

THE CANADIAN AEROPHILATELIST



46



Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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**SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,
 CONSULTEZ: FRANCOIS BOURBONNAIS, 659-3 PIE XII, VAUDREUIL-DORION, QUEBEC J7V 8R8**

March 2001

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Attached to the newsletter is a review of **PUBLICATIONS OF THE CAS / SERVICES OF THE CAS**
 Please detach this handout, copy and distribute it as much as you want to friends, at stamp shows, etc.

Inserted with this newsletter are **MAPS** to the **ANNUAL GENERAL MEETING** on **Saturday April 7th**
 at **ROYALE * 2001 * ROYAL**


**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.**

PRESIDENT'S REPORT

The very cold weather that most of us are experiencing is, however, very conducive to staying inside one's home and working on one's philatelic collection. I hope that many CAS members are preparing exhibits to be shown in the many upcoming stamp exhibitions. There are four that I wish to remind you of and to encourage your participation and attendance if possible. All four have been mentioned in detail in earlier issues of *The Canadian Aerophilatelist* so I will list the events, location and dates only. If you require specific details please contact me .

The events are : AAMS Annual Convention at *The March Party*, hosted by the Perry-Garfield Stamp Club, Cleveland, Ohio, 23-25 March 2001; the Annual RPSC Convention, ROYALE*2001*ROYAL, hosted by the Lakeshore Stamp Club of Pointe Claire/Dorval, Québec, 6-8 April 2001; ORAPEX 2001, an accredited national stamp show hosted by the RA Stamp Club, RPSC Chapter No. 41, Ottawa, Ontario, 5 & 6 May 2001; and the BNAPS Annual Convention, BNAPEX 2001, Ottawa, Ontario, 31 August-2 September 2001. The CAS will hold meetings and have a Society table at ROYALE*2001*ROYALE and ORAPEX 2001. Come out and support philately in general and the CAS in particular. An excellent assortment of flown Snowbird covers, various First Flight Covers, and AAMS aerophilatelic catalogues and histories will be available. Our annual general meeting and election will take place at the RPSC Convention.

At the annual AAMS Convention Breakfast I, as Chairman of the AAMS Awards Committee, will announce the approved recipient of the AAMS Conrath Award for devotion and service to the AAMS, and the two new electees to the Aerophilatelic Hall of Fame (AHF). In the fall the three recipients of AAMS Literature Awards will be announced at BALPEX 2001 in Maryland, 31 August - 2 September 2001. Any CAS member who is also an AAMS member is invited to send me recommendations for consideration for any of the AAMS awards . Best regards to all.

Dick Malott 
Major (Retd), CD, FRPSC, AHF, President CAS

Postscript - I have also been asked by Dick to announce that:

INDONESIA 2002, 29 March - 4 April 2002, Jakarta, Indonesia. An FIP World Philatelic Exhibition for all FIP Classes and Philatelic Literature. For Bulletin No. 1 and application forms please contact Major R.K. "Dick" Malott, Retd, CD, FRPSC, AHF, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada. Tel : (613) 829-0280; Fax : (613) 829-7673; E-Mail : <rmalott@magma.ca>

SECRETARY'S REPORT

As at 15 February 2001, the Society has a total membership of 156.
The breakdown of the membership is as follows:

Total membership numbers issued:	156
Net (paid) membership	150

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	10
British Columbia	13
Manitoba	5
New Brunswick	4
Newfoundland	2
Northwest Territories	1
Ontario	51
Quebec	13
Saskatchewan	2
Total	101

International:

Cayman Islands	1
England	7
France	2
Germany	2
Netherlands	2
New Zealand	1

USA:

Colorado	2
Connecticut	2
Florida	2
Illinois	6
Idaho	1
Indiana	1
Kansas	1
Massachusetts	1
Michigan	3
Minnesota	1
New York	1
Ohio	2
Oregon	2
Texas	1
Virginia	1
Washington	1
Wisconsin	2
Total	30

South Africa	1
Switzerland	3
Total	19

Total active membership: 150

In addition, 6 complimentary memberships are carried on the mailing list:

Australia	1
Canada	2
England	1
Norway	1
USA	1
Total	6

Ron Miyanishi
Secretary, CAS

Greetings to five new members: #308 Don Lussky, Westmont, Illinois, USA
#309 Richard Beith, Guilden Sutton, Chester, England
#310 Charles LaBlonde, Colorado Springs, Colorado, USA
#311 Hans Wichern, Edmonton, Alberta
#312 Barry Frost, Langley, BC

In spite of our most welcome new members, total membership in the CAS is down again this year. This is disappointing, but not unexpected. - I decided to compare our membership trend to that of the American Air Mail Society, and discovered that it's very similar (but slightly better) over the last two years. We've fallen from 160 to 150 paid members, which is a drop of 6%: the AAMS is down from 1,767 to 1,641 members over the same period, which is a drop of 7%.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDED 31 DEC 1999 AND 2000

	1999	2000
Opening Bank Balance	<u>1,298.15</u>	<u>1,946.45</u>
INCOME		
Accounts Receivable at Previous 31 Dec		<u>92.90</u>
Income Generated During the Year		
Dues - new members	125.95	61.98
Dues - renewals and reinstated members	2,636.10	2,359.09
CAS Covers - sale of various philatelic covers	2,496.45	1,741.07
Other Sales - includes, e.g., books, pins and advertising	47.46	43.20
Donations - from members	289.04	17.50
Bank Interest - checking account	0.32	
R.K. Malott - sale of AAMS publications	<u>118.00</u>	<u>30.00</u>
Income Generated and Received During the Year	<u>5,713.32</u>	<u>4,252.84</u>
Less Accounts Receivable at 31 Dec	<u>92.90</u>	<u>400.30</u>
Opening Bank Balance and Income Received During the Year	6,918.57	5,891.89
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>1,022.12</u>	<u>283.58</u>
Expenses Incurred During the Year		
Dues and Advertising - other philatelic organizations	142.55	35.69
Philatelic Covers - costs, e.g., covers, postage and envelopes	491.46	577.80
Office Supplies	639.47	85.17
Postage - such as for CAS newsletter, covers and books	1,233.78	2,240.89
Printing and Photocopying - such as newsletter and catalogue	1,382.74	1,993.72
Bank Charges - checking account, cheques, deposit stamp	41.93	9.45
AAMS - Publications	96.39	30.00
Telephone - long distance	47.01	67.05
Exhibit Fees - CAS newsletter	130.60	105.00
Engraving - presentation plaques	<u>27.65</u>	<u>29.56</u>
Expenses Incurred During the Year	<u>4,233.58</u>	<u>5,174.33</u>
Less Accounts Payable/Outstanding Cheques at 31 Dec	<u>283.58</u>	<u>769.12</u>
Expenses Incurred in Previous and Current Years but Paid in Current Year	<u>4,972.12</u>	<u>4,688.79</u>
Closing Bank Balance	<u>1,946.45</u>	<u>1,203.10</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	<u>92.90</u>	<u>400.30</u>
Accounts Payable at 31 Dec	<u>283.58</u>	<u>769.12</u>
Financial Position at 31 Dec	1,755.77	834.28
NOTES		
A Value of Inventory on hand at 31 Dec		
1. Postage Stamps (face value)	245.67	489.80
2. CAS Presentation Plaques	200.00	90.00
3. Flight Covers and CAS Pins	762.00	512.50
4. CAS Stationery	<u>500.00</u>	<u>300.00</u>
Total	1,707.67	1,392.30

Ivan W. MacKenzie
Treasurer, CAS

EDITOR'S ANNUAL REPORT

I am very pleased to announce that the:
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2000
 will be presented to
ED MATTHEWS
 for his research into the **LONG LAKE** overprints.

Ed's conclusions have now passed "peer review", both by publication in the December issue of this newsletter, and by Conway Longworth-Dames, author of The Pioneer and Semi-Official Air Mails of Canada 1918-1934¹ - To establish that a stamp previously regarded as dubious, was in fact legitimately used, is a great research achievement, and I am very pleased that we have this award with which to recognize it.

I am also very pleased to report that we now have an index to The Canadian Aerophilatelist, and would like to offer many thanks to **GORD MALLETT** for creating it.

Gord has summarized the index as follows:

The 14,000 words Index lists the contents of each Newsletter - from the July 1985 first issue to the December 2000 issue, Newsletter #45. Included are all Newsletter articles which are related to the collecting, researching and exhibiting interests of aerophilatelists. Excluded are various society announcements, details of meetings, executive reports and the like. A short excerpt is seen below.

The complete Index is also available on diskette - in Microsoft Works format. By entering any 'keyword', a user can locate all articles linked to that word. The 'keyword' can also be any word sequence or AMCN number for which the user wishes to search.

VOLUME XVI, NUMBER 3

[September 2000 - Newsletter # 44]

TITLES / CONTENTS	# COVERS / SOURCES / DETAILS	AMCN #	PAGE #
* Who Flew the Toronto - Buffalo First Flight Covers, 1929	2 cvrs / Dick McIntosh, John Proctor, Neil Hunter, CAHS / proof is presented that Cdn Colonial Airways flew the service	2943	16 - 19

I have found both the printed/hard copy and the diskette very useful and easy to use. (Although I do not usually use Microsoft Works, my younger daughter (who is our family computer expert) explained to me that Microsoft Works 4.0 came with our computer as part of the Windows 95 package, and "all" I had to do was click on the Windows 95 START tab, then select PROGRAMS, and I'd find it. She was right! That was all I had to do, and the program seems to operate much like WordPerfect which I normally use.)

Gord has also offered to supply back issues of the newsletter.

Prices, including postage within Canada, are:

INDEX C\$7 for a hard copy or diskette, C\$12 for both;

BACK ISSUES C\$4 each;

ADD C\$1 postage for addresses in the USA, C\$2 for addresses overseas;

DEDUCT 30% if paying in \$US.

CAS members may deduct 10% from the total.

Orders should be sent to: Gord Mallett, 180 Sherwood Park, Alberta T8A 2A2. (An order form is printed on the back of the map to the AGM, enclosed as an insert with this issue of the newsletter.)

I have been thinking for a while that it would be nice to have both an index and a back issues service for the newsletter. Thanks again for providing them Gord.

Continued

¹ Most members of the CAS will already know this book, as it is the classic on early Canadian air mails. It is a wonderful combination of aviation history, philatelic information, and fascinating photographs, that I would highly recommend to anybody interested in aerophilately. It is published by Unitrade Press, and can be obtained from many stamp dealers, or by mail from: Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2 (Tel. 1 800 205 8814; Fax: 1 306 975 3728. Web site: www.saskatoonstamp.com)

EDITOR'S ANNUAL REPORT continued:

As a result of Gord's index, I now know that this is newsletter #46, and the 28th issue that I have produced. I'm very pleased to say that I still enjoy being the editor. I would also like to thank everybody who has sent in information to me, and so helped to make editing the newsletter such an enjoyable task.

There has recently been a discussion in some other aerophilatelic journals, regarding the reprinting of articles. This annual report seems to be a good opportunity to state my policy on this issue, and to invite comments on it.

As editor, I receive many more journals than most members do. Some are received due to our affiliation with other societies, some through a regular exchange of newsletters with other editors, and some through my personal networking.

It seems to me that one of my roles should be to keep members informed about articles and news items in these other journals that they might be interested in, and to give them an opportunity to obtain further information.

I will therefore continue to report on items in other journals, and reprint some of them, as space permits. (This, by the way, seems to be the policy of most editors. For example, articles from our series on "Who was the first man to fly?", were reprinted in Orbit, (journal of *The Astro Space Stamp Society*), and in the New Zealand Air Mail News.

A caveat to this policy, is that there are three excellent publications from which I will not normally reprint articles, as many of our members already subscribe to them: the newsletter of the *BNAPS Air Mail Study Group*, and the Airpost Journal and Jack Knight Air Log of the *American Air Mail Society*². (Some members will have noticed the large overlap in material between this newsletter, and the CANADA AIR MAIL NOTES in the Jack Knight Air Log. This is because I edit both of them. The aim of the CANADA AIR MAIL NOTES is to bring Canadian aerophilately to a wider audience, and to get a "second chance" to obtain answers to questions that appear in The Canadian Aerophilatelist. However, this sequence is sometimes reversed, and questions are pursued in the CANADA AIR MAIL NOTES due to lack of space in this newsletter.)

In selecting the items I report on and reproduce, I will emphasize items that involve air mail in, from, or to Canada, as that seems to be the common interest of most of our members. - However, as a society we also have, value, and try to serve, members with other collecting interests. I would encourage these members to keep sending in mystery items for our "Questions and Answers" section. I try to give this section a worldwide focus, while the articles in the newsletter have more of a Canadian focus.

In my dual role as society librarian, (assisted by Joseph Berkovits), I am pleased to report that we have recently acquired two more books:

Wartime Air Mail - an Introduction by John Daynes This is a thick resource booklet, (180 pages), with sections on:

- *British Air Services 1939-45* - information on various routes, from the Ministry of Aviation Report on the Progress of Civil Aviation 1939 - 1945;
- *G.P.O. Circulars* - eight circulars are reproduced from 18th October 1939 to 28th December 1944, and give lots of information on postal rates and services from Britain;
- *Services listed in the Swiss P.T.T. Guides* - includes Swiss, French, Italian, German and American services within and from Europe;
- *Postal History* - illustrations of many different cachets and handstamps.

Continued

² The *British North America Philatelic Society* caters to collectors who are interested in any aspect of the stamps and postal history of Canada, Newfoundland before 1949, and British North America before the Provinces entered Confederation. For more information on *BNAPS* and its *AIR MAIL STUDY GROUP*, contact Basil Burrell, 857 Pembroke Drive, Lake Forest, Illinois 60045-4202.

The *American Air Mail Society* is not just for collectors of American air mails, as its journals carry articles on a wide variety of international topics. For more information contact the AAMS Secretary, P.O. Box 5367, Virginia Beach, VA 23471-0367, U.S.A.; or the AAMS website at: <http://ourworld.compuserve.com/homepages/aams/>

EDITOR'S ANNUAL REPORT continued:

Scottish Air Mails, 1919-1979 by Richard Beith This is a comprehensive, 84 page book, covering "Internal Air Mails; Air Mails to and from Scotland and the rest of the United Kingdom; and Direct International Air Mails". This is a particularly nice book to have acquired, as it complements the very interesting presentation on Scottish Air Mails that Richard gave at CAPEX 96.

I have included a summary of the holdings in our library, as part of the handout on **PUBLICATIONS OF THE CAS / SERVICES OF THE CAS** that is attached to this newsletter. This handout is designed to serve both as an annual review/reminder for members; and as a handout that can be copied and distributed to friends, at stamp clubs, and at stamp shows and exhibitions. **Please detach, copy and distribute this handout as much as you want.**

Publications received include:**BNAPS AIR MAIL STUDY GROUP NEWSLETTER:**

Among the topics covered during the year 2000 were:

- #1 - bogus *Canadian Airways* stamp (plane and trees);
 - varieties on the *British Columbia Airways* semi-official stamp;
 - postage due charged on Prairie air mail FFCs to England, 1930, (continued in #2);
 - conversion list for Pioneer Covers in the *Air Mails of Canada and Newfoundland*.
- #2 - pilot signatures on Canadian FFCs (continued in #3);
 - an article on the January 1929 air mail flight from Edmonton to Fort Simpson.
- #3 - an article on the stamps and flights of *Laurentide Air Service Limited*;
 - questions on a 1920 cover from Newfoundland, endorsed both "AEROPLANE MAIL" and "Fake".

For more information contact Basil Burrell, address on previous page.

I have also received copies of the following articles:

- **Charles E. Taylor: The Man Aviation History Almost Forgot** by Bob Taylor. (Published in *CAMS*, Bulletin of the *Chicago Air Mail Society*). - I often think that given the number of other "flying machines" built around 1903, the real achievement of the Wright Brothers was not their aircraft, but the lightweight engine they designed. This is the story of the man who built that engine for the Wright Brothers.
- **The Stinson SM - 1** a very interesting article about the Trans-Atlantic flights made in this aircraft during the 1920s and 30s, rather unfairly subtitled "Transoceanic Deathtrap?".
- **Airmail Rates in Austria after the Annexation by Germany, to 31 July 1938** by Ian Nutley. (Published in *Air Mail News*, Journal of the *British Aerophilatelic Federation*, February 2001). - I think these may be the most complicated rates of all time! There was a period when German rates applied to basic services; Austrian rates applied to airmail surcharges; and letters could be franked with German stamps, Austrian stamps, or a combination of the two!
- **World War II Mail from Switzerland to Canada in the Context of The Canadian Cottons Correspondence** by Charles J. LaBlonde. This article analyzes twenty covers sent from Switzerland to Canadian Cottons Ltd., Milltown, New Brunswick, from 1939 to 1945. It discusses the routes, rates, and censorship of the letters; and gives background information about the correspondents.

If you would like a copy of one of these articles, just write to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. - Please include a contribution towards the cost of copying and postage: C\$2 to Canadian addresses, \$2US to American addresses, C\$4 or US\$3 to overseas addresses, per article. (Mint stamps or US\$ bills are fine.) - The actual cost of copying and postage may be more or less than this according to the length of the article, but I think a fixed charge will keep things simple.

Websites:

The *Astro Space Stamp Society* has a new website at www.asss.utvinternet.com

There is also a commercial site featuring First Flight Covers, particularly Imperial Airways, at <http://www.ffcovers.com> which includes a comprehensive, on-line *Concise History of Air Mails*.

THE FLYING PHILATELIST -

Producing First Day Covers for the CL-215

Patrick Campbell

The aircraft; Canadair CL-215 aircraft No.49, civil register was C-GUKM. This was the demonstrator aircraft with some 800 hours flying time.

The Pilots Doug Atkins and Scotty McLean

Passengers aboard; H.D.Walford, J.A.Nicas, J.Robinson,P.J.Campbell

The Flight; Take-off was from Cartierville airport at 13.27 hours on runway 028. The date was 15 November 1979, The purpose of the trip was to attend the launch of a set of stamps which included the CL-215 aircraft. We flew westward at 145 knots on a heading of 280 degrees at 2000 feet. Nearing Ottawa, we ran into snow and we descended to 1000 feet, reducing speed to 135 knots..By 14.03 we were circling over the National Aeronautical Establishment, preparing to land at Rockliffe Airport. We touched down at 14.05 after a flight of 38 minutes. We then taxied over to a gap in the fence, specially opened for this event, and came to a stop on the tarmac close to the entrance of the National Aeronautical Collection museum, hangar 66.

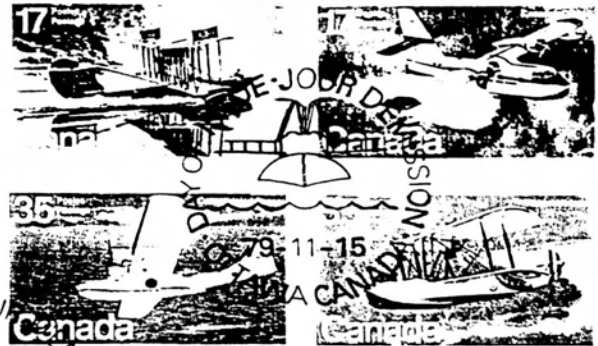
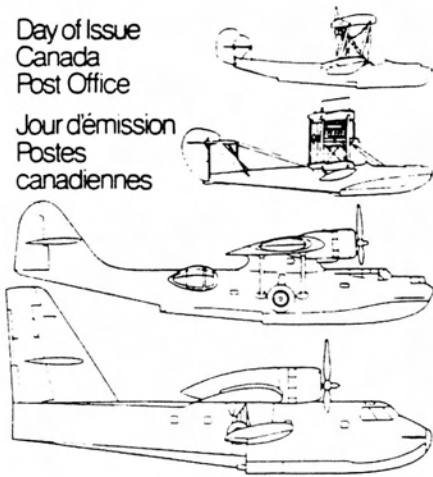
In the hangar, a group of distinguished visitors listened to the Armed Forces band, and the philatellically-minded purchased blocks and sheets of the first of Canada's series of aircraft on stamps. The first set will all be flying boats, Curtiss HS-2L, Canadair CL-215, The Vickers Vedette, Consolidated PBY-5A, known in Canada as the Canso, and built in Canada in various versions by Boeing and by Canadian Vickers. Speeches were made by the Honourable John A. Fraser, Postmaster General and a presentation made to the widow of Flight-Lieutenant David Hornell, who won the Victoria Cross in the Canso aircraft, illustrated on

Continued

THE FLYING PHILATELIST - PRODUCING FDCs FOR THE CL-215 by Patrick Campbell, continued:

Day of Issue
Canada
Post Office

Jour d'émission
Postes
canadiennes

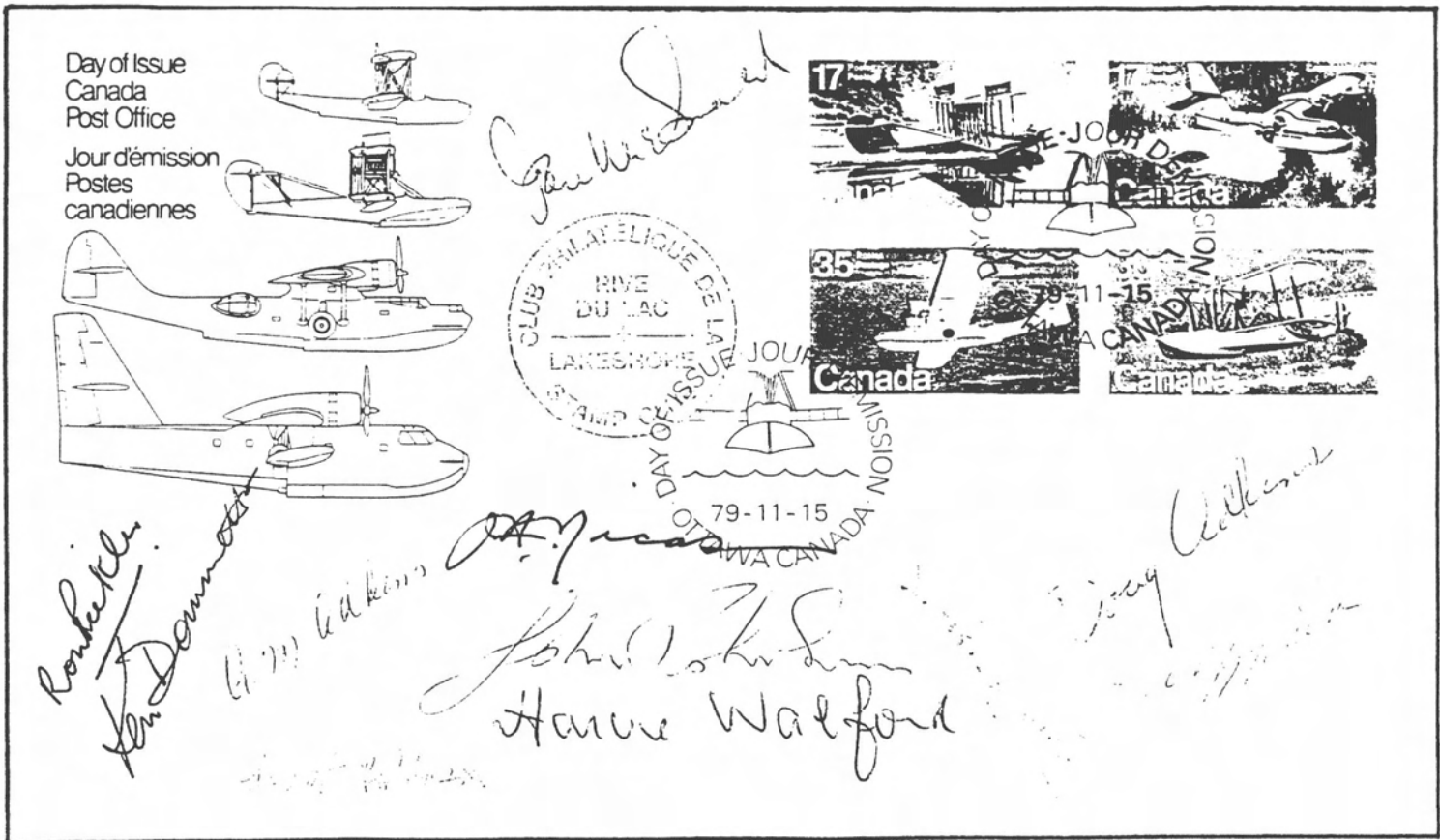


*Robert Bradford
J. Charette*

CANADA POST FDC signed by the designers: Robert Bradford (painter) and Jacques Charette (typography).

the 35-cent stamp. Other presentations were made to the Director of the National Museum of Science and Technology, the Vice-President of Corporate Planning of Canadair, and to the team of Robert Bradford, painter of the illustrations for the stamps, and Jacques Charette, who was in charge of typography. We left rather abruptly, after loading the 1000 flight covers, in order to get back to Cartierville before the airport curfew, and we took-off at 16.25 hours. The return flight was made at 800 feet in worsening conditions, with the snow making it barely possible to see either bank of the Ottawa River, which we followed down to the Lake of Two Mountains, then along the Riviere des Prairies to Cartierville Bridge, where a sharp turn to starboard brought us to bring us into position for a straight-in landing, touching down at 17.05 hours after a 40-minute return flight.

Continued

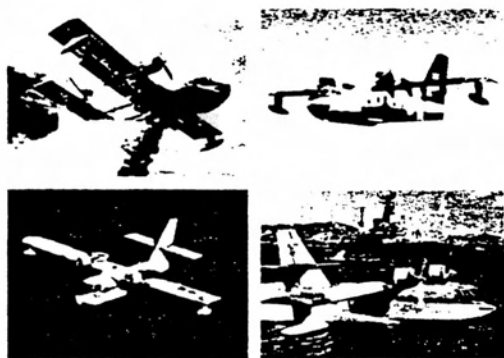
THE FLYING PHILATELIST - PRODUCING FDCs FOR THE CL-215 by Patrick Campbell, continued:

CANADA POST FDC signed by Canadair personnel at Ottawa opening ceremonies, including pilots of the CL-215 that flew the covers back to Montreal.

While the CL-215 is hardly designed as a passenger aircraft, it was a most interesting flight. The crew compartment is well heated, but the main cabin had only two canvas benches for the fire-fighting crew, and there was no heating except what came back from the flight deck. There is no sound-proofing at all, only the bare structure between us and the two Pratt and Whitney R2800 radial engines of 2100 horsepower. The pilot had promised to fly on one engine in order to reduce the noise, but failed to keep his word. It should be remembered that these were the normal conditions for the great days of aviation, and for most all wartime flying, except that we had the advantage of today's standards of reliability and airworthiness.

Patrick Campbell
 Patrick Campbell,
 Montréal, 15 November 1979.

Continued

THE FLYING PHILATELIST - PRODUCING FDCs FOR THE CL-215 by Patrick Campbell, continued:

canadair 1979 10 ANNÉES DE SERVICE
CL-215 10 YEARS IN SERVICE

**CANADAIR FIRST DAY COVER,****endorsed on back:**

Cette enveloppe a été transportée à bord
CL-215, entre l'aéroport de Rockliffe (Ottawa), et
l'aéroport de Cartierville (Montréal), le 15 novembre
1979.

Certified that this envelope was carried aboard a
CL-215 from Rockliffe Airport, Ottawa, to Cartierville
Airport, Montreal, 15 November 1979.



Édition à tirage limité de 20,000 exemplaires • Limited edition of 20,000 covers

Flying Boats

The transportation theme, which began with ships, will continue in a new series of stamps devoted to Canadian aircraft. Flying boats will be featured in the first issue. These water-borne aircraft greatly improved access to lakes and rivers opened up by the canoe.

In 1917 the United States created the Curtiss HS-2L as a patrol bomber for antisubmarine work. After the war the Canadian government, the Ontario Provincial Air Service, Laurentide Air Service, and other organizations flew the HS-2L for everything from forest fire patrols and mercy flights to patrols against rumrunners and opium smugglers. The HS-2L had personality. If the Liberty engine overheated, it spewed scalding radiator water on the crew. This tickle, noisy monster often failed, forcing the flight mechanic to repair it in the air or at remote, bug-infested lakes. With its wooden hull, the HS-2L soaked up gallons of water, reducing its payload significantly because of the excess weight; and it was such a fragile craft that one sank after hitting a whisky bottle in Toronto Harbour. Despite its defects, the Curtiss HS-2L ushered in the era of bush flying in Canada.

Canadian Vickers Limited built the Vedette, a three-seater flying boat designed for forest-fire patrols and photographic work. The Vedette went through six marks (versions) after the first one flew in 1924. The aircraft boasted a maximum speed of 90 miles an hour, though some pilots claimed it took off at 85 miles an hour, flew at 85 miles an hour and landed at 85 miles an hour. The company exported several of the planes to Chile and a number were purchased by the RCAF, which based them in Manitoba and Saskatchewan. Others served in a coast-to-coast photographic survey. The Vedette starred in a number of spectacular mercy missions, and some airmen even took it up for aerial goose hunting. The Vedette saw service with the RCAF until the beginning of World War II.

In the early 1930s, the United States Navy issued specifications for a long-range flying boat. Designed by Consolidated Aircraft, it later became known as the Catalina. After the Second World War broke out, the RCAF ordered a large number for antisubmarine duty. These 149 were built as

amphibians, according to RCAF specifications, by Boeing at Vancouver and by Canadian Vickers at Montreal. They were called Cansos. The RCAF flew the Canso until 1962 for search and rescue, Arctic survey, and general transport duties. The stamp shows the aircraft in which Flight Lieutenant David Hornell of Mimico, Ontario, won the Victoria Cross. Ignoring concentrated antiaircraft fire on his blazing plane, he attacked a surfaced U-boat and sank it with depth charges. He skillfully crash-landed, but died from exposure in the Atlantic's icy waters.

Observing that the World War II aircraft converted into water bombers were growing obsolete, Canadair of Montreal designed and built the CL-215 amphibian. It first flew in 1967 and remains the world's only aircraft designed specifically for water bombing. The CL-215 has made over 80 drops a day because it can fill its tanks while in motion, skimming across a lake or ocean at speeds of over 100 kilometers an hour, through waves reaching heights of two meters. The amphibian's sturdy structure enables it to withstand this sort of treatment as well as the strong thermal currents encountered near fires. The CL-215 has proved itself not only in fire fighting, but also in pesticide and herbicide spraying, utility transport, patrol flying, aerial survey, and search-and-rescue work. Several overseas governments have purchased the aircraft.

Robert Bradford and Jacques Charette collaborated on the design of the flying boat stamps. Mr. Bradford, curator of the Aviation and Space Division of the National Museum of Science and Technology, did the paintings of the four aircraft. Ottawa graphic designer Jacques Charette prepared the designs and typography.

The 17-cent stamps show a Curtiss HS-2L (G-CAOS) of the Ontario Provincial Air Service, and a Canadair CL-215 with the yellow and red finish of the aircraft operated by the province of Quebec. The 35-cent stamps feature a Vickers Vedette in the finish and markings of the RCAF before World War II, and the all-white Canso (9754) flown by Flt. Lt. David Hornell, V.C.

A description of the stamps, from the CANADA POST promotional leaflet.

ATTEMPTED CANADA - AFRICA AIRMAIL, 1931.



This cover was mailed from Calgary on "NO 2 31", and franked 15 cents, which was the correct rate from Canada to Africa, including air mail service for those parts of the route where air mail service was available.

It was addressed to Mr. J.K. Matsuo, Poste Restante, Capetown, Cape Colony, and endorsed *SEND ONLY by FIRST FLIGHT = CAIRO to CAPETOWN*. This would have been when Imperial Airways extended their African service from its original end point of Mwanza on Lake Victoria, to Capetown: Flight AS41, which left London on December 9th, passed through Cairo December 12th, and arrived in Capetown December 21st.

However, the cover did not travel by that flight, as it is backstamped *POSTE RESTANTE CAPETOWN KAAPSTAD 30 NOV 31*.

Also on the back were the instructions: *Please RETURN in 3 days to 33, Nippon Sta., Seattle, U.S.A.* These were also ignored: there are cancellations on the front and back of the cover *CAPETOWN F.S. 4 JAN 32*, indicating that it had stayed at the Poste Restante for 1 month and 4 days!

FOR WHAT PART OF ITS JOURNEY, IF ANY, DID THIS COVER TRAVEL BY AIR?

This question was raised in the October 1999 issue of the Canada Air Mail Notes which I edit for the JACK KNIGHT AIR LOG. I received very helpful responses from Ian McQueen and Peter Wingent, who both confirmed that the information above was correct, and provided much more information. This article is based on the follow-up item that appeared in the July 2000 issue of the Notes.

The cover probably travelled by the Prairie air mail service from Calgary to Winnipeg; from Winnipeg to Pembina by the connecting service that had been inaugurated in February 1931; by American air mail services from Pembina to New York; and then by steamer from New York to England.

Once in England it would most likely have continued by Union-Castle Line steamer from Southampton to Cape Town. This was a once-weekly service taking 16 ½ days, that left Southampton on Fridays and arrived in Cape Town on Mondays. - As the 30th November was a Monday in 1931, the backstamp seems to confirm that this routing was in fact used. (The time breakdown of 11 ½ days from Calgary to England / 16 ½ days Southampton to Cape Town also sounds about right.)

If the cover had been flown from London to Mwanza by Imperial Airways, it would have had to continue by train to Mombassa, to connect with a ship sailing down the east coast of Africa to Cape Town. This would probably have taken much longer, as these steamer services were less regular than the Union-Castle Line. (It would also probably have been backstamped at Mwanza in 1931.)

As to why the sender's endorsement, *SEND ONLY by FIRST FLIGHT = CAIRO to CAPETOWN*, was ignored, we do not know whether this cover was sent as a separate item from Canada, or just included in a bag of other mail to England.

Continued

ATTEMPTED CANADA - AFRICA AIRMAIL, 1931, continued:

Once in England, however, this cover is unlikely to have received special treatment, as the Post Office saw its role as getting mail delivered as quickly as possible, and is unlikely to have taken any notice of the sender's request.

Peter Wingent included with his letter copies of some correspondence he found in the Post Office Archives in London, that give a fascinating insight into the official attitudes at this time:

From: D.H. Handover, Esq.,
Traffic Manager,
Imperial Airways Ltd., Airways House, London.

To: Captain D.O. Lumley,
General Post Office, London E.C.1

31st December 1929.

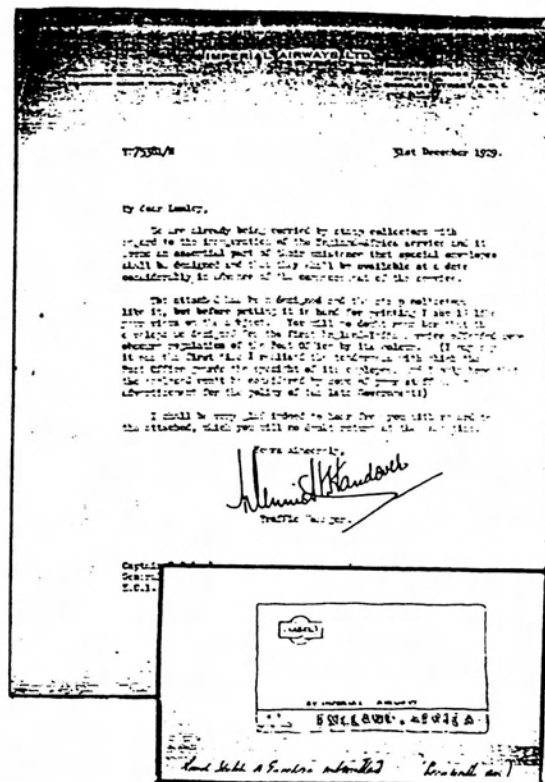
My dear Lumley,

We are already being worried by stamp collectors with regard to the inauguration of the England-Africa service and it seems an essential part of their existence that special envelopes shall be designed and that they shall be available at a date considerably in advance of the commencement of the service.

The attached has been designed and the stamp collectors like it, but before putting it in hand for printing I should like your views on the subject. You will no doubt remember that the envelope we designed for the first England-India service offended some obscure regulation of the Post Office by its colour (I may say it was the first time I realized the tenderness with which the Post Office guards the eyesight of its employees, and I only hope that the enclosed won't be considered by some of your staff as an advertisement for the policy of the late Government!)

I shall be very glad indeed to hear from you with regard to the attached, which you will no doubt return at the same time.

Yours sincerely . . .



A cover from the ENGLAND - INDIA flight: the top triangle and the bottom panel are both bright red.

Continued

ATTEMPTED CANADA - AFRICA AIRMAIL, 1931, continued:

From: Captain D.O. Lumley, General Post Office.

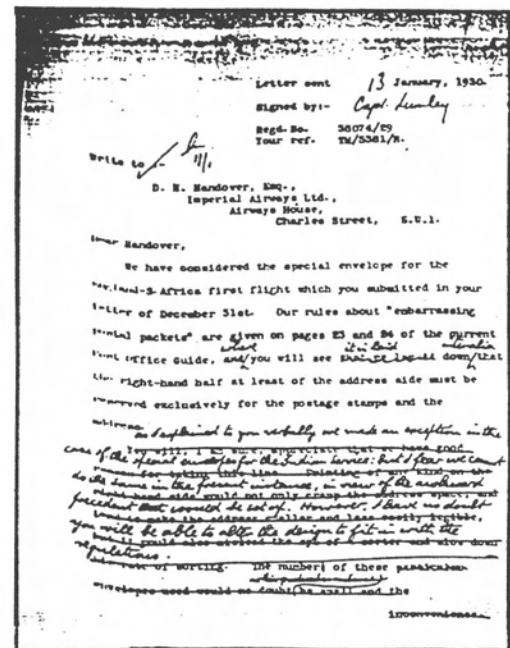
To: D.H. Handover, Esq., Imperial Airways.

13 January 1930.

Dear Handover,

We have considered the special envelope for the England-S. Africa first flight which you submitted in your letter of December 31st. Our rules about "embarrassing postal packets" are given on pages 23 and 24 of the current Post Office Guide, where you will see it is laid down *inter alia* that the right-hand half at least of the address side must be reserved exclusively for the postage stamps and address.

As I explained to you verbally we made an exception in the case of the special envelopes for the Indian Service: but I fear we cannot do the same in the present instance, in view of the awkward precedent that would be set up. However, I have no doubt you will be able to alter the design to fit in with the regulations.



From: D.H. Handover, Esq., Imperial Airways.

Dear Lumley,

18th February 1930.

Some of our never-to-be-sufficiently-execrated-stamp-collecting friends are worrying about a special cachet for the first England-Africa air mail.

I am not quite certain if this falls within the prohibited category of air mail stamps or whether there is any possibility of the General Post Office arranging some kind of special cancellation stamp for this service. Perhaps you would let me know your views.

As I see it, you would be pandering to stamp collectors if you did this and it would probably upset your routine, as I believe the stamps of air mail letters are cancelled at the Head Post Office of the town of origin and are not sent in bulk to the General Post Office for cancellation. However, on the other hand, the stamp collectors do produce a considerable revenue for you on any first service, because all their envelopes are considerably below the half ounce and you should be getting somewhere about fifty to sixty letters to the pound.

You may think it worth while to comply with their wishes in this case.

Yours sincerely,

Continued

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ATTEMPTED CANADA - AFRICA AIRMAIL, 1931, continued:

From: Captain D.O. Lumley, General Post Office.

19th February 1930.

Dear Haniover,

Your letter of the 18th instant about a special cancellation stamp in connection with the opening of the England-Africa Air Mail. Let me say at once that there is no possibility of anything of the kind being allowed. There are, as you realise, strong general and practical objections. ~~to any such stamp.~~

Purely as a personal opinion I should say that approximately the same number of letters would be sent by these people, whether there was a special cancellation stamp or not.

Yours sincerely,

Regarding the holding of the cover in Cape Town, this would have been in accordance with the Poste Restante regulations. Cape Town would have taken no notice of the "3 days" request. - British regulations, (which probably applied in South Africa too), were to hold a *Poste Restante* letter for a month before returning it. So from November 30th, and allowing for the New Year holiday, 4th January sounds about correct. Mr. Matsuo was, in fact, asking the postal workers to do more than they had authority to do.

(Ian also mentioned that the French had an intriguing system for *Poste Restante*: they held a letter to the end of the half-month following the half-month in which it had arrived, so it would always be returned on the 15th or last day of a month.)

Thank you Ian¹ and thank you Peter.²

¹ Ian is editor of the *JUSQU'A MARKINGS* section of *The Air Mails of Canada and Newfoundland*, and author of the definitive book *JUSQU'A AIRMAIL MARKINGS* published by W.A. Page, FRPSL, 138 Chastilian Road, Dartford DA1 3LG, England.

² Peter is the author of *MOVEMENTS OF AIRCRAFT ON IMPERIAL AIRWAYS' AFRICAN ROUTE 1931 - 1939*. He has also recently published *AIRCRAFT MOVEMENTS ON IMPERIAL AIRWAYS' EASTERN ROUTE, Vol. 1: 1927 - 1937*, (which covers over 1,260 mail-carrying flights to and from India and beyond; arrival and departure dates at principal landing places; maps; rates; and details of aircraft used;) and is working on a second volume covering 1937 to 1939, which will include the Hong Kong feeder service of 1936-39. For more information write to Peter Wingent, 4 Twyford Court, Northlands Drive, Winchester, Hants SO23 7AL, England.

Who's behind the cover?

by Ivan W. MacKenzie

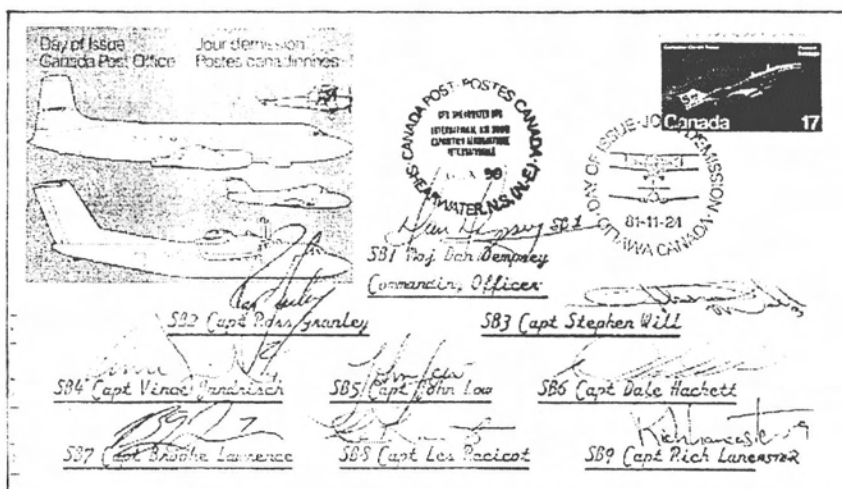
Introduction

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

Bio #3 – Captain (Ret'd) G.A. MacKenzie, CD and 2 Rosettes

George MacKenzie (no known relation to the writer) was born in Halifax in 1930 and completed his education at Hantsport in the Annapolis Valley which he calls his home town. On July 19, 1949, he enlisted in the R.C.A.F. where he trained as an Airframe Technician. During his career as a "Rigger", he served at many R.C.A.F. units including 6 Repair Depot Trenton, 30 AMB Langer, England and CFB Greenwood with 103 Search & Rescue Sqdn. In 1966 George was commissioned from the ranks

as an Aircraft Engineering Officer after which he was transferred to CFB Trenton and AMDU Trenton. He was finally transferred back to Eastern Canada where he served at CFRS Cornwallis and for his final eleven years at various units in the Halifax/Dartmouth area. After serving his country for 36 years, George retired in 1984 with the rank of Captain. As his hearing had started to deteriorate in 1972, his medical category was lowered accordingly thereby eliminating further promotion opportunities. About his long career in the Air Force, George has this to say, "There was no life like it!"

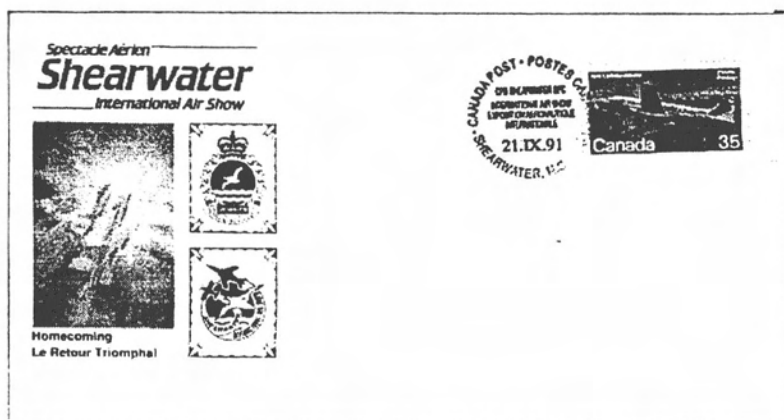


A George MacKenzie Snowbird signed Cover dated 16.IX.90

George became interested in philately in 1958 when he started to collect mint Canada stamps. However, like many other collectors of Canadian stamps, he became somewhat

disillusioned with Canada Post's annual proliferation which caused him to switch to topical collecting. In 1986 he started a comprehensive collection which he called "The History of Aviation" - which included a broad mix of stamps and postal history and which ended with a total of 408 pages. As this particular collection developed, George received gold and silver awards over the years at Atlantic area regional shows. He reduced the collection to 96 key pages in 1999.

As a result of George's well known philatelic interests, the Base Technical Services Officer at CFB Shearwater, LCol Keith Penny, approached him in 1983 with a request to produce a stamp for the Shearwater International Air Show. After discussing the proposition with the BTSO on the basis that it would be highly unlikely that the postal authorities could be convinced to produce such a stamp, George agreed to produce an annual special cover to commemorate the SIAS. With the help of his wife who did the original design, which was later finalized by an artist, George got the first cover completed for the start of a successful fund raising activity for the Air Show. George continued to produce an annual SIAS cover until the cancellation of the Air Show for 1996. In 1997 he produced a very nice large cover to commemorate the 75th Anniversary of the Nova Scotia Stamp Club.



A Shearwater International Air Show cover by GA MacKenzie

REVIEW:

AIR MAILS OF CANADA 1925-1939

The Development and Postal History of National and International Mails

George B. Arfken and Walter R. Plomish

For at least seven years, I have heard and/or read plans, predictions, rumors, reports, and finally reviews of a book based on Walter Plomish's collection of commercial air mail covers. My first impression on examining this book, is that it is a lot better than I was expecting after all this build-up.

The book does, I believe, combine George Arfken's writing, with Walter Plomish's research. It is a good combination. They have produced a book which is easy to read, very well illustrated, and full of information. - In terms of statistics, it is approximately 8 1/2" x 11" in size; over 230 pages in length; contains 206 illustrations; and includes 9 maps.

The table of contents gives a good sense of the scope of this book:

Chapter 1.	Via United States Air Mail, July 1925 - August 1928	1
Chapter 2.	The Development of Canada's Domestic Air Mail Service	11
Chapter 3.	Canadian Air Mail to the U.S. and Bermuda	35
Chapter 4.	Great Britain, Empire Air Mail Rates	49
Chapter 5.	Continental Europe	69
Chapter 6.	The Middle East	85
Chapter 7.	British Africa	97
Chapter 8.	British Asia	115
Chapter 9.	Australia, New Zealand	131
Chapter 10.	The Far East and the Pacific Area	145
Chapter 11.	The West Indies and Central America	161
Chapter 12.	South America	183
Appendix 1.	Documents	
	The 1927 Hague Air Mail Conference	201
	December 5, 1929 Circular to Postmasters	208
Appendix 2.	Canadian Air Mail and other Rates	213
Bibliography		223

Unfortunately, I do not think the contents are accurately summarized by the title. As the table of contents shows, the emphasis is much more on the international services than our national services, and several of the shorter routes within Canada are not mentioned at all.

The dates in the title are also slightly misleading, as although most chapters end with the outbreak of World War II, several of the air mail services in Canada and the U.S.A. from before 1925 are described. - I was therefore surprised that the first international air mail service between Canada and the U.S.A., from Victoria to Seattle, did not appear to be mentioned. This served as a "warning flag" to me, and I read the chapters on Canadian and Trans-Atlantic air mails (which are the areas I know best) very carefully to see what else might have been left out. I'm pleased to say that I did not find any major omissions, and I even found a comment that the Seattle - Victoria service was "strictly a U.S. operation and not a part of Canadian mail". I think that statement is questionable, (given the amount of mail carried from Victoria), but this "incident" seems to sum up the book. - I expect that most readers will also find questionable statements in their areas of expertise, but delight in the amount of information provided by the authors regarding the areas they don't know about.

I often claim that summarizing a large topic, for a book or exhibition entry, is much more difficult than producing a detailed account of a small topic. - George and Walter have taken on a huge topic, and produced an excellent summary. Congratulations to them.

AIR MAILS OF CANADA, 1925-1939 was edited by K. Gray Scrimgeour, and is published by CHARLES G. FIRBY PUBLICATIONS. It is available at a **new price** of \$49.95Cdn + \$2.50 postage within Canada from: Saskatoon Stamp Centre, PO BOX 1870, Saskatoon, SK S7K 3S2, (tel. 1 800 205 8814); or \$33.95US + postage from Charles G. Firby, 6695 Highland Rd. Suite 101, Waterford MI 48327-1967, U.S.A.

FOLLOW UP: IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939

Many thanks to John Hammonds, Murray Heifetz, Jack Ince, Neil Hunter, Don Lussy, Dick McIntosh, Andy Mrozowski, John Nielsen, John Rawlins, George Sioras, and John Webster, for providing information on covers from these flights.

It was initially thought that the numbering of these covers had no significance, partly because two "official covers" addressed to Henry F. Heise, (see top of next page), looked identical, but were numbered 2636 and 24876.

However, it now appears that there is a pattern to these numbers:

<u>Number</u>	<u>Postmarked</u>	<u>"PRINTED IN ENGLAND" handstamp (if checked)</u>
---------------	-------------------	--

"Official" cover - Bright blue cachet

23	London (from Imperial Airways - see page 20)	no
713	Ireland (to Phillips, Scranton, Penna.)	
984	Ireland (to Phillips)	no
1238	Ireland (also to Phillips)	
1515	Ireland	
2018	Ryde, Isle of Wight, England	
2208	Selkirkshire, Scotland	
2289	London	
2292	London	no
2479	London	
2636	London (one of the Heise covers)	
3206	Berwick on Tweed	
3399	London	no
4317	London	
4368	Newfoundland (to Patton, Winnipeg)	
4403	England	
4606	Ireland (to Patton, Winnipeg)	no
5000	England	
5287	London	no
5648	London	
6341	Ipswich, England	no
6442	Newfoundland (to Whitfield King, England)	no
6731	London	no
6809	England	
6985	Oxford, England	
8641	New York (Benj. Dworetsky - Round the World)	no
8688	New York (also a Dworetsky - Round the World)	no
8720	New York	
9191	New York	
9345	New York (Ireland stage, to Phillips)	no
9385	New York (Newfoundland stage, to Phillips)	no
9465	New York	
9651	New York	
13093	Vancouver (to Braidwood, Nairobi)	yes - on back - small (blue 24mm)
13102	Montreal	yes - on back - small
13402	Montreal	yes - on back - small
13460	Montreal	

"Official" cover: Pale, grey-blue cachet

15036	England	
16243	London	
16269	London	no
16343	London	no
16819	London (to Marks Stamp Co., Toronto)	no
17312	England	
17810	England	
18369	England	
19848	London (to Bernard, Ontario)	no
19849	London (to Bernard, Ontario)	no

Continued

FOLLOW UP - IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939 continued:**"Official Covers" #2636 (left) and #24876**

<u>Number</u>	<u>Postmarked</u>	<u>"PRINTED IN ENGLAND" handstamp (if checked)</u>
"Official" cover - Pale, grey-blue cachet		
20218	Croydon, England	no
20508	Southend-on-Sea, England	no
21877	England	
21898	England	
22334	London	no
23456	Barry, Glamorgan, UK	
24491	London	
24601	London	no
24876	London (the other Heise cover)	

"Withdrawn" McKnight Kauffer cover - Red, blue and black cachet (see illustration next page)

15004	Montreal (to Stanley Gibbons, London)	yes - on front - small (violet 23.5mm)
15057	Montreal (to Stanley Gibbons, London)	yes - on front - small
15289	Montreal (stage to Foynes)	
15351	Montreal (to Buffalo, NY)	
15385	Montreal (to Sthmptn., retn. to Montreal)	yes - on back - large 53mm
15573	Montreal (stage to Southampton)	
15637	Montreal (stage to Foynes)	
15754	Winnipeg (to Ogden, London)	yes - on front - small (24mm)
15794	Montreal (to Sthmptn., retn. to Winnipeg)	yes - on front - small
16780	Vancouver (to Baird, Edinburgh)	
16858	Vancouver (to Braidwood, Nairobi)	yes - on back - small (violet 23mm)
17024	Montreal (to Botwood, return to Office of Dist. Director of Postal Service, Quebec)	yes - small on front and large 53mm on back

Cover numbers:

Our June 2000 newsletter (p. 14) included a newspaper clipping from the Daily Telegraph which stated:

A big queue of people anxious to buy the special 3d envelopes for the first British Transatlantic air service stretched across the hall of the Imperial Airways building at Victoria, S.W., last night.

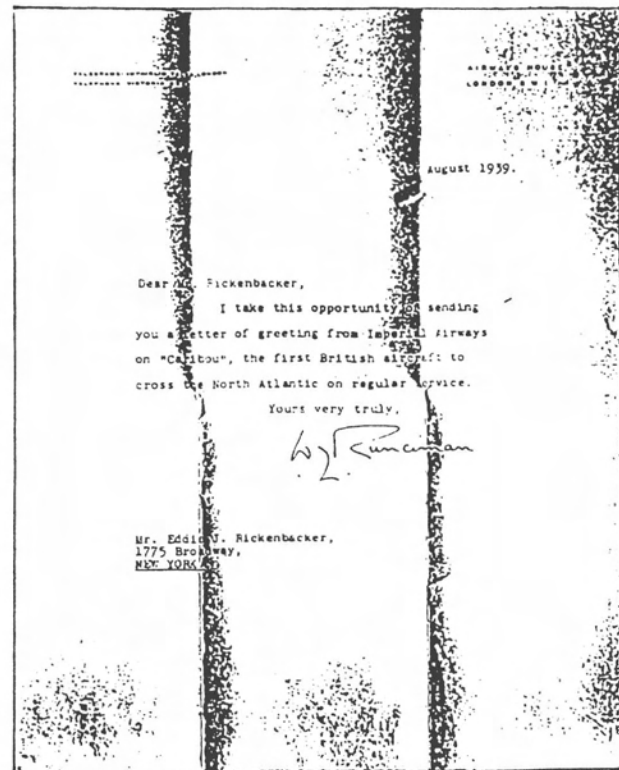
This was the third issue of envelopes. The first lot, of 15,000, was sold out rapidly. This included 4,000 sent out to the United States and 3,000 to Canada for disposal for the first return mail. On Tuesday a second issue of 5,000 was sold within an hour and a half. This experience was repeated yesterday with the last issue of another 5,000.

Assuming the numbering of the covers started at 1, (which may sound obvious, but wait til we consider the McKnight Kauffer covers), then numbers 1 to 15000 would be the first printing, in which numbers 8001 to 12000 seem to be the 4,000 covers sent to the United States, and numbers 12001 to 15000 correspond to the 3,000 covers sent to Canada.

The second printing is likely to have been numbered 15001 to 20000; and the third printing 20001 to 25000. - This matches the "evidence of the covers", as all the covers numbered above 15001 were mailed in England.

(This also makes cover #23456 intriguing, as it was sold in London on Wednesday August 2nd, but mailed from Glamorgan, 240kms/150miles West of London; with enough time to catch the flight from Southampton on Saturday August 5th.)

Continued

FOLLOW UP - IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939 continued:**Cover #23**

This contained a greeting from W. Runciman of Imperial Airways, to Eddie Rickenbacker of Eastern Airlines:

Dear Mr. Rickenbacker,

I take this opportunity of sending you a letter of greeting from Imperial Airways on "Caribou", the first British aircraft to cross the North Atlantic on regular service.

Yours very truly,

Atlantic Services. The remaining two cachets from Imperial Airways' first flight are now illustrated, that of Eire being applied in violet and the Canadian in black. Our Canadian agent reports that the acceptance from Canada to New York was not announced until the last minute, with the consequence that this stage is definitely the rarest of those despatched from Canada although they bear no cachet. It is extremely doubtful if any covers were carried on the return flight from U.S.A. to Canada as of course this stage had been previously covered by F.A.M. 1. Covers despatched from U.S.A. to South Africa and Australia are particularly interesting for these were the first to be flown over an all-air Empire route to destination. They reached Cape Town and Sydney on August 18th and 24th respectively. Considering the obvious desirability of these items, surprisingly few have been reported. An Indian collector again despatched about five covers to Montreal and New York which duly connected at Southampton with the first flight. They bear the Karachi postmark of July 30th and arrival postmarks of Montreal or New York dated August 6th. A few continental countries also despatched mail by the first flight, official covers being known from Sweden, Switzerland and Belgium and ordinary covers from Denmark.

A contemporary account of the IA First Flight, from The Aero Field, Oct.-Nov. 1939

(Thanks to Neil Hunter for both these items.)

Continued

FOLLOW UP - IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939 continued:**Cover shades:**

Many contributors remarked on the difference in shade between "official" covers numbered below 15000, and those numbered above 15000. - This now seems to correspond with a difference between the first printing of these covers, and the second and third printings.

Jack Ince, Dick McIntosh and myself pooled our covers to produce a group of about twenty. We found it quite easy to predict correctly whether a cover would be numbered below or above 15000.

Minor variations in shade also occurred between individual covers with numbers below 15000, and within our group of covers numbered above 15000. These variations seem likely to be due to differences in inking when the covers were printed, and/or the way the covers have been treated/stored over the last sixty years. We could not determine a constant difference between covers in the second printing (numbers between 15001 and 20000), and covers in the third printing (numbered 20001 and higher).

**The McKnight Kauffer covers:**

This enquiry into the Imperial Airways FFCs began with these multi-coloured covers, (shown above), which according to Baldwin in the second edition of his Bridging the Atlantic, had "*been withdrawn after some had been sent to Canada and released to the public*".

The background to these covers is still unclear:

The numbering of the McKnight Kauffer covers:

If we assume that the numbering of these covers also started at #1, then over 17,000 of them were printed, (since the highest number found is 17024). - Why would Imperial Airways have a first printing of only 15,000 for its new "official" cover, if they were supposed to replace all the McKnight Kauffer covers?

A related question, is whether Imperial Airways tried to recall covers which had been sold, or just withdraw unsold covers from sale? It seems unlikely that they tried very hard to recall covers which had been sold: if they had, surely they could have got back the covers prepared for Stanley Gibbons!

Leaving sold covers in circulation might explain why the printing of the replacement "official" covers was less than that of the McKnight Kauffer covers. However:

- if the difference in printings corresponded to the number of McKnight Kauffer covers left in circulation, there should be over 2,000 of these covers, and they definitely don't seem to be that common.
- leaving 2,000 covers in circulation seems to contradict Baldwin's statement that they were withdrawn.
- there is no mention of these covers in the October 1939 report on this flight in The Aero Field, (see previous page). - The significance of this is debatable, but the use of a large number of McKnight Kauffer covers does seem to be the sort of information that would have been included in that report.

The distribution and withdrawal of the McKnight Kauffer covers:

All the McKnight Kauffer covers found originated in Canada, which supports Baldwin's comment that they had "*been withdrawn after some had been sent to Canada and released to the public*". However: why was Imperial Airways able to withdraw these covers from everywhere else, but not from Canada?

If Baldwin is correct, and these covers were withdrawn after some had been released to the public, were these covers on sale in Canada earlier than in other countries? - If so, why? If not, why do we not find these covers from other countries?

Continued

FOLLOW UP - IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939 continued:

The timescale for the withdrawal of these covers also raises questions. - Was there really time for:

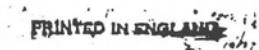
- an instruction to stop the sale of these covers to have been sent out after they were placed on sale in Canada, and to have been received before they were placed on sale in other countries?
- a new cover to have been designed, printed and distributed, after the original cover had gone on sale in Canada, but before the first flight?

It seems more likely that the instruction to withdraw these covers was sent out before they were to be placed on sale; that this instruction stopped their sale in other countries; but that some were placed on sale in Canada by mistake! However, this is not what Baldwin said happened.

How many of the McKnight Kauffer covers were sold?

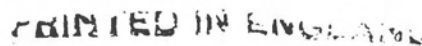
The numbers on covers recorded range from 15004 to 17024. If all the covers between these numbers were sold, then over 2,000 should be in circulation, but as mentioned earlier, this seems most unlikely.

If we therefore assume that some of the covers between these numbers were withdrawn, we will never be able to calculate the number in circulation from the number we now find. Only the Imperial Airways records could tell us how many were actually sold/withdrawn.

The PRINTED IN ENGLAND handstamps

The "small" handstamp: 23 to 24mm in length.

(The variation seems to be due to the enthusiasm with which the stamp was inked and applied.)



The "large" handstamp: 53mm.

This handstamp was important to somebody, as two different handstamps were used; it was applied at two different times, (first to the McKnight Kauffer covers, and later to the "official" covers); and it is on all the Imperial Airways covers from Canada that were checked for it. But who applied it? And why?

It seems to have been applied by/on behalf of Imperial Airways before the covers were distributed within Canada, as it is found on covers from Montreal, Winnipeg and Vancouver. However:

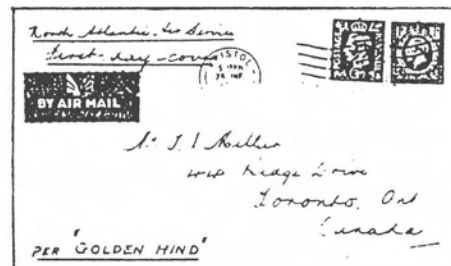
- it doesn't seem to have been an Imperial Airways concern, as it isn't found on their covers from the United States or Ireland;
 - it doesn't seem to have been a Canadian concern, as it isn't found on any other covers from this flight.
- Any additional information, hypotheses, or even guesses about this handstamp, will be much appreciated!

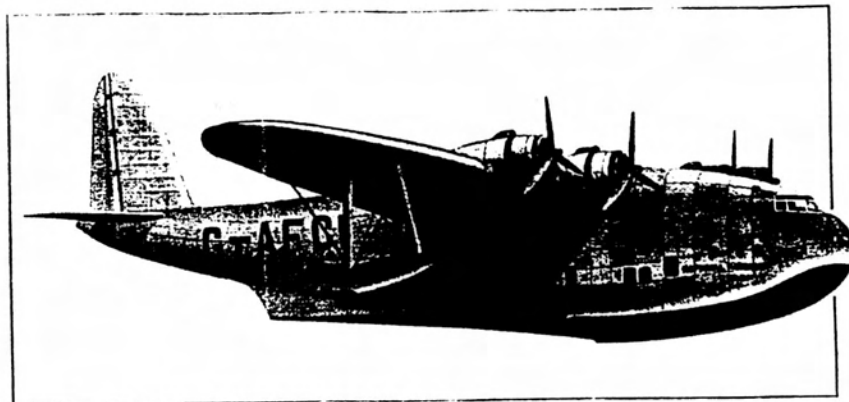
Other questions:

There are a couple of other questions raised in the earlier articles on these Trans-Atlantic covers, on which additional information would also be much appreciated:

- the first article in The Daily Telegraph, (June 2000 newsletter, page 11), mis-stated the rate from Britain as 1 shilling 4 ½ pence, (i.e. the normal rate of 1 ½ d plus a surcharge of 1s 3d.) Has anybody seen a cover with a 1shilling 4 ½ pence franking?
- the aircraft for the inaugural flight was changed from the CABOT to the CARIBOU due to damage to the CABOT. This change occurred in the week before the flight. - Has anybody seen a cover for this flight endorsed to go by the CARIBOU?
- the letter reproduced on page 15 of the June 2000 newsletter commented that after "Janet" had queued for the covers, she "had to sign her name for them also." Why did they have to be signed for?

Many thanks to everybody who responded to the earlier articles on these flights, and to Mike Shand who provided the information on the next page on the GOLDEN HIND. - This article refers to a first flight of the GOLDEN HIND in June 1939. It therefore seems possible that whoever sent this "GOLDEN HIND" cover, (flown on Pan Am's first Northern Trans-Atlantic service in the YANKEE CLIPPER - see page 23 of the Sept. 2000 newsletter), which is postmarked on 26th June 1939, may just have got the aircraft in various news stories during June 1939 mixed up. - If anybody has a better theory, please let me know.



FOLLOW UP - IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHTS, 1939 continued:**Short S.26 G-Class – 1939**

The great success in commercial terms of the S.23 Empire Boats and the store of experience gathered in making them were instrumental in the decision by the Short company to focus its production of large flying-boats in the military sector. The S.25 Sunderland made its maiden flight as a prototype on October 16, 1937 and was the first in a long series of 714 aircraft. Throughout the war and beyond they remained in service for some 21 years, and were the last flying-boats to be used by the Royal Air Force. Although committed to the hilt in this military production, Short were also able to branch off into the civil sector. This was with the production in 1938 of the S.26, a successor to the S.23 which was destined for the Imperial Airways fleet. There were just three of these aircraft built, but despite this, they enjoyed a busy career during the war and in the immediate post-war period. The only S.26 to survive the war, christened *Golden Hind* and registered G-AFCJ, sank during a storm in May 1954. With it the last flying-boat of the 1930s vanished.

The project which gave rise to the S.26 was launched in 1938 at the request of Imperial Airways. Imperial wanted an aircraft capable of giving rapid non stop passenger and freight services across the Atlantic. Three aircraft were ordered and Short were able to build them in a relatively short time. As the design was based on immediately preceding projects, the first S.26 (the *Golden Hind*) took to the air in June 1939. Even though the general appearance was like that of its predecessor the S.23, the new

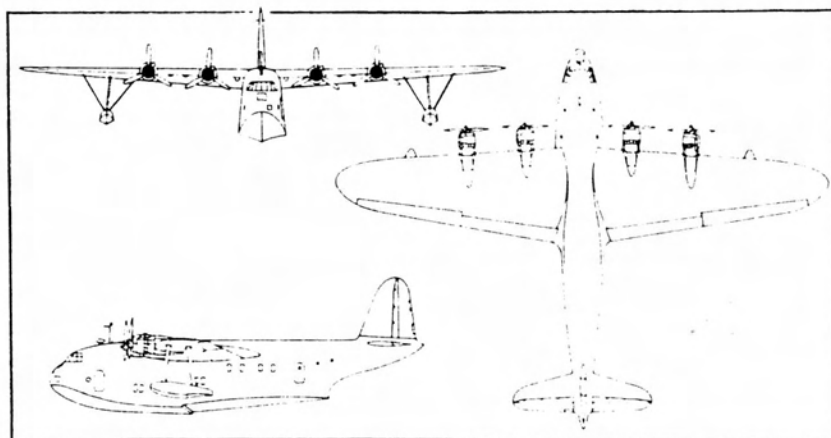
Aircraft: **Short S.26 G-Class**
 Manufacturer: **Short Brothers Ltd.**
 Type: **Civil transport**
 Year: **1939**
 Engines: **Four Bristol Hercules IV, radial with 14 air-cooled cylinders, 1,380 hp each**
 Wingspan: **135 ft 4 in (40.95 m)**
 Length: **103 ft 2 in (31.40 m)**
 Height: **37 ft 7 in (11.46 m)**
 Weight: **74,500 lb (33,800 kg) (Loaded)**
 Cruising speed: **180 mph at 7,500 ft (290 km/h at 2,290 m)**
 Ceiling: **20,000 ft (6,100 m)**
 Range: **3,200 miles (5,150 km)**
 Crew: **5-7**
 Passengers: **40**

acroplane was considerably larger and heavier. Four Bristol Hercules IV engines producing 1,380 hp each gave it a cruising speed of 180 mph (290 km/h) and with the normal fuel reserve a range of at least 3,100 miles (5,000 km). *Golden Hind* was delivered to Imperial Airways on September 24, 1939 and was followed by *Golden Fleece* (registered G-AFCJ) and

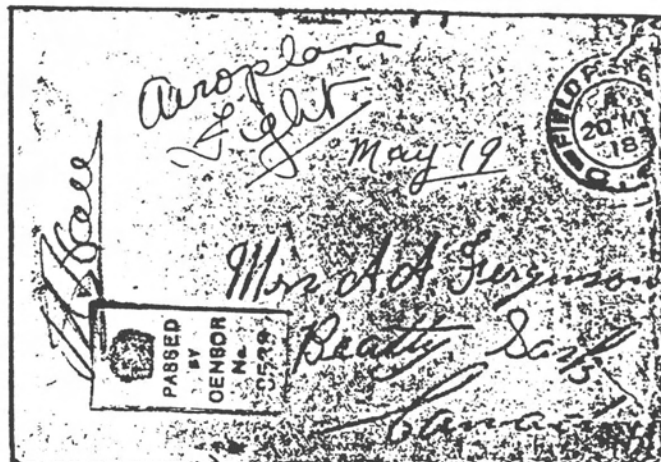
Golden Horn (registered G-AFCK). These three aircraft thus formed the so called 'G Class'.

Plans for commercial transport to the other side of the Atlantic were, however, abruptly cut short by the outbreak of war. On July 2, 1940 the three flying boats were handed over to the Royal Air Force which used them as long range maritime reconnaissance aeroplanes. The war claimed one of the S.26s as a victim. This was the *Golden Fleece* which was destroyed during a forced landing off Cape Finisterre on June 20, 1941. At the end of that year the two surviving aircraft were transferred to BOAC and reconverted for passenger transport.

The *Golden Horn* crashed at Lisbon, on January 9, 1943, and was destroyed as the result of a fire in the engines. The last survivor, *Golden Hind*, returned for a while to domestic service in Great Britain and then between September 24, 1944 and August 30, 1945 operated on a long flight between Africa and India, from Mombassa to Ceylon. At the end of the war between September 30, 1946 and September 21, 1947, after the engines had been replaced and the supporting structure that had housed the rear turret had been removed, *Golden Hind* was used between Poole and Cairo. These were its last flights under the BOAC flag. The *Golden Hind* was then sold to private owners, never to fly again.



FOLLOW UP: FLIGHT or FIGHT, 1918?



Review: This cover first appeared in the December 1998 newsletter, with Follow-Up items in March and June 2000.

It was originally described as:

Posted on May 20 1918; from an unidentified Field Post Office, (the number is unreadable); and endorsed "Aeroplane Flight". - It was thought to have been mailed in France, and flown to Britain by the RAF, which was starting to clear up the accumulation of mail left in Germany by the advancing Allied armies during their last push of the war. The signature at the left is that of the Commanding Officer of the writer's unit. (The name appears to be McCall). This signature qualified the cover for airmail transmission with no franking required.

However, Bill Robinson pointed out that the inscription didn't read "flight" but rather "fight". Bill also has other correspondence from this group, and identified the sender as the husband of the addressee, Mrs. Ferguson. Mr. Ferguson was in the infantry.

At this point the owner of the cover was happy to retract the original identification, but I was perplexed! - Although the endorsement does indeed appear to say "Fight" not "Flight", that seemed to be a strange comment to put on the cover, and I wondered who would have written it? It seemed unlikely to have been the sender before mailing the letter; and I doubted Mrs. Ferguson would have found a description of an "Aeroplane Fight" the most noteworthy item in a letter she received from her husband in the infantry.

I therefore raised some questions:

- *since several people all thought the endorsement said "Aeroplane Flight"; there is a historical context for such an endorsement; and "Aeroplane Fight" seems a very strange thing to be written on the envelope; is it reasonable to assume that the endorsement was supposed to say "Aeroplane Flight", but was spelt incorrectly?*
- *there are many instances when "the facts" do not support the endorsement on a flown cover, (for example the cover on page 23 of this issue of the newsletter which could not have been flown by the GOLDEN HIND), and in these cases the endorsement is assumed to be in error. How should one deal with this cover when the circumstances suggest it may have been flown, but the endorsement states otherwise?*

I received three responses to these questions.

The first was from David Handelman, and was very re-assuring to me, as he wrote: "I agree with you that whoever wrote the endorsement meant to write flight."

The second response was from David Whiteley, and involved a very interesting and detailed review of the RAF Air Mail services of 1918/1919. - This is reproduced herewith, starting on the next page.

Continued

FOLLOW UP: FLIGHT or FIGHT, 1918? continued:**FLIGHT OR FIGHT THAT IS THE QUESTION?****By David H. Whiteley**

Over the past few months an interesting World War I Armed Forces cover from somewhere on the Western Front addressed to Canada has been featured in a number of philatelic journals including *The Canadian Aerophilatelist*. Murray Heifetz, who after consultation with Alex Newall, one of the deans of aerophilately wrote up the cover for publication, discovered this cover. Since then considerable debate has ensued regarding the rather enigmatic endorsement, "Aeroplane Fight May 19".

There are those who contend or would like to believe that the endorsement should read "Aeroplane Flight May 19".

It is correct to say that the RCAF/RAF did fly some mail between Western Europe after the Armistice in November 1918. Alexander Newall in his book *British External Airmails until 1934*, commencing at page 180 in a section headed "RAF Air Mail for the British Expeditionary Force in France and Germany 1918-1919," states that it was with reluctance that the RAF agreed to carry Her Majesty's mail between Europe and Great Britain and only agreed to do so after the Armistice. An agreement between the Post Office and the RAF was reached under the following conditions: (a) The service would be considered experimental: (b) the mail would be carried on daylight flights only; and the minimum distance spanned by the service would be 100 miles.

It was proposed that there would be three services A, B, & C. The "B" service was to operate between St Andre (near GHQ France) and Namur (Belgium) with a stop at Valenciennes. The "A" service was to operate would serve First Second and Fourth Army's and would fly mail between Marquise, Valenciennes and Namur. The "C" service would fly between Folkestone and Cologne. To facilitate these services a number of Army Post Offices were opened usually with an N.C.O. in charge, who amongst his other duties had to complete a daily report listing the number of planes passing through his station and the number of bags of mail received and despatched with times of arrival and departure. Each mail bag had to be tagged, showing serial number, office code and destination.

Like many other schemes the service, which was set to commence operations on **December 16, 1918**, was beset with problems; not enough aircraft, air crew who were more concerned with maintaining schedules than waiting for delayed mail to arrive at transit points. The first flights over the three routes were as follows:

December 16, 1918	Valenciennes, Namur, Spa	B
December 17, 1918	St. Andre, Valenciennes, Namur, Spa	B
December 17, 1918	Marquise, Valenciennes, Namur	A
December 20, 1918	Marquise, Valenciennes, Namur	A
January 1, 1919	St. Andre, Valenciennes, Namur, Spa, Cologne	B
March 1, 1919	Hawkinge, Maisonelle, Cologne	C
April 15, 1919	Spa dropped	B
May 1, 1919	Namur dropped	B

On July 7, 1919 all routes were closed and handed over to scheduled services.

Service "B" Between December 16 & December 31, 1918 operated on a route, St. Andre – Valenciennes – Namur – Spa. Between January 1 & April 15, 1919 St. Andre – Valenciennes – Namur – Spa – Cologne. Between April 16, 1919 & May 1, 1919 St. Andre – Valenciennes – Namur – Cologne. Between May 1st & July 7, 1919 St. Andre – Nivelles – Cologne.

One of the biggest problems was encountered on **Route "C"** when mail destined for France was assembled at Folkestone was delayed due to the inability of the aeroplanes to take off due to heavy fog. To alleviate this problem and to ensure rapid transit of the mail cross-channel packets were re-scheduled to depart after scheduled departure times of the air service so that in inclement weather the mail could be sent by surface rather than wait until the following day.

Continued

FOLLOW UP: FLIGHT or FIGHT, 1918? continued:**FLIGHT OR FIGHT THAT IS THE QUESTION? By David H. Whiteley continued:**

Turning once again to an examination of the cover in question it can be concluded from the post mark that it was received at an official Field Post Office on May 20, 1918, probably allocated to a Canadian Unit. It can also be concluded from the official censor cachet and Censor officer's signature that the cover went through the official Army Post Office channels. If these points can be agreed then it follows that this cover despite the endorsement "Aeroplane Fight" or Flight May 19" could not have been flown on the official RAF Air Mail Service for the British Expeditionary Force, as the cover pre-dates the first flight for this service by some seven months. It is also my opinion that because of the official FPO cancellation and Censor markings that this cover could not have been carried by favour by a member of the RAF flying to England for some reason or other. As Newall freely admits there was a continual unofficial carriage of mail back and forth across the channel by members of the RAFC/RAF during the war, but I would suspect none of this type of mail would have gone through official channels and would therefore be devoid of any FPO or censor markings.

In conclusion I am of the opinion that the endorsement should be taken at face value, that is "Aeroplane Fight May 19". Why or by whom the endorsement was applied I leave for those who wish to speculate.

The third response was from Alexander Newall. - I sent him a copy of David's analysis in order to get his comments, and he responded to David as follows:

Chris Hargreaves has kindly transmitted to me your message to him of 25 October 2000 regarding the interpretation of the hand endorsement on a postcard dated 20 May 1918.

All the details given by you are correct including the certainty that the RAF did not enter into any agreement with the British Post Office before the hostilities ceased (November).

It is also correct that many messages were carried before the Armistice on a 'private' basis. The card in question appears to be one of these.

The Field Post Offices were under the control of the military and any duly censored missive would receive a cancellation.

It would be interesting to read the message on the reverse of the card but, unless this would reveal some startling news of a postcard written during an aeroplane flight or fight, I would still retain my original opinion that ?McCall? simply dropped the letter 'l' from the word 'flight' in his endorsement.

These things happen, you know. Even your own message shows a similar slip: see the line where after **December 16** you wrote 'best' instead of (I presume) 'beset' (with problems).

There is no question of misreading the words of the endorsement, McCall simply misspelt.

Having said that, I believe that the owner of the card (my good friend Murray Heifetz) should be congratulated on the possession of a, rather rare, aerophilatelic document.

This response from Alex continues the theme of errors that runs through this enquiry. Not only does he point out David's misspelling, but what began as a cover is now described as a postcard! - How one identifies and deals with such errors, probably has to be determined on a case by case basis.

I would like to conclude this enquiry, by quoting the final paragraph of David's second e-mail to me:

I agree that it is always possible that McCall did in fact mis the "l" in flight. I expect we will never know the true story. To you Chris I suggest you publish my thoughts together with Alex's Caveat and rebuttal and let the readers argue it out. To my mind it is these debates that make the hobby so interesting.

I totally agree with those comments: particularly the last one!

Many thanks to Brian, David and Alex for their responses, and to Murray for sending in the initial question. - Congratulations again to David for his excellent analysis of this cover, and to Bill Robinson for pointing out what the endorsement actually said.

FOLLOW UP - Pilot's Log Books

The March 2000 newsletter included a request for information on the location of holdings of pilot's log books. - I recently received a message from Susan Sheffield, which mentioned the **Association for Manitoba Archives**:

The archives has a very extensive collection documenting the development of Western Canada Airways.

Archival fond descriptions include but are not limited to: flight log books, schedules, photographs, correspondence and extensive related textual documentation.

The organization is an extremely busy resource centre. Allow 3-5 weeks for replies to initial document processing requests. Patience is a must! If you cannot visit in person, approved researchers are available to conduct on-site document examinations.

The AMA has a website at: www.pangea.ca/~ama/

Thanks Susan!

(Susan's latest publication will be available in April 2001: *The Companion Guide to Muskoka District Post Offices 1861-1999* by Susan M. Sheffield, a 272-page comprehensive study documenting the historical development of postal service occurring within the present day boundaries of the District of Muskoka, wire spiral bound, bibliography, index. Postpaid in Canada, Cdn\$39.95, in the United States US\$33.50, elsewhere US\$40.00, via bank draft, money order, or by cheque drawn only on Canadian Chartered Banks. Remit to: Keyboard House Publishing, Box 67039, Edmonton, Alberta T5R 5Y3 or email: muskoka@telusplanet.net)

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.

EDMONTON - DESMARAIS EMERGENCY FLIGHT, 1949.



Backstamped: DESMARAIS AP 28 49

"I obtained a cover this week listed in the *Air Mails of Canada and Newfoundland* as 4901. This was the emergency flight April 28, 1949 between Edmonton and Desmarais. AMCN states that only eight covers are known from this flight and, while it is described as an emergency flight, the type of emergency is not given. I would appreciate it if CAS members would let me know if they have any additional information re this flight. I am especially interested in the type of emergency. I am also curious why a postal inspector went along."

If you can help, please send information to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

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.

World War II Air Mail Covers

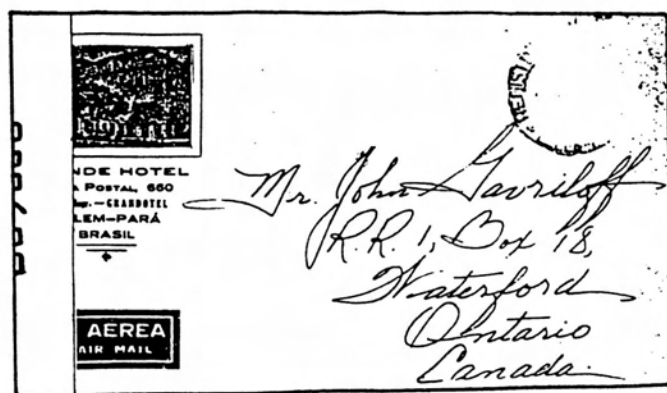
Editor's note: I'm including an extensive description of these covers, and several illustrations on the next page, as if they weren't being offered for sale, I think the descriptions would make an interesting article in their own right.

The Royal Air Force Ferry Command covers originated from a man who first was a Radio Operator in the Merchant Navy, who transferred to the RAFFC when he heard they were looking for Radio Operators. He told me that he was flying Boeing aircraft from various US eastern locations first to the Bahamas; then to Belem, Brazil, which is up in the NE part of Brazil at the mouth of the Amazon; then to the Ascension Islands; then Accra in the Gold Coast; north to Gibraltar; and the last flip to Prestwick, Scotland. They laid over there until there were enough aircraft crew to make a full load, and then they returned via the same route. This went on till the Liberator bomber arrived on the scene, and they then returned from Prestwick to Canada. **COVER 1** he has written in to say the letter inside dated Dec 30/42. Unfortunately the stamp has been removed but the corner cachet indicates from Belem. A registered cancel is visible but I can find no evidence it was actually registered, as there are no other handlers' marks to indicate this. The cover has a P.C.90 censor's strip on the left hand side: OPENED BY EXAMINER DB/588, and is backstamped WATERFORD ONT JAN 11 43. The GB civil censor code lists censor letters DB to Canada, so it appears the letter was opened and resealed on arrival in Canada. **COVER 2** was dated and mailed Mar 25/43 from the Royal Victoria Hotel in Nassau where they were housed. Carries a British Civil Censor code censor G162 used Nassau. The cover is backstamped WATERFORD ONT MAR 31 43, and has a notation on the back "R.A.F.C.!! #5443" that was probably added later. This is a very nice cover except for a brown stain on the censor label. I am asking \$35.00 for #1 and \$40.00 for #2 due to the scarcity of this material.

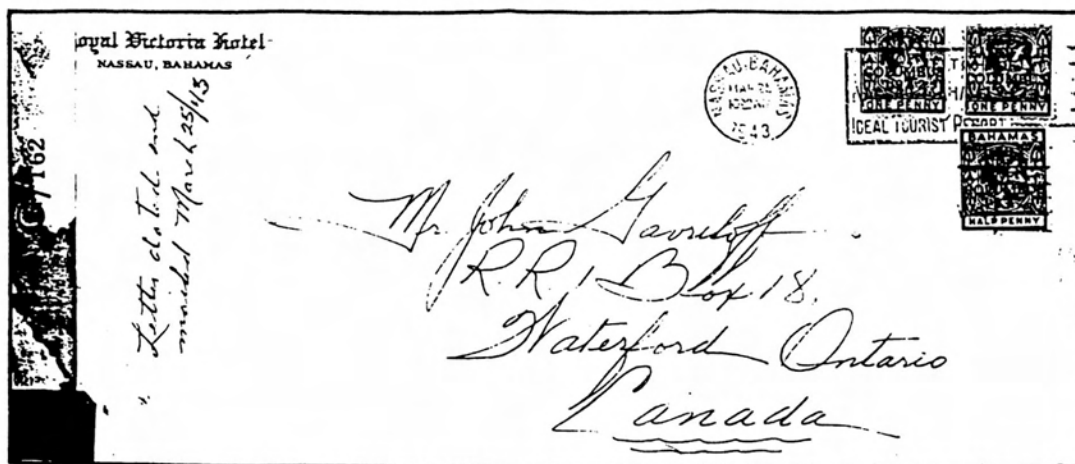
Next is a group of four Merchant Navy covers. **COVER 3** was mailed July 13 1944 from Edmonton to Gen Dlv'y Victoria; redirected to Port Alberni; then to SS Green Gables Park, Box 9000, Vancouver. This was the Merchant Navy Censor location in Vancouver. Here it was stamped with a Canadian Naval Censor stamp, one of several that they used. (The stamp was DB/N24, and is listed in Volume IV of my books The Royal Canadian Naval Postal History 1939-45.) Asking price is \$35.00 due to the Naval censor stamp which is very scarce. **COVER 4** was mailed from Edmonton to SS Green Gables Park c/o Grace S.S. Lines San Francisco. US censor label left edge; stamped on back "This communication voluntarily surrendered to U.S. Censorship prior to examination"; plus stamp from District Postal Censor San Francisco. (\$30.00 - a small piece missing from the back of the cover does not detract.) **COVER 5** is a similar cover to #4, but franked Scott C8 and with slightly different censor marks, plus a nice Grace S.S. hand stamp on the back. (\$30.00) **COVER 6** is an airmail envelope with CNR letterhead and a pair of 4 cent Canadian stamps perfed CNR (upside down), which was mailed from Saskatoon. Addressed to Grace SS Lines San Pedro it looks like a clerk there has written in pencil on the cover *S.S. Green Cables Park*. Censor label left edge "Examined By 56004"; on reverse a hand stamp reads RECEIVED FROM CUSTOMS. (\$30.00) By and large all four in nice condition and are very hard to come by: I would sell them as a group to anyone interested for \$115.00.

I also have a group of three air mail covers all from the same person who sailed aboard the S.S. Algonquin Park, (one of the Park Steamship Co. ships built by the British and Canadian governments to replace lost shipping), on two voyages to India. They are a tatty group in which all three stamps have been removed from the covers, one of which is an Airletter. One of them is censored in Australia and the other two in India. The airletter was censored in India, and carries British Empire civil censor DHC/110, used either Bombay or Madras he tells me. The other letter censored in India has a different type DHD/12, plus a DHD/71 censor and a censor label as well. This cover also bears the remains of a Madras cancellation, so it is possible that both covers from India were used at Madras. One large redeeming feature of this group is the collateral material: a page and a half letter from the originator to myself outlining the ships itinerary to India and back; a 8 1/2 by 12 page showing a broadside view of the ship exposing the various stowage areas in the hull and what sort of war material. This includes tanks, large guns, munitions, ammunitions and military supplies etc. The second voyage to India and back took 10 months.

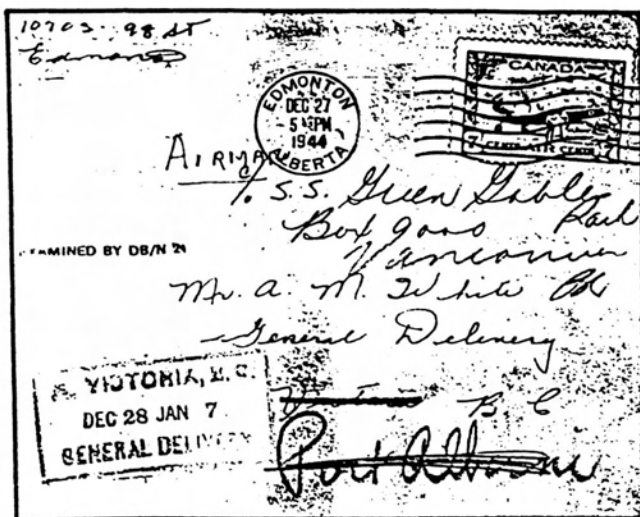
Continued

WORLD WAR II AIR MAIL COVERS FOR SALE, continued:

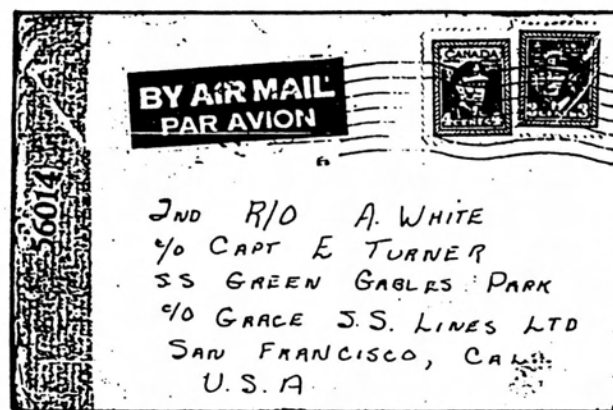
Cover 1



Cover 2



Cover 3



Cover 4

I think the best way to approach the third group of covers is to sell them as a lot, and with the collateral material which contributes some very interesting information, I would price the three of them for \$50.00.

The four volumes of my book The Royal Canadian Naval Postal History 1939-45 are also available, and priced at \$22.95 plus \$5.00 postage each in Canada, \$7.00 to the USA. For anyone interested in more than one volume I would adjust the postal prices downward and they would go as one package.

Anybody interested in purchasing any of these covers and books, or who wants more information, should contact: Maurice F. Hampson, 12108-53 Street NW, Edmonton, Alberta T5W 3L9. (Tel. 480 479 6067.)

MEMBERSHIP RENEWAL

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

April	79 JA Brown	248 Francois Ouellet
24 Neil Hunter	201 Ivan MacKenzie	249 David Flett
49 John Johnson Jr	224 Charles Firby	251 Charles McEvoy
76 W Ross Richardson	280 Kelsey Stephenson	254 John Webster
197 Hank Post	282 Richard Hills	256 Bernard Abouchar
198 Donald Angus	302 Pierre Vachon	266 John Church
262 ESJ van Dam		267 James Parker
263 Louis K Levy		281 Andy Ellwood
	June	284 John Irvine
	124 Reuben Ramkissoon	285 Edmund Harris
May	138 Keith Stibbe	288 Owen White
27 John Glashan	139 GA Wilson	307 James Ruddle
29 Jim Turk	149 Frank Kendle	
31 Dan Barber	183 Robert Haslewood	

PLEASE NOTE: in order to reduce expenses, MEMBERSHIP CARDS are mailed to new members, when they will serve as receipt of payment, OR ON REQUEST. - They are not sent automatically to members who renew by cheque.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly in March, June, September and December. - To help in distributing the next issue early in June, I am advancing the deadline to

MAY 1st.

If you have anything you'd like to be included in the next issue, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

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Publications of THE CANADIAN AEROPHILATELIC SOCIETY

A SHORT GUIDE TO CANADIAN AEROPHILATELY

This guide gives a brief history of Canadian air mail services; a description of how First Flight Covers were produced; an introduction to several branches of aerophilately; and a guide to sources of further information. - For a free copy contact: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

THE AIR MAILS OF CANADA AND NEWFOUNDLAND

This is the encyclopedia of Canadian Aerophilately. - It has 28 sections covering Government Flights and cachets; Pioneer Flights; Semi-Official Stamps and Covers; Balloon Covers; Helicopter Covers; Military Flights; Crash Covers; Aerograms; Astrophilately; and much much more. Referred to as AMCN, it was produced in association with the American Air Mail Society, (AAMS), and is part of the Sixth edition of the American Air Mail Catalogue - It can be obtained from many stamp dealers, or by mail from: Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2 (Tel. 1 800 205 8814).

CAS members may purchase many AAMS publications, including AMCN, at a discount price. For more information contact: Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1

SUPPLEMENT TO SECTION 5 OF AMCN

Section 5 lists GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA. This Supplement includes changes to some of the listings in AMCN, additional flights (particularly in the period 1953 to 1997), and new flights since 1997. - It can be purchased from: Dick McIntosh, 47 Aldenham Cr., Don Mills, Ontario M3A 1S3 Price, including postage, is C\$7 in Canada; US\$5 for orders mailed to the USA; C\$10 or US\$7 for orders mailed overseas. *CAS members may deduct C\$1.50 or US\$1 from these prices.*

OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - DECEMBER 1942

This resource booklet by David Whiteley traces the evolution of Air Mail services from Canada, and the rates charged, as reported in the Canadian Post Office annual Guides and Monthly Supplements. It is 66 pages long, includes several maps, and reproduces many rate tables and announcements. It can be purchased from: David Whiteley, 605 -77 Edmonton St., Winnipeg, Manitoba R3C 4H8. Price, including postage, is C\$17.50 in Canada; US\$13 for orders mailed to the USA; C\$20 or US\$14 for orders mailed overseas. *CAS members may deduct C\$3 or US\$2 from these prices.*

NEWFOUNDLAND AIR MAIL POSTAGE 1937 - 1949

This booklet was prepared by Jack Ince, and reproduces original announcements and rate tables from the Newfoundland Post Office circulars. It is 24 pages long, and can be ordered from Chris Hargreaves, (address above). Price, including postage, is C\$7 in Canada; US\$5 for orders mailed to the USA; C\$10 or US\$7 for orders mailed overseas. *CAS members may deduct C\$1.50 or US\$1 from these prices.*

THE CANADIAN AEROPHILATELIST: back issues and index

THE CANADIAN AEROPHILATELIST is our society's quarterly newsletter, and includes news items, reports on members' research, and a question-and-answer section on mystery covers. Gord Mallett has produced an index for the newsletter, which is available in both a printed version, and as a diskette in Microsoft Works 4.0 format. Gord can also provide copies of all issues of the newsletter. Prices, including postage within Canada, are: INDEX C\$7 for a hard copy or diskette, C\$12 for both; BACK ISSUES C\$4 each; (ADD C\$1 postage for addresses in the USA, C\$2 for addresses overseas; DEDUCT 30% if paying in \$US). Orders should be sent to: Gord Mallett, 180 Sherwood Park, Alberta T8A 2A2. *CAS members may deduct 10% from these prices.*



Services of THE CANADIAN AEROPHILATELIC SOCIETY

Newsletter: The Canadian Aerophilatelist

The CAS provides 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 our quarterly newsletter, which includes news, reports on members' research, and a question-and-answer section on mystery stamps and covers. For a free sample copy, or more information on the Index and back issues service, contact: Gord Mallett, 180 Sherwood Park, Alberta T8A 2A2

Library

The Society has a small collection of books, catalogues and periodicals. These can be searched for information on particular topics, and photocopies supplied to members at cost. The holdings include:

- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames.
- **Air Mails of Canada 1925-1939** by George B. Arfken and Walter R. Plomish
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**
- **Sanabria Airmail Catalogue - North America, 1995.**
- **American Air Mail Catalogue** Various volumes in the 4th, 5th, and 6th editions.
- **The Airpost Journal** January 1947 to January 1950; and July 1964 to present;
- **Jack Knight Air Log** February 1971 to present.
- **Scottish Air Mails, 1919-1979** by Richard Beith
- **African Air Mail research notes** - documents donated by Jack Ince, including a photocopy of his collection..
- **Schweizerisches Luftpost Handbuch** 1984. - The Swiss air mail catalogue: in German.
- **Recovered Mail** by Henri Nierinck. First edition, 1918-1978; and second edition 1937-1988.
- **Airmail Operations During World War II** by Thomas H. Boyle Jr. - A worldwide study.
- **Wartime Air Mail - an introduction** by John Daynes. - British and Swiss documents.

For more information contact: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

A translation service from French to English, and English to French

Contact: Francois Bourbonnais, 659-3 Pie XII, Vaudreuil-Dorion, Quebec J7V 8R8

A "sales department", with a variety of modern covers for sale

For more information contact: Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8

A discount price on publications produced by or in association with the Society

See the separate list of **PUBLICATIONS OF THE CANADIAN AEROPHILATELIC SOCIETY** for details.

Representation of Canadian aerophilatelists at national and international levels

For more information contact: Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1

Membership in the CAS is open to all. - Annual dues are C\$20.00 in Canada, C\$22.00 or US\$15.00 in the U.S.A., C\$25.00 for members Overseas. (Payable to: *The Canadian Aerophilatelic 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

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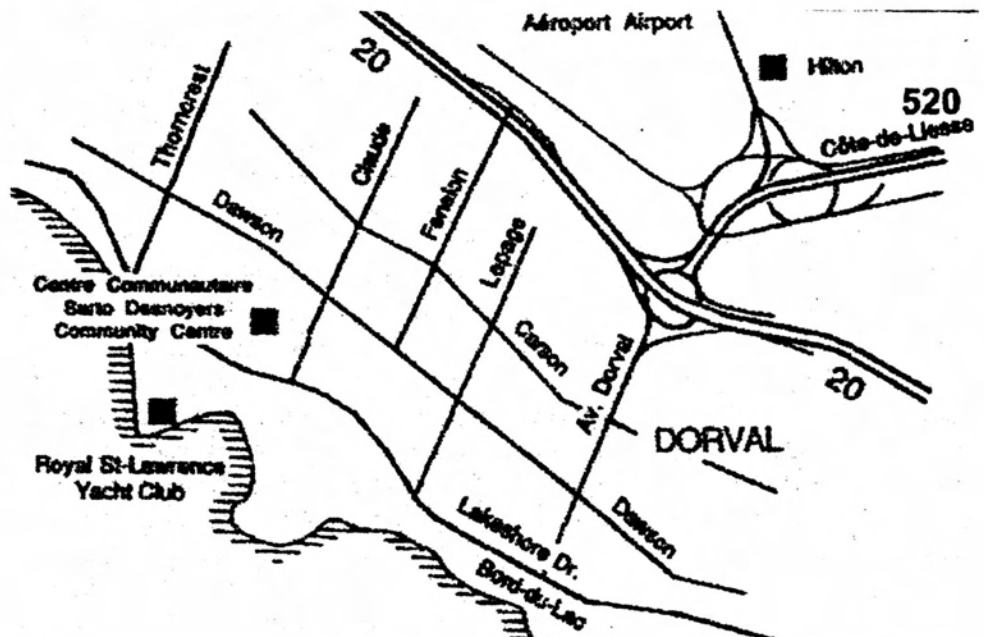
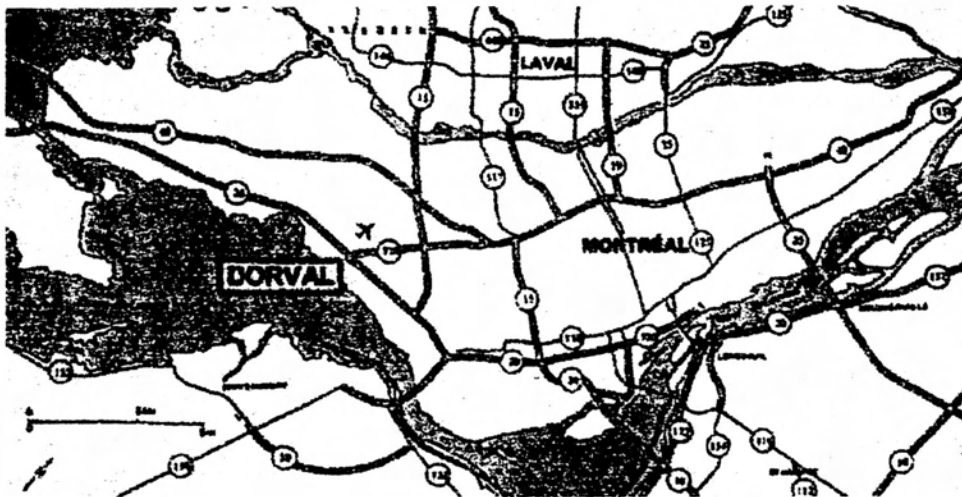


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THE CANADIAN AEROPHILATELIST

- Newsletter of the Canadian Aerophilatelic Society -

The 14,000 word Index lists the contents of each Newsletter - from the July 1985 first issue to the December 2000 issue, Newsletter #45. Included are all Newsletter articles which are related to the collecting, researching and exhibiting interests of aerophilatelists. Excluded are various society announcements, details of meetings, executive reports and the like. A short excerpt is seen below.

The complete Index is also available on diskette - in Microsoft Works format. By entering a 'keyword', a user can locate all articles linked to that word. The 'keyword' can be any word, word fragment, word sequence, or AMCN number for which the user wishes to search.

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