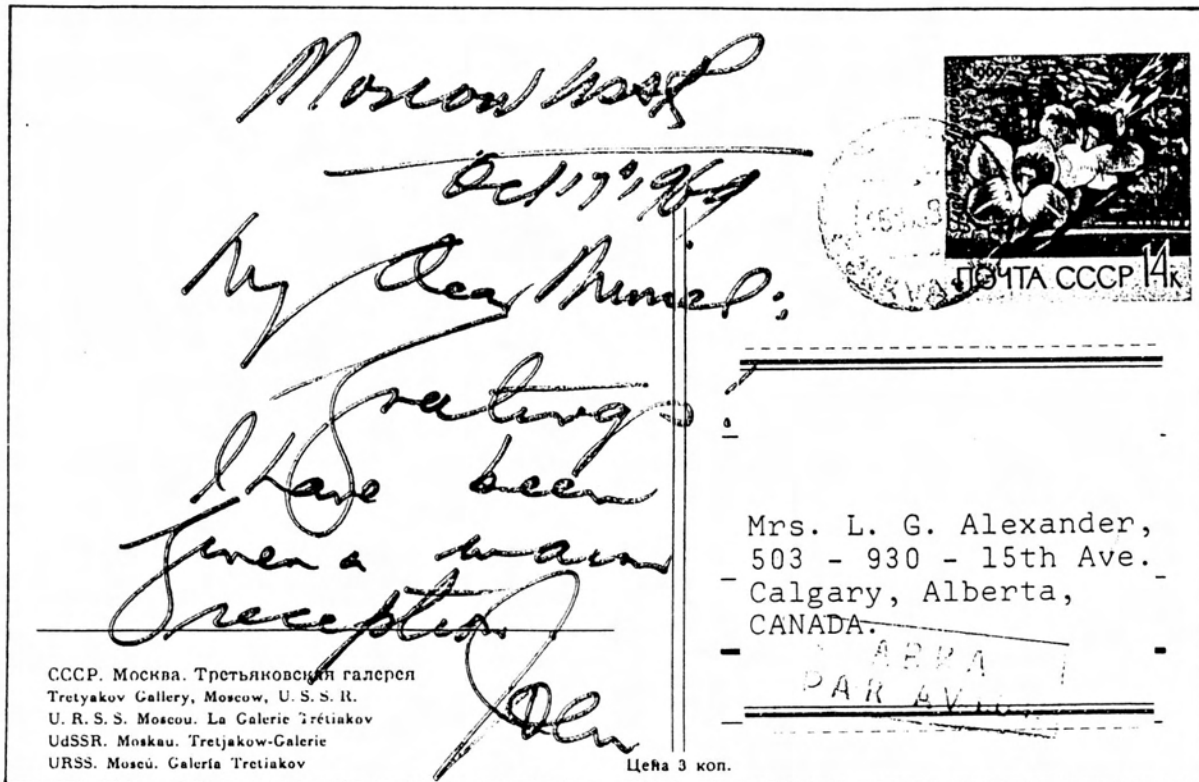
The Viking with the MacMillan expedition.

Thanks Richard.

FOLLOW UP - PRIME MINISTERS and PHILATELISTS

This enquiry began with a "souvenir cover" addressed to Lester Pearson, from Pan American's first Shediac-Foynes Trans-Atlantic flight in June 1939. It continued in our June 1998 newsletter with some recollections from Jim Kraemer regarding the stamp collections of Lester Pearson and Pierre Elliot Trudeau.

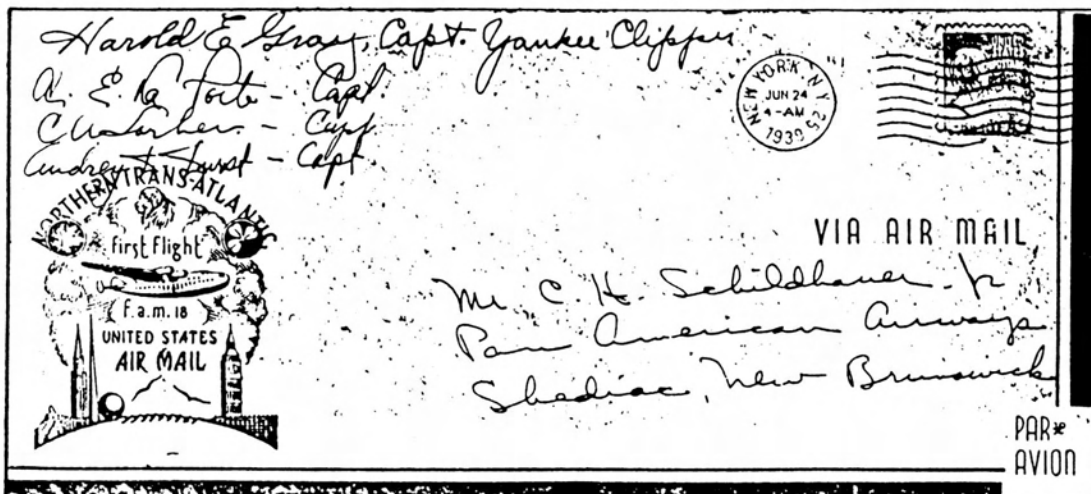
The post card below is from another Prime Minister: John Diefenbaker -



It was sent in by Patrick Campbell, who commented:

This is dated 16 October 1969 on the cancel, and 17 October on the card. The "John" who sent the card from Moscow is none other than the Right Honourable John Diefenbaker, better known as Dief the Chief. Why was he in Russia? The card was addressed to "My Dear Muriel" ... Mrs. L.G. Alexander of Calgary. - I'm not sure who she was, or what John meant when he said "I have been given a warm reception". The picture on the card is of the Tretyakov Art Gallery in Moscow. Any comments would be appreciated.

I also received a copy of another cover, from Murray Heifetz:



Continued

FOLLOW UP - PRIME MINISTERS and PHILATELISTS continued:

Murray wrote that:

My cover is also a Pan Am first flight from June 24th, but in this case carried only from New York to Shediac. It has quite a bit of interest aside from the purpose of this letter. On the front it is signed by the crew including Harold Gray, the primary Pan Am pilot. It was created by C. H. Schildhauer who, I believe, was originally associated with the Zeppelin Co., and at the time of this letter was Operations Manager of Pan Am's North Atlantic Division.

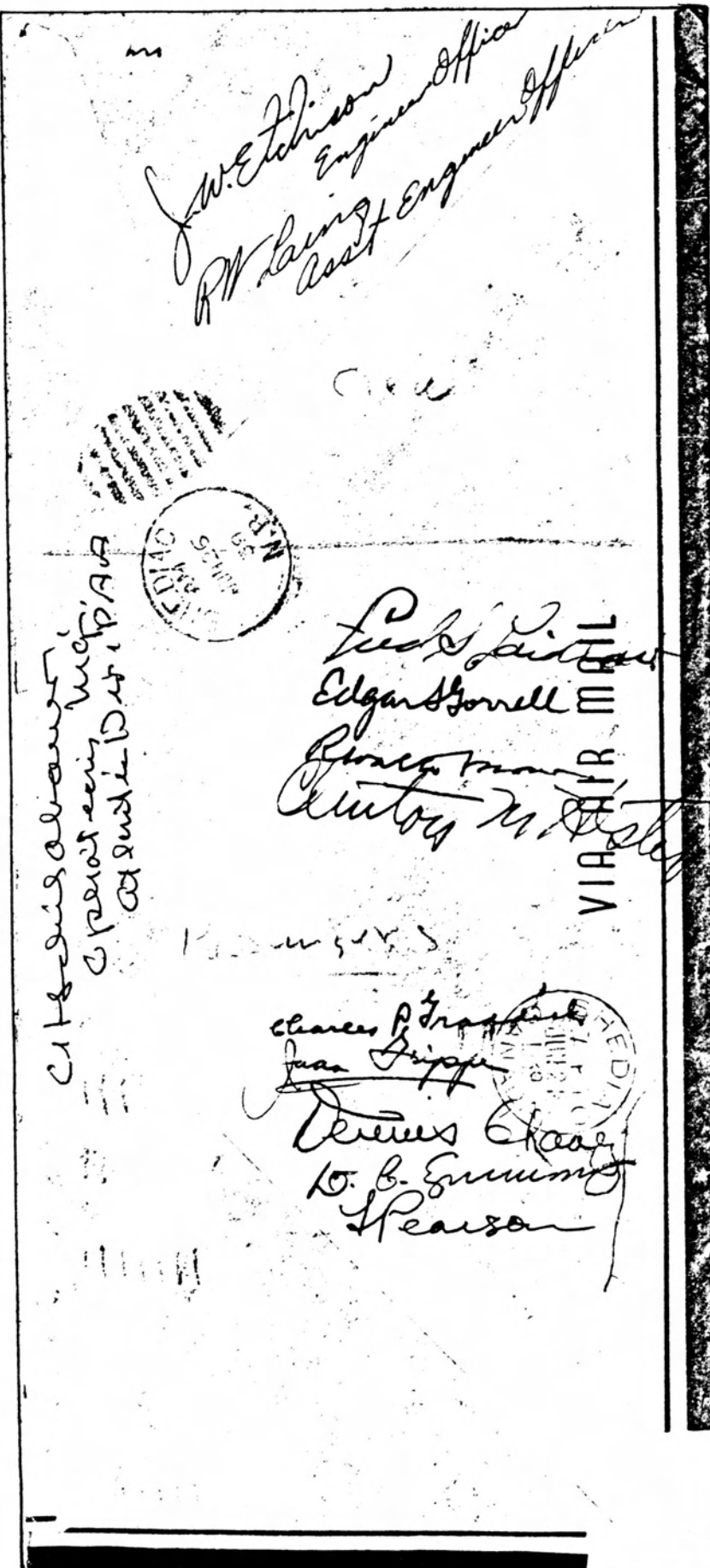
On the reverse of the envelope, there are a multitude of signatures, representing passengers on the flight, including that of Juan Trippe, head of Pan Am. Included in this list, at the bottom, is a name "L. Pearson". Thinking that it might be Lester Pearson, I wrote to Mrs. Pearson to find out if he had in fact been a passenger on this flight. I received a reply from Annette Perron on behalf of Mrs. Pearson that this was not his signature.

I tried at that time to get a passenger list from Pan Am, but was unsuccessful. Perhaps one of our readers can shed more light on this.

The full-size signatures on the front of Murray's cover are:

Harold E. Gray, Capt
 A. E. La Fort - Capt
 Charles H. ... - Capt
 Andrew ... - Capt
 OTHER TRANS-ATLANTIC

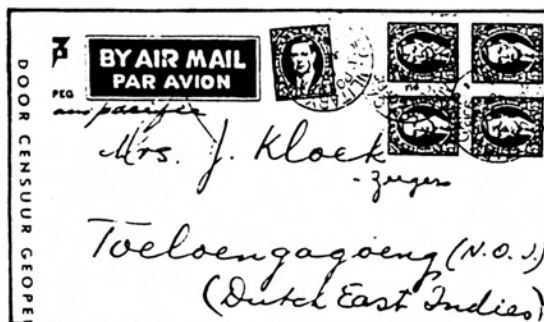
Thank you Patrick and Murray for sending these in. - Does anybody have any answers for them?



FOLLOW UP - AIRMAIL RATES FROM CANADA TO THE DUTCH EAST INDIES

These covers were illustrated in the September 1998 newsletter, and various questions were raised regarding the rates that would have applied:

COVER 1:



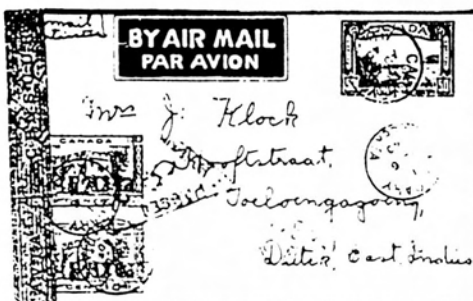
Franked 25 cents.

Postmarked: SHILO MILITARY CAMP, MANITOBA 21 JUNE 1940

Air Mail label and "via Trans Pacific" have been deleted.

Censored Souabaja, Java. No backstamps.

COVER 2:



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.

From April 21 1937 until the service was suspended in December 1941, the Canadian rates for trans-Pacific Air Mail service via FAM 14 were:

To Hawaii	25 cents per ½ ounce
To Guam	50 cents
To Philippines	75 cents
To Hong Kong (and beyond if Air Mail service available)	90 cents

The franking and air mail obliteration on Cover 1 suggest it was only flown as far as Hawaii.

Cover 2 is correctly franked for trans-Pacific Air Mail service to Batavia. - The endorsement "Via Trans-Atlantic" seems to be an anomaly, as eastbound air mail services to Asia had been suspended at this stage of the war.

Thanks to Johnathan Johnson for the information he provided on these covers. - Additional information on this topic can be found in his article CANADIAN FAM 14 AIR MAIL RATES, 1936-1941 in the August 1995 Airpost Journal.

(A note for the acronym-challenged: FAM refers to a FOREIGN CONTRACT AIR MAIL ROUTE awarded by the United States Post Office. - The abbreviation CAM refers to a CONTRACT AIR MAIL ROUTE, flown within the United States.)

FOLLOW UP - THE "BOXED AIRMAIL" HANDSTAMP

I received the following note from Murray Heifetz regarding the article in the June 1998 newsletter:

Last year the Canadian Aerophilatelist published my first attempt at a classification of the handstamps. I had noted that the parameters for classification were arbitrary and that there might be a better way. There quickly came a suggestion from our erudite editor that it might make for easier recognition to make the prime classification parameter the frame breaks. After a few minutes study, the superiority of this new approach became obvious. I have therefore reclassified all the markings and now attach the revision. Please scrap the original if you kept it.

Former types I and Id have been combined as type I as there seems no appreciable difference between them. Two new types have been seen and have been assigned IVb and Vb. There is no illustration for IIb as I seem to have misplaced the photocopy of the covers from which I originally took this type. There are no other changes except the reclassification.

Since I am short of space in the newsletter, and this is a continuing research project by Murray, I am going to carry the revised classification over to a future issue.

In the meantime, I will be pleased to send a copy of the revised classification to everybody who requests one from me, and Murray will be pleased to receive comments on it. - Murray can be contacted at 49 Ternhill Crescent, Don Mills, Ontario M3C 2E4.

FOLLOW UP - OAT and AV2 MARKINGS

Our September 1998 newsletter contained a review of Murray Heifetz's book on these markings. - Readers who want more information on this topic may be interested in a new book:

O.A.T. and A.V.2 Markings on Irish Airmail, by William J. Murphy. Published by Éire Philatelic Association, 1998. A5 size, 25 pages.

This book covers all aspects of the "O.A.T." and "A.V.2" markings on covers with an Irish connection. There is an introduction and background explaining these markings and what they were used for. (It is generally accepted that the O.A.T. meant "Onward Air Transmission", and the markings were applied by the British Postal Administration). The various types of O.A.T. markings known on Irish covers are shown, and there is a listing of all known Irish covers with O.A.T. markings, with dates and places of posting, as well as a listing of covers to Ireland with O.A.T. markings.

This review was received from Kendall Sanford, AEROPHIL, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland. He can supply the book for US\$5.00 (or UK£3.10) including surface postage worldwide.



FOUNDED 1796

101 New Bond Street
London W1Y 0AS, England

PHILLIPS are holding three sales with major aerophilatelic lots later this year:

May 27th 1999

July 1st 1999

July 29th 1999

For more information contact **Stuart Billington**,
Head of the Stamp Department;

- telephone 0171 629 6602
- direct fax to Stamp Department 0171 409 3466
- E-mail: s.bill@philmail.demon.co.uk

QUESTIONS

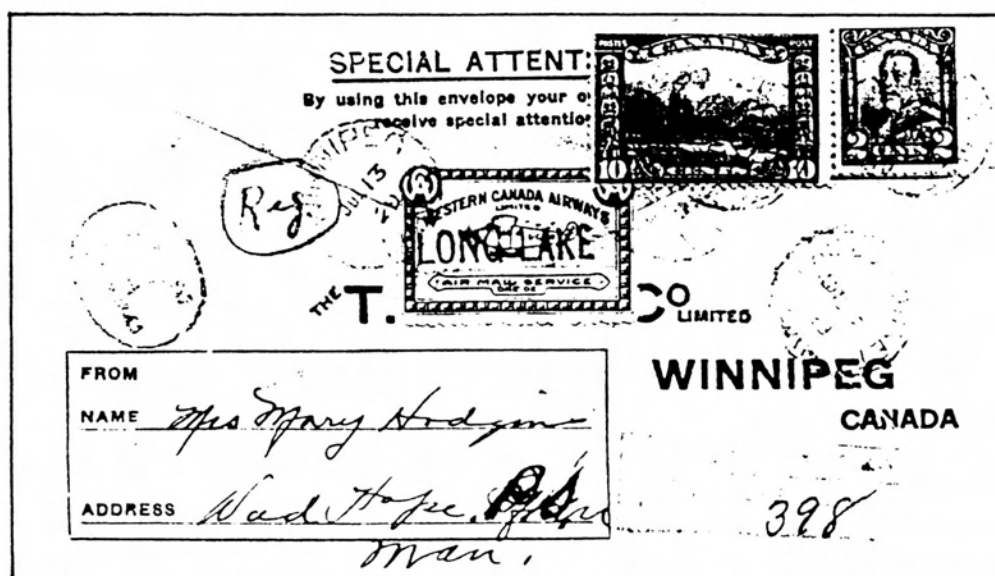
Any member who has a question about a stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a following newsletter.

WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS

These stamps are listed in the Air Mails of Canada and Newfoundland as follows:

"Long Lake" Overprint — Previous listings in the *American Air Mail Catalogue* included a 2-line overprint on CL 40, such stamps used on a first flight of Oct. 9, 1928. Everything about this usage, while scarce, is dubious. The name "Long Lake" had, by October 1928, been changed to Wadhope. All reported overprints were 1-line and not 2-line. Dates of usage are reported from Aug. 15, 1928, to Oct. 15, 1929. In addition, on various reported covers, the CL 40 is not properly tied. These covers with CL 40 should therefore be considered as souvenir covers.

Ed Matthews has obtained a cover which challenges this listing:



On this cover the CL40 certainly is not only properly tied, it is also "tied" by the 10 ¢ stamp stuck over part of it. Although mailed from Wadhope, Man. it entered the regular mail stream only at Lac du Bonnet, Man. The sender, Mrs. Mary Hodgins, marked her return address as Wad Hope, Man. and this was changed to Wad Hope P.O. by the Wadhope "postmaster", who also wrote Reg in pencil on the front. There is no philatelic "smell" to this cover! Mrs. Hodgins certainly would not have spent 10 ¢, if she didn't have to!

I believe that Wadhope was not a regular post office at all, but a convenient place for the locals to post a letter. It had to take a plane ride to get to Lac du Bonnet and from there it would be in the official mail system. CL40 paid for the ride from Wadhope to Lac du Bonnet, and the 2¢ stamp paid the rest of the way from Lac du Bonnet to Winnipeg. The only thing this letter did not need, was the overprint LONG LAKE. Maybe the "post master" did not like the name change from Long Lake to Wadhope! I have another cover in my collection mailed from Wadhope and it also does not have an official postmark, only a manuscript marking in red ink, Wadhope P.O.

I invited Murray Heifetz to respond as he was in charge of the semi-official section of AMCN. He replied that: *I don't have any basic disagreement with the comments on the LONG Lake overprint on the Western Canada Airways stamp. The dubious element has to do with its relationship to Western Canada Airways. The writer suggests that an upset postmaster at Wadhope may have put it on to show his stress on maintaining the Long Lake name. This is a feasible explanation but, as it was not an authorized overprint by Western Canada Airways, its use still falls into the "dubious" or "cinderella" category - tied or not.*

Does anybody have additional information?

INFORMATION WANTED - THE CORNELIUS SALES

Louis Poirier would like to find out:

What was in the Cornelius sales of 1971 and 1972, particularly for the semi-officials?

If you know, please contact him at: 4589H RUE DE LA FUTAIE, St-AUGUSTIN-DE-DESMAURES,
QUEBEC G3A 1C8

(If anybody is interested on producing some articles for this newsletter regarding some of the historic sales of Aerophilately, please contact the editor. - See front page for address.)

SALES AND WANTS

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

WANTED - AUTOGRAPHED FIRST FLIGHT COVERS

I am interested in acquiring one or more copies of the following First Flight Covers, preferably with the pilot's signature:

- | | |
|--------------------------|---|
| 1 - December 25, 1927; | La Malbaie to Sept-îles &/or return (pilot - Charles Sutton) |
| 2 - February 8-11, 1928; | La Malbaie to Port Meunier &/or return (pilot - Roméo Vachon) |
| 3 - May 5 & 8, 1928; | Montréal to Rimouski (pilot - Roméo Vachon) |
| 4 - August 24, 1928; | Québec, Montréal, Ottawa for Toronto Ex. special flights (pilot - Roméo Vachon) |
| 5 - December 12, 1928; | Sept-îles to Port Meunier &/or return (pilot - Roméo Vachon) |
| 6 - December 22, 1928; | Québec to Sept-îles &/or return (pilot - Roméo Vachon) |
| 7 - July 7-15, 1928; | Québec to Montréal &/or return (pilot - Irenée Vachon) |
| 8 - August 24, 1928; | Ottawa, Kingston & Toronto (pilot Irenée Vachon) |
| 9 - August 28, 1930; | Toronto, Kingston, Ottawa, Montréal & Québec (pilot - Irenée Vachon) |

M. Pierre Vachon, 909 Sand Cove Road, Saint John NB E2M 4Z7 [vachon@nbnet.nb.ca]

WANTED - FIRST FLIGHT COVERS

A member in France would like to get addresses of Canadian or American dealers where he can buy First Flight Covers, and/or to hear from any CAS members with covers to sell or trade. - Write to: Dominique Tallet, 6 Chemin du Petit Buscon, 47310 Estillac, France

WANTED - EARLY KINGSTON COVERS

I am interested in purchasing air mail covers addressed to, or postmarked from,
Kingston, Ontario, dated July 1928 or earlier.

Please send details to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

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

MAY 15th.

COVERS FOR SALE

EDITOR'S NOTE: I have received three lists of covers for sale, but do not have space to print all the lists in full. - Instead I am printing the beginning of each list below. For more information contact the person selling the covers, or write to me and I will send you a copy of each of the lists.

CAPT. J. WALSH, CD

124A DANBURY BAY, WINNIPEG, MANITOBA R2Y 1A5

CIVILIAN AIRLINES FLOWN COVERS

<u>AIRLINE</u>	<u>FLIGHT</u>	<u>CANCEL.</u>	
CANADA 3000	VICTORIA - WINNIPEG	WINNIPEG	2.00
CANADIAN	WINNIPEG - VANCOUVER	VANCOUVER	2.00
		AND MORE	

CANADIAN ARMED FORCES FLOWN COVERS

<u>SQUADRON</u>	<u>FLIGHT</u>	<u>CANCEL.</u>	
402(LAR)	WINNIPEG - TYNDALL AFB	FLORIDA	3.00
402(LAR)	WINNIPEG - COLORADO SPRINGS, COLORADO		3.00
		AND MORE	

(See page 9 of this newsletter for more about Jack's covers.)

FIRST FLIGHT COVERS FOR SALE

Cecil G. Stoner, 5416 - 139 Ave., Edmonton, Alberta T5A 1E6

CAT NO. DATE OF FLIGHT - FROM AND TO - NO OF STAMP ON CVR - PRICE OF CVR

2933 c	4 jun 1929	Toronto to kings	Cda C1	\$4.00	
2945g	15 Jul 1929	London to Windsor	Cda C1	2 cvrs at	\$ 4.00 each
2945 e	15 jul 1929	Ham to windsor	Cda 146 & 150	2cvrs at	\$4.00 each
2945 j	15 Jul 1929	Winds to Ham	Cda 146 & 150		\$3.00
2945 m	15 Jul 1929	London to Toronto	Cda C1		\$ 4.00
2967	26 Nov 1929	Ft McMurray-Ft Chip	Cda C1	5cvrs at	\$4.00 each
2967a	26 Nov 1929	Ft McMurray-Ft Fitz	Cda C1	4 Cvrs at	\$ 4.00 each
2967b	26 Nov 1929	Ft McMurray- Ft Smith	Cda C1	4 Cvrs at	\$ 4.00 each
2967c	26 Nov 1929	Ft McMurray-Ft Res	Cda C1	5 Cvrs at	\$4.00 each
2967d	26 Nov 1929	Ft McMurray-Hay Rvr	Cda C1	2 Cvrs at	\$4.00 each
2967e	26 Nov 1929	Ft McMurray -Ft Prov	Cda C1	3 Cvrs at	\$4.00 each
2967 f	26 Nov 1929	Ft McMurray-Ft Simp	Cda C1	2 Cvrs at	\$4.00 each
					AND MORE

Cecil "will also accept want lists as I have a massive accumulation".

ANNIVERSARY AND SPECIAL EVENT COVERS

The following covers are available through the Canadian Aerophilatelic Society. Cash is acceptable at your own risk. Cheques should be payable to "The Canadian Aerophilatelic Society." Orders under \$10 must include \$2.00 to cover post and packing. Orders of \$10 or over will be sent for no additional postage charge. Mail to: Mike Shand, 1183 Agincourt Road, Ottawa, Ont. K2C 2H8.

1981 April: North Atlantic farewell covers, signed Johnson, commanding officer
various postmarks.\$3.00 ea.

1981 Oct. RAF covers, 50th Anniversary first flight, New York - London. Various
interesting Concorde cachets etc.\$1.00 ea

Shearwater Air Show, 1984, 1987, 1988, 1989, 1990, 1991. Various commemorative
cachets etc.\$1.00 ea AND MORE

SUPPLEMENT 2 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Government and Other Air Mail Covers of Canada**
Changes and Additions 1926 to 1930

The changes listed below include those thought to be significant and of interest to catalogue owners. A few minor grammatical, spelling or punctuation corrections have not been included where the meaning is already clear. Also very few price changes have been included even though the market has shown the need for some updating. These, of course, will be picked up in the next edition.

My thanks go to all those who contributed to these revisions, and especially to Derek Rance, whose knowledge of early flights and challenges of information, which was carried unquestioned through many previous editions, has been very helpful. It is hoped that this listing will encourage others to send in further changes and additions to the section editor so that they may be included in the next edition. Your input would be sincerely appreciated.

Please send information to: Dick McIntosh, 47Aldenham Cr., Don Mills, Ontario M3A 1S3.

Editor's note: This supplement is very much a continuing-work. There have been many additions since the "first edition" was sent to me last November, which is one of the reasons why this installment only goes up to 1930, not 1964 as previously planned.

Thanks again for all your work on the catalogue Dick!

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>SValue</u>
1926	2601	Change in text, 2nd last line: "were" to "there".	
1927	2701	Add: " a. Winnipeg – Fargo, July 15-16." Add to end of text: " Both covers have a Marmath S.D., July 16 backstamp."	25.00
	2721	Change in text, line 3: "Clark City" to "Clarke City". Note: it has now been established that the pilot was Charles Sutton. (see <u>The Canadian Aerophilatelist</u> , September 1998.) Change in text, 9th line, "BearS" to "Bears"	
1928	2805	Add to end of text: "There is some question regarding the dates, particularly of the Seven Islands legs of the flight which were piloted by 'Duke' Schiller."	
	2807	Add to the text: after "Moncton" in the 6th line "to Charlottetown" and after "on March 3", "(starting from Sackville with Moncton as an intermediate stop)."	
	2807c	Change "March 10 " to "March 3" and Add: " ca. Middle Sackville - Charlottetown, March 10"	75.00
	2821	Cnange last line of text to: "The earliest known Maritime postmark is May 7 1928, on the covers flown May 8." "e. Quai de Rimouski – Toronto, May 6" "f. Quai de Rimouski -- Ottawa, May 6"	10.00 10.00
	2823	Change in lines 2, 4 and 5. Correct spelling is "Huenefeld" Add: " b. Toronto – Rimouski, May 5"	10.00

Continued

SUPPLEMENT 2 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1928 continued:			
	2827	Change Date in Heading and first two listings from "May 28 to "May 29" and delete "b. ...".	
	2831	Add: " a. St. Andrews – Grand Harbour"	5.00
	2843 a	Add under quantity: "3-4 pieces".	
	2847	Add: " e Montreal – New York"	3.00
	2853	Add to text on lines 6 - 9: after "Buchanan", "(a, b, c, i and o)"; after "Farrington", "(a, d,)"; after "Westergaard", "(h and i)"; after "Dickens", "(b, c, e, f and g)"; after "Calder", "(l, m, n and k)", after "Super Universal."; "On 4 of 16 legs, two aircraft flew."	
		Add: "X" to chart on page 106 under headings as follows:	
		Westbound Legs:	
		Dec. 22, Winnipeg – Regina	
		Eastbound Legs:	
		Dec. 19, and on to Regina	
		Dec. 26, and on to Regina	
		Dec. 27, Calgary – Regina	
		Edmonton – Saskatoon	
		Dec 28, and on to Regina.	
		Dec. 30, Winnipeg - Regina.	
	2861	Change : -date in heading to " December 14 - January 11 " -in line 2 of text, "Dominion Explorers" to " Northern Aerial Minerals Exploration Ltd. (NAME)" -at end of first paragraph, "The main purpose of the flight was to pick up thirteen prospectors from Richmond Gulf. Damage to 'Doc' Oakes' aircraft lengthened a normal two day trip." -in line 2 of second paragraph, after December 17th", "or Montreal, Dec. 14" -at end of second paragraph, "(see 2901)"	
	2863	Add to text after Baie de la Trinite": " Betsiamites, Franquelin (Baie des Cedres), La Malbaie, Godbout and Pointe des Monts". Add: " c. Clarke City – Seven Islands d. Shelter Bay - Quebec"	10.00 10.00
1929	2901	Change in text "cancelled " to "backstamped " Add after listing " Moose Factory - Moonbeam", " (stamp cancelled by drawn circle and signature in red)"	
	2905	Add at end of 4th line of text: "The last flight of the season is believed to be on March 5."	
	2907	Add to text after "February 5" on line 16, "when 'Punch' Dickens flew from Fort McMurray to Fort Resolution and back in the same day." Add to text after "doing" on line 21, "although an examination of covers shows a very random 'selection'."	
	2909 d	Add: "purple" in bracket after "blue".	

Continued

SUPPLEMENT 2 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>SValue</u>
1929 continued:			
2914		Add new entry: <p>"1929, March 13 --- Fort McMurray - Fort Resolution. Western Canada Airlines contracted to carry 18 prospectors, four at a time each day, starting March 13, for the Atlas Exploration Co. to a site 40 miles southwest of Fort Resolution. Mail was carried on some of these flights which were piloted by 'Punch' Dickens." Fort McMurray - Fort Resolution</p>	25.00
2934		Add new entry: <p>1929, May4 -11 --- Montreal Aircraft Exhibition. Some show covers were sent. One seen dated May 8.</p>	20.00
2935 a.		Change: "purple" to "black"	
2945		Add: "gray/green" in bracket after "black" Add to text at end of line 4: "the pilot of the connecting flight from Montreal was J. A. Yonge."	
2968		Add new entry: <p>"1929, December 11 --- Grand'mere - Oskelaneo. Experimental flight. Covers, previously carried on 2963f and 2963h bear a two line cachet in blue 'Via Interprovincial Airways Limited, Grand'mere, P.Q.' and are backstamped Oskelaneo, 11 Dec., '29." Few known.</p>	75.00
1930	3011	Add to text after "Winnipeg to Regina and return, W. J. Buchanan" <p>"(a, b, c, d, e, f, g, h, i, u, v, x, y, z, aa, ae, ah, aj, and ak), after "F. Roy Brown", "(b, c, h, i, m, n, o and w)", after "H. Hollick- Kenyon "(o, s, t, u, v, w, x, and y)", after "Major D. R. MacLaren"; (j, k, l, p, q, r and ab)" and after "C. M. G. Farrell"; "(d, e, f, r, ab, ac, ad, ae, af, ag ah, ai and aj). On certain legs, (17 of 39), two aircraft flew."</p>	
	3013	Change heading to read: " Edmonton to Aklavik and Return".	
	3031	Change date from "June17-28" to "June 17-18".	
	3049	Change: "a few covers with cachet..." to "30 covers each with cachet..."	
	3055	Change text, line 4, by deleting, "this latter mail".	
	3057	Add to text, line 3, word, "pilot" after ,"veteran".	
	3067	Add to text, line 4, after "Livestock", "Capital City"	
	3068	Add new entry: <p>"1930, December ? --- Montreal (St. Hubert) - Toronto. The cover originating in Florida on July17 was latter carried on the Columbia from Montreal to Toronto and is signed by J. Erroll Boyd. Little is known concerning this flight. "</p>	100.00

Any readers who have suggestions for any changes or additions to the **GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA** section of the catalogue, are asked to send them

to: Dick McIntosh,
47Aldenham Cr., Don Mills, Ontario M3A 1S3.

Telephone: 416 447 1579
Fax: 416 449 0733
E-mail: mcintosh@accessv.com

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 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:

APRIL

23 Gordon Waldie
24 Neil Hunter
25 Jacques LePotier
49 John Johnson, Jr.
76 W. Ross Richardson
137 D. Bernier
197 Henk Post
198 Donald F. Angus
262 E.S.J. van Dam
279 Jean Marie Cholette

MAY

27 John Glashan
32 Bill Bartlett
79 J.A. Brown
138 Keith Stibbe
176 Bill Harrington
201 Ivan MacKenzie
224 Charles G. Firby
246 John I. Jarvis
280 Kelsey Stephenson
281 Andrew W. Ellwood
282 Richard Hills
283 G.E. Lepine

JUNE

124 Dr. Reuben A. Ramkissoon
139 G.A. Wilson
149 Frank Kendle
177 John Masella
183 Robert A. Haslewood
248 Francois Ouellet
249 David E. Flett
251 Charles McEvoy
254 John Webster
256 Bernard Abouchard
264 Mati Tiivel
266 John F. Church
267 James H. Parker
274 Emil Zigerlig
284 John Irvine
285 Edmund A. Harris
288 Owen L. White

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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