



THE CANADIAN AEROPHILATELIST

#51

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,
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EDITORIAL

Many thanks to everybody who has sent in questions, answers, articles, or other contributions for the newsletter. I am again in a position that many other editors would envy, of having too much material for this issue. This is a very enjoyable state of affairs, except that it sometimes creates a long wait before a member's contribution is published. (The length of 32 pages is set at the maximum allowable for Canada Post's "up to 100grams" rate. - If the newsletter was expanded, our postage costs would double.)

For this issue I have tried to publish a lot of the questions I have received. I hope to publish the remaining questions in our next issue, together with some of the answers. (Any answers I have received have already been passed on to the members who sent in the questions.) The next issue should, in fact, follow shortly. - I am once again completing the June newsletter in July, after the school year has finished, and hope to complete the September issue in August, before I start teaching again.

Best wishes to all readers for a great summer!

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 JUNE 2002 ISSUE - THE CANADIAN AEROPHILATELIST

Congratulations are in order for several of our CAS members for assignments exceptionally well done. The CAS and its members in Edmonton shone brightly at ROYAL 2002 ROYALE. The air mail displays, the souvenir air mail envelopes and flown balloon covers, and the manning of our Society table were all very successful and well received. Gord Mallett and Nino Chiovelli organized and carried out with other supporting CAS members, including Vice-President Mike Shand, a most successful program. A report on the aerophilatelic activities at the Royal Convention is to appear in this issue of the Canadian Aerophilatelist. Due to my wife's prevailing osteoporosis problems I was unable to attend.

Mike Shand is to be congratulated on two other recent achievements. He received in the New Zealand National Philatelic Exhibition earlier in the year, the Reserved Grand Champion Award for his New Zealand Air Mail exhibit. At ORAPEX 2002 in Ottawa, 4 -5 May 2002, Mike received the Grand National Award from Canada Post for the best exhibit in the exhibition..

At our Annual General Meeting an election was held for the position of CAS Treasurer. Our present hard-working Treasurer, Ivan MacKenzie, is soon to retire from his government job and leave Ottawa for a restful retirement in PEI. Ivan was presented with a special CAS plaque in appreciation for his six years as the CAS Treasurer, 1996-2002. Brian Wolfenden of Ottawa and Neil Hunter of Don Mills vied for the position. Brian won the election. It was encouraging to have two volunteers step forward to accept the responsibilities of the CAS Treasurer. I have asked Neil if he would look after arrangements for the CAS at future Royal Conventions. At the Royal in Edmonton we had two new members join and the same number joined at ORAPEX 2002 since we had a Society table. At ORAPEX 2002 we also sold nearly \$200.00 in books, covers and memberships so our presence at philatelic exhibitions is essential for the growth of the Society.

I have just received from Gord Mallett a complete set of the 50 issues of The Canadian Aerophilatelist, along with a disc of his index and other pertinent data. If you wish an invaluable reference to your aerophilatelic library you should contact Gord for a new pricing at cost plus postage on the set. I also have a few copies left of the Reference Index compiled by the National Philatelic Library of my 45 years of aerophilatelic research in Canada. Two large tri-walls of air mail data were donated to the Library in 1992 and after 9 months of work by two library staff a wonderful compendium of reference data resulted. Bound copies of the 123 page reference catalogue is available at \$18.00 Canadian, post paid from myself.

The work of Chris Hargreaves for 2001 on the Canadian Aerophilatelist has been entered and accepted for the Literature competition at PHILAKOREA 2002 in Seoul, Republic of Korea, 2-11 August 2002. We wish Chris well in the competition. Ron Miyanishi advised me that Volume II, 6th Edition of the AAMS Catalogue has a lot of work yet to be done on it. The CAS will stock them at a 10% discount for CAS or AAMS members. The price is yet to be announced by the AAMS. The Snowbirds have agreed to fly our special covers again for 1 July 2002 over Ottawa. Get your order in now. Have an enjoyable summer.

Dick Malott, President, CAS

NEWS - NEWS - NEWS

Welcome:

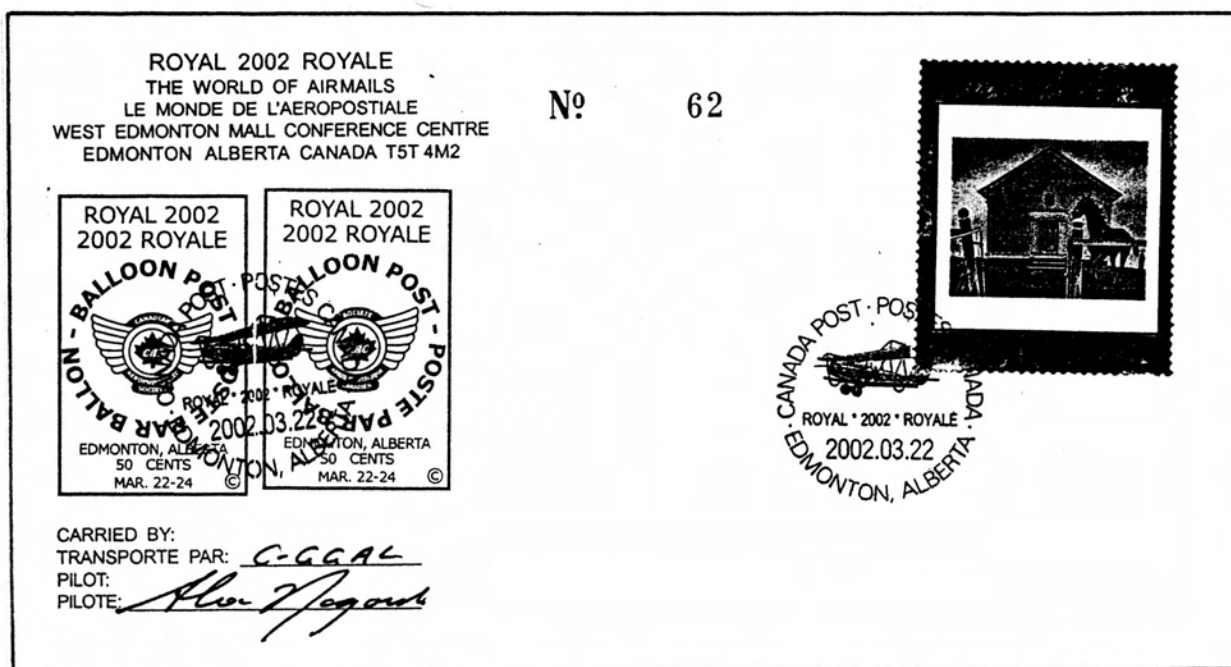
To four new members - #323 Donald B. Holmes, West Malling, Kent, England.
 #324 H Lealman, Huttons Ambo PO, York, England.
 #325 Edward Williams, Edmonton, Alberta.
 #326 Gary Cristall, Vancouver, BC

I would also like to welcome two more advertising members: JIM MILLER LTD., and NUTMEG STAMP SALES INC. (Advertising members are guaranteed an advertisement in each newsletter, in return for twice the regular membership fee: for more information, please contact the editor.)

Many thanks:

To BRIAN WOLFENDEN for taking over as Treasurer of the CAS; to NEIL HUNTER for also offering to take on this task; to IVAN MACKENZIE for all the work he did as Treasurer over the last six years; and to NELSON BENTLEY for getting us off to a good start as our first Treasurer from 1984 to 1996.

ROYAL 2002 ROYALE:



Balloon flown cover with CAS Cinderella vignette.

Some miniature sheets of the vignette are still available: for more information please contact
 Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta T5E 3G6 [E-mail: nchiovell@telusplanet.net]

Congratulations to NINO CHIOVELLI and GORD MALLETT on the success of the activities they organized at ROYAL 2002 ROYALE. - In particular, the balloon flight described in the last newsletter went off smoothly, and all the covers have been sold!

ROYAL 2002 ROYALE was probably the largest exhibition with an airmail theme ever held in Canada! An extended report on the event is given on pages 4 to 7 of this newsletter.

I would also like to congratulate the steering committee - Keith Spencer, Bud Cutler, Gordon Mallett and Alan Meech - and the members of the Edmonton Stamp Club for organizing a terrific event. Everybody I've heard from thinks it was a great exhibition!

ROYAL 2002 ROYALE: a visitor's report by Mike Shand, Vice-President CAS**FIRST EVER AIRMAIL EXHIBITION IN CANADA, MARCH 22 - 24, 2002**

ALTHOUGH DESIGNATED "ROYAL *2002* ROYAL", THE SHOW IN EDMONTON HAD THE SUB-HEADING, "THE WORLD OF AIRMAILS" AND AS FAR AS IS KNOWN, NO PREVIOUS SHOW IN CANADA HAD GIVEN AS MUCH PROMINENCE TO THE FIELD OF AIRMAILS. THANKS MUST GO TO THE ROYAL PHILATELIC SOCIETY OF CANADA AND THE EDMONTON STAMP CLUB AS MAIN SPONSORS OF THIS EVENT WITH OF COURSE THE ACTIVE CO-OPERATION OF OUR OWN CANADIAN AEROPHILATELIC SOCIETY

THERE WERE 24 ADULT AERO EXHIBITS (103 FRAMES) AND 4 YOUTH EXHIBITS (9 FRAMES) FEATURING ALL ASPECTS OF AEROPHILATELY INCLUDING STAMPS, COVERS, SPACE, HELICOPTERS, CATAPULTS AND CRASHES. ALTHOUGH DESIGNATED A 'NATIONAL' SHOW, THIS WAS TRULY INTERNATIONAL AS FAR AS AIRMAILS WERE CONCERNED, WITH EXHIBITS FROM NEW ZEALAND AND U.S.A. AS WELL AS CANADA. AMONG THE MATERIAL SHOWN WERE ITEMS FROM GOLD COAST, RUSSIA, IRAQ, NEW ZEALAND, COLOMBIA, ITALY, CHINA AND PORTUGAL


OF SPECIAL NOTE WAS THE RE-ENACTMENT OF THE FIRST COMMERCIAL FLIGHT BETWEEN EDMONTON AND WETASKWIN, DROPPING BUNDLES OF EDMONTON JOURNAL NEWSPAPERS AS WAS DONE IN 1919. A BALLOON FLIGHT WAS ALSO MADE WITH SOUVENIRS AND CINDERELLAS AS DESCRIBED IN THE MARCH 2002 ISSUE OF THE CANADIAN AEROPHILATELIST. A LARGE VOTE OF THANKS FOR MOST OF THIS IS DUE TO GORD MALLET AND NINO CHIOVELLI, THE PRIME MOVERS AND TIRELESS WORKERS. THANKS GUYS!

I HAD SUGGESTED TO GORD THAT A PLANE CRASH, EVEN A SMALL ONE WOULD ADD TO THE VALUE OF COVERS BEING FLOWN, BUT PERHAPS THANKFULLY, THE PLANE MADE IT SAFELY, DELIVERING THE MAIL TO A LARGE GROUP OF ATTENDEES AT THE PRESIDENT'S RECEPTION BEING HELD AT THE FINE AVIATION MUSEUM IN EDMONTON'S DOWNTOWN AIRPORT. GREAT RECEPTION CHARLES.

ON SATURDAY, MARCH 23, AN INFORMAL MEETING OF THE CANADIAN AEROPHILATELIC SOCIETY WAS HELD AT THE EXHIBIT SITE WITH SOME TWO DOZEN PEOPLE PRESENT INCLUDING KEITH GRIFFITHS OF NEW ZEALAND, ONE OF THE JUDGES AND MURRAY HEIFETZ, OUR WELL KNOWN JUDGE.

AT THE MEETING, NINO CHIOVELLI GAVE A SHORT PRESENTATION ON BALLOONS AND MIKE SHAND DISCUSSED THE AIRMAILS OF NEW ZEALAND. IN OTHER BUSINESS THERE WAS STRONG SUPPORT FOR MORE AIRMAIL INVOLVEMENT IN OTHER FUTURE SHOWS INCLUDING THE PREPARATION AND SALE OF SOUVENIRS AND CINDERELLAS WHICH HAD SOLD VERY WELL AND WERE LIKELY TO PROVIDE A VERY USEFUL PROFIT TO THE SOCIETY. THE DESIRABILITY OF FORMING A WESTERN CHAPTER OF CAS WAS ALSO RAISED, THANKS MAINLY TO THE ENTHUSIASM OF GORD AND NINO. IT WAS CONFIRMED ON BEHALF OF THE SOCIETY THAT ANY AND ALL SUCH EFFORTS WERE HIGHLY WELCOME AND FULLY SUPPORTED BY THE SOCIETY BUT THAT THERE HAD BEEN PROBLEMS IN THE PAST IN FINDING VOLUNTEERS TO DO THE WORK AND WITH CANADA BEING SO HUGE, IT IS NOT ALWAYS EASY TO GET EVEN WESTERN MEMBERS TOGETHER. BUT GO FOR IT GORD AND NINO, WE LOOK FORWARD TO YOUR EFFORTS. THE MEETING CONCLUDED WITH GENERAL CHIT-CHAT ON AIRMAILS BETWEEN MEMBERS AND GUESTS.

A GREAT EVENT ALL ROUND. WE MAY NOT SEE ITS LIKE AGAIN FOR MANY YEARS.



ROYAL 2002 ROYALE: an organizer's view by Nino Chiovelli

The Canadian Aerophilatelic Society collaborated with the Edmonton Stamp Club in hosting ROYAL 2002 ROYALE. This national exhibition is an annual event of the Royal Philatelic Society of Canada, and was held at the Europa Conference Centre, West Edmonton Mall from the 22nd to the 24th of March 2002.

Gordon Mallett, a resident of the Metro Edmonton (Sherwood Park) area, chaired the Edmonton Committee of the CAS. The committee undertook two major projects in support of the exhibition. They were a re-creation of the first Canadian commercial contract flight from Edmonton to Wetaskiwin, Alberta. Commemorative covers prepared by Gordon were also carried on the flight, and then distributed at the Presidents Reception held at the at the Edmonton Civic Centre Airport, originally Blanchford Field: the first licensed airport in Canada.

The second event was a Balloon Post Flight in which 25 sets of serially numbered covers celebrating the Chinese Lunar New Year, and 125 serially numbered covers franked with the Alex Coleville stamp were carried. Two members of the Edmonton Stamp Club were passengers on the flight and were charged with the task of safeguarding the mailbag. They were Edward Williams and Brian Taylor. The Pilot in Command of the flight was Alex Nagorski of the Edmonton Balloon Club who is the Canadian Ballooning Representative to the International Aviation Federation based in Paris, France. Cecil Stoner a charter member of the CAS franked the covers. Francois Bourbonnais, a CAS member from Quebec, provided some of the French language translations.

As part of the Balloon Post program a Cinderella stamp was designed and copy righted by the CAS. This was a Limited Edition project totalling 3600 stamps. 1800 were printed with the CAS English language logo, and 1800 were printed with the CAS French language logo. 30 uncut sheets with Certificates of Limited Edition were sold. Over half of the mini sheets' (480) comprising of six stamps each were sold or used to frank the Balloon Post covers. Nino Chiovelli, a CAS member and Edmonton resident, designed the Balloon Post covers, inserts, and Cinderella stamps.

The theme of the exhibition was "The World of Airmails". CAS members from across Canada provided exhibits along with other participants including several International entries.

Royal 2002 Royale was well attended, and has given all participants, including a heavy dealer contingent, a very positive feeling. Those who may think philately is on the decline received a wakeup call. The number of young collectors in attendance, and making modest purchases, definitely shows that the hobby is still vibrant.

The Alex Coleville, Masterpieces of Canadian Art series stamp was launched in a ceremony attended by Andre Ouellet, President of Canada Post Corporation. The Edmonton Corporate communications representative Theresa Williams, Margaret Woods Retail Business Manager, Bonnie Evans Merchandising Officer, the staff of the on site kiosk, and staff of the West Edmonton Mall Post Office made working on this project an enjoyable experience. They also provided a series of five postal cancels used at the exhibition. Possibly a first for the CAS, one of the cancels featured our logo.

Some of the ROYAL 2002 ROYALE cancellations:

Friday March 22nd



Katherine Stinson Curtiss Biplane

Saturday March 23rd



Hot Air Balloon

Sunday March 24th



Canadian Aerophilatelic Society

ROYAL 2002 ROYALE: report in THE EDMONTON JOURNAL, March 23rd 2002

Historic 1919 flight recreated

Air postal service celebrated by stamp collectors at city conference

JODY WARWARUK
Journal Staff Writer
EDMONTON

Fifteen-year-old Kyle Miller struggled with the heavy bag of newspapers before flinging it out the airplane door in an re-enactment of an historic airplane drop more than 80 years ago.

"It was really hard to get any leverage or push," said Miller. "Those guys must have been strong."

Miller was referring to Lieut. George Gorman and his mechanic Pete Derbyshire who, in the spring of 1919, flew the first commercial flight in the country.

The men had been hired by the *Edmonton Journal* to deliver two bundles of the afternoon newspaper to Wetaskiwin.

The flight, a huge promotional event at the time, sought to prove

to many doubters that airplanes could save businesses time and money.

Friday evening it was recreated to promote the Royal 2002 stamp show being presented this weekend by the Edmonton Stamp Club and Royal Philatelic Society of Canada.

The show's theme is the development of the air postal service throughout the world. It's the biggest stamp show this year in Canada and has attracted exhibitors from as far as New Zealand.

The Edmonton stamp club chose Miller to participate in the drop because the young stamp enthusiast from Halifax is passionate about aviation history and will be presenting his extensive collections of stamps at the show.

Although the 1919 flight used a First World War biplane now displayed in the Reynolds Alberta Museum, Friday's voyage, which began at City Centre Airport, used the more modern Cessna 172, donated by the Edmonton Flying Club.

See FLIGHT / B11



BRIAN GAVRILOFF, THE JOURNAL

Kyle Miller, 15, holds copies of Friday's *Edmonton Journal* dropped off in Wetaskiwin in a recreation of a historic 1919 flight.

Famed Wop May owned airline hired by The Journal

FLIGHT

Continued from B1

The club has a direct link to the original Wetaskiwin flight as its founder, famous First World War pilot Wop May, owned the airline company hired by *The Journal*.

In 1919 the public was fascinated by the prospect of air travel.

When Gorman and Derbyshire dropped the two bundles of papers from an altitude of 20 metres above the Wetaskiwin fair grounds, the crowds gath-

ered below clapped and cheered.

Friday's flight dropped the newspaper bundles in the spirit of that historic event, but was slightly less dramatic in its execution.

Because of Transport Canada regulations, the plane had to be fully stopped on the runway before Miller could open the door and drop the load.

Miller knows few teens who share his passion for stamp collection. But for him the hobby gives insight into a wealth of subjects.

"You learn about geography, history and even different alphabets to figure out

what is written on the stamps," he said.

The show brings together priceless collections from around the world. But organizers say there will be more to see than stamps.

One popular, though gloomy exhibit, shows the partially burnt envelopes salvaged from airplanes which were carrying mailbags, but crashed before reaching their destinations.

The stamp show runs today and Sunday from 10 a.m. to 5 p.m. at the Fantasyland Conference Centre at West Edmonton Mall.

ROYAL 2002 ROYALE: Aerophilatelic Palmares

- Gold**
- Dick Malott (ON) - *Canadian Interrupted Covers to, from and within Canada 1918 - 1984*
 Mike Shand (ON) - *The Airmails of New Zealand 1919 - 1940*
 Werner Helms (CA) - *German North Atlantic Catapult & Feeder Flights 1929 - 1939*
 Norman Banfield (NZ) - *Russia - Airmails 1922 - 1950*
 Philip Parker (NY) - *Zeppelins : The Portuguesse Connection*
 William Topping (BC) - *Yukon Airways - A Pioneer Air Mail Company*
One-Frame - Gold
 Jerome Kasper (CA) - *SCADTA Postal Stationery.*
- Vermeil**
- Neil Hunter (ON) - *Evolution of Air Mail - Toronto, Canada : From Canuck to Concorde.*
 Jim. Brown (BC) - *Aircraft Overprints Producing Air Mail Postage*
 Dick Malott (ON) - *Armed Forces Air Letters, Forms and Cards*
 Ted Nixon (ON) - *Canada - Airmail Rates & Routes 1937-42.*
One-Frame - Vermeil
 Jerome Kasper (CA) - *New Zealand Prisoner of War Aerogrammes.*
 Rick Oxenham (NZ) - *The Pacific Clippers 1935-1941*
 Neil Hunter (ON) - *The Mackenzie River Air Mail Route*
 Bill Bartlett (BC) - *LATI : Linee Aeree Transcontinentali Italiane.*
 David Lu (CA) - *The International Aerogrammes of China (1948-9).*
 Jim Brown (BC) - *British Columbia Airways Limited Air Mail Service Between Victoria & Vancouver - July 23 to August 24, 1928.*
- Silver**
- Denis Gallagher (NZ) - *Airmails : 1909-1929*
 John Powell (AB) - *Iraq Postal Stationery : emphasis on Air Letter Cards and Aerogrammes.*
 James Taylor (AB) - *St. Pierre & Miquelon Airmail 1931 -1979*
 Raymond Ireson (QC) - *The Development of Aviation and Airmail Services in Columbia.*
Youth - Silver
 Kyle Miller (NS) (age 14 yrs) - *Helicopters.*
 James Barron (AB) (age 11 yrs) - *Flying through the 20th Century.*
- Silver Bronze**
- Bill Bailey (BC) - *Gold Coast Airmails.*
 Gordon Mallett (AB) - *Three weeks in December 1928 - Canada's Experimental Prairie Airmails.*
Youth Silver-bronze
 Orrin Esau (AB) (age 12 yrs.) - *Travel by Rail, Water and Air.*
 Chris Faulkner (NS) (age 12 yrs) - *Space.*
- Bronze**
- Nino Chiovelli (AB) - *Balloon Post originating in Canada and some balloon flights by Canadian Pilots outside of Canada.*

SPECIAL AWARDS

Best Aerophilately Exhibit: Edmonton Stamp Club Award

- Norman Banfield - Russia - Airmails 1922-1950

Best One-frame Exhibit in Show : Edmonton Stamp Club Award

- Jerome Kasper - SCADTA Postal Stationery

New Zealand Philatelic Federation Special Prize : Royal Doulton Ceramic Plate depicting an issue of commemorative New Zealand stamps donated to the NZPF by the the Royal Philatelic Society of New Zealand. - Mike Shand - The Airmails of New Zealand 1919-1950

Canadian Aerophilatelic Society :

- Best Aerophilatelic Exhibit - Book *They Led the Way* - Norman Banfield - Russia - Airmails 1922-1950

- Best First Time Aerophilatelic Exhibit - Book *They Led the Way* - Bill Bartlett - LATI - Linee Aeree Transcontinental Italiane

- Best Youth Aerophilatelic Exhibits - Book *AIRCOM - Canada's Air Force* - Kyle Miller - Helicopters

- Book *History of Canadian Airports* - James Barron - Flying through the 20th century.

- Book *60 years - The RCAF & CF Air Command 1924-1984.* - Christopher Faulkner - Space

American Philatelic Society :

- Award of Excellence - 1900-1940 - Werner Helms - German North Atlantic Catapult & Feeder Flights 1929-1939

- Award of Excellence - 1940-1980 - Norman Banfield - Russia - Airmails 1922-1950

Edmonton Stamp Clubs' Youth prizes :

- Best exhibit 12 & under age group - James Barron - Flying through the 20th Century

ORAPEX - May 5th 2002**Report on the Annual General Meeting of the CAS**

The annual meeting of the Society was held in the R.A. Centre, Ottawa, in conjunction with ORAPEX. Seven members attended.

Ivan MacKenzie, Treasurer presented the financial report, saying we were now in much better shape than a year or two back, due to better control of costs, an increase in fees and revenues from the sale of 'Snowbird' covers. He said however that it was necessary to ensure that costs did not start to rise again. Ivan also noted that this would be his last report as he was retiring soon and planning to move back to P.E.I.

The group were unanimous in warmly congratulating our Treasurer for having done a fine job in getting finances under control over a difficult period and wished him all the best in retirement. President Dick Malott presented Ivan with a plaque, suitably engraved outlining Society appreciation for all his efforts.

As a replacement, two members had offered to help, Brian Wolfenden and Neil Hunter. With a show of hands, Brian was elected but as volunteers are scarce and most welcome, Dick will write to Neil to see how best he can be roped in also (Thanks Neil!)

There was also some discussion and appreciation expressed for the fine job done by members at the Royal/Royale show in Edmonton recently (see separate report). It was hoped that similar activities could be arranged at future shows.

It was noted that in the ORAPEX awards, Chris got a Silver for 'The Canadian Aerophilatelist' while Mike (to his surprise says he) managed to end up with Gold and 'Grand' award, unusual for an airmail exhibit.

With that, the short meeting concluded at about 2p.m.



M. G. L.
V. P. and
RECORDING SECRETARY

Welcome Brian,
(on the left);

best wishes to Ivan,
(on the right).

ORAPEX continued:

Editor's note: congratulations to Mike on winning the Grand Award at ORAPEX! - As a regular visitor to ORAPEX for several years, I have been pleased to observe Mike's ascent through the medal levels, and have enjoyed discussing exhibiting with him. I was also delighted to learn that Mike had been featured in an article in the Ottawa Citizen:

D6 THE OTTAWA CITIZEN

CITY

MONDAY, MAY 6, 2002

Stamp collector wins top award for airmail exhibit

1928 pilot flew
first airmail letters
into New Zealand

BY BUZZ BOURDON

Ottawa stamp collector Mike Shand won gold yesterday for his internationally recognized collection of New Zealand airmail stamps and envelopes, known as covers.

Mr. Shand, 70, won the Chairman's Trophy for The Air Mails of New Zealand: 1919-40 at the ORAPEX 2002 stamp exhibition, held at the RA Centre at Billings Bridge.



BRIGITTE BOUVIER, THE OTTAWA CITIZEN

Stamp collector Mike Shand owns what he describes as the first airmail letter ever flown into New Zealand.

The aim of ORAPEX is to promote philately in Ottawa-Hull, said chairman Doug Lingard. About 1,200 people and 41 dealers from across Canada attended the 41st annual display, he said.

"It gives collectors the chance to view the stock of dealers they won't ordinarily see. We also have a very popular youth table where kids can get 100 free stamps to encourage their collecting interests," said Mr. Lingard.

Mr. Shand owns what he describes as the first airmail letter ever flown into New Zealand. On Sept. 10-11, 1928, Australian pilot C.E. Kingsford Smith and co-pilot C.T.P. Ulm

flew their Fokker tri-motor aircraft named *Southern Cross*, from Richmond, Australia to Christchurch in New Zealand.

"No one's quite sure, but around 15 letters were carried by Smith unofficially on that historic flight. I have the only one I know of with the letter still with the envelope," said Mr. Shand.

A month later, on Oct. 13-14, 1928, both pilots carried 16 covers when they flew back to Australia. Mr. Shand owns a cover from that flight signed by them.

Mr. Shand, who said he was amazed to win the top prize, started concentrating on New Zealand airmail material about

15 years ago. He started collecting stamps 57 years ago when he was growing up in Scotland.

"New Zealand is interesting because it's so remote. It took a long time for planes to get there," he said.

Mr. Shand's granddaughter, Caitlin Shand, 13, was all smiles as she viewed the award-winning display with her brother, Tyler, 15, and their father, Brian.

"I'm not a stamp collector myself, but it's pretty good my grandfather won," Caitlin said.

Mr. Shand was presented by Canada Post with a framed collage commemorating Canada's first stamp, the 1851 three-pence beaver.

MORE NEWS - NEWS - NEWS

Balloons:

NINO CHIOVELLI is organizing THE CANADIAN BALLOON POST STUDY GROUP KBS. This Group will try to record Canadian Balloon Philatelic History, though ballooning in other countries will also be discussed from time to time.

The aim of the Study Group is to try and get input from the Ballooning Community. It is hoped that membership will be derived from people involved in aerostation, and the general public, as well as philatelists. The immediate goal will be to establish a web page, and issue two newsletters a year.

The membership fee will be \$25.00 per annum in Canada; \$35.00 for the U.S., and \$40.00 for other international memberships. - Those interested may forward membership fees to: Nino Chiovelli, Canadian Balloon Post Study Group KBS, 14419 - 87 Street, Edmonton, Alberta T5E 3G6

On behalf of the CAS I would like to wish Nino and the study group every success, and look forward to close cooperation with them.

(As well as organizing this study group and the balloon flight at ROYAL 2002 ROYALE, Nino has recently produced a first supplement to the Balloon Post section of AMCN: see pages 26 - 31 of this newsletter.)

Airships:

Congratulations to MURRAY HEIFETZ for his article *Dirigibles and the Canadian Connection* in the December 2001 Airpost Journal. This was a very comprehensive article, that covered early postcards, covers, and vignettes; mail carried to/from Canada on various airships including the R34, USS LOS ANGELES, GRAF ZEPPELIN, R100, AKRON, MACON, and HINDENBURG; and recent airships.

The Airpost Journal is published monthly by the AMERICAN AIR MAIL SOCIETY: to obtain a copy of this article, and/or more information about the AAMS, please contact J.L. Johnson Jr., 248 Shore Ave., Groton, CT 06340-5926, U.S.A.

Auctions:

The collections of two well known authors have recently be sold:

- that of the late CYRIL HARMER, author of Newfoundland Air Mails 1919 - 1939, was sold by Harmer's on February 26th 2002. For more information contact Harmer's, 111 Power Road, Chiswick, London W4 5PY, England. [E-Mail: auctions@harmers.demon.co.uk]
- that of Conway Longworth-Dames, author of The Pioneer and Semi-Official Air Mails of Canada 1918-1934, was sold by Warwick & Warwick during two sales on February 6th 2002, and April 3rd 2002. For more information contact Warwick & Warwick Ltd., Chalon House, Scar Bank, Millers Road, Warwick, Cv34 5DB, England. [E-Mail: bids@warwickandwarwick.com]

IN MEMORIAM:

I was sad to hear of the death of ED LETTICK on May 30th 2002. He was one of the early members of the CAS: number 27.

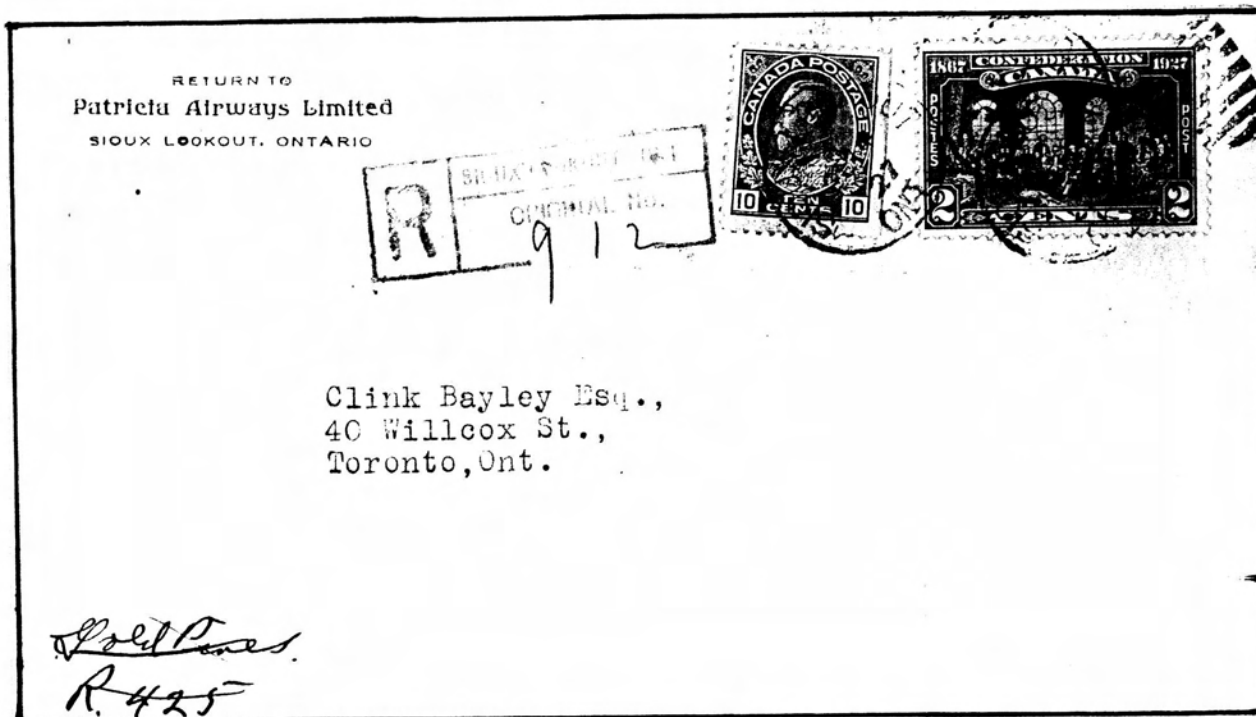
Ed was a very active aerophilatelist, with a variety of interests. He won a Platinum award at AmeriStamp Expo '98 for his "*First U.S. Official Pioneer Airmail*", and was also researching the 1933 Balbo flight from Montreal to the Chicago World Fair, to try and establish which of the various covers had actually been flown.

I would like to offer the condolences of the CAS to Ed's family.

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.

PATRICIA AIRWAYS



It may be that some updating is required on data for Patricia Airways. Longworth-Dames notes that the company was formed in early 1928. This no doubt was taken from his original work where in the June 26, 1980 issue of "Stamp Collecting", he states "the company was formed as a result of the liquidation of Patricia Airways & Exploration Limited in January 1928 (In these early days of semi-official reporting, Trelle Morrow, in his 1975 book on Patricia states that the company went into liquidation in March 1928).

In an early bulletin of the Semi-Official Study Circle (long since defunct) It was also stated that "Patricia Airways Limited was founded early in 1928 by Capt. David S. Bondhurst and Mr. F. E. Davidson. It was noted that the main office was at 32 King St. West, Toronto.

It may not be significant in terms of the actual flight operations of Patricia Airways which did begin only in February 1928, but the date of incorporation of the company may have to be reexamined for any accuracy on the company's history. I'm enclosing a photocopy of a cover posted from Sioux Lookout to Toronto Sep. 14, 1927. It may be noted that the envelope is a corner card of Patricia Airways at Sioux Lookout indicating the existence of the company at that time - at least 4 months earlier than reported. It is possible that the envelopes were printed in advance in anticipation of the company's formation, but that's just a guess.

Murray Heifetz

If anybody can help with these questions, please send information to the editor:

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

QUESTIONS continued: please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

1930: why was this cover created?



Unlisted in AAMC. St. Hubert (Montreal) to Walker (Windsor) Sept 15, 1930. The St. Hubert handstamp is Q-52 and was in use 1929-1946. The Walker backstamp h/s is O-75 in use 1930-1931. This was three months after the dedication of the Windsor airport. The signature of St. Hubert Postmaster Georges Faille suggests this may have been an inaugural flight of some kind. The St. Hubert h/s was used on R-100 airship flights but this is not one of those as the R-100 left Montreal for the last time on August 13, 1930.

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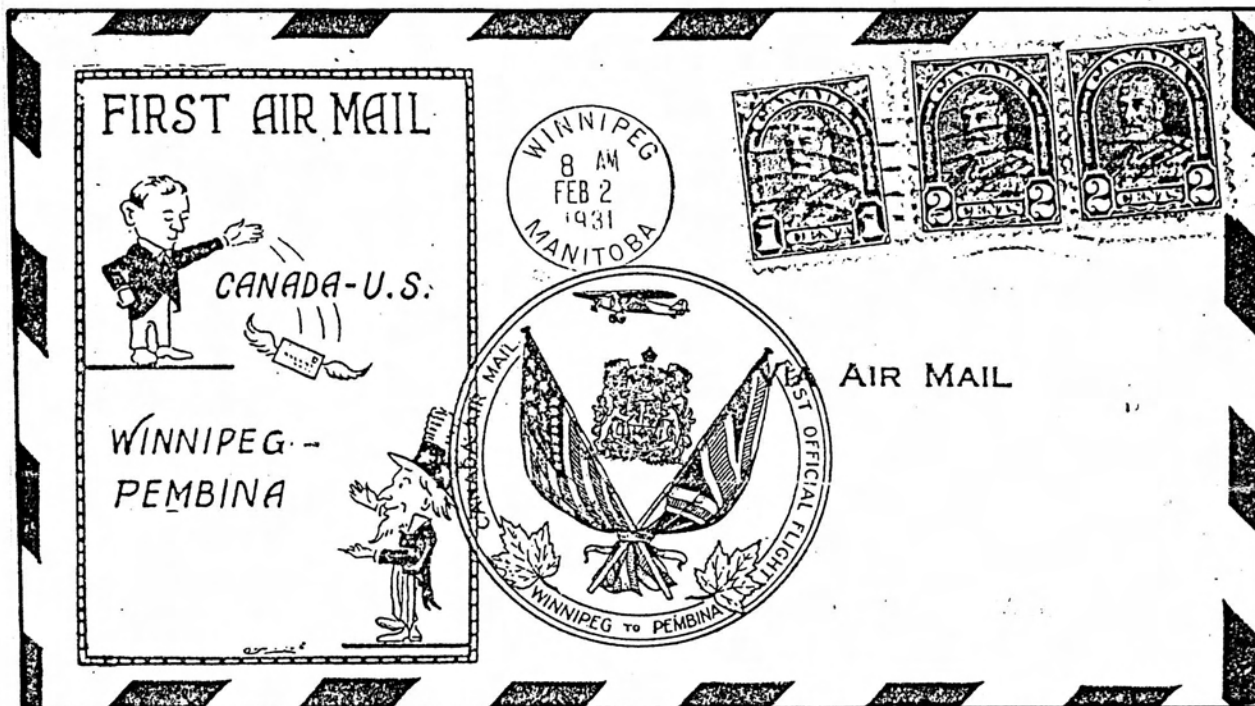
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1931: is this a Roessler cover?



AMCN #3105

This cover was flown on the First Flight of the Winnipeg - Pembina service, which actually took place on February 3rd 1931. It was postponed from February 2nd, as shown on the postmark, due to fog.

The circular cachet is the official Canadian Post Office cachet applied to covers received for the February 2nd flight. (It was not applied to covers added to the mail on February 3rd.)

The design on the envelope is printed in red. It looks like the type of cover that A.C. Roessler produced, but is not among those listed in Barry Newton's A.C. Roessler Photo Cachet Catalogue.

Does anybody know who produced this cover?

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MARITIME AND NEWFOUNDLAND AIRWAYS

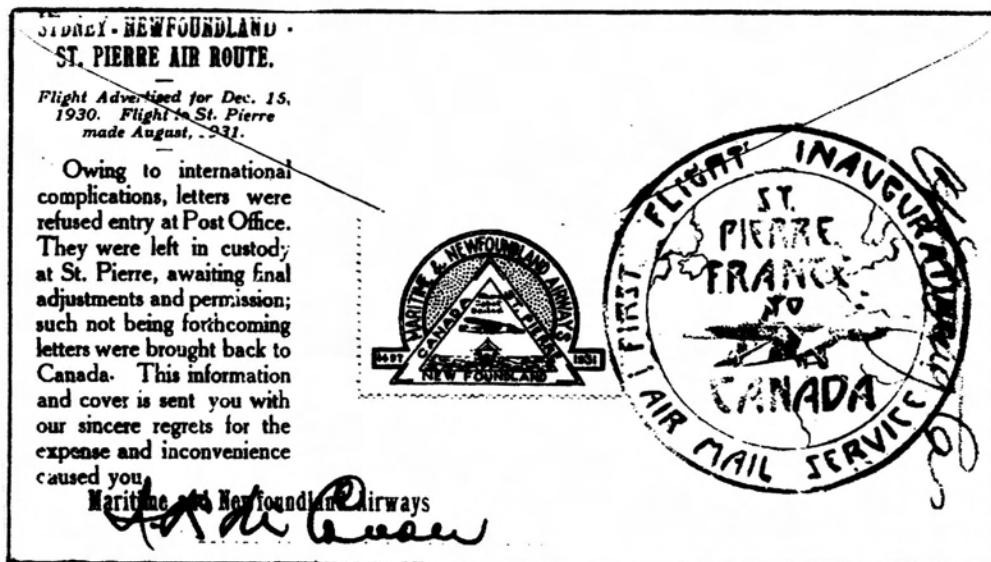


Fig. 1 - Cover with air stamp and commemorative cancellation and printed explanation

Most collectors of Canadian airmail are familiar with the first flight covers of the Maritime and Newfoundland Airways. These were flown from North Sydney, Nova Scotia to St. Pierre, a small French island colony off the coast of Newfoundland, and the original intention was to fly them subsequently to St. John's, Newfoundland.

There were two problems with this first flight: first of all, the company had not received any official approval from Canada, St. Pierre or Newfoundland to carry mail between these places; and secondly, all the covers had the company air stamp but no official valid postage stamps, that is almost none of them did.

Upon landing in St. Pierre in August 1931, the covers were taken into custody by the authorities in St. Pierre who released them in 1934 and gave them back to the company. The company returned them to collectors with an apology printed on the back of the covers

Figure 1 shows such a cover with the Maritime and Newfoundland Airways stamp cancelled with a large commemorative postmark, and the printed "explanation" of what had happened.

Figure 2 shows a similar cover that also had the air stamp on the back of the cover, but had in addition two valid 1 cent Canadian stamps on the front, cancelled with a small company postmark. This cover does not have the printed explanation. Unfortunately there is no arrival postmark.

The question is: did this cover continue onward to the addressee, John Venturi in Teaneck, New Jersey, without being "jailed" in St. Pierre? If it did, it would have traveled by surface mail. The two 1 cent stamps represented the correct rate at the time.

I remember seeing a short time ago another such cover with Canadian, Newfoundland and American stamps on it, including a special delivery stamp: it also did not have the printed explanation. Unfortunately I did not make a scanned photograph of it.

Can anybody shed any light on this and answer the question? The author would be grateful indeed.

QUESTIONS continued: please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

MARITIME AND NEWFOUNDLAND AIRWAYS continued:



Fig. 2. showing obverse and reverse of a cover with the air stamp on the reverse and valid Canadian postage on the obverse. No printed explanation on this cover.

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1939 - POSTAGE DUE CHARGES ON NEWFOUNDLAND FIRST FLIGHT COVERS

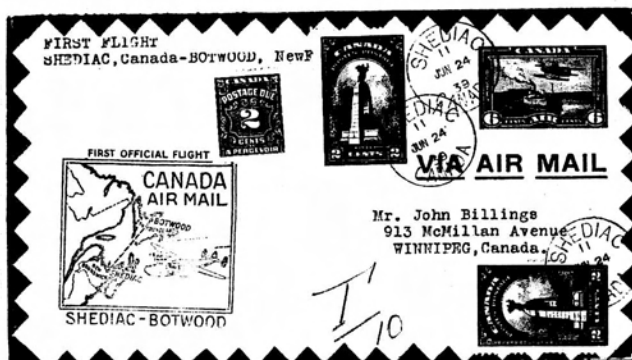
The covers below were all flown on the Shediac - Botwood stage of Pan American Airways inaugural service on the Northern Trans-Atlantic Route. This was operated by a Boeing 314 flying boat, (shown in the cachet), from New York via Shediac, New Brunswick; Botwood, Newfoundland; and Foynes, Ireland; to Southampton, England. However, each cover has a different combination of postage and/or postage due!



Cover 1

Franked: 10 cents

Addressed to: St. John's, Newfoundland



Cover 2

Franked: 10 cents, charged 2 cents Postage Due

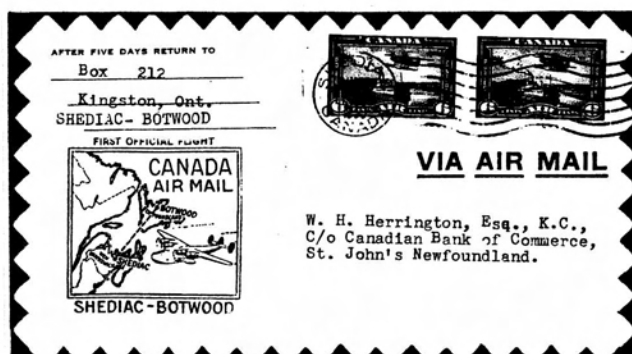
Addressed to: Winnipeg, Canada



Cover 3

Franked: 10 cents, charged 10 cents Postage Due (on back).

Addressed to: Brandon, Manitoba, Canada



Cover 4

Franked: 12 cents

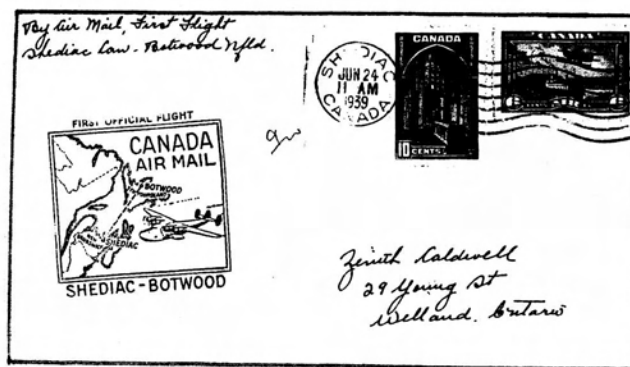
Addressed to: St. John's Newfoundland.



Cover 5

Franked: 15 cents

Addressed to: Edmonton, Alta. Canada



Cover 6

Franked: 16 cents

Addressed to: Welland, Ontario

The covers are all postmarked June 24th, which was the scheduled date for the flight. However, the plane was delayed by fog at Shediac for several days, and the actual departure was on June 27th.

QUESTIONS continued: please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

1939 - POSTAGE DUE CHARGES ON NEWFOUNDLAND FFCs continued:

According to The Air Mails of Canada and Newfoundland, "True to its conservative policy, the British Post Office and its Crown Colony subsidiary - the Newfoundland Post Office - failed to provide any cachet in recognition of this service. . . The British Post Office did not backstamp arriving mail . . . nor would it facilitate the return of mail not addressed for delivery in England or in Europe."

Although the Newfoundland Post Office did not provide a cachet, it did return First Flight Covers addressed to Newfoundland - but for a fee! According to the Canadian Post Office Weekly Bulletin for June 17th 1939: The air mail rate from Canada to Newfoundland for conveyance by trans-Atlantic planes will

be 10c. per half ounce or fraction, prepaid with Canadian Postage stamps. Such air mail should be endorsed "Via Trans-Atlantic Air Mail from Shediac, N.B."

Philatelists wishing to forward covers by this flight should prepay them with Canadian postage at the above rates and forward them to the Postmaster at Moncton, N.B., Canada. If Canadian postage is not available, they should be accompanied by a remittance, payable at par, to cover postage.

Covers conveyed by the flight of the 24th June intended for conveyance from Canada to Newfoundland (Botwood) must bear additional postage of 5c. each to cover extra handling charges in Newfoundland, or a total of 15c. per cover, if such covers are addressed to points in Canada or the United States

After the first flight on the 24th instant, no further philatelic services of this kind will be given, and covers must be addressed to bona fide addressees in Newfoundland.¹

So: Cover 1 is CORRECTLY FRANKED 10 cents to an address in Newfoundland.

Cover 2 was underfranked by 5 cents for return to an address in Canada, and then undercharged for postage due. - Postage Due was 10 cents, but instead of this amount being converted to Centimes, and endorsed on the cover as T50, (1 cent = 5 centimes), which was the international convention, the cover was endorsed T10, presumably to indicate the amount of postage due in cents. However, the T10 was later converted to 2 cents, so too little postage due was charged.

Cover 3 was also underfranked by 5 cents for return to an address in Canada, but then correctly endorsed T50 for postage due. This was later converted to 10 cents owing, and a 10 cent postage due is affixed to the back and faintly cancelled.

Cover 4 was over franked by 2 cents for delivery to an address in Newfoundland.

Cover 5 was CORRECTLY FRANKED 15 cents for forwarding to an address in Canada.

Cover 6 was over franked by 1 cent for forwarding to an address in Canada.

QUESTION: another cover - this time charged 4 cents Postage Due!

This cover was sent to me by Bob Dyer, and is the only example either of us recall of a registered FFC from Botwood to Foynes addressed "back" to Newfoundland.

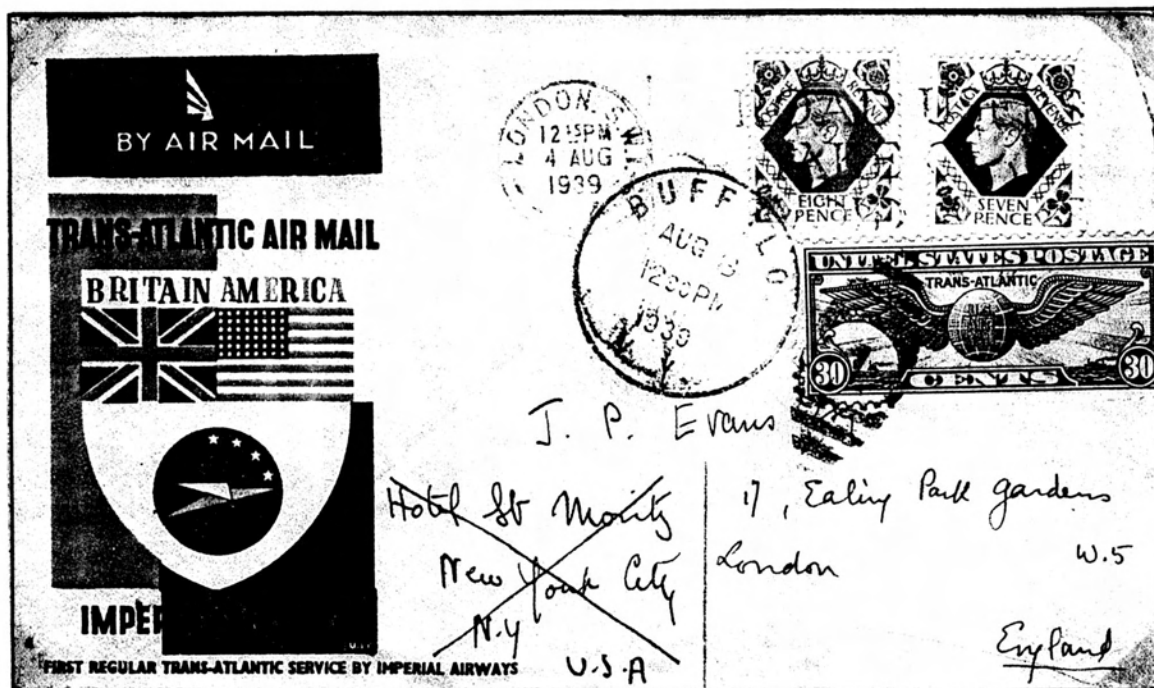
40 cents was the correct franking for a registered letter from Newfoundland to Ireland.

Given the extra charge levied by the Newfoundland P.O. for handling FFCs addressed to Canada, it seems likely that the Postage Due was a "handling charge" for returning the cover, calculated at twice the 2 cents internal letter rate? - If anybody has seen a similar cover, or can provide more information about this one, please inform the editor.



¹ Quoted in OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - DECEMBER 1942 by David Whiteley. - A 66 page resource booklet, which reproduces many rate tables and announcements from the Canadian Post Office Annual Guides and Monthly Supplements 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.

1939 - More questions regarding the IMPERIAL AIRWAYS TRANS-ATLANTIC FIRST FLIGHT COVERS



Cover numbered on the back: 1861

Postmarked: LONDON S.W.1 4 AUG 1939 Franked: 1 shilling 3 pence (8d + 7d stamps)

Addressed to: J.P. Evans Esq., Hotel St. Moritz, New York City, N.Y., U.S.A.

Receiver postmark on back: NEW YORK AUG 6 12 PM

Re-addressed to: 17 Ealing Park Gardens, London W.5, England

Re-franked: 30 cents (Trans-Atlantic air mail stamp)

Cancelled: BUFFALO N.Y. AUG 8 12.00PM 1939 No English arrival backstamp.

Imperial Airways produced two covers for their first Trans-Atlantic service: the McKnight Kauffer design shown above, and the design shown on the next page, which is usually referred to as the "official" design. These covers have been the subject of considerable research and discussion in the past, which was reported in several items in this newsletter, between March 2000 and June 2001.

The generally accepted explanation for the existence of two covers, is that given by N.C. Baldwin in the second edition of BRIDGING THE ATLANTIC. He states that the design had "*been withdrawn after some had been sent to Canada and released to the public*". - It seems that objections arose as the cachet only featured the UK and US flags: since the route also involved Ireland, Newfoundland and Canada, it was felt that if all flags were not illustrated, none should be shown.

Twelve McKnight Kauffer covers were examined during the earlier research, and they all fitted Baldwin's explanation. - They all originated in Canada: mainly in Montreal, but some were from Winnipeg and Vancouver. They also all had "similar" numbers on the back, between 15004 and 17024.

The cover above was illustrated in Joseph Bergier's POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA, 1919 - 1945.¹ - It is the first McKnight Kauffer cover reported from outside of Canada! - Does anybody know of other McKnight Kauffer covers from outside of Canada, or of information to suggest or explain why this one exists?

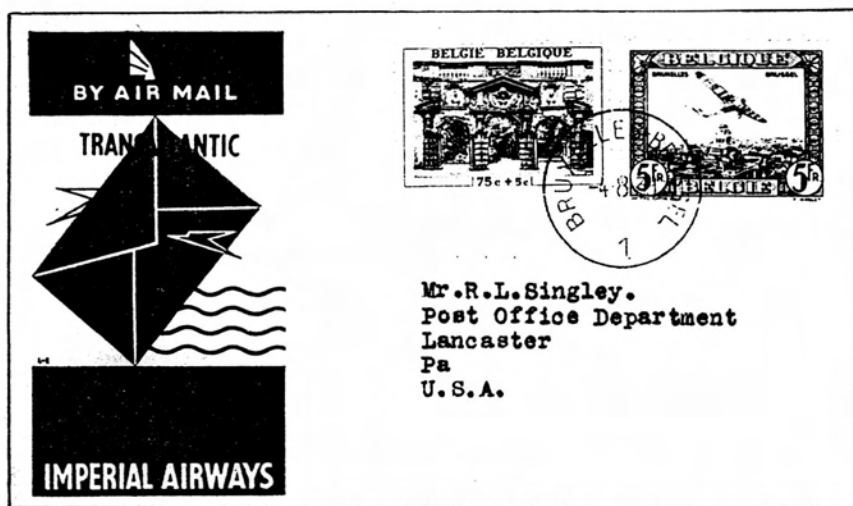
Continued

¹ Joseph's book is an excellent review of the Trans-Atlantic flights, attempts, and air mail services up to 1945. It is 270 pages, A4 size, and illustrates over 175 covers! The price of the book is 44 Euros, including postage and packing to Canada or the U.S.A.. For more information contact:

Amicale Philatelique "L'Ancre", 7 rue Dobree, F 44100 Nantes, France.

QUESTIONS continued: please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

IMPERIAL AIRWAYS TRANS-ATLANTIC FIRST FLIGHT COVERS continued:



Various
cancellations
on back,
including
handstamp

GUARANTEED
BCM/AIRFIELD
LONDON

GUARANTEED
BCM/AIRFIELD
LONDON.

"Official" Imperial airways cover, postmarked: Brussels, 4.8.39

Joseph Bergier very kindly sent me copies of several covers from his collection. He commented that: *"The covers have different sources and destinations, and some are very rare. Those covers are from a flight collector at this time (1939) who knew the subject well. Some of the notes on the back of the covers were handwritten by him."*

Some of these covers are most definitely rare! The covers, and comments on them, add significantly to the information given in the earlier articles on these flights, so I am listing all of the covers below, using a similar format to the table in the March 2001 *Canadian Aerophilatelist*, pages 18-19.

<u>Number</u>	<u>Postmarked [markings on back]</u>	<u>"PRINTED IN ENGLAND"</u> <u>handstamp</u>	<u>BCM/AIRFIELD</u> <u>handstamp on</u> <u>back</u>
"Official" Imperial Airways covers			
1609	Liverpool (to J.Stephen, New York) [Cook St., Liverpool, handstamp]	no	
2300	Botwood, Newfoundland to Ireland [return to GLM, Cardiff]	no	
2744	London (to Saunders, Toronto) [Stanley Gibbons handstamp]	no	
3925	South Croydon (to "D.S. Glover, c/o The Manager, Bank of Montreal, Montreal, Canada") [re-addressed and re-franked to "D.S. Glover, Westminster Bank Ltd., 960 Brighton Road, Purley, Surrey, England"]	no	
4328	Botwood, Newfoundland to R.L. Singley, Lancaster, Pa., U.S.A. Note on back "Only 10 official covers flown"	no	yes
4351	Botwood, Newfoundland to "Mr. F.J. Field, Sutton Coldfield, England" Note on back "25 covers"	no	yes
4365	Botwood, Newfoundland to Mr. W.R. Patton, Winnipeg Note on back "15 plus covers"	no	yes
4376	Basle, Switzerland, to R.L. SINGLEY, Lancaster, Pa., U.S.A. Note on back: "not more than 20 official covers flown"	no	yes
4430	Belgium to R.L. SINGLEY, Lancaster, Pa., U.S.A. illustrated above Two handwritten notes on back: "Field Sutton Coldfield" And "not more than 25 official covers flown"	no	yes
4505	Ireland to R.L. SINGLEY, Lancaster, Pa., U.S.A.	no	yes
7475	Montreal to Foynes (to J.H. Murphy, Dublin)	no	
8689	New York to London (then re-addressed and re-franked to Hong Kong, and to Benj Dworetzky, New York)	no	
8996	New York to L.A. Wyndham, South Africa Note on back "1 st Imp Air US - South Africa"	no	yes
8997	New York to F.W. Hill, Sydney, Australia (re-addressed and re-franked to "F.W. Hill, c/o Francis J. Field Ltd, Sutton Coldfield, England") Note on back "1 st US - Australia"	no	

Continued

IMPERIAL AIRWAYS TRANS-ATLANTIC FIRST FLIGHT COVERS continued:

Number	Postmarked [markings on back]	"PRINTED IN ENGLAND"	BCM/AIRFIELD	
			handstamp	handstamp on back
21286	Grimsby, England to New York (to J.H. Murphy, c/o Mr. H.W. Blanks, Columbia, La., U.S.A.)		no	
21973	Paris, France, to New York (to Capt. W.H. Peters)		no	

The previous research concluded that "official" covers numbered 1 to 15000 were from the First Printing of these covers, and had a bright blue cachet, whereas covers numbered 20001 to 25000 were from the Third Printing, and had a pale blue cachet. It was not possible to tell from the copies, whether this colour difference applied to all of Joseph's covers.

The Third Printing of covers went on sale in London on Wednesday August 2nd. - Of 11 covers now studied from the Third Printing, #21973 is the only one to have been postmarked outside of Great Britain.

McKnight Kauffer covers

1861	London to New York (to J.P. Evans) (the re-franked and re-addressed to London, England) illustrated on page 18		no	yes
15228	Montreal to Southampton (to W. Orchard, Isle of Wight)		yes - small on front	yes
15285	Montreal - Foynes (to 1130 Windsor St., Montreal)		yes - large on back	yes

plain / other covers

Denmark - Britain - New York (to C.A. Person)		
[Axel Persson, Halmstad, Sverige handstamp]	no	
France (Paris) - Foynes - New York (to W.H. Peters)		
[S. Bayer, Boul. De la Republique, St. Cloud, handstamp]	no	
Karachi, India - England - New York (to Francis J. Field, c/o R.L. SINGLEY, Lancaster, Pa., U.S.A.) (<i>Used souvenir envelope for opening of Karachi Air Port, December 1938</i>)	no	
Malta - Southampton - New York (to R.L. SINGLEY, Lancaster, Penna., U.S.A.) [Mary Gatt, Valletta, Malta, label]	no	yes
Montreal - New York (to W.R. Patton, Winnipeg)	no	yes
Montreal - Southampton (to Francis J. Field, Sutton Coldfield, England)	no	yes
Newfoundland (Botwood) to J. Stephen, Liverpool, England	no	yes
Newfoundland (Botwood) to Montreal (to A.C. Hall)	no	

One of the "mysteries" in the earlier research was the "Printed in England" handstamp, which occurred in two sizes, and was applied to both "official" and McKnight Kauffer covers from Canada, but not to other covers from Canada, or to "official" covers from elsewhere. This pattern continues for most of Joseph's covers, except for "official" cover #7475, which was mailed from Montreal but doesn't have this handstamp. However, the earlier study concluded that the 3,000 "official" covers sent to Canada, (according to a newspaper story in The Daily Telegraph), were numbers 12001 to 15000. Cover #7475 was therefore most likely purchased in England, and then sent to Montreal to be prepared for the flight.

Who applied the "Printed in England" handstamps, and why, are still mysteries. - Any information, or suggestions, would be much appreciated.

Another question which has arisen, is about the GUARANTEED BCM/AIRFIELD handstamp on the back of some of these covers? It seems from Joseph's covers, that this handstamp is most often found on covers associated with Francis J. Field. However, it is not found on all of his covers, and it also occurs on covers to W.R. Patton. **Any information regarding this handstamp would also be much appreciated.**

A further issue that arises from Joseph's covers, relates to the reporting of this flight. - An article from The Aero-Field, Oct.-Nov. 1939, reported that: "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." Given the connection between Francis J. Field and R.A. Singley that is shown by some of Joseph's covers, it seems strange that the cover to from Malta was not included in the Aero-Field report!

**THANKS AGAIN TO JOSEPH BERGIER FOR SENDING ME THESE COVERS,
AND TO EVERYBODY WHO PARTICIPATED IN THE EARLIER RESEARCH.**

Please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

1941 - air crash at FORT VERMILION, ALBERTA.

On 4 June 1941 a Stinson float plane equipped with a P&W R985 engine was hauling mail to Fort Vermilion, Alberta.

It crashed on landing.

The pilot, a young man named Stan Warren, married just one month earlier, presumably misjudged and the aircraft somersaulted and came to rest inverted. Mail bags pinned him in the aircraft and before rescuers could get him out he drowned.

This is the only known aircraft fatality in Fort Vermilion to date.

My name is Ray Toews. I recently came across some of the cylinders from this aircraft's engine, and my interest has led me to research and develop a commemorative display for our local museum.

We would be very appreciative if you would send us, or direct us, to any good quality pictures of this aircraft (registration BNA) owned by MacKenzie Air Service flying out of Peace River, or failing that of this type which we could use in the display. Any other information you have of this incident would of course be gratefully accepted.

Acknowledgment, would of course be given.

Thank you,

Ray Toews

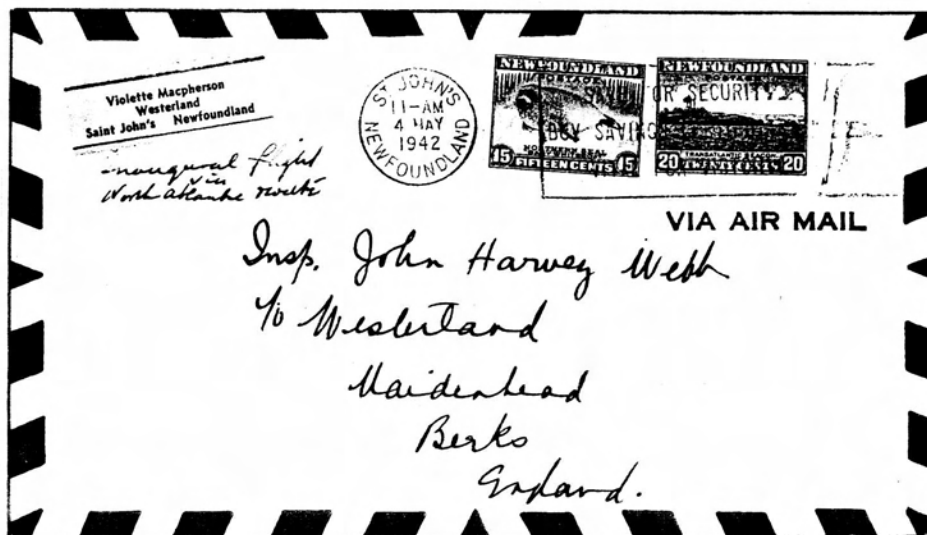
Box 549, 4713 River Road, Fort Vermilion AB T0H 1N0

(Tel: 780-927-3505 Fax: 780-927-3036 E-mail: hydway@telusplanet.net)

EDITOR'S NOTE: there is no mention of this crash in Nierinck's Recovered Mail 1937-1988, or in The Air Mails of Canada and Newfoundland. - If anybody can provide information about it, please also contact the editor.

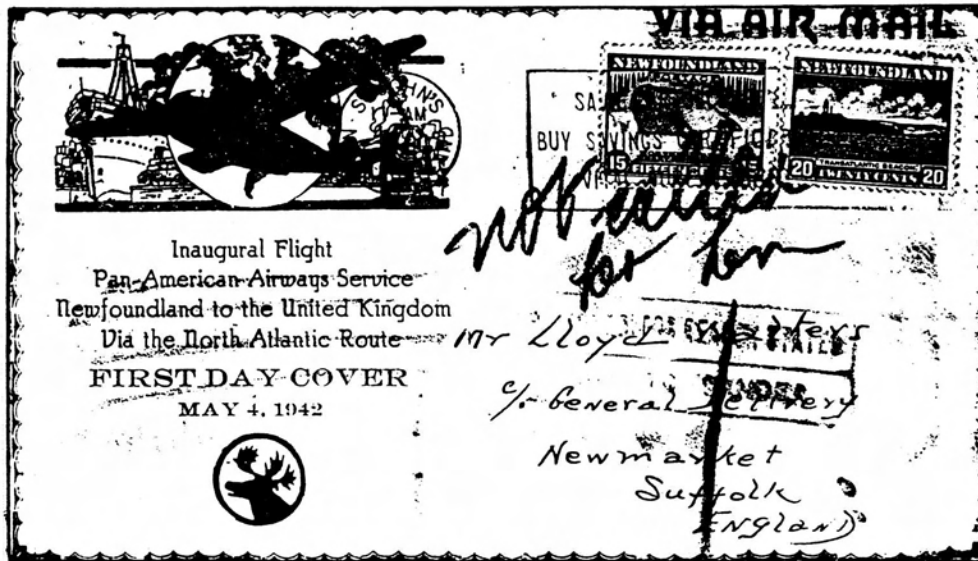
1942 - Trans-Atlantic First Flight Covers from Newfoundland

Two more covers prepared for the resumption of Pan American's Northern Trans-Atlantic service, have been reported since the comprehensive article on these covers in the June 2001 newsletter:



COVER A: Roller cancellation: ST. JOHN'S NEWFOUNDLAND 11-AM 4 MAY 1942
Handwritten Endorsement: Inaugural flight via North Atlantic Route
Addressed to: Maidenhead, Berks, England
NO BACKSTAMPS

Continued

1942 - TRANS-ATLANTIC FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:

COVER B: Roller cancellation: ST. JOHN'S NEWFOUNDLAND 11-AM 4 MAY 1942
Printed Endorsement For Inaugural Flight, but struck through by pencil. (It is not possible to determine whether this endorsement was struck through before the cover left Newfoundland, or when it was returned from England.)

Addressed to: General Delivery, Newmarket, Suffolk, England MARKED: not called for
PARTIAL BACKSTAMP: 18 MY 42 SUFFOLK and handstamp: Unclaimed RETURN TO SENDER

It was established in the earlier article, that this flight did not take place until May 19th. In order to have arrived in England by May 18th, this cover must therefore have crossed the Atlantic by some other means. (An alternative air mail service from Newfoundland to the United Kingdom via Canada, New York, and Pan Am's Southern trans-Atlantic route to Lisbon, had commenced on May 1st 1942.)

Covers prepared for this inaugural flight are extremely scarce: I have only seen, or had reported, nine of these covers since first becoming intrigued by them ten years ago!

Of these covers:

- all 9 have the St. John's roller cancellation of May 4th;
- 3 have an additional cancellation dated May 15th, on stamps missed by the roller cancellation. Since these covers had been held by the Post Office for the eleven days between cancellations, it seems probable that they were being held for the inaugural flight which took place on May 19th, and were carried on it. - Of these 3 covers, one was addressed to England, one to Scotland, and one to St. John's, Newfoundland.
- 2 covers were backstamped in England on May 18th, so were not held for the inaugural flight. - One was addressed to London, England, and one to Suffolk, England.
- 4 covers only have the May 4th roller cancellation. - Two of these were addressed to St. John's, Newfoundland; one to Texas; and one (Cover A on page 22) was addressed to Berks., England.

Since some covers were being held for the flight, it seems likely that the covers addressed to Newfoundland and Texas were also held for it, there being no reason to forward them to England by an alternative route.

However, since there is no clear distinguishing feature between the covers probably held for the inaugural flight, and the 2 covers which weren't, it is not yet possible to determine whether Cover A was held for the flight, or sent to England by an alternative route.

If anybody can provide details about other covers prepared for this flight, please contact the editor.

Many thanks to **JOHN WALSH** for his help with these covers. - John is co-author, with the late John G. Butt, of the **NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE**. For more information on this catalogue, now in its fifth edition, contact: Walsh's Philatelic Service, 9 Guy Street, St. John's, NFLD. A1B 1P4. Website: <http://www.nsscatter.ca/>

1942-45: what was Pan Am's Northern Trans-Atlantic Route?

I have been trying to reconcile four conflicting "strands" of information regarding the route used by Pan American's Northern Airmail service during World War Two:

Strand 1: Conventional wisdom

This is represented by the map below from Thomas Boyle's Airmail Operations During World War II¹, and states that Pan Am used the same route as it did in 1939: New York - Shediac - Newfoundland - Foynes.

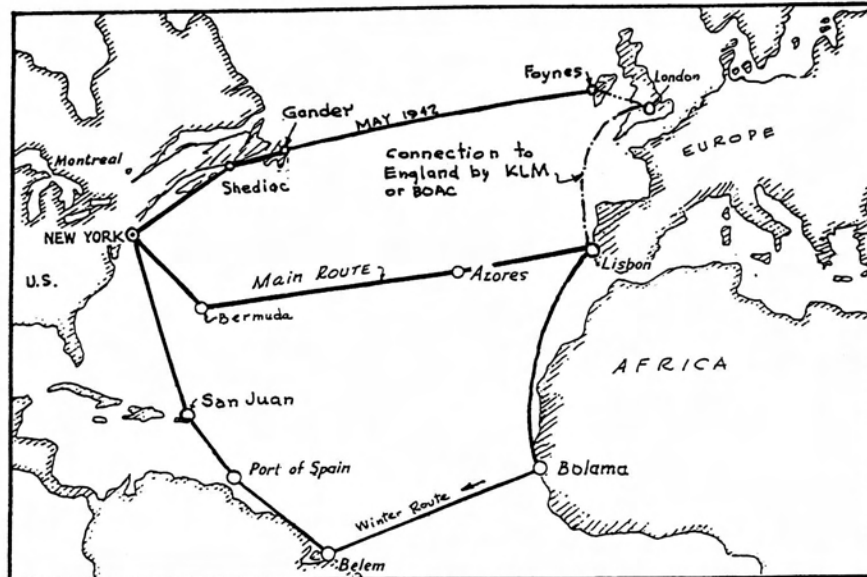


Figure 1. Pan American Airways FAM-18 routes across the Atlantic Ocean 1939-1945.

Strand 2: Information regarding Pan Am's inaugural flight in March 1942

This was summarized in our June 2001 newsletter, and established that the inaugural flight flew directly from New York to Newfoundland, without a stop at Shediac.

The stop at Shediac had been included in 1939 to meet a political demand of the Canadian government, that the service did not just overfly Canada. Since this stop was not required on the inaugural flight in 1942, was it in fact required on later flights?

Strand 3: the Imperial Airways service

In 1939 Imperial Airways had met the Canadian Government's condition for over-flying rights, by stopping at Montreal between New York and Newfoundland.

During the Second World War, however, Imperial Airways flew directly between the United States and Newfoundland. - John Daynes' Wartime Air Mail, which documents the British air mail services during World War 2, contains the following report:

Service No. 1	UNITED KINGDOM - U.S.A.
---------------	-------------------------

1942 - Summer Route

Shannon (Eire) - Botwood (Newfoundland) - Baltimore (U.S.A.):

15th May - 29th October, 16 eastbound and 15 westbound flights were made with Boeing 314A flying boats. Connection with the United Kingdom was made by means of the services from Eire.

Continued

¹ This is a magnificent book of over 900 8 1/2" x 11" pages, surveying airmail operations around the world, published by the American Air Mail Society. - CAS members can purchase many AAMS publications at reduced prices: for more information contact Dick Malott.

QUESTIONS continued: please send any answers to : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

1942-45: what was Pan Am's Northern Trans-Atlantic Route? continued:

Strand 3: the Imperial Airways service (continued):

A similar route is given for 1941, and for 1943, 1944 and 1945.

Since Imperial Airways was not required to land in Canada from 1942 to 1945, would Pan Am still have been required to?

Strand 4: a pilot's recollections

David Whiteley has sent me an intriguing extract from Wings Over water by David Oliver, in which an unnamed Pan American pilot describes his experiences on the Trans-Atlantic services. It begins:

After serving in the Communications Department, first as a radio mechanic and later as a flight radio officer, I obtained my commercial pilot's license and was hired as a junior pilot in the spring of 1941.

Normal pilot progression in those days on the Boeing 314 Clippers was to start as a fourth officer (relief pilot), then serve as a third officer, (again a relief pilot), second officer (navigation after qualifying), and first officer (in temporary command after qualifying in aircraft handling, while the captain rested). Included in the operating crew were two radio operators and two flight engineers. This gave us the equivalent of two complete crews and our duty times were not limited. At the time we were the only air link between North America and Europe, a service which was considered essential by the United States government. Three Boeing 314As were purchased by BOAC and they had begun flying scheduled transatlantic services in 1941.

Pan American had two original transatlantic routes, the first being New York - Bermuda - Horta, Azores - Lisbon, Portugal - Marseilles, France; and the other, known as the North Atlantic route, was New York - Shediac, New Brunswick - Botwood, Newfoundland - Foynes, Ireland - Southampton. Due to hostilities in Europe, the legs from Lisbon to Marseilles, and later Foynes to Southampton were dropped. Also, because of westerly winds which caused limited payloads on westbound flights, especially in winter, the whole north route was eventually dropped. Flights to Lisbon were continued on to Foynes as this provided an important link between the United States and the United Kingdom. We continued to provide this service until the end of World War Two.

On October 30, 1942 I departed New York aboard *Yankee Clipper* bound for Foynes by way of Bermuda, Horta, and Lisbon, with Captain C R Titus in command. I had been moved up to first officer, but this was my first transatlantic flight as such.

Given the amount of evidence that Pan Am did fly the Northern Route from 1942 on, it would be easy to dismiss this pilot's claim that "*the whole north route was eventually dropped*" as an error. However, I am hesitant to dismiss an account by "someone who was there" without giving it full consideration, especially since "Strands" 2 and 3 above suggest that the routing of Pan Am's Northern flights may not have been as straightforward as conventional wisdom indicates.

Can anybody reconcile these four "strands" of information, and/or provide more information regarding the routing of Pan Am's Northern service from 1942 on?

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IS THIS HOW AIR MAIL BEGAN?



Ετσι γεννηθηκαν τα αεροπλانا...

The inscription below this cartoon reads: **THIS IS HOW AIRPLANES WERE BORN.**

When I used the cartoon to start the Season's Greetings section of our December 2001 newsletter, I commented that "a literal translation of the above inscription, which is in Greek, is not available". Many thanks to Patrick Campbell, Jonathon Johnson, and George Sioras for sending me translations.

SALES AND WANTS

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

YOU NEED? I can help. Common to exotic: US pioneer, crash, Trans-oceanic, FAM, CAM, National Air Mail Week, Jets, Dedications, Canada 1926-42. World Wide & US specials - zeppelin, glider, catapult, DOX, balloon, rocket. Nonflight - FDC, advertising, polar, ships, WWI & II & Civil War, and more.

Tell me your interests: I'll send you my lists. Thanks.

Mike Rossman, 6006 S. Holly St. #159, Greenwood Village, CO 80111, USA
or mikewrossman@mindspring.com.



Airmail Collector

PO Box 99, Cardiff CF23 6XP UK

Tel: 44-(0)29-2075 4748 Fax: 44-(0)29-2076 1076

E-mail: airmails@fut.net Web Site: www.airmails.co.uk



We are a company devoted to the sale and purchase of airmail related philatelic material. Our business is concerned exclusively with the sale and purchase of - flown and first flight covers from the pioneer period to the present day; airmail stamps, aviation thematics, aerophilatelic literature, and airmail related ephemera. Please contact us for a free copy of our next Postal Auction catalogue.

SUPPLEMENT 10 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Section 8 - Canadian Balloon Covers****Nino Chiovelli**

With assistance from: Barry Countryman, Chris Hargreaves,
Dick McIntosh, Ron Miyanishi, Eric Moore, and Stan Sheldrake.

Please note:

Catalogue number: BC-6700 *Reassigned to Hamilton Airport, Mount Hope cover dated 14 May, 1967.*

Old cover group: BC-6700 *Renumbered to identification block BC-6710 thru BC-6749. - This block now lists covers carried on Montreal "EXPO '67" flight dated: 05 July, 1967.*

Catalogue number: BC-6701 *Not used at this time.*

Old cover group: BC-6701 *Renumbered to identification block BC-67130 thru BC-67169. - This block now lists covers carried on Montreal "EXPO '67" flight dated: 21 July, 1967.*

The Montreal "EXPO '67" and the western "Canadian Centennial" balloon races were omnibus events. The covers are listed in two distinct groups for ease of identification. The catalogue numbers however, are arranged in chronological order. The "Canadian Centennial Balloon Race" group (numbered from BC-6750 thru BC-67129) will be listed in a following Supplement.

1966, July 07 - Fort Churchill. The cover is a number 7 airmail envelope franked with the United States of America International Philatelic Exhibition Commemorative stamp cancelled with the square Fort Churchill¹ hand stamp on the 4th of July, 1966, and with the Canadian 3 cent Queen definitive, and 5 cent Coat of Arms - Maple Leaf Commemorative stamps postmarked Uranium City on the 8th of July, 1966.

BC-6600 Unmanned balloon: SKYHOOK 1966 Balloon flight: 1159
 Scientific flight conducted by RAVEN Industries Inc.
 Quantity: unknown

1967, May 14 - Hamilton Airport, Mount Hope. Covers were carried aboard the hot air balloon CF-VOZ "Spirit of Canada" The balloon was constructed by Stan Sheldrake holder of Canadian Balloon Pilot Licence number: YZB-1.

Three covers are number 7 envelopes franked with the 1, 2, 3, 4, and 5 cent Queen definitive stamps and are cancelled with the square Mount Hope hand stamp. A round Canadian Centennial logo is on the upper left side of the envelope. "Carried by Spirit of Canada Hot Air Balloon", is hand written below the logo. The covers are signed "Stan Sheldrake, Aeronaut". The phrase: "Mount Hope Air Show May 14th, 1967" is hand written below the signature.

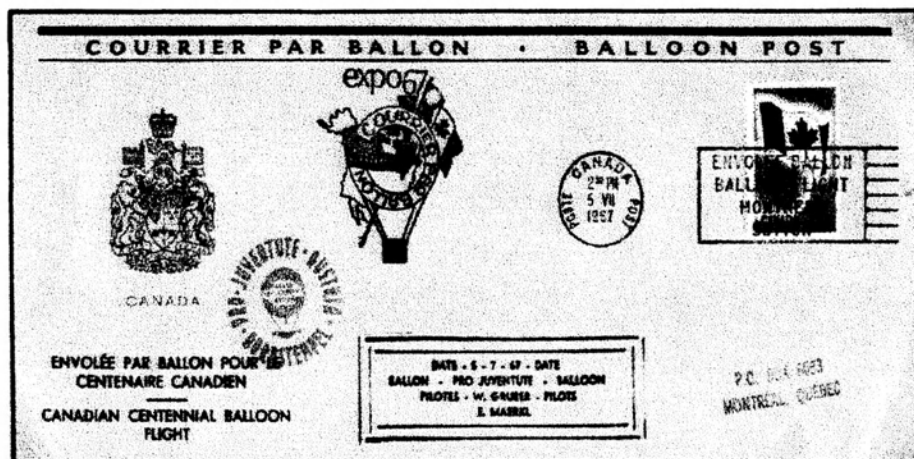
BC-6700 Balloon: CF-VOZ "SPIRIT OF CANADA"
 Quantity: Uncertain: definitely 3, possibly 8.

Continued

¹ The United States military base at Fort Churchill carried out scientific experiments using rockets and balloons.

SUPPLEMENT 10 to *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* continued:**SECTION 8 - CANADIAN BALLOON COVERS**

EXPO '67 was held in Montreal in conjunction with nation wide celebrations honoring Canada's Centennial Year. Adding greatly to the festivities were two aeronauts Wolfgang Gruber from Austria, and Eric Maerkl from at that time, West Germany. These aeronauts carried over 20,000 commemorative covers aboard the gas balloon OE-DZB, "Pro Juventute" (For Youth), which is owned and operated by that youth charity. Some of these covers are listed below, and many variations are waiting to be identified. (The aim of this project was to raise money for charity. - The idea seems to have been to create as many varieties as possible, so that avid collectors would spend a lot of money trying to create complete sets.)



1967, July 05 – Montreal. A pink number 10 envelope bearing the Coat of Arms of Canada with the word Canada in the left center. Franked with the blue 5 cent Canadian Flag Centennial Commemorative stamp. Machine postmarked Montreal Sutton “ENVOLEE BALLON / BALLOON FLIGHT”. Below the Coat of Arms stacked over each other and separated by a short horizontal bar are the phrases: “ENVOLEE PAR BALLON POUR LE CENTENAIRE CANADIEN - CANADIAN CENTENNIAL BALLOON FLIGHT”. Sandwiched between an upper thick blue line and a lower thin blue line are the words: “COURRIER PAR BALLON – BALLOON POST”. There are three cachets on the face of the envelope: A Pro Juventute on board impression, an EXPO '67 “COURRIER PAR BALLON” impression and a rectangular date and pilot identifier impression. These cachets will appear on most types of Balloon Post carried during EXPO '67 and will vary in color. An illustrated chart showing the variations will be found in appendix 1.

BC-6710 Balloon: OE-DZB “PRO JUVENTUTE” 10.00
Quantity: Unknown

1967, July 05 – Montreal. A gray number 10 envelope illustrating two famous Montreal monuments in the left center. Franked with 5 cent Queen and Maple Leaf Centennial issue stamp. Machine postmarked Montreal Sutton “ENVOLEE PAR BALLON/BALLOON FLIGHT”. Below the monument illustration stacked over each other and separated by a short horizontal bar are the phrases: “PREMIERE ENVOLEE PAR BALLON DE MONTREAL – FIRST BALLOON FLIGHT FROM MONTREAL”*. Sandwiched between an upper thick line and a lower thin line are the words: “COURRIER PAR BALLON – BALLOON POST”. There are three cachets on the envelope see appendix 1.

BC-6714 Balloon: OE-DZB “PRO JUVENTUTE” 10.00
Quantity: Unknown

* Note: The first recorded unmanned balloon flight in Montreal was conducted on the 24 August, 1835 using three balloons provided by Joseph Donegani. The first recorded manned balloon flight in Montreal was conducted by Eugene Godard on the 8 September, 1856.

Continued

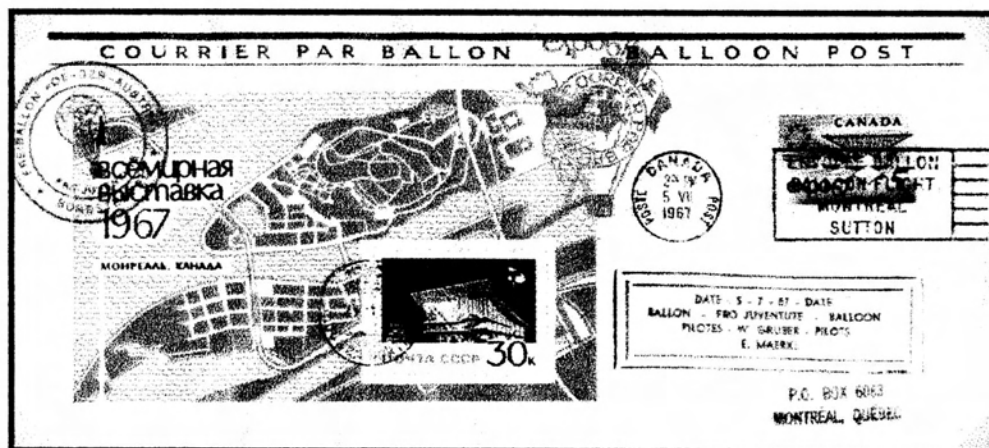
SUPPLEMENT 10 to *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* continued:**SECTION 8 - CANADIAN BALLOON COVERS**

1967, July 05 – Montreal. A blue number ten envelope illustrating the Montreal city and EXPO '67 skyline center left. Franked with the 5 cent EXPO '67 commemorative stamp. Machine postmarked Montreal Sutton "ENVOLEE PAR BALLON/BALLOON FLIGHT". Below the illustration stacked over each other and separated by a short horizontal bar are the phrases: "PREMIERE ENVOLEE PAR BALLON MONTREAL – FIRST BALLOON FLIGHT FROM MONTREAL". (See note following flight BC-6714). Sandwiched between an upper thick and lower thin red line are the words: "COURRIER PAR BALLON – BALLOON POST". There are three cachets on the envelope see appendix 1.

BC-6717 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown

1967, July 05 – Montreal. A white "Tu Fold"² envelope with a caricature of a gas balloon in flight, and the aeronaut peering through a telescope on the left side of the cover. Franked with a 3 cent Queen Centennial issue, and a five cent blue with flag Centennial Commemorative stamps. Machine postmarked Montreal Sutton "ENVOLEE PAR BALLON/BALLOON FLIGHT". Below the caricature is a small United Nations logo with the phrase: "FIRST BALLOON FLIGHT – SALUTE TO THE PAVILION OF THE UNITED NATIONS", (this could be interpreted as the first flight of the EXPO festivities: also see notes above). There are two cachets on the face of the envelope: A PRO JUVENTUTE on board impression and a rectangular date and pilot identifier impression. See chart in appendix 1.

BC-6720 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown



1967, July 05 – Montreal. A white number 10 envelope with a silhouette map of the EXPO '67 site including a 30 kopek stamp from the U.S.S.R. showing the Soviet Pavilion on the left of the cover. Center left of the map are the Russian words "Exposition 1967, Montreal, Canada". The cover is franked with the red and blue 5 cent EXPO '67 Pavilion Commemorative stamp. Machine postmarked Montreal Sutton "ENVOLEE PAR BALLON/BALLOON FLIGHT". Sandwiched between an upper thick and a lower thin line are the words: "COURRIER PAR BALLON – BALLOON POST". There are three cachets on the cover see appendix 1.

BC-6723 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown

Continued

² "Tu Fold", a trade name for an odd sized envelope 19cm x 10.2 cm (7.5in x 4 in).

SUPPLEMENT 10 to *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* continued:**SECTION 8 - CANADIAN BALLOON COVERS**

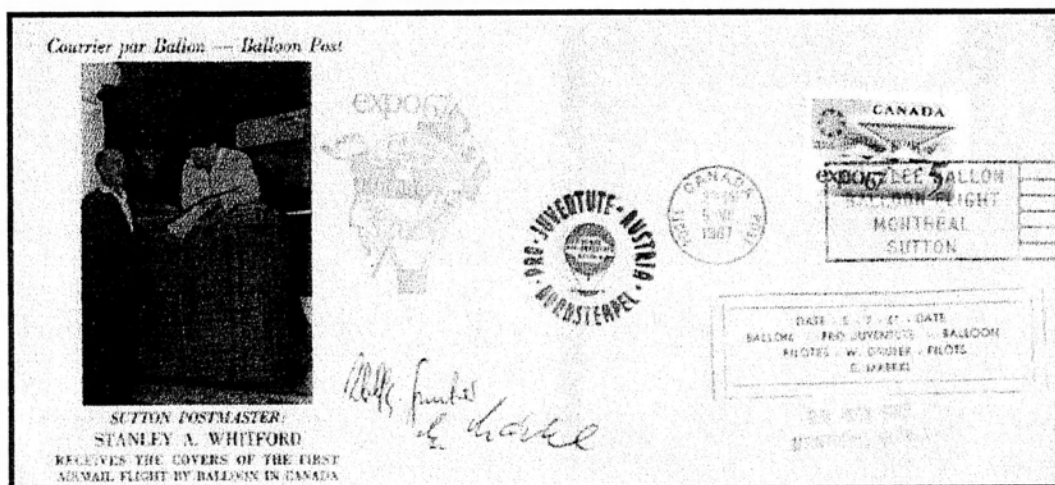
1967, July 05 – Montreal. A white number 10 envelope with the diagram of an eye with red shading in the upper left corner of the cover. The entire cover is bordered with staggered red squares. Centered in the border on the upper and lower lines are the phrases: "CENTENNIAL BALLOON POST – COURRIER PAR BALLON". The covers are serial numbered and created by the Pastor Johnson – CKGM Charitable Foundation. Franked with the blue Canadian flag 5 cent Commemorative stamp. Machine postmarked Montreal Sutton "ENVOLEE PAR BALLON/BALLOON FLIGHT". A slogan is placed above the lower boarder reading: "TEEN HAVEN A Home For Youth in Conflict"! There are three cachets on the cover see appendix 1.

BC-6735

Balloon: OE-DZB "PRO JUVENTUTE"

10.00

Quantity: Unknown



1967, July 05 – Montreal. Number 10 envelope with a photograph of the pilots and Montreal Sutton Postmaster Stanley A. Whitford. Above the photo is the phrase: "Courrier par Ballon – Balloon Post". Below the photo it states: "SUTTON POSTMASTER STANLEY A. WHITFORD RECEIVES THE COVERS OF THE FIRST AIRMAIL FLIGHT BY BALLOON IN CANADA".* The cover is franked with the 5 cent Canadian EXPO '67 Pavilion Commemorative stamp. Machine post- marked Montreal Sutton "ENVOLEE PAR BALLON/BALLOON FLIGHT". There are three cachets on the cover see appendix 1.

BC-6740	Balloon: OE-DZB "PRO JUVENTUTE"	pink cover	10.00
BC-6741		gray cover	10.00
BC-6742		blue cover	10.00
BC-6743		white cover	10.00

Quantities: Unknown

*Note: At time of printing the first known Canadian modern day balloon post was carried from Ft. Churchill, Manitoba to Uranium City, Saskatchewan. See BC-6600.

See following pages for Appendix 1.




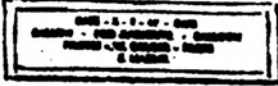
EDITOR'S NOTE: many thanks to Francois Brisse for compiling the original listing of Canadian Balloon Covers for *The Air Mails of Canada and Newfoundland*, and to Nino Chiovelli for all his work in creating this supplement.

Additional changes to Section 8 of *AMCN* will be included in the next newsletter.

If any readers have comments on this supplement, or suggestions for additional changes to Section 8, please contact: NINO CHIOVELLI, 14419 - 87 Street, Edmonton, Alberta T5E 3G6 (E-mail: nchiovel@telusplanet.net)

SUPPLEMENT 10 to *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* continued:

APPENDIX 1: CACHET CHART FOR EXPO '67 BALLOON FLIGHT 05 JULY 1967 A - 1

ITEM NUMBER COVER COLOR				
BC-6710				
PINK PINK PINK	RED BLUE BLUE	GREEN	GREEN RED	BLACK RED BLUE
BC-6714				
GRAY GRAY GRAY	BLUE BLUE RED	GREEN	RED RED	BLACK BLUE BLUE
BC-6717				
BLUE BLUE	GREEN BLACK	BLACK RED		RED BLUE
BC-6720				
WHITE	THIS CACHET NOT USED	? *	? *	? *
BC-6723				
WHITE	BLUE	RED		RED




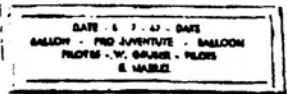
NOTE: * COLOR NOT YET IDENTIFIED

CONTINUED ON PAGE A - 2

Continued

SUPPLEMENT 10 to *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* continued:

APPENDIX 1: CACHET CHART FOR EXPO '67 BALLOON FLIGHT 05 JULY 1967 A - 2

ITEM NUMBER COVER COLOR				
BC-6735				
WHITE WHITE	BLACK BLACK		RED GREEN	BLUE RED
BC-6740				
PINK	GREEN BLUE BLUE GREEN BLUE	GREEN	BLUE RED RED GREEN	BLACK RED BLACK BLUE BLACK
BC-6741				
GREY	BLACK BLUE BLACK RED		RED RED BLUE BLUE	BLACK BLACK RED GREEN
BC-6742				
BLUE	BLUE BLUE BLUE RED BLACK	RED	RED GREEN BLUE RED	BLACK BLACK RED GREEN BLUE
BC-6743				
WHITE	BLACK BLACK		GREEN RED	RED BLUE

To be continued.

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 question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics, and photocopies supplied to members at cost;
- a translation service from French to English and vice versa;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- a "sales department", with a variety of modern covers for sale;
- 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 write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

**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 September newsletter is sent to you without delay.**

95 Painter Michael F.

157 Meyer Robert L.

168 Lee Robert A.

186 Hargreaves Chris

228 McCann William

230 Canada's Aviation Hall of Fame

234 O'Reilly Kevin

235 Tallet Dominique

237 Brisebois Michel

238 Ganz Cheryl

286 Bolton Ken

290 Deal Michael

291 Veraart Walter J.

287 Hounsell Robert W.

317 McCormack Robert

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

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