



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 Aerophilateliques) - Club Member

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September 1999

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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.

NEWS - NEWS - NEWS

REMINDER - 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

SECRETARY'S REPORT

Welcome to another new member:

#303 Ronald V. Trefry, Portland, Oregon, U.S.A.

IN MEMORIAM

EMIL ZIGERLIG joined the CAS last year. He lived in Switzerland, but had an extensive collection of Canadian semi-official and air mail covers, which he entered in European exhibitions. Emil was also an enthusiastic researcher, and very helpful respondent to questions in this newsletter.

SECOND EDITION of OAT AND AV2 MARKINGS

The first edition of the above book has been sold out and a second edition is now being prepared. Since publication of the first edition it has become obvious that a high percentage of covers with the above markings are held by specific country collectors - not necessarily aerophilatists. Many collectors from all over the world have been most cooperative and, unsolicited, have sent me lists of their holdings as well as photocopies of individual covers.

In order to have as large and accurate a data base as possible, I would ask that collectors who have these covers, and with whom I have not yet been in contact, please send me photocopies (please have them full size and note the colour of the strike as well as the date of posting) or a letter detailing what they have. The results of this research will be of help to philatelists everywhere. Please send to Murray Heifetz, 49 Ternhill Cres., Don Mills, Ont., Canada M3C 2E4. In addition to OAT and AV2 markings, if you have the circular "Air Transit" marking applied in Hong Kong, this is also requested.

PRESIDENT'S REPORT FOR SEPTEMBER 1999

PIPEX'99 held at Clackamas, Oregon, is now history. All concerned with the preparation and execution of the combined exhibition and bourse of the Canadian/American Northwest Federation of Stamp Clubs are to be congratulated. Where ever a local stamp club is sponsoring an exhibition and bourse make an effort to attend. You will never know who you may meet and what you may find at the bourse tables.

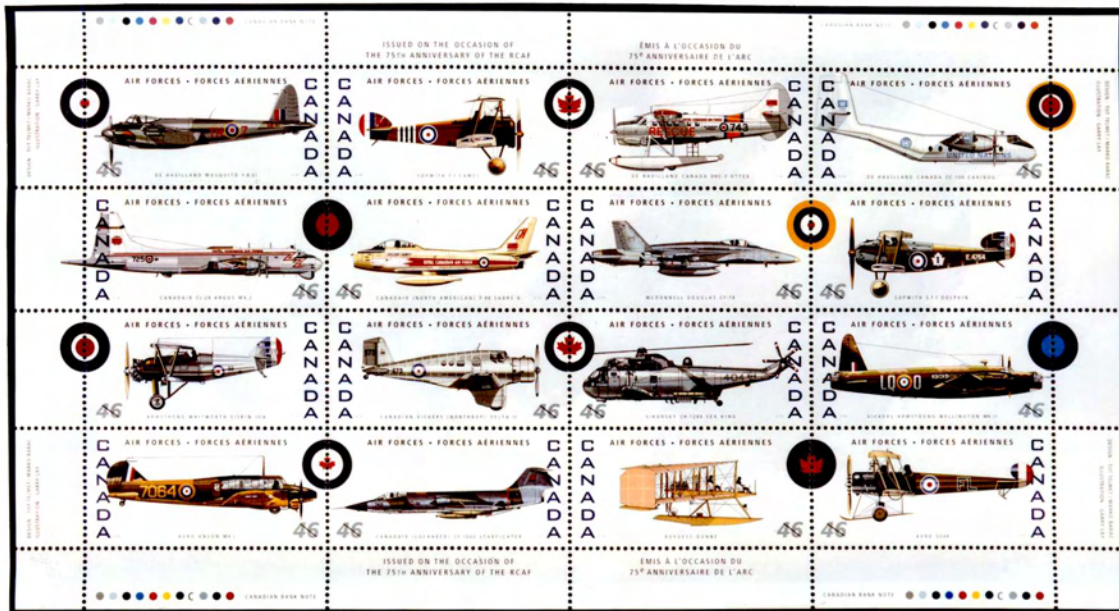
The Spring meetings of the *American Air Mail Society* and the *Military Postal History Society* were well attended with several CAS members in attendance. The PIPEX'99 Grand Award went to Alfred F Kugel of the Postal History Society, for his *The Allied Intervention in Russia, 1918 - 1925*. This exhibit was exceptionally well researched with very scarce items for the various foreign contingents. The Reserve Grand Award went to another Postal History member, George Cosentini, for his well presented exhibit, *V - Mail*. Gold awards for aerophilatelic exhibits were awarded to Robert Spooner for *The Lindbergh Phenomenon*, to Vesma Grinfelds for *Lithuanian Airmail Issues, 1921-1926*, to Ann G. Lowfyl (Pseudonym) for British Aerogrammes, the AAMS Grand Award, and to James W. Graue, for *DLH South Atlantic : 1934-1939*. All of the exhibits were a joy to see and to study.

The AAMS held a very successful meeting with President Phil McCarty presiding. Dr. Robert A. Lana, was pleasantly surprised to become the recipient of the AAMS Walter J. Conrath Memorial Award for 1999. This award, given in the memory of Walter J Conrath, recognizes outstanding service to the AAMS by a member in good-standing in the organization. Bob Lana has served in many capacities of the AAMS , including President, author, aerophilatelic judge and Chairman of the AAMS Publications Committee. There were no 1999 appointments to the Aerophilatelic Hall of Fame (AHF).

The next AAMS meeting will be its 1999 Convention to be held at *CHICAGOPEX'99* in Chicago, 19-21 November 1999. For further details on CHICAGOPEX'99 please contact Ms. Cheryl Ganz, P.O. Box A3843, Chicago, Illinois, 60690-3843, USA. As Chairman of the AAMS Awards Committee I will have the honour of announcing the names of the three Literature Awards of the AAMS - The L.B. Gatchell Award for the best submission by an AAMS member in *The Airpost Journal*, The George D. Kingdom Award for the best aerophilatelic catalogue, book, monograph or pamphlet published by anyone (AAMS publications, which includes *The Air Mails of Canada and Newfoundland*, are not eligible), and *The Earl and Fred Wellman Award* for the best article, series of articles or a regular feature in *The Jack Knight Air Log* that demonstrates a spirit of promoting and/or encouraging aerophilately. CAS members are encouraged to publish aerophilatelic work and be considered for these aerophilatelic awards. Our catalogue has however received high recognition - a small gold with felicitations at IBRA'99 and a small gold at PHILEXFRANCE'99. The 45 aerophilatelists who worked on our catalogue are to be congratulated for their significant contribution to the advancement of Canadian-Newfoundland aerophilately. Best wishes are extended to Kuno Sollors, President of FISA, and his directors, for a successful 39th FISA Congress in Vienna, Austria, 17-19 September 1999.

Dick Malott, President, CAS

NEW CANADIAN AVIATION STAMPS - issued September 4th 1999



75th ANNIVERSARY OF THE RCAF

According to the August 1999 Canada's Stamp Details issued by Canada Post:

King George V authorized the Canadian Air Force to be redesignated as the Royal Canadian Air Force (RCAF) effective in 1924. Canada Post will issue a pane of 16 authentically detailed aircraft stamps to honour this event. Each stamp will be 56mm x 27.5mm.

The 16 aircraft were selected after consulting a panel of eminent historians, aviation experts, and representatives from the Office of Air Force Heritage and History. The selection criteria called for a range of planes that marked significant milestones in the development of Canada's air force. Consideration was given to visual appeal, time period, aircraft finish and affiliation with specific air force units. Aircraft previously featured on Canadian stamps were excluded from the selection process. According to the illustrator, Garry Lay, "each of these aircraft drawings represented 30 to 40 hours of computer drawing time alone." (The aircraft chosen are described on the next page.)

The 16 stamp pane also features all 10 roundels that have appeared through the decades identifying the aircraft as being Canadian in origin.



50th ANNIVERSARY OF THE CANADIAN INTERNATIONAL AIR SHOW

Air shows at Toronto's Canadian National Exhibition began shortly after World War 1, but it wasn't until the late 1940's that air extravaganzas began as we know them today.

The four aircraft shown on these stamps are an H101 Salto sailplane, a STEARMAN A-75 biplane, a Vampire Mk. III, and a Fokker DR.-1 triplane. A background photograph of the Canadian Forces Snowbirds unifies the four individual stamps.

Burgess-Dunne seaplane

When Canadian troops left for Europe on September 30, 1914, they were accompanied by a Burgess-Dunne seaplane – the country's first military aircraft.



Sopwith F.1 Camel

Serial No. B 6313 was piloted by Major William George Barker, VC (1894-1930). Of the victories mentioned in his VC citation, 46 of 50 were scored from this aircraft, making it the single most successful fighter in the history of Britain's Royal Air Force.



Sopwith 5.F.1 Dolphin

Dolphin E 4764 served with No.1 Squadron CAF, one of two formed in England shortly after the armistice.



Avro 504K

This 504K (G-CYFL) was flown by Flight Lieutenant G.E. Brooks on June 29, 1927, as he conducted the first flight test of the Turnbull variable-pitch propeller – a significant Canadian innovation in aviation technology.



Armstrong Whitworth Siskin IIIA

The RCAF's first modern fighter, the Siskin went into service with No. 1 Fighter Squadron in 1926. Siskin No. 59 served at Camp Borden with the military's first aerobatic team.



Canadian Vickers (Northrop) Delta II

The first RCAF casualties of the Second World War occurred in a crash of the plane depicted on this stamp. Initially assigned to aerial mapping work, Deltas were later converted for military duty and flew harbour and anti-submarine patrols.



Avro Anson MK.I

Leading Aircraftman Kenneth Spooner took over the controls of this Anson (from No. 4 Air Observers School, London, Ontario) after the pilot fainted. A student navigator with no pilot training, Spooner flew the plane until the three other occupants could bail out, then perished along with the pilot when they crashed. He was posthumously awarded the George Cross.



De Havilland Mosquito F.B.VI

This Mosquito was flown by Squadron Leader Bannock and Flying Officer Bruce of No. 418 Squadron. They proved the most successful team against jet-powered German V-1 flying bombs, destroying 18.



Vickers-Armstrong Wellington MK.II

This aircraft flew with 405 Squadron, which carried out the first RCAF bomber attack of the war. After completing a number of missions, it was lost without survivors during an attack on July 24, 1941.



Canadair (North American) F-86 Sabre 6

The Sabre 6 on this stamp flew with the RCAF Golden Hawks aerobatic team and is preserved in the National Aviation Museum in Ottawa.



de Havilland Canada DHC-3 Otter

A single-engine short-takeoff-and-landing (STOL) aircraft, No. 3743 was with No. 111 Communications and Rescue Flight in Winnipeg, and participated in many search-and-rescue missions.



Canadair CL-28 Argus MK.2

In October, 1959, this Argus from 405 Squadron, based at Greenwood, Nova Scotia, flew non-stop from Hawaii to North Bay, Ontario, in 20 hours and 10 minutes, breaking an existing speed-and-range record.



De Havilland Canada CC-108 Caribou

Caribou 5322, featured here, was fired upon by Israeli aircraft while on UN duty over the Gaza Strip on May 18, 1967. Flying Officers Simpson and Gagnon later received the Queen's Commendation for valuable service.



Sikorsky CH-124A Sea King

This Sea King flew from HMCS Calgary to the rescue of 30 people aboard the sinking *Mount Olympus* on December 2, 1995. As a result, one flight-crew member was awarded the Star of Courage; three others received Meritorious Service Medals.



Canadair (Lockheed) CF-104G Starfighter

A supersonic, single-engine tactical jet fighter, Starfighter 104749 bears the markings of No. 1 Air Division, identifying it as being with Canada's NATO contingent.



McDonnell Douglas CF-18 Hornet

CF-18 Hornet No. 1884613 was one of two Canadian aircraft involved in a January 30, 1991, strafing and missile attack on an Iraqi patrol boat.



BOOK REVIEW

Wings of a Hero - Ace Wop May,

by Sheila Reid, Vanwell Publishing Ltd.
1 Northrup Crescent, Box 2131,
St. Catharines, Ontario L2R 7S2

Wop May was one of the most celebrated Canadian bush pilots, and this story of his life comes right out of an action comic. As a young pilot with the RAF, he inadvertently helped bring down the Baron von Richthofen - his desperate flight from von Richthofen allowed his squadron leader, Roy Brown, to shoot down the German ace. (I'll add here that there is still some dispute about just who brought von Richthofen down; an Australian ground battery also claimed credit, but us Canucks know!) Back in Canada, Wop became famous as a bush pilot of phenomenal talent and luck. The stories of delivering diphtheria antitoxin to far northern outposts and the search for the Mad Trapper of Rat River are just some of the fascinating tales he participated in.

Wop May was also instrumental in opening up northern Canada by pioneering many early airmail routes, and this book gives some good information and illustrations of some of the early routes and FFCs from that time. Wop flew for Commercial Airways, and this book is good at outlining the early days of that enterprise.

I have to admit to a bit of personal bias here; when I was a kid living outside of Edmonton, Denny May, Wop May's son, was a neighbour. I was pretty young, but still remember meeting him and learning about his dad, who I always looked up to as a real Canadian hero.

Great photos, and well written in a colloquial style. If you come across it, give it a look.

This review was written by ARLENE SULLIVAN, and sent in by Ken Sanford who found it on the Internet.

EDITOR'S REPORT

The following newsletters are some of those that have been received through membership in, or exchanges with, other societies. These reports will concentrate on feature articles, Canadian related articles, and book reviews. - For more information on any of these items, contact your editor.

NEW ZEALAND AIR MAIL NEWS : published monthly, except January, by the Air Mail Society of New Zealand. Contains society news, an auction, and mainly short articles, including:

February 1999: included two Around the World covers from, from 1931 and 1939.

March 1999: another Around the World cover, from 1937; and questions about a postcard with the message *"This postcard to travel by airship from Alexandra to Roxburgh 26th April 1922"* - is it an unrecorded and unofficial flight, or a hoax?

April 1999: the answer to the previous question: *"aircraft were sometimes known as airships at that time"*, and an Avro 504K aircraft of the NZ Aero Transport Company was barnstorming at Alexandra from 6th to 27th April. The pilot's log book showed that he had intended to leave on April 26th, but the weather was too windy to fly.

May 1999: early covers from Niue to England, partially flown in 1931.

ORBIT: "quarterly" journal of the Astro Space Stamp Society. A large publication, averaging 36 "A4" pages. Contains lots of news about space activities and astronauts, as well as reports on new space related issues and astrophilately, including:

January 1999: *Weather Satellites* on stamps, by Donald Hillger, (Part Two).

An Unfulfilled Dream: the failed Soviet Man on the Moon program, by Yuri Kvasnikov.

Apollo XI: 1969-1999 by Peter Hoffman, (Part One).

March 1999: *MIR space station*: a review of stamps and other philatelic items, Bert van Eijck.

A Chronology of Cosmology by Jeff Dugdale: Part One - this begins with Aristarchus of Samos (310?-250? BC) who "was the first to assert that the earth revolves around the sun", and was commemorated by two Greek stamps in 1980.

Weather Satellites and *Apollo XI: 1969-1999* were continued.

June 1999: *Solar Eclipse* - stamps and other philatelic items, reviewed by Margaret Morris.

Arthur C Clarke - sci-fi writer (including 2001), by John Berry.

Apollo XI: 1969-1999 and *A Chronology of Cosmology* were continued.

CAMS BULLETIN: monthly newsletter of the Chicago Air Mail Society. Gives notice about their monthly meetings, and sometimes contains short articles, including:

January 1999: *Hangar One at the former Naval Air Station, Glenview*, has been added to the National Register of Historic Places, by the National Park Service. - It was opened in 1929, and "intended to become Chicago's center for commercial aviation", but did not attain this goal because of the Depression. However, the GRAF ZEPPELIN landed there in 1929 and 1933; and it hosted national and international air races in the early 1930's. The United States Navy took over the site in World War 2, and the hangar's interior was developed to resemble the hangar deck of a large aircraft carrier! (The Navy also converted two lake steamers into "aircraft carriers" with wooden flight decks, so that carrier pilots could train on the inland waters of Lake Michigan!)

WANTED - AN ASSISTANT LIBRARIAN

Your editor, who is also the CAS Librarian, is running out of storage space!

Requirements for the position of Assistant Librarian are:

- storage space for about a dozen Liquor Control Board size boxes;
- ability to attend the CAS Day of Aerophilately in Toronto, or the AGM in Ottawa, or to make some other arrangement so that material can be passed on with minimal cost to the CAS.

Benefits of this position are the opportunity to read through a variety of old aerophilatelic magazines, (such as those reported on above); auction catalogues; and some newspaper clippings (mainly from the 1970's). The position does NOT REQUIRE the time or inclination to sort out this material.

If anybody can help, please contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

NEW INFORMATION ON THE LONDON TO LONDON FLIGHT OF 1927.

Gordon McDonald

Editor's Note: This article began as a talk to the London Philatelic Society in September 1998.

It is largely based on material found in the *ART CARTY PAPERS* at the UNIVERSITY OF WESTERN ONTARIO in LONDON. Art Carty was manager of the London to London flight, and some of this material has not previously been reported in the philatelic or aviation press.

It has been supplemented by information from a number of other sources, many of which will be new to most readers.

Many thanks to GORDON MCDONALD for all his research, and to JOHN IRVINE who provided encouragement to Gordon, and a copy of his research to me.

Sources of Information:

Wings Over London (book) by William E. Corfield.

London's Flying Pioneers by William Corfield and Hume Cronyn.

Specialized Catalogue of Canada and British North America (ninth edition) by Holmes & Associates.

Philately In London by Stan Shantz and Don Demeray.

Famous Newfoundland Flights of the 1930's by Norris H. Dyer, B.N.A. TOPICS, January 1998.

ART CARTY PAPERS at the regional collection, Weldon Library, University of Western Ontario.

Introduction:

This article has been completed in several parts. PART 1 deals with the preparation for the flight and the flight itself. Various parts of the preparation were going on simultaneously and, while an attempt has been made to keep this in chronological order, this has not always been possible.

PART 2 deals with the various philatelic aspects of the flight, and PART 3 looks at some of the correspondence from A.C. Roessler regarding the carriage of covers on the flight.

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 (part 1)

In 1919 two RAF fliers, Alcock and Brown flew across the Atlantic ocean from Newfoundland to Ireland. This was the first successful trans Atlantic flight.

On 20 May 1927 Charles Lindbergh left New York in the *Spirit of St. Louis* and landed in Paris, France on 21 May 1927, 33 hours and 33 minutes after takeoff, and claimed a \$25,000 prize.

There had never been a trans Atlantic flight from Canada, (Newfoundland did not become part of Canada until 1949), or by a Canadian pilot.

Shortly after Lindbergh's flight an unknown pilot walked into the offices of the Carling Brewing and Malting Co. on the west side of Talbot street in London, Ontario, and told the president, Charles A. Burns, that he was prepared to fly from London, Canada to London, England for \$5,000, so making London as famous as St. Louis. He was told to come back in two days. Negotiations were never finalized.

The officers of The Carling Brewing Co., however, became very interested in sponsoring a London to London flight. The company brought in Arthur Carty, an employee of one of the local newspapers, to do the promotion for the flight. Mr. Carty later became manager of the flight.

The owners of the brewery authorized a prize of \$25,000, and permission to explore the feasibility of a London to London flight. Mr. Carty was appointed flight manager on 27 June 1927.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

Initially there was much skepticism about the proposed flight. (An editorial in one of the Toronto newspapers stated that it was merely a promotion to sell more beer.) A committee was formed by Carty and Burns to legitimize the venture. The members of this committee of trustees were:

Ray Lawson, President of Lawson and Jones Printing Co. (Chairman)

J. M. Moore, Mayor of London

Dr. A. J. Grant, President of The London Chamber of Commerce.

The \$25,000 was deposited in the London and Western Trust Co. - Ray Lawson was Vice-President of The London and Western Trust Co., and J. M. Moore was the manager.

Initially the aims of the flight were:

- 1 - flight was to be nonstop London to London;
- 2 - the flight was to be made by a Canadian pilot using his own plane;
- 3 - the flight was to be completed in 1927, which was the 60th Anniversary of Confederation.

The committee began looking for pilots. No pilot could be found that had his own plane, and all needed backing to obtain a suitable aircraft. As a result the Company revised the rules and engaged experts to look for and purchase the best plane available; and offered \$25,000 for the successful completion of the flight by a Canadian or British pilot.

No Canadian manufactured plane would fly that far. A British plane would not be ready for a year, and thus the flight would not be completed in 1927. The committee therefore chose the Stinson Aircraft Corporation of Detroit, as this company had a suitable plane, and stated that it could be delivered in a few weeks. The choice of the plane was made on 5 July 1927.

Details of the Stinson plane include the following:

Length: 32 feet

Wing span: 45 feet 10 inches

Cruising speed: 105 miles per hour

This company actually made two models of aircraft: one for regular flights and another for long distance flight. The two were similar except that the former was built to carry 70 gallons (American) of fuel, and the latter would carry 450 gallons (American) of fuel.

The J5 Wright Whirlwind engine powered the long range model. This was the same engine that powered Lindbergh's plane.

On 29 June 1927 an advertisement appeared in major daily newspapers in Ontario, which read in part: WANTED CANADIAN AVIATOR TO FLY LONDON TO LONDON. AIRCRAFT SUPPLIED.

The reply to this advertisement was overwhelming. The *Art Carty* files at the University of Western Ontario contain two folders of letters. The number of suitable applicants was quickly reduced to 30, as none of the others had flying experience since the end of the First World War. 28 applicants came to the brewery on the morning of 5 July 1927. All were war veterans.

Shortly thereafter two persons were chosen. These were Captain W.R. Maxwell (pilot) and Terry Tully (navigator). Both were employees of the Ontario Provincial Air Service. (Maxwell was chief of the Ontario Provincial Air Service. - This company had been formed in 1924 after the Ontario Department of Lands and Forests bought a Curtiss HS2L airplane from the United States Navy for forest fire spotting.)

Later Maxwell found that he could not get time off work. He recommended Tully as pilot. Tully immediately named his friend and co-worker Victor Medcalf as his co-pilot. Both quit their jobs to take the flight. (Both Tully and Medcalf were born in Ireland and emigrated to Canada after World War I. A biography of each is given in Holmes' catalogue, and reprinted in Philately In London.)

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

London had no airport at the time. (London Airport was opened in 1928). The committee approached City Council. The City Works Department prepared an airfield on property southeast of Dundas Street and Clarke Road.- The *Art Carty Papers* state that a runway one and one-half miles long was prepared between Clarke Road and Crumlin Road.

The pilots went to Detroit to take possession of the plane. The original agreement was for a plane that had 500 gallon capacity, in the wing tanks and a single large capacity master tank in the fuselage (in a space made available by removal of two seats in what was a four passenger cabin). Without consultation, the Stinson Company supplied a plane with a 35 gallon tank in each wing, a 260 gallon master tank, and the balance of the 500 gallons was to be stored in loose 5 gallon tanks in the cabin.

The Stinson Company refused to alter the design, or to make another plane. The committee agreed to accept the plane, and the pilots flew it to London.

The plane was christened *The Sir John Carling* on 12 August 1927, immediately after arrival in London. The name was in honour of John Carling (1828-1911). As well as being owner of the Carling Brewing Co., John Carling was a Member of Parliament for London in the provincial and federal government for over 40 years. He was knighted for his public service.

Lloyds of London underwrote \$10,000 insurance coverage for each pilot for a \$2,000 premium. This was later increased to a \$3,000 premium.

On 29 August 1927 the flight took off at 5:46 A.M. There was a large crowd present: the London Free Press stated 3,000, but other sources show the crowd numbered as high as 25,000.

Five hours later the plane was back on the ground at the London airstrip. Initially the reasons given were rain, clouds and fog near Kingston. However, a meeting was held at the brewery that evening, with Burns, Carty and the two pilots present. It came out that the real reason for the return, was the pilot's fear that the gas tanks in the cabin used for extra fuel could break loose, causing the plane to crash and burn.

The London to London non-stop plan was removed, and arrangements for a landing at Harbour Grace, Newfoundland, for refueling were made. Of the original three aims of the flight, only the salute to the 60th. Anniversary of Confederation remained.

On 1 September 1927 the *Sir John Carling* left London at 5:00 A.M. By nightfall it was in a potato field near Caribou, Maine. The flight had been slower than expected due to a strong headwind: the pilots realized that they could not reach Newfoundland before nightfall, so they turned back and sought a suitable place to land before dark.

The pilots flew the plane to Harbour Grace on 5 September 1927. (Earlier that year Fred Koehler of the Stinson Aircraft Corp. of Detroit had visited Harbour Grace in search of a jumping point for a proposed around-the-world flight. This led the local citizens to form the Harbour Grace Airport Trust Co. The American backers of the flight contributed \$2,000. With hard work the local citizens removed rocks, debris was cleared away, and an air strip was built northwest of the town. The airstrip was 4,000 feet long with a smooth gravel surface running east and west, with a 4% grade decline at the east which was helpful for planes with heavy loads taking off. The around-the-world flight took off on 27 August 1927 and reached England, but was not successful in going around-the-world.)

Bad weather delayed the takeoff of the *Sir John Carling* from Harbour Grace, and the pilots did not take off until 7:24 A.M. on 7 September (Wednesday). Nothing was ever heard from the pilots, and no confirmed wreckage was ever recovered.

Lloyds of London paid \$17,000 insurance (\$20,000 less the \$3,000 premium that had not been paid). Mr. Burns (President of Carling Breweries at the time), through the flight committee, placed the \$25,000 prize money in a trust fund at the London and Western Trust Co., to establish a pension fund for the widows and orphans.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

PART 2 - The Philatelic Aspects of the Flight.

Shortly after the advertisement requesting pilots for the London to London flight appeared in the 29 June 1927 issue of Ontario newspapers, the following letter from O.W.R. Smith was received in London. (The original is now in the *Art Carty Papers* at the University of Western Ontario.)

TELEPHONE RANDOLPH 6714

615 YONGE STREET

O. W. R. SMITH

AIR-MAIL SPECIALIST

TORONTO,
CANADA

June 29th 1927.

The Trans-Atlantic Flight Manager,
Carling Breweries Ltd.,
London, Ont.

Dear Sir:-

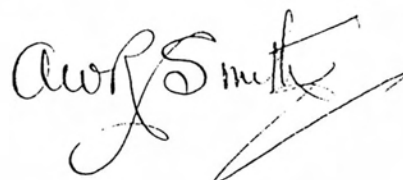
With reference to the flight proposed from London, Ont to London, Eng., advertised in todays Mail & Empire.

I am interested in air mail, that is letters carried by air, and in connection with your flight may I suggest that the aviator receive Government sanction to carry a small mail, not more than 100 letters, to receive the usual cancellation and be impressed with suitable wording on the front of the envelope and to receive the London Eng, arrival postmark on completion of the flight.

I may remark that I have letters carried by Commdr Byrd, De Pinedo, Cobham etc. The usual fee for the privelege of having a letter carried, and guaranteed safe delivery on completion of the flight is \$10.00. Should you be able to arrange this matteras I suggest I would be prepared to take two letters.

I will much appreciate your reply on this matter,

Yours very truly,



Many of the suggestions contained in this letter were adopted.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

As this was to be the first trans Atlantic flight from Canada to England it was a very important event, and several persons wanted to send letters on the flight. J.M. Moore, Mayor of London, wanted to send a letter to the Lord Mayor of London, England. Prime Minister McKenzie King and Governor General Willington wanted to send letters to King George V.

Airmail stamps had not yet been issued by Canada in 1927. The printing firm of Lawson and Jones (London) received authority from the government to print 100 stamps by lithography, under government supervision.



The stamps were printed in green and yellow on commercial white wove paper, perforated 12. The Canadian Post Office approved the printing of the stamp on 18 August 1927. The design included portraits of the pilot, Captain Terrence Bernard Tully (on the left), and navigator Lieutenant James Victor Medcalf (on the right), with the *Sir John Carling* monoplane in the centre of the 25c stamp. At the top is the inscription LONDON, CANADA TO LONDON, ENGLAND. The route was depicted on the bottom part of the stamp. The lithographing stone was destroyed by government officials after the stamp was printed.



The postoffice department prepared the special slogan cancellation die above, which read AIR MAIL / LONDON, CANADA-LONDON, ENGLAND / 1927 along with a London dater. This slogan cancellation is known dated August 19, 3:30 P.M. 1927; August 29, 4:00 A.M. 1927; and September 1, 5:00 A.M. 1927.

The 20 August 1927 issue of the London Free Press states that there were many requests from stamp collectors to send letters on the flight. There are also several letters from A.C. Roessler, East Orange, New Jersey, in the *Art Carty Papers*, which are reproduced in Part 3 of this article.

The flight committee made up of Ray Lawson, president of Lawson and Jones (chairman); J.M. Moore, Mayor of London; and Doctor A.J. Grant, President of the London Chamber of Commerce; controlled the mail sent on the flight and the sale of stamps. Although the face value of the stamp was 25c, persons sending covers on the flight were required to pay \$25.00 for the privilege of sending each cover.

The London postmaster received from his supervisor in Ottawa a special mailbag bearing the regal crown and the inscription "*Canada Air Mail London, Canada to London, England 1927 via monoplane Sir John Carling captain T.B. Tully, pilot, Lieutenant James V. Medcalf, navigator*". They were sworn in to carry official mail.

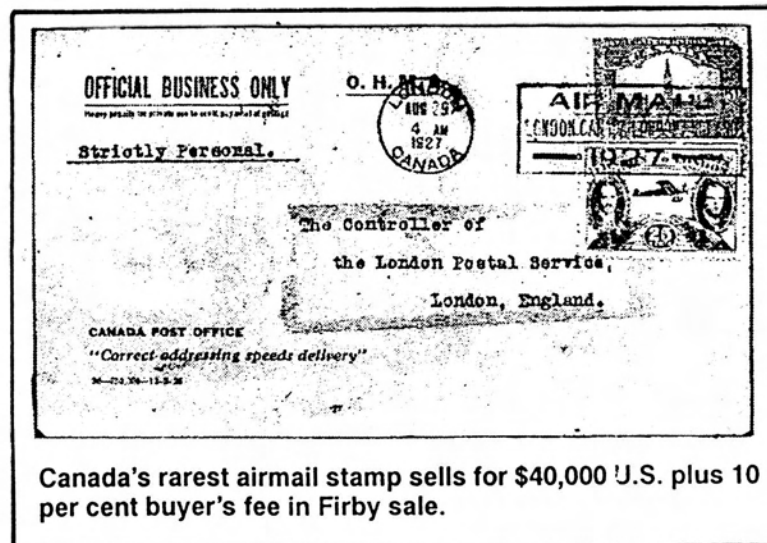
Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

Holmes catalogue states that 95 stamps were used on mail. The September 1 1927 issue of the London Free Press states that the mail bag contained only 41 letters. The book Wings Over London refers to a claim that unused stamps not used on mail, were later given to the widows of the pilots.¹

The mail was postmarked at 4:00 A.M. on 29 August 1927, and taken to the plane which took off at 5:35 A.M. The postmark contained the special slogan cancellation mentioned earlier. After the plane returned to London on 29 August mail was taken off the plane and returned to the postoffice. The covers were recancelled on 1 September 1927.

While it is unknown exactly how many stamps were used on covers, what is known is that one cover did not get on the plane on 1 September. Holmes Catalogue states that the cover was overlooked when the mail for the plane was stamped or postmarked for the second time it left London, Ontario. The book London's Flying Pioneers states that one letter "was held out by the postmaster when it was postmarked on 1 September 1927."

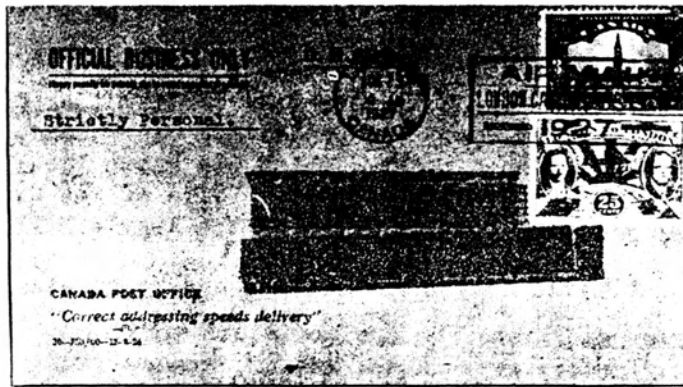


An article in the Canadian Stamp News of 30 May - 12 June 1995, states that this cover was sold at auction by Charles Firby Auctions on 30 April 1995. The cover sold for \$40,000US. The buyer, a British collector, paid an additional \$4,000 American buyer's commission. The article pictures the cover (reproduced above) and states that it appears from the stains around the address that it had had another label attached. This article also states that there are four mint copies of the stamp known to exist.

The cover is also pictured on page 42 of Philately In London, and this is reproduced on the next page.

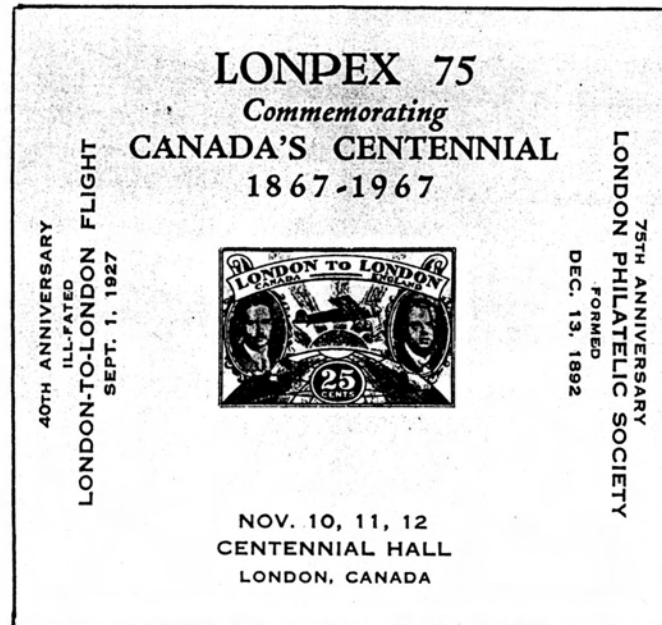
¹ Editor's Note: The exact number of covers carried on this flight is a long-standing mystery! The American Air Mail Catalogue states that "about 90 covers were prepared". This figure was challenged by Walter Plomish in the March 1995 issue of this newsletter: he believed it was 42, and cited a letter from the Postmaster in London to the Postmaster General in Ottawa, dated August 31st 1927, which stated: *This dispatch consists of 42 fully prepaid items all for London, England and points in the British Isles.* However, the question then arises that if only about 40 of the stamps were used on covers, why are there so few copies on the philatelic market?

Also, I believe the claim that unused stamps were given to the widows of the pilots is in error. I have seen a letter written in January 1943 on behalf of Mrs. Medcalf, in response to a letter from Dr. L.S. Holmes enquiring whether she had any of the London to London stamps. It states in part: *Unfortunately Mrs Medcalf has never, to her knowledge, had any of the labels which, you say, were printed for the ill-fated "London to London" flight.*

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

This is the same cover, franked with a 3c of the Confederation issue of 1927 (lacking the upper right corner) in combination with the London to London stamp. There appears to be two heavy black lines over the name and address on the cover.

Although not confirmed, it appears probable that a person, probably a stamp collector, who had sent one or more covers on the initial flight on 29 August 1927, upon hearing that a stop was to be made in Newfoundland, decided that he would attempt to send a cover to Newfoundland. He, or someone acting on his behalf, gained access to the mail in the mailbag and affixed a label addressed to Newfoundland over the name and address on the envelope. When the cover was cancelled again on 1 September the postmaster noticed that the cover was now addressed to Newfoundland. The stop of the plane at Harbour Grace was for refueling only and there was no provision to remove mail. In addition the stamp carries the wording *London, Canada to London, England* and the special mailbag carried the same inscription. It thus appears that the postmaster held out the cover for these reasons.



The London Philatelic Society held its first meeting in December 1892. 1967 marked the 75th. Anniversary of the London Philatelic Society; the Century of Confederation; and the 40th. Anniversary of the unsuccessful London to London flight. To mark its 75th. Anniversary, the London Philatelic Society arranged a three day exhibition at the newly opened Centennial Hall, and issued two souvenirs; the book entitled Philately In London, and a label reproducing the stamp issued in 1927. The label was also printed in London by Lawson and Jones, but the colour of the stamp on the label was blue and orange, probably to avoid forgery attempts.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald, continued:

PART 3 - A SELECTION OF CORRESPONDENCE FROM A.C. ROESSLER

Undated letter, with receiver stamp JUL 22 1927:

A. C. ROESSLER

140 SOUTH PARKWAY

East Orange, N. J.

JUL 22 1927

Dear Sir:-

Your telegram just received. My proposition would be to have carried 2 pounds of mail. I would pay \$1,000.00.

No other mail is to be carried for stamp collectors, but would have no objection to official mail such as Governors, Mayors, etc.

I would prepare letters and send instructions for cancellation, ^{etc,} Can you secure permission of Canadian Department to cancel ~~this~~ mail before leaving.

Sincerely,

A.C. Roessler

No go, no pay-

The letter reads: Dear Sir:-

Your telegram just received. My proposition would be to have carried 2 pounds of mail. I would pay \$1,000.00.

No other mail is to be carried for stamp collectors, but would have no objection to official mail such as Governors, Mayors, etc.

I would prepare letters and send instructions for cancellation, etc. Can you secure permission of Canadian Department to cancel this mail before leaving.

Sincerely, A.C. Roessler (rubber stamp signature)

Handwritten footnote: No go, no pay.

Continued

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927 by Gordon McDonald,A SELECTION OF CORRESPONDENCE FROM A.C. ROESSLER continued:Letter dated August 10, 1927 - no address:

This read:

Dear Sir:-

I wrote to you but I didn't get any reply so I think I had better withdraw my offer as I am not so much interested now. I had it all fixed with the post office authorities.

Sincerely, A.C. Roessler (rubber stamp signature)

Letter with receiving stamp of POSTMASTER'S OFFICE, LONDON, dated August 22 1927:

Dear Sir,

Will you let me know how I can obtain some of the air mail stamps issued for the London flight? I would like to buy \$500 worth.

I also offer \$1,000 if I could get one pound of mail on the plane.

Also, be good enough to let me know if it would be possible to have some letters mailed to me from your city with this special stamp on the day that the plane leaves for the other side? Wire collect, please.

Sincerely, A.C. Roessler (rubber stamp signature)

Letter with receiving stamp AUG 23 1927 - no address:

Dear Sir:-

I'm enclosing herewith 50 letters. If you can succeed in having these carried on the London flight through a clerk in your office I will pay you very well. I enclose \$100 on account. You might wire me collect if you succeed in getting them on board. If you think best to change the address on the envelopes just cross off "East Orange" and make it "c/o American Consul, London England."

However, if you think it best to fly over and back all the better. I leave everything to you.

You might tell the aviator that there has not been a flight of importance that did not carry my mail. All the aviators that refused to carry my mail are the ones that failed. I can give you names if you wish.

Sincerely, A.C. Roessler (rubber stamp signature)

Canadian Pacific Railway Company TELEGRAM:

231 rn c

22 Nightletter 1 ex.

Newark, N.J., Aug. 30 -1927.

Lt. Metfalf, London, Ont.

Be sure to carry our lucky letters as Byrd Chamberlain Schlee did.

Postmaster has envelope plus check part payment wire collect.

Roessler,

East Orange.

745pk.

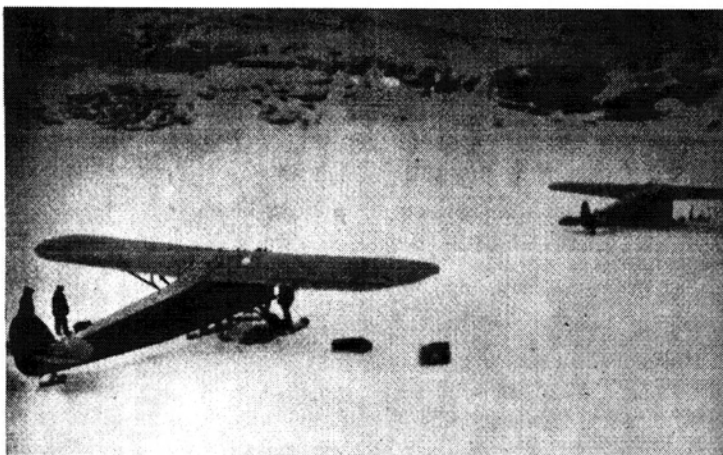
The 1929 James Bay flight of "Doc" Oaks

By Derek Rance

This flight listed as 2861 in "The Airmails of Canada and Newfoundland", has an almost totally erroneous flight description. These errors were first initiated in Ian Morgan's "Specialized Catalogue" of 1931 and then transferred into "The Standard Airpost Catalogue" of 1933. Subsequently, with additional embellishments, the erroneous description was carried-over virtually verbatim into successive editions of the AAMC. What is so surprising is that, after more than sixty years, even the most fundamental of the description errors have not been corrected. What are these errors? The flight date, pilot(s), reason for the flight, airline company and the so-called return flight are all incorrect. Even the departure point of Moonbeam is partially incorrect. Also the catalogue's statement *that all covers were postmarked at Cochrane on December 17, 1928* is incorrect, as is the inference there was a later separate return flight on January 8, 1929.

The story of this flight starts with H.A. "Doc" Oaks leaving Western Canada Airways on March 20, 1928, for the newly formed company Northern Aerial Minerals Exploration Limited (N.A.M.E.). This company was financed at \$ 5,000,000 in the main by Jack Hammel (the mining promoter of Flin Flon and Red Lake fame) who held the position of company president and by James Richardson who provided 25% of N.A.M.E.'s start-up capital. (The company Dominion Explorers, that is wrongly cited in the catalogue listing, was organized by the Lindsey prospecting organization with Colonel C.D.H. MacAlpine as its president, who is best known for the aerial search that was conducted to rescue his lost MacAlpine Expedition. The principal pilots of Dominion Explorers' were Charles Sutton and Stan McMillan)

The western base for N.A.M.E. was Winnipeg, with a sub-base maintained at Sioux Lookout. Oaks was the Assistant Manager and Chief Pilot of N.A.M.E. In late December 1927, Oaks and T. M. "Pat" Reid left Sioux Lookout in two planes, on a flight to bring back thirteen prospectors who, in early summer, had been taken by schooner to the Richmond Gulf area. It should be noted that all authors of the account of this flight agree that the prospecting party totaled thirteen in number, even though this would have been an abnormally large group. In a January 3, 1929 Edmonton Journal article "*Monoplanes Make Trip to Hudson Bay*" it is stated that the prospecting party numbered eight persons. According to the Canadian Civil Aircraft Register, N.A.M.E. at that time, had only two large aircraft that were serviceable, the Fairchild FC-2W2, G-CATL and a Fokker Super Universal, G-CARK. The passenger capacity for both of these

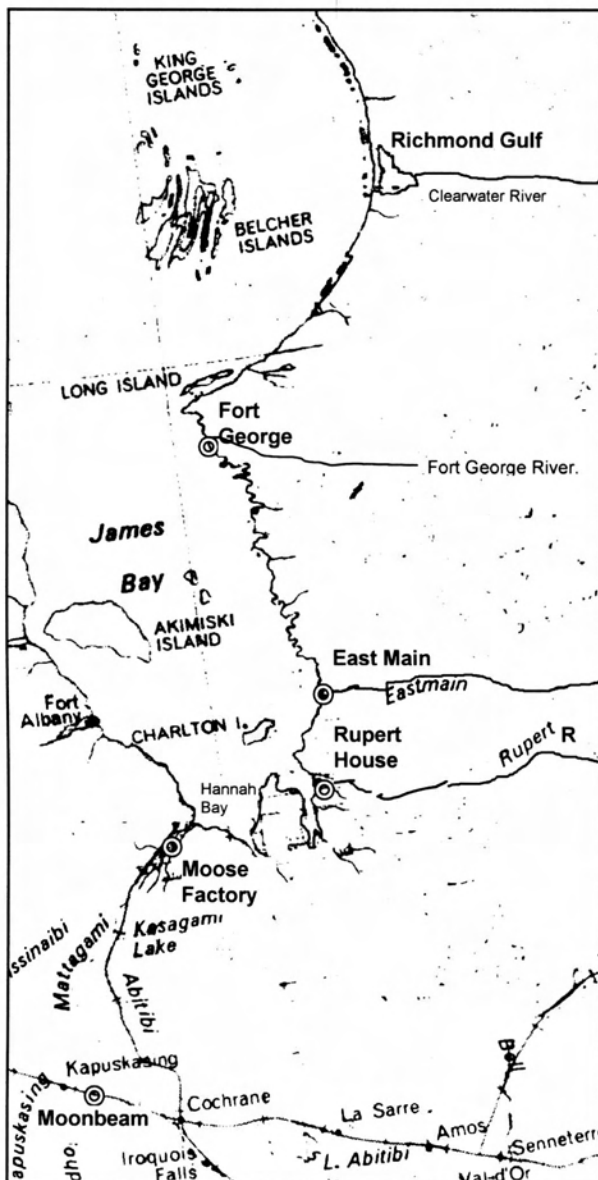


Winter on Hudson Bay

The two aircraft at Richmond Gulf, January 1929.

aeroplanes was six persons. The rest of N.A.M.E.'s fleet was the four passenger Fairchild FC-2's. If the photograph reproduced here from "Canada's Flying Heritage" is to be believed then the two aircraft flown on this trip were a Fairchild FC-2W2 and a Fokker Super Universal which combined would have had a maximum passenger capacity of twelve persons. The prospecting party probably did number only eight persons as, with their equipment, they would have filled both planes.

Continued

THE 1929 JAMES BAY FLIGHT OF "DOC" OAKS by Derek Rance, continued:

Map of flight area. Place and river names as they were in 1928

As a start to the James Bay journey, the two planes first flew from Sioux Lookout to a base at Remi Lake by way of Longlac. Remi Lake is located about 6 miles north of the Moonbeam Post Office which lies 1 mile south of the CN railroad. Previously Remi Lake was used by Laurentide Air Service Ltd., as an operating base for flights to Moose Factory and the James Bay area. Obviously, for this flight, N.A.M.E. had made arrangements with the Hudson Bay Company to fly-in supplies for the posts at Moose Factory, Rupert House, East Main (note the 1928 spelling) and Fort George on the way to Richmond Gulf. The flight plan must have been well broadcast, as philatelic covers carried on this flight were sent to the Moonbeam post office by such dealers as O.W.R. Smith of Toronto and Ian Morgan of Montreal. As all these covers are dated at the origin post offices from December 14th to 16th, the flight was probably planned to be flown before Christmas. Some of these covers were backstamped at the Moonbeam post office on December 16th to 18th, some were postmarked at Cochrane, but a number were only postmarked at the originating post office.

There is considerable disagreement between authors as to the date and routing of the flight to Moose Factory, although there is general agreement that the Moose Factory flight was made in one day without incident

- The Edmonton Journal in a news article, by-lined from Winnipeg, states the planes left Cochrane on December 29.
- Walter Gilbert stated they left Remi Lake on December 30.
- Alice Sutherland stated that they left Remi Lake on December 27
- The Moose Factory factor's letters are dated in writing - December 31

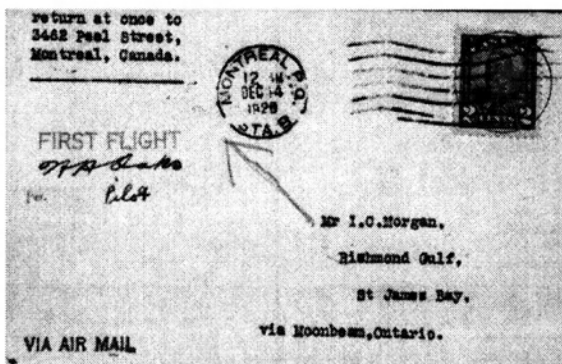
All written accounts relate that an Anglican missionary couple who had been honeymooning in Cochrane, were flown back in Oaks' plane to their mission at Rupert House. The question is - where did these two persons join the flight? In Cochrane, or did they take the train to Moonbeam? Presuming that all of the above authors had a documented reason for their particular flight departure dates, these diverse dates could be rationalised by postulating that when the pilots arrived at Remi Lake from Sioux Lookout, they first established a base and then flew on to Cochrane (Dec.27) to load the supplies for delivery to the HBC posts.

THE 1929 JAMES BAY FLIGHT OF "DOC" OAKS by Derek Rance, continued:

At Cochrane, the mail and the missionary couple were also picked up and flown back to Remi Lake (Dec.29), where the planes would load the drums of fuel necessary for the round-trip flight, as aviation fuel would not have been available up north.

The flight from Remi Lake to Moose Factory was made in one hour. The probable flight date from Remi Lake to Moose Factory was December 30. Following the same practice that was established on subsequent stops, they probably overnighted here. After leaving Moose Factory, on December 31, for Rupert House, the two planes ran into a blinding snowstorm over Hannah Bay, which prevented the planes from finding Rupert House, and also separated them. About one hour before dusk, each plane landed separately on the ice – Oaks on the coast seven miles north of Rupert House and Reid about three miles offshore. Reid and his mechanic Ken Murray froze the aircraft's skis to the ice to prevent it from being blown away in the storm. Oaks elected to taxi to shore to find a sheltered spot, but in so doing broke one of his skis. After spending a cheerless night in the cabin of the plane, Oaks decided the next morning to leave the missionaries in the company of his mechanic Kel Mews, and reach Rupert House on foot despite the storm and the minus 40° temperature. Fighting his way along the shoreline for seven grueling miles, he came across a landmark which made him realize that he had traveled north of the post and not south as he had thought. He retraced his steps to the plane, to learn that a passing Indian trapper was taking word of their predicament to Rupert House. About midnight that day, a dogteam arrived at the plane to take the missionaries to Rupert House. The following day the storm subsided and after repairs had been made to the broken ski by the blacksmith at the post, both planes arrived at Rupert House to offload their goods. The planes then left for East Main, which was reached on January 8, 1929. From East Main the planes flew to Fort George on January 9, 1929 and finally reached the prospecting party at Richmond Gulf on January 11, 1929.

The island filled Richmond Gulf lies inland from the east shore of James Bay, to which it is connected by a short and narrow waterway. It is located at 56½° north, at about the same latitude as the middle of the Belcher Islands. Richmond Gulf is now renamed Lac Guillaume Delisle.



Ian Morgan's cover to Richmond Gulf

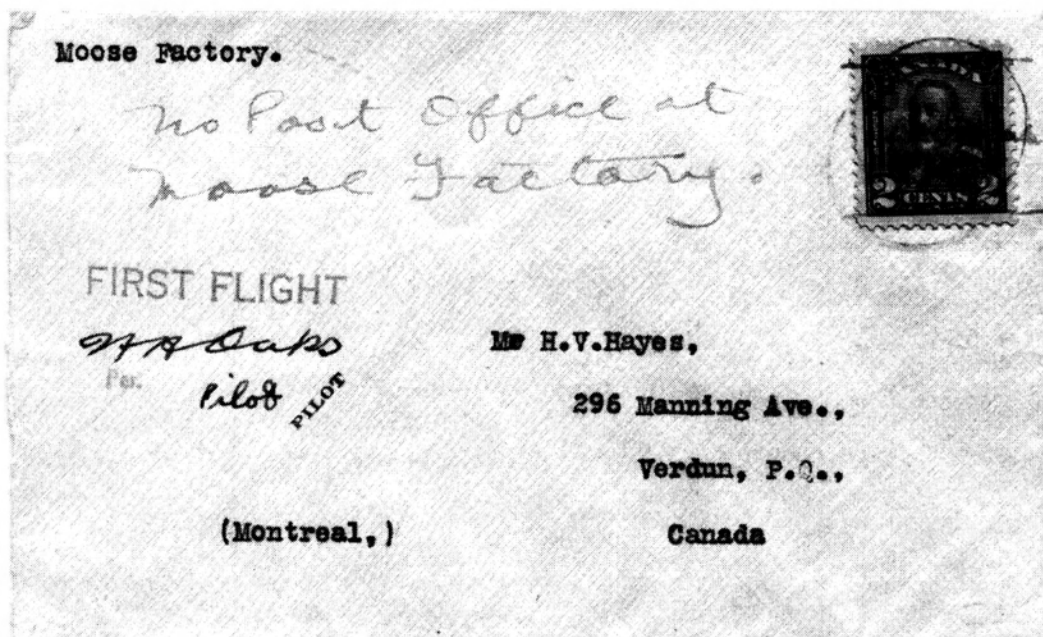
There is a problem with covers purportedly flown to Richmond Gulf. There is no habitation at Richmond Gulf; it is simply a place. Consequently the covers have no receiving marking, and are only distinguishable by their address, and the fact that they were posted at about the same time as the other covers. Were they actually flown? Maybe, maybe not. It is interesting to note that Morgan, as can be seen, did mail covers addressed to Richmond Gulf, but he did not see fit to list these with the other James Bay District covers, in his 1931 catalogue.

Continued

THE 1929 JAMES BAY FLIGHT OF "DOC" OAKS by Derek Rance, continued:

The return flight from Richmond Gulf to Remi Lake was made in a single day. The return flight covers that were sent from Moose Factory and East Main were first carried up to Richmond Gulf before being flown south.

The Moose Factory cover is interesting. The 2-cent postage stamp is cancelled with what appears to be a bottle cap and by the *31 December 1928* handwritten date in red ink. The cover is also inscribed in the same red ink *No Post Office at Moose Factory*. The use of red ink may have a story. Red ink when heated precipitates - leaving clean alcohol. Known as "northern wine", it was a favourite drink of a number of Hudson Bay factors.)



A
return
flight
cover
from
Moose
Factory

Bibliography:

The Specialized Catalogue of Canadian Airmails: Ian C. Morgan; Century Stamp Co., 1931
Arctic Pilot: Walter E. Gilbert and Kathleen Shackelton; Thomas Nelson and Sons Ltd., 1940
Canada's Flying Heritage: Frank H. Ellis; University of Toronto Press, 1954
Canada's Aviation Pioneers: Alice G. Sutherland; McGraw Hill Ryerson Ltd., 1978

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Who's behind the cover?

by Ivan W. MacKenzie

Introduction

This is the second article in an occasional series of brief biographies which pertain to contemporary producers of aerophilatic covers. As I have assembled my aerophilatic collection over the years, I have often wondered who produced this cover or that cachet. Some names would come to light more often than others, e.g., A.C. Roessler was an extremely prolific producer of Canadian air mail first flight covers in the early days. However, I became even more curious with regard to my contemporaries who have been producing aerophilatic covers and as a result my curiosity has prompted me to commence this occasional series.

Bio #2 – Major R.K. (Dick) Malott, CD, MSc, BA, FRPSC, AHF

Dick hails from Kingsville, which is near Windsor/Detroit, where he was born in 1927 and where he received his early education. He obtained his Bachelor of Arts (Honours History) in 1950 from the University of Western Ontario in London and that same



The first of many Dick Malott commemorative covers

year he joined the Royal Canadian Air Force. After receiving his navigator wings, Dick joined 404 Maritime Reconnaissance Squadron at R.C.A.F. Station Greenwood, Nova Scotia where he flew as a navigator on Lancasters until 1954. He then was trained as a logistics officer in 1954 and subsequently in 1965 earned a Master of Science Degree in Logistics and Computers at the United States Air Force Institute of Technology located at Wright-Patterson Air Force Base, Dayton, Ohio. After serving in the Air Force for 24 years including assignments in locations such as Sardinia and Vietnam, Dick retired in 1974 to assume the task of Chief Curator at the Canadian War Museum in Ottawa where he served for 18 years. In 1953, he married Dorothy Payne of Halifax and they have one son living in Montreal.

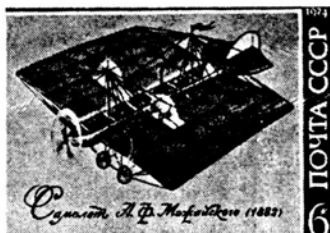
When Dick commenced collecting stamps at the tender age of six years, his lifetime interest in philately was ignited. The spark that focused his attention on the air mails of Canada actually coincides with the start of his Air Force career. Then later in 1968 he began to produce commemorative covers to celebrate special Canadian air mail events such as the above cover in honour of the 50th anniversary of Brian Peck's famous Montreal/Toronto flight. Dick normally prepared 100 envelopes for each special event and for many of the 50th anniversary commemoratives Bob Bradford designed original cachets which Dick applied to the envelopes with a rubber stamp. He has produced hundreds of covers since 1968 and, in fact, he continues to produce special aerophilatic covers, such as the autographed "Snowbird" flown covers, each year for the CAS.



A Malott cover from the days of airline cooperation

Over the years Dick has been a prolific exhibitor of Canadian air mail in every category including, for example, pioneer flights, semi-official flights, air stage flights, crash covers, Canadian Forces air letters and aerogrammes for which he has received numerous awards including approximately 20 golds. He has exhibited for five years in the FIP championship class and he has represented Canada as a Commissioner at least ten times at major international exhibitions since the mid 1980s. He was honoured in 1986 by being elected a fellow of the Royal Philatelic Society of Canada. In addition to his tremendous contributions to Canadian philately through such activities as his research, writings, exhibiting, judging and the gift of his research documents to the National Archives of Canada, Dick Malott also is well known and highly respected in international philatelic circles through his participation and expertise. He was accredited as an international judge for aerophilately and postal history in 1982 and was elected to the AAMS Aerophilatic Hall of Fame in 1996. As both a founding member of the CAS and a devoted aerophilatelist, we are fortunate to have him as our current President.

WAS ALEKSANDER MOSHAISKI THE FIRST MAN TO FLY?



Mozhaysky Plane, 1882 — A2027

Scott #4276, from the RUSSIAN AIRCRAFT HISTORY series, 25 December 1974

Although the Wright Brothers are generally considered the first men to have made a POWERED, SUSTAINED, AND CONTROLLED FLIGHT IN A HEAVIER-THAN-AIR MACHINE, this title has been claimed by (and for) various other pioneers in the past, and from time to time new findings revive some of these claims.

In the November 1997 issue of the F.I.S.A. Bulletin, Alex Newall commented that Aleksander Moshaiski had built "a contraption which could fly carrying a man", and that this machine "completed a successful flight on 1st August 1882".

This stimulated an examination of the achievements of Aleksander Moshaiski in our September 1998 newsletter. Patrick Campbell provided a summary of the information in V.B. Shavrov's book History of Aircraft Design in the USSR, which includes several eye-witness accounts of Moshaiski's experiment. According to this book:

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

The machine was built by the Baltiisky factory, and in the summer of 1882 he was assigned a military field in Krasnyi Silo, near St. Petersburg.

Construction was of wood, steel, silk fabric, and various commercially available materials. Weight was supposed to be 2,058 pounds, but this was an underestimate. The final weight, with pilot and fuel, reached some 3,611 pounds.

Moshaiski delegated the flight test to his coachman. The launch was accomplished with the machine on a trolley, running down a ramp, some time in the autumn of 1884. The contraption got into the air for a moment when a spar fractured, causing the machine to roll over and slide to a halt.

When repaired, the machine was fitted with three of the 20 HP engines, which still achieved only a ratio of 60 pounds per horsepower. Moshaiski died in 1890, while still trying to increase the available power.

Alex Newall gave additional information in the June 1999 F.I.S.A. Bulletin, where he commented:

The September issue of the Canadian Aerophilatelist referred to a story about Aleksander Feodorowitch Moshaiski which appeared in this Bulletin in November 1997 and gave a much more detailed account of his life and work. There are only a few points we would like to underline without questioning the most interesting story provided by Patrick Campbell:

Moshaiski was certainly instrumental in the creating of a special Department in the Imperial War Ministry to study the development of flying machines.

He certainly obtained a patent for such a machine on 4 June 1880, a machine he built with the Czar's money and used in a successful flight during manoeuvres at Krasnoje Selo on 1 August 1882. He flew for seven minutes and damaged his elbow on landing.

We saw no mention of a coachman in the records in Moscow's Russian Technical Society. All the same the craft was seriously underpowered.

Continued

WAS ALEKSANDER MOSHAISKI THE FIRST MAN TO FLY? continued:

This information would certainly make Aleksander Moshaiski the "first man to fly", yet the Russian books, or commemorative stamps, do not seem to make that claim for him.

I asked Alex for the source of his information, and he replied:

Some time ago I had been asked to judge at an exhibition in Moscow and with some time on my hand have found my way to the library of the local university and have read there the "Communications of the Russian Technical Society 1882-1885". They gave there a fully illustrated report on the aircraft which Moshaiski built and gave further the details of his role at Krasnoje Selo, where in the presence of the Czar's observers he apparently flew for 7 minutes.

The time was supposed to have been noted by one of those observers, Nataliy Perkov, although no other controls or confirmations were given.

Moshaiski incidentally was at the time the Head of the Department of "Flying Machine Development" with the Russian War Ministry.

This is the sum total of the information I have, although I could find out the address of the Library.

I cannot give you any reasons for this event not having been mentioned elsewhere, but it might have something to do with few people mastering the cyrillic alphabet. I am afraid this is all I can tell you, but thank you again for referring to this interesting subject.

Any additional information that readers can contribute would be much appreciated.

WAS A NEW ZEALANDER THE FIRST MAN TO FLY?

Postmarked: PHILATELIC BUREAU WANGANUI N.Z. FIRST DAY OF ISSUE 16 MAY 1990

Apparently so, according to the above cover, which states:

RICHARD PEARSE - ON 31 MARCH 1902, PEARSE WAS THE FIRST PERSON TO UNDERTAKE A POWERED FLIGHT, APPROXIMATELY 1.2km

However, according to The History of New Zealand Aviation by Ross Ewing and Ross McPherson, it seems unlikely that Richard Pearse really did beat the Wright Brothers into the air by over a year:

Continued

WAS A NEW ZEALANDER THE FIRST MAN TO FLY? continued:

Richard Pearse was born on 3 December 1877, the fourth of nine children. He grew up on the family farm, and at the age of 21 was given a farm of forty acres close to the family homestead. However, he was more interested in engineering projects than farming, and his farm was a byword for neglect in the neighbourhood.

In 1902 Pearse patented a new type of bicycle which included a number of novel ideas: "a vertical or reciprocating pedal action, a system of gears, a back-wheel rim brake, and integral tyre pumps to enable the rider to pump up the tyres while traveling".

Pearse had begun thinking about aerial navigation around 1899. He built an aircraft "very much in the form of today's microlights. Equipped with three wheels in a tricycle configuration, a wood- and metal-tube framework supported the engine and wing mounted above the pilot's head as he sat on a bicycle saddle 'inside' the fuselage frame. A propellor was mounted directly onto the engine's driveshaft above and forward of the pilot." Pearse also built his own engine! - A two cylinder engine, built from "30 centimetre lengths of 10 centimetre-diameter steel irrigation pipes", that was "capable of around 15 horsepower". (The Wright brother's 1903 flights were powered by a 12-horsepower engine.)

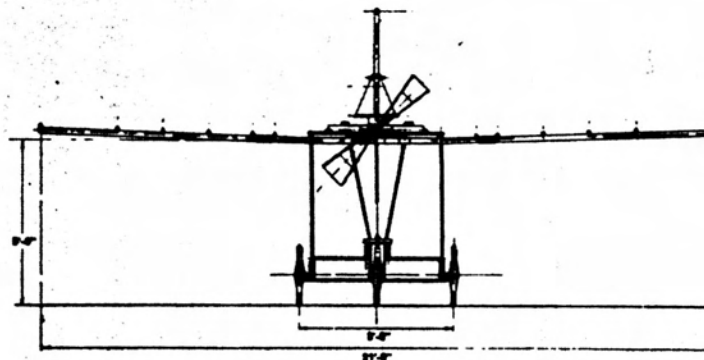
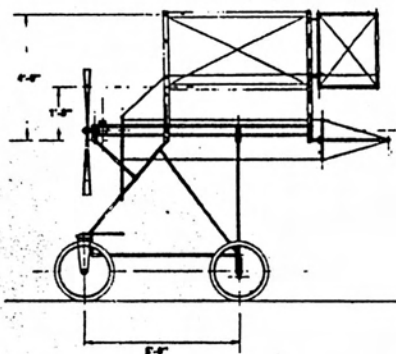
Pearse then proceeded to test his invention, but dating these tests has proved extremely difficult, as aviation historians did not become aware of his work until after his death in 1953.

In a test flight that is sometimes dated as occurring on 31st March 1902, but also dated by one of the witnesses as having occurred in April 1903, Pearse *"took off downhill from a 12 metre high terrace beside the Opihi River and, turning right, travelled up river for about half a kilometre before landing in the river."* Some researchers argue that this was a "powered, sustained and controlled flight", but others disagree, since the aircraft was descending throughout the flight!

In 1906 Pearse filed a patent for "An Improved Aerial or Flying Machine". He continued his flying experiments until 1913, but most of the "flights" described by witnesses fifty years later, seem to have been from 10 to 50 metres in distance, and several ended in crashes. Pearse then seems to have turned his attention to more rural-based inventions, including a top-dressing machine, an automatic potato planter, and a motorised plough.

In 1928 Pearse turned his interest back to aviation, and started work on a "Utility Plane" that could take-off from confined spaces. His prototype was tested in the mid-1930's, "tethered to the ground". His final design, which involved a high-wing monoplane with a tilting engine to enable vertical take-offs and hovering, was patented in Australia and New Zealand in 1949. In 1950 he wrote to various aircraft manufacturers, but none of them were interested in his "convertiplane".

Pearse was admitted to Sunnyside Psychiatric Hospital in 1951, and died there on July 29th 1953. The prototype of his "convertiplane" was consigned to a rubbish tip, but was rescued by a member of the Canterbury Aero Club, and triggered the research into his earlier experiments.



Approximate arrangement of Pearse's first aircraft, prepared from information in his 1906 Patent Application.

Although Pearse may not have been the "first man to fly", it is quite remarkable that working in almost complete isolation, he came as close to success as he did!

Thanks to Mike Shand and Alan Tunnicliffe for this information on Richard Pearse. [Copies of the cover on the previous page can be purchased from: Alan Tunnicliffe, Air Mail Society of New Zealand, PO Box 29144, Fendalton, Christchurch, New Zealand, for \$3NZ / \$3 Canadian / \$2US (including postage): payment can be made by mint stamps or banknotes.]

WHAT IS A CANADIAN COVER?

This discussion began in our last issue, with the suggestion that the term CANADIAN COVER should only be applied to covers which meet the International Post Office definition, which is basically "mailed from Canada bearing Canadian stamps".

During the summer I had the opportunity to visit a couple of shows, and noticed that most dealers categorize covers according to the "international definition" above. However, there also seemed to be a number of exceptions to this, e.g. underpaid covers from overseas with Canadian Postage Due stamps on them, could often be found among "Canadian Covers".

Since our last newsletter, I have also received copies of some very interesting covers, which raise further questions about how strictly the "international definition" should be applied.



Postmarked: SAINT N.B. JAN 31 29

Cacheted: CANADA AIR MAIL FIRST OFFICIAL FLIGHT ST JOHN TO MONTREAL 1929

Signed: By the Postmaster

Franked: United States 5 cent air mail stamp

One might well argue that this cover should not have been carried, but it was; and the postmark and cachet would seem to make this a "Canadian cover" in spite of the franking!

Another "problem" is the balloon cover shown on the next page. This was carried by the balloon D-MUNCHEN during a five-balloon special flight organized in conjunction with the IVA INTERNATIONAL TRAFFIC EXHIBITION being held in Munich. This balloon was piloted by A. Eckert of Germany, and the cover is addressed to Holland. However, a Swiss Post Office was also established and operational at Munich during this exhibition, and this cover was franked with a Swiss stamp, and cancelled by this special Swiss Post Office before the flight! Should this be regarded as a German cover or a Swiss cover?

While these two covers are both "philatelic", and arguably special circumstances, the second cover on the next page is definitely commercial - and rare! It is from the LAST PAN AMERICAN FLIGHT FROM NEW ZEALAND TO THE U.S.A. IN 1941. This service had begun in July 1940, and there was no Pan American service to Australia at that time.¹

Continued

¹ The earlier air mail services westward from Australia to Europe by Imperial Airways and KLM had been suspended due to the War. Various alternatives were introduced, and are nicely summarized in the recent article *The Airmail Service Between New Zealand, USA and Europe During 1940* in the July 1999 *Airpost Journal*, published by The American Air Mail Society. - About half the CAS members are also members of the AAMS: for more details about the AAMS contact: AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA; or their website: <http://ourworld.compuserve.com/homepages/aams/>

Ballon D-München

MÜNCHEN
25.6.-
3.10.1965
SCHWEIZ-PTT-BETRIEBE

Sorgen Diktum

Eckert

HEILIG-
KREUZKLOSTER
8069 SCHEYERN

Meid

BEWIJS VAN TOEGANG
tot het museum van de PTT en de Post
van 1863 tot 1963
LE GRANT,
van 1863 tot 1963
op het Museum van de PTT en de Post
van 1863 tot 1963

25.6.
3.10.1965
SCHWEIZ-PTT-BETRIEBE

KONGRESSFAHRT
START VON 5 BALLONEN
PILOT A. ECKERT
PRIVATE BALLONPORT

Bresman
Statenland
den Haag
Holland

[illegible]

This cover would have flown to New Zealand by TEAL (Tasman Empire Airways Ltd); then by the CALIFORNIA CLIPPER leaving Auckland November 25th, arriving San Francisco November 30th; and on to Toronto. (The Clipper was getting routine maintenance in San Francisco when Pearl Harbor was attacked on December 7th, and the service to New Zealand was then suspended.) - The cover was sent in by Mike Shand who suggests it could be described as an Australian cover, a New Zealand cover, an American cover, or a Canadian cover!

Continued

WHAT IS A CANADIAN COVER? continued:

Mike also commented that at International Exhibitions, "one country" exhibits often include covers to that country from the 1911 Coronation flights in England, and these are considered legitimate covers of the country concerned.

A further interesting comment I received was from Ron Miyanishi, who is now Production Editor of the American Air Mail Catalogue. He speculated whether a balloon flight which began in America and ended by chance in Canada due to the vagaries of the wind, should be treated the same way as a scheduled airline flight from the U.S.A. to Canada?

Given these covers and comments, I don't think we will ever come to a consensus on this issue. - I think we will end up just like the dealers who seem to follow the same general principles for categorizing covers, but each make their own exceptions to it!

This has been a very interesting and enjoyable debate, and I would like to thank Nino Chiovelli, Ron Miyanishi, Mike Shand, and Robert Terry for their contributions to it.

I also discussed this with Dick McIntosh, who edits the *Government and other Air Mail Covers of Canada* section of the Air Mails of Canada and Newfoundland. His approach has been to create the best possible reference book by including "everything" with a Canadian connection, and I am delighted he has done so. - Individuals can then decide which items they are interested in and want to collect, and I think that everybody who has contributed to this debate has also commented that this is the way in which collecting should be approached.

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.



This photo was sent in by James Kraemer, with the following comments:

I recently found the enclosed photo in some old files. It belongs to the Royal Canadian Air Force Assoc. and was loaned to the Postal Museum in July 1974. They wondered if anyone could add any information. They advise that it was taken at one of the first airmail deliveries in the Maritimes, believed to be in the period 1926-28. The aircraft was registered to Canadian Trans Continental Airways of Quebec City. The aircraft is parked on Silver Lake which is about 2 miles north-east of Sackville, New Brunswick, and the local postmaster Mr. Burwash Robinson (deceased) owner of the car, is accepting delivery of the mail load. That is all they know about the photo.

If anyone can provide further details, please contact the editor.

QUESTION: *This cover has no cachet, but in the upper left corner someone has written "1ST FLIGHT TO NEWFOUNDLAND/IMPERIAL AIRWAYS." This precedes the 1937 survey flights from Botwood to Foynes. I have had two covers from this flight. Do you know if it is really a first flight?*

The first Imperial Airways trans-Atlantic survey flight was made by the Empire Class flying boat *Caledonia*. It arrived in Montreal on July 8th 1937, and continued to New York on July 9th, "following many congratulatory speeches and a celebratory banquet". The *Caledonia* flew back to Montreal on July 12th; then to Botwood, Newfoundland; and returned to Foynes, Ireland on July 16th.

The endorsement and dates of this cover fit with itinerary of the *Caledonia*. - Can anybody provide more information?

(The dates and quotation above come from an excellent article *Canada and the Short Empire Boats* by Ray Crone in the Winter 1998 Canadian Aviation Historical Society Journal. - For more information on the CAHS write to them at PO Box 224, Station "A", Willowdale, Ontario M2N 5S8).



Cover addressed to St. John's.
Cancelled Sta'N-B, Montreal, 1130 AM June 22, 1937
Backstamped:
Montreal, C, Canada, 1230 PM July 22, 1937

ADVERTISEMENT

Charles G. Firby Auctions

is pleased to announce the schedule for our upcoming 1999 auctions:

November 6 -

Our annual **RARITIES OF PHILATELIC LITERATURE** auction
will include nearly 3,000 lots. (Catalog #1199)

December 15 -

The annual **Mail Sale** will include approximately 7,500 stamp lots.
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December 18 -

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Telephone (248) 666-5333 • Fax (248) 666-5020 •
email: Firbystamps@prodigy.net

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.

CANADIAN AEROPHILATELIC SOCIETY



FLOWN BY THE SNOWBIRDS
431 AIR DEMONSTRATION SQUADRON
NATIONAL CAPITAL AIR SHOW
30 MAY 1999
OTTAWA, ONTARIO, CANADA

VOLÉ PAR LES SNOWBIRDS
431^e ESCADRON DE DÉMONSTRATION AÉRIENNE
LE SPECTACLE DE LA CAPITALE NATIONAL
LE 30 MAI 1999
OTTAWA, ONTARIO, CANADA



Ottawa International Airport
Gloucester, Ontario, Canada
Sunday - May 30, 1999

Bob Pinder

The CAS has for sale sets of ten envelopes, autographed and flown, by the Snowbirds at the Ottawa International Air Show on 30 May 1999. There are nine covers individually autographed and flown at \$45.00 per set, and one envelope autographed by all of the pilots at \$15.00. Also as part of the complete set is one 1999 Snowbird brochure, a statement from the Squadron Logistics officer, and a few Ottawa newspaper clippings concerning the Snowbirds. The total cost is \$60.00 Canadian. There were 25 sets of 10 covers prepared and flown for this flight.

Covers can be ordered from: Major (Retd) RK Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. Payment should be made payable to the Canadian Aerophilatelic Society.

(Editor's Note: Thanks Dick for organizing this annual fundraiser on behalf of the Society.)

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is normally produced quarterly in March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue.

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

P.S. - For last December's newsletter, Mike Shand sent in his nomination for the *Aerophilatelic Cover of the Millennium!*

If anybody would like to take up his challenge, and send in their own nomination for the "Cover of the Millennium", I'd be delighted to receive it.

SUPPLEMENT 4 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Government and Other Air Mail Covers of Canada**
Changes and Additions 1926 to 1967

Dick McIntosh

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1933	3328	Add new entry; "1933, July 15 --- New York - Montreal. A continuation of the J. Erroll Boyd flight from Haiti - Washington- New York aboard Belanca monoplane 'Columbia'. Red cachet."	100.00

NOTE: The above change is in addition to those listed in SUPPLEMENTS 2 and 3 for 1926 -1938.

1939	3901	Add: "d. Edmonton - Lethbridge "	25.00
	3905	Add at end of text " No cachets."	
	3913	Replace text with: " First acceptance of mail by United Kingdom Post Office for onward transmission by air via Trans-Canada Airlines. "	
	3917	Add note: "This flight , along with some subsequent flights and legs, although not including a landing point in Canada, is included to because of the significance of regular trans-Atlantic air mail service to Canada."	
	3921	- Change: d. Add " * " at end of line. e. and h. Delete " * " at end of line. - Add at end of text: "Various numbered <i>Foynes</i> postmarks and backstamps have been seen including; 1, 2, 3, 5, 27, 43, and 44. Numbers 2 and 3 are seen with and without the time of 8:30." - And " Pan American Airways applied special cachets to mail dispatched by or through its offices at Botwood (green) and Southampton (blue)."	
	3925	Add at end of text: "Various numbered <i>Foynes</i> postmarks and backstamps have been seen including; 1, 2, 3, 7, 18, 27, and 42	
	3933	Add: " b. Montreal - Halifax c. Halifax - Montreal d. Halifax - Any other point on the transcontinental route e. Moncton - Toronto"	10.00 10.00 10.00 10.00
1940	4004	New entry: (Technically should be listed under Newfoundland) 1940, August 3 --- London - St. John's. Resumption of Flying Boat service. The service started on Aug. 10 (3925) terminated on Sept. 30. BOAC, successor to Imperial airways, operated the "C" Class Flying Boat "Clare" on 4 trips from Aug. 3 Aug. 30, 1940 and "Clyde" on one trip in October. All flights carried passengers and mail. Covers posted at Newport on July 23 have typed cachets, "Per First British Overseas Airways Trans-Atlantic By Flying Boat 'Clare' "	20.00
	4007	The illustration above this entry is of 3827, page 161.	

Continued

SUPPLEMENT 4 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1941	4109	Add: " c. Vancouver- Bellingham, July 10	6.00
		d. Bellingham - Vancouver, July 10"	6.00
	4117	Change in text line 2: "backstamped" to "postmarked".	
1942	4211	Add new entry: 1942, October 17 ---Baie Comeau - Rimouski. First trip summer air mail service. Details unknown.	10.00
1944	4400	Add new entry: 1944, January 6 --- Cairo - Canada. RCAF first flight carrying service personnel mail. Arrival point not known. Cairo - -----?	15.00
1946	4607	In the index for this number on page 544: "71514 - 318" should read "71S14 - S18.	
	4613 b. & c.	Change: cachet colour from "black" to "purple".	
	4615	- Add at beginning of the first sentence: "British Commonwealth Pacific Airlines chartered from" and add "who " after "Australian National Airways".	
		- Change on listing line: "Sept. 15 -19" to "Sept. 15 - 18"	
	4615 a	Add date: "Sept. 19 - 25".	
1948	4807	Change location of end bracket on listing line: from after "General" to after "Mayor of Ottawa".	
1949	4911	Add at end of text: "Eleven or more differently numbered Hong Kong backstamps were used."	
1952	5203	Listing should read: 'Fredericton - Moncton	3.00
		a. Fredericton - Halifax "	3.00
	5205	Add at end of text; "Lamb Airways"	
	5213	Change listing to : "Montreal to Halifax "	
	5217	Add to text at end: "by Riverton Airways"	
	5223	Delete. The existence of this flight on this date is in doubt.	
1953	5302	Add new entry: 1953, October 19 ---Paris - Montreal. Reported in French Catalogue. Details needed. Paris - Montreal"	10.00
1956	5607a.	Delete. The existence of this flight is in doubt.	
1957	5704	Add new entry: 1957, June 20 --- New York - Montreal. <i>Caravelle</i> Demonstration flight piloted by Lionel Carre.	10.00

Continued

SUPPLEMENT 4 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

Year	Cat.#	Change or addition	Value
1958	5804	Add new entry: 1958, April 14 --- Copenhagen - Prestwick - Montreal - New York. SAS first flight with DC 6B reported in <i>Luning</i> catalogue. Copenhagen - Montreal a. Stockholm - Montreal b. Oslo - Montreal"	10.00 10.00 10.00
	5807	Add at end of second line of text, "Other test flight covers have been seen dated May 11, June 12, 14, 15, 19, July 7 and October 2. Others may exist."	
	5814	Add new entry: 1958, May 19 --- Montreal - Zurich. Trans Canada Airlines flight reported in Swiss catalogue. Details required. Montreal - Zurich a. Zurich - Montreal"	10.00 10.00
1960	6001	Add: "a. Toronto - New York"	5.00
	6035	Add: "c. Turku - Montreal, Sept. 21-26, (feeder mail)"	8.00
1961	6101	Delete. The existence of this flight is in doubt.	
	6105	Add: "d. Vienna - Dusseldorf"	5.00
	6105a.	Add "The existence of mail on this leg of the flight is in doubt."	
	6111	Add: "a. Zurich to Montreal, Jan. 7".	
	6125	Change: " Lisbon, Spain " to " Lisbon, Portugal "	
	6129	Delete. The existence of this flight is in doubt.	
	6133	Add: " b. Tokyo - Montreal"	
1962	6206	New Entry: 1962, May 4 --- Frankfurt - Montreal. First non-stop flight by Lufthansa. Frankfurt - Montreal	10.00
	6223	New entry: 1962, December 14 --- Tokyo - Calgary. Details required. Tokyo - Calgary "	10.00
1963	6307c	Add: "Some seen with green cachet"	
1965	6502	New entry: 1965, April 24 --- Paris - Montreal. First non-stop flight. Details required. Paris - Montreal "	10.00
	6521	Add: " b. Vancouver - Nadi c. Sydney - Vancouver d. Nadi - Vancouver "	10.00 10.00 10.00
	6525	Add: " b. Toronto - Hamilton"	3.00

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, and membership is open to all.

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) in U.S.A., \$25.00 CDN for members Overseas.**

Since October 1st is an arbitrary date for the increase, ANY MEMBER who wishes to do so MAY RENEW their membership at the old rates BEFORE OCTOBER 1st, OR AS SOON AS THEY RECEIVE THIS NEWSLETTER.

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

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

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Telephone: _____ Fax: _____ e-mail: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

Other: _____

For Secretary's use:

Date joined: _____ Amount of dues paid: _____

The following names are due for membership renewal - please help Ron by renewing promptly:

October

1 Patrick Campbell
3 Nelson Bentley
4 Mike Shand
5 Pat Sloan
6 Ken Sanford
9 Geoffrey Thompson
12 Melville Smith
15 Graydon Veinotte
53 Alex C Ross
55 JM Ellis
97 Gary Hayashi
203 John H Bloor
211 Carl Freund
212 Harold J Petoskey

241 JWT Wannerton
268 Walter Silvestri
269 Stuart McDougall
270 Earle L Covert
292 Gary Freedman

November

20 Gibson B Stephens
28 Edward Lettick
56 Col William G Robinson
59 TW Cummings
62 Gary Coates
182 Robert Footitt
187 BH Saunders
214 Trelle A. Morrow

271 Nino Chiovelli
272 John J Venkus
273 Denice C Guimond
294 Robert M Terry
295 Gloria Shaw
296 Bert Foster
297 David H Whiteley
298 Dale Green

December

37 Joseph Berkovits
226 David Granger
242 Jacques Bot