



41



# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

Please address reply to:

American Air Mail Society - Canadian Chapter

Royal Philatelic Society of Canada - Chapter No. 187

American Philatelic Society - Affiliate No. 189

FISA (Federation Internationale des Societes Aerophilateliqes) - Club Member

Editor: Chris Hargreaves, 4060 Bath Road,

Kingston, Ontario K7M 4Y4

Tel. (613) 389 8993

E-mail: hargreave@king.igs.net

FOR NAMES AND ADDRESSES OF THE EXECUTIVE OF THE CANADIAN AEROPHILATELIC SOCIETY SEE PAGE 2

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATIE,  
CONSULTEZ: FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC J0P 1X0

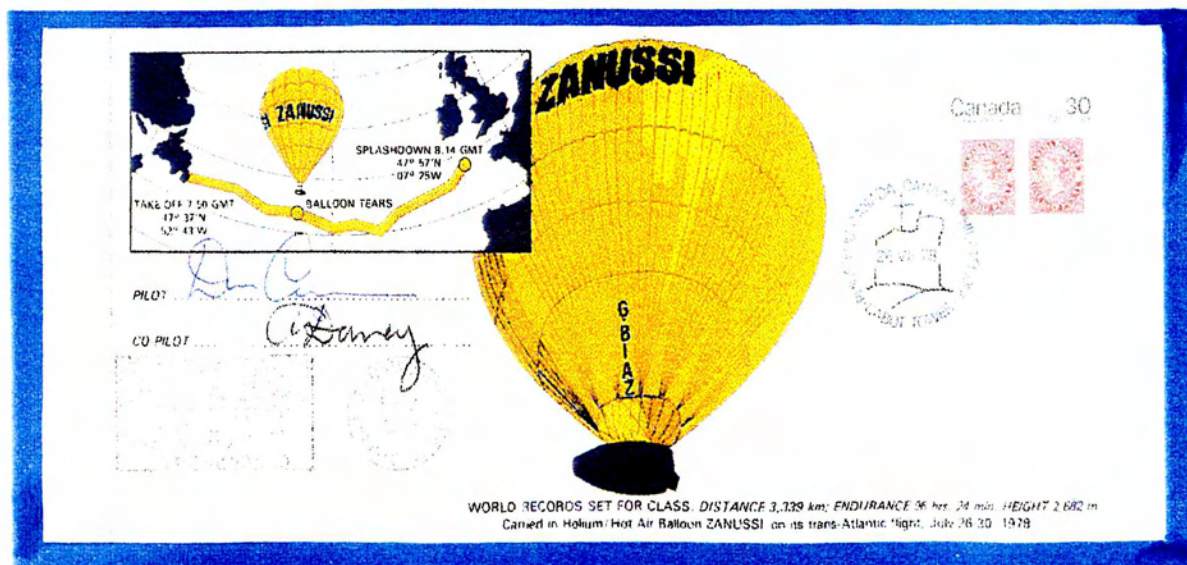
## December 1999

# THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

## Volume XV, Number 4



Attempted Trans-Atlantic flight by Cameron and Davey in the ZANUSSI, 26<sup>th</sup> July 1978.

# SEASON'S GREETINGS

For where to find more information about the ZANUSSI flight,  
and about the other items in this issue, see the

**CONTENTS LIST - Page 3**

## EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

President: Major (Ret) R.K. "Dick" Malott, CD  
 16 Harwick Crescent, Nepean, Ontario K2H 6R1,  
 Vice-President: Mike Shand,  
 1183 Agincourt Road, Ottawa, Ontario K2C 2H8  
 Treasurer: Ivan W. MacKenzie,  
 2411-420 Gloucester Street, Ottawa, ON K1R 7T7  
 Secretary: Ron Miyanishi,  
 124 Gamble Avenue, Toronto, Ontario M4J 2P3

Telephone: (613) 829 0280  
 Fax: (613) 829 7673  
 Telephone: (613) 225 4254  
 Telephone: (613) 235 8361  
 Tel. and Fax: (416) 421 5846  
 E-Mail: squeak@interlog.com

## PRESIDENT'S REPORT

It has been a very busy year for the *Canadian Aerophilatelic Society*. A review of the informative issues of the *Canadian Aerophilatelist* for 1999 will reveal the successful activities of the Society, its executive committee and its 250 plus membership. To all who have contributed so much in past years, particularly in 1999, my grateful thanks. Our ever alert treasurer, Ivan MacKenzie, has balanced our budget, with reasonable changes to our cash flow; our computer orientated secretary, Ron Miyanishi, has prepared us for the 21<sup>st</sup> century in our record keeping and catalogue production, including the preparation of the balance of the Volume VI series of the American Air Mail Catalogue for the AAMS; our dedicated Vice-President, Mike Shand, although not a Canadian airmail collector (New Zealand airmail is his love), labours on, caring for our various inventories of books, catalogues, and souvenir flown covers, particularly the very popular Snowbird 431 Demonstration Squadron autographed flown covers; and the recipient of several FIP silver Literature Awards for the *Canadian Aerophilatelist*, our indefatigable editor, Chris Hargreaves, keeps our whole operation viable with the quarterly issue of our newsletter. May our enterprise continue to prosper in the Millennium, starting in the New Year 2000.

CHICAGOPEX'2000 was a great success with 23 outstanding aerophilatelic exhibits awarded 12 gold medals, 3 vermeil medals, 5 silver medals, 2 silver bronze medals and one First Award for the Display Class. The Grand Award for the Show and also for the AAMS Grand Award went to James W. Graue for his *German North Atlantic Catapult Airmail 1929-1935* exceptional exhibit. This was Jim's fourth Grand AAMS Award for his German airmail exhibits of which I am aware. Mike Shand received a Show and AAMS gold awards for his exhibit *The Airmails of New Zealand 1919-1940* and my *Canadian Interrupted (Crash) Covers, from, to and within Canada, 1915-1998* received a Show vermeil medal and a gold AAMS medal. Anyone wishing a copy of the 10 page Palmares may write to me for a copy. Canada was well represented at CHICAGOPEX' 2000 by 5 CAS members, - Mike Shand, Nelson Bentley, Murray Heifetz, Ron Miyanishi, and myself. Do not forget the Canadian National Show ORAPEX'2000, to be held in Ottawa, 6 and 7 May 2000 - both a philatelic and a philatelic literature exhibition. The CAS will hold its annual general meeting at this event as well as have a Society table selling aerophilatelic literature and flown covers. I am the Publicity Officer so if you wish information contact me. Why not enter your airmail exhibit and perhaps qualify for exhibiting in FIP exhibits.

The three major AAMS Awards given at COMPEX'2000 were (a) *The George D. Kingdom Literature Award* for catalogues and other major aerophilatelic publications to Egil H. Thomassen of Lillehammer, Norway for his catalogue, *Norwegian Air Mail*; (b) *The L.B. Gatchell Literature Award* for the best article in *The Airpost Journal* to Dieter Leder and Siegfried G. Scheike, both of Germany, for their article, *Forgeries of the Lakehurst Mail (LZ - 129 HINDENBURG Crash Mail)*; and (c) *The Earl and Fred Wellman Award* for the best article or series of articles in *The Jack Knight Air Log* to Stephen Neulander of Deerfield, Illinois for his regular features, *Women in Aviation* and *The Balloon Post Specialist*. Congratulations to our fellow aerophilatelists for their significant contribution to Aerophilately. The AAMS Awards Committee of 5 Aerophilatelists, of which I am the Chairman, would welcome recommendations for any of the AAMS Awards. For further details drop me a line. To all best wishes for the 1999 festive season and the new Year 2000.

Dick Malott, President CAS



# CONTENTS

	<u>PAGE:</u>
EXECUTIVE ADDRESSES and PRESIDENT'S REPORT	2
CONTENTS and NEWS	3
AEROPHILATELIC COVER OF THE MILLENNIUM ?	5
<b>SEASON'S GREETINGS</b>	6
Member's pages, including THE ZANUSSI COVER	18
FOLLOW UP - WHO WAS THE FIRST MAN TO FLY?	22
QUESTIONS - information wanted	24
BOOK REVIEW - <u>The Transports</u>	26
SALES AND WANTS	28
NEXT ISSUE DEADLINE FEBRUARY 15 <sup>th</sup>	28
<b>AMCN SUPPLEMENT 5 - CANADIAN GOVERNMENT FLIGHTS - 1926 to 1978</b>	29
MEMBERSHIP APPLICATION FORM and <u>RENEWAL LIST - PLEASE CHECK !</u>	32

Anybody who wants to copy an item from this newsletter is welcome to do so.  
Please acknowledge The Canadian Aerophilatelist as the source, and send a copy  
of any publication in which the reprinted material appears to the editor.

## NEWS - NEWS - NEWS

### DIANE D. BOEHRET AWARD

I am very pleased to report that the Air Mails of Canada and Newfoundland has received the most prestigious DIANE D. BOEHRET award of the AMERICAN PHILATELIC CONGRESS for 1998-99.

This annual award is named after a former President of the Congress, and is presented for "excellence in philatelic literature", based on "content, importance, lasting value, and impact on philately".

The citation reads:

This noteworthy book is recognized for its outstanding research of its subject. Featuring clear and concise writing, it has become a definitive work in aerophilately. It will remain a work unsurpassed in its field for many years to come.

Congratulations to Dick Malott, Coordinating Editor of AMCN; Ron Miyanishi, who looked after the layout and production; and the 45 contributors and section editors who made this such a great catalogue.

The award included a \$75 voucher from Leonard H. Hartmann - Philatelic Bibliopole, which has been used to purchase two books for the CAS library: AIR MAIL OPERATIONS DURING WORLD WAR II by Thomas Boyle; and Volume One of the Sixth Edition of the AMERICAN AIR MAIL CATALOGUE. I will include a review of these books in a future newsletter. (For more information about the CAS library, contact the editor.)

### Leonard H. Hartmann - Philatelic Bibliopole

A bonus for me of the above award, is that I saw Leonard Hartmann's catalogue for the first time. It's great! - The catalogue lists hundreds of books, many of which I had never heard of before, and some which I'd heard of but never known where to purchase.

If you have access to the Internet, his catalogue can be accessed at: <http://www.pbbooks.com>  
This site is updated daily, and "with reference files it is over 1,000 pages".

Their printed catalogue is 128 pages, and can be obtained from: Leonard H. Hartmann, P.O. Box 36006, Louisville, Kentucky 40233, U.S.A. - There is a charge for the printed catalogue of \$3US for a US or Canadian request, and \$7.50US for other countries, to partially cover the printing and postage costs. A new printed catalogue, number 24, is scheduled to be out December 15<sup>th</sup>.

## NEW MEMBER

Welcome to another new member: #304 James Davidson, North Vancouver, B.C.

## CAS DAY OF AEROPHILATELY IN TORONTO

Our Fifth Annual day of Aerophilately was held on Sunday October 31<sup>st</sup>, and all those who participated greatly enjoyed the day. An additional event this year, was that Joseph Berkovits provided refreshments, and we all celebrated his birthday.

I would also like to thank Joseph for taking on the role of **Assistant CAS Librarian**.

## CONDOLENCES

On behalf of the Canadian Aerophilatic Society, I would like to extend our condolences to David Whiteley, who's wife died in October.

## FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES

The definite FISA website address is : <http://fly.to/fisa>

At the 39th FISA CONGRESS and AGM held on September 19th 1999 at Vienna, Austria, the 1999 GOLD FISA MEDAL was awarded to **GEORGES LAUWERS** of Belgium, (President of BFV Cosmos and a Board Director of FISA), for "a lifetime devotion and services rendered to astrophilately and to FISA." The GOLD FISA MEDAL is the highest award offered by FISA.

**MR. HERBERT ABFALTER**, Austria, (President Ost. Flugpostsammlerverein), was also awarded a GOLD FISA MEDAL for "his engagement and work for the Austrian Airmail Collectors Club, and his spontaneous offer to bring the F. I.S.A. Congress to Vienna".

**DR. STEFAN BRUYLANTS**, Belgium, (Vice-President BFV Cosmos and Vice-President F.I.S.A.), was presented the GOLDEN FISA PIN for "his engagement rendered to astrophilately and his outstanding work and activities for the development of a FISA website".

The main topic of business at the meeting was acceptance by the delegates of the following resolution to be sent to the FIP:

The Directorate of FISA and the delegates to FISA AGM on 19 September 1999 in Vienna express their astonishment following the wanton change in the name of their hobby applied at IBRA 99 in Nurnberg and PHILEXFRANCE 99 in Paris.

In both instances *Aerophilately* was given the wrong and indeed laughable name of *Atmospheric Flights*.

The Directorate and the delegates challenge those responsible to effect an immediate action to ensure that in all future venues the name *Aerophilately* is exclusively used and that bonafide serious collectors are never confronted in future with such fantastic idiocy.

FISA is also planning a response to a proposal that the applicable postal tariff must be described for any aerophilatic cover shown at a FIP sponsored exhibition. This response is being coordinated by Alex Newall. Any members who would like further information on this issue/response should contact the editor.

## AIR CANADA vs. CANADIAN AIRLINES

One of the big news stories in Canada for the last three months, has been a take-over battle between our two major airlines.

For the benefit of members living outside of Canada who have not received the almost daily news stories about this very complicated issue, the key points seem to have been:

- *Canadian Airlines* is the smaller of the two, and has been losing money.
- ONEX CORP., which has links to *Canadian Airlines*, made a bid for both *Canadian Airlines* and *Air Canada*.
- The ONEX bid was fiercely opposed by *Air Canada*, which is the bigger airline, and has recently been making a profit.
- A court ruled that the ONEX bid was illegal, as when *Air Canada* was privatized, part of the legislation stated that no person or company could own more than 10% of its shares.
- ONEX withdrew its take-over bid.
- *Air Canada* has now made a take-over bid for *Canadian Airlines*.

The issue is still unresolved. - The current speculation is whether or not *American Airlines*, which is already a major shareholder in *Canadian Airlines*, will come up with a counter offer in order to maintain its links to the Canadian passenger services.



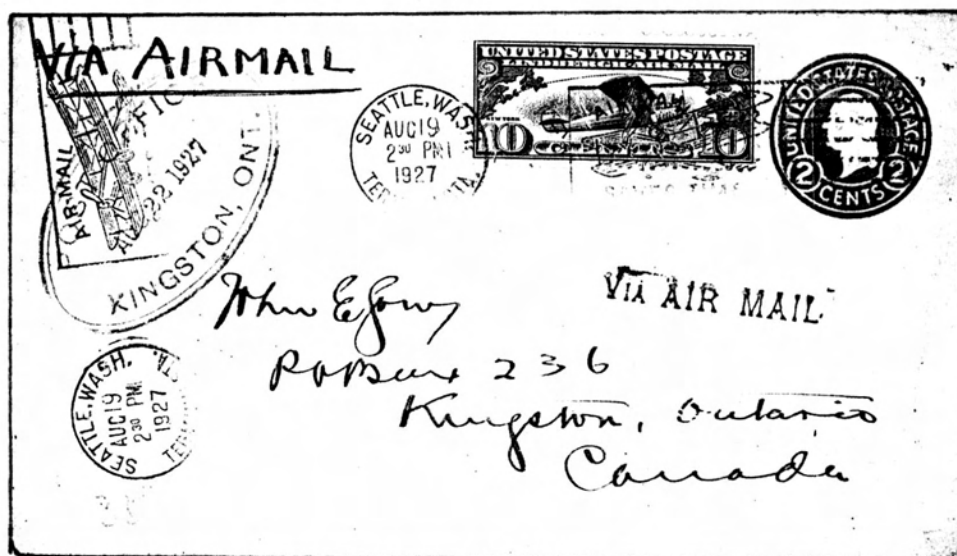
# SEASONAL SPECIAL -

## Aerophilatelic Cover of the Millennium?

In last December's newsletter, Mike Shand sent in his nomination for the *Aerophilatelic Cover of the Millennium*, and issued a friendly challenge for other readers to send in their own nomination.

This challenge was repeated in our last newsletter, but received no responses. However, in keeping with the Seasonal spirit, and in order not to disappoint Mike, here is my nomination for the *Cover of the Millennium*.

### EARLIEST RECORDED AIR MAIL COVER FROM THE UNITED STATES to KINGSTON, ONTARIO



Postmarked: SEATTLE, WASH. 2.30 PM AUG 19 1927

Transit stamp on back: CHICAGO, ILL. AIR MAIL 7 AM AUG 21 1927

Receiver stamp on front: POST OFFICE KINGSTON, ONT. AUG 22 1927

Some readers might question the status of this cover as the "earliest recorded". However, as I am the one keeping these records, and as I have actively sought and advertised for these covers for several years, I think this "earliest" is as legitimate as many other records.

Other readers might question the "importance" of this cover as the *COVER OF THE MILLENNIUM*, and consider that covers to Kansas, or Korea, would be more "important". This raises the definition of "importance", which has been a bone of contention at competitive exhibitions for many years. Personally, I don't collect air mail to Kansas or Korea, but I do collect air mail to my home town of Kingston, so this cover is much more important than covers to Kansas or Korea to me.

However, the real reason for nominating this cover as the *COVER OF THE MILLENNIUM*, is that it was spotted by a Canadian Aerophilatelic Society member who knew of my interest in Kingston covers; purchased for \$5.00; and traded on to me for the same price at one of our Days of Aerophilately in Toronto. This cover therefore exemplifies cooperation and fellowship, which I expect newspaper editors around the world to be extolling as the values the world needs as we enter the new Millennium.

Season's Greetings and Best Wishes to all readers for the new Millennium,

*Chris*

Greetings from David Granger, wishing fellow members a happy Christmas season  
and a healthy and bug free New Year.

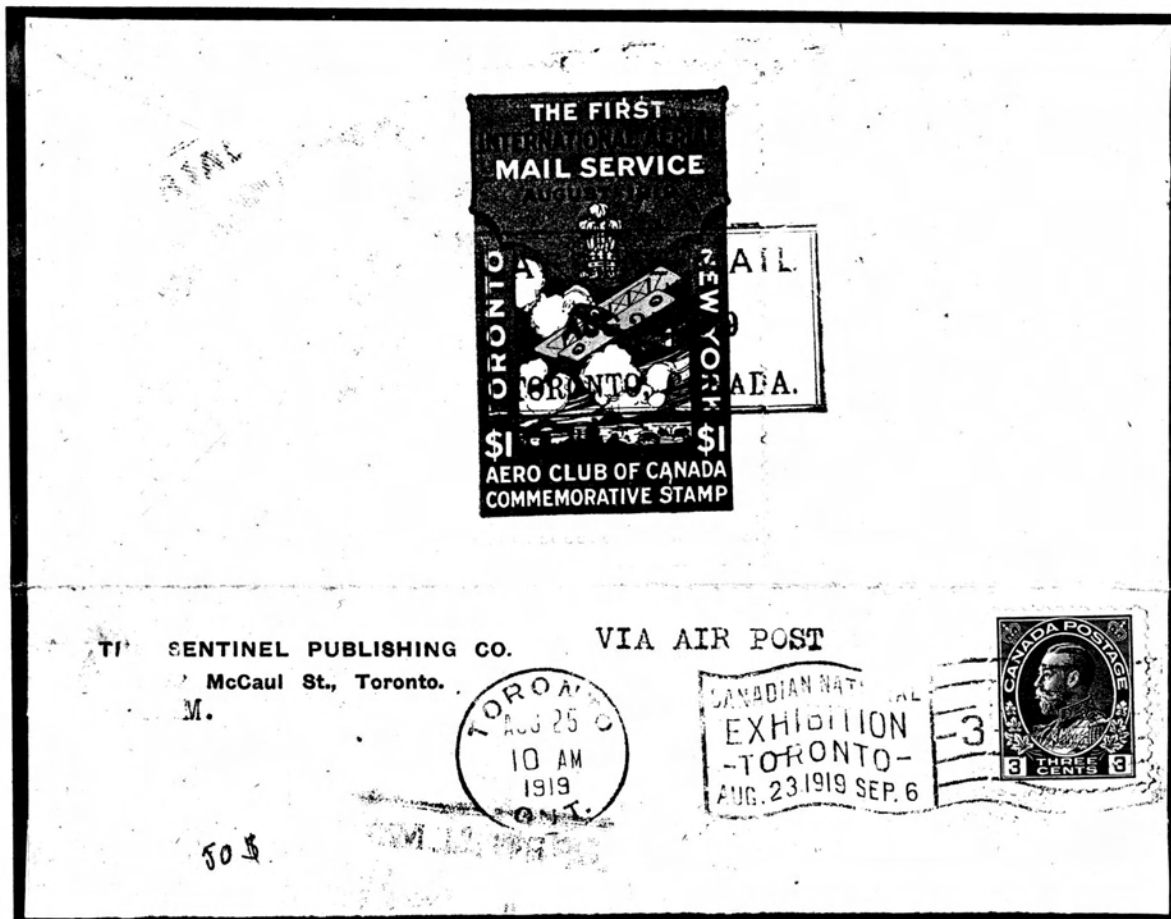
This year I have chosen an 80 year old cover from my collection of pioneer and semi-official air mails.

During the 51st Annual Canadian National Exhibition, an Aerial Derby was flown between Toronto and New York and return, a round trip of over 1000 miles. Competitors could start at either point and were obliged to finish at the same point.

Four sponsors put up \$10,000 in prize money; the Aero Club of Canada gave a trophy for the fastest round flight by an American pilot and the American Flying Club gave a trophy for the fastest trip by a Canadian pilot.

There were 40 pilots who started. The weather was exceptionally bad, with rain and dense low cloud. Some pilots retired after one leg, and eleven crashed with varying degrees of severity, though there was no loss of life.

The Aero Club of Canada was authorised by the Canadian Post Office to arrange the carriage of souvenir mail by one of the planes and to issue special stamps which were sold at \$1 each. A total of 3000 such stamps were printed. Any mail was also required to bear the proper postage in addition.



#### 25th August 1919 - Toronto to New York

Canadian mail was carried by Major W.G. Barker, V.C., flying a German Fokker aircraft which had been brought to Canada as a war trophy. On the outward leg, he arrived in New York with his left arm completely frozen as a result of the cold. On the return flight, he was forced to make an unscheduled landing when he ran out of fuel whilst trying to locate the landing site at Buffalo. He arrived back in Toronto after a total flying time of about 17½ hours on August 27.

80 YEARS  
OF  
NEW ZEALAND  
AEROPHILATELY

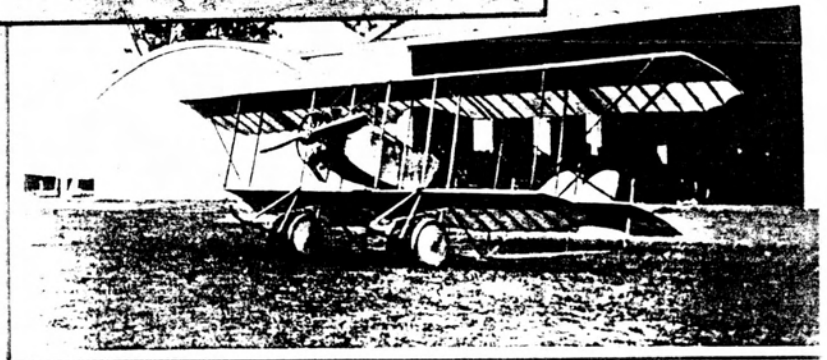
DEC 6 1919

CANTERBURY AVIATION  
SOCKBURN TO CHRISTCHURCH  
100 H.P. CAUDRON



ALTHOUGH SIGNED BY EUAN DICKSON, THE PILOT WAS IN FACT  
BERT MERCER

As you gather round the fire this Xmas, spare a thought for the 80th anniversary (perhaps even to the day, depending on when this is mailed to you,) of the first "mail" air-dropped over Christchurch N.Z.



The "mail" actually consisted of advertising for 'The greatest film production of the year'.

Let the Lyttelton Times of the day tell the story:

"Showers of envelopes were liberated from an aeroplane that circled over the city in the noon hour. The aerial visitor, a 100 h.p. Caudron from Sockburn was piloted by Mr J.C. Mercer. When slightly to the Northeast, the pilot jettisoned his advertising matter.

This fluttered down like a shoal of small herring, little flashes of light catching the eye as the letters fluttered down. The main portion of mail however missed Cathedral Square and seemed destined to land in the vicinity of Christ's Church College.....Only one envelope actually landed in the square. There was a rush of spectators to seize it. One young man on a bicycle was first on the spot. He tore open the envelope and found inside a circular, headed up 'The Aerial Mail' and containing an invitation to patronise a forthcoming entertainment. Meanwhile the postman was speeding back to the aerodrome leaving a big crowd of spectators to watch his flight".

Ten days after this air drop, on Dec 16, the first "Official" air mail was flown in N.Z., between Dargaville and Auckland but as the first air mail in NZ available to collectors (there is at least one earlier item in a museum), the above cover is of some interest on its anniversary.

Extensive enquiries over the years have <sup>FOUND</sup> no others. It may be unique and it may have been seen falling by that doyen of NZ aerophilately (from his baby buggy) JIM STAPLETON, who celebrated his 80th birthday on October 13. Congratulations Jim, and Merry Xmas to one and all.

MIKE SHAND  
1183 AGINCOURT ROAD  
OTTAWA ONT CANADA  
K2C 2H8  
Mike





## DUAL FRANKED AIR MAIL: CANADA to U.S.A.

Most dual-franked covers seem to be coming East, but John Woollam sent in an interesting dual-franked cover that headed West:



**Franked:** Canadian 2c Admiral and 10c special Delivery + 16c U.S. air mail

**Cancelled:** TORONTO at 9pm SEP 22 1926 and BUFFALO 2 PM SEP 23 1926

**Backstamped:** CLEVELAND 8 PM SEP 23 1926 and MILWAUKEE 12.30 PM SEP 24 1926

I also received from Charles Verge a copy of one of the late Ralph Mitchener's columns for the *Ottawa Citizen*, which describes both the practice of dual-franking, and another interesting cover:

THE OTTAWA CITIZEN • SATURDAY, MAY 26, 1990 G11



**RALPH MITCHENER**

### STAMPS

As many collectors know, browsing through dealers' stocks of covers can sometimes unearth interesting items. Subsequent browsing through the books and periodicals at the Canadian Postal Archives' library can add further interest to such items.

A few weeks ago I came across a two-cent Canadian postal stationery envelope, cancelled at 3:30 p.m. on June 18, 1927 at Windsor, Ont. Addressed to San Francisco and endorsed via airmail, it also bore a 10-cent United States Lindbergh airmail stamp with a Chicago airmail cancellation of 11 p.m. on the same day. June 18, 1927 was the day of issue of the Lindbergh stamp.

The cover was backstamped in San Francisco on June 20 at 6:30 p.m. My immediate reaction to the cover was one of suspicion. When and where was the Lindbergh stamp affixed?

Some days later I was looking through 1927 back issues of *The Stamp Herald*, published in Kitchener, Ont., trying to get information about a member of the Canadian Philatelic Society for a friend in Edmonton, when I saw an advertisement that removed my suspicion about the cover.

The full page ad, in the Aug. 5, 1927 number of the magazine, offered a Lindbergh first day cover to every new subscriber.

The ad read: "A limited number of 'Lindbergh' airmail stamps were sold at the Windsor Ontario Post Office on June 18th (first day of issue) which were mailed the same day, but as the Detroit airmail had closed, the covers were sent by railway to Chicago and cancelled June 18, 11 p.m., carried by airplane to San Francisco, California and backstamped on June 20, 6:30 p.m."

It went on to say that none of the covers were, as far as the publishers of the magazine knew, for sale. The few that they were able to obtain were to be given free to new subscribers.

In 1927, and for a few years earlier when airmail service in the United States first extended from coast to coast, mail from Canada that was to be carried by air to its destination in the United States had to bear appropriate Canadian postage as well as sufficient United States postage to pay the airmail rate applicable in that country. That fact explains the Lindbergh stamp on the cover.

The 10-cent rate per half ounce was in effect from Feb. 1, 1927 until it was reduced to five cents for the first ounce or fraction — and 10 cents for each additional ounce — on Aug. 1, 1928. A five-cent airmail stamp — showing a beacon on the Rocky Mountains — was issued on July 25, 1928, just prior to the rate reduction.

Continued



**RALPH  
MITCHENER**

Continued

Canada's first airmail stamp, issued on Sept. 21, 1928, was also in a five-cent denomination. According to the 1929 *Canada Official Postal Guide*, that stamp by itself would prepay airmail postage to and in the United States.

Unless I misunderstood my sources, the five-cent United States airmail stamp prepaid airmail postage from the U.S. to Canada as of Aug. 1, 1928. I've seen an airmail cover with a copy of that stamp sent on that date from Milwaukee to Lethbridge. That cover may have travelled part way by air, perhaps from Milwaukee to Minneapolis. At that time there was no regularly scheduled airmail service in western Canada.

## A Lindbergh First Day Air Mail Cover

THAT NO MONEY CAN BUY  
**FREE!**

A limited number of "Lindbergh" Airmail Stamps were sold at the Windsor Ontario Post Office on June 18th (FIRST DAY OF ISSUE) which were mailed the same day, but as the Detroit Airmail had closed, the covers were sent by Railway to Chicago and cancelled June 18, 11 p.m., carried by Airplane to San Francisco, California and back-stamped June 20, 6.30 p.m.

None of these covers are for sale as far as we know, but the few that we were able to obtain will be given free to new Stamp Herald Subscribers.

### SEND ONE DOLLAR TODAY

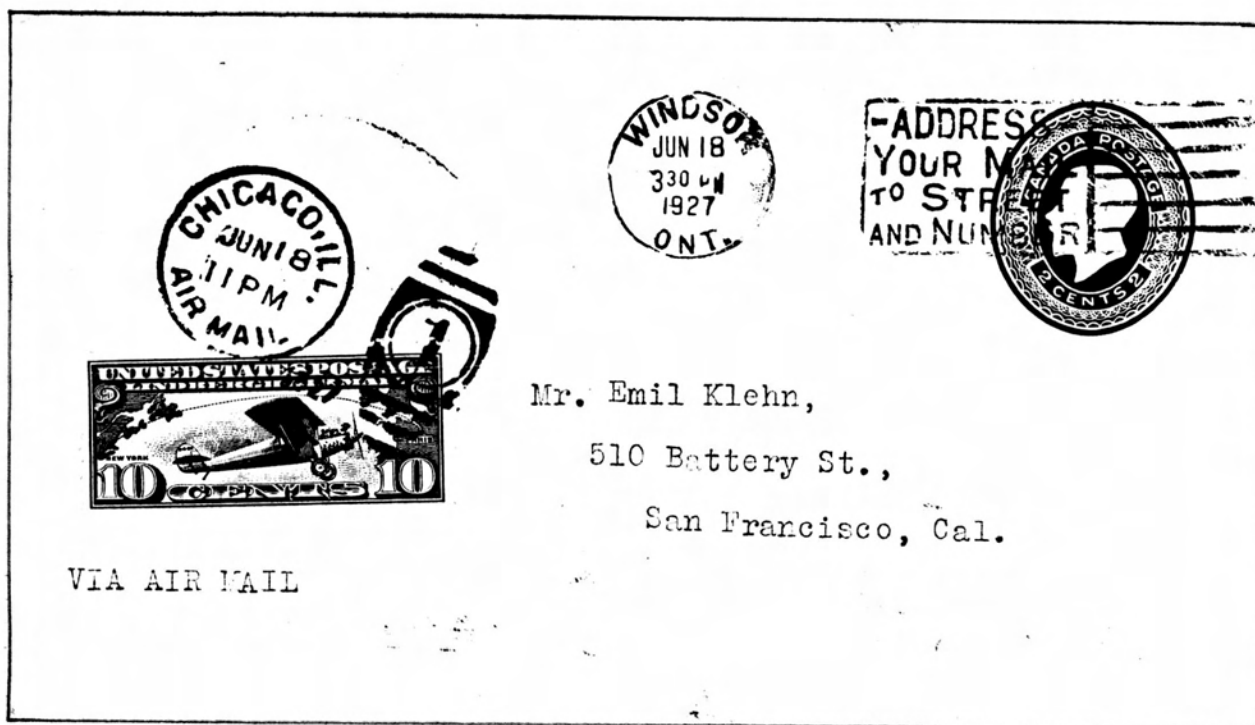
before these Jubilee Premiums are gone, although we have a few others that will give late comers a surprise.

**EVERY NEW SUBSCRIBER**  
Will Receive a Worth While Premium

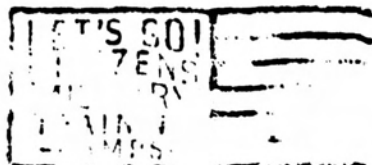
**The Stamp Herald Publishing Co.**  
KITCHENER : ONTARIO

Please Mention "STAMP HERALD" When Writing to Advertisers.

The Aug. 5, 1927 Stamp Herald ad



1927: from Windsor via Chicago to San Fransisco

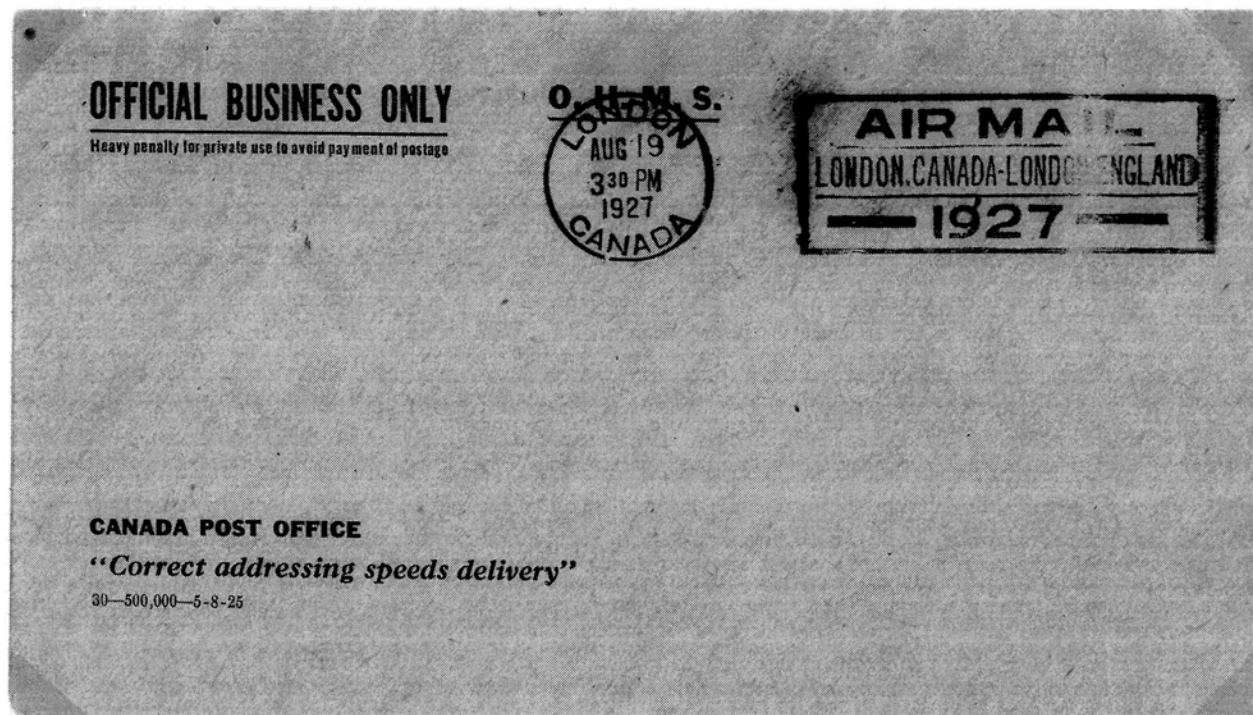


SEASON'S GREETINGS  
from  
**JOHN WOOLLAM**  
and  
**CHARLES VERGE**

# AIRMAIL FLIGHT COVERS

## CANADIAN CRASH COVERS

London, Ontario to London, England Flight 1-7 September 1927



On 1 September 1927, after much preparation, Captain Terrence Tully and Lieutenant James Medcalf took off from London, Ontario in the special Stinson aircraft the "Sir John Carling" carrying with them a small bag of envelopes. On each was a special vignette depicting the two pilots and the aircraft. Each envelope was cancelled with a die reading "Air Mail, London, Canada - London, England -- 1927 ---". On 7 September the aircraft took off from St. John's Newfoundland and disappeared. No trace was ever found of the aircraft or its crew. The above envelope was cancelled in London, Ontario on 19 August 1927 depicting the special cancellation. The original photograph shows Tully and Medcalf before the Stinson aircraft in London, Ontario preparing for their flight.

Continued



SEASONS' GREETINGS

# CANADA

## AIRMAIL FLIGHT COVERS

### CANADIAN CRASH COVERS

from DICK MALOTT

London, Ontario to London, England Flight 1-7 September 1927

This original telegram, obtained from the family of Captain Terrence B. Tully, captain of the ill-fated Stinson-Detroiter aircraft, The Sir John Carling, is mute testimony to the brave effort by Captain T.B. Tully and Lieutenant James Victor Medcalf. Since only one example of the prepared 94 envelopes exists to-day, as well as only six mint copies of the original 100 vignettes printed, this historic telegram sent from Harbour Grace, Newfoundland on 7 September 1927 is a significant historical document in Canada's air mail history. The telegram, sent to Tully's wife Anne, sends love to his two sons, Terry and Pat, as well as his wife. The aircraft disappeared over the Atlantic on 7 September 1927 with its two aviators and bag of mail.

# CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

FORM T.D. 1 M.

## TELEGRAM

All Messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeatable message, and is delivered by request of the sender under these conditions.

J. McMILLAN, General Manager of Telegraphs, Montreal.

27RNXA

23

HARBORGRACE NFLD SEPT 7-27

ANN/E L TULLY,

CARE ARTHUR LONDON

WE ARE JUST OFF ON A LONG PATROL TODAY YOU  
SHOULD HEAR FROM US THIS TIME TOMORROW LOVE TO YOU  
TERRY AND PAT.

TERANCE.

905A



# PATRICIA AIRWAYS AND EXPLORATION LIMITED



A short while ago I obtained the cover shown on the computer scanned photograph. It has a pair of CL13 on the back which is imperf vertically, and perf horizontally. It was originally advertised as being imperf in between, but the photo that accompanied the ad clearly showed that it was entirely imperf vertically. I have to assume that there are a possible three more such covers around.

The catalogs do not mention this variety at all, not among the regular stamps or among the proofs. Longworth-Dames book on page 100 mentions the existence of a cover flown from Sioux Lookout to Red Lake with a pair of CL13 stamps imperforate in between, but I doubt that he ever saw the actual cover. It is probably identical to my own cover.

I talked to the dealer that sold it to me and he claims that the original owner of the cover I bought, has two more like it which he was not prepared to sell at this time. That would account for all four covers that I believe would exist.

You may want to put this in the Canadian Aerophilatelist for reaction from collectors.

All the best,

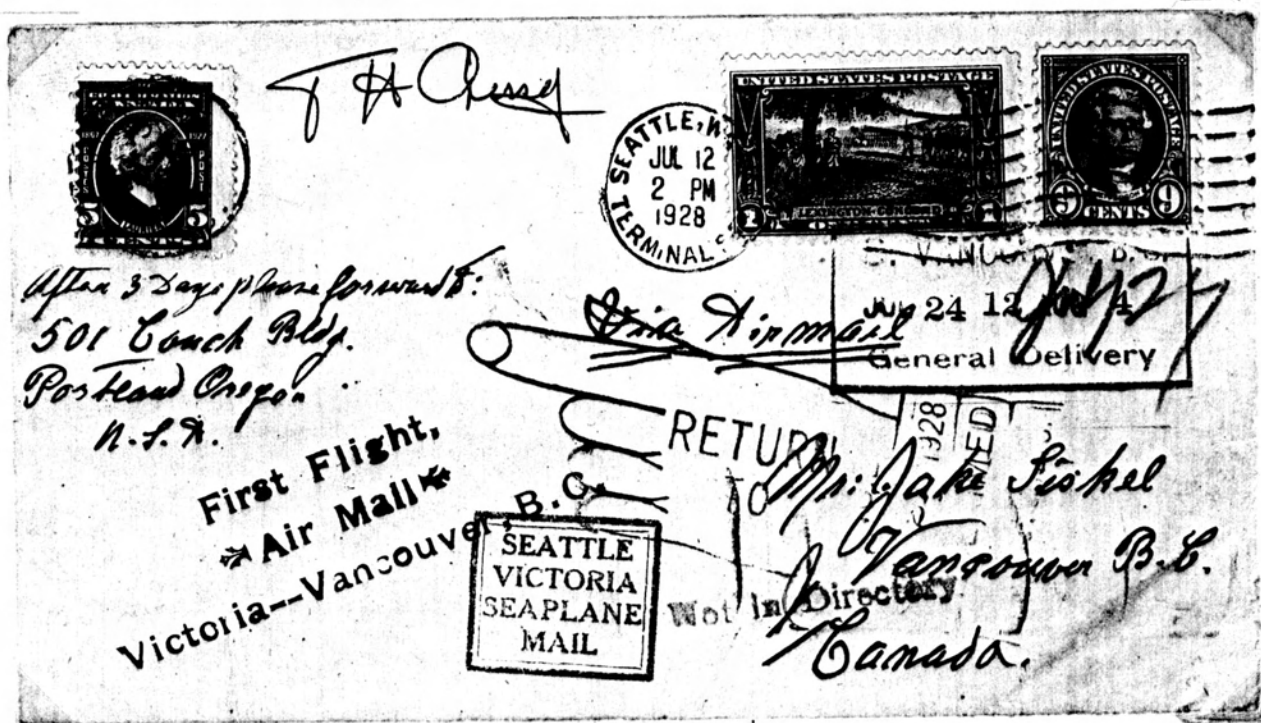
Ed Matthews

---

**NORTH TORONTO STAMP CLUB - 57<sup>th</sup> ANNUAL EXHIBITION**

**10am to 6pm Saturday MARCH 25<sup>th</sup> 2000, and 10am to 4pm Sunday March 26<sup>th</sup>.  
Civic Garden Centre, Edwards Gardens, 777Lawrence Ave. East at Leslie St.**

## SEASON'S GREETINGS from JIM BROWN



This cover flew on two air mail routes. Seattle - Victoria FAM 2 July 12, 1928. Victoria - Vancouver, B.C., on British Columbia Airways Limited first flight, July 23<sup>rd</sup>. It was held in Victoria eleven days for B.C. Airways first air mail flight to Vancouver. In Vancouver it was in General Delivery until August 4<sup>th</sup> then returned to sender at Portland, Oregon. A fine example of dual franking. Five cents Canadian postage covers 2c rate Victoria-Vancouver and 3c rate Vancouver-Portland. The US rate from Portland to Victoria was 2c which was overpaid by 8c. B.C. Airways air mail service was in operation one way from Victoria to Vancouver July 23<sup>rd</sup>. Regular mail service commenced August 3<sup>rd</sup> when their semi-official stamp was available. The possibility of mail being carried on both routes is extremely remote. August 25<sup>th</sup> B.C. Airways Ford Trimotor crashed in the Juan de Fuca Strait off the Olympic Peninsula with the loss of crew and passengers. Mail was not lost as it was not carried between Victoria and Seattle.



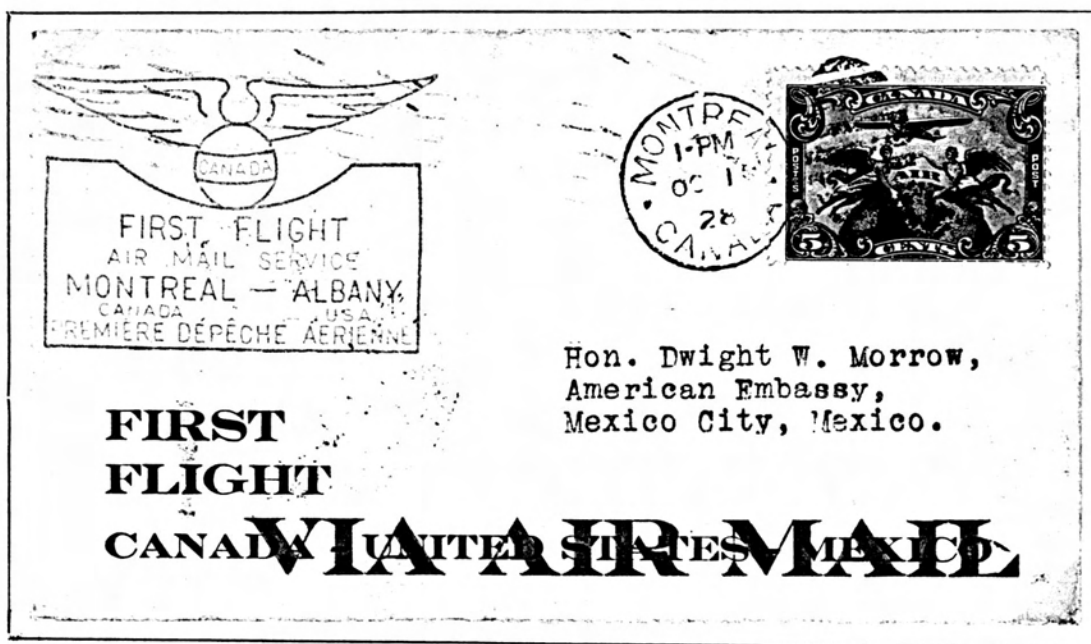
## SEASON'S GREETINGS!!!!

**BOB TERRY  
589 HAMPSHIRE RD.  
AKRON, OHIO 44333**

First flight covers from Montreal to Albany by Canadian Colonial Airways inaugurating Foreign Air Mail Route No. 1 are relatively common. On the same date, Mexico inaugurated service between Mexico City and Nuevo Laredo. These provided the initial regular air mail service between Canada and the U.S. as well as allowing for connections from the U.S. border to Mexico City. That's what makes this cover more interesting.

This cover was flown from Montreal to Albany; from Albany to Laredo, Texas; then from Nuevo Laredo to Mexico City, Mexico. The first 3 country regular air mail service between Canada and Mexico via the U.S.?

The cover is addressed to Dwight W. Morrow, the U.S. Ambassador to Mexico and the future father-in-law of Charles Lindbergh.



Backstamp:

Albany machine cancel 1 October 1928

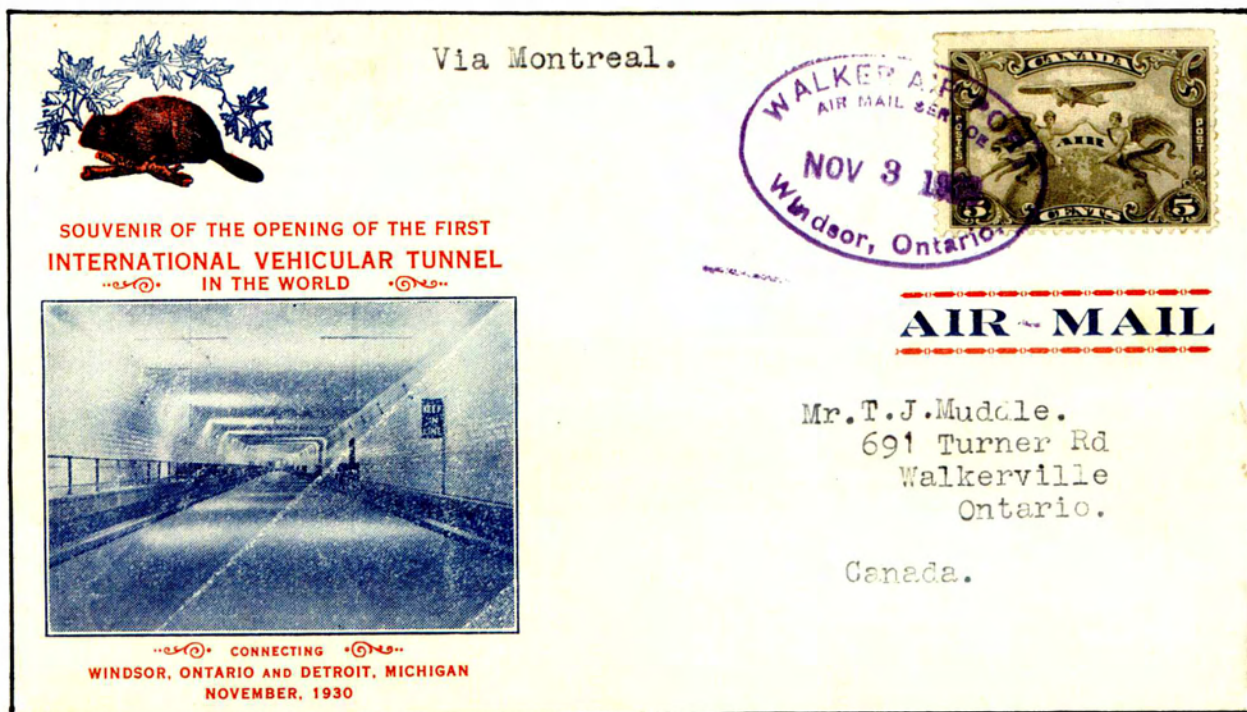
Laredo machine cancel 3 October 1928

Nuevo Laredo Air Mail machine cancel 3 October 1928

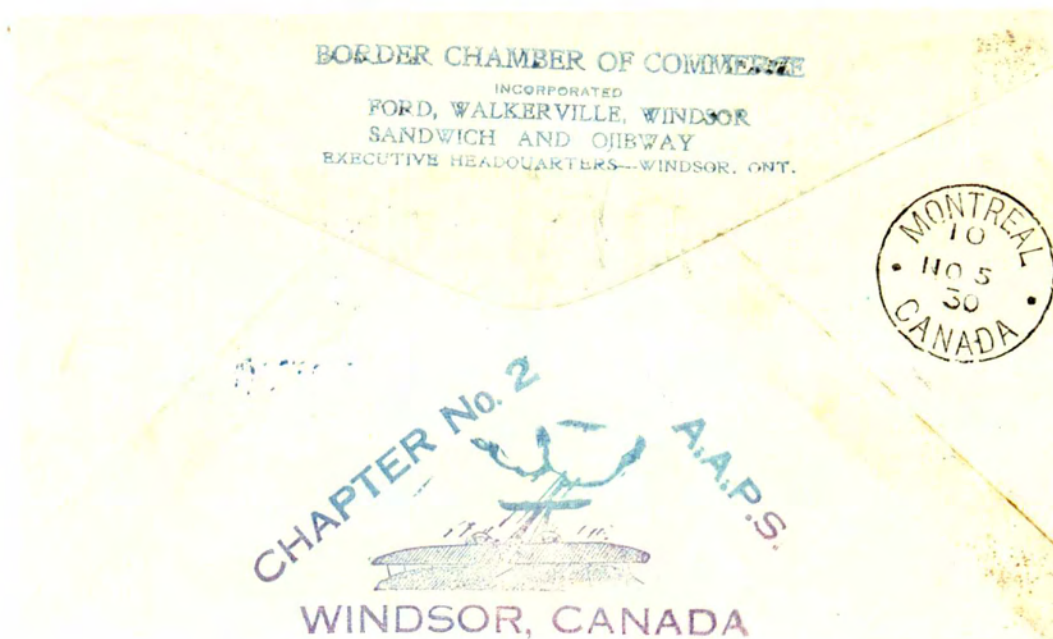
Mexico City Air Mail 4 October 1928

## FLIGHT COVERS: THE SPORTS CARDS OF THE 1930s!

John Irvine made this comment during one of our telephone conversations, and cited the cover below as an example. - It's a souvenir flight cover, created to commemorate the opening of the INTERNATIONAL VEHICULAR TUNNEL between Windsor and Detroit!



Postmarked: WALKER AIRPORT, WINDSOR NOV 3 1930

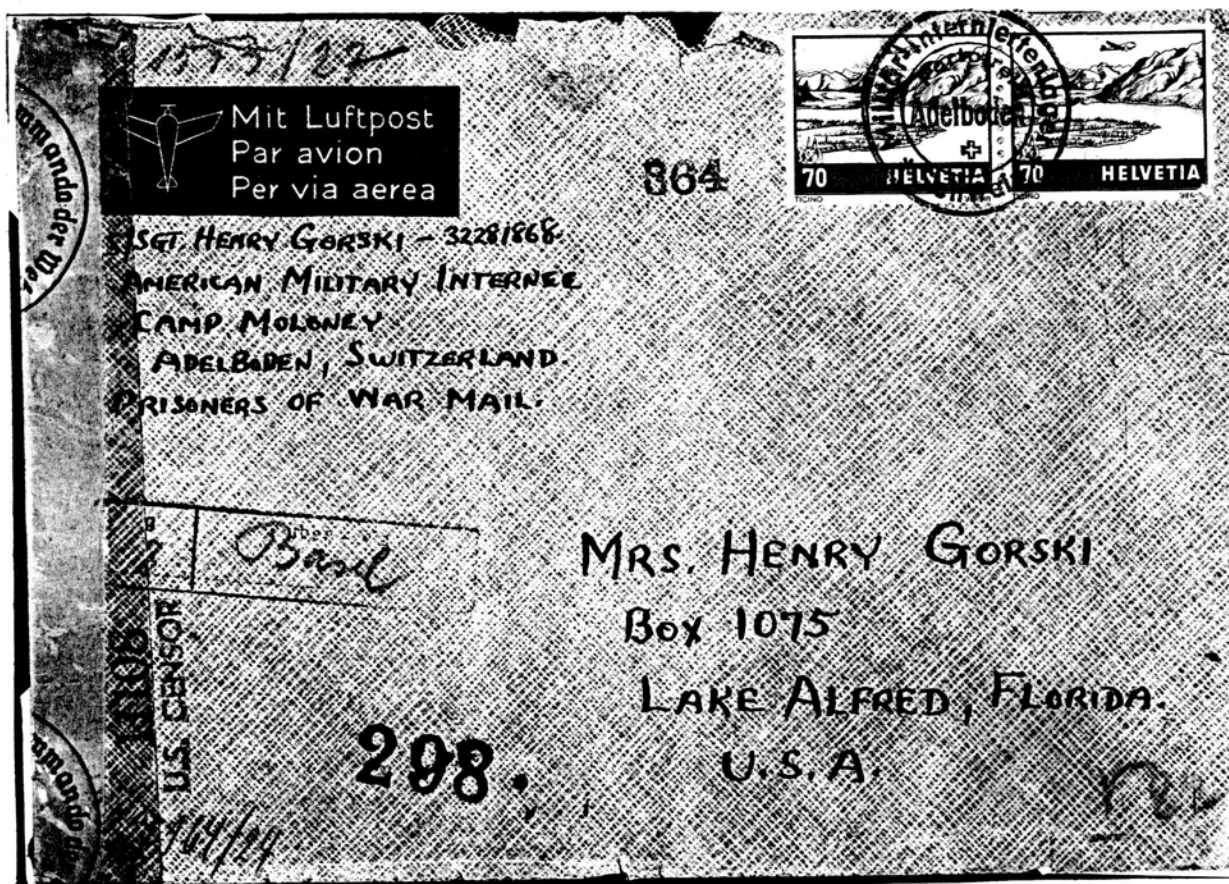


Backstamps, including: MONTREAL 10 NO 5 30

John has two varieties of this cover. - The one above routed *Via Montreal*; and one routed *Via London* that is similar in most respects, but shows a coat-of-arms rather than a beaver in the top left corner. This suggests the covers were dispatched along the Windsor - Toronto - Montreal air mail route. Does anybody have covers for this event dispatched to locations other than London and Montreal, or any additional information about the flight(s)?



## SEASONS' GREETINGS from JACK INCE

TRANS-ATLANTIC - MIDDLE ROUTEPAN-AM RAM 18 - AUG. 1944SWITZERLAND - U.S.A.

P.O.W. Reg<sup>t</sup> cover to Florida with adhesives (SG419) paying  
airmail postage & registration (100x40Rps) tied by cancellation: -

MINIAR-INTERNIERTENLAGER/PORTOFREI/ADELBODEN/SCHWEIZ

NO backstamp but in m/s "Recd 8/25/44"

Opened & re-sealed -

- a) In Berlin with Geopost tape tied on reverse, in red ink,  
by censor handstamp
- b) In New York, with transparent tape bearing (P.O.W. No.) '11108'  
and 'U.S. CENSOR' handstamp

Route

- a) By train to Basel & thence to Berlin
- b) In spite of uncertainty on routing May/Oct. 1944,  
probably by D.L.H. via Stuttgart, Maastricht, Barcelona  
& Madrid to Lisbon
- c) By Pan Am Lisbon to New York



# 1944: NEW ZEALAND-CANADA INAUGURAL FLIGHT BY RAF

Shown below are both sides of an Air Mail Letter Card, flown from Ohakea, North Island, NZ to Montreal, Quebec Province, Canada.

Air Commodore Powell of No. 45 Group RAF Transport Command flew a Liberator AL504 from Sydney, Australia to NZ on 10 November 1944. The flight left Ohakea Air Force Base on 13 November and flew via Fiji, Canton Island, Hawaii & California to arrive at Montreal on 16 November (see backstamp M.P.O. 304). This particular letter was sent by an NZPO employee to his relative in the RNZAF who was stationed at Lachine, near Montreal. The addressee had gained his wings and was now a Pilot Officer. The card had been readdressed to him firstly in Manitoba (see backstamp Winnipeg M.P.O. 1101). The sender knew when he posted it on 8 November, that it would go on the first airmail flight, hence the typed inscription.

by Rick Oxenham

**BY AIR MAIL**

**N.Z. AIR MAIL**

**LETTER CARD**

If anything is enclosed this card will be sent by ordinary mail.

NZ 432569,

*P/O* ~~LAC~~ Goodhall, E.H.,

~~R.C.A.F. M.P.O. 304~~

First Direct  
N.Z. - Canada  
Airmail.

When folded the letter card must conform in size and shape with the blue border within which the address only may be written

*5005 #2 R.C. Lachine PQ*  
*21/11/44 CB*

*WELLINGTON C.I.*  
*NOV 11 1944*  
*POSTAGE AND REVENUE 6d*

*M.P.O. 304*  
*NOV 16*  
*1944*  
*CANADA*

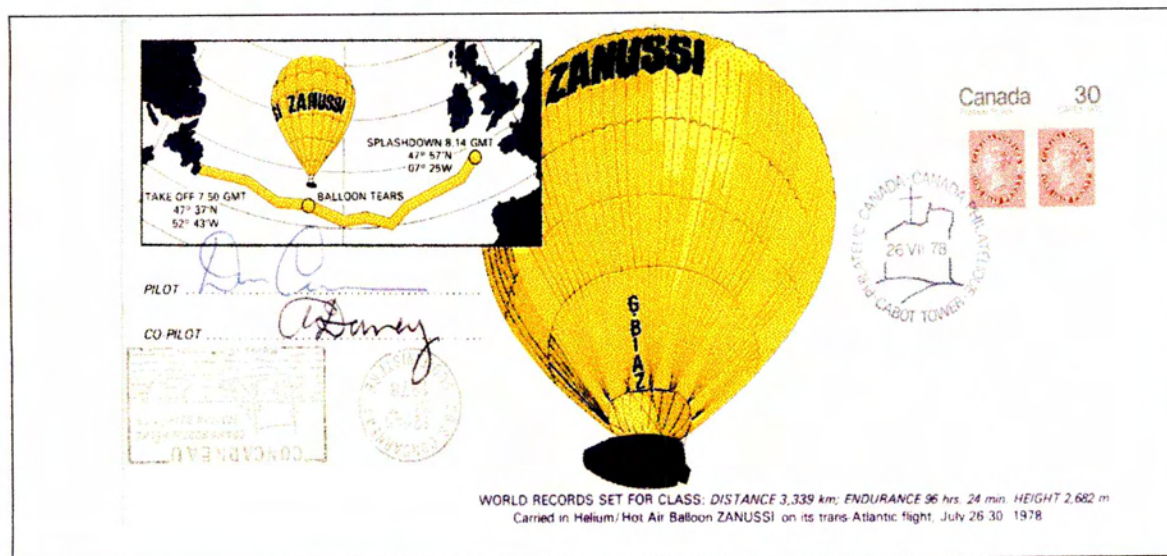
*22 PM*

SENDER'S NAME AND ADDRESS

H. Goodhall,  
Staff, C.P.O. Wellington, C.1.

SEASONS' GREETINGS from ALAN TUNNICLIFFE, editor of the NEW ZEALAND AIR MAIL NEWS, newsletter of the NEW ZEALAND AIR MAIL SOCIETY. This item is from the October 1998 issue.

## 1978 - THE ZANUSSI COVER



At 7:20 A.M. on July 26th, 1978 the hybrid balloon\* "ZANUSSI", was launched from Bannerman's Sports Park in St. John's, Newfoundland. This was the eleventh attempt since 1959 to cross the Atlantic by balloon. It was the second try using a hot air - helium system to maintain controlled buoyancy on a long distance flight.

Aboard was the designer of the balloon, pilot in command Don Cameron, and his co-pilot Major Christopher Davey, R.T.R. (Royal Tank Regiment). Occupying a small part of the cramped gondola were 1000 Balloon Post Covers which were carried to commemorate the flight. Flight Director, Alan Noble, had the covers cancelled at the Cabot Tower Post Office in time to be put aboard for the journey.

During the inflation the helium envelope which was inside the hot air envelope became twisted. Cameron had hoped that as the inflation progressed, the problem would correct itself. Unfortunately it did not, halfway across the Atlantic a tear developed in the helium envelope. The subsequent loss of helium, and bad weather forced a landing at sea off the coast of France on July 30th. The aeronauts were taken aboard the French trawler "ELSINORE", along with the balloon gondola. The balloon envelope was recovered by the freighter "BELGIAN EXPRESS".

Though the flight was unsuccessful in that a complete crossing of the Atlantic was not achieved, short lived World Records were set for:

Distance: 3,339 kilometers.

Endurance: 96 hours, and 24 minutes.

Most importantly, this new technology with improvements has been used on the majority of successful long distance balloon flights since.

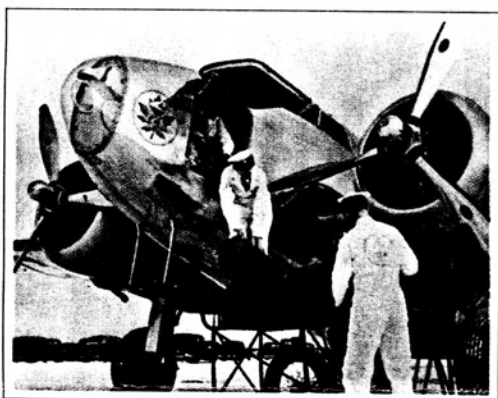
While the cover of this Newsletter was being prepared, aeronauts Bertrand Piccard, and Brian Jones completed the first non-stop circumnavigation of the world by balloon. They launched in a hybrid balloon\* named the "BREITLING ORBITER III", from Chateau d'Oex, Switzerland on March 1st, 1999. Landing in southeast Egypt near the town of Mut at 06:00 GMT, March 21st after being airborne 19 days, 21 hours, and 55 minutes. The balloon was designed, and constructed by Cameron Balloons of Bristol, England. The Flight Director was Alan Noble. Swiss Post was quick to recognize this feat by issuing a Commemorative Stamp on March 24, 1999. Though 21 years have passed since the attempted Atlantic crossing, it is fitting to note that the circumnavigation of the world occurred during the year that Newfoundland celebrated its fiftieth anniversary as a province of Canada.

\* Pilatre de Rozier attempted to cross the English Channel from France to England in a combination gas - hot air balloon on June 15, 1785. He used hydrogen gas, and a brazier to heat the gas. Sparks from the brazier caused the hydrogen to explode killing de Rozier in the subsequent crash. The hybrid, or combination balloons are now referred to as "Roziere Balloons". (The "e" was added so that the name could be registered as a trademark). Helium, an inert gas, is now commonly used as a lifting agent.

**SEASON'S GREETINGS from a very generous member,  
who donated the colour printing of the front page, but wishes to be anonymous.**

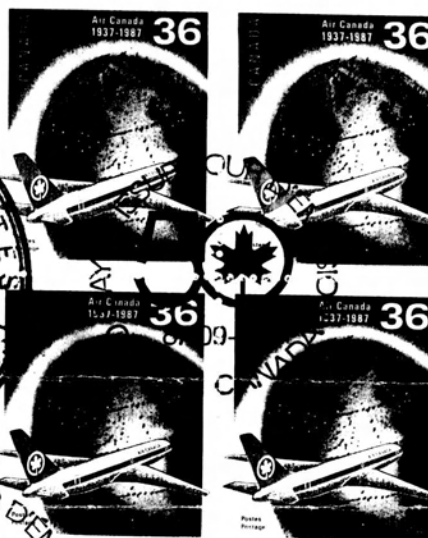


# 1987 - 50<sup>th</sup> ANNIVERSARY OF AIR CANADA



Day of Issue  
Canada Post Corporation

Jour d'émission  
Société canadienne des postes



Design: Debbie Adams, Derrick Carter

CANADIAN BANK NOTE  
• • • • •  
R

*Seasons Greetings - Souhails de la saison  
from a fellow member to all C.A.S.  
members, especially to our Executive  
committee for wonderfull work.*

*Albert N. Leger  
# 171  
Moncton, N.B.*

**Editor's Note:** Thanks Albert!

Readers may recall that when describing the new stamps issued for the 75<sup>th</sup> Anniversary of the RCAF, Canada Post stressed how much attention had been paid to detail in the illustrations.<sup>1</sup>

Such attention to detail has not always been the case: when the Air Canada stamp shown above was produced, the designers removed the engines from the aircraft in order to give a more pleasing image! This led to a number of disparaging comments at the time, as well as the "unique" page in Patrick Campbell's collection "LITTLE KNOWN CANADIAN EVENTS" reproduced on the next page!

<sup>1</sup>

See for example page 4 of the last newsletter.



## SEASON'S GREETINGS from PATRICK CAMPBELL

### Little-known Canadian Events



The engine-less aircraft on this stamp depicts a bold experiment of Air Canada when they inaugurated a new air-route from Ottawa to Gimli, Manitoba. The objective was to develop energy-efficient, pollution-free flight operations. Unfortunately the service did not prove to be popular with the passengers, and the new route was abandoned after the inaugural flight. No first-flight covers are known to exist.

This write-up is based on an incident that occurred in 1984:

On July 23, Air Canada Flight 143, a brand new B-767 bound for Edmonton from Montreal and Ottawa, ran out of fuel high above Red Lake, Ontario. Its captain, Robert Pearson, was a twenty-five-year veteran of the airline who had started out flying Viscounts. Fortunately for the sixty-one passengers and seven other crew members aboard, he was also an accomplished glider pilot.

Bob Pearson had no chance of keeping his disabled craft aloft long enough to reach the nearest suitable airport, Winnipeg, which was still 120 miles ahead. But by the merest chance, his route led him close to a wartime air training scheme airstrip at Gimli, Manitoba. When both its engines fell silent, Flight 143's main power source was cut off. Its computer went dead, the lights on all its electronic gauges vanished, and Captain Pearson was left with only a magnetic compass, an artificial horizon, an airspeed indicator and an altimeter.

With these simple aids, and his skill as a glider pilot, Pearson side-slipped to lose height and speed, and guided his 88-ton aircraft safely down to Gimli's 7,200-foot runway. His co-pilot lowered the landing gear manually, but the nose-wheel failed to lock and collapsed as the plane landed. This proved to be fortunate, since the friction created by the aircraft's nose dragging along the ground stopped Flight 143 short of a crowd of campers at the far end of the runway, which was being used that weekend for a drag-racing meet.

An immediate investigation disclosed that the near disaster stemmed from a series of errors by both flight and ground crews. Since the aircraft's fuel gauges were not functioning properly, the amount of fuel in its tanks was measured manually, using the dipsticks provided for that purpose. In line with government policy on metrication, Air Canada had ordered its B-767s with a metric fuel system, so their dipsticks are calibrated in centimetres. Calculating the weight of fuel aboard therefore entails first translating centimetres to litres and then converting litres to kilograms. Various tables and conversion factors are provided to accomplish those calculations, but those involved in refueling Flight 143 mistakenly used the conversion factor for translating litres into pounds. The aircraft therefore took off with only about half the fuel needed to reach its destination.

(Description from It Seems like Only Yesterday - Air Canada, The First 50 Years by Philip Smith.)

# SEASONS' GREETINGS from NELSON BENTLEY

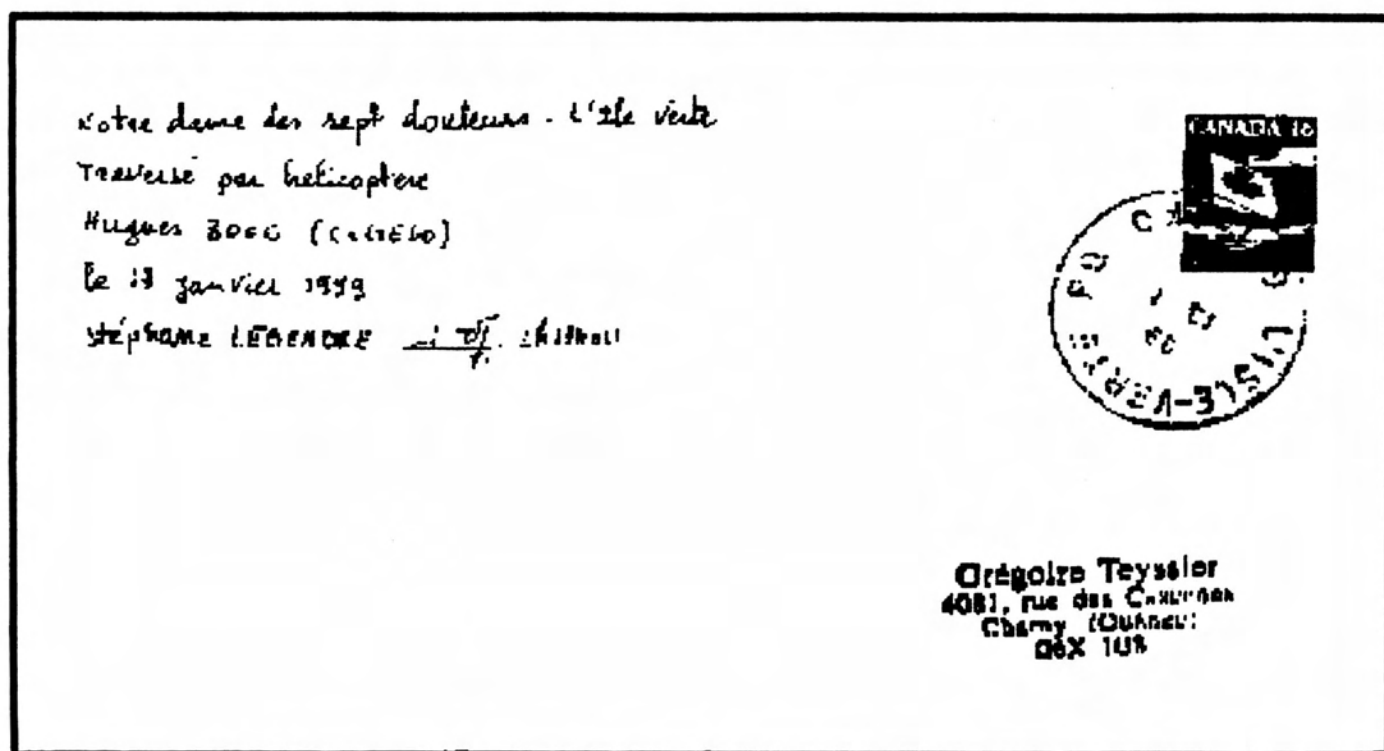
## NOTRE-DAME-des-SEPT-DOULEURS at 1' ILE-VERTE: Postal connection via helicopter Gregoire Teyssier

Every winter for the last three years the few inhabitants of the village of Notre-Dame-des-Sept Douleurs, located on 1'Ile Verte downstream from Quebec, have received mail service via helicopter chartered by the company Helicraft, based at St. Hubert.

The pilot Stephane Legendre flies on this route three times a week, Monday, Wednesday and Friday from 8.30 to 10.00 and 14.00 to 15.30.

The contract for the transport of passengers and mail has been awarded by the Canadian government. According to the pilot, Stephane Legendre, the volume of mail varies -from 1/2 to 1 bag per trip; of course the incoming mail is more important than the outgoing mail.

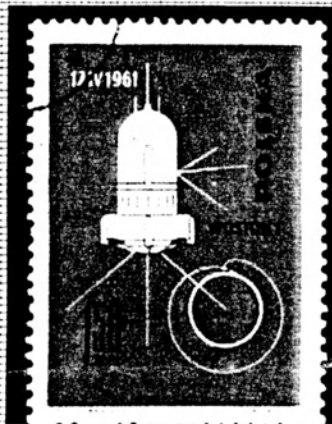
(1) Today there is no postoffice on 1'Ile-Verte anymore. The one on Notre-Dame-des-Sept-Douleurs was in operation from 1876 to 1969. (Anatole Walker, Postoffices of Quebec, Society of Postal History of Quebec, 1995).



### Illustration # 1:

Cover mailed from Notre-Dame-des-Sept-Douleurs to Charny (Quebec), January 13, 1999. The connection to Notre-Dame-des-Sept-Douleurs/1'Ile-Verte is by helicopter. The signature of the pilot Stephane Legendre in upper left corner testifies to the authenticity of the cover.

# Astrophilately



## CLASSIC SPACE STAMPS

The two Polish stamps (above left and right) demonstrate the aspects of secrecy which surrounded what Vostok looked like. The stamp on the right is the first ever worldwide to accurately depict the shape of Gagarin's craft and it was not produced until December 1966 (sic). More often than not the curious thimble and collar shape shown on the left hand stamp (issued November 1963) was promulgated as the true shape of Vostok!

Whilst, until the defeat of communism, the Soviets produced at least one stamp for every (successful) manned flight - so making much political capital, the U.S. Post Office has been very selective in its commemoratives, but each stamp produced has tended to be a gem such as the (middle left) from 1962 and (middle right) 1969.

These two stamps from the Soviet Union depict triumph and tragedy, showing the crews of Soyuz 11, in which all three cosmonauts perished during re-entry in June 1971, and the first joint venture, the Apollo Soyuz Test Project of four years later.

JD

**SEASON'S GREETINGS** from **GEOFF DUGDALE**,  
Editor of **ORBIT**, quarterly journal of the *Astro Space Stamp Society*.

(This item was originally part of *An Introduction to Collecting Space on Stamps*, written by Geoff for **CapCom**, published by the **MIDLANDS SPACEFLIGHT SOCIETY** in England.)



## FOLLOW UP: WHO WAS THE FIRST MAN TO FLY?

After examining the claims of a Aleksander Moshaiski, (a Russian), and Richard Pearce, (a New Zealander), in our last newsletter, I received the following claim from Mike Shand that a Scot was the first man to fly:

Everything in history of any importance happened first in Scotland. In Scotland, a man conquered the air. Percy Pilcher flew.

Certainly, he died young. He died in the air. Young Percy Pilcher knew that a man could take off in a heavier-than-air machine, and he did it. He was a humble worker on the staff of the naval architecture department of Glasgow University, and he knew that man could and would fly. He thought up, and made with his own hands, the machine that Leonardo da Vinci had dreamed of and never quite managed. Percy built a glider, and it worked.

He knew it would work. He was a Scot, who worked out the snags, and circumvented them. Another thing nobody knows is that this young man solved problems that would not arise until decades after his death. The undercarriages of modern intercontinental aeroplanes are based on his predictions. He thought of shock-absorbing springs. He thought of nearly everything. And he flew.

Pilcher piloted the first heavier-than-air, man-operated machine that ever took off the ground in Britain. It was his own handiwork. He got into the driving seat and flew this thing, beautifully. The system of launching gliders and sailplanes has not changed much since he worked it out before the turn of the century. It is all his.

Pilcher (the name does not sound excessively Scottish, but Scotland is where he was, and where he did it) first took a kind of aeroplane off the ground near Dumbarton in the year 1895.

Four years later, in 1899, he got ambitious. He fitted a petrol engine to one of his machines and invented the powered aeroplane. It got off the ground, several years before Wilbur and Orville Wright.

The end is a sad story. Percy took a powered machine into the air. It worked. A control wire broke. The machine turned upside down and crashed to earth. It was destroyed, along with the pilot-designer.

It would be four years before the Wright brothers, who had never heard of Percy Pilcher, or maybe they had, took their little machine into the air and imagined they had invented the aviation industry. There is no need to steal the glory from Wilbur and Orville. They did it, and they didn't get killed. Three cheers for the Wright brothers.

Four for Percy Pilcher.

This is reproduced from The Scots by Clifford Hanley. - Mike said he picked it up for 50 cents at a garage sale, and although he has no way of knowing the true facts, "the rest of the book is an accurate, if lighthearted, review of events and people in Scottish history". However, according to the Chronicle of Aviation, Pilcher was demonstrating a glider when he crashed.

I also received via Dick Malott the following clipping from L.F. Gillam. It's from an English newspaper The Sunday Telegraph (August 1<sup>st</sup> 1999), and mentions two other claims for the title of "FIRST MAN TO FLY":

Claims have recently been advanced for flights of heavier-than-air craft before the Wright brothers on December 17, 1903. The latter probably became accepted as the first flight because the airborne craft was photographed.

In the summer of 1896, a 48-year-old Welsh carpenter called Bill Frost took to the skies over Pembrokeshire. Frost had received a patent for his 31ft craft, somewhere between a glider and an airship, in 1895. It was propelled upwards by two handcranked fans and kept aloft by hydrogen-filled pouches.

According to a neighbour of Frost's, the flight ended when the undercarriage caught in a tree after flying 500 to 600 yards, and the craft was damaged irreparably in a storm later that year. The filed patent is the only existing documentation of the flight. An engineer in Minnesota plans to build a replica for a test flight.

Meanwhile, relations of Preston Watson of Dundee are calling for him to be recognised for his own airborne achievements over the Tay in the summer of 1903 - at least five months before the Wright brothers. "It was like a lot o' bloomin' old window blinds and sticks tied together," recalled Harry Band, a farm labourer, in 1955. Other witnesses described a propeller attached to the front.

Continued

FOLLOW UP: WHO WAS THE FIRST MAN TO FLY? continued:

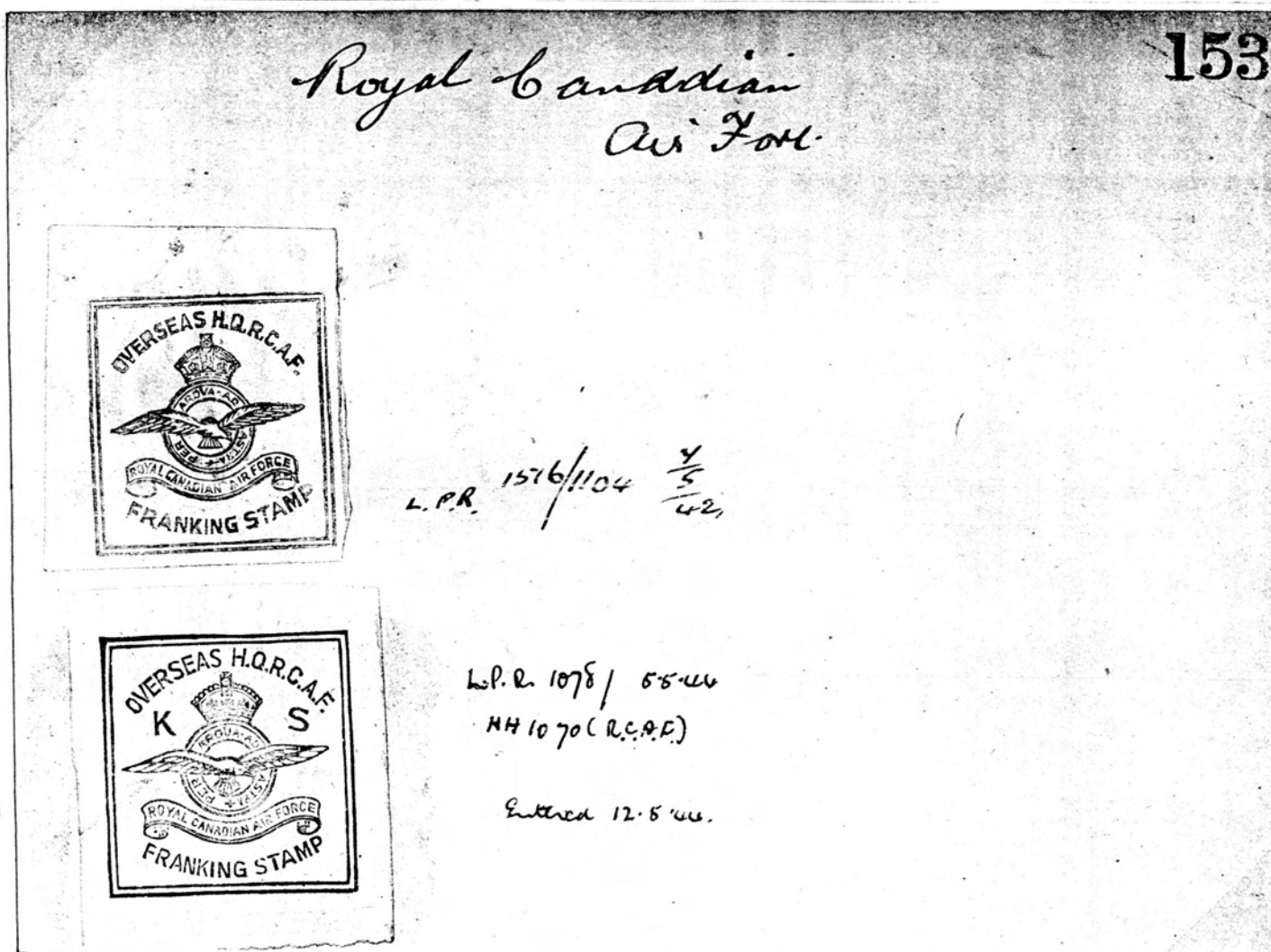
It is thought that the craft was launched via a catapult. Watson released several weights, causing a rope-and-pulley arrangement to pull the craft along greased planks and up into the air. Watson went on to build two more planes, incorporating a "rocking wing" above the main rigid wing that could be used for steering. The design won a French safety award in 1913. Watson joined the RNAS and was killed in 1915 at the age of 34 when his biplane exploded over Essex.

Neither Bill Frost nor Preston Watson are mentioned in the Chronicle of Aviation. Additional information on these claims, or additional claims, would be much appreciated.

## 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.

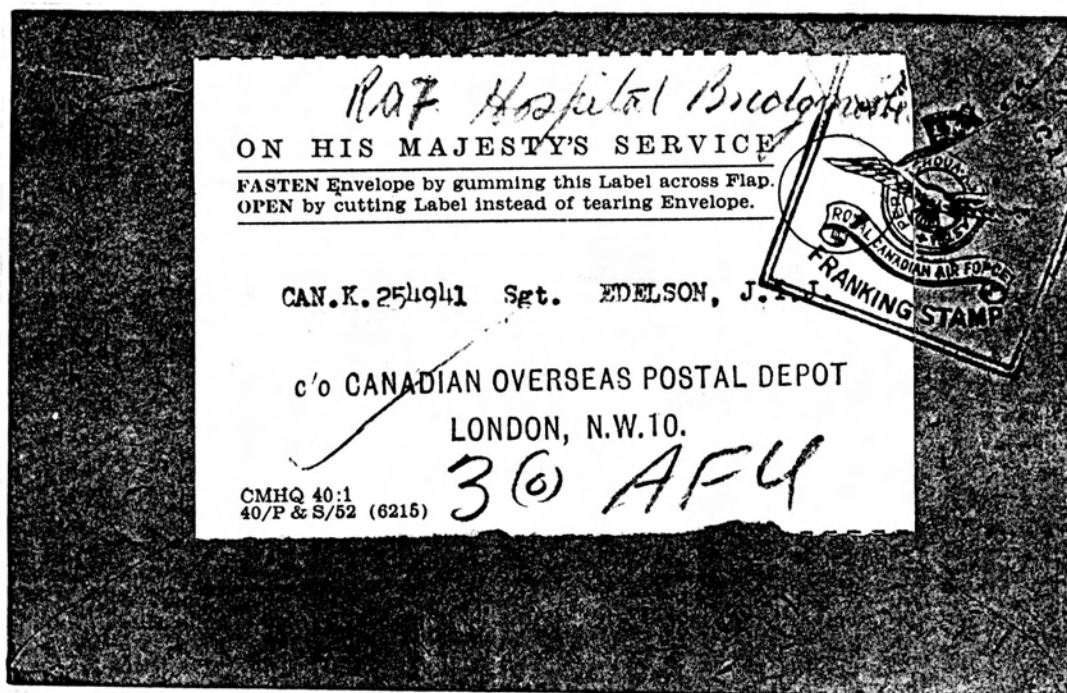
### R.C.A.F. FRANKING STAMPS



1942-44 Proof Strikes of two different franking stamps for the Royal Canadian Air Force in London, each on small piece and affixed to a portion of page 153 of an Official Ledger containing Specimens of certifying handstamps for Official Mail (1901-64) in Great Britain, and officially endorsed. (Auctioneer's description.)

**Question:** The RCAF franking stamps were "rubber" stamp impressions, used in lieu of postage on letters traveling by Forces mail bag. - The cover at the top of the next page was sent from HQ to COPD, and there re-addressed to "RAF HOSPITAL Bridgnorth". (The writing comes over the franking stamp.) There is no evidence of any Post Office cancels, so it seems that both parts of this journey were completed by Forces mail bag.

Continued

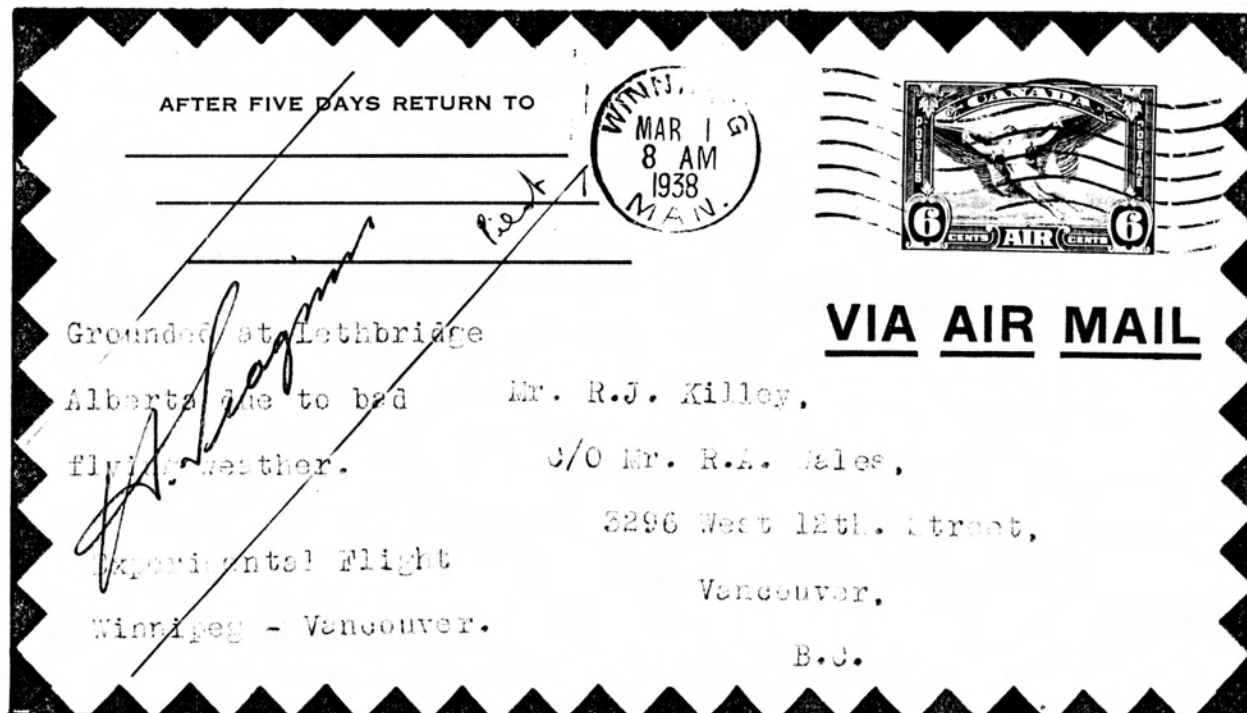


There appear to have been two types of these franking stamps. - Proof strikes of the two types are shown on the previous page.

The number of "identical" stamps made of each design is not known, but was likely just one.

Examples of the 1942 strike are quite common, but those of the 1944 strike are less common. (The shape of the tail feathers on the above cover suggests it is a 1944 franking stamp, in which neither the K nor the S made an impression.)

**Does anybody know the meaning of the K S in the 1944 Franking Stamp?**



Postmarked: WINNIPEG MAR 1 8 AM 1938

Typed inscription at left: Grounded at Lethbridge Alberta due to bad flying weather.

This cover has an inscription at the bottom-left "Experimental Flight Winnipeg - Vancouver", which was a Trans-Canada Airways flight, and is listed as #3805 in AMCN. However, AMCN lists the pilot as M. SMITH, and the signature doesn't look like that to me! Can anyone identify the signature, and/or provide more information about the flight?

**If you can help with these questions, please send information to the editor.**



## BOOK REVIEW - THE TRANSPORTS

I received the following book review from Kendall Sanford. - It induced me to buy this book, and I'm very glad I did! It is one of the few philatelic books I have read from cover-to-cover for interest and enjoyment, rather than read bits of for information.

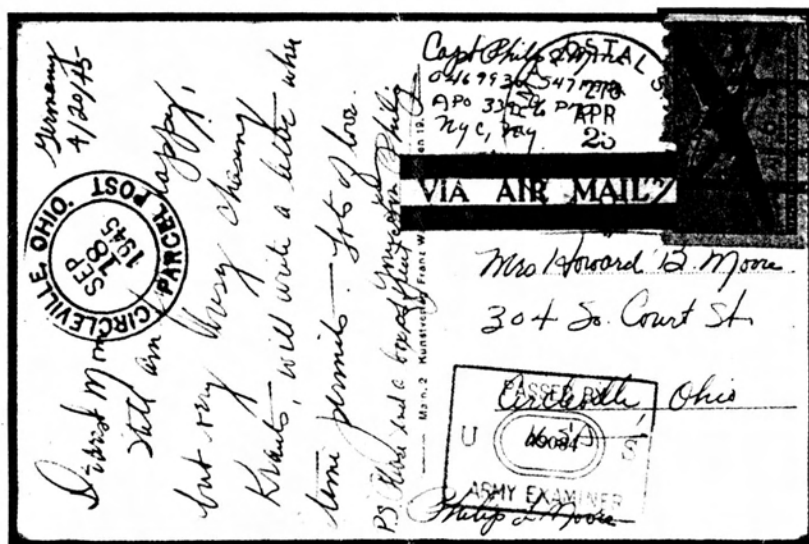
**THE TRANSPORTS** by G.H. Davis, published 1999 Bureau Issues Association (BIA), P.O. Box 2641, Reston, VA - USA 20195-0641. 231 pp., Soft cover, ISBN 0-930412-25-7. Regular price \$28.00 including postage in the USA plus \$1.00 per book outside the USA. (See next page for special price for BIA and CAS members.)

In 1941, the U.S. Post Office issued a series of airmail stamps with a common design, which pictured a transport type aircraft, and they have become known as "The Transports". The design is not that of a particular aircraft type. The front part of the aircraft looks like a DC-3—it has two engines, but the tail area looks similar to a Lockheed Constellation. The stamps were issued in denominations of 6¢, 10¢, 15¢, 20¢, 30¢ & 50¢. A 6¢ booklet variety was issued in 1943 and in 1944, an 8¢ stamp was issued. These stamps have become quite popular with collectors and many types of commercial covers are possible bearing these stamps.

The book covers all aspects of the Transports—from the stamp design and development, to the RF overprints, which were applied to these stamps starting in 1944. Also covered are the transoceanic routes on which many of the covers with the Transport stamps were flown, and the usage of the various denominations and rates which were applicable. There are separate chapters covering details on each denomination, clear illustrations of various stamps and covers, and a very comprehensive index.

The book will be a useful reference for the collector of U.S. airmail stamps and covers.

This book provides a wealth of information about both these stamps, and the operation of postal services during the period 1941 to 1946. For example: if you have ever come across a postcard like the one below, and wondered why a postcard has a PARCEL POST cancellation on it, this book provides the answer:



This postcard was mailed from an APO (Oschersleben, Germany) a few days before Germany fell. It has two characteristics which make it something other than a common APO usage. First, it is a post card usage. While not scarce, this is not common. More importantly, it has a parcel cancel. Why a parcel cancel on a post card? The key to this question's answer is in the P.S. of the message.

Captain Philip Moore requested that his mother send him a fruit cake. Due to cargo space limitations, contents of parcels sent to soldiers overseas were limited to requested items. The soldier's request (the P.S. on the post card) was presented to the Postmaster when the parcel was mailed. The request was "canceled" to prevent reuse. Note that the address of the post card is Circleville, Ohio, which matches the parcel cancel applied five months later.

Continued

**BOOK REVIEW - THE TRANSPORTS continued:**

It is typical of the detail of this book, that this explanation is followed by a reference to the specific regulation, and a copy of that regulation:

The procedure followed was dictated by Order No 19687, dated January 7, 1943, entitled "Restriction On Overseas Shipments To Army Personnel." The applicable text is detailed below:

The War Department has informed the Post Office Department that in view of the heavy demands being made on cargo space for military shipments and because of the limited facilities available to commanders of theater of operations for delivery of mail, the volume of mail dispatched to overseas destinations must be kept to a minimum. Therefore, in accordance with the recommendations of the War Department, the following restrictions on mail for Army personnel addressed A.P.O.'s overseas, other than official shipments and shipments to military agencies, shall become effective January 15, 1943.

2. Except as hereinafter provided, no parcels shall be accepted for dispatch to A.P.O.'s outside the continental United States unless they contain such articles only as are being sent at the specific request of the addressee, approved by the battalion or similar unit commander of the addressee.

Parcels addressed to individuals at A.P.O.'s overseas must be accompanied with the approved written request from the addressee as above set forth when presented for mailing. The request shall be postmarked by the accepting employee in such manner as to prevent its reuse and then be returned to the sender.

The book also includes a detailed chapter on the various postage rates that applied between 1941 and 1946, which make this very complicated topic easy to follow.

**SPECIAL OFFER:** The Bureau Issues Association has generously extended their special members price of \$22US (plus \$1.00 postage outside the USA) to members of the Canadian Aerophilatelic Society. This offer will apply until January 31<sup>st</sup> 2000: please include your CAS membership number when ordering.

Combination Offer: The BIA has also published *The Prexies* by Roland E. Rustad, which is "The complete reference on the Presidential Issue of 1938: well illustrated with history, rates and data on all aspects of the series. Paperbound: 343 pages." CAS members may order both books for \$40 (plus \$2.00 postage outside the USA).

*The BUREAU ISSUES ASSOCIATION is the largest philatelic society devoted to collectors of U.S. stamps. Once concerned mainly with the output of the Bureau of Engraving and Printing, the society now covers all U.S. issues, classic and modern, regardless of the printer. The BIA is American Philatelic Society Affiliate #150. The authoritative monthly journal The United States Specialist is included with membership. Sample copies are available for \$2.00 each. postpaid.*

*For more information contact the BIA Executive Secretary, P.O. Box 2641, Reston, VA 20195-0041, USA*

## ADVERTISEMENT

### PHILLIPS INTERNATIONAL AUCTIONEERS AND VALUERS

101 New Bond Street, London W1Y 0AS, England

Every month PHILLIPS holds major sales of  
POSTAGE STAMPS AND COVERS OF THE WORLD

For more information contact STUART BILLINGTON, Head of the Stamp Department:  
telephone 0171 629 6602, fax 0171 409 3466, E-mail: s.bill@philmail.demon.co.uk

With the combined forces of a strong philatelic market in Europe, the strong pound and a recent change in customs regulations, London is at present an extremely attractive market for selling stamps at auction. - If you are considering selling stamps and would like to arrange a valuation, please contact Phillips' Canadian representative JACK KERR WILSON in Toronto:  
toll free 1 877 462 9004 or e-mail: phillipstoronto@sprint.ca

## **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.

### **AEROPHILATELIC MAIL BID SALE**

My hobby is to help you collect philatelic material from your own home, at a price you want to pay. Items are put into individual lots, so the price remains low (often \$1.00-5.00). Like an auction, you may not receive all you desire, but part of the fun is in trying.

Three Sales a year bring you Canadian, U.S. and Foreign material.

*First Day Cover, Government Flights, Air Baggage Labels.*

*CAM's, FAM's, Unlisted / Commemorative Flight Covers, Packets, Literature, Airline Post Cards, Air Race Covers, Pilot Signatures (Who knows what I'll find that you might find interesting.)*

Dad, (Orlan Green) started the sales in the late 60's, I have been doing them since 1992. There is still a large amount of average, good, and better items to share with collectors & occasionally dealers.

Please request a copy of the January, 2000 sale. Remember the benefit to you, but also to me. The head stewardess here says, clean up the place, get rid of it. So it's your opportunity... And THANKS; Have a good holiday and 21st century.

DALE GREEN, 409 OCEANA St. Oscoda, MI 48750 USA.

### **FLOWN COMMEMORATIVE COVERS**

The CAS has a number of modern commemorative covers for sale.

For more information please contact

MIKE SHAND: 1183 Agincourt Road, Ottawa K2C 2H8.

---

## **NEXT ISSUE DEADLINE**

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

**FEBRUARY 15<sup>th</sup>.**



**SUPPLEMENT 5 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND****Government and Other Air Mail Covers of Canada**  
**Changes and Additions 1926 to 1978****Dick McIntosh**

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1928	2861	<p>Delete present entry and replace by:</p> <p><b>"1928, December 14 - January 11 --- Moonbeam - James Bay District.</b></p> <p>H. A. "Doc" Oakes and T. M. "Pat" Reid left Remi Lake near Moonbeam Post Office to pick up prospectors in the Richmond Gulf area and to deliver some supplies and Christmas mail. The planes of Northern Aerial Minerals Exploration Ltd. (N.A.M.E.) were a Fairchild FC2W2, G-CATL and a Fokker Super Universal G-CARK. Mail postmarked in Toronto, Montreal and Cochrane, some of which was backstamped December 16-18 at Moonbeam, was carried on the flight and some of the covers were signed by "Doc" Oakes.</p> <p>There were several delays during the flight caused by weather and minor landing gear damage and the dates shown below are those of the arrival of the flight not the postmarks. Eastmain had the only post office and some covers received that backstamp. The return covers from Moose Factory and East Main were picked up on the way north as the return flight was direct from Richmond Gulf to Remi Lake. Some covers are backstamped at Toronto on January 15.</p> <p>Moonbeam - Moose factory, Dec. 30 100.00</p> <p>a. Moonbeam - Rupert House, Jan. 7 100.00</p> <p>b. Moonbeam - East Main, Jan. 8 100.00</p> <p>c. Moonbeam - Fort George, Jan. 9 100.00</p> <p>d. Moonbeam - Richmond Gulf, Jan. 11 100.00</p> <p>e. East Main - Moonbeam, Jan. 11 (postmarked Jan. 8) 100.00</p> <p>f. Moose factory - Moonbeam Jan. 11 (red ink Dec. 31 100.00</p> <p>hand cancel by Hudson Bay Factor)"</p> <p>(Thanks to research done by Derek Rance - see article in the Sept. 1999 issue of <i>The Canadian Aerophilatelist</i> - and input from Mike Painter)</p>	
	2863	Add to text after "c. Clarke City - Seven Islands": (doubtful if flown)	10.00
1929	2901	Delete this entry as it has been incorporated into 2861.	
1934	3405	<p>Add: to text "Also a commemorative cover with circular cachet from Montreal by International Air Mail society; some covers signed by J. A. D. McCurdy</p> <p>a. Montreal, St. Hubert Airport" 10.00</p>	
1936	3616	<p>Add: <b>1936, December 2 --- Edmonton - Portland and Return.</b></p> <p>Unofficial flight to Air Planning Council Portland, Oregon. Backstamped at Lethbridge; Great Falls, Mont.; Plains, Mont.; Helena, Mont.; Portland; and Edmonton. Signed by various postmasters and attendees including Grant McConachie and U.S. Admiral King</p> <p>Edmonton - Portland, (Dec. 2-8)" 50.00</p>	

**Continued**

**SUPPLEMENT 5 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:**

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1940	4009	New Entry; "1940, December 22 --- Burbank - Montreal. A Lockheed Hudson bomber was flown by Jimmie Mattern as a gift from the employees of Lockheed Vega to the people of England. Postmarked Montreal, Dec. 26, 1940. Printed cachet and pilot signed" Burbank - Montreal (3)	300.00
<i>NOTE: The above changes are in addition to those listed in SUPPLEMENTS 2 to 4 for 1926 -1965.</i>			
1966	6605	Change in listing and in text: " Bonn " to " Cologne "	
	6619	Add: " b. Cologne - Montreal "	5.00
	6622	New entry: 1966, May 13 --- Vancouver - Frankfurt. First Air Canada non-stop flight. Vancouver - Frankfurt	10.00
	6656	New entry: 1966, December 1 --- Rochester - Toronto. First flight by Mohawk Airlines with BAC 111 aircraft. Rochester - Toronto	5.00
1967	6704	New entry: 1967, April 1 --- Smithers - Takla Landing. First flight by Omineoa (sp) Air Service. Pilot Jack Hodge. Smithers - Takla Landing a. Takla Landing - Smithers	5.00 5.00
	6733e	Change " April 17 " to " April 1 ".	
	6735	Add to text ", by Air Canada"	
	6741	Change pilot's name in text from " Dointereau " to " Pointereau ".	
	6751	Add: " d. Chicago - Montreal ".	3.00
	6767	Add at end of text; "by Allegheny Airlines".	
1968	6800	New entry: 1968, January 31 --- Vancouver - Tokyo. Canadian Pacific Airlines. Vancouver - Tokyo a. Tokyo - Vancouver	10.00 10.00
1969	6900	New entry: 1969, January 1 --- Frankfurt - Montreal. This flight by Lufthansa continued on to Los Angeles. Frankfurt - Montreal	10.00
	6918	New Entry: 1969, May 1 --- Gander - Sandhurst. Transatlantic Air Race Cover carried in Piper Aztec from Royal Military Academy, Sandhurst, England. Mailed on landing at Gander. Other covers from the race may exist.	5.00
1970	7019	Add: " z. Medicine Hat, July 5. "	1.00
	7037	Add: " o. Brandon, Oct. 11. "	1.00

Continued

**SUPPLEMENT 5 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND** continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>Value</u>
1971	7103	Add to text line 2 after "route," "Probably from Frobisher Bay".	
	7115c	Change "Pakivair" to "Pakwaw".	
1972	7209	Add: "a. Montreal - Warsaw June 4. "	5.00
1973	7303	In text change: "Air France" to "Air Canada"	
	7311&7313	Should be combined as this was a joint flight. Delete 7313. Add " /Swissair " in text of 7111 after " Air Canada "	
	7315	Add at end of text: " ( See CD-73.1, A- E, page 285.)"	
1974	7413a	Change " (no cachet) " to " (unofficial green cachet)".	
	7417	Add in text and listing after "Parking Lot", " (Montreal) ".	
1975	7509	Add to end of text: " Air Canada and other unofficial cachets seen."	
	7516	New entry: <b>1975, May 16 --- Lancaster Park - Strathallan Airfield, Scotland.</b> Cards flown on Lancaster Mk. X, G-BCOH, (previously CF-TQC). Lancaster Park - Scotland (5,000 numbered)	5.00
	7525	Change in text, first line: " Air Canada " to " Air Jamaica ".	
	7529&7535	Change in text: "British Airways" to "British Aircraft Corporation".	
	7541	Add at end of text: " CP Air flew to Melbourne and Tokyo, Air Canada to Paris and Amsterdam. "	
1976	7601	Change in text: "flight" to "dispatch".	
	7603a.&c.	Delete. Replace with: "a. Copenhagen - Montreal"	
	7605	Change in text the word " flight " to " dispatch "	
	7607	Delete this entry. It is a duplicate of 7621.	
	7629	Add to text: line 2 " or mail " after " athletes ", and in line 3 " or dispatches " after " flights ". Change date of listing of " Berlin - Montreal", from: " July7", to " July 9". Add: " y. Monaco - Montreal"	5.00
1977	7713	Add: " non-stop " after " inaugural " and "a. Zurich - Toronto"	5.00
1978	7805b & c	Delete.	
	7811	Should read 7809. Also " flight " should read " dispatch via Zurich".	
	7809	Should read 7811. " " " " " " "	
	7813	Add at the end of text; " Some June 16 covers were signed by A. E. Godfrey, the pilot on the original flight. "	

*There will be additional changes for 1978 in the next Supplement.*

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](mailto:mcintosh@accessv.com)



## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has over 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.

The Society also provides a number of other services, including:

- a translation service from French to English and vice versa;
- a "sales department", with a variety of covers for sale;
- a small library from which books and periodicals can be borrowed by mail;
- a question-and-answer service for mystery air mail stamps and covers.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

Our annual membership dues are *\$20.00 CDN in Canada, \$22.00 CDN (\$15.00 US) in U.S.A., \$25.00 CDN for members Overseas.* Payable to: *The Canadian Aerophilatic Society.*

If you would like to join, please send the following information with your dues to:

*Ron Miyanishi, Secretary - CAS, 124 Gamble Ave., Toronto, Ontario M4J 2P3*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Collecting interests: \_\_\_\_\_

(For Secretary's use: Date joined: \_\_\_\_\_ Amount of dues paid: \_\_\_\_\_ )

## MEMBERSHIP RENEWAL

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

### DECEMBER

21 D. Mercer  
54 Norbert E. Krommer  
63 Paul Barbatavicius  
81 Stephen Reinhard  
99 Piet Steen  
103 K. Bileski  
130 Basil Burrell  
132 John Jamieson  
145 Francois Bourbonnais  
170 Kenneth G. Mitchell  
188 Dyson H. Webb  
226 David Granger  
259 John Hopkinson

### JANUARY

13 Janice Weinstock

14 Murray Heifetz  
19 Ray Simrak  
65 Ian Mowat  
106 Maurice Malenfant  
109 Gary J Lyon  
111 James Larry Kobelt  
193 JP Gadoury  
217 Cecil G. Stoner  
219 William C. Noble  
275 Thomas Shaw

### FEBRUARY

40 Jeffrey Lodge  
67 Robert North Sr.  
69 Don Amos  
135 Beatrice Bachmann  
180 Elmer WA Cleary

220 Richard Whalley  
221 W. Arnold Stearman  
222 Douglas M Smith  
243 Jim Miller  
260 Fred C Dietz  
276 Richard S Allen  
277 Ed Matthews  
299 John MacKeigan  
300 Bob Campbell  
301 Tim Jones

### MARCH

136 Friedel Egger  
174 Louis Poirier  
194 Derek Rance  
236 John B Wheeler

PLEASE NOTE: in order to reduce expenses, MEMBERSHIP CARDS are now only mailed to new members, or when they will serve as receipt of payment, OR ON REQUEST. - They are no longer being sent automatically to members who renew by cheque.