

THE CANADIAN AEROPHILATELIST



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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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 for December 2001

Seasons best wishes to all of the members of the Canadian Aerophilatelic Society and to all aerophilatelists and astrophilatelists. The loyalty and support of all members during the past year are sincerely appreciated. In particular the work of our Vice-President Mike Shand; Membership Coordinator and Secretary, Ron Miyanishi; our Treasurer, Ivan MacKenzie; and last but not least Chris Hargreaves, our indomitable Editor of The Canadian Aerophilatelist.

I am pleased to announce two special awards that have recently been bestowed upon Chris. At the annual AAMS Convention, this year held in Baltimore, Maryland, President Don Jones announced the three AAMS Literature Awards for 2001. The Earl and Fred Wellman Award, issued to the author of the best article or series of articles in the Jack Knight Air Log in 2000 was awarded to Chris Hargreaves. The pewter and walnut plaque was presented to Chris during the BNAPEX 2001 Convention in Ottawa by the Chairman of the AAMS Awards Committee (Dick Malott). Congratulations Chris for a job well done. Chris's work as Editor of The Canadian Aerophilatelist also merited an FIP Silver Bronze medal and certificate for the 2000 series of The Canadian Aerophilatelist. I hope that the membership appreciates the devoted work of Chris in supplying us all with a first class society publication. As President of the CAS I am very grateful to Chris in providing us with such an excellent publication full of interesting data, answers to aerophilatelic questions, and newsy tidbits concerning Canadian air mail flights.

Some years ago, Murray Heifetz and Dick McIntosh instituted a Day of Aerophilately in Toronto. I trust that this year's program that was held in Toronto was as successful as those in the past. Unfortunately due to my wife's serious problems with osteoporosis, I was unable to leave the Ottawa area. Thank you both for all of the hard work you do for all aerophilatelists.

Among Murray's activities he represents Canada in the FIP Aerophilatelic Commission and as a member of the Commission's Board of Directors.

Dick McIntosh conducted a most successful seminar on the production, use and on-going correction to the CAS/AAMS's catalogue *The Air Mails of Canada and Newfoundland* at the BNAPS 2001 Convention in Ottawa at the Royal Crowne Plaza Hotel, 31 August to 2 September 2001. At the seminar there were 11 CAS members present including Bill Robinson, Brian Wolfenden, Murray Heifetz, Basil Burrell, Nelson Bentley, Dick McIntosh, Bill Bain, Graham M. Cooper, myself and two others whose names I do not have available. The data presented and the questions and answers resulting, made the 2 hour seminar most informative to all attending. There were 2200 copies published and at present over 1200 have been sold. An on-going system of updating new information and adding it to the computer program will allow the CAS to prepare and publish the second edition of our catalogue when the demand arises.

Our sales of 2001 Snowbird autographed and Flown covers have been greater than ever. Thanks to all who acquire these interesting and historical covers.

I am always saddened to see CAS members being dropped for non-payment of dues. This indicates the applicable member feels that the CAS has nothing to offer him any more. I would like to hear from those who are dropped as to why they no longer wish to remain a CAS member.

To all a joyous holiday season - Merry Christmas and a Happy New Year 2002.

Dick Malott,

President CAS

Editor's Thanks

I was delighted to receive the American Air Mail Society's EARL AND FRED WELLMAN AWARD, for the "Canada Air Mail Notes" that were published in the Jack Knight Air Log during the year 2000.

The "Canada Air Mail Notes" are an abridged version of The Canadian Aerophilatelist, that enables news and questions about Canadian air mail to be presented to a wider audience. Their success therefore depends on the quality of The Canadian Aerophilatelist, which in turn depends on everybody who contacts me with information.

I would again like to thank all the people who have written to me over the years, and who have made the caliber of both these publications possible.

NEWS - NEWS - NEWS

Welcome to four new members:

Alastair Bain, Nepean, Ontario.

Reginald Targett, Calgary, Alberta.

Glenn Baechler, Wellesley, Ontario.

Robert McCormack, Winnipeg, Manitoba

Royal * 2002 * Royale

The 74th National Stamp Exhibition of the Royal Philatelic Society of Canada.

Hosted by the Edmonton Stamp Club, at the Europa Conference Centre, West Edmonton Mall.

March 22-24, 2002

Exhibition Theme: "The World of Airmails"

RPSC and Edmonton Stamp Club members are busy planning what is shaping up to be a tremendous weekend of events. "The World of Airmails" is being interpreted as widely as possible in order that airmails of the whole world are included. Canada's Aviation Hall of Fame, we in the Canadian Aerophilatelic Society, and also other specialist societies, will be involved. And CAS will have a display table set up - hopefully we can garner a few new members and sell some covers, books, Newsletter Indexes and the like!

Two of the judges will be CAS member Murray Heifetz and New Zealand's Keith Griffiths - both International Aerophilatelic Judges with FIP credentials. As of November 15 more than a dozen individuals, including five CAS members, had indicated their intentions to enter aerophilatelic exhibits, with the number of aerophilatelic frames approaching one hundred! The deadline for aerophilatelic entries is February 1 - all other entries by February 15.

Amongst the many exhibitors are several names familiar to the CAS membership - Nino Chiovelli, Werner Helms, Dick Malott, Philip Parker, Mike Shand, Bill Topping. Exhibit topics receiving attention include New Zealand Airmails, Balloon Posts, Interrupted Covers, Yukon Airways, Aircraft on Stamps, German Catapults of 1929-1939, Zeppelins- the Portugal Connection, Columbia Airmails, Russian Airmails, and Canada's Experimental Prairie Airmails.

Activities planned include aerophilatelic seminars and displays, a raffle for a hot air balloon ride, and a commemorative flight. Aviation buffs can visit historic Blatchford Field Hangar (now part of the Fort Edmonton Complex), the Edmonton Aviation Heritage Museum, and Canada's Aviation Hall of Fame (located in the neighbouring town of Wetaskiwin). And for a break from philatelic activities there's the main venue, West Edmonton Mall — the world's largest entertainment and shopping centre. Speaking of entertainment, even spouses won't want to miss this awards banquet!

To obtain further information contact: John Powell, Exhibits Chairman, or Allan Meech, Show Chairman,
P.O. Box 399, Edmonton, AB T5J 2J6, (or ameech@telusplanet.net or mpowel3@attglobal.net
or GORD MALLET, 180 Fir Street, Sherwood Park, AB T8A 2A2 (gordm@freenet.edmonton.ab.ca)

Gord is the CAS representative on the committee, and sent me this report. - Thanks Gord.

NEW AUSTRALIAN FIRST FLIGHT COVERS

The following item is reproduced from The Australian Aerophilatelist, bulletin of THE AUSTRALIAN AIRMAIL SOCIETY, with whom we exchange newsletters.

Apart from First Flight Covers being produced, the rise and fall of Impulse Airlines sounds remarkably similar to recent developments in Canada, as smaller airlines have tried to set up in competition with Air Canada.

IMPULSE AIRLINES

First jet services

by Phil Vabre

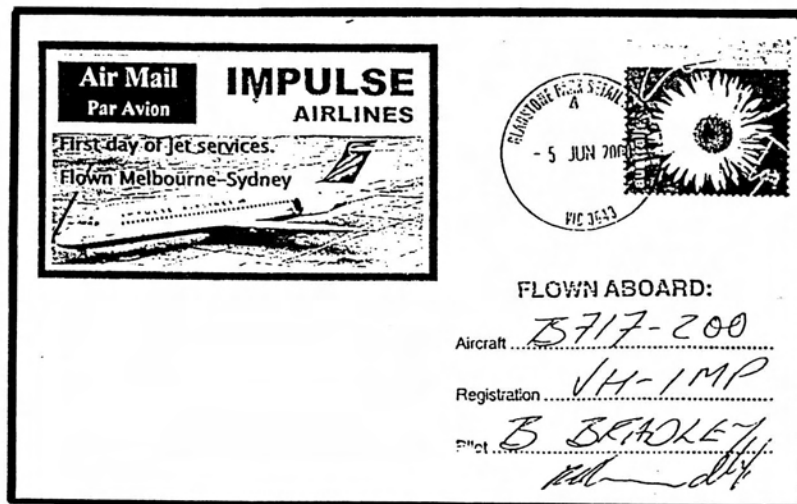
Impulse Airlines commenced jet services between Melbourne and Sydney on the 5th of June 2000 using Boeing 717-200 aircraft. Based originally in Newcastle and operating turboprop Beech 1900s on regional services, Impulse aimed to challenge the established major airlines on trunk-routes by offering no-frills services and super-cheap fares.

To mark this important event, a total of fourteen air mail covers were flown from Melbourne to Sydney on the first day of jet services. The aircraft was VH-IMP operating Flight IP7181 and departing Melbourne at 12:56. The flight took one hour and six minutes airborne time and carried 22 passengers at a cruising ground-speed of 490 knots. It was crewed by Captains Bruce Bradley, Don Bidlack (Boeing's 717

Fleet Manager, Flight Crew Training) and David Seed.

The covers were also flown on the return flight from Sydney, and on other return flights between Melbourne and Sydney during the day. Aircraft VH-IMD was also used. All covers were postmarked at Gladstone Park (the closest Post Office to Melbourne Airport) -5 JUN 2000 and carry a commemorative vignette. The covers are numbered and several were signed by crew members from flight 7181 or later flights.

Postscript: After suffering considerable financial stress, Impulse Airlines ceased jet operations at the close of services on Tuesday 22 May 2001. Its regional operations ceased on 27 May. Impulse aircraft and flight crews are now leased to Qantas.



For more information on THE AUSTRALIAN AIR MAIL SOCIETY, contact :
Nelson Eustis, GPO BOX 954, Adelaide, S. Australia 5001

ORAPEX 2002**Saturday May 4th - Sunday May 5th**

ORAPEX is Ottawa's National Stamp Exhibition.

This will be the 41st Annual RA Stamp Club Exhibition & Bourse,
to be held in the Curling Rink of the RA Centre, 2451 Riverside Drive, Ottawa, Ontario.

Free admission and parking. Competitive exhibits, 25 plus bourse dealers, lectures,
judging critique and social activities.

Saturday, 4 May 2002, 10 am to 6 pm - Sunday, 5 May 2002, 10 am to 4 pm

**The Annual General Meeting of THE CANADIAN AEROPHILATELIC SOCIETY
will be held at ORAPEX on the Sunday afternoon.**

For complete details contact Dick Malott, Publicity Officer,
ORAPEX 2002, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.
Tel : (613) 829-0280; Fax : (613) 829-7673; E-mail <rmalott@magma.ca>.

SEASON'S GREETINGS

An annual collection of short items, sent in by members during the year,
or specially for this issue. Many thanks to all the contributors.

HOW AIR MAIL BEGAN?



Eici perrobriat ia aepowdava...

A literal translation of the above inscription, which is in Greek, is not available.

MERRY XMAS from PATRICK CAMPBELL

1927: LONDON to LONDON FLIGHT

A while ago I received a request from Richard Sanders Allen to help establish the registration of Medcalf and Tully's aircraft. Apparently there was no record of it being given a U.S. or Canadian registration, nor was one visible in the customary places on photographs.

I asked for Gordon McDonald's help with this query, and he found the following letter in the Arthur Carty Papers at the University of Western Ontario. This both established that the aircraft had not been registered, and gave a most interesting account of the circumstances in which this occurred:



CANADA

ADDRESS REPLY TO
THE DEPUTY MINISTER

Department of National Defence

Air Service.

Ottawa, Canada,

QUOTE NO. 1008-9-5

July 30, 1927.

Charles Burns, Esq.,
President, Carling Breweries Ltd.,
London, Ont.

Dear Sir:-

In confirmation of a day letter sent to you this date, I beg to advise that it has been decided in view of the experimental nature of the flight proposed from London, Canada, to London, England, that it will not be necessary for you to license your aircraft in the ordinary way.

Air Regulations, 1920, under which all civil flying is governed, would require certificates of registration and or airworthiness for any aeroplane you might propose to use for such a flight. The conditions governing the issue of certificates of airworthiness are such that it is not considered that an aeroplane could possibly carry the necessary amount of gasoline and oil to make a non-stop flight from London, Canada, to London, England, and still have the necessary factors of safety required.

It has been decided, therefore, that under the saving clause in Paragraph 133, Air Regulations, which states:-

- "These regulations do not apply.....
- (c) to other aircraft or to airharbours to the extent to which they have been relieved by the Air Board from compliance therewith."

your aircraft and proposed flying field, which it is understood are to be used for the purpose of this flight, ^{only} need not be registered.

Continued

1927: LONDON to LONDON FLIGHT continued:

On the other hand, the Air Regulations have no saving clause in regard to personnel who are flying for remuneration or reward. Paragraph 33 states:-

"No person shall act as pilot of any aircraft.....
unless such person holds a certificate issued by
the Air Board authorizing him so to act."

It will, therefore, be necessary for your pilot to take out a commercial air pilot's certificate.

The conditions, under which this certificate is granted, are laid down on the back of the application form, copies of which are enclosed for your information and use.

It is requested, please, that your pilot take immediate action to secure this certificate.

It has been found that many ex-pilots have difficulty in passing the technical examination and since it is considered that

.....

N.D.A. 168

100 M-12-22
1772-39-376,

Page 2:

-2-

the knowledge required to pass this examination is essential to successful commercial operations, candidates frequently require re-examination on many of the subjects.

In regard to the medical examination, I beg to advise that the medical officer approved by this Department for Toronto is Dr. B. O'Reilly, 183 St. Claire Ave. West and for London, Dr. W.B. MacDermott, 260 Queens Ave.

Yours truly,

A.T. Cowley

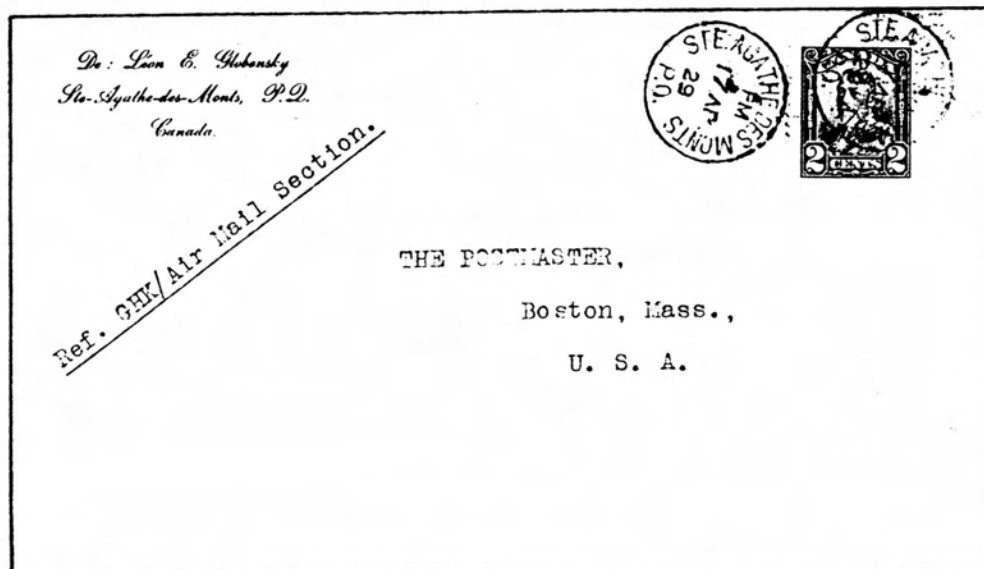
A.T. Cowley,
Flight Lieut.,
for Controller of Civil Aviation.

Thanks Gordon.

1929 - LEON GLOBENSKY

In the last newsletter, I started what may become a series on "anti-climaxes": covers which look exciting, but turn out not to be so.

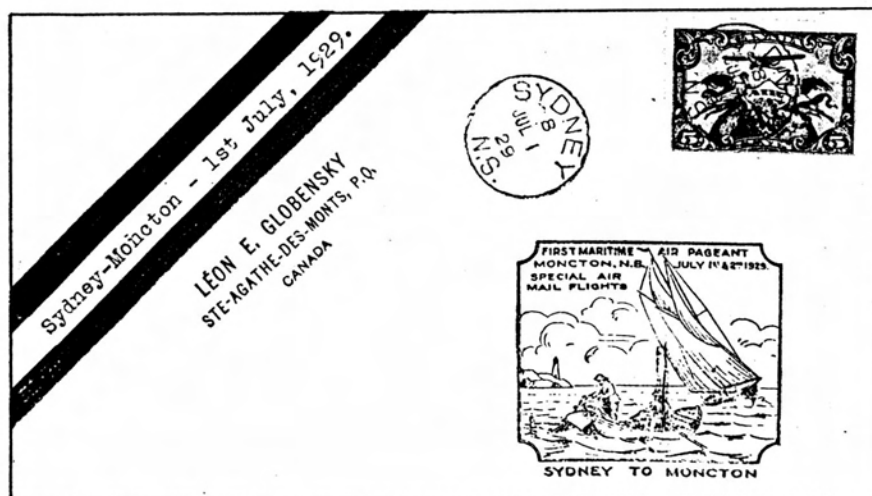
Neil Hunter gave me the cover below, which certainly fits this category:



Postmarked: STE. AGATHE DES MONTS PM 17 APR 29 PQ

An unopened cover, addressed to "Air Mail Section", turning up in a sales box, sure gets my interest!

Unfortunately, it turned out that the cover had been cut open at the side; and that the sender, Leon Globensky, was a regular producer of First Flight Covers, such as the one below:



So: it seems that the top cover was just a commercial letter from Globensky to the Postmaster in Boston, in which case the 2 cent franking indicates that it didn't travel by air mail at all!

There may still be a story as to how it ended up in a sales box, but I don't think it's going to be exciting, or involve aerophilately.

Thanks Neil.

Season's Greetings to members from David Granger

Errol Boyd - "The Lindbergh of Canada"

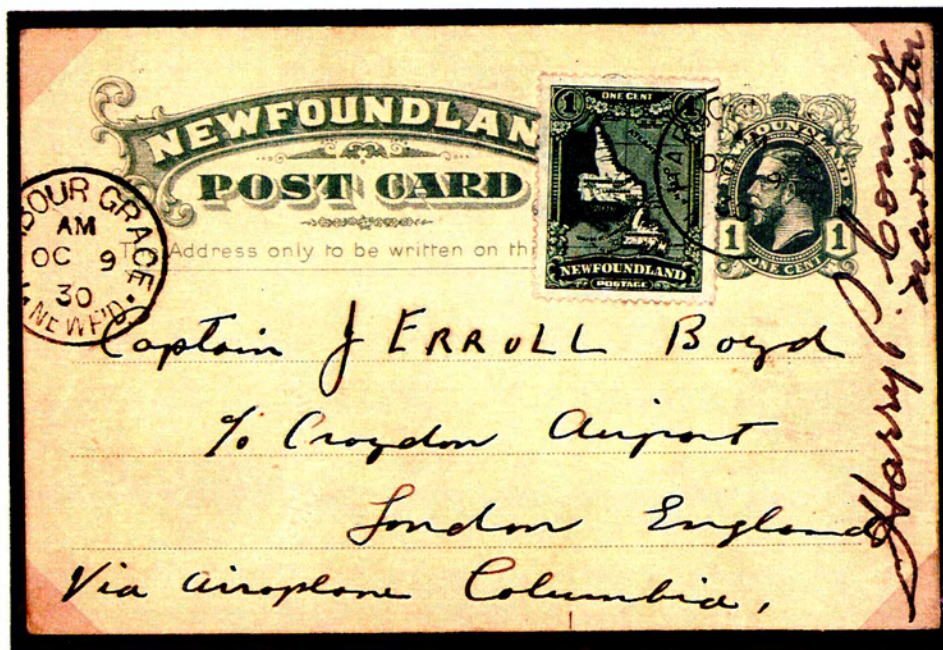
9 October, 1930 - Transatlantic Flight, by "Columbia"

Harbour Grace - Scilly Isles - Croydon

Captain Errol J. Boyd, a former RCAF pilot, and Lt. Harry Connor, US Navy, navigator, arrived at Harbour Grace in their Bellanca monoplane "Miss Columbia" on September 22, 1930. This plane had already crossed the Atlantic in 1927. A delay was caused by the continuing bad weather and officials attempted to persuade them to wait until the spring. However they decided to fly on October 9, when forecasts and reports from ships at sea were as good as they could expect. They took off in the afternoon carrying 460 US gallons of fuel and 27 gallons of oil.

After 24 hours flying, and covering 2,650 miles, the plane was forced to land on the narrow beach at Tresco with a fuel shortage. A seaplane was sent from Plymouth with a further supply. The islanders helped prepare a makeshift runway of boards on the sand and the Bellanca finally reached Croydon at 3:15 p.m. on October 11.

Of the 332 covers carried, only about 85 originated in Harbour Grace. About 20 are known to have been franked at 4c or 5c, but none are listed with the 2c franking exhibited by the card below.



An affidavit on the reverse of the card reads:

I, J Errol Boyd hereby swear that this card was carried by me from Harbour Grace Nfld to Croydon England in the Airplane Columbia Oct 9th 1930 as Newfoundland and ... Air Mail and that there are not over 20 such post cards in the world.

Signed, - J Errol Boyd - pilot Columbia

I obtained the card seen above through a Canadian auction in 2001.

Later in the year, I obtained in the UK a series of original photographs taken by an Isles of Scilly photographer, Frank Gibson, showing the aircraft on the sand and being refuelled. I have a further picture showing the plane at Croydon.

A fascinating fuller account of the story can be found on www.thehistorynet.com/AviationHistory.



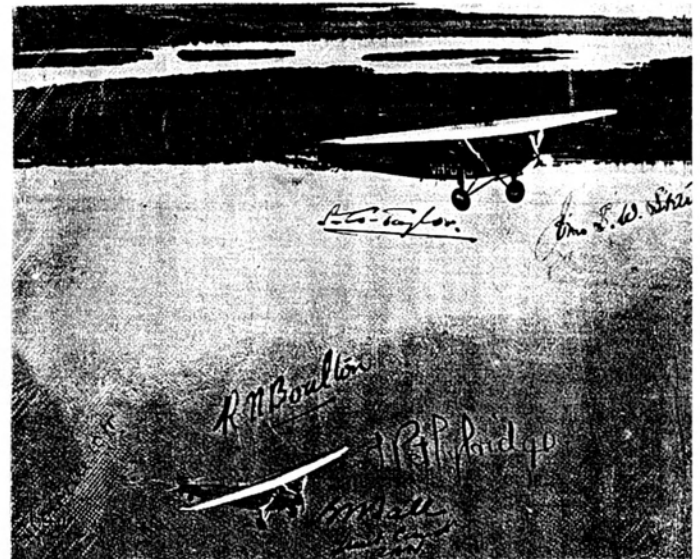
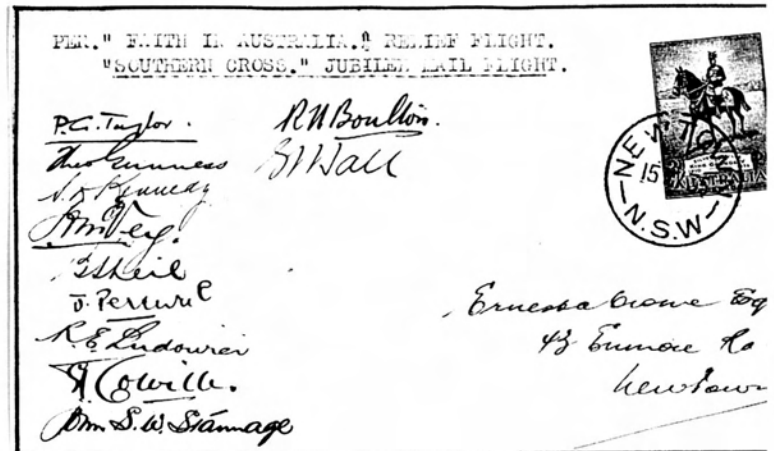
A TRUE STAMP COLLECTOR

THIS XMAS LET US SALUTE A TRUE STAMP COLLECTOR. NONE OF THIS PHILATELIST OR SOCIETY FELLOW STUFF BUT ONE WHO CARED PASSIONATELY ABOUT STAMPS.

JAMES D KELLY OF AUSTRALIA SENT A LETTER TO A FRIEND IN NEW ZEALAND BUT DID NOT ENCLOSE HIS PRECIOUS STAMPS BECAUSE, "IF SMITHY FALLS IN THE SEA ITS GOODBYE STAMPS".

NEVER MIND ABOUT 'SMITHY' WHO WAS OF COURSE SIR CHARLES KINGSFORD SMITH MAKING THE FLIGHT IN HONOUR OF THE JUBILEE OF KING GEORGE V, THE LOSS OF STAMPS COULD NOT BE TOLERATED.

ACTUALLY HE WAS A WISE COLLECTOR BECAUSE SMITHY VERY NEARLY DID FALL IN THE SEA, STAGGERING BACK TO AUSTRALIA AFTER DUMPING ALL MAIL EXCEPT FOR ABOUT 1000 LETTERS OF WHICH THIS WAS ONE. 1



Mint Jubilee stamps N.Z. for the
cost of postage on this cover.
but would appreciate a return
air mail cover if possible.

Jenkyn St
E. Ipswich
Q-Land
Australia

Dear Mr. Nightingale,

I am very pleased to tell you that I received stamps & 7. Day. covers safely for which I thank you very much. I will write per ordinary post & send you the stamps promised. I am taking this opportunity of sending you a letter by the Jubilee Air Mail

THE PHOTOGRAPH SHOWS THE CRIPPLED "SOUTHERN CROSS" LIMP BACK TO AUSTRALIA (AFTER FLYING HALF-WAY TO N.Z.), ESCORTED BY "FAITH IN AUSTRALIA"

THE COVER IS ONE OF 25 FOR THE
RELIEF FLIGHT, SIGNED BY ALL
PARTICIPATING.

SMITHY, ALAS WAS LOST IN NOV 1!
BUT NO STAMPS DISAPPEARED.
GUARD THEM WELL YOU COLLECTORS

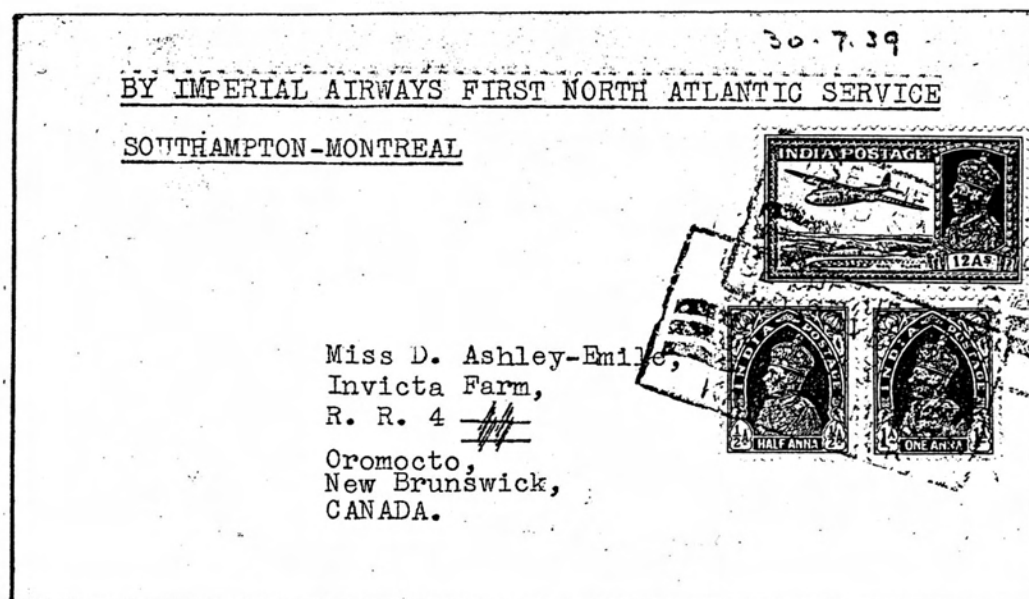


MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONT CANADA
K2C 2H8

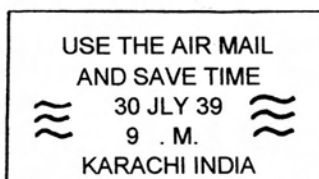
1939 - IMPERIAL AIRWAYS FIRST TRANS-ATLANTIC FLIGHT

The article on this flight in our March 2000 newsletter, included a description of the flight from The Aero Field, Oct. - Nov. 1939, which mentioned that: *An Indian collector dispatched about five covers to Montreal and New York which duly connected at Southampton with the first flight.*

Andy Mrozowski sent me a copy of one of these covers:



Rectangular cancellation:



(Can't discern A. or P.M., probably A.M.)

Backstamped: MONTREAL AUG 6 7 PM 1939 P.Q.

And: OROMOCTO AM AU 8 39 N.B. (OROMOCTO is approximately 350 miles east of Montreal.)

Plus handwritten note on back: 3 CARRIED

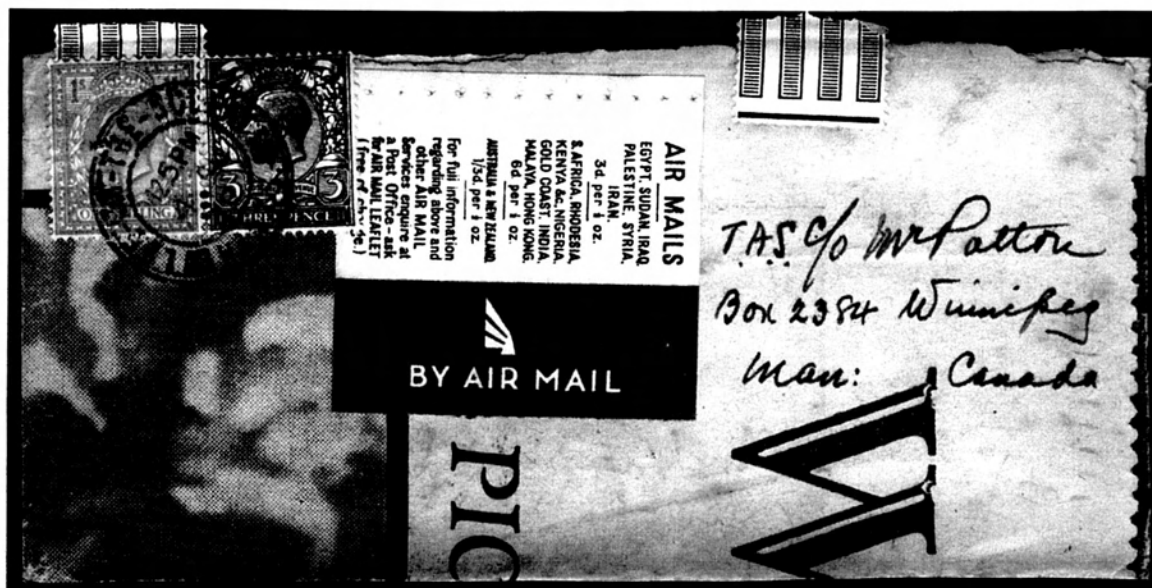
Andy also commented that:

- I bought this cover quite a number of years ago. I noted on the back "3 carried", but did not understand it until the March Canadian Aerophilatelist. Probably this is correct: 3 covers sent to Montreal, and the other 2 to New York.
- The cover is franked 13 ½ Annas. - There were 16 Annas to 1 Rupee, and the exchange rate, (according to the 1936 edition of Sanabria's Standard Catalogue of Air Post Stamps), was 1 Rupee = 38 cents. The franking was therefore equivalent to 32 cents US: a bargain rate for distance!
- This cover is addressed to a "Miss D. Ashley-Emile". - It's amazing how many First Flight Covers were addressed to women during the 1930's!
- With regard to the McKnight Kauffer covers, I would think that perhaps 2,000 of them were sold. I doubt that all of them were serviced. If so, I would have seen more, and snapped up all that I could get a hold of. I think this cachet is most desirable as a collectable, and as a work of art.
- The scarcity of these covers may be partially due to collecting habits. I knew many old time collectors in my younger days, (most are deceased), who stated that many covers of all types had the stamps soaked off them. In those times stamps were sold more easily than covers. Many aerophilatelic items, (especially these Imperial Airways covers), were a drudge on the market, being plentiful. They were hard to sell, even in recent times, till now.

Thanks Andy.

1939 - IMPERIAL AIRWAYS FIRST TRANS-ATLANTIC FLIGHT

As well as the official Imperial Airways covers, a variety of privately produced covers were flown. - John Rawlins sent me this unusual example, of a cover made from newspaper:



Postmarked: LEE-ON-THE-SOLENT 1.25 P.M. 4 AU 39 HANTS.

Backstamped: MONTREAL AUG 6 7 PM 1939 P.Q.

The was made from half a sheet of newspaper. - John suggested this was to keep it under ½ ounce and save postage.

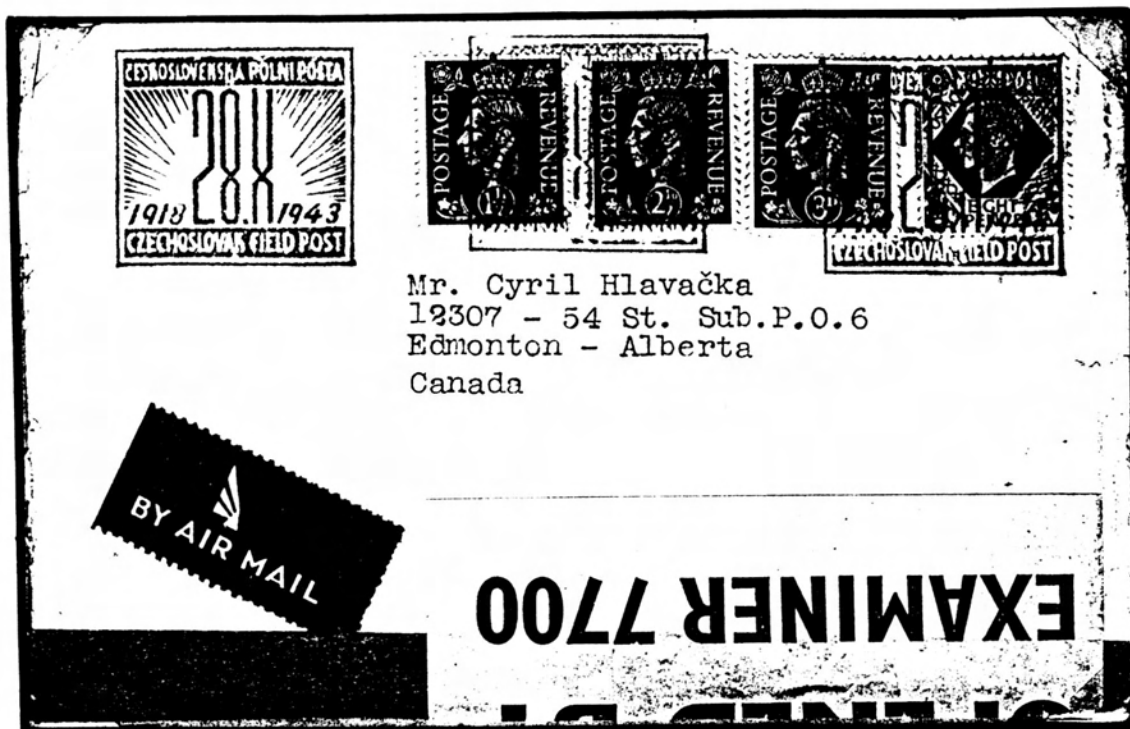
Opened up, the cover is:



The other side of the page has a publication date of June 23, 1939.

Thanks John.

1943 - CZECHOSLOVAK FORCES COVER TO CANADA



I enclose photocopy of an inward cover from a member of the Czechoslovak Independent Armoured Brigade in GB to Edmonton.

Rate: 1/3d for half ounce transatlantic air mail

Censor: No 7700, a regular examiner of mail to and from the Czechoslovak forces

Postmark: Commemorative handstamp (28.10.43) in red for 25th anniversary of the founding of the first Czechoslovak Republic in 1918.

Brigade location: Northamptonshire

Received Edmonton 29 NO 43

Enjoy your Christmas holiday

Greetings and best wishes

Richard Beith

THE DOUGLAS DC-4E



Pan American First Flight Prague to New York - Postmarked 17 June 1946.

Most collectors of airplanes on stamps have seen the stamp from Czechoslovakia with an aircraft with triple fins looking like a Lockheed Constellation but obviously not one. It is rarely identified in catalogues, but many know it as a Douglas DC-4E which was never in service in North America. It is frequently found on 1946 Pan American first flight covers from Prague.

Like many others who collect these stamps I had always thought that Douglas scrapped the design because of the outbreak of war, but when war ended sold the one or more models they had to Czechoslovakia, which would explain why it appeared on their stamp.

I recently had occasion to go through my accumulation of clippings on airlines and aircraft I had collected in the 1950s - 1970s, and ran across a different story.

The DC4E was built in 1938 as a successor to the DC3. The triple tail was designed to satisfy prospective customers whose hangar facilities would not accommodate a high tail aircraft. It had many advances such as underwing fueling, retractable tricycle landing gear, complete cabin climate control, and upper berths for sleeping accommodation. After much cost and flight testing Douglas decided that it was a bit too revolutionary, and shifted to a single tail aircraft with some of the innovations removed.

The company sold the prototype with tooling to the Japanese sometime between 1939 and 1940. With the advent of war, and trouble they were having with this "huge four engine aircraft", the Japanese decided to get rid of the entire package.

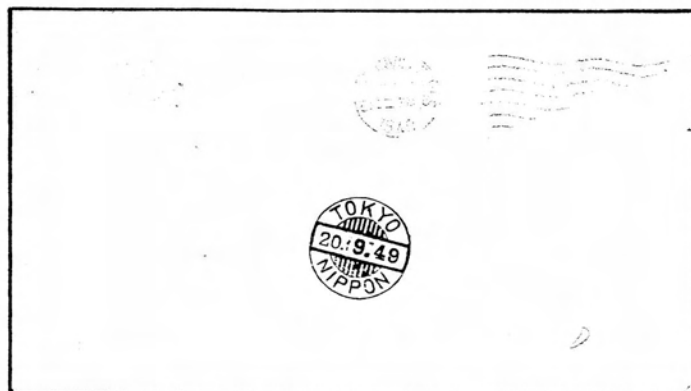
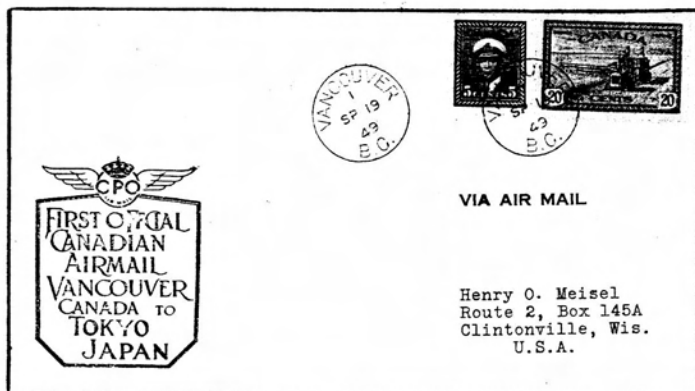
This story was printed in American Aviation in February 1966 and, as far as I know, was not refuted by Douglas.

So now the question is, how did it get on a Czech stamp?

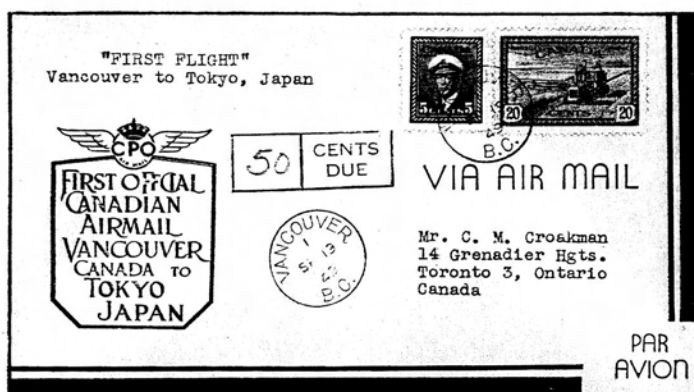
My guess is that one of the prospective customers for the aircraft in 1938 was CSA (the Czech airline). In anticipation of the service Czechoslovakia may have prepared a stamp for which the plates were already made when war broke out. When war ended in 1945, this may have been the easiest way for Czechoslovakia to quickly print newly required stamps.

Season's Greetings from Murray Heifetz.

1949 - FIRST FLIGHT VANCOUVER to TOKYO



Postmarked VANCOUVER SP 19 49. Addressed to Wisconsin. Franked 25 cents.



Postmarked VANCOUVER SP 19 49. Addressed to Toronto.
Franked 25 cents: charged 50 cents Postage Due.

I often wonder what to do about the stiffeners in my First Flight Covers?

Sometimes they are newspaper clippings or mailings of philatelic or historical interest, but usually they are just plain paper or cardboard.

If I opened up the covers and removed the blank stiffeners I'd be able to fit more stocksheets into each album. This seems a sensible thing to do, as I collect Covers, not cardboard, but would I be destroying something about the cover in the process?

In this context, I was intrigued by the two covers above. - It seems that the only reason why the lower cover was charged Postage Due, is because it had a thicker than usual plain cardboard stiffener, that caused it to weigh just over a ½ ounce!

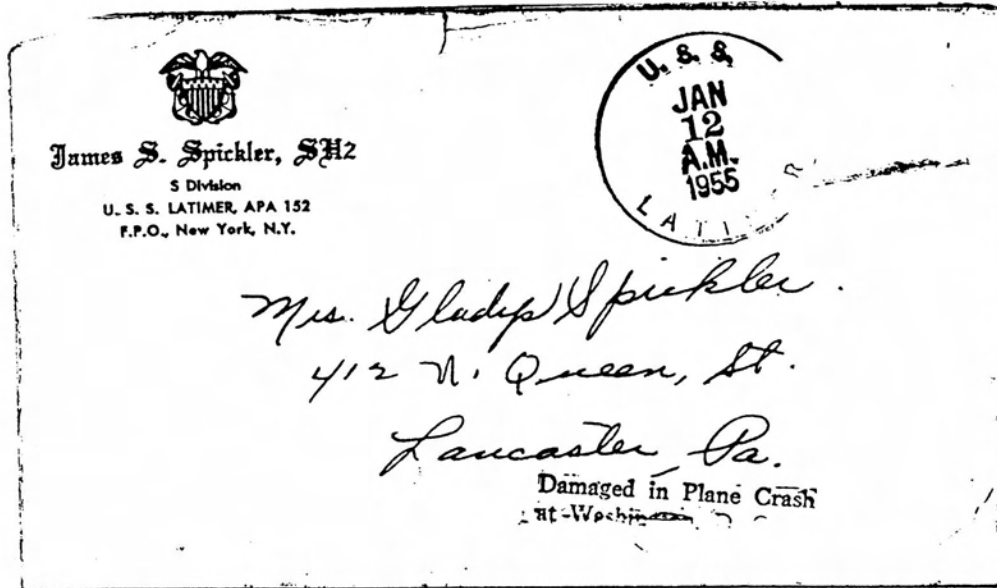
I'll therefore keep the stiffener with that cover, as it's an integral part of it, even if it's just blank cardboard. - But I'm still wondering what to do about most of my other covers!

Season's Greetings to all readers from Chris Hargreaves.

1955 - A PLANE CRASH THAT NEVER HAPPENED!

Oded Eliashar

The following item is reprinted from the October-December 2000 issue of La Catastrophe: quarterly journal of THE WRECK & CRASH MAIL SOCIETY, with whom we exchange newsletters. - For more information about this society, please contact Henry Berthelot, 132 Livingston Pl. W., Metairie, Louisiana 7005, U.S.A.



Many a time collectors come upon covers retrieved from planes that were involved in World War II operations and about which details are unavailable. On occasions, some of us have encountered a refusal from the proper authorities to divulge the cause of or to give any details relating to the crash. The refusal of authorities to give any relevant information has become such a widespread response that one may take it as a simple evasion, possibly due to laziness more than due to "security" reasons. It may also transpire that the use of a "crash cachet" relating the damaged mail to the air crash was a simple way of a "cover-up," as perhaps in this case: -

Shown above is a cover that was dispatched from the U.S.S. LATIMER on 12 January 1955 as evidenced by the cancellation. That date, while ten years after the end of World War II, was in the height of the "cold war." The cover bears the double-line cachet, struck in purple ink "Damaged in Plane Crash / at Washington, D.C." The second line has been roughly struck out. The late J. Eisendrath, in his famous book, reported this cover thusly:

1955, January (after the 12th) location unknown. This writer had 3 covers postmarked USS LATIMER, January 11 and 12, and one cover postmarked January 11, USS LAKE CHAMPLAIN, addressed to Pennsylvania and Florida. All four covers have cachet "Damaged in Plane Crash." Two have this line only. The other two show evidence of a second line reading "at Washington D.C." All are watersoaked: stamps are gone. Theory: Both naval vessels were operating in the Atlantic area. The crash may have occurred near Washington. An old cachet, perhaps that used at Washington November 1, 1943 (see 49.3 in AAM Catalogue) was pressed into service, and an attempt made to show just the top line. A letter from the Navy a few years later (March 1, 1956) refused to reveal location of the ships "considered confidential for good cause and is not available for release."

The reply letter referred to above, from the Department of the Navy, Office of the Judge Advocate General, to Mr. Eisendrath, is shown on the next page.

I wrote to the address on the letterhead and enquired if now, a half a century later, the reasons may be divulged. My letter was returned with an "address unknown" (sic) notation.

Continued

1955 - A PLANE CRASH THAT NEVER HAPPENED! by Oded Eliashar, continued:



DEPARTMENT OF THE NAVY
OFFICE OF THE JUDGE ADVOCATE GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO

JAG:III:3:GMC;pp

1 MAR 1956

Mr. Joseph L. Eisendrath, Jr.
Banthrico International
17 North Desplaines Street
Chicago 6, Illinois

Dear Mr. Eisendrath:

Reference is made to your letter of 26 January 1956 in which you requested to be informed of the location of the USS LATIMER on 11 January 1955.

Information of this nature is considered confidential for good cause found and is not available for release.

Sincerely yours,

T. H. HUMPHREYS, JR.
Captain, USN
Director, Civil Law Division
By direction of the
Judge Advocate General

I therefore re-addressed my letter to the "Secretary of the Navy," requesting that it be forwarded to the proper person who may respond. A preliminary response was received from the "Head Investigations Branch of the Judge Advocate General Office" advising me that there was a *"partial flooding on board the USS LATIMER (APS-152) in the number four cargo hold between 10 and 11 January of 1955."*

I then received a bulky report giving reasons for the flooding of the number four hold, noting the damage caused (totaling the "staggering" amount of approximately \$1,100) and detailing all evidence that was given by marines and other Navy employees.

The recent response may explain why the cover is watersoaked and damaged, but not the cachet, which referred to a "plane crash." One may also wonder what was so secretive about such flooding that prevented a reply to Mr. Eisendrath's 1956 enquiry?

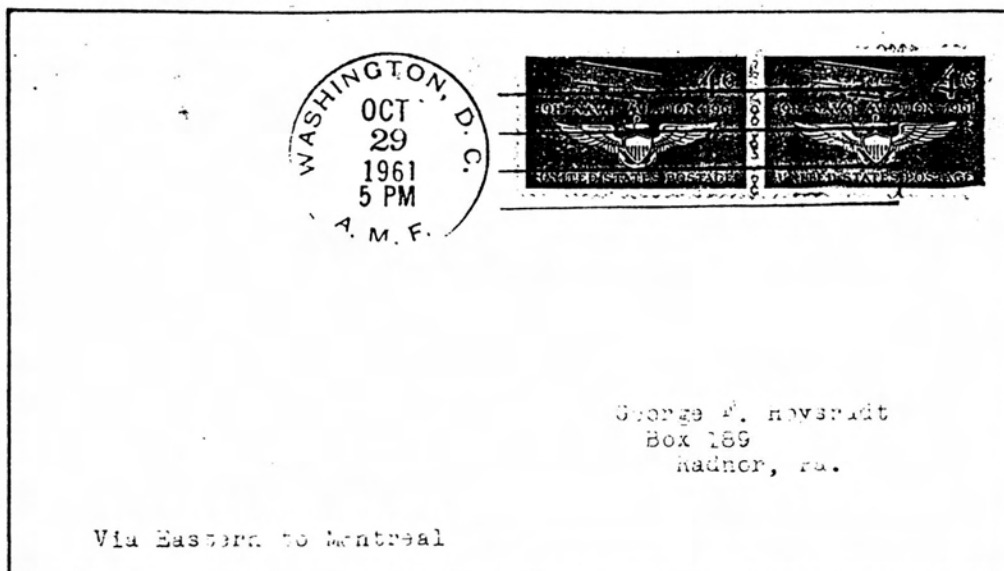
A letter from Oded in the next issue of La Catastrophe described how he wrote again to the Judge Advocate General of the Department of the Navy, who wrote back that if he was not satisfied with the reply, he could appeal. Oded therefore appealed, and was informed that *"due to the need to protect the privacy of people, the question could not be entertained"*. He tried again, pointing out that he was not interested in any accident that happened to the USS LATIMER nor in any personal information about the people involved. All he wanted was to know what happened to the plane that carried the cover in question and bears the USS LATIMER cancellation. This time he was informed that *"in order to locate the specific investigation you seek, you would need to provide additional information, such as names of deceased or injured personnel"*.

Oded eventually decided he was getting "legal language and content for saying four words: - "We do not know!" He concluded his letter "Bureaucracy is bureaucracy is bureaucracy, so I despaired!"

EDITOR'S POSTSCRIPT: My commiseration to Oded for the frustration he encountered, and best wishes for successful research on other topics in the New Year.

1961 - AN UNLISTED WASHINGTON - MONTREAL FFC

This cover and most interesting letter were sent in by Jonathan Johnson.



POST OFFICE DEPARTMENT
ASSISTANT POSTMASTER GENERAL
BUREAU OF TRANSPORTATION
WASHINGTON 25, D. C.

I:S1:H
96

November 16, 1961

Mr. George F. Hoysradt
Box 189
Radnor, Pennsylvania

Dear Mr. Hoysradt:

Returned is your first flight cover for Eastern Airlines Inaugural Flight to Montreal on October 29, 1961.

These covers were forwarded to this office by the Canadian Postal Administration with the information that they do not participate in the philatelic treatment of mail received from other countries.

Sincerely yours,

Greever Allan
Greever Allan
Director
International Service

Enclosure

Thanks John!

Can anybody provide additional information regarding this flight, such as the type of aircraft used?

1960's JETS

Two more unlisted covers found by Don Lussky:

FIRST FLIGHT BOEING 707 NON STOP FRANKFURT - MONTREAL Lufthansa Flight LH 454

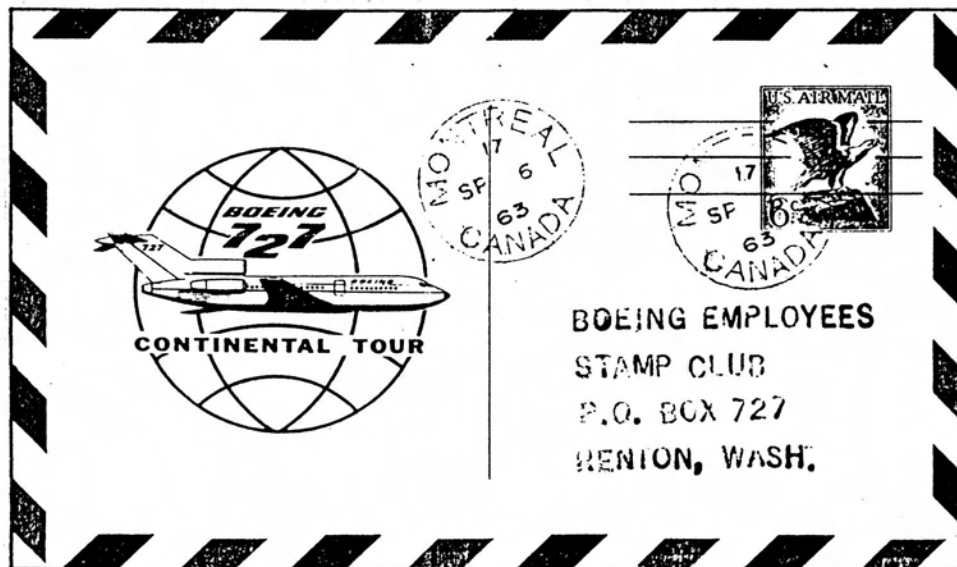


Postmarked: (16) FRANKFURT UBER MAIN FLUGHAFEN -4.5.62-15

Backstamped: GENERAL DELIVERY POSTE RESTANTE MAY 9 1962 23
POSTAL STATION - SUCC. POSTALE MONTREAL, P.Q.

This flight is being added to Section 5 of AMCN as #6206.

BOEING 727 CONTINENTAL TOUR



Postmarked: MONTREAL 17 SP 6 63 CANADA

The Boeing 727 made its first flight from Seattle in February 1963, and entered service with Eastern Air Lines on February 1st 1964. - This cover/postcard is presumably from a continental sales tour: any additional information regarding this visit to Montreal would be much appreciated.

The cover is being added to Section 5 of AMCN as #6314.

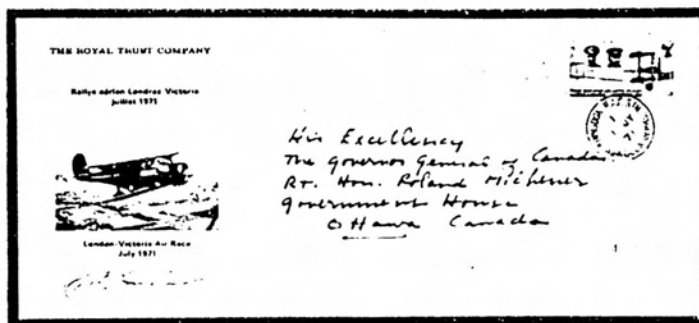
Thanks Don.

1971: LONDON, ENGLAND - VICTORIA AIR RACE

Mike Painter sent in the following article about a previously unlisted cover from this race. - It has now been added to Section 5 of The Air Mails of Canada and Newfoundland as #7160:



(Myron Olson's signature.)



Two hundred and sixty special letters carried by Myron Olson and George LeMay in their Staggerwing Beech are interesting mementoes of *THE GREAT AIR RACE* and have become a collectors' item.

Designed by The Royal Trust Company, which sponsored the Staggerwing, the envelopes were postmarked in the R.A.F. Abingdon Post-Office July 1, and were back-stamped by Victoria Post-Office and Victoria International Airport the day the Race finished, July 7.

The envelopes bear a photograph of the Staggerwing, the only biplane and one of the

oldest planes in the Race, and reference to the Race in both English and French. All are signed by both pilot and co-pilot. Each envelope contains a card also picturing the plane and giving a thumbnail sketch of the race, the plane and its crew.

One of the letters has been accepted for the Queen's collection. Letters were sent also to the Governor-General, Prime Minister Trudeau, and to the Premiers of the provinces through which the Race passed; Mayors of the cities involved; air race officials, all Canadian participants; trophy, category and lap winners and a number of others.

From: The Great London - Victoria Air Race, Edited by Harry Traynor
(The Copp Clark Publishing Company, 1971.)

Mike added that:

- pilot Myron Olson was 6' 5", and folded himself into a staggerwing Beech D175 to fly in this race. It is probably the only Staggerwing Beech to cross the Atlantic (twice).
- The Beech was partly fabric covered.
- He met Myron in September this year, as he lives near South Surrey, B.C. Unfortunately Myron now has inoperable lung cancer.

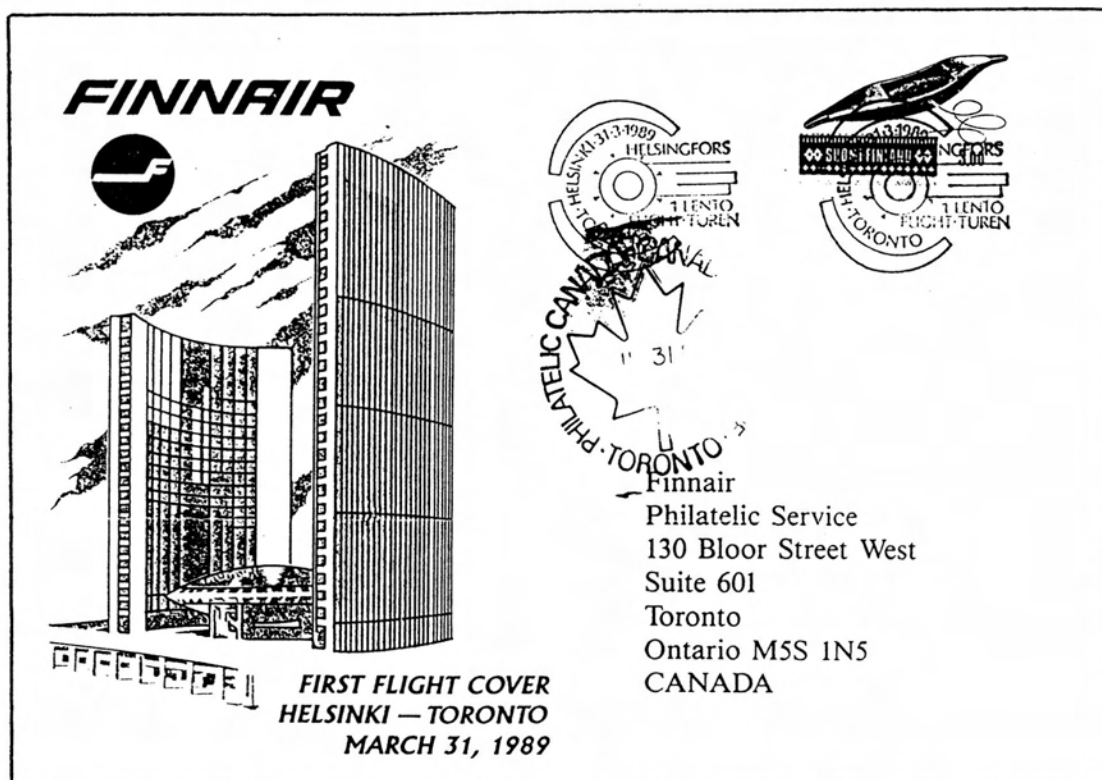
Thanks to Mike for sending this in, and very best wishes to Myron for the future.

Complete Supplement to Section 5 of THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Recent issues of this newsletter have contained several Supplements to Section 5 of AMCN, which lists the GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA. These Supplements include changes to some of the listings in AMCN, additional flights (particularly in the period 1953 to 1997), and new flights since 1997.

A complete set of the Supplements to Section 5 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.

1989: HELSINKI - TORONTO FIRST FLIGHT COVER



This is the first FINNAIR produced First Flight Cover from March 31st 1989 to be reported. - The flight was added to The Air Mails of Canada and Newfoundland as #8902 in Supplement 6, published with the March 2000 newsletter, after a plain cover with the commemorative cancellation was reported.

Thanks to Herbert Lealman for sending this in.

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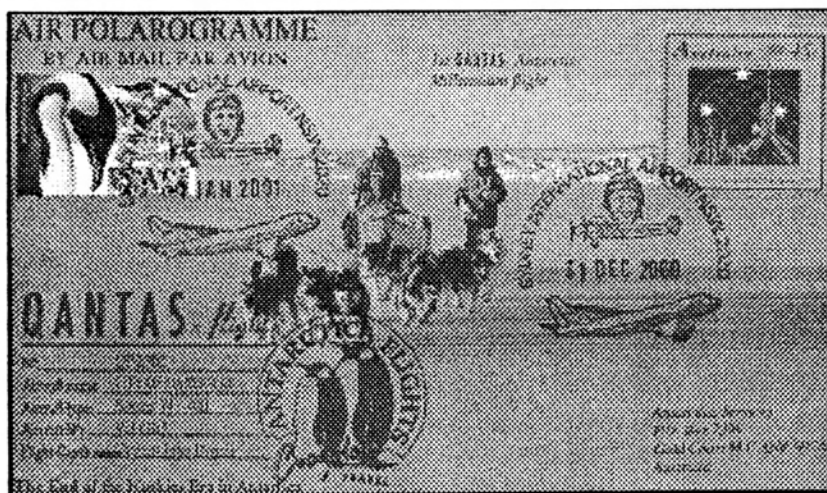
IS THIS THE TRUE AEROPHILATELIC COVER OF THE MILLENNIUM?

The last three issues of this "Seasonal Special" newsletter, have included "nominations" for the AEROPHILATELIC COVER OF THE MILLENNIUM!

The "series" began with a "tongue in cheek" nomination by Mike Shand in 1998, and continued with my response in 1999.

Last year the newsletter featured a "true" Millennium cover flown by Lufthansa, which left Germany on December 31st 1999, and arrived in South Africa on January 1st 2000.

However, given the extended debate as to the correct date for the start of the new Millennium, some readers might think that the "Polarogramme" below is in fact the "true" aerophilatelic cover of the Millennium!



Flown by QANTAS on a special tourist flight over the Antarctic.
Departed Sydney DECEMBER 31st 2000 - Returned to Sydney JANUARY 1st 2001.

This "Polarogramme" is reprinted from the August 2001 issue of New Zealand Air Mail News: monthly newsletter of THE AIR MAIL SOCIETY OF NEW ZEALAND, with whom we exchange newsletters. - For more information about this society, please contact Alan Tunnicliffe, PO Box 29144, Fendalton, Christchurch, New Zealand.

2001 - FORT McMURRAY

Fort McMurray must be one of the best known place names in Canadian aerophilately, as it was the base for many of the Northern flights, including the "First Regular Official Flights" along the McKenzie valley to Aklavik in December 1929, (AMCN #2967).

Gord Mallett visited Fort McMurray this summer, as part of his research into various Northern flights, and sent me the following comments and photographs regarding Fort McMurray at the present time:

You may have read about the Snye at Fort McMurray/Waterways [as in #2967] - the short waterway (originally) linking the Clearwater & Athabasca rivers, just below the point where they themselves join. On a map, the Snye and the two rivers form a water network that looks like the capital letter 'A' - with the Athabasca on the left, the Clearwater on the right, and the Snye the horizontal bar of the letter.

The first picture is taken on the Snye, at the present floatplane base located there. It's not a big deal really. All the main traffic is at the regular airport just east of the city. (Ft McMurray now sports a population of about 50,000.) Unfortunately they filled in the west end of the Snye as part of a park project. So the Snye doesn't flow all the way through any more. It's linked only on the Clearwater side now, and the whole thing is silting in because of the lack of water flow!

Don't know if they still use it for ski-equipped planes in the winter. Probably.

Continued

2001 - FORT McMURRAY by Gord Mallett, continued:

The Snye, Fort McMurray



This hanger is a reconstruction of Hanger #1, Canada's first municipal airport [which was just being completed when #2967 was taking place]. It's located at Fort Edmonton Park in the river valley. The railroad tracks are used by the NAR steam engine and cars used to transport visitors around the park. It's very authentic actually - they used the original blueprints. All the windows, lighting, roofing, doors are as in the original.

Thanks to Gord Mallett for these photographs, and

**Many thanks to everybody who contributed items for
this section of the newsletter.**

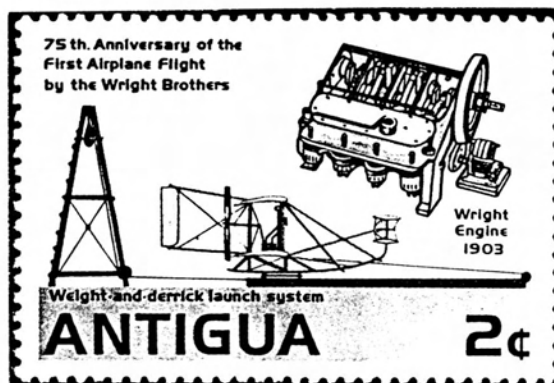
AIRCRAFT ENGINES ON STAMPS

In our March 2001 newsletter, I described an article in the Chicago Air Mail Society's Bulletin about Charles E. Taylor, the man who built the engine for the Wright Brothers' first aircraft.

I commented at the time that "given the number of other 'flying machines' built around 1903, I often think that the real achievement of the Wright Brothers was not their aircraft, but the lightweight engine they designed".

Since then I have had a most interesting correspondence with Donald Holmes. - Donald shared my opinion regarding the importance of aircraft engines, and we have been wondering how many aircraft engines and their designers have been commemorated philatelically?

So far we have come up with four:



(All illustrations enlarged.)

Wright Engine, 1903

Part of a set of seven stamps issued by Antigua on March 28th 1978, to commemorate the "75th Anniversary of the First Powered Flight by the Wright Brothers". (Scott #495-501).

The Wright Engine was a four-cylinder petrol engine. - The petrol was vaporized by being allowed to traverse the heated surface of the water-jacket, and as the flow was pre-set there was no further control, the engine speed being set on the ground before flight by adjusting the ignition timing. However, the fuel line had an 'on' or 'off' cock that would allow the engine to be stopped by the pilot on landing or in an emergency.

The engine had a power-to-weight ratio of 1 to 15.



Bleriot at the Wheel
and Constructor Anzani

Anzani

Part of a set of six stamps issued by Lundy Island on January 1st 1954, to commemorate the "25th Anniversary of Postal Service on Island". (Described in the Sanabria catalog.)

Anzani designed a three-cylinder engine used in many of Bleriot's monoplanes, including the one in which he made the first aeroplane crossing of the English Channel, from France to England in 1909. This engine was air-cooled, and began to overheat in mid-channel: fortunately for Bleriot he ran through a rain shower, which cooled down the engine.

The engine on the cross Channel flight had a power-to-weight ratio of 1 to 5.9.

Continued

AIRCRAFT ENGINES ON STAMPS continued:**Henri Coanda**

Commemorative stamp issued by Romania on December 1st 1970, for the "60th Anniversary of Henri Coanda's first flight". - The design is described in the Scott Catalog as "Henri Coanda's Model Plane". (C180.)

Henri Coanda is sometimes credited with designing the world's first jet aircraft engine, and has been commemorated by several Romanian stamps.

According to Milestones of Flight¹, on December 10th 1910, "*Romanian Henri Coanda hops the world's first jet-powered aeroplane. It is powered by a 50hp Clerget piston engine driving a centri-fugal air compressor*". However, the information about him in the various books in my library is at best brief, often conflicting, and usually he isn't mentioned.

**Sir Frank Whittle**

37p stamp issued by Great Britain on March 5th 1991, as part of a set of four stamps commemorating Scientific Achievements. - According to Stanley Gibbons Collect British Stamps, this stamp shows a *Gloster E28/39 Aircraft over East Anglia*, to commemorate the 50th Anniversary of the First Flight of Sir Frank Whittle's Jet Engine.

Frank Whittle outlined his ideas for jet propulsion in a thesis he wrote as an RAF cadet in 1928. However, nobody else showed any interest in them, and development of his jet engine did not begin until the mid 1930's.

Meanwhile, Dr. Pabst von Ohain of the Heinkel Development Plant in Germany had had similar ideas. These led to the construction of a jet engine during 1937, and the first flight of a jet powered aircraft, the Heinkel He 178, on August 27th 1939. Although the test flight was successful, the development work had been done unofficially, and further development was given a low priority by the German government.

The first flight of the Gloster E28/39 powered by Frank Whittle's jet engine was made on May 15th 1941. This engine had a thrust-to-weight ratio of 1.5 to 1, which was much better than the power-to-weight ratio of 1 to 1.5 achieved by the most powerful piston engines at the end of the war.

Many thanks to Donald Holmes for most of the information in this article.

¹ M.J.H. Taylor and D. Mondey, Jane's Publishing Company Ltd., London, England, 1983.

FOLLOW UP: MORE ON A.C. ROESSLER

Mike Shand

THE LAST ISSUE OF "THE CANADIAN AEROPHILATELIST" HAD A PIECE ON THAT ROGUE ROESSLER OR THAT PIONEER AEROPHILATELIST, DEPENDING ON HOW YOU SEE THE EVIDENCE.

COVERS ORIGINATED IN HIS FERTILE MIND DO INDEED POP UP ALMOST CONTINUOUSLY AND FOR THE MOST PART ARE WELL WORTH COLLECTING.

PERHAPS LESS WELL KNOWN IS THE FACT THAT HE PUBLISHED ONE OF THE EARLIEST AIRMAIL NEWS-LETTERS, "AIRPLANE STAMP NEWS", SHOWN IN REDUCED SIZE IS ISSUE No. 1.

AS CAN BE SEEN HE DID NOT PUT A DATE ON IT, BUT INSIDE HE NOTES THAT "THE SCOTT CATALOGUE FOR 1919 WILL DEFINATELY BE READY BY NOV 1." (INDICATING 1918?)

SOME NOTES FROM INSIDE ARE ALSO SHOWN (~~REDUCED SIZE~~). IN THOSE DAYS YOU COULD GET 25 ISSUES FOR .25 CENTS.

I HAVE TO ADMIT THAT "THE CANADIAN AEROPHILATELIST PUBLISHES MORE PAGES BUT AH FOR THE DAYS OF THOSE CHEAPIE POSTAGE RATES.

I AM NOT COMPLETELY CLEAR ON HOW LONG HE PUBLISHED THIS NEWSLETTER. MAYBE SOMEONE KNOWS. THE HIGHEST NUMBER I HAVE IS #159 WHICH SEEMS TO BE 1936.

IN THAT, HE ADVERTISES 105 CANADIAN FLIGHT COVERS 'AT FACE', \$5.45.

THE GOOD OLD DAYS!

Airplane Stamp News

Number _____

One



A design suggested by a reader
and drawn by our artist
was printed in The
News a month
before stamp
appeared

Editor's note: I found the first page from Roessler's Airplane Stamp News fascinating, so I asked Mike for a full-size copy which is printed on the next page.

I particularly liked Roessler's justification for the cost of his covers, including "a possibility of an entire lot burning up or being destroyed"! - The potential loss of an aircraft, and all the mail, was still a concern in 1935, as shown by Mike's earlier article on page 10 of this newsletter, but very fortunately is not normally an issue these days.

Continued

FOLLOW UP: MORE ON A.C. ROESSLER by Mike Shand, continued:

Airplane Stamp News

Issued by

A. C. ROESSLER

140 South Parkway

East Orange, N. J.

25 issues for 25 cents.

Here's another Stamp paper! In the first issue it is customary to apologize for the weakness of the excuse for existence. We also have noticed from many initial issues that "Our next issue will be much better, etc."

Well, we suppose we will have to be right up-to-date and give a little reason for our being.

The first and only reason for this Vol. No. 1 is the terrific demand and instant popularity of the inauguration of the government's REGULAR MAIL SERVICE which has made it impossible for us to deal with all of our customers by letter. By means of the printed word we can do much better and at a lower price.

Adding another paper to our string may cause some to shudder.

Our work is not likely to be confused with the Roycrofters. Nor is it strictly art printing. Several folks have written recently that we ought to be shot for putting such printing in the mail. Perhaps they are right.

On the other hand by throwing aside ideas of fancy printing we have been able to charge less for our paper than any other publication in our class. The first requirement—as far as we are concerned—is put you in touch with the bargains that we have to offer. All else is extraneous.

The chances are the people who ask for fussy printing would be the first to holler about the dollar tax we'd hafta charge them.

After the war—ah, how sweet is the phrase!—we have plans for a better press and we may then start a weekly (for which we have some ideas that look good—on paper anyway).

There! We've told you all. Nothing concealed in our sleeves, friends. The paper is a need to us. It saves time. It brings the news and bargains in this special line direct to your door.

We will not "do better next time." The chances are we will be slightly worse—if that is possible. You really can't kick much, anyway. You are

getting it free. Only the postage is charged, 25 issues, 25 cents.

Just the postage.

That's all.

There you have our excuse for being and our promise for the future.

STAMP NEWS

Our Publications

To new readers we would say that three papers are issued, each more or less given to one class.

A. C. R. STAMP NEWS. Regular Edition. News and bargains for collectors. Ads of leading dealers. Costs 25c for 12 issues.

Dealers' Edition. Mostly wholesale. Goes to every principal wholesaler in world. Good for small dealers, ex-changers, swappers, traders, etc. 12 issues for 25c.

Airplane Stamp News: Bargains and bits of news of this highly profitable and popular side-line. 25 issues for 25c.

STAMP NEWS

Think of This

When you see us ask 50c for a cover (from our stock); don't think it ex-orbitant.

Out of 200 mailed from a western point, 30 failed to come thru. Blame it on the postal clerks. 19 had stamps removed. Blame that on the clerks, too.

That's a loss of 25% which we add to the cost. So it goes each trip. Then there is a possibility of an entire lot burning up or being destroyed.

Of course, 50c isn't a bit high. We can't ever get more. There is no reserve supply to dip into.

And look at some we sold for 30c which we would buy back at \$4.00.

Subscription Blank

For

Airplane Stamp News.

A. C. ROESSLER,
140 South Parkway,
East Orange, N. J.

Hergwith find 25c for 25 issues of
Airplane Stamp News, starting with
No.

Name

Street

City

State

Issue #1. (Now fragile, poor quality paper.)

With regard to the publication dates for Roessler's Airplane Stamp News, there are comments in Barry Newton's A.C. Roessler Photo Cachet Catalogue that:

- his First Day Cover service ended in 1938;
- he went out of business in 1940, though the reason for this "is still a mystery".

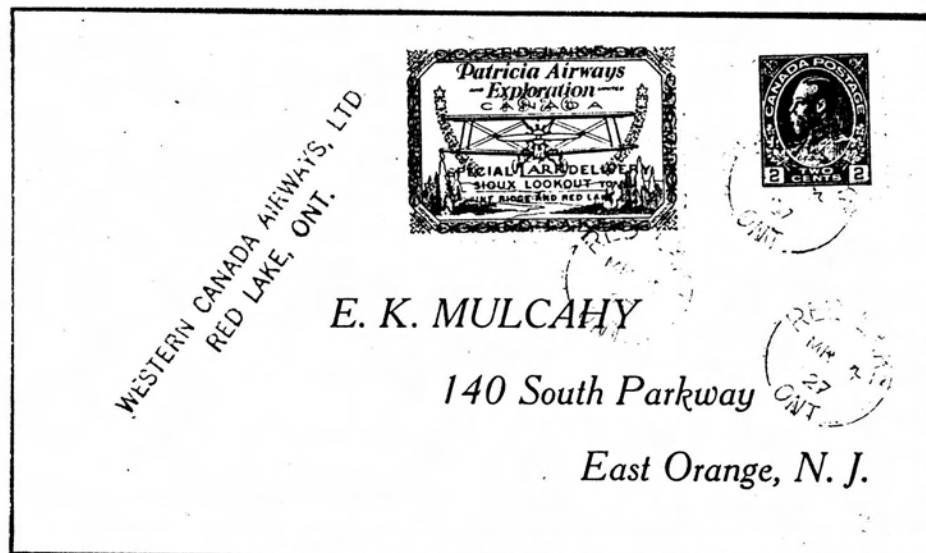
These dates seem to fit Mike's estimate of 1936 for the last issue.

Thanks Mike.

QUESTIONS and ANSWERS

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 future newsletter.

WESTERN CANADA AIRWAYS LTD. - RED LAKE FLIGHTS, 1927.



Cover produced by A.C. Roessler, using the name E.K. Mulcahy.

Postmarked: RED LAKE MR 4 27 ONT

No backstamps.

The listing of WESTERN CANADA AIRWAYS covers in the American Air Mail Catalogue, (Fifth edition, volume 4, 1981), began with the comment:

This company commenced operations in the Red Lake District on December 27, 1926 with one plane, a Fokker Universal aircraft. Between March 4 and May 9, 1927 hundreds of flights were made between Rolling Portage and Red Lake and certain other points. However, as this carrier's contract was not effective until May 10, 1927, the mail so flown bore the semi-official stamps of Patricia Airways and Exploration, Ltd., Jack V. Elliot Air Service or Elliot-Fairchild Air Service. Covers between the above dates, bearing stamps of the Patricia Company are valued at approximately \$25.00 each; those bearing stamps of the other two companies at \$50.00 each. Such covers frequently have a rubber stamp reading "W.C.A." on front or back.

This is a longstanding comment: it also appeared in the Fourth edition of AAMC published in 1970, though that gave lower values for the covers.

However, the comment always struck me as strange: were "hundreds of flights" really made in a period of approximately sixty-seven days?

The reference to "hundreds of flights" has been dropped in The Air Mails of Canada and Newfoundland, but the concept of Western Canada Airways flying mail franked with other companies stamps remains. It is, in fact, the generally accepted explanation for the use of other carriers' stamps on WCA covers. - A similar comment is made by Conway Longworth-Dames in The Pioneer and Semi-Official Air Mails of Canada:

**WESTERN CANADA AIRWAYS, LTD.
RED LAKE, ONT.**

C21

- 1 1927, March 4-May 9. Rolling Portage to Goldpines, Red Lake and Woman Lake. During this period a large number of mail flights were made between these points, but as no official contract existed between the company and the postal authorities, all mail bore either Patricia Airways and Exploration or Elliot-Fairchild Air Service stamps. The green cachet C21 was applied to most items carried.

Continued

WESTERN CANADA AIRWAYS LTD. - RED LAKE FLIGHTS, 1927, continued:

However, Derek Rance pointed out to me that this explanation conflicts with other information given in Longworth-Dames' book, regarding the availability of WCA aircraft:

The arrival of their first aircraft, the Fokker Universal, *City of Winnipeg*, enabled Oaks to make the inaugural flight on December 27th. A quantity of mail had accumulated at Hudson, so the opportunity to clear the backlog of letters presented itself and mail was carried to Woman Lake, Pine Ridge and Narrow Lake. The flight was repeated on the 28th and 29th and by the end of the year, the company had carried three fare-paying passengers and 850 lbs. of freight. On February 26, 1927, the second Fokker Universal, *City of Toronto*, arrived, but a few days later it was damaged when it overturned on landing. With the first aircraft out of commission following another accident, the company was temporarily without aeroplanes. However, after working around the clock, repairs were completed and the two aircraft were flown to Churchill, on the shores of Hudson Bay, to carry out a major airlift for the Canadian Government. While the airlift was still in progress, the third Universal (G-CAGE), named *Fort Churchill*, arrived at Hudson and the Red Lake service was resumed on March 25th.

I have now corresponded with Conway Longworth-Dames, who has reviewed the situation. He agreed with Derek's observation regarding the availability of aircraft, and commented: *"I would suggest that while WCA was without aircraft the mail was carried for them by PAE; your cover in fact seems to bear this out"*.

Conway also believes that WCA had the air mail contract during this period. - It may have been from March 4th, as he states in his book that:

On March 4th, the Post Office granted Western Canada Airways approval to issue their own stamps and the first mail flight using these new stamps was made on May 10.

This information suggests the following set of events:

- from March 4th to March 24th, WCA had the airmail contract, but no aircraft, and no stamps. They therefore arranged for Patricia Airways and Exploration Ltd. to fly mail for them.
- from March 25th to May 9th, WCA had the airmail contract and an aircraft, but no stamps. They therefore arranged to fly mail using other companies stamps.
- from May 10th on, WCA had the airmail contract, aircraft, and their own stamps.

If this is correct, the cover on the previous page would have been flown by Patricia Airways and Exploration Ltd., (hence the stamp), on behalf of Western Canada Airways, (hence the cachet), which reverses the previous/conventional explanation of the cover.

However, this revised set of events would make covers flown by WCA on May 10th 1927 (AAMC #90, AMCN CL40-2700) just the first flight with WCA stamps, not a first flight under the air mail contract. This would contradict the previous listings for the May 10th flights, and perhaps also the cachet used:



Can anybody provide additional information on these flights?

Many thanks to Derek Rance and Conway Longworth-Dames for their information, and my compliments to Conway on his wonderful book.

**The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by C.A. Longworth-Dames, (published by Unitrade Press) 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)**

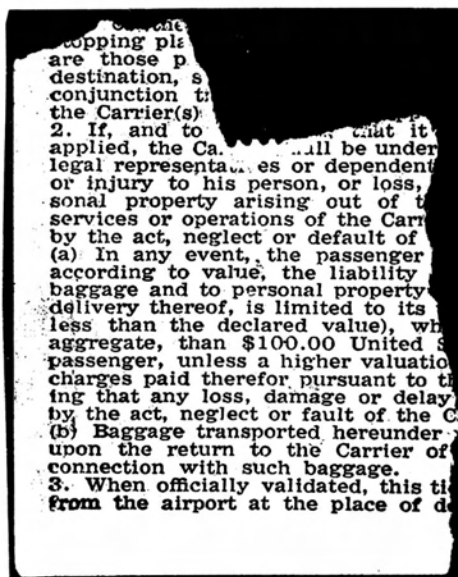
SALES AND WANTS

All members are invited to send in details of items wanted or for sale to the editor.

A Trans Canada Air Lines "Revenue Stamp" ?



Revenue cancellation
TRANS-CANADA AIR LINES
JAN -8 49
CITY ...MILTON, BERMUDA



Back of the paper
(All illustrations enlarged)



Mint stamp

Patrick Campbell found this stamp while sorting through a big batch of material to be sold as a fund raiser for the Canadian Aviation Heritage Centre.

It is a 12 shilling 6 pence stamp from Bermuda, (Scott #270), attached to what appears to be part of an airline ticket, and cancelled by a square hand stamp.

In 1948, visitors to Bermuda had to pay an entry fee (tax) of 12/6. It looks like a 12/6 stamp was put on an airline ticket, and cancelled to indicate that the tax has been paid.

If anybody would like to purchase this stamp, please contact Patrick Campbell, 17092 Rue Maher, Pierrefonds, Quebec H9J 1H7

HOT AIR BALLOON STAMPS from CANADA POST for STAMP COLLECTING MONTH



HOT AIR BALLOONS

Date of Issue	1 October, 2001
Last Day of Sale	30 September, 2002
Denomination	4 x 47¢
Layout	Booklet of 8 Self-adhesive Stamps (4 designs)
Product Nos.	413489111 (unsealed) 113489 (sealed)
Design	Lise Giguère
Illustration	Dan Fell
Printer	Canadian Bank Note
Quantity	8,000,000 stamps
Dimensions	43 mm x 31 mm
Perforations	Diecut
Gum Type	Pressure sensitive
Printing Process	Lithography (6 colours)
Paper Type	Tullis Russell Coatings
Tagging	General, 4 sides
Official First Day Cover (OFDC) Cancellation	GATINEAU (QUÉBEC)
Product No.	413489131

Canadian Semi-Official Air Mail Stamps

Mark-Lane Stamps Acquires Silvestri Collection of Canadian Semi-officials

The Wally Silvestri collection of Canadian Semi-official airmail stamps and covers, believed to be the deepest and most extensive in the world, has been acquired by Mark-Lane Stamps of West Haverstraw, New York. The firm is a market-maker in that field, and also specializes in classic Canada and United States.

The collection includes all of the rarities and varieties in the Semi-official area including CLP one, two and three mint, used and on cover, in multiples; CL1-51 in sin-

gles, blocks, panes and on cover; all early booklets; distinctive and unusual covers, with many one-of-a-kind examples.

Individual items will be available for sale to clients of Mark-Lane and to all collectors submitting want lists. In addition, selected items will be included in quarterly mail auctions conducted by North Jersey Stamp Auctions, a division of Mark-Lane Stamps.

Inquiries, want lists and requests for auction catalogues should be addressed to Mark-Lane Stamps, PO Box 626, West Haverstraw, NY 10993; tel/fax: 845-362-5330; e-mail: RWS45@AOL.com.

This announcement appeared as a news story in the November-December 2001 issue of The Canadian Philatelist, journal of THE ROYAL PHILATELIC SOCIETY OF CANADA, with whom we exchange journals. It is reprinted for the information of members who collect semi-officials.

For more information about the RPSC, please contact: Harry Sutherland, Box 100, First Canadian Place, Toronto, Ontario M5X 1B2

2001 A YUKON ODYSSEY - COMMEMORATIVE FLOWN COVERS

Some of the covers described in the last newsletter are still available. Please note that \$5.00 SHOULD BE ADDED TO EACH ORDER FOR POSTAGE AND PACKING (any number of covers). For more information, contact: The Yukon Transportation Museum Society, 30 Electra Crescent, Whitehorse, Yukon Y1A 6E6

NEXT ISSUE - #50

The next issue will mark the 50th Anniversary of The Canadian Aerophilatelist, so I would like to produce a special issue.

Since the main aim of this newsletter is to provide a forum for the exchange of information among members, I would like all members to have the opportunity to contribute to the anniversary issue.

To create a 50th Anniversary theme, I invite and request all members to send me a copy of any cover of their choice, that commemorates the 50th Anniversary of an aeronautical or air mail event. Please add a short note describing the event, if you wish and/or it's needed.

**Please send your contribution to the editor,
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 1st 2002.**

MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

- a translation service from French to English and vice versa;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. < hargreave@king.igs.net >

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

Payable to: The Canadian 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

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____

Collecting interests: _____

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

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Ron Miyanishi as soon as possible, in order that the March newsletter is sent to you without delay.**

14 Murray Heifetz	111 James Larry Kobelt	220 Richard Whalley
17 Richard J McIntosh	130 Basil S. Burrell	221 W Arnold Stearman
21 D Mercer	132 John I. Jamieson	222 Douglas M Smith
24 Neil Hunter	133 Eric Grove	243 Jim Miller
28 Ed Lettick	135 Beatrice Bachmann	260 Fred C Dietz
40 Jeffrey Lodge	142 J Don Wilson	262 ESJ van Dam
45 Norbert E Krommer	145 Francois Bourbonnais	263 Louis K Levy
49 John Johnson Jr.	155 Larry Milberry	275 Thomas Shaw
65 Ian Mowat	170 Ken Mitchell	276 Richard S Allen
67 Robert North Sr.	171 Abert N Leger	277 Ed Matthews
69 Don Amos	180 Elmer WA Cleary	289 Andre Giguere
73 Kurt Tischler	189 Jacky Stoltz	300 Bob Campbell
76 W Ross Richardson	193 JP Gadoury	306 Gordon G Mallett
81 Steve Reinhard	197 Henk Post	309 Per Olav Talgoy
99 Piet Steen	215 Jack Ince	310 Charles J Lablonde
103 K Bileski	217 Cecil G Stoner	311 Hans Wichern
106 Maurice G Malenfant	219 William C Noble	312 Barry Frost
109 Gary J Lyon		

To all members listed above, who have renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.