



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

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

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WELCOME TO NEW READERS

If you are a new reader of THE CANADIAN AEROPHILATELIST, I hope you enjoy this issue! - If you would like a copy of our SHORT GUIDE TO CANADIAN AEROPHILATELY, which includes information on reference books, the CAS, other airmail societies, etc., please ask the editor to send you a copy.

EDITOR'S REPORT

The financial crisis outlined in our last newsletter, produced a very constructive debate regarding the aims and activities of the Society. This debate, and the decisions made, is described in the next few pages.

There were also a number of comments regarding the newsletter, which I want to address in this report.

Firstly, I was delighted by all the positive comments, and will continue my policy of trying to cover a wide range of topics, so that each issue has "something for everybody". However, given the fact that I have had "too much" material for every issue since March 1995, a number of members questioned the value of the items "repeated" from issue to issue.

The *Notes for New Readers* were originally intended to guarantee that there was always something in the newsletter for casual readers who knew nothing about aerophilately. However, the general feeling was that the newsletter is not often read by casual readers, so this page will be replaced by a separate SHORT GUIDE TO CANADIAN AEROPHILATELY, (see top of page).

Some people suggested that Dick Malott only make an annual report, like the other executive officers. However, I am one of many members who enjoy reading Dick's reports. Since these reports also include information on international exhibitions, etc., that still needs to be included in the newsletter, we are going to continue with a *President's Report* in each issue, but Dick is going to cut it down to one page.

A third regular item is the *Membership Application/Renewal Form* on the back of each newsletter. I have checked with our Secretary Ron Miyanishi, who said that this form is used regularly and is helpful to him. I will therefore continue to include it.

There was also a suggestion that the newsletter should include information on the various publications we receive through newsletter exchanges. This is a fine idea, and I will use the space saved by curtailing the *Notes for New Readers*, for an *Editor's Report* in each issue. I will try to list feature articles, Canadian related articles, and book reviews, in publications received from January 1999 on.

LA CATASTROPHE (quarterly publication of the Wreck and Crash Mail Society) January 1999:

Fritz Simon and the Catapult Mail Crash in Nova Scotia October 1931, (re-printed from The Canadian Aerophilatelist);

Book Reviews by Kendall Sanford: "THE HISTORY OF AERO ESPRESSO ITALIANA S.A.", and "CATALOGUE OF GERMAN AIRMAIL, volume 11: FIRST AND SPECIAL FLIGHTS OF GERMAN LUFTHANSA AIRLINES 1986-1991".

BULLETIN of the BRITISH AEROPHILATELIC FEDERATION - quarterly publication with reports on Regional Chapter meetings, and lots of questions and answers. Items included:

February 1999: *FAM 22 - A Much-Travelled Letter* (Canada to China to the Dead Letter Office in Ottawa) by CAS member Jack Ince.

March 1999: Book Review - *AIRCRAFT MOVEMENTS ON IMPERIAL AIRWAYS' EASTERN ROUTE*, Vol 1: 1927-1937. (Details of 1,260 mail carrying flights from England to and from India and beyond, with dates of arrival and departure at principal landing places, names of aircraft, etc.)

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.

REPORT ON THE CAS OPEN MEETING, 12th APRIL 1999

Mike Shand

- 1) A SPECIAL MEETING OF THE SOCIETY WAS HELD AT THE RA CENTER IN OTTAWA, PRIMARILY TO DISCUSS FINANCES. PRESENT WERE THE PRESIDENT, VICE-PRESIDENT, TREASURER AND THREE OTHER MEMBERS. THOSE UNABLE TO ATTEND WERE INVITED TO SEND COMMENTS OR SUGGESTIONS AND SUBMISSIONS WERE RECEIVED FROM THE SECRETARY AND EDITOR AMONG OTHERS.
- 2) THE PRESIDENT OUTLINED THE DIFFICULT FINANCIAL SITUATION AND THE TREASURER PRESENTED VARIOUS STATISTICS TO CONFIRM THIS. CLEARLY SOME ACTION WAS NEEDED IF THE SOCIETY WAS TO CONTINUE IN EXISTENCE.
- 3) THE MAJOR EXPENSE IS THE PRODUCTION AND MAILING OF THE NEWSLETTER, FOUR TIMES A YEAR. AT A MINIMUM THIS COSTS \$15 PER CANADIAN MEMBER, \$16.50 PER US MEMBER AND \$21 PER OVERSEAS MEMBER (BECAUSE OF POSTAGE RATES). SINCE THE SOCIETY HAS VARIOUS OTHER EXPENSES (SEE MARCH NEWSLETTER, THEN MEMBERSHIP FEES MUST BE HIGHER THAN THOSE NUMBERS SHOWN.
- 4) VARIOUS COST SAVING MEASURES WERE DISCUSSED, INCLUDING A REDUCTION TO THREE ISSUES OF THE NEWSLETTER PER YEAR BUT BECAUSE A) THIS IS THE ONLY BENEFIT MOST MEMBERS GET AND B) THE EDITOR ALWAYS HAS A SURPLUS OF MATERIAL THAT MEMBERS WOULD LIKE TO SEE PUBLISHED, IT WAS DECIDED UNANIMOUSLY TO RETAIN FOUR ISSUES PER YEAR.
- 5) HOWEVER SOME SAVINGS OVER THE PAST WILL BE REALISED BY HAVING THE VICE PRESIDENT DO THE MAILING AND BY REDUCING OR ELIMINATING THE NUMBER OF FREE ISSUES DISTRIBUTED. THERE ARE SOME BENEFITS TO THE SOCIETY IN EXCHANGING COPIES WITH OTHER SOCIETIES BUT SUCH EXCHANGES SHOULD BE THOROUGHLY JUSTIFIED AND PERIODICALLY REVIEWED.
- 6) RELATED TO THE EXCHANGES WITH OTHER SOCIETIES, IT WAS AGREED THAT A LIBRARY POLICY SHOULD BE PUT IN PLACE SO THAT MEMBERS KNOW WHAT PUBLICATIONS ARE AVAILABLE ON LOAN. THE EDITOR, WHO IS ALSO LIBRARIAN WILL PUBLISH INFORMATION ON THIS IN A FUTURE ISSUE.
- 7) THERE WAS ALSO SOME DISCUSSION ON MAKING NEWSLETTER INFORMATION AVAILABLE VIA THE INTERNET, BUT AS THE GROUP ADMITTED TO A HIGH DEGREE OF COMPUTER ILLITERACY, IT WAS AGREED TO ASK THE SECRETARY, AS COMPUTER EXPERT TO ADVISE ON THIS POSSIBILITY.
- 8) AFTER MANY POSSIBILITIES WERE EXPLORED, THE FINAL DECISION ON DUES WAS:
CANADIAN MEMBERS - \$20 PER YEAR. U.S. MEMBERS - \$22 PER YEAR (OR \$15US)
OVERSEAS MEMBERS - \$25 PER YEAR. THESE INCREASES ARE REALLY THE MINIMUM TO STAY IN OPERATION. NEW RATES WILL BE EFFECTIVE WITH RENEWALS OF OCTOBER 1 AND THEREAFTER.
- 9) IN OTHER BUSINESS, THE PRODUCTION OF COVERS FOR SALE WAS DISCUSSED. GENERALLY IT WAS AGREED THAT ANY MEMBER (PRIMARILY THE PRESIDENT) WOULD BE MOST WELCOME TO PRODUCE SOUVENIR COVERS FOR SALE IN THE NUMBERS AND FORMAT OF THEIR CHOICE PROVIDED ONLY THAT THESE MAKE A PROFIT FOR THE SOCIETY AND THAT DATA TO THIS EFFECT BE PROVIDED TO THE TREASURER.
- 10) FINALLY THERE WILL BE A CAS TABLE AT ORAPEX AND THAT ANY FURTHER COMMENT FROM MEMBERS WOULD BE MOST WELCOME.

Editor's Note: These decisions were confirmed at the CAS Annual General Meeting on April 25th.

PRESIDENT'S REPORT

IBRA'99, the world international philatelic exhibition held in Nüremberg, Germany, 27 April to 4 May, 1999, was a tremendous success in all aspects. The facilities were expansive with every convenience imaginable provided. The exhibits were spectacular with outstanding aerophilatelic displays, particularly German zeppelin collections. Two large golds were awarded to leading international aerophilatelists, Egil Thomassen for his Norwegian Airmails and Roland Kohl for his Swiss Airmails. Egil also obtained a small gold with felicitations and a research prize for his Norwegian Airmail catalogue. The *Air Mails of Canada and Newfoundland* of the CAS also received a small gold and felicitations, the first such award for our catalogue. All connected with the preparation of our catalogue are to be congratulated for a job well done.

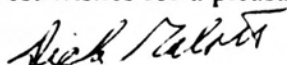
Mike Shand, our Vice-President, received a Vermeil medal for his New Zealand airmail exhibit. Congratulations Mike. The next FIP exhibitions are in Paris, France in July and Beijing, China in August. I have been appointed the Canadian Commissioner to España 2000 in Madrid, 6 - 14 October 2000. Anyone interested in exhibiting should contact me for Bulletin No.1 and an application form.

The CAS Executive appreciates the excellent response from the membership concerning our financial matters. Many excellent suggestions for savings have been submitted for consideration as well as financial donations to help with the costs of our newsletter *The Canadian Aerophilatelist*. Editor Chris Hargreaves, received a silver-bronze for his newsletter at IBRA'99. Congratulations to you also, Chris.

One of the obvious actions necessary to correct our financial position was for the CAS Executive Committee to approve an increase in the yearly dues for the CAS. Our Treasurer, Ian MacKenzie will report on the new dues structure.* Another recommended saving was to reduce the President's Report, perhaps cutting it out to one report a year. The Editor, although he has several articles in reserve and could use more space, for the present wishes a regular report from me. As a compromise I will not exceed one page for my reports.

I will be attending the annual RPSC Convention, this year ROYAL * 1999 * ROYALE, in Fredericton, NB, 28 - 30 May 1999. Perhaps I will see some of you there. I will be attending PIPEX'99 in Portland, Oregon, 3 - 6 June 1999, to serve as an aerophilatelic judge. The AAMS will be holding its spring meeting at this exhibition. As Chairman of the AAMS Special Awards Committee, I will be announcing special AAMS awards that recognize the dedication of certain aerophilatelists to the AAMS and to Aerophilately in general.

Best wishes for a pleasant and safe summer.



(RK Malott) Major (Retd) President CAS, FRPSC, AHF

* Editor's Note: The new dues structure is outlined on page 3 of this newsletter.

TREASURER'S ANALYSIS - Members' Comments on Budget Proposals for 1999

It is gratifying to learn that the time expended by your Treasurer on the 1999 CAS budget exercise appears to have been time well spent. Constructive comments and suggestions for improving the financial position of the CAS have been received from eleven (11) members including your executive officers.

The consensus of the comments reflects the basic thrust of the budget proposals – increase income and decrease expenses. The three key items which were commented upon by more than 50 percent of the respondents are summarized as follows:

	<u>No Change</u>	<u>Increase</u>	<u>Decrease</u>	<u>No Comment</u>
Member Dues	2 or 18%	8 or 73%		1 or 9%
4 Newsletters	6 or 55%		1 or 9%	4 or 36%
Free Newsletters			7 or 64%	4 or 35%

Although some members take advantage of CAS membership benefits such as the opportunity to purchase Snowbird and other covers from the CAS or to borrow publications from the CAS library, most respondents noted that *The Canadian Aerophilatelist* is the only benefit that is received and apparently appreciated by most, if not all, CAS members. The consensus of the respondents is that the CAS members would accept a \$5 to \$10 increase in annual membership fees in order to continue to receive four issues per year of the fine CAS Newsletter.

Several other suggestions were made by the respondents; however, most were not received in time for discussion and consideration at the CAS annual general meeting which was held on 25 Apr 99 at ORAPEX '99. These suggestions, which have been passed to the CAS Executive for consideration, are summarized as follows:

Decrease CAS Expenses

- Use the existing supply of CAS letterhead for originals only and then make photocopies, e.g., the first page of *The Canadian Aerophilatelist*; use one colour of ink only when printing a new supply of letterhead; and use a rubber stamp rather than commercially printed letterhead.
- Drop the CAS affiliation with The Royal Philatelic Society of Canada (RPSC) and with the International Federation of Aero-Philatelic Societies (FISA); and negotiate a new financial arrangement with FISA for continuation of the CAS affiliation.
- Reduce the quantity of souvenir covers produced for each issue in order to ensure sellouts of each issue.
- Discontinue the giving of the current wood and metal presentation plaques.
- Reduce the amount expended on general postage, i.e., postage other than the postage required for the mailing of the newsletter.

Increase CAS Income

- Conduct up to three or four CAS member auctions each year; and auction off the existing inventory of CAS covers. Of course, such an endeavour would require a dedicated volunteer.
- Generate more advertising in *The Canadian Aerophilatelist*. Again, this would require the dedication of another volunteer from the CAS membership.
- Advertise special sales of selected covers from the current CAS inventory in each issue of *The Canadian Aerophilatelist*.
- Streamline the membership by expanding and layering the categories to include: Full or Regular (non-student and under 65 – e.g., current fees); Senior (over 65 – e.g., 75% of regular); Student (full-time – e.g., 75% of regular); Corporate (e.g., 3 times regular & non-voting); Contributing (e.g., \$10 more than regular); Life (e.g., \$250); and Sustaining (e.g., \$250 per year).

Other Suggestions

- Create a CAS Internet web site – Monthly fee but income could perhaps be generated from the web site from sale of AAMS publications, sale of CAS covers and by gaining new CAS members.
- Set up endowment, sinking or reserve funds to conserve some CAS financial resources for future use.

Editor's Note: Some of these comments were acted on at the April 12th meeting; others have still to be considered. - Any members have comments on these proposals, or who would like to volunteer for proposed roles such as auctioneer, please contact the treasurer.

Thanks again for all your work Ivan! (Ivan's series WHO'S BEHIND THE COVER will continue in the next newsletter.)

NEWS - NEWS - NEWS

SECRETARY'S REPORT

Welcome to another new member:

302 Pierre Vachon, Saint John, New Brunswick

IN MEMORIAM

JOHN JARVIS. - John was one of our American members, who came to Toronto for CAPEX 96. He is remembered by both Ron Miyanishi, who sat at the same table as John at the RCMI dinner; and myself, who sat next to him at the AAMS auction. He was good company on both occasions.

GORDON WALDIE. - Gordon was one of our earliest members, number 23. He was also a member of the RPSC, AAMS, and APS.

CONGRATULATIONS to MURRAY HEIFETZ

Murray's book OAT AND AV2 MARKINGS - A WORK IN PROGRESS has sold out! It was published by the American Air Mail Society last year, and reviewed in our September 1998 newsletter,

INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES

The 39th FISA CONGRESS will be held in Vienna, Austria, on Sunday September 19th 1999. For more information contact: Jacqueline Bekaert, FISA Secretary General,
Belgielaan 87, B - 9070 DESTELBERGEN - BELGIUM.

FIP ANNUAL PHILATELIC WEBSITE COMPETITION

The International Philatelic Federation (FIP) is providing an annual evaluation of philatelic Internet sites, as a continuation of its program to encourage and promote all forms of philatelic literature. The evaluation specifically recognizes those sites which, in the opinion of the evaluating panel, are especially deserving in terms of content, philatelic significance and production. In addition, it provides short critiques for all participating sites, with helpful suggestions for possible improvement.

For more information contact Charles Verge vergec@sympatico.ca

FLYING THE FOKKER SUPER UNIVERSAL

This aircraft was a mainstay of Canadian air mail services during the 1930's. The first flight of the rebuilt Super Universal CF-AAM was reported in the September 1998 issue of this newsletter.

The Winter 1998 issue of the CAHS JOURNAL contained some interesting comments by Clark Seaborn about flying CF-AAM:

She flies like no other aeroplane I know. Although quite stable, she stalls in a hurry when engine power is off - and she doesn't float over the runway. The ailerons, controlled by the side-stick, are very slow and heavy. The rudder and elevators are less so. The trim system is inadequate to hold the nose down on high cruise. The pilot's seat - over a ten-gallon tank of hot oil - is very uncomfortable in the summer, and it is mostly impossible to read the compass in the rear view mirror. The engine, in such close proximity to the cockpit, is unbelievably noisy.

But what a thrill after 16 years of restoration.

(For more information on the CANADIAN AVIATION HISTORICAL SOCIETY, contact their National Office, PO Box 224, Station A, Willowdale, Ontario M2N 5S8.)

DAY OF AEROPHILATELY IN TORONTO

The Toronto-area members of the CAS are planning to hold their annual Day of Aerophilately on Sunday October 31st. This event will run from "10 to 4", at the new premises of the Vincent Greene Foundation: 10 SUMMERHILL AVE (close to Summerhill subway station). The day includes displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation.

Anybody reading this newsletter is invited to participate!

For more information contact: Dick McIntosh, 47 Aldenham Court, Don Mills, Ontario M3A 1S3.

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

75th Anniversary of the ROYAL CANADIAN AIR FORCE at CFB BORDEN

On July 11, 1916, Camp Borden was officially opened by the Minister of Militia and Defence, Major General Sir Sam Hughes, KCB, MP. At that time, Camp Borden consisted of 23 square miles of tree stumps and blowing sand. In the 1930's, activity on the base increased when it became the headquarters for the first armoured school, headed by the then Major F.F. Worthington. Other schools were soon added to the base including the Royal Canadian Army Service Corps School, the Royal Canadian School of Infantry, the Royal Canadian Army Medical Corps School, the Canadian Provost Corps School, the Royal Canadian Dental Corps School, and the Canadian School of Military Intelligence. Camp Borden thus became the most important training base in Canada. About one half of the soldiers who served in the Canadian Army overseas during World War II received some of their training here. Camp Borden was also the birth place of Canada's Air Forces.



On 31 March 1917 the first flying took place on the JN-4 aeroplane, and on 5 May 1917, the Royal Flying Corps formally took over the newly constructed aerodrome at Borden. The Imperial Munitions Board proudly reported Borden as "generally regarded by competent authorities to be one of the finest aviation centres in the world".

Camp Borden was the "School of Aviation" in the 1920's and on 1 April 1924, the RCAF was formed. At that time, Borden was the largest and the busiest of the six air stations.

Both army and air training continued at Borden after World War II and in 1966, the 50th birthday of the camp, integration of the supporting services of the separate Army and Air Force establishments commenced, and Camp Borden became Canadian Forces Base Borden under one Commander.

Today, Base Borden is the Canadian Armed Forces' largest training centre where training of technical and support officers and other ranks is currently carried out at thirteen schools.

Camp Borden is approximately 60 kms north of Toronto. The above history was taken from the brochure for the large military museum at the Base, which is currently open daily (except Monday or the day after holiday weekends) 9.00 - 12.00 and 1.15 - 3.00 pm; weekends 1.30 - 4.00 pm.

As part of the Anniversary celebrations, a high-quality, coffee table type book has been produced on the history of aviation at Camp Borden from 1917 to 1999. CAMP BORDEN BIRTHPLACE OF THE RCAF can be ordered from: MCpl Harry Gauthier, 16 Wing HQ, Bldg A-142, Stn Main, Borden, Ontario L0M 1C0. The price is \$25.00 (tax included) plus shipping and handling (\$8.00 per book in Canada/\$10.00 per book to USA); cheques or money orders should be payable to "16 Wing History Book", and may be in Canadian or US Funds.

The BARRIE EXAMINER also produced a commemorative section on Camp Borden on April 8th 1999. Ron Miyanishi has a few extra copies of this: contact him if you would like one. (His address is on the front cover of this newsletter.)

REMEMBERING LAURENTIDE AIR SERVICE LIMITED



Canada's First Semi-official Air Mail Stamps.

(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.)

Produced by LAURENTIDE AIR SERVICE LIMITED, 1924.

"Sticker" produced in 1974
for the

50th Anniversary of the
First Scheduled

Air Mail Service In Canada.

1999 is the 75th Anniversary of the first scheduled air mail service in Canada, operated by LAURENTIDE AIR SERVICE LIMITED from Lake Timiskaming to the Rouyn goldfields.

The southern terminus of the route was originally at Angliers, about 45 miles from Rouyn, but the water surface at Angliers was often obstructed by logs. After two months the terminus was moved to Haileybury, which was about 15 miles further from Rouyn, but had a clear water surface for takeoffs and landings.

The flights took an hour each way, but replaced a water trip that required the use of four different boats, owing to portages, and took approximately two days. - The airfare started as \$40 one-way from Angliers to Rouyn, but was increased to \$60 from Haileybury to Rouyn.

The service was initially intended for passengers and freight, though mail was carried on a complimentary basis. - In order to increase its revenue, Laurentide applied to the Post Office for permission for to charge for the carriage of mail, and this was granted in August 1924.

During 1924, Laurentide's service carried 425 passengers, 53,000 pounds of freight, and over 15,000 letters and telegrams. However, it was economically marginal, as 51,000 pounds of freight had been carried into the goldfields, but only 2,000 pounds out on the return trips.

Some time ago Dr. Wallace F. Walford provided Gus Quattrocchi with some notes on his memories about LAURENTIDE AIR SERVICE, for a philatelic meeting that Gus was going to. Gus passed a copy of these notes on to Dick Malott, and I am summarizing them below as a 75th Anniversary tribute to Laurentide.

REFLECTIONS OF DR. WALLACE F. WALFORD

My late brother Ernie, (Major/General A.E. Walford, M.M., E.D.), returned from service (or survival) from WWI. He studied for and obtained his C.A., joining our father's firm of C.A.'s, Alfred Walford and Sons., in Montreal. Ernie was greatly interested in aviation and with his friends, Harry Wiltshire, Brian Daville, Adelard Raymond, and a couple of others whose names I've forgotten, formed Laurentide Air Services. Their aim was to provide service to the prospectors into the rapidly opening up north: Rouyn, etc. Their office space was part of the Alfred Walford and Sons space in the Drummond Building on St. Catherine and Peel. Later, Dad needing more space, he moved into the Castle Building on Stanley Street, it being the most modern office building at the time, not yet completely finished. Laurentide took adjacent space, and it was used for a way station by prospectors. I loved the smells of campfire and smoke that completely enveloped the space, and also the tales they told of moose and wolves - some maybe true, but all related to excite and interest a youngster of nine or so.

In the museum at Rockcliffe are three planes that were part of the fleet they had. The Bleriot was much favored as, with its skid, it was excellent for short take offs and landings. The Vickers Vedette flying boat had greater carrying capacity and, as well, the tremendous advantage that it could be used on the many stretches of lake in the north.

Continued

REMEMBERING LAURENTIDE AIR SERVICE LIMITED - REFLECTIONS OF DR. W.F. WALFORD, continued:

The last aircraft, a Junkers, is a story in itself, obtained perhaps by a bit of skulduggery, but, as Ernie said, "When we got it, it prolonged the life of Laurentide for at least another three months", so precarious were their finances. - Prohibition was in place and a group of bootleggers had dreamed up the idea of using the Junkers to run liquor across the border. Someone tipped them off that the Mounties were on their trail, and they skipped back to the States, leaving the plane hangered at the airport in Cartierville (where Canadair now stands). Their rental charges mounted, and finally they accepted an offer that Laurentide would accept the plane as payment for back rent.)

Not mentioned yet was the extensive use of Curtiss Jennys, an excellent but slow plane. It and the flying boat used Curtiss OX5 engines. - Ernie told me that they could buy brand new ones, in the original shipping crates, for \$ 835.27. The only problem was that they didn't have the money which had to be paid in advance.

In lieu of rent for office space, towards the end, Dad accepted just about anything that the company had available. We had aircraft linen slip covers and linen sheets, both in Montreal and at our summer home. Laurentide had umpteen yards of the stuff, again war surplus.

I remember particularly a few of the pilots for I was given rides, both at Stony Point Lachine where they kept their flying boats, and at Cartierville in Curtiss Jennys. - Albert Foss is one: I encountered him again later, in my practice. Brian Daville is another: he married great wealth and devoted the last fifty years of his life flying between the Cote d'Azur, Quebec City, and the Ritz in Montreal. (His precise little tweeky moustache fascinated me.) And Wop May was always particularly nice to me. He frequently came to our home as a guest.

The finances of Laurentide were always a worry, and cash in hand was seldom more than enough to squeak by payroll dates. They had introduced both aerial mapping and forest fire spotting services in the north of Quebec and Ontario, and had built facilities to service these depots. Ontario decided to set up its own Forestry Air Service, and made an offer to Laurentide. Harry Wiltshire, who was the majority stockholder, sighed with relief and the entire assets of Laurentide formed the basis for this new provincial function.

Should anyone wish more data re Laurentide, a year or so before Ernie's death at age 94, he taped at the Air Museum in Rockcliffe, his recall of its entire history.

For the record, I never did know the origin of Wop May's nickname.¹ He went on to establish a great name as a bush pilot. Bill Hamilton (not the politician) stayed in Montreal and headed up mechanical services for Jas A Ogilvy's, and later had a half partnership in the Austin Motors Sales and Services.

Ernie sent and gave me stamps and first day covers from Laurentide. Prior to disposing of them a few years ago I copied them. I believe a nephew who lives in West Vancouver still has a few.

At one time Ernie also arranged for Wilson Hammond, Charlie Paton, and I to tour Vickers and see how they made and repaired the Vickers Vedette flyingboat hulls, and laminated the spars. This inspired us later on to build a glider from plans in *Popular Mechanics*. We launched it (between repairs) from the top of the hill (Thorn Hill) where Elmhurst dairy is located. Ernie, when he saw it, uttered dire threats if I didn't forthwith resign from the enterprise! Wizzy was killed in the RAF, and Charlie, I believe, also lost his life flying during the War.

I hope the foregoing will provide a bit of fun and enjoyment for those whose interest is as Air Mail philatelists.

Many thanks to Dr. Walford and Gus Quattrocchi for sharing these memories with us!

As indicated above, they were provided for "fun and enjoyment", and certainly succeeded in providing both to me! - There are several more historical accounts available, that do not always concur with these reminiscences, or with each other. The classic book on Canadian aviation up to the 1930's, (which is also referred to on page 11), is CANADA'S FLYING HERITAGE by Frank Ellis. This is available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6, who can also supply a list of other Canadian aviation books.

¹ According to Dick Malott, "Wop" May apparently got his name from the fact that he could not pronounce a certain word when he was a child. Whatever the word was, it came out as "Wop", and he thus was given this nick name by his friends and family.

REMEMBERING LAURENTIDE AIR SERVICE LIMITED - THE 50TH ANNIVERSARY PROJECTS:

In 1974, for the 50th Anniversary of Laurentide's air mail service, Tri-Town Stamps organized a commemorative flight, and the sticker shown at the top of page 8. - Derek Rance obtained an auction Lot of correspondence, drawings, and other items related to these events, and kindly sent me photocopies of the material. These give a most interesting account of the process by which a stamp is produced, and I have included a selection of key items on the next few pages.

Among the items were notes for this **AFTER DINNER SPEECH AT THE KIWANIS CLUB, SEPTEMBER 30TH 1974**, which describes the complete project:

50 YEARS OF AIR MAIL IN CANADA

Every one of us is interested in the past, in the historic events that preceded the present, and to that end philatelists pursue their hobby with an even greater zest. For a stamp collector is an accumulator of items that were issued in the past.

There is a special area of philately known as Flight Cover Collecting. To a layman, perhaps it would be sufficient to say that whenever an airline establishes a new route the maiden flight is marked by the dedication and cancellation of a special postal envelope. Such envelopes collected from many inaugural flights form the basis of a Flight Cover Collection. Likewise, a flight commemorating the 25th or the 50th anniversary of a particular route deserves a commemorative cover which belongs very much in a cover collection.

Having resided in the Tri-Town area for the last six years, I was very much aware that a philatelic event took place in this vicinity.

On September 11, 1924 a seaplane docked at Haileybury. Loaded with mail destined for Rouyn, Quebec, the plane was soon airborne. This even was of historical importance because this flight marked the beginning of scheduled air mail service that was sanctioned by the Post Office.

Prior to this date Canada's Postal Regions were very limited in range, and only larger centres that were connected by roadways and railways with the major cities received postal service. Haileybury had both, and Rouyn had neither. However, on that memorable day the Post Office recruited seaplanes and charted regular routes for mail delivery.

Two years before the 50th Anniversary of this flight I set out on a venture to organize a commemorative flight.

To start I needed the cooperation of Postal People, and written permission had to be obtained from Ottawa through the regional office in North Bay. We have had our moments, but to make a long story short, I have experienced the greatest cooperation that anyone anywhere in Canada has had with the Postal Authorities.

A special cover was prepared and to make the flight as closely resembling as possible to the original flight, I designed a special seal that was placed on the back of each and every cover that was carried on this flight.

Whenever the Post Office honours an event by issuing a commemorative stamp it does not hold to the actual date. In other words a famous man may have made history on January 10th 1875 but the commemorative stamp will not be issued until June of 1975. Taking this policy into consideration, and the fact that our fall weather is unpredictable, I decided on May 25, 1974 as the commemorative flight date.

The Haileybury town council turned out in force and with the cooperation of Postmaster Ron Carr, 1000 pieces of mail were stamped and sealed in a postal sack and delivered to the harbor where a four-seater Cessna-180 awaited us.

The flight to Rouyn took 30 minutes and within 3/4 of an hour the plane was heading back towards Haileybury. The original flight took one hour to travel in one direction.

I am very thankful to be living in a country where historical events are recognized and commemorated, and feel very proud that I was playing a small part in commemorating the 50th Anniversary of Scheduled Air Mail Service in Canada.

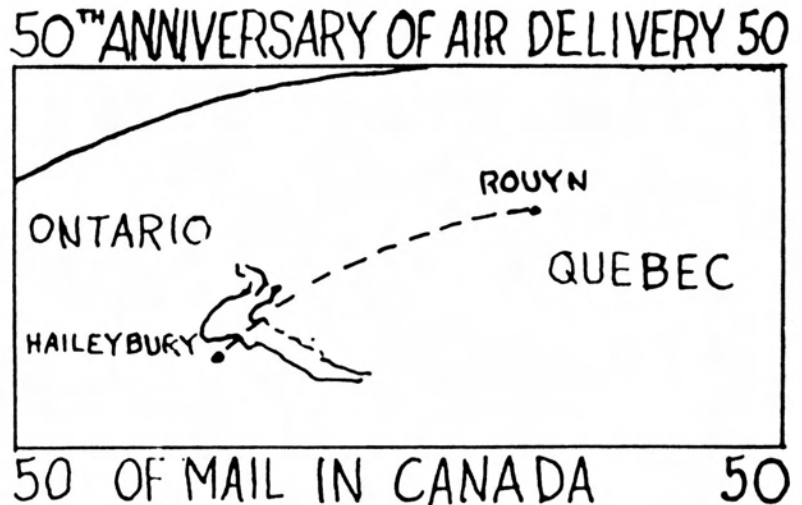
L.K.

Editor's Note: Does anybody know the full name of "L.K."?

REMEMBERING LAURENTIDE AIR SERVICE LIMITED: DESIGNING THE 50th ANNIVERSARY STICKER

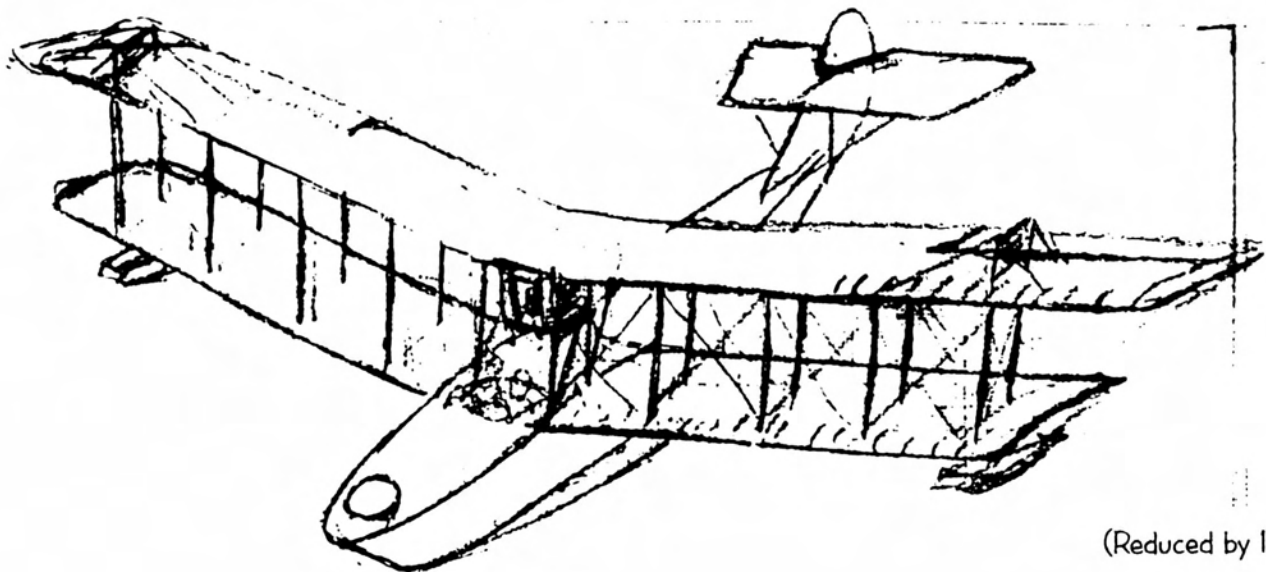
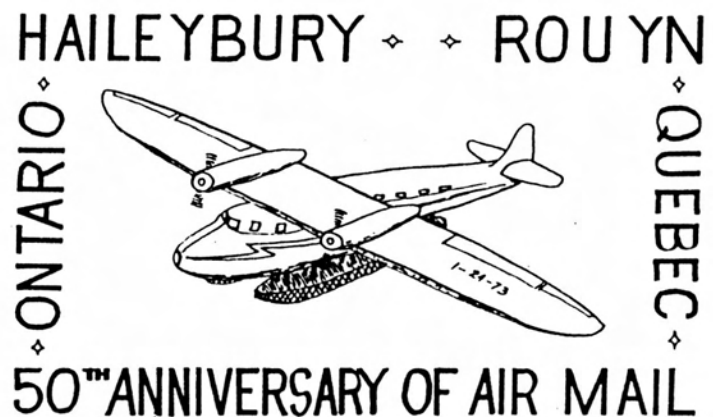
ONE OF THE EARLY DESIGNS
THAT WAS NOT ACCEPTED.

(Full size)



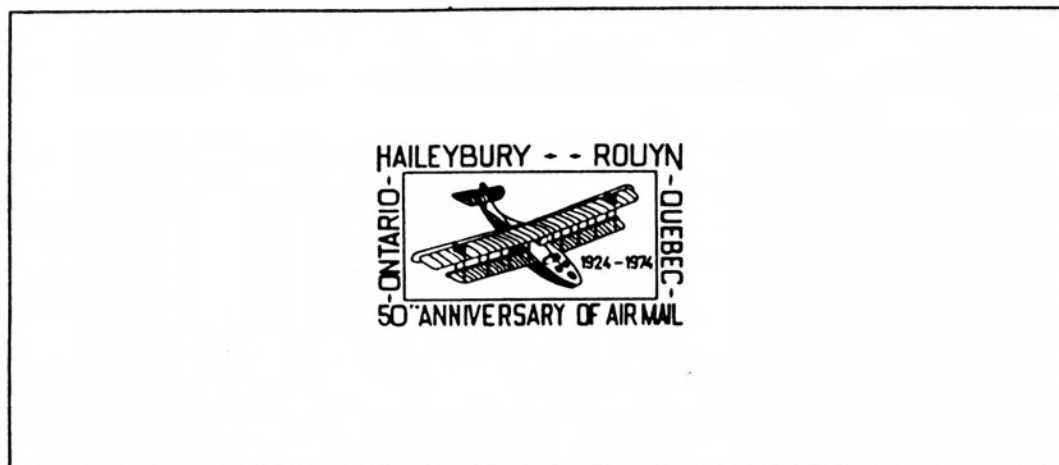
IN HIS EARLY SEARCH FOR A
MAIL SEA PLANE, THE ARTIST
COPIED THE AIRCRAFT FROM
THE 1938 CANADIAN AIR MAIL
STAMP. - THE ACTUAL
PLANE USED WAS A CURTISS
HS2L.

(Reduced 60% - original 9" wide.)



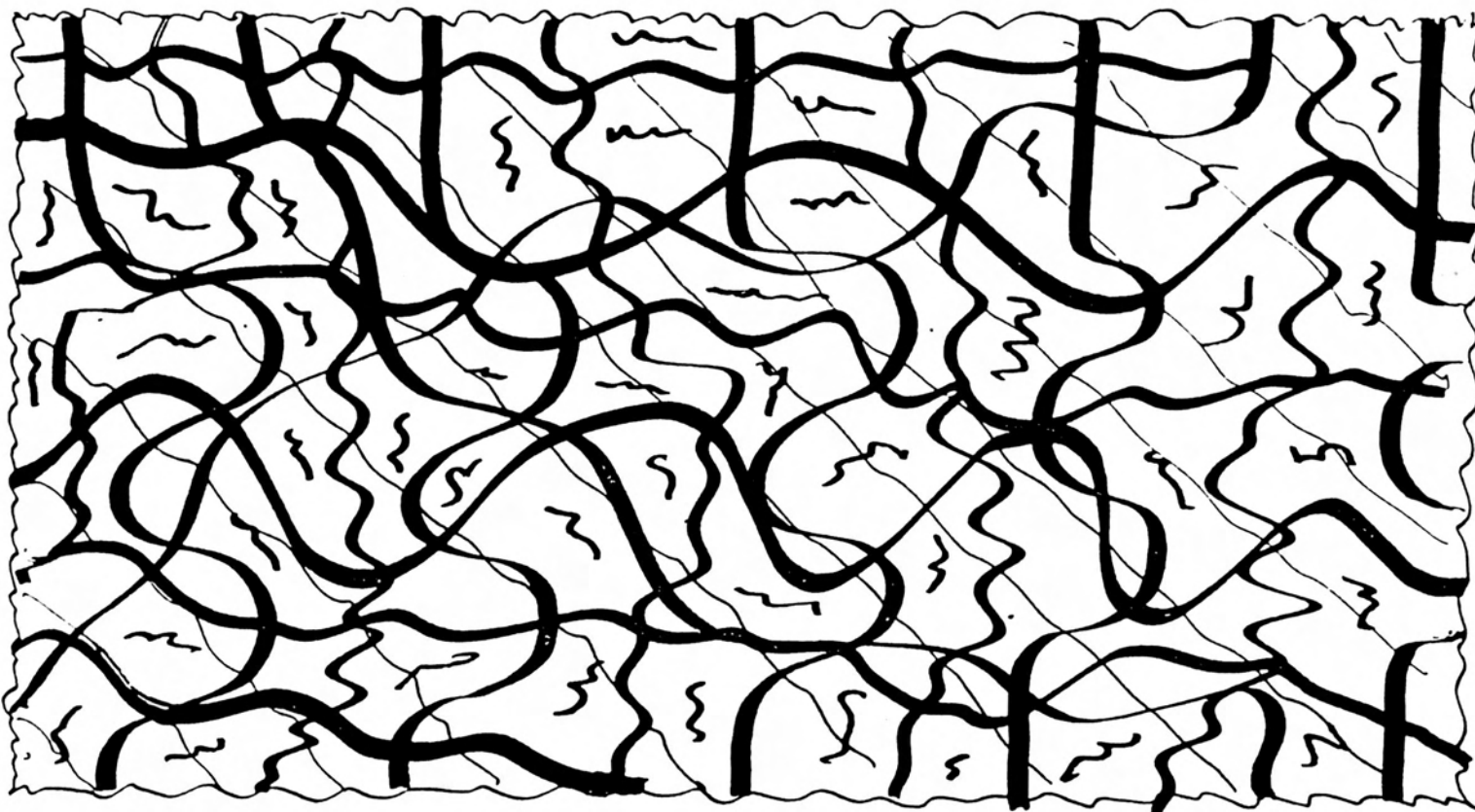
(Reduced by 10%.)

THE ABOVE DRAWING WAS DONE BY MR. B. GREEN WHO LEAD THE
ARTIST TO DISCOVER NOT ONLY THE HS2L FLYING BOAT BUT A
VERY WELL DOCUMENTED BOOK CALLED "CANADA'S FLYING HERITAGE".

REMEMBERING LAURENTIDE AIR SERVICE LIMITED - THE 50TH ANNIVERSARY STICKER, continued:

(Full size.)

THESE FIRST IMPRESSIONS OF THE FINAL DESIGN WERE PREPARED FOR COLOR TRIALS WHICH WILL DETERMINE THE FINISHED PRODUCT.



(Full size.)

THE YELLOW BACKGROUND FOR THE SEAL WAS ADOPTED FROM THIS DRAWING. PURPOSE OF THIS MAZE WAS TO DISCOURAGE FORGERY. THE ACTUAL YELLOW REPRODUCTION WILL BE DECREASED SEVERAL TIMES IN SIZE, BUT THE NETWORK OF LINES WILL STILL CORRESPOND IN EVERY DETAIL TO THIS DRAWING.

REMEMBERING LAURENTIDE AIR SERVICE LIMITED -**MARKETING THE 50th ANNIVERSARY STICKERS AND COVERS:****COMMEMORATING CANADA'S AIR MAIL SERVICE**

The enclosed color proof is an original design of a special seal that will be used on envelopes carried on the commemorative flight in 1974 between Haileybury, Ontario, and Rouyn, Quebec.

Air mail service started in Canada in 1924 by private planes and one such plane was the HS2L which is illustrated on this seal. Regular flights did take place throughout Canada and one such flight was scheduled between Haileybury and Rouyn.

There is the possibility that Canada Post Office will issue special commemorative stamps to mark this event. If this is so then the special commemorative stamps will be used on the envelopes. However, if Canada Post Office does not honour this event then the most recent commemorative stamps will be used.

Here is the format for presenting covers to be taken on this special flight:

1. Standard No. 8 envelopes (3 5/8" x 6 1/2") should be stuffed with a cardboard liner, and the back flap should be tucked in.
2. Name and address must appear on the front of the cover and enough space must be clear on the left side to allow room for a special cachet.
3. Handling fee of 50¢ will be charged for each cover plus the value of the stamps that you wish to be affixed to the envelope. This value must be shown in pencil in upper right hand corner of the envelope. Covers already bearing stamps of any sort will not qualify for this flight. Cash with order please.
4. Ontario residents please add 7% Provincial Sales Tax.
5. Make checks or money orders payable to Tri-Town Stamps. Out-of-town checks please add 25¢. Foreign orders must remit in Canadian funds so that we receive money at par. Any problems along this line will delay or even cancel order.

All covers will be handled as follows: A special cachet will be applied to the left side of cover, and a special seal will be applied to envelope (see color proof). Stamps of appropriate value will be added. Then, the envelopes will be cancelled at the Haileybury post office and delivered to the aircraft. Upon delivery to Rouyn a postmark will be applied to the backs of the envelopes and the mail entered in the regular mail stream. Similarly, a set of envelopes will be processed in Rouyn and delivered to Haileybury.

In the event that you wish only one cover serviced it will be up to the discretion of the management in which direction the cover will be flown. Submission of two covers, or multiples of two, will automatically process one cover in each direction.

We cannot confirm the receipt of your order unless a stamped self-addressed envelope (SSAE) is enclosed!

Tri-Town Stamps
P. O. Box 553
New Liskeard, Ontario, Canada
POJ IPO

PS — Our specialty — Mail Auction Sales — Fee 15% on materials sold. Are you receiving our catalogs? Write today!

(Enlarged by 10%.)

THIS LETTER WAS PREPARED TO ADVERTISE THE FLIGHT AND EACH COPY WAS ACCOMPANIED BY A COLOR PROOF.

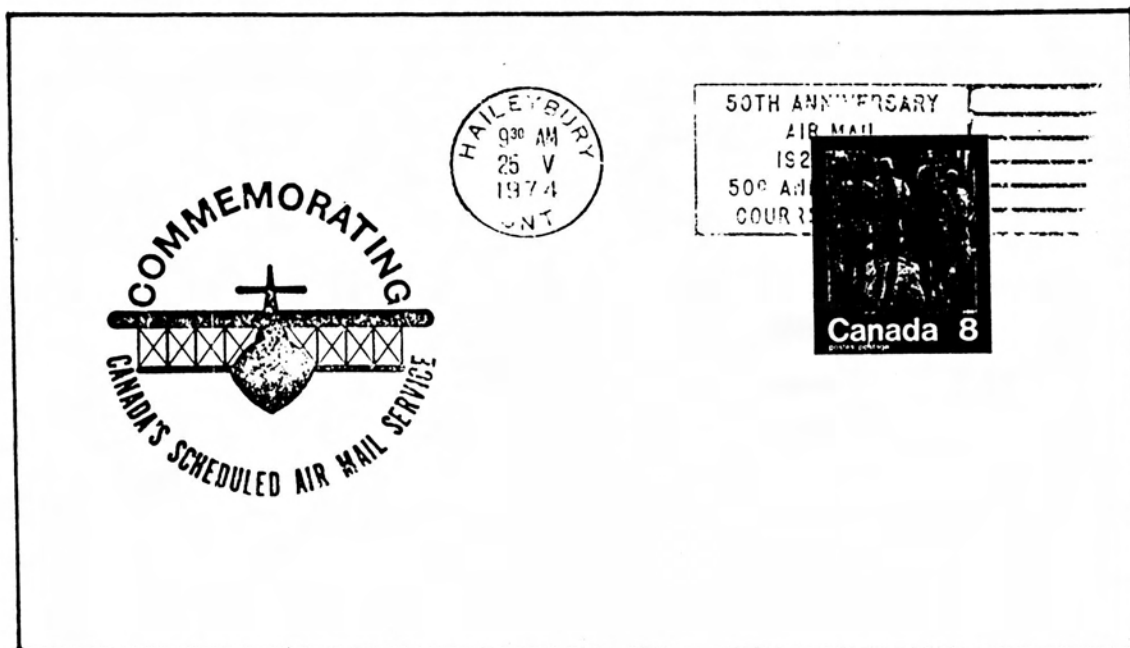
REMEMBERING LAURENTIDE AIR SERVICE LIMITED -CACHETS FOR COVERS FLOWN ON THE 50TH ANNIVERSARY FLIGHT

HAILEYBURY-ROUYN

50th Anniversary

(Reduced by 30%.)

EARLY ATTEMPT. CACHETS FOR THE COVER DESIGN WERE JUST AS CHALLENGING TO DESIGN AS THE SEAL. SINCE COVERS COULD BE SENT BY COLLECTORS IT WAS DECIDED TO IMPRESS THE CACHET TO EACH ENVELOPE WITH A RUBBER STAMP.

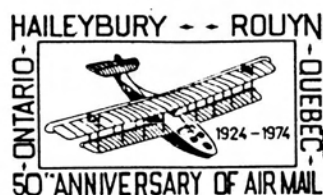
THE FINAL COVERS FLOWN ON THE 50TH ANNIVERSARY FLIGHT

(Reduced by 10%.)

COMMEMORATIVE CACHET IN PURPLE.

Postmarked: HAILEYBURY 9.30 AM 25 V 19745 line bilingual slogan cancellation - text =50TH ANNIVERSARY AIR MAIL 1924-197450^e ANNIVERSAIRE COURRIER AERIEN

Sticker on back: blue border, aircraft in red on background of yellow lines.



Thanks again for this information Derek.

(Full size.)

REMEMBERING LAURENTIDE AIR SERVICE LIMITED - THE PILOT

Every First Flight needs a pilot, so to complete this commemoration of LAURENTIDE AIR SERVICE LIMITED, I am including a biography which appeared in the winter 1998 issue of *THE FLYER*.

By Don MacDonald

Roy S. "Bill" Grandy's career in aviation encompassed all phases of both military and civil flying including fighter pilot, flight instructor, instructor test pilot, aerial photography, survey and forestry flying, bush pilot, aircraft testing and development, seal spotting, airmail pilot, and operational commander. This occurred over a continuous period of 46 years beginning in World War I until after World War II.

Over this period, aviation in Canada progressed from infancy to maturity and his contributions to the many aspects of flying have been a significant factor in the advancement of Canadian aviation.

Grandy was born in Bay L'Argent, Newfoundland, March 5, 1894. Escaping early to sea, by age 16 he had sailed around the world. His nickname "Bill" came as a result of his heavy Newfie accent during World War I when his buddies called him "Sailor Bill".

Although he dearly loved flying he never lost his love for the sea. His early sailing experience no doubt contributed to his expertise as a flying boat and seaplane pilot.

In 1912 Grandy joined Military Reserve Unit 96 Lake Superior Regiment, and at the outbreak of World War I joined the Royal Newfoundland Regiment where he became a Signals Officer and saw active service in France and Gallipoli.

In 1916, he was seconded to the Royal Flying Corps and earned his Royal Flying Club Certificate at Central Flying School, Upavon, Wiltshire. He served as a fighter pilot in Sopwith Camels (43 Sqn.) on the Western Front, and received a Mention-in-Despatches for his actions.

Grandy was later assigned to the prestigious instructor school at Gosport. In 1918 the Royal Flying Corps became the Royal Air Force and Grandy remained with the RAF until the end of April 1919.

On returning to Canada, Grandy joined the Canadian Air Force in 1920 and earned the reputation as one of the ablest instructors in Canada. At Camp Borden he was noted for landing his Avro 504K

on the tarmac between the hangars and stopping on the flight line within a foot of where it had been parked, the leading edges lined up within inches of other aircraft. He served in the CAF until May 1923 when he resigned his commission to enter civil aviation.

Grandy joined Laurentide Air Services and pioneered in aerial survey, mapping and fire patrols in Eastern Ontario and Quebec. He flew on the first regular airmail service in Canada when he opened the air route to Rouyn, Quebec.



Another "first" for Grandy was a history-making expedition, a 900 mile flight over a period of 12 days for the purpose of paying treaty money on various reservations in Northern Ontario. In a Vickers Viking Mark IV flying boat, the expedition followed the Albany River to Fort Albany on James Bay. This was a sensational flight for that early period of aviation.

Grandy was considered one of the most skillful pilots in Canada and was particularly expert on flying boats. The Vickers Aircraft Co. sought and obtained his services to test and develop the Vickers Veruna, Velos, Vista and Vanessa aircraft, one of which was the first aircraft with an enclosed cabin to be built in Canada.

Another history-making flight took place in the spring of 1924 when Grandy persuaded the owners of sealing ships to let him try to find seal herds from the air. A Baby Avro was loaded aboard the S.S. Eagle, and although Grandy only made one

flight, he spotted a large herd and directed the ships to it for a successful hunting season. They had been sailing away from the main herd, and this flight established aircraft as an essential part of the sealing fleet.

In 1925 Grandy rejoined the RCAF where his exceptional skills were utilized in all phases of service flying. He was one of a very few pilots certified to test and qualify both civilian and military pilots as flight instructors. He was the testing pilot for the Webster Trophy contests.

On January 1, 1935, Grandy became the first RCAF Officer in peacetime to be invested as an officer in the Military Division of the Most Excellent Order of the British Empire (O.B.E.)

Grandy was Commanding Officer at RCAF Station Dartmouth when war broke out in 1939. He had by now obtained the rank of Group Captain.

One of the most challenging and satisfying postings of his career was to Camp Borden as C.O. when the British Commonwealth Air Training Plan was in full operation. He was an inspiration to hundreds of young airmen who passed through his base, to whom he presented their wings along with words of wisdom and encouragement.

In May, 1942 he was posted to Thorbay, Newfoundland near his birthplace, and he remained there until the end of the war. He was again Mentioned-in-Despatches.

Soon after his retirement from the RCAF in 1946 he returned to the Halifax Aero Club. As an instructor there he was back in his natural element: that of sharing his knowledge of airmanship with young pilots. He died in 1965 at the age of 71.

Grandy was posthumously named a Member of Canada's Aviation Hall of Fame in 1988 with the following citation:

"His flying expertise was remarkable as were his leadership abilities. Despite adversity he took the guess-work out of the centuries-old industry of sealing. Perhaps of greatest benefit to Canadian aviation was his dedication to the younger generation of pilots whom he trained and groomed to his own standards of excellence."

THE FLYER is produced by CANADA'S AVIATION HALL OF FAME, which aims to "elevate, protect and preserve the names and deeds" of people who made superior contributions to Canadian aviation. If you would like more information, their address is P.O. Box 6360, Wetaskiwin, Alberta T9A 2G1.

MAILDROPS ON THE NORTH SHORE.

Pierre Vachon

In May of 1927, Charles Lindbergh had just crossed the Atlantic ocean alone proving that planes had become a safe and reliable means of transportation by air. The same year, the Canadian Postmaster General awarded a series of important airmail contracts, and Canadian Transcontinental Airways was the company chosen to inaugurate airmail service along Quebec's North Shore. This newly formed company had agreed to make thirty-two mail deliveries to a dozen or so isolated communities over the winter of 1927-28.

On November 11, 1927, the Quebec City newspaper *Le Soleil* reports that Canadian Transcontinental Airways had just been awarded a mail delivery contract for the North Shore, from Quebec City to Seven Islands, and that the mail would be dropped by parachute. Later in the same month, Cuisinier was interviewed again and said he was leaving for New York with pilot Sutton to pick up two new Fairchild airplanes and that on his return he would drop a mailbag by parachute over Quebec City. However, it was not until the Christmas day of 1927 that Dr. Louis Cuisinier, Canadian Transcontinental's general manager, took off from Quebec City for Seven Islands to fly the first North Shore mail run. Captain Charles Sutton was the pilot at the controls and they flew in a single-engine Fairchild cabin monoplane powered by a Pratt & Whitney air-cooled radial engine that was mounted on floats.

My father, Romeo Vachon is first reported by the Quebec City *Le Soleil* newspaper as being on the scene when, on February 8, 1928, he and his flight engineer Thibeault complete the first round trip distributing mail on the same day. Mailbags dropped by Charles Sutton and Louis Cuisinier on Christmas Day, 1927 were equipped with parachutes according to newspaper accounts of the times. However, this practice appears not to have continued for very long as a photograph published in *Le Soleil* on March 23, 1928, shows a Fairchild dropping a mail bag by itself in a flight over Clark City. The caption under the photo is interesting in that it says Clark City - located three hundred miles from the provincial capital - had been relying until then on dog teams for mail deliveries effected every three to four weeks. Since that December, the city had been most fortunate to get its mail only four and one half hours after the plane's departure from Quebec City.

Donat Vachon's Account.

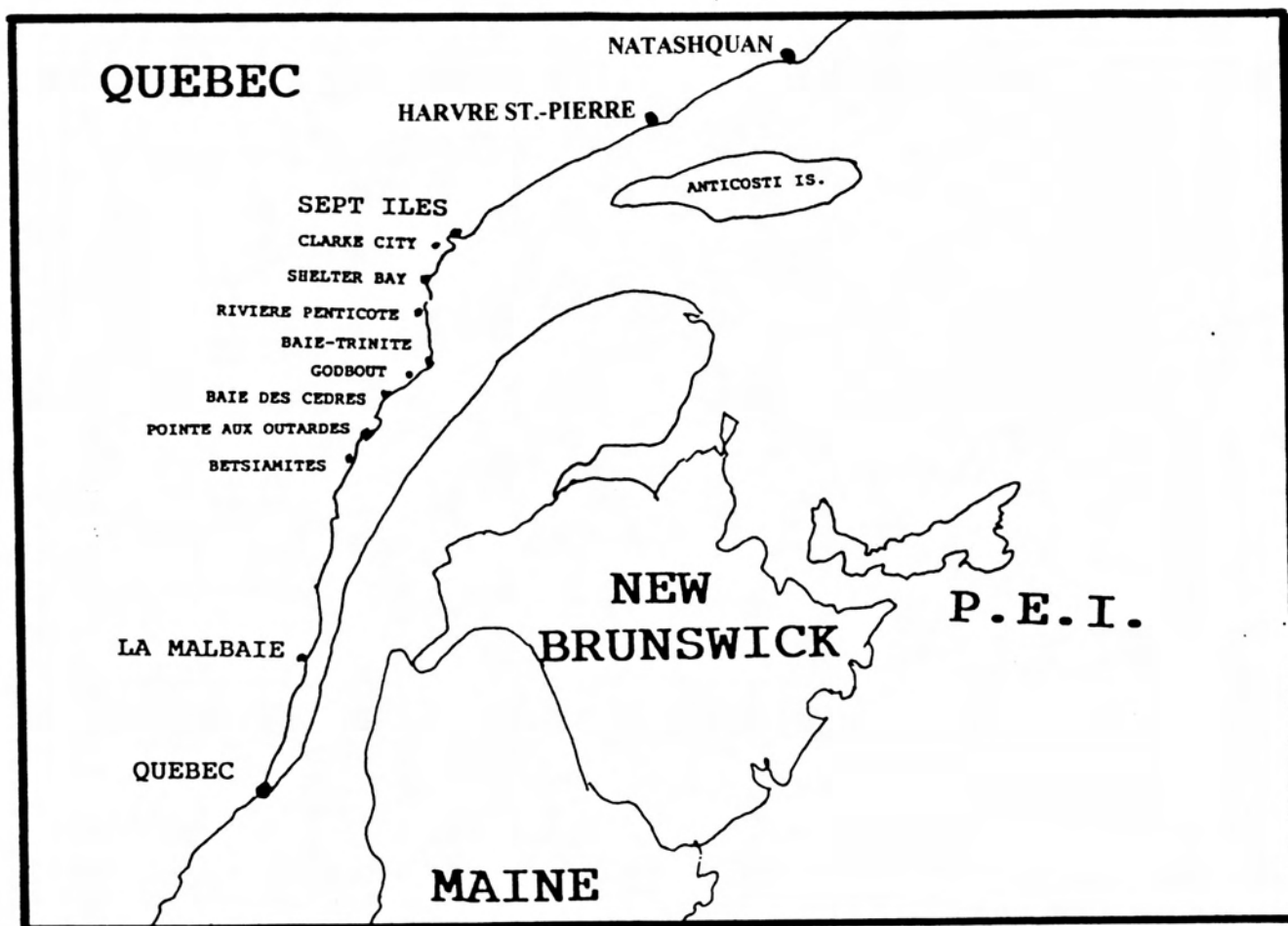
As indicated earlier, North Shore mail runs were made by a pilot and his flight engineer. My uncle Donat Vachon, now ninety-six, was one of those who flew with my father, Romeo Vachon, between 1928 and 1930. He recently told of this experience to author Nicole Dorion in the following manner: when it came the time for the drop, his brother Romeo, piloting the plane, would reach back and open the rear window so that Donat could throw the bags out into the airstream by hand. They used the rear window so there would be no chance for the bag to hit the wing strut and damage the plane.

Babe Woollett's Description.

Babe Woollett, who died recently, described for me in greater detail the mail-dropping technique he used on the North Shore mail run in 1929 in a telephone call a couple of years ago this way: each mailbag was first rolled tightly against itself and made fast with the bag's own drawstrings. Then, the mailbags were placed in the cabin in reverse order to the anticipated sequence of the drop: Bersimis first and Seven Islands last. Once a week they would go further to Harvre St.-Pierre and Anticosti. Each pilot had his mail-dropper with him and his was usually a man named Romeo Belanger, a person full of joie-de-vivre, whom he had nicknamed "Bellhanger".

On arrival over a designated community, Woollett would circle the settlement to alert the people of his presence and then make a low level practice pass at the location marked with flags beforehand as the spot where they wanted the mail to land. On the second run, the pilot would tell the mail dropper when to open the window and then when to start to push the bags out against the air stream.

Continued

MAILDROPS ON THE NORTH SHORE by Pierre Vachon continued:**Bibby's Narrative.**

R.H. (Dick) Bibby is quoted on his North Shore maildrop experience at some length by K.M. Molson in his book titled "Canadian Airways Limited: Pioneering in Canadian Transport".

At the point when Bibby tells his story, probably around 1929-30, Lac-Sainte-Agnes had been set aside in favour of Quebec's Saint-Louis airport, the same airfield is often referred to in French as "Bois Gomin". Fairchild 71's then in use were mounted on skis and a pilot was assisted by an engineer. Some twelve hundred pounds of mails were carried and landings were not possible at any of the settlements - Bersimis, Ontarides Falls, Pentecost, Franklin, Trinidad Bay, Godbout, Shelter Bay - until reaching Seven Islands. A visit to Clarke City was then made separately. The next day, Anticosti and points as far as Harvre St.-Pierre were covered.

Bibby's colourful account "includes a description of how the engineer would pare down his finger nails the previous evening to avoid having to loose them as the slipstream would tear the mailbag away from his hands".

Bill Irvine's Account.

Irvine flew the North Shore mail run from 1930 until 1934 with "one hundred per cent delivery". He recounts in an article published in the July issue of *Wings*, 1978, how he would get up at four in the morning and take a truck to the old St.Louis airport in Quebec City and check on any weather reports obtained over the single line telegraph wire. The mail service was done twice weekly and, in the event of really bad weather reports, the flights were postponed until the next day.

Continued

MAILDROPS ON THE NORTH SHORE by Pierre Vachon continued:

There would be about 1,000 lb. first class mail to be loaded in sequence for dropping. Bersimis, some 150 miles away, was the first drop and other maildrops were made "at another dozen or so villages till we got to Sept-Iles where we landed and gassed up". It was 330 miles from Quebec City to Seven Islands, then a further 125 miles to Havre-Saint-Pierre and finally 80 miles more to reach Natashquan. Anticosti was fifty miles off course from Seven Islands, and mail was both delivered and picked up there.

The pilot would descend to about fifty feet altitude and shout "Go" to the mechanic behind him who would then start throwing mail bags out the back window of the Fairchild 71 as fast as he could. Sometimes there was so much mail that another circuit had to be made.

Sydney Woodham's Story.

Sydney Woodham used to be operations manager for Canadian Airways at Rimouski in the late thirties. Now also over the ninety mark, he described his experience as follows: Around 1935, the federal government awarded the North Shore winter airmail contract to Quebec Airways (a subsidiary of Canadian Airways) and had then insisted that the aircraft used on the run be twin-engine, have a single enclosed cockpit and a cabin able to carry up to eight passengers, as well as a mixed load of passengers and freight. It also had to be capable of mail delivery via a special floor chute in the rear fuselage and provide space in there for the mail dropper. Two-way radio voice communication was also considered a necessity by that time.

According to Woodham the government insisted on these safety measures because the North Shore mail run was by then being serviced from Rimouski and planes had to fly over a large expanse of open water to reach Seven Islands. The aircraft that were chosen for this purpose were de Havilland Dragon Rapides manufactured in England but assembled by the same firm's subsidiary in Toronto.

Sydney Woodham has no difficulty recalling how he did it on the Rapide. The pilot would motion to him when he was to station himself near the chute at the rear and then, by means of an electric buzzer, when to open the trap door and push the mailbag out the rear chute. That was it.

Conclusion.

Low level maildrops had many advantages: they saved flying time by eliminating the need for repeated landings and take-offs and lessened the added wear and tear on engines and airframes that these same procedures entailed; also, these maneuvers are always a little risky in rugged terrain like the North Shore and these were reduced to a minimum. All of these are important factors when operating in remote areas with no proper landing fields, poor communications and absence of any support facilities in the event of an emergency. However, their principal drawback was that they did not allow mail originating there to be taken on board and this had to be transported in the traditional manner to a pick-up point, like Seven Islands.

After my father joined Canadian Transcontinental Airways, he soon replaced Dr. Cuisinier as manager and made a number of changes in operations to improve safety and reliability of service including the installation of on-board radio for weather notices and the construction of landing fields at various points along the way. In 1938, after having been awarded the McKee Trophy, largely on account of this work, he left the position of Eastern Division Superintendent with Canadian Airways, the firm that had acquired Canadian Transcontinental in 1930, and joined newly formed Trans Canada Air Lines. Within a few years he had stopped flying altogether and turned his attention exclusively to the management of the air transportation business.

Editor's acknowledgments: Many thanks for this article Pierre!

The map on the previous page is based on a map in the April 1996 issue of the *BNAPS AIR MAIL STUDY GROUP NEWSLETTER*. - For more information on the BRITISH NORTH AMERICA PHILATELIC SOCIETY and its AIR MAIL STUDY GROUP, contact Basil Burrell, 857 Pembridge Drive, Lake Forest, Illinois 60045-4202.

(The latest issue of the *AIR MAIL STUDY GROUP NEWSLETTER* includes excellent articles on Patricia Airways & Exploration Ltd. overprints; the design of Canada's 1942 War Issue air mail stamp (Scott C7); and the First Mail Flight to Fort Good Hope, March 1929.

THE VANCE "FLYING WING" - CANADIAN CONNECTIONS

The VANCE "FLYING WING", referred to in the miniature sheet to the right, was featured in an article in our March newsletter. This article also described the tangled conflict between Monty Mason, who claimed the aircraft had been sold to him; Mrs. Richards, who claimed the aircraft had been sold to her; and Clyde Pangborn, who in 1936:

"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!"

Richard Allen, Patrick Campbell, and Mike Shand, have supplied some interesting additional information on the "players" in this drama!

The BURNELLI COMPANY was begun by Vincent Justus Burnelli, who had built his first aircraft in 1915. He then had the idea of having the fuselage of an aircraft shaped in the form of an aerofoil: that way the fuselage would contribute to the lift, so the wings could be smaller, and the payload would be increased. (Which is what is now known as a "lifting body"). The Remington-Burnelli Co was founded in 1920 in the USA, and built and flew such a machine, called the RB-1 in 1921. Several other prototype designs were built by various companies, Garvan-Burnelli and Uppercu-Burnelli in the USA, and Cunliffe-Owen Aircraft in England.

In 1936 Canadian Car & Foundry acquired the manufacturing rights to the twin-engined Burnelli UB-14 lifting fuselage monoplane. The company did not build the UB-14, but in 1938 proposed building a three-engined version, the CB-34, at its Fort William plant. This was not proceeded with, as the plant switched to make Hawker Hurricanes. However, TACA (Transportes Aereos Centro-Americanos) was interested in the aircraft, and an order for 20 aircraft to TACA's specification, the CBY-3, was signed in 1943.

The CBY-3 was a twin-engined aircraft, with a fuselage of aerofoil shape, wide enough to seat 24 passengers in four rows with two aisles. The cockpit was centrally located on the fuselage between the two engines, which inevitably restricted the sideways visibility. The undercarriage retracted into the fuselage, and was accessible in flight for inspection or emergency extension.

The actual construction of the CBY-3 began in December 1943 at the Montreal plant of CCF. However, construction proceeded slowly due to wartime restrictions, and by the time it was ready for its first flight 19 months later, TACA had changed its plans and cancelled their order.

Meanwhile, CLYDE PANGBORN had flown across the Atlantic with aluminum for the British Minister of Aircraft Production in 1940; in 1941 he ferried American bombers to Hawaii; and in 1942 he flew the first Lancaster bomber to North America, for demonstration in Canada and at Wright Field, Ohio.

These two threads of the saga then come together again on the 17th July 1945, when Clyde Pangborn was pilot of the CBY-3 on its first flight, which lasted 1 hour 55 minutes.

The CBY-3 never received full certification. In Canada it flew with a limited Domestic Certificate of Airworthiness, and its nickname at CanCar was "The Bitch". In 1955 it was chartered by the American Polar Basin Expedition, but never got beyond Goose Bay. It also flew in Venezuela, and was evaluated by the USAF but not accepted. In 1973 it was reported "in a derelict condition at Friendship Airport", (which is now Logan International in Boston).

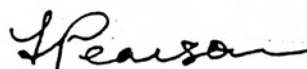
In 1999 there is still a Burnelli company in Florida: *It's President and vocal advocate is ex-USAF test pilot Chalmers (Slick) Gordon, who vociferously maintains that Vincent Burnelli and his lifting body theories, have been ignored and given a political raw deal by the US Government and the Air Force.*

Thanks again to Richard, Patrick, and Mike for their information.



FOLLOW UP - Pan Am's Shediac-Foynes Trans-Atlantic Flight, June 1939.

Our March newsletter contained a question regarding the Pearson signature to the right, which was among a number of signatures on an autographed cover from this flight.



John Johnson has an amazingly varied collection of resource material, and was able to supply me with names of the passengers and crew on this inaugural flight:

PASSENGERS (NON-REVENUE)

Civil Aeronautics Authority	: Edward Warner
Executive, CAA Safety Board	: William S McDuffee
Administrator of the CAA	: Hon. Clinton Hester
Chief Technical Division, CAA	: Richard Boutelle
President, PAA	: Juan T Trippe
Department of State	: Hon. Judge Walter Moore
Representing the White House	: Carl E Mapes
Secretary to the President	: Hon. Stephen Earley
Secretary to the President	: Hon. James Rowe
U.S. Senator	: Ernest Lundeen
U.S. Senator	: Dennis Chavez
Chief, Air Div. U.S. Post Office	: Charles P Craddick
U.S. Army Air Corps	: Brig.Gen. Delos C Emmons
U.S. House of Representatives	: Clarence Cannon
Commandant, U.S. Coast Guard	: Rear Adm. Russell R Waesche
President Air Transport Assoc.	: Col. Edgar S Gorrell, D.S.O.
Manager, Atlantic Division, PAA	: Col. J Carroll Cone
Ops Manager, Atlantic Div. PAA	: Clarence M Schildhauer (From Botwood)
Mail Department, PAA	: Fred S Laidlaw
Service Engineer, PAA	: James B Massey
Service Engineer, PAA	: John Steele (Botwood-Foynes)

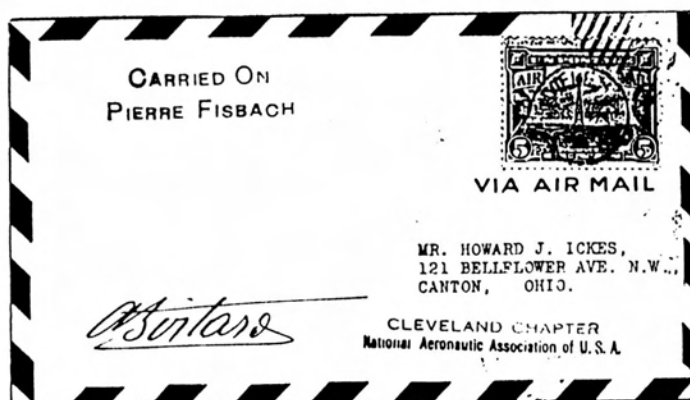
Crew

Captain	: Harold E Gray
1st Officer	: Charles A Lorber
1st Officer	: A E LaPorte (To Botwood: then continued as a passenger.)
Flight Officer	: Audrey D Durst, Jnr.
Jnr Flt Officer	: Robert M Elzey
Jnr Flt Officer	: James M McLeod
Flight Engineer	: James M Etchison Jnr.
Assistant Flight Engineer	: Stanley A Zedalis (To Southampton)
Radio Officer	: Addison W Beideman
Assistant Radio Officer	: Francis C Dixon
[PAA Radio	: Stanley A Zedalis (To Southampton)]
Steward	: William Thaler
Steward	: Frederick Pearson

It therefore appears that the signature is that of the Steward Frederick Pearson.

Thanks John.

FOLLOW UP - "CANADIAN" GORDON BENNETT BALLOON RACE COVERS



Indistinct Postmark
identified by newspaper reports as
SMITHVILLE ONT



Backstamped:
8.30 PM SEP 2 1930
HAMILTON ONTARIO

James Gordon Bennett was a socialite, gambler, playboy, sportsman, and owner of the New York Herald. Partly as a publicity stunt for his newspapers, he sponsored trophies and cups for automobile, airplane, speedboat, and balloon races.

The original Gordon Bennett Balloon Races were held almost annually from 1906 to 1938. The contest had very few rules: it was basically won by the balloonist who travelled the furthest, (although balloons which landed at sea were disqualified). The winner's country then hosted the next year's competition.

These races attracted tremendous interest at the time. - 200,000 people watched the start of the first race in Paris, France in 1906; and 300,000 the start of the second race in St. Louis, U.S.A., in 1907.

Over the 32 year period of the Gordon Bennett races, a wide variety of philatelic souvenirs were produced, including postcards, commemorative postmarks for the launch site, special stickers/vignettes, and flown covers.

During the first races, balloonists were required to drop messages at two hour intervals, which the finders were asked to mail to the race organizers, so that the progress of the competitors could be monitored. The first flown covers for collectors were produced in 1925, when the race started in Brussels, Belgium. The Royal Aero Club of Belgium gave each pilot a package of 40 postcards, (franked with a Belgian stamp), and asked them to mail the postcards back from the nearest post office to their landing site. Similar cards/covers were then carried by some of the competitors in some of the later races, but not by all of them.

The above cover, found by Robert Terry and described in our September 1998 newsletter, is the first Gordon Bennett cover that has been identified as being mailed from Canada!

In 1933 the Gordon Bennett Race started from Chicago, and two balloons - the KOSCIUSZKO and the GOODYEAR IX, landed in Canada. According to Stephen Neulander: *there should be covers from every balloon in this race. They all had to carry materials that were to be dropped to the ground during flight, and then recovered to ensure the balloon's path. Some mail was destined for specific balloons, but mail sent to the take-off site, marked for "Gordon Bennett" flight with no balloon indication, was distributed to all balloons.* Also, according to Jan Boesman's Gordon Bennett Balloon Race, balloons landed in Canada during the 1910 race, and may have passed over Canada in the 1920, 1927, or 1928 races.

Does anyone know of covers mailed from Canada in connection with any of these other races?

FOLLOW UP - THE REV. E.A. BUTLER

The Reverend E. A. Butler was a part-time stamp dealer from Sandy Point, St. George's Bay, Newfoundland. There are few, if any, collectors of Newfoundland postal history who do not own an envelope to or from him. Butler has interested me for over three decades, since I found an envelope containing a catalogue he distributed in 1927. It was not long before I was looking for anything I could find about this minister with the unusual avocation.

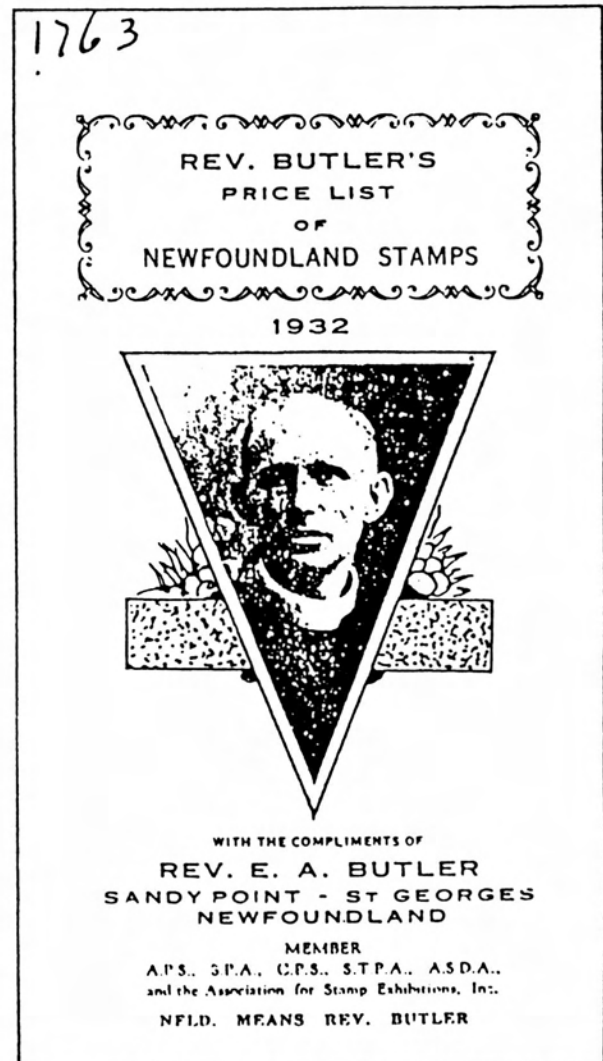
My next find was Butler's 1932 price list. Butler says that he began dealing in 1916. The earliest advertisement I have located appeared in the classified section of *The Stamp Herald* in June 1922. He might repeat one of his ads for only a few weeks, while another might run months before he changed it. The *Stamp Herald* had moved from Indianapolis, Indiana to Kitchener, Ontario earlier that year, and had increased its content of Canadian and Newfoundland material as well as soliciting more advertisers. His classified ads also appeared in two other contemporary periodicals, *The Canadian Stamp Collector* and *The Canadian Philatelists*.

Butler's name first appeared in the 1925 edition of the Canadian Philatelic Society's *Yearbook* as member number 270. The 1927 edition of the *Yearbook*, the only edition having biographies of collectors and dealers, tells us that the Reverend E. Alfred Butler was born on May 14, 1872 at Kelligrews, Newfoundland. He graduated from Queen's College in St. John's and was "Rector of Bay St. George and Parish" which in 1927 consisted of 300 families. Thus Butler was both a practicing minister and a stamp dealer. The biography showed the Reverend as a dealer specializing in Newfoundland, wholesale and retail, a member of four societies, and a collector of 37 years (therefore, he began at the age of 18) concentrating in British Colonials and airmails.

Butler first appeared in the *Membership List* of the American Philatelic Society in April, 1926 as member number 6818. He was listed as a "collector-dealer" with interest in "Newfoundland, aeroplane stamps and covers." In subsequent issues, he received honourable mention for recruiting new members. In April 1949, his entry became "without classification" rather than a "collector-dealer." Butler's last entry was in December 1952. Inquiries to the Archivist of the Anglican Synod in St. John's Newfoundland indicate that the Reverend E. A. Butler was Rector of Bay St. George from 1911 to 1948 having resigned on July 31 of that year. Reverend Eliezer Alfred Butler passed away on January 5, 1955 in his 83rd year.

Acknowledgments: This reply to a question in our September 1998 newsletter, is based on an article by Steve Mulvey in the programme for ORAPEX '97. That article was described by Steve as: "excerpted from a larger article prepared by Mr. C. R. McGuire, FRPSC for the PHSC Journal, No. 50 in 1987 and augmented with additional information by Charles J. G. Verge."

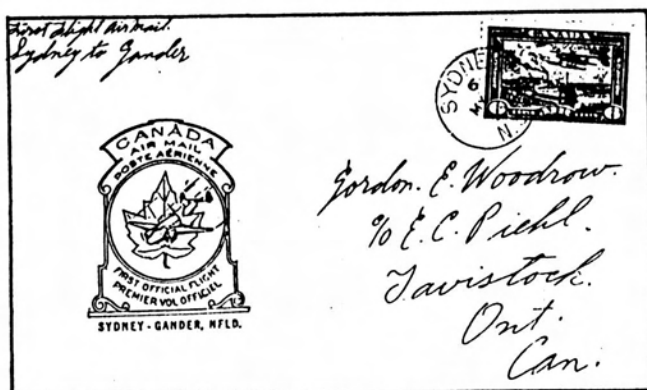
Many thanks to Ed Matthews and Charles Verge for sending me copies of this article.



QUESTIONS

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

Rev. Butler SYDNEY to GANDER covers, 1942.



COVER 1

Postmarked: SYDNEY MY 1 42

Backstamped: GANDER MAY 1 1942



COVER 2

Postmarked: SYDNEY MY 18 1942

Backstamped: SANDY POINT MY 20 42

COVER 1 above is from the extension of air mail service from Canada to Newfoundland, and matches the description of this flight in the *Air Mails of Canada and Newfoundland*, (#4205b).

There are, however, many covers like number 2 above around. (Three different dealers had them at a recent show in Toronto).

It is possible that COVER 2 was intended for the First Flight, and was delayed in transit. But if so, why is it franked 9 cents not 6 cents?

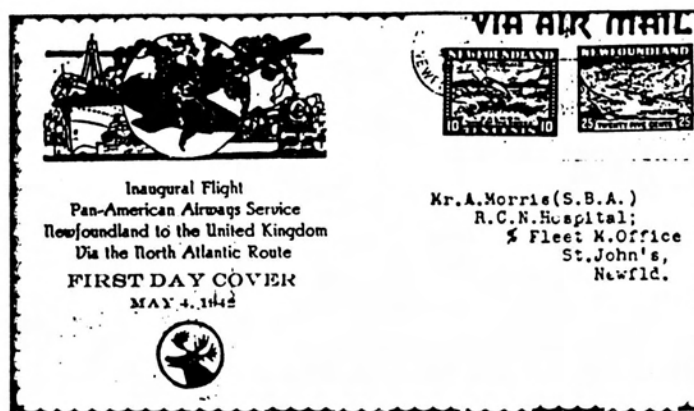
However, if it was intended to be flown on May 18th, what was special about that date?

If anybody can provide information about COVER 2, and/or a copy of a Rev. Butler Sydney to Gander cover carried on the May 1st First Flight, please contact the editor.

PAN AMERICAN TRANS-ATLANTIC FIRST FLIGHT COVER, 1942

This cover, featured in our June 1998 newsletter, resulted in some very interesting research, which I hope to complete soon, and then summarize in a future newsletter.

One question which still needs to be resolved, concerns the description of this "flight" in the AIR MAILS OF CANADA AND NEWFOUNDLAND. - It is listed in the Newfoundland section as Flight FF-63, which states that "covers were returned to St. John's and backstamped on May 18".



However, I have not yet been able to obtain a copy of a cover backstamped like this. - If anybody has one, please will they send a copy of it to the editor.

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: PATRICIA AIR SEMI-OFFICIAL COVERS

Both Patricia Airways and Exploration Co. Ltd. and Patricia Airways Limited.

Please send information regarding dates and stamps to:

David E. Flett, 78 West Street, Waterford, Ontario NOE 1Y0.

WANTED: NEWFOUNDLAND FIRST FLIGHT COVERS

If anyone has these covers for sale, please send details to:

Robert W. Hounsell, 105 Moccasin Drive, Waterloo, Ontario N2L 40L

WANTED: CANADIAN AIR MAIL COVERS TO TRINIDAD AND TOBAGO

Ron Wike is seeking "FFCs to *Trinidad and Tobago*, in particular those flown by *Trans Canada Airlines* from *Montreal* and *Toronto* on 2 December 1948." - He is currently writing a book on the Airmails of Trinidad and Tobago, and would also appreciate hearing from anybody with information on "any other airmails from *Trinidad* to *Canada*, or when *TCA* last flew there".

Ron's address is: 20 Isherwood Close, Fearnhead, Warrington WA2 0DJ, England

E-mail: ronwike@aol.com

FOR SALE: CANADIAN ANNIVERSARY FLIGHT COVERS

50th Ann. Toronto to Ottawa (First Flight), by Toronto A.M.F., 15. VIII 1968
 50th Ann. Ottawa to Toronto (First Flight), by Ottawa, Aug. 17, 1968
 50th Ann. Toronto to Ottawa (Second Flight), by Toronto A.M.F., 26 VIII 1968
 50th Ann. Ottawa to Toronto (Second Flight), by Ottawa, Aug. 27, 1968
 50th Ann. Toronto-Ottawa (Third Flight), by Toronto A.M.F. 4. IX 1968
 50th Ann. Ottawa-Toronto (Third Flight), by Ottawa Sep. 4, 1968
 50th Ann. Calgary to Edmonton, by Calgary (Stampede P.O.), Jul. 9, 1968
 50th Ann. Calgary to Edmonton, by Calgary (Stampede P.O.), Jul. 9, 1968
 50th Ann. Calgary to Edmonton, by Edmonton 15, 9. VII 1968
 50th Ann. Calgary to Edmonton, by Edmonton 15, 9. VII 1968
 50e ann. Montréal à Toronto, by Montreal, 24. V 1968, 11 AM
 50th Ann. Montreal to Toronto, by Toronto, May 24, 1968, 6:30 PM
 50e ann. Montréal à Toronto, by Montreal, 24. VI 1968, 8 AM
 50th Ann. Montreal to Toronto, by Toronto, Jun. 24, 1968, 6:30 PM
 110th Ann. Balloon flight (Prof. Thaddeus Lowe), by Ottawa, 1. VII 1968

These were all produced by Dick Malott, and are being sold @ \$2.00 each by:

George Rath, 1281 Agincourt Road, Ottawa, Ontario K2C 2J3

PHILLIPS INTERNATIONAL AUCTIONEERS AND VALUERS

101 New Bond Street, London W1Y 0AS, England



PHILLIPS are holding a major sale with aerophilatelic lots on **JULY 29th 1999**. - For more information contact **STUART BILLINGTON**, Head of the Stamp Department: telephone **0171 629 6602**, Direct fax **0171 409 3466**
 E-mail: s.bill@philmail.demon.co.uk

INTERNATIONAL PHILATELIC EXHIBITIONS

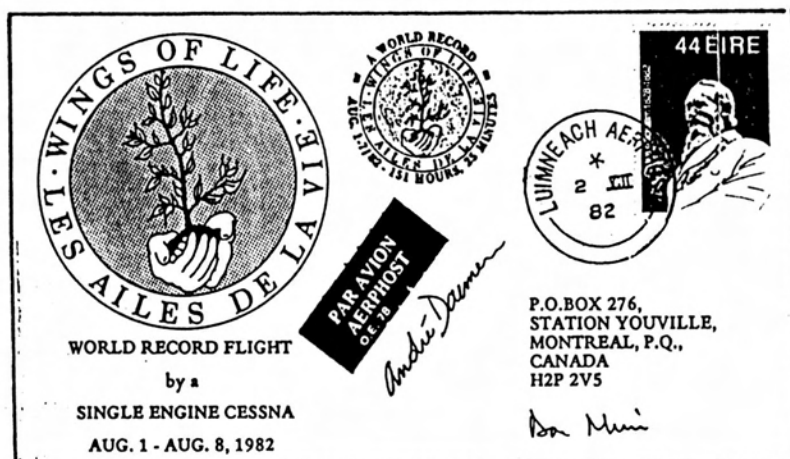
WANT LIST

[Cimon Morin, 95 Maple Grove, Aylmer, Québec, Canada J9H 2E3]

DATE	TITLE	MISSING PUBLICATIONS
1887-1979	Various	<i>I have a listing</i>
1980	Zeapex80	Magazine 2+, Palmares
	Prenfil 80	Bulletin 1,3(Catalogue)
	Espamer 80	Bulletin 4,5, Catalogue, Palmares
	Buenos Aires 80	Bulletin 2+, Catalogue, Palmares
1981	Luraba 1981	Bulletin 4+, Palmares
	Espamer 81	Bulletin 5+, Catalogue, Palmares
1982	Deporfilex'82	Bulletin 1+, Palmares
	Espamer'82	Bulletin 1+, Palmares
	Belgica 82	Bulletin 37+, News 2+
1983	Tembal 83	Bulletin 3+, Catalogue
	Brasiliana 83	Boletim37+
1984	Espana84	[Bulletin] 6, Diaro official (Newspaper) 1,3+ Diario de la exposicion:1,2,4,7,8,10+
	Ausipex 84	Reporter, nos 2,3,4,5,7+
1985	Espamer85	Bulletin 1+, Palmares
	Argentina85	Bulletin 1,3+
	Italia85	Bulletin 37+
	Eurofilex85	Bulletin 1+, Catalogue, Palmares
1986	Johannesburg 100	Bulletin 3+, Palmares
1987	Hafnia87	Bulletin 2+
1988	Juvalux88	Fascicules 3+, Catalogue, Palmares
	Praga88	Bulletin 1,4
	Olympilex88	Bulletin 2, Catalogue, Palmares?
	Prenfil88	Boletim de prensa 47+
1989	India89	Bulletin 3(catalogue); newsletter 3,5+
	Iphla89	Bulletin 2
	Bulgaria 89	Bulletin 47,Palmares,Press release 1,2,3,5+
	Brasiliana89	Boletim 3?

1990	Belgica90	Bulletin 1+, Catalogue, Palmares
	Singpex90	Bulletin 2+, catalogue, palmares
	NewZealand90	Bulletin 2+, Palamres, Newsletter 1,2,77+
1991	Espamer 91	Bulletin 1
1992	Kuala Lumpur 92	Bulletin 2+, catalogue, palmares
	Genova 92	Bulletin 2, Palmares?
	Iberoprenfil'92	Bulletin 2,3,4, Catalogue,Palmares
1993	Indopex'93	Bulletin 1,3+?, Catalogue(=souvenir handbook, I have)
	Brasiliana 93	Boletim 3?
	Taipei 93	Bulletin 1,3+, Catalogue, Palmares
1994	Hafnia 94	Bulletin 1+
1994	Fepa Post 94	Bulletin 2+, catalogue, palmares
1995	Jakarta95	Bulletin 1,3+?
	Cyprus-Europhilex	Bulletin 1, Palmares
1996	Indonesia96	Bulletin 37+
	Espamer96	Bulletin 1; Diario 1,2,3,5+
	China96	Bulletin 2+, catalogue, palmares
	Capex'96	[Flyer] no 4
	Istanbul96	Bulletin 37+
1997	Norwex97	Bulletin 2+, Catalogue, Palmares
	Pacific 97	Bulletin 2+, News WCSE edition 1,2,3,97+
	Moscow97	Bulletin 47+, catalogue, palmares
	Indepex'97	Newsletter 3+?
1998	Israel98	Bulletin 2
	Granada	Need all
	Juvalux98	Brochure 2+, Catalogue
	Praga98	Bulletin 2+, Catalogue, Palmares, Newsletter #3+
	Ilsapex 98	Bulletin 3?,

"WINGS OF LIFE" COVERS



NEWFOUNDLAND to EIRE Stage
of the WORLD RECORD, ROUND THE WORLD FLIGHT, by a SINGLE ENGINED AIRCRAFT
Signed by the pilots DON MUIR and ANDRE DAEMEN
 (The flight arrived at Shannon on August 1st 1982, but stamps could not be purchased because of a weekend holiday. They were therefore stamped and mailed the next day.)

This flight was inspired by Terry Fox's cross-Canada run, and hoped to raise \$1 million for Cancer research.

The flight was the idea of Donald Genest, who mentioned it to a friend Romi Singh. Romi, an Air Canada DC-8 pilot, was so enthusiastic about the idea that he persuaded many other Air Canada pilots and co-workers to join in, and to provide much of the supporting network. (A full description of the project was given by Isidore Baum in the May 1998 *American Philatelist*.)

The flight began from Montreal at 9.05am E.D.T., on August 1st 1982. The first leg was to St. John's, Newfoundland; after which the trans-Atlantic crossing to Shannon took ten hours. The flight then continued with major stops in: Naples, Italy; Cairo, Egypt; Bahrain; Madras, India; Kuala Lumpur, Malaysia; Manila, Philippines; the USAF base on Guam; Majuro in the Marshall Islands; Honolulu, Hawaii; and San Francisco, USA. (There were also fuel stops at Hilo, Hawaii [1½ hours after Honolulu, before the trans-Pacific flight to San Francisco]); and at Denver, Colorado and Lansing, Illinois, [so the aircraft would have a lighter fuel load while crossing the Rockies]).

The aircraft returned to Montreal on August 7th at 4.28pm, to a crowd of 2,000 or so, setting a world record of 151 hours 25 minutes, for a ROUND THE WORLD FLIGHT by a SINGLE ENGINED AIRCRAFT.

Approximately 45 covers were mailed back to Montreal from each of the major stops. By September 1st, 748 of these 750 mailed covers had been received by the organizers in Montreal. The organizers also prepared 21 covers which were carried around the world on the flight; and about 1,800 souvenir covers which were franked with the Canadian Terry Fox stamp (Scott #915), and cancelled at the Philatelic Centre in Montreal on the day of take off.

Unfortunately, the flight was not a commercial-philatelic success, as only slightly more than 100 of the 2,500 covers were sold.

These covers have not been offered to collectors for over 15 years, but after the *American Philatelist* article mentioned above, Isidore Baum was invited to offer them for sale in this newsletter. He is now offering them at the following prices:

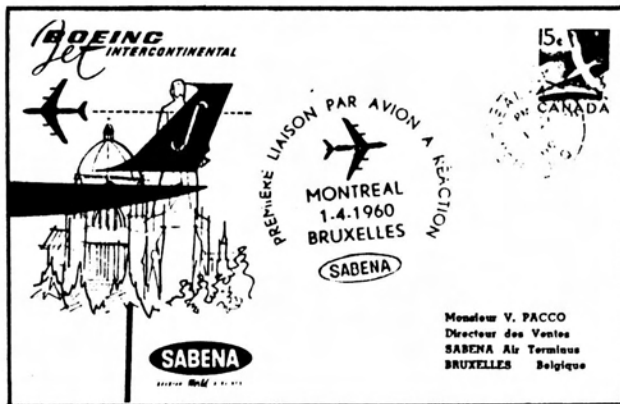
- each of the flown and signed covers is \$7.95 [please specify stage(s) required];
- an entire set of the 11 different flown covers is \$75;
- one of the 21 round the world flight and autographed covers is \$45;
- souvenir cancelled covers are \$2 each (+ \$1 p/h)

Registration is \$4 if requested. GST (7%) is extra. (Also PST in Quebec). To order, or for more information, please contact: Isidore Baum, Wonderful World of Stamps, P.O.B. 55 - St. Martin,

Chomedey, Laval, Quebec H7V 3P4

Tel. 450 687 0632 Fax 450 687 3143 E-mail: info@judaicasales.com

MEMBERS FORUM - What is a Canadian Cover?



COVER 1

Postmarked: MONTREAL 1 IV 60



COVER 2

Postmarked: LONDON F.S. 1 JNE 1960

I have been having a friendly and enjoyable debate with Nino Chiovelli on the above topic.

It began with the 1930 Gordon Bennett Balloon Race cover mailed in Smithville, Ontario, which was described in our September newsletter as a "Canadian Cover". (See page 21 of this newsletter for another illustration of that cover.)

According to Nino: *While the cover is a very important find, it is in fact an American Cover. That is to say, it originated in the United States, and is franked with U.S. postage.*

It is important to define mails originating in Canada as Canadian, and those mails originating in foreign countries as mails of those foreign countries. There are some exceptions: Military Post Offices;

Ships of foreign flags while in Canadian ports must use Canadian Postage;

Aircraft prior to departing Canadian Airfields must use Canadian Postage.

In my opinion, however, this definition is too narrow. - According to Nino's definition, for example, Cover 1 above which was flown from Montreal to Brussels by SABENA is a "Canadian Cover", but Cover 2 which was flown from London to Montreal by TRANS-CANADA AIR LINES is not a "Canadian Cover"!

It seems to me that the term "Canadian Cover" should mean more than a cover with Canadian stamps on it. - But what should it mean?

As another example, let us consider the WINGS OF LIFE covers described on the previous page. Covers flown on the first leg from Montreal to St. John's, and mailed back from St. John's with Canadian Postage on them, would fit Nino's definition of a "Canadian Cover". But how about the later covers, which were franked and mailed back from airports around the world? Are they still "Canadian Covers" since they were flown in a Canadian aircraft, by Canadian Pilots, as part of a Canadian Project; or is it the stamps that are the determining factor?

As mentioned initially, this has been a friendly and enjoyable debate. It is also not intended to influence what anybody collects, since I strongly believe that everybody should collect whatever gives them pleasure.

However, as editor, I would like to be using the term CANADIAN COVER correctly, and would be pleased to hear other readers opinions as to what the term means. - I will then summarize the responses in a future newsletter.

(Respondents are welcome to indicate whether they would prefer to see their comments attributed to them, or just referred to in general. - I often wonder which type of "reporting" people prefer.)

SPECIAL OFFER - SELECTED CAS COVERS FOR SALE

SHEARWATER INTERNATIONAL AIR SHOW: 1984, 1987, 1988, 1989, 1990, 1991
VARIOUS INTERESTING CACHETS. (ONLY 3 OR 4 OF EACH YEAR LEFT.)
.....\$2.00 EACH

FLOWN BY LANCASTER (3 ONLY LEFT) OR HURRICANE (9 AVAILABLE) 28 JUNE 1992
CACHETS, SENATE OF CANADA CANCELLATION \$3.00 EACH

SNOWBIRDS 1998: SET OF 10 SIGNED BY EACH (9) AND ALL (1) PILOTS
BUSHNELL PARK. LAST SET ON SALE (WAS \$45) NOW \$40 SET

DAKOTA LAST FLIGHT 1989, SET OF TWO COVERS WITH WRITE-UP ..\$3.00 SET (2)

POSTAGE FREE AT \$10.00 OR OVER. UNDER \$10.00 PLEASE ENCLOSE \$2.00
WRITE TO MIKE SHAND 1183 AGINCOURT ROAD, OTTAWA ONT K2C 2H8.

BOOK REVIEW

Wartime Airmails: The locally registered and foreign air services of British Africa,
Chavril Press, Bloomfield, Perth Road, Abernethy, Scotland PH2 9LW. A5, 24 pages +
cover. ISBN 1 872744 16 8. Price £6.50.

This is the fourth booklet in a series on wartime airmails and their routes produced by Charles R Entwistle's Chavril Press. Previous issues have covered The Horseshoe Route (1992), Great Britain: Transatlantic and Beyond (1995) and The Trans-Pacific route 1942-1945. (1997) This latest issue provides a summary of BOAC's wartime routes in Africa and goes on to useful notes and lists of routes for Elders Colonial Airways Limited, Rhodesia and Nyasaland Airways Limited, Southern Rhodesia Air Services, South African Airways, Wilson Airways Limited, SABENA, Mistr Airwork s.a.e., Aeromaritime, Lignes Aeriennes Militaires [Free French], Regie Air Afrique, Ala Littoria and Devisao Exploracao de Transportes Aereos [DETA]. The American influence is not ignored and notes are also given on the operations of American Export Airlines, Pan American Airways, Pan American Airways-Africa Ltd and the United States Army Air Transport Command [USAATC]. There are brief cross checks by country and a few postal history notes. Quite a lot to cover in 24 pages, hence the lack of maps, bibliography, etc. A useful aide-memoire which may help throw new light on many a problem cover.

This review by RICHARD BEITH, is re-printed from the *BAeF BULLETIN*. - This series of booklets from CHAVRIL PRESS seems to be very highly regarded. (I personally have used the *Transatlantic* booklet, and think it's excellent.)

RICHARD BEITH also sells books: contact him at 14 MIDDLECROFT, GILDEN SUTTON, CHESTER, ENGLAND CH3 7HF, for a free copy of his complete catalogue.

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

AUGUST 15th.

SUPPLEMENT 3 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Government and Other Air Mail Covers of Canada**
Changes and Additions 1926 to 1938**Dick McIntosh**

Editor's note: Thank you to everyone who reported additional changes in the period 1926 to 1930 after the publication of SUPPLEMENT 2. - It has been decided to include the major changes in this Supplement, and each future Supplement will also start with additions to previous Supplements.

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1928	2823	Add: " b. Toronto – Rimouski, May 5"	10.00
	2825	Change in lines 2, 4 and 5. Correct spelling is "Huenefeld"	
	2853	Add: "X" to chart on page 106 under headings as follows: Eastbound Legs; Dec. 30, Regina - Winnipeg	
	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 prospectors from Richmond Gulf and to deliver supplies to the HBC posts enroute. Damage to 'Doc' Oak's aircraft lengthened a normal two day trip." -in line 1 of second paragraph, after " December17th", "or Montreal, Dec. 14" - in line 2 of second paragraph change: "at least one is" to "several are". -in line3 of second paragraph change date to" Jan.11". -at end of second paragraph, "(see 2901)"	
1929	2901	Change date to "Jan. 11".	
	2917	Add to text: "A number of stops were made in both directions. The plane 'overnighted' at Fort Simpson March 4, Wrigley March 5, Fort Good Hope March 6, Hay River March 7 and returned to Edmonton on March 8. There are some variations in postal markings from the dates shown for each leg."	
1930	3024	Add New Entry: "1930, May 2 Montreal - Argentina. Red cachet 'Canada Air Mail 7 Days to Argentine First Flight - May 2 Colonial Airways Eastern Air Transport Pan American Airways System'. This was a further connection related to 3023 above. Franking on cover seen was 60 cents."	

NOTE: The above changes are in addition to those listed in SUPPLEMENT 2 for 1926 - 1930.

1931	3101	Add: " d. Calgary - Medicine Hat, last direct flight (no cachet)	5.00
	3119	Change date to " June 5-6 " and add: "a. London – Brantford,(6th)	25.00
		"b. Brantford - London, (5th)	25.00
		"c. Brantford - Hamilton "	25.00

Continued

SUPPLEMENT 3 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

Year	Cat.#	Change or addition	\$Value
1931 continued:			
	3121	Add to text heading after: " Dedication ", " and Air Show " and after "Covers from", "an Airport Opening".	
	3125	Add to end of text: "and Edmonton promotional stickers as noted in 3067".	
	3129 s.	Add after, "special cachet", "(blue, green)".	
	3131	Change text, line 7, from, "August 6" to August 8".	
	3141	Change value; from \$750.00 to \$3,000.00.	
	3143	Change value from \$10.00 to \$50.00.	
	3147	Add, " Pilot W. N. Sherlock".	
	3149	Change: "St. John" to St. John's" Add, on listing line after "stamps.", " (See pages 496-97)"	
	3153	This extension replaced the previous service from Regina to Edmonton. Add in text in 3rd line after "service", "Both pilot signatures, individually or together, are sometimes seen on covers regardless of direction."	
	3158	New entry: " 1931, August 23 - September 11 --- Belcher Island -Moose Factory - Coral Rapids. This RCAF flight, carrying covers with a written cancellation at Belcher Island where there was no post office, probably landed at Moosenee near Moose Factory. Covers were stamped at the Post Office at Coral Rapids, 140Kms up the Abitibi River on September 11. F/L W. McEwan was the pilot of the Fairchild 71 registration "WG" Belcher Island - Coral Rapids (few)	100.00
	3175	Change in text: "final" to "first".	
1932	3217	Add: "f. Fort McMurray – Fort Resolution June 22."	250.00
	3217e	Change value from "\$50.00" to "\$250.00".	
	3233	Add, on line 1: "(postmarked July 13 or earlier)" after "British". Change, on line 3: " McNaly" to "McNab". Add, on listing line, after "Bradore Bay – Montreal", "or Ottawa".	
	3247	Add: "f. Great Bear Lake - Fort McMurray, Dec. 9/10. No Cachet."	25.00
1933	3309	Add on first listing line only: " (blue)" after "(black)"	
	3315	Add in 5th line of text after "pilot", "for the main route". After " Buhl 5", add "The pilot for d. e., f., and g. was W. E. Catton who flew a second aircraft from Big River between Ile a la Crosse and Beauval."	
	3328	Add new entry; " 1933, July 15 --- New York - Montreal. A continuation of the J. Erroll Boyd flight from Haiti - Washington- New York. Red cachet."	100.00
	3335	Add at end of text: "were produced locally."	
	3339	Add: " b. Fort McMurray – Cameron Bay"	175.00
	3351	Add to text line 9: "but" after "question".	

Continued

SUPPLEMENT 3 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1934	3416	Add new entry: "1934, July 20 --- Read Island - Coppermine - Cameron Bay. Special flight from Read island, postmarked at Coppermine and backstamped at Cameron Bay on Aug. 10. Read Island - Cameron Bay"	50.00
1935	3503b&c.	Change value from "\$150.00" to "\$50.00".	
	3505b&c.	" " " \$125.00 " " "	
	3529	Add: " b. Seattle AMF - Vancouver" (magenta)	4.00
1936	3611	Add: " b. Montreal - Ottawa" " c. Albany - Ottawa"	5.00 5.00
1937	3704	New entry: "1937, April 19-28 ---Vancouver - San Francisco - Hong Kong. This was a flight to connect with U. S. Foreign Air Mail Route No. 14 inaugural flight to Hong Kong. Required franking was 90 cents. Vancouver - San Francisco - Hong Kong"	20.00
	3723	Pilot's name is "Wight" not "Wright".	
	3729	Pilot's name is "Wight" not "Wright".	
1938	3801	Change in line 2 of text , after "Waco" to: "piloted by Sheldon Luck with Ginger Coote as passenger."	
	3805	Add: " l. Winnipeg - Montreal, March 1"	40.00
	3809	Add " round trip" on listing line after, "Edmonton - Aklavik" and before "Feb 16-16"	
	3827	The illustration for this cover is on page 172 above 4007.	
	3833	Change line 5 by removing the sentence "Grant McConachie... southbound mail" and replacing it with " There were two aircraft involved with three pilots, Ginger Coote, Grant McConachie and Sheldon Luck (who flew most of the mail)."	
	3849	Add: "p. North Bay - Vancouver q. Ottawa - Toronto"	10.00 10.00

Any readers who have suggestions for any changes or additions to the GOVERNMENT AND OTHER AIR
MAIL COVERS OF CANADA section of AMCN, (or these Supplements), 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 currently **\$15.00 CDN in Canada and the U.S.A., \$20.00 CDN for members Overseas.** Payable to: **The Canadian Aerophilatelic Society.**

WITH EFFECT FROM OCTOBER 1st 1999, THE ANNUAL DUES WILL INCREASE TO: **\$20.00 CDN in Canada, \$22.00 CDN (\$15.00 US) U.S.A., \$25.00 CDN for members Overseas.**

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

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

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:

JULY		AUGUST		SEPTEMBER	
142	J. Don Wilson	230	Canada's Aviation Hall of Fame	95	Michael F. Painter
287	Robert W. Hounsell			97	Gary Hayashi
228	William J. McCann	234	Kevin O'Reilly	168	Robert A. Lee
				186	Chris Hargreaves
				291	Walter J. Veraart
				235	Dominique Tallet
				237	Michel Brisebois
				238	Cherly Ganz
				287	Andre Giguere
				290	Michael Deal

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.**