



THE CANADIAN AEROPHILATELIST

#52

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
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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 SEPTEMBER 2002

The transfer of the CAS Treasury duties from Ivan MacKenzie to Brian Wolfenden has been completed. On behalf of the CAS membership I extend best wishes to Ivan and Carol as they embark on a new phase of their lives in Prince Edward Island. Thanks again Ivan for all of the dedicated work that you did as our CAS Treasurer and for your aerophilatelic friendship. We hope that you will visit Ottawa in the future to renew friendships - perhaps at a future ORAPEX exhibition. I extend our appreciation to Brian Wolfenden for offering his services to the CAS despite his very busy work schedule.

The CAS requires volunteers to look after an aerophilatelic table at the various RPSC Exhibitions and Conventions. The next is at ROYAL 2002 ROYALE in Hanover, Ontario, 30 May - 1 June 2003. The following locations and dates for FUTURE RPSC Exhibitions and Conventions are : Halifax, Nova Scotia, 28 - 30 May 2004; London, Ontario, 27 - 29 May 2005; St. John's, Newfoundland, 20 - 25 June 2006. If the CAS is to continue to grow we must have a presence at the National shows in Canada. We had excellent exposure at Royal 2002 held in Edmonton, Alberta, through the efforts of many local CAS members in Edmonton, including Gord Mallett and Nino Chiovelli . I look forward to hearing from CAS members living in the four locations mentioned above.

I have received several good ideas from Alberta CAS members. Nino Chiovelli is investigating the possibility of forming a local chapter of the CAS in Alberta in order to advance aerophilatelic activities. He would be pleased to hear from Western members concerning this suggestion. One of the purposes would be to assist in future Royal Exhibitions and Conventions held in the West. Nino is also contacting aviation museums and local libraries concerning the purchase of our gold award winning catalogue, *The Air Mails of Canada and Newfoundland* . He suggested that CAS members contact their local aviation museums and libraries to promote the sale of our catalogue and other aerophilatelic books and to publicize aerophilately. Your support is requested in this venture.

Nino has been very busy. His founding of the *Canadian Balloon Post Study Group* was announced in the last newsletter. Collectors of balloon material should join Nino's group to advance the collection of balloon covers and aerograms. Nino is also investigating the possibility of having the CAS represented at future air shows in the West. There is great potential to advance the CAS and Aerophilately through this recommendation. Those wishing to contact Nino may do so at his mailing address : Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta, T5E 3G6 or E-mail nchiovel@telusplanet.net Thanks Nino for all of your great ideas. You and Gord Mallett are certainly an aerophilatelic productive pair.

CAS member Jim Davidson, 4664 Highland Blvd, North Vancouver, British Columbia, V7R 3A5 or E-mail jidavidson@telus.net has advised me that the 50th anniversary of the use of the DeHavilland 106 Comet in the RCAF will be observed on 23 May 2003. He suggested that a souvenir envelope be prepared and sold to CAS members, Comet air mail collectors, and retired RCAF aircrew who flew the DH 106 Comet during its years of service in the RCAF's 412 Squadron. It is the intention of the CAS to prepare a quantity of these envelopes through the auspices of Ron Miyanishi and his computer. The design of a DH 106 Comet will be placed on the envelope and hopefully 412 Squadron of the Canadian Forces will fly the envelopes on a selected date on or near 23 May 2003. If original Comet crews can be located we hope to obtain their signatures on the envelopes. A card inside will present a brief history of the DH 106 in the RCAF. Through the auspices of Canada Post we will have prepared a Comet coloured image for a personalized stamp. The photographic section of the Canadian Forces has provided an 8" x 10" coloured side photograph of DH 106 No. 5301 from which the stamp image will be made. If possible a special cancel for the flight will be obtained from Canada Post. Since I have prepared such items before I am coordinating this activity. Anyone interested in obtaining such a cover is invited to let me know. The price will be determined once all costs are known.

The 2002 Snow Bird Covers are now ready for sale at \$25.00 Canadian for one cover flown and autographed by all nine pilots; and nine envelopes, each autographed by one pilot flying the applicable Tudor aircraft, for \$45.00 Canadian for the set of nine. Covers may be ordered from Dick Malott. Payment should be made payable to the CAS. A 2002 brochure of the Snow Birds will be provided with each order.

Due to my wife's medical problems from osteoporosis I am unable to leave the Ottawa area for philatelic and militaria exhibitions and conventions. One of her problems has been the development of ulcers on her heels due to poor circulation. To heal them a new successful process is used, hyperbaric oxygen therapy . The patient enters an enclosed container and breathes pure oxygen for 1 ½ hours , five days a week, for a specific length of time depending upon the extent of the problem. If you know of anyone suffering from open wounds, cuts or burns that will not heal advise them to check this new oxygen therapy out. It develops new blood vessels that heal the problem thoroughly. I have brochures on the system for distribution if anyone requires the data. Enjoy the rest of the summer and look forward to a fall and winter busy with aerophilatelic activities

Dick Malott, President CAS

NEWS - NEWS - NEWS

DAY OF AEROPHILATELY IN TORONTO

The Toronto-area members of the CAS are holding their 8th annual Day of Aerophilately on Sunday October 27th.

The day includes displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - The event has a small following of regular participants who have a great time each year, and who would be delighted to welcome additional participants.

The event will be held at the same location as last year: the VINCENT GREENE FOUNDATION, 10 SUMMERHILL AVE (close to Summerhill subway station). This year, however, it will run from 11.15am to 4.00pm, to take advantage of the parking available on the south side of Summerhill Avenue after 11am.

Anybody reading this newsletter is invited to participate! - For more information contact: Dick McIntosh, 47 Aldenham Court, Don Mills, Ontario M3A 1S3, (telephone 416 447 1579; E-mail: mcintosh@accessv.com).

Welcome:

To another new member: #327 Mike W. Rossman, Greenwood Village, Colorado, USA

Congratulations:

To JONATHAN L. JOHNSON, JR., who received a PRESIDENT'S AWARD from the American Air Mail Society, at the Fall Meeting of the AAMS during STAMPSHOW 2002.

The citation for Jonathan's award read that:

This Presidential Award is granted to the recipient for the many year's of dedicated, energetic and efficient service to the AAMS in several capacities, particularly as the AAMS Sales Manager of covers, stamps and other merchandise as well as the AAMS FISA representative.

Jonathan has also been a member of the CAS for several years. He is a regular contributor to this newsletter, and has been a great help with many of the questions I've published.

Revised:

Brian Wolfenden has produced a revised list of covers for sale by the CAS. - It is available as a printed copy, or by e-mail.

Covers on offer include:

1989 Final cross Canada flights of CF/RCAF Dakota 12 and 15 March 1989 ending at Air Command Headquarters, Westwin, Manitoba. C/W detailed letter on the Flights.

Set of 2 envelopes and letter \$3.00 / Individual covers \$2.00 each.

1996 14 October: Snowbirds, last programme of year flown in Tudor jet and signed, various (#10 envelopes). Nine envelopes and brochure.

\$45.00 per set / 20 Ass't covers \$5.00 each

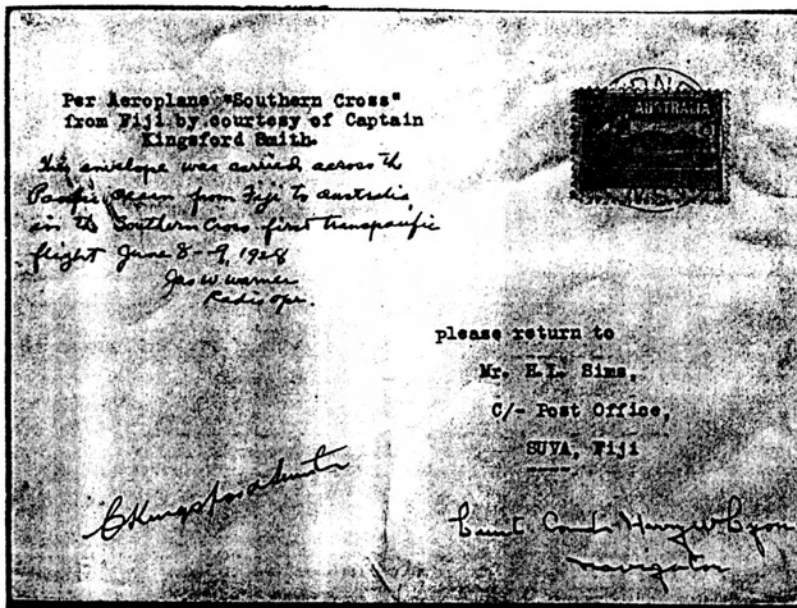
Postage charges are -

in Canada: 80 cents for the 1st. cover ordered & 20 cents for each additional cover;

to the U.S.A.: \$1.00 Canadian for the 1st cover & 25 cents for each additional cover;

overseas: \$1.50 Canadian for the 1st cover & 30 cents for each additional cover.

For more information contact Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2 (E-mail: bjnepean@trytel.com)



One of the six covers carried from Fiji

"The Illustrated Aviation and Airmail History of Fiji"

Bryan Jones, author. Published by Pacific Islands Study Circle (UK 2002)

It has always seemed to me that struggles to conquer the Pacific Ocean by air were far more interesting than attempts to fly in space. Space flight is accompanied by hundreds of technicians and thousands of computers but when Kingsford Smith set out in 1928 in a second hand plane he had a copilot, a navigator and a radio operator. After Hawaii, they found Fiji which ever since has been something of a focal point for Pacific flight whether from Asia or N. and S. America as well of course from N.Z. and Australia.

Now Fiji has its full airmail history in wonderful detail from the first local flights of 1921 and the Kingsford Smith flight of 1928 (illustrated) through the attempts to establish Trans-Pacific service in the 1940's and 1950's up to September 2000. Every flight is listed with accompanying illustrations and more information than can be found anywhere except perhaps the Krupnick book which covers only Pan American.

In addition to a listing of flights, about half the 335pp consist of 21 appendices covering everything from flight schedules and Post Office regulations to wartime networks and the Fiji Bomber Fund. Various airlines also have their own history in an appendix with British Commonwealth Pacific Airlines (BCPA) perhaps of special interest because of flights to and from Canada. There is considerable information on airmail markings as found to, from or through Fiji, such as OAT, AV2, AO (Autres Objects), Insufficient Postage for Airmail and the like as well as Second Class Airmail, long a subject of mystery to me.

If there are any regrets about this fine book it is that illustrations are in black and white. Colour would have been nice but probably pushed the price out of sight. In summary, the book is highly recommended to anyone with an interest in Pacific aviation.

Buyers should contact:

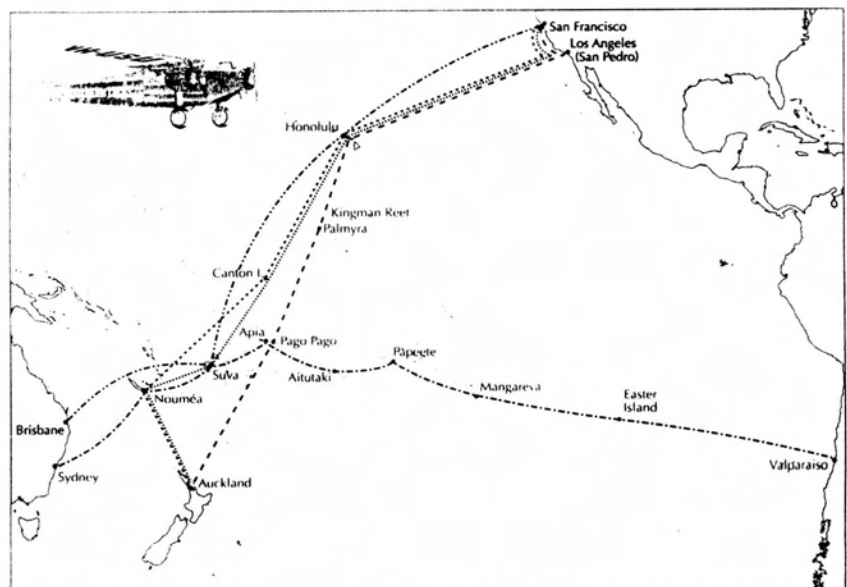
C.Hinchcliffe
12 Queens Staith Mews, York
YO1 6HH, England.

or as they say in todays strange language:

<http://www.pisc.org.uk> (who knows!)

The book sells at a discount (20 pounds) to members, to encourage you to join the Society and of course shipping by air is more expensive than by surface.

Editor's note: thanks to Mike Shand for sending me this review. - I have since been informed that the appendices include air mail rates; and that the whole book will be available in colour on a computer CD disk, (at a small additional cost), but only to PISC members.



THE INAUGURAL AIRMAIL FLIGHT TO THE NORTHWEST TERRITORIES, January 23 - February 5, 1929

by Derek Rance

Arguably the most prolonged Canadian airmail flight in history, and one the Edmonton Journal characterized as having had an "*evil spell cast over it*", occurred in early 1929 when Western Canada Airways, Ltd. inaugurated an airline service providing weekly flights from Fort McMurray to Fort Simpson and a two weekly flight to Fort Smith. C.H. "Punch" Dickins piloted the inaugural flight of this service, which was planned to carry passengers, fur, mail, express packages and anything else that would provide revenue. Originally the first flight was scheduled to depart on January 15, 1929. The Fokker Super-Universal allocated to this service was then stationed at Winnipeg. The first of the misfortunes that continually dogged this flight, was the winter storm which delayed starting the plane's ferry flight to Edmonton. Then during the ferry flight, while refueling at Regina, a lengthy blinding snowstorm blew in to keep the airplane on the ground for a further two days. According to the Edmonton Journal, this second delay frustrated Dickins' plans to celebrate his birthday at his Edmonton home on Saturday January 12th. After the storm abated the airplane left Regina at 12.10 noon, Monday January 14th, to arrive at Edmonton at 4.35 p.m. Mechanics worked on the airplane all day Tuesday January 15th in order to meet the original departure schedule. Unfortunately, due to the extended length of these repairs, the flight was rescheduled to the following day. In actual fact, possibly due to the extreme low temperatures then occurring over the entire north country, the flight became further grounded until the Friday.

Now three days behind schedule, on Friday 18th at 10.10 a.m., the airplane departed the Edmonton airport, bound for Fort McMurray. Passengers on this flight were F.W. Lundy, W.C.A.'s local agent, who was to establish a W.C.A. agency at Waterways, and Tom. J. Reilly, a Post Office inspector who was to open a money order office at Fort Resolution. Unfortunately, the Super Universal's Pratt and Whitney Wasp engine had an inadequately designed system to warm the carburetor's intake with exhaust heat. Consequently the snow ingested during take-off combined with the extreme cold temperature resulted in frost and ice buildup in the carburetor's intake. The resultant engine failure forced the airplane to land, only one half hour into the flight at 10.45 a.m., on a farm field at Coronada, just 28 miles north of Edmonton. The two passengers returned by car to Edmonton, while Dickins and his mechanic effected running repairs to the airplane. After completing these, the plane returned to Edmonton the next day, Saturday January 19th, landing at 11.10 a.m. On Monday January 21st the airplane once more left for Edmonton, but partway to Fort McMurray, at Pelican Lake, the airplane yet again ran into a blizzard which once more resulted in engine problems. So, less than halfway to Fort McMurray, the airplane was again forced back to land at Lac la Biche to make repairs. After spending the night working on the problem, on January 22nd, the airplane left Lac la Biche at 3:30 p.m. to finally land on the ice of the Clearwater River at Fort McMurray at 5:10 p.m.

The primary purpose of this first flight was to bring out a consignment of furs accumulated by Northern Traders Ltd. However to increase revenue, the Post Office had been approached in regard to transporting the large amount of second class mail that had accumulated at Waterways (Fort McMurray) waiting for the opening of river navigation in June or July. It is commonly stated that most of the mail, being mainly parcels, was processed at Edmonton, as there was a lack of large mail handling facilities at Fort McMurray, but the Edmonton Journal of January 11, in an article headlined "North Mail Will Need Three Trips To Fort Simpson" stated:

Continued

THE INAUGURAL AIRMAIL FLIGHT TO THE
NORTHWEST TERRITORIES, JANUARY 23 - FEBRUARY 5, 1929 by Derek Rance, continued:

On Friday morning, F.X.J. Leger, superintendent of the Edmonton postal district, received telegraphic information that the accumulated mail at Fort McMurray is made up as follows: For Fort Resolution 733 pounds, Fort Simpson 517 pounds, Hay River 194 pounds, Fort Providence 107½ pounds. The fact that under winter dog train service the maximum load on a trip is 250 pounds, while the courier is not required to carry parcels and newspapers explains why there is such a heavy mail waiting at McMurray for the advent of the aeroplane service. This mail is largely for north of Smith as points south of that centre are served by fortnightly dog train carrying mail. The Fokker Super-Universal had a payload capacity of 1000 lbs. The plane was reported to be fully loaded from Edmonton, but with two passengers the maximum parcel capacity would be reduced to 750 lbs., so it is obvious as to which post office processed the most mail.

Now eight days behind schedule, on January 23rd, the mail flight left Fort McMurray at 12:50 p.m., with the thermometer standing at 44°F below. Stops were made at Fort Chipewyan and Fort Fitzgerald with the final landing of the day being made at Fort Smith at 5 p.m. (It should be noted that the AAMC catalogue incorrectly infers the flight was terminated that day at Fort Fitzgerald.) The leg of the flight from Fort Fitzgerald was not without incident, as, when passing above the Slave River rapids, the airplane's engine suddenly stopped due to carburetor freezing. "Punch" picked out a landing spot, but before touchdown, the engine suddenly came back to life, much to the relief of all. The landing at Fort Smith was difficult, as strong winds had made the chosen landing spot on the Slave River rough and wavy. The river conditions were so bad that Dickins was initially loath to take off from this landing place with the heavy load the plane was carrying. During that evening Dickins did scout out a hay meadow at the back of the fort to be a future landing site. At Fort Smith extreme cold, and a raging snowstorm, yet again caused the airplane's departure to be delayed by a day. The next day (January 25th), despite adverse headwinds blowing in from the north, the airplane flew to Fort Resolution, which was reached at 11:40 a.m. Here Reilly was dropped off. After an hour's rest the airplane took off for Hay River in the teeth of a whiteout from the snow being blown by 50 m.p.h. winds off the Great Slave Lake and at a temperature of minus 54° F. At Hay River, after a fifteen minute "breather", the plane left for Fort Providence. At Fort Providence the temperature was at 62 below zero, and again the carburetor icing problems resurfaced, and so they remained here for the night. Finally the airplane landed at Fort Simpson, the turning point, on January 26th at 11:10 a.m. in the midst of a heavy snowstorm.

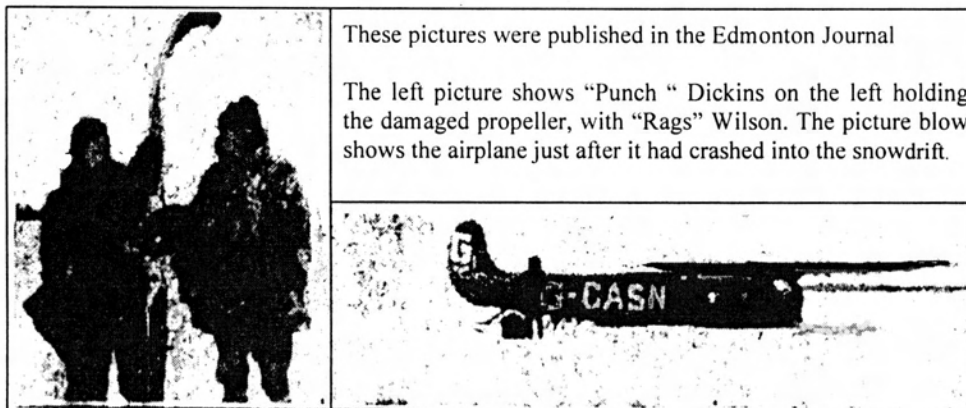
The next morning (January 27th), the plane with its load of furs, mail and a passenger, the "*celebrated northern musher*" "Rags" Wilson, left Fort Simpson and disappeared.

At first there was little anxiety over the airplane's non-arrival at Fort Smith or Fort McMurray, as it was the general feeling that adverse weather may have caused Dickins to be held at Fort Resolution, which post had no wireless station in operation during the winter. But as the days passed, the concern grew. Finally on January 31st the word came from Fort Smith, brought down by a musher - Johnny Basillie, that the plane had crashed on landing at Fort Resolution, buckling its undercarriage, but that all the airplane's occupants were fortunately uninjured.

Originally "Punch" Dickins had intended to fly from Fort Simpson directly to Fort McMurray, and from there back to Edmonton. Consequently, all southbound mail was loaded on the plane at the time of delivery of the northbound mail. Thus mail from Fort Chipewyan, Fort Fitzgerald and Fort Smith is all cancelled on January 23rd or earlier; that from Fort Resolution, Hay River and Fort Providence, January 25th or earlier; and from Fort Simpson, January 26th or earlier.

Continued

**THE INAUGURAL AIRMAIL FLIGHT TO THE
NORTHWEST TERRITORIES, JANUARY 23 - FEBRUARY 5, 1929 by Derek Rance, continued:**



These pictures were published in the Edmonton Journal

The left picture shows "Punch" Dickins on the left holding the damaged propeller, with "Rags" Wilson. The picture below shows the airplane just after it had crashed into the snowdrift.

But having to pick up T.J. Reilly the Post Office inspector at Fort Resolution, on the return trip, changed all that. Landing a good way out from the shore of the Great Slave Lake, Dickins hit a snowdrift, which caused the airplane's right ski strut, and then the left, to fold up. The plane's structure was undamaged, but even though Dickins had pulled the airplane's nose up to save the engine, both propeller blades were bent and one was cracked about 6 inches from the tip. It took Dickins, and his flight mechanic Lew Parmenter, the next four days to repair the aircraft. The broken ski struts were straightened, as much as possible, and repaired with lengths of water pipe donated by the local priest. One propeller blade was rebent into position, but the other blade's tip was seriously scrolled. While attempting to straighten this tip in the extreme cold it snapped, so with a hacksaw, the other blade was shortened to match. Both blades were then set to an 18° pitch.

These unorthodox fixes worked, but fearing the damaged airplane to be unfit to carry freight and passengers, these were left at Fort Resolution to await the arrival of the relief airplane being flown in by W.J. Buchanan. Although the repairs were completed on February 1st, ice fog had festooned the airplane with icicles which had to be cleaned off, so the damaged plane was flown out from Fort Resolution, the next day February 2nd, at 11:20 a.m. reaching Fort McMurray at 12:50 noon.

When Buchanan reached Waterways on February 4th, it was decided that "Punch" Dickins would fly the relief airplane to Fort Resolution, while Buchanan would aid in the repairs to the damaged airplane, which would then be flown back to Winnipeg for a checkout. Dickins left Waterways at 9:15 a.m. on February 5th for Fort Resolution. There he picked up Tom Reilly, "Rags" Wilson, the eleven bales of fur and 750 pounds of mail and returned to Waterways on the same day, covering the 800 mile round trip in an elapsed time of just over seven hours, with an actual flying time of six hours and 45 minutes. The next day (February 6th), Dickins flew the airplane to Edmonton.

Supposedly the covers bound for Edmonton on the return flight were only taken off the airplane and processed at Fort McMurray, if by so doing, the final delivery of the mail could be expedited. In fact, nearly all the mail was processed at Fort McMurray, even that mail addressed to Edmonton locations. From my collection - only the mail from Hay River was processed at Edmonton - possibly as this mailbag had been overlooked among the bales of furs.

"Punch" Dickins later commenting on the flight, said "(This was) the toughest flight in my experience". Fellow W.C.A. pilot Leigh Britnell, was less sympathetic, as the photographs showed Dickins had landed well out from shore. He said that Dickins should be more careful choosing his landing places, and should land closer to the lee shore where the ice is smoother than in the centre.

MORE AIRCRAFT ENGINES ON STAMPS

An article in our December 2001 newsletter identified four stamps which featured aircraft engines, or engine designers:



Wright Engine, 1903

ANTIGUA

"75th Anniversary of the First Powered Flight by the Wright Brothers".



Anzani

LUNDY ISLAND

"25th Anniversary of Postal Service on Island". - Bleriot (pilot) and Anzani (engine constructor).



Henri Coanda

ROMANIA

"60th Anniversary of Henri Coanda's first flight". Sometimes credited as the world's first flight with a jet engine.



Sir Frank Whittle

GREAT BRITAIN

"50th Anniversary of the First Flight of Sir Frank Whittle's Jet Engine."

Over the last few months, some more stamps and covers featuring aircraft engines and/or designers have been found, though not many.

Aircraft engines were a prominent feature on three stamps in the British AIRLINERS set, issued in May this year:



"E" (European) stamp

Hawker Siddeley Trident, "pioneered the three-engine layout with a T-tail".



45p stamp

Vickers VC10

"distinctive high, wide tail plane and rear engine configuration"



65p stamp

"shows the world's first jet airliner, the de Havilland Comet, which featured four turbojet engines integrated into the wing"

According to a Royal Mail bulletin, this set "commemorates the 50th anniversary of the first commercial, jet flight in May 1952, when a BOAC Comet flew from Heathrow to Johannesburg."

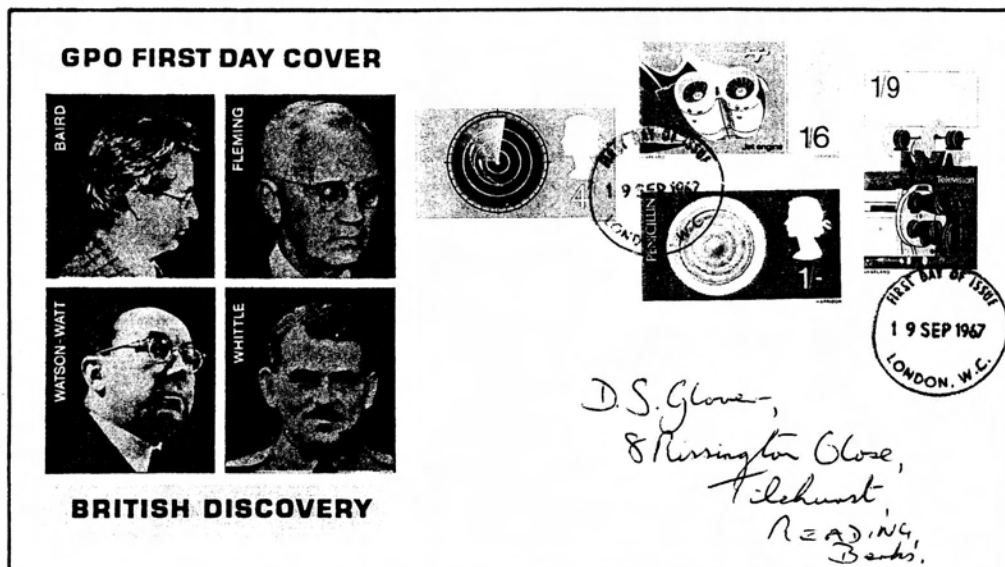
This set also "celebrates the technical achievements which led to the era of mass airline travel, from the first jet airliner to the very latest - and longest — the Airbus A340-600", which explains why the set illustrates various British jet aircraft, not just the Comet

However, according to another press release from Royal Mail, "Britain's Stamp Advisory Committee chose not to depict entire aircraft on the stamps. Instead the stamps focus on distinctive and significant features of each plane." - In addition to the three stamps shown above, the set includes a 2nd class stamp showing the nose of the Airbus 340-600, and a 1st class stamp depicting Concorde from below the plane's wing.

Continued

MORE AIRCRAFT ENGINES ON STAMPS continued:

The V.C.10 engines were also featured on the 1/6 stamp from the British Discoveries and Inventions set of 1967:



This set was described on the insert to the official, Post Office produced First Day Cover as:

The Stamps. These new commemorative stamps feature four aspects of British discovery which have changed the course of modern living. The 4d stamp depicts a radar screen and pays tribute to the work of Sir Robert Watson-Watt in the discovery and development of radar. The 1/- stamp represents spores of penicillin, Sir Alexander Fleming's discovery which has revolutionised modern medical techniques. A third stamp at 1/6d shows two jet engines at the rear of a V.C. 10 aircraft. The jet principle was invented by Sir Frank Whittle and pioneered by the Royal Air Force. The final stamp at 1/9d illustrates an early television camera and commemorates the inventive genius of John Logie Baird whose original work in this field has enhanced the lives of millions through the medium of television.

In contrast to Sir Frank Whittle, who was illustrated on the official FDC above, and named on the 1991 stamp on the previous page, Dr. Pabst von Ohain seems to have received no philatelic recognition. - I can find no stamps of him, and although he developed the engine that powered what is now recognized as the world's first jet-aircraft flight, he is not mentioned on the commemorative cover below:



Continued

MORE AIRCRAFT ENGINES ON STAMPS continued:

Gutter
illustrations:

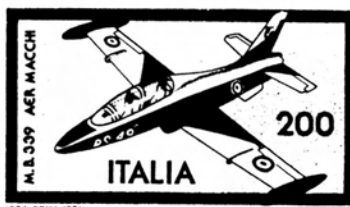
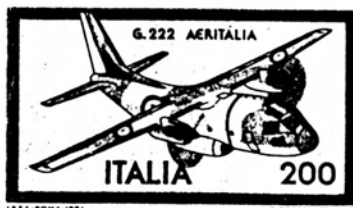
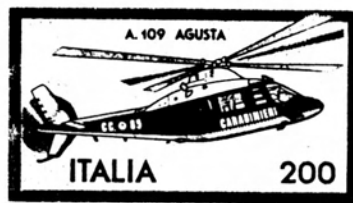
a 9-cylinder,
radial engine

a turbine engine

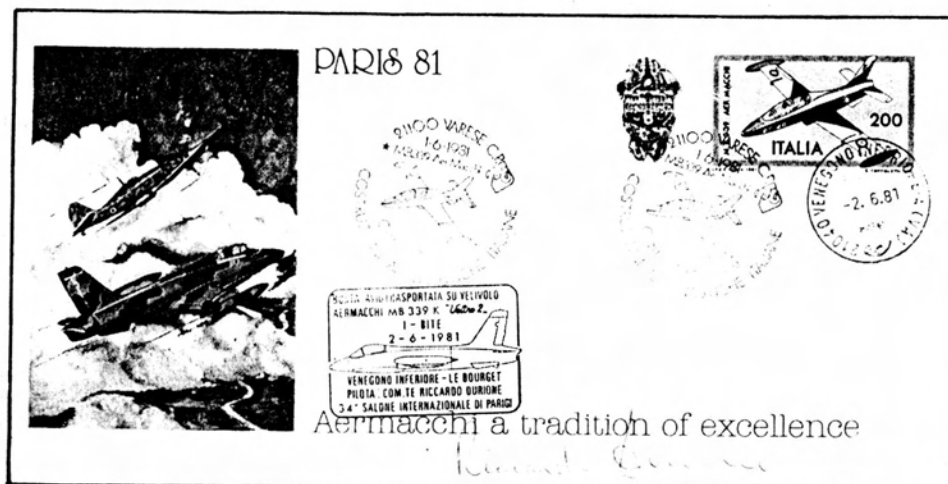
an aircraft radar

a 12-cylinder,
liquid cooled,
"in-line" engine

FLUO
5
7
4
C



Patrick Campbell sent me these Italian blocks from 1981 (top) and 1982 (bottom), with aircraft engines among the illustrations in the gutter. - Although they may not quite qualify as "aircraft engines on stamps", the stamps with "tabs" are sometimes found on commemorative covers, such as the one below produced for the 1981 Paris Air Show:



Continued

MORE AIRCRAFT ENGINES ON STAMPS continued:

Glenn Curtiss
UNITED STATES

1980 - part of the aviation pioneers series.



Richard Pearse
NEW ZEALAND

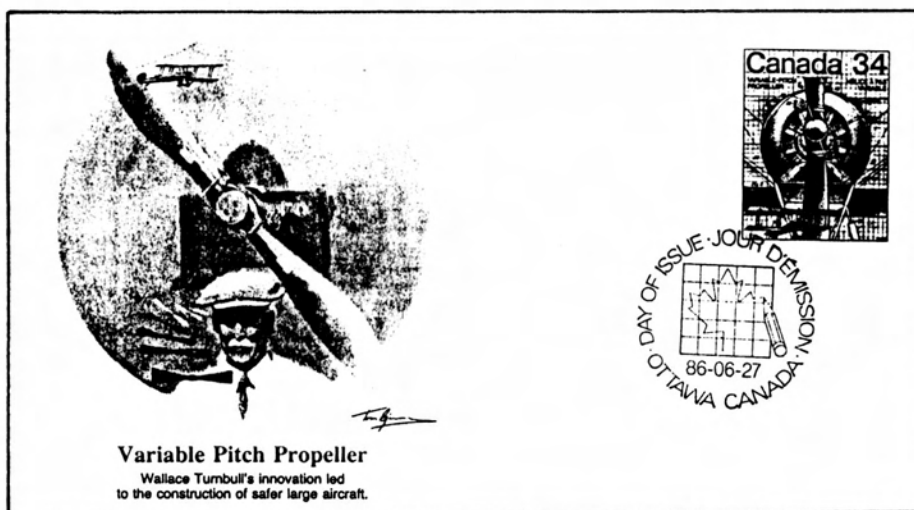
1990 - part of a set of 6 stamps for "Achievers".

As well as the stamps of engine designers, there are also some stamps commemorating pilots who flew after designing their own engines.

Glenn Curtis is best known for making the first public flight over one mile in the United States, in his aircraft *The June Bug*. However, he had been invited by Alexander Graham Bell to join the "Aerial Experiment Association" because of his skill as a builder of lightweight motor-cycle engines, and produced the engines which powered both *The June Bug* in July 1908, and *The Silver Dart* when it made the first flight in Canada in February 1909.

Richard Pearse was experimenting with an aircraft in New Zealand, before either Glenn Curtis or the Wright Brothers flew. - He not only built his own engine, (from 30 centimetre lengths of 10 centimetre-diameter steel irrigation pipes), but also his own sparkplugs! Eye-witnesses recall that Pearse "*took off downhill from a 12 metre high terrace beside the Opihi River and, turning right, traveled up river for about half a kilometre before landing in the river.*" The witnesses disagree as to whether this was in 1902 or 1903, and although it was a remarkable achievement, it is not usually regarded as the "world's first flight", since the aircraft was descending throughout the flight! (For more information on Richard Pearse, see *Was a New Zealander the first man to fly?* in the September 1999 newsletter.)

And, if one was to broaden the topic a bit more, one might also include the VARIABLE PITCH PROPELLOR. This was designed by Wallace Turnbull, ground tested in 1923, flight tested at Camp Borden, and many years later featured on one of the four stamps issued to honour Canadian Inventions in Science and Technology, for Canada Day 1986.



Many thanks to Patrick Campbell, Harry Hargreaves (my father), Donald Holmes, and Mike Shand for their contributions to this series of articles. - If anybody comes across other stamps, covers, etc., featuring aircraft engines, engine designers, or "etc.", please send details to the editor.

FOLLOW UP:

Geographical Features Named After Air Mail Pilots

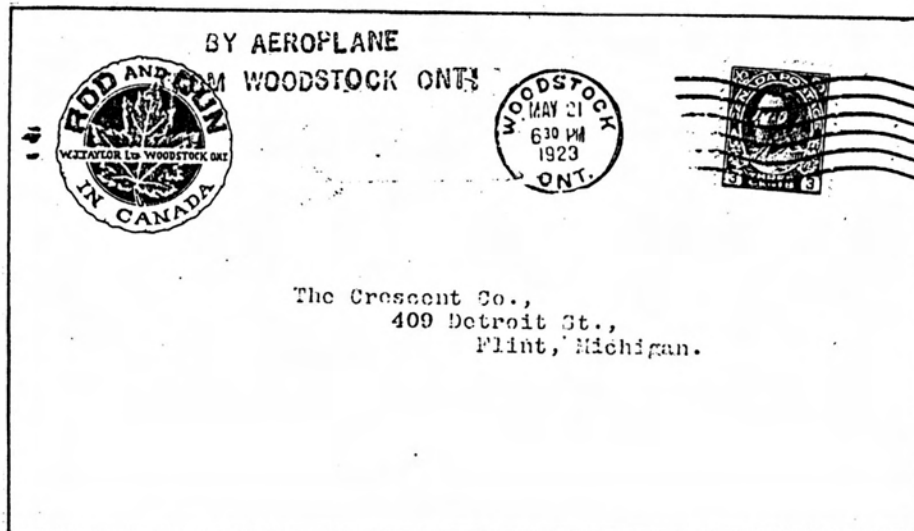
Mike Painter sent in the following information, regarding the origin of some of the names included in the article in our June 2001 newsletter:

On page 201 of "Bush Pilot With a Briefcase" by Ronald Keith, there is an amusing story about how these came about. Grant McConachie flew a survey party under Frank Swannell into the Thutade (pronounced too taddy, by the way) Lake area of the Finlay River. Grant jokingly asked Frank what it would take to get a mountain or something named after him. "A bottle of rum would be a fair price," Frank replied. Grant added a bottle of rum to the next load of supplies that he flew in. As a result there is a Gil's Peak (for Gil McLaren), Mount Oakes (I don't think this was for Doc Oaks, so the spelling may be correct), Kubicek Valley and McConachie Pass - all United Air Transport pilot names.

I have some pretty good forest cover maps of this area but they don't show these names, so I'm not sure what maps Swannell produced that show them. The Swannell Range shows on all maps of the area, and he certainly deserved to have his name commemorated. In "Finlay's River" by R.M. Patterson is the account of how, racing against starvation, Frank and his party became the only people to run Long Canyon on the upper Finlay. I've seen the canyon - safely from the air - and cannot imagine how anyone could run it and live.

Thanks Mike.

1923 - The Possible Woodstock Flight Cover



Postmarked: WOODSTOCK ONT. MAY 21 6.30 PM 1923
 Printed endorsement: BY AEROPLANE FROM WOODSTOCK ONT.
 Envelope slit open at right.
 No backstamp.

This cover was first reported as a news item in our September 2001 newsletter. It was also featured as the "front-page story" for the January 2002 issue of the *Canada Air Mail Notes* I produce for the Jack Knight Air Log, published by the American Air Mail Society.

Unfortunately, the question as to whether it is an unrecorded Pioneer cover, or an ordinary envelope to which somebody added an endorsement with a "children's printing set", is still unresolved.

Continued

FOLLOW UP: 1923 - THE POSSIBLE WOODSTOCK FLIGHT COVER, continued:

I reported in the earlier article that: -

- since aircraft were still unusual and exotic in 1923, it seemed likely to everyone I discussed the cover with, that any aeroplane visiting Woodstock would have been very newsworthy, and reported in the local paper.
- Gib Stephens, a member of the *Canadian Aerophilatelic Society* who lives in Woodstock, and who is also active in the local historical society, had carried out an extensive search for a report of such a flight, but found nothing.

Barry Countryman has also tried to find a report on this flight, and informed me that:

There is no such flight in:

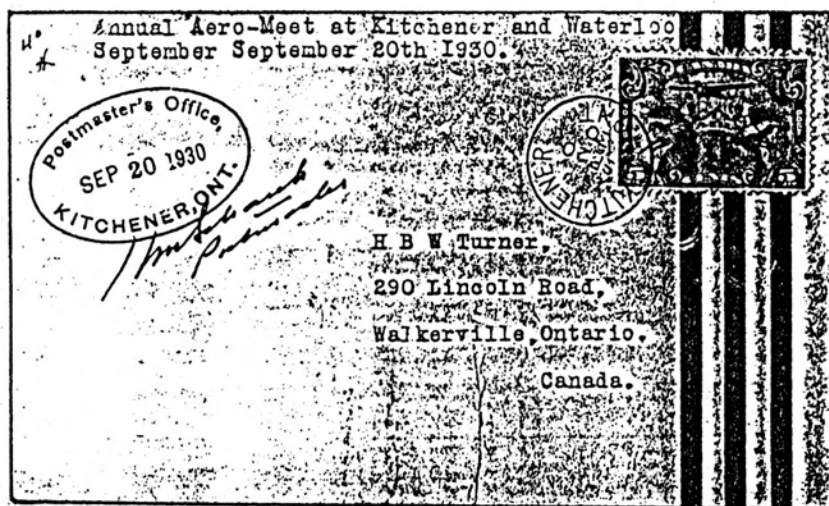
- *my employer's microfilm - THE TORONTO (DAILY) STAR,*
- *THE BORDER CITIES STAR (now THE WINDSOR STAR) Sat. May 19, Mon. May 21 - Wed. May 23. Although the microfilm at the Metropolitan Toronto Reference Library was very faint on some pages, I don't think I missed anything. The paper had many small items from Woodstock in every edition.*
- *I wanted to double-check the Woodstock paper at the Provincial Archives, but its Woodstock microfilms aren't as recent as 1923.*

Airships are my speciality, but I don't think there was a flight on this date.

So: this cover remains an intriguing, possible unrecorded pioneer flight cover!

Many thanks to Barry Countryman for his research into this cover, to Gib Stephens for his earlier research, and to Don Lussy for sending me the cover that has started this enquiry. - Any additional information that readers can provide, to either substantiate or refute this cover's possible-pioneer status, would be most welcome.

1930: the Kitchener - Windsor cover



Postmarked: KITCHENER SEP 20 30 ONT.

Oval Handstamp: Postmaster's Office, KITCHENER, ONT. SEP 20 1930

OVAL BACKSTAMP: WALKER AIRPORT AIRMAIL SERVICE SEP 20 1930 WINDSOR, ONTARIO.

This cover was reported in our March 1998 newsletter. Jim Kraemer has provided some additional information about the cover, and how it was probably created:

Early in 1924 the Board of Trade of the twin cities of Kitchener - Waterloo, Ontario started advocating the establishment of an airport to serve both communities. Later in the year a Kitchener - Waterloo Municipal Airport Commission was appointed. A site was purchased and a landing field was leveled and graded. The site was the 83acre John Stroh farm on Lexington Road in Waterloo.

Continued

FOLLOW UP: 1930 - HOW AN "UNOFFICIAL" COVER WAS CREATED, continued:

Fred Gilles a W.W.1 Royal Canadian Air Force pilot, erected the first hanger. He was also the first pilot to take off from the new airport. The first field day was held on October 12th 1929, with over 6,000 attending.

Enthusiasm among the citizens continued at a high level. Local industry was very supportive. Wide arrows over 80 feet in length were painted in white on the roof of the J.M. Schneider and Sons plant, the Lang Tanning plant, and the Canadian Goodrich Tire Company. They pointed to the location of the new airport.

Comparing the airport to today's standards, the operation was quite primitive. The grass on the runway was mowed in the summer, and in winter the snow was rolled in order for ski equipped planes to land

There was a lot of co-operation between the airport authorities and the Kitchener post office. Often local pilots flew the mail to rural villages, particularly in the winter when roads would be snowbound at times.

The cover postmarked Kitchener on September 20th 1930, with the postmaster's oval handstamp, was prepared by the airport authorities with the co-operation of the postmasters in Kitchener and Walkerville near Windsor. (Walkerville is now a part of Windsor.) The covers, (so far the number is not known), were taken to the Kitchener post office, where they were postmarked and signed by the postmaster, Harvey M. Schaub. Mr. Schaub was the postmaster at Kitchener from April 1st 1929 until November 22nd 1932. The covers were then placed in a Canada Post mailbag, taken to the airport, and given to the pilot who was flying to the Walker Airport in Walkerville. When they were received at the Walkerville post office they were distributed through the mail system. It is indicated that most of the receiving addresses were in Walkerville.

I would consider this an unofficial flight cover, as the flight was not planned by the Post Office Department, but by the flying club. However, knowing how the Post Office operates, it would be inconceivable to think that the postmasters did not have approval from Post Office Headquarters for their cooperation with the flight.

Was this the only "annual" flight? The papers that I consulted did not indicate that there was another flight in 1931.

As for the airport, operations ceased in 1949 when they moved to a new location south of Breslau near Kossuth. Construction of the new, much larger airport had started in 1947. It is known as "The Waterloo Regional Airport". The old Lexington site, including the roads, have disappeared: replaced by new streets and hundreds of residential buildings.

More information can be found in:

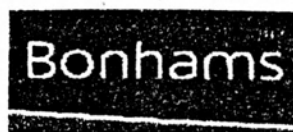
- an article by Pauline Kuntz in *The Waterloo Historical Society's annual volume, Vol. 89, 2001;*
- original photos and papers of Garth Schmidt in the Dana Porter Library at the University of Waterloo;
- the files of the Kitchener-Waterloo Record.

Thanks Jim.

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Edmonton - Desmarais Emergency Flight, 1949.



Postmarked: EDMONTON APR 28 1949 Backstamped: DESMARAIS AP 28 49

The March 2001 newsletter included a request for more information on the above cover, which is listed in The Air Mails of Canada and Newfoundland as #4901.

Don Amos sent me the following comments:

Desmarais is 85 miles from the town of Slave Lake, which is 162 miles north of Edmonton. - In that district of the northwest there is a lot of water.

I think there can only be one answer regarding the cause of the flight, and that's the weather. I'm also 99% sure that it would be floods, which have often caused emergency flights up there. Given the April 18th date it was not likely to be a snowstorm, although these sometimes happen in late winter there.

As to the Postal Inspector going along, this has happened on many northern flights to see that everything was done according to Post Office regulations, and to take care of any problems.

Thanks Don.

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Bermuda "entry tax"

Our December 2001 newsletter included an item found by Patrick Campbell, that appeared to be a 12 shilling 6 pence stamp from Bermuda, attached to part of an airline ticket, and canceled to indicate that the entry fee(tax) had been paid.

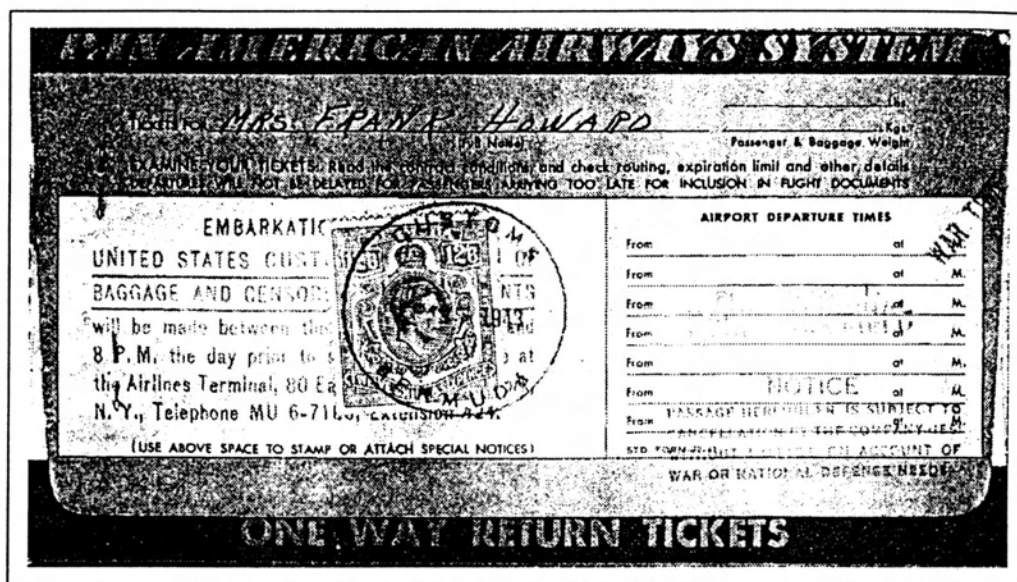
Herbert Lealman has confirmed that this is indeed what it was, and sent in some pages from the *Bermuda Air Catalogue* that provide more information about these "head tax" items:

Airline Ticket Receipts or Envelope-Folders with Revenue Stamp Franking

Airline and cruise ship ticket receipts or envelope folders used when departing Bermuda were employed as paid "head tax" receipts by applying the proper postage-revenue or revenue stamps to the receipt. the obliteration types for these revenue usages were numerous. "Head tax" receipts for airlines other than those listed have not been recorded.

FE-T1 (1937-1939): Imperial Airways.

- A. Franking: 1932 12/6 KGV 500.00



FE-T2C

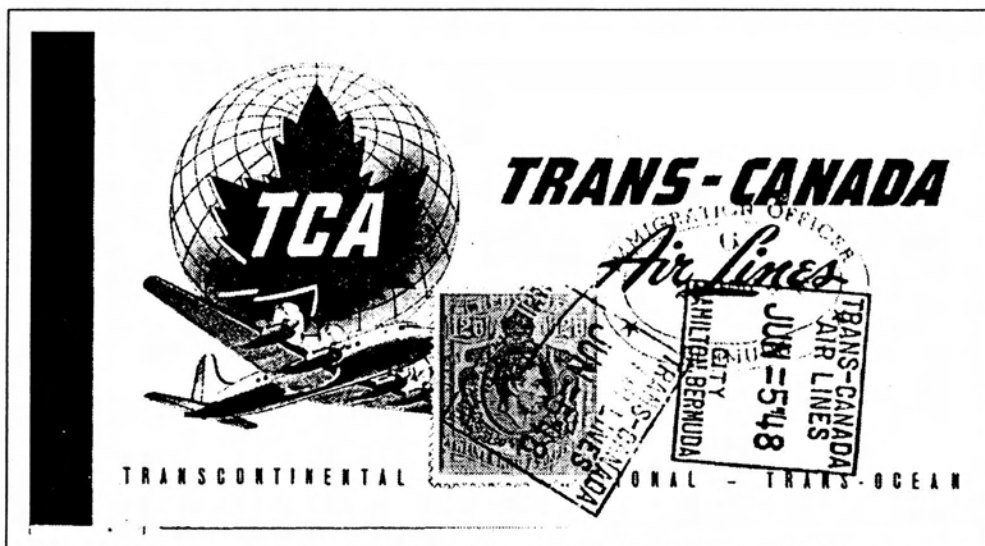
FE-T2 (1937-1950s): Pan American Airways.

- A. Franking (1937-1939): 1932 12/6 KGV ()
 B. Franking (1937-1939): 1938 perforation 14 12/6 KGV 175.00
 C. Franking (1940-1947): 1940 perforation 14 12/6 KGV 200.00
 D. Franking (1947-1950s): 1947 perforation 14 12/6 KGV Lemon Paper.. 200.00
 E. Franking (1950s): perforation 13 12/6 KGV 100.00
 F. Franking (1953-): 1953 £1 QEII 15.00+
 G. Franking (1955[?]-): 1955(?) £1 QEII Revenue Stamp ()

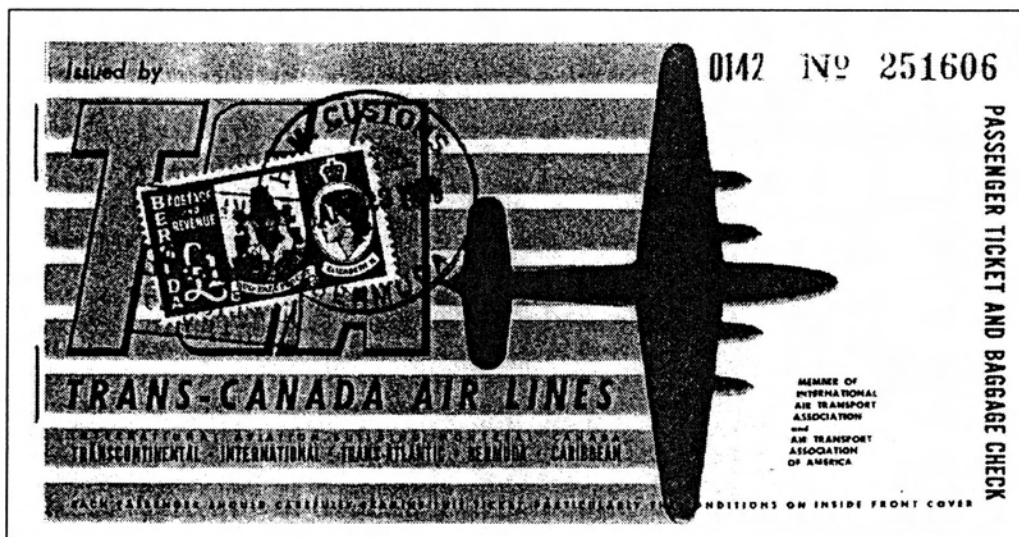
FE-T3 (1947-1959): Colonial Airlines (Acquired by Eastern Air Lines in 1959; Northwest Airlines acquired Eastern after the latter's 1991 bankruptcy).

- A. Franking (1947-1950s): 1940 perforation 14 12/6 KGV ()
 B. Franking (1947-1950s): 1947 perforation 14 12/6 KGV Lemon Paper.. ()
 C. Franking (1950-): 1950 perforation 13 12/6 KGV 150.00
 D. Franking (1953-): 1953 £1 QEII 200.00
 E. Franking (1955[?]-): 1955(?) £1 QEII Revenue Stamp ()

Continued

FOLLOW UP: BERMUDA "ENTRY TAX" continued:

FE-T4B



FE-T4D

FE-T4 (1948-): Trans-Canada Air Lines (renamed Air Canada).

- | | |
|--|--------|
| A. Franking (1948-1950s): 1940 perforation 14 12/6 KGV I..... | () |
| B. Franking (1948-1950s): 1947 perforation 14 12/6 KGV I Lemon Paper.. | 250.00 |
| C. Franking (1950-): 1950 perforation 13 12/6 KGV I | 125.00 |
| D. Franking (1953-): 1953 £1 QEII | 20.00+ |
| E. Franking (1955[?]-): 1955(?) £1 QEII Revenue Stamp | 50.00 |

FE-T5 (1990s): Delta Air Lines.

- | | |
|---|--------|
| A. Franking (1993): B\$5 and B\$10 Revenue Stamps | 15.00+ |
|---|--------|

Thanks Herbert.

The Numbering of Covers

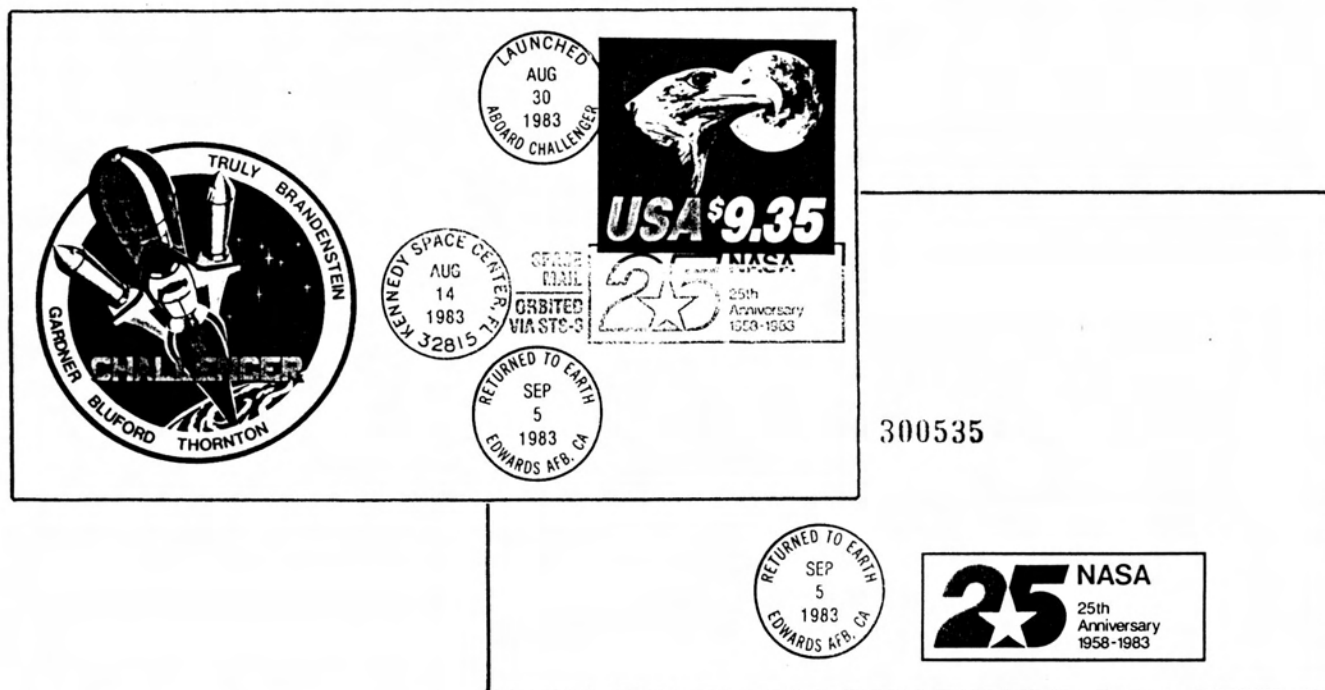
The significance of the numbers on the back of covers, was one of the issues discussed in the articles investigating the Imperial Airways trans-Atlantic First Flight Covers of 1939.

Donald Holmes came across an article in an old issue of Linn's Stamp News, that involved the numbers on covers from a more recent flight: that of the space shuttle *Challenger*. This flight is listed in the American Air Mail Catalogue as: 824

1983, August 30--Space Shuttle 8: "Challenger". 259,377 covers were flown for the U.S. Postal Service and offered to collectors for \$15.35. Each has a \$9.35 Express Mail stamp, postmarked Kennedy Space Center August 14. Other markings include "Launched/Aug/30/1983/Aboard Challenger" and "Returned to Earth/Sep/5/1983/Edwards AFB CA". 30.00

Volume 5, section on U.S. souvenir Historical flights, page 2637.

But if 259,377 covers were flown, why is the cover below numbered 300535?



The explanation, according to the article, is that:

500,000 covers were prepared for the Aug. 30 to Sept. 5, 1983, shuttle flight into space. A serial number was placed on the back of each of the covers.

When room for only 261,900 of the covers was found on the shuttle, the remaining 238,100 unflown covers were packaged and returned to the USPS for destruction.

Since all of the covers prepared and shipped by the USPS to each of the National Aeronautic and Space Administration's packing facilities were not packed and loaded aboard the space shuttle, some of the covers within the 0 to 261,899 serial number range were not carried, and some that were carried had serial numbers higher than 281,899.

The article also states that 2,523 flown covers were damaged. - Deducting these from the total of 261,900 gives the number of 259,377 given in the AAMC listing.

So far as the unflown covers are concerned, the article states that:

The 238, 100 covers prepared for the 1983 space shuttle flight but not flown were destroyed by the United States Postal Service on April 11 and 13.

The destruction took place in the Philatelic Services Branch of the Philatelic Sales division in Washington, D.C. according to Robert Brown, general manager of philatelic sales.

The covers were put "into a shredder and chopped into confetti". They then were placed in a dumpster for disposal.

Linn's Stamp News, June 25th 1984

Thanks Donald.

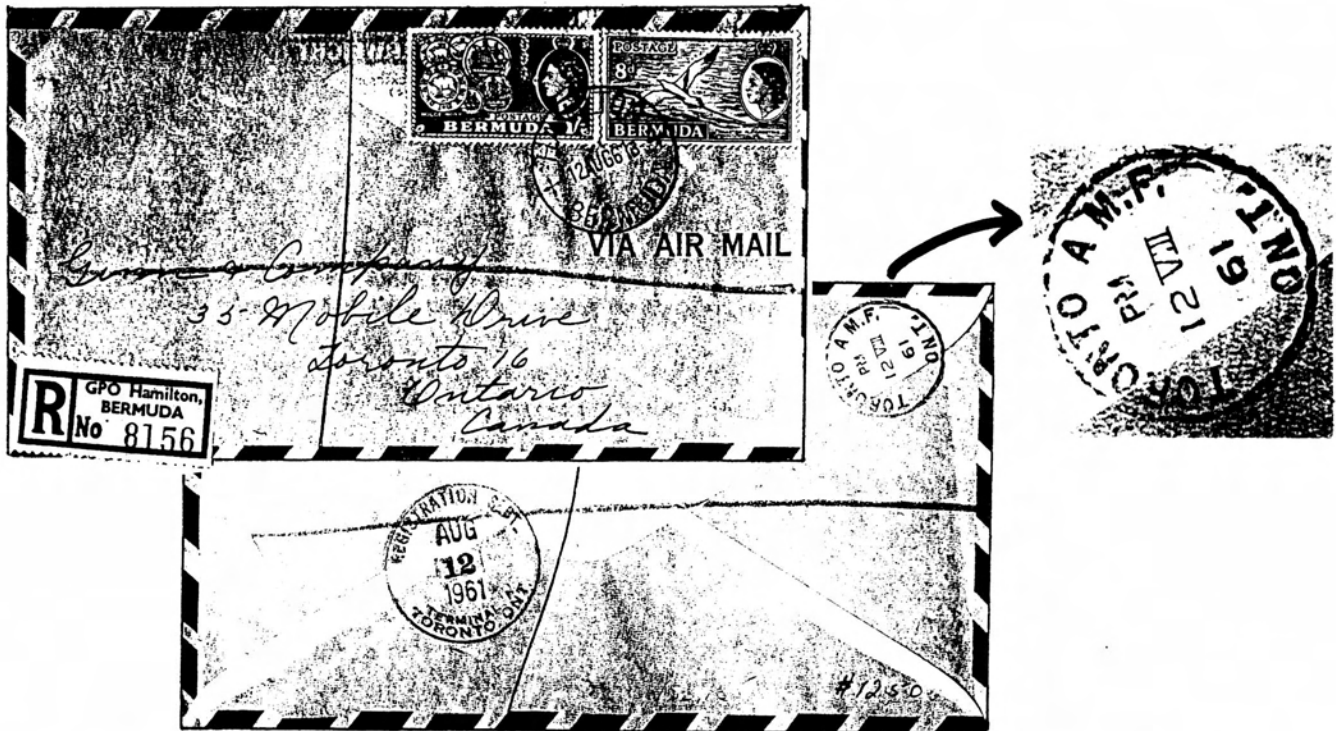
QUESTIONS and ANSWERS

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.

If you can help with a question in the newsletter, please send information to the editor:

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

Toronto Air Mail Field cancellation



This cover is postmarked HAMILTON BERMUDA 12AUG61, and was backstamped at the Toronto Air Mail Field later that day.

The cancellation is a type 1 Toronto A.M.F., (listed in The Air Mails of Canada and Newfoundland, Section 16 Canadian Airport and Air Mail Field Cancels, pages 393 and 402), but it has a MISSING PERIOD AFTER THE A.

Does anybody else have an example of this cancellation with a missing period?

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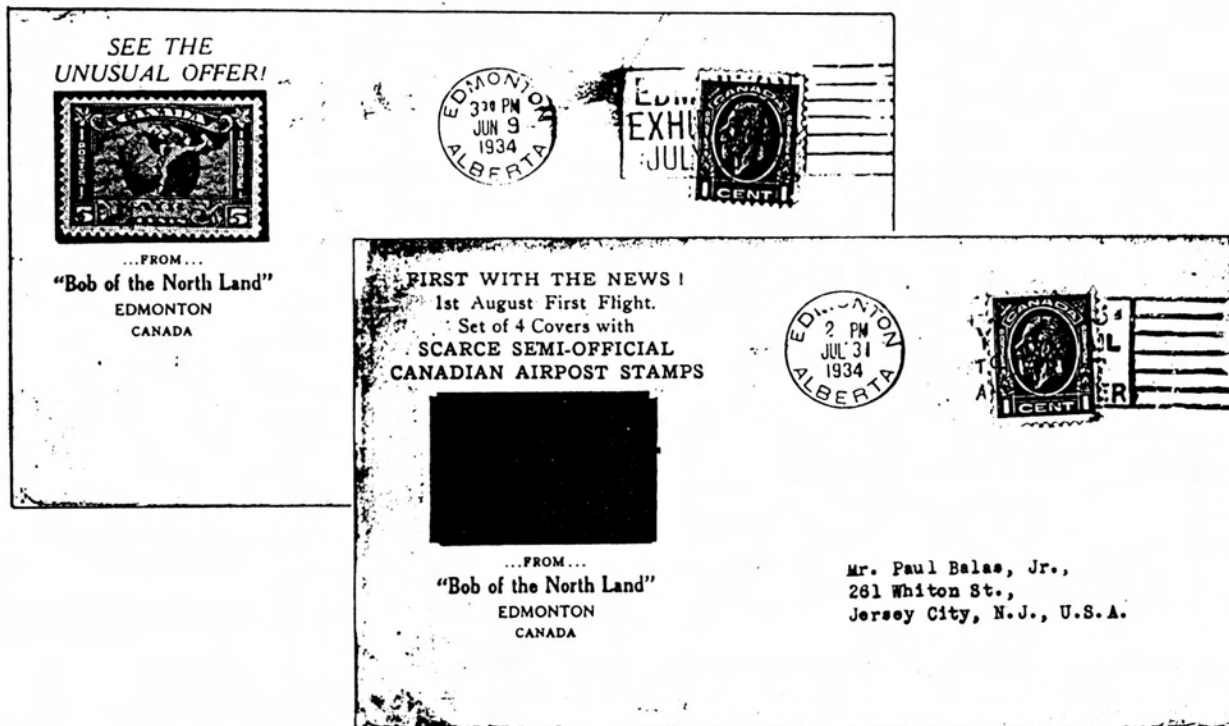
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Unusual covers from Edmonton to the U.S.A.



Both covers are to the same address. - Cancellations: top Cover JUN 9 1934; bottom cover JUL 31 1934.

Question 1: Why is the design on the bottom cover blacked out?

Answer (?): Because the Canadian Post Office complained that the design was too like a real stamp, and would not allow it through the mail.

While one does not normally compare Bob of the Northland and A.C. Roessler, they may have run into similar problems with the design of some of their covers.

In his A.C. Roessler Photo Cachet Catalogue, Barry Newton describes several instances where the U.S. Post Office objected to Roessler's designs, because they resembled stamps too closely. - See for example: cover #1 on the next page.

The Newfoundland Post Office also objected to the use of stamp images on covers. - Cover #2 on the next page is also a Roessler cover, prepared for the First Flight from Western Arm to St. John's, in which the cachet reproduced the Alcock and Brown stamp from Newfoundland's publicity issue of 1928. A handstamp NOT NFLD POSTAGE has been applied to the stamp reproduction.

Since both the American and Newfoundland Post Offices objected to stamp-like reproductions on covers, it seems probable that the Canadian Post Office objected to Bob of the Northland's envelopes for the same reason.

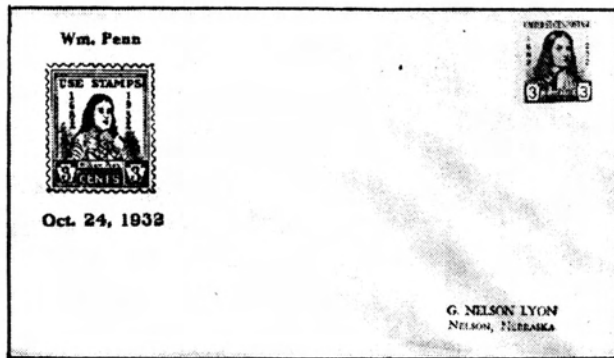
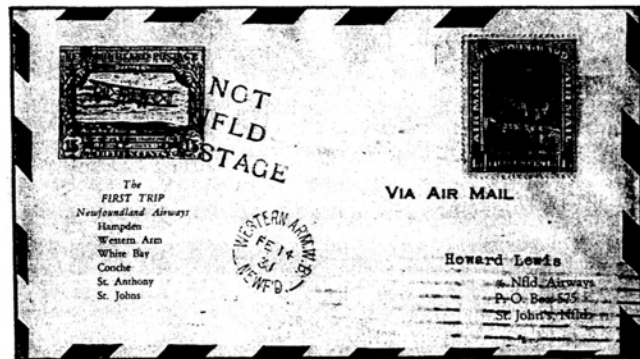
Question 2: why are these covers franked 1cent, when the surface mail rate to the U.S.A. was 3 cents in 1934, and the air mail rate 8 cents?

Answer (?): it was franked at the PRINTED MATTER RATE which was 1 cent.

The newsletter of the BNAPS AIR MAIL STUDY GROUP recently investigated covers from the CHERRY RED AIRLINE, which were franked with their semi-official stamp, and a Canadian 1 cent stamp, (such as cover #3 on the next page). - The explanation, provided by Fred Dietz and Don Amos, is that 1 cent was the printed matter rate.

Since both the above covers are franked 1 cent, this was probably a deliberate rather than accidental franking; and given that the surface mail rate was the same for mail within Canada or the United States, it is likely that the printed matter rate was the same too.

Continued

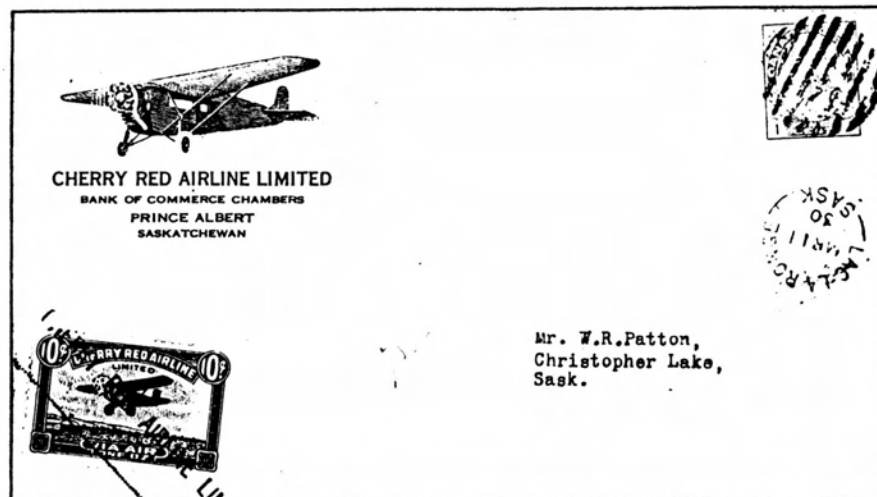
COVERS REFERRED TO ON PAGE 20:**Cover 1****Cover 2**

Cover 1: this was returned uncanceled, with a letter from the Postmaster in Philadelphia stating:

There is transmitted herewith the cover addressed to you bearing the new William Penn stamp which was sent to this office for postmark of October 24, 1932, the first day of issue.

Due to the cover bearing a design similar to the stamp, the Post Office Department ruled them unmailable, therefore, they cannot be postmarked and go through the mail, and this office is taking the next possible way of supplying you with this stamp.

Cover 2: Postmark on front: WESTERN ARM.W.B. FE 14 31
 Backstamped: ST. JOHN'S,N'FLD. FEB 18 1931
 Handstamp NOT NFLD POSTAGE applied to the stamp reproduction in the cachet.



Cover 3: Postmark on front: LAC LA RONGE SASK MR11 30
 Backstamped: CHRISTOPHER LAKE SASK MR/2 30

The printed matter rate was 1 cent. It also applied to greeting cards, in which one was allowed to write up to five words. The envelopes were supposed to be unsealed, so that the contents could be checked, but the above cover is sealed. - It is possible either that this was condoned since one can tell the cover is empty even though it's sealed, or it may have been sealed after the flight.

Thanks to Ron Miyanishi for sending me these covers, and to Fred Dietz and Don Amos for explaining the 1 cent rate. - If anybody can provide additional information regarding these envelope designs or franking, please contact the editor.

For more information on BNAPS and its Air Mail Study Group, contact Basil Burrell, 857 Pembridge Drive, Lake Forest, Illinois 60045-4202, U.S.A.

Victor Nawratil covers

Jim Brown sent in this cover, which is one of the most intriguing I've seen:

FRONT:



Addressed to: Mr. L-Administrateur du District Postal, Edmonton, Alberta, Canada

Endorsed: Air mail New York - Winnipeg - Edmonton et Premier Vol Prince Georges - Ft. Grahame

BACK:



Franked: 3 Frs front + 75centimes back **Canceled:** BRUXELLES 12 v 1937 BRUSSEL
6 cents Canadian **canceled** PRINCE GEORGE 10 JUN 5 37 B.C.
1 1/2 pence British Coronation stamp **canceled** FORT GRAHAME 19 JUN 5 37

How did the English coronation stamp get on the back of this cover, as it was issued on May 13th - one day after the cover left Brussels?

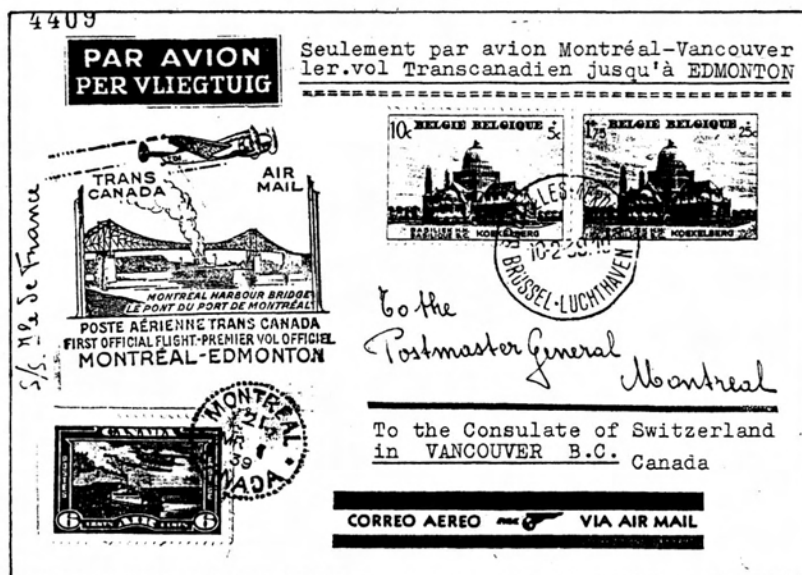
I have in my collection another intriguing Nawratil cover, that is shown at the top of the next page. - This is the only Canadian FFC I've seen that doesn't have a Canadian franking!

I also checked with Dick McIntosh, who sent me the second cover on the next page.

Continued

VICTOR NAWRATIL COVERS continued:

On back: WHITE HORSE 23 JUL 5 37 YUKON backstamp
 Handstamp: VICTOR NAWRATIL Porrentruy (J.B.) Suisse



On back: EDMONTON MAR 2 1 PM 1939 ALTA. backstamp
 Handstamp: VICTOR NAWRATIL (No address)

It looks like the Canadian stamps on the Prince George - Fort Grahame FFC have been put on over an instruction, so may have been added after it was posted. This raises the question of who would have done this, and how were they paid, since the payment would have had to be sent separately from the cover. It may be that Victor Nawratil had a special arrangement with the Edmonton postmaster, who applied the Canadian stamps for him. (Jim Brown commented that "I once had a knowledgeable collector say to me that the Edmonton postmaster at this time did some strange things".) This might also explain how the Edmonton - White Horse cover got onto the First Flight without Canadian postage.

The Montreal - Edmonton cover suggests that Victor Nawratil may in fact have had arrangements with a number of people. - The Canadian air mail stamp looks like it may have been added in Canada, in which case Victor Nawratil would need an arrangement with somebody in the Montreal post office; and the absence of a return address indicates that he was known by the Swiss consulate in Vancouver.

Can anybody provide more information on Victor Nawratil, and/or explain how the English coronation stamp was added to the Fort Grahame cover?

The handling of First Flight Covers

I am sometimes asked whether the thousands of Canadian covers with First Flight cachets, were all really flown on the first flights.

I believe that they were, and use the December 1929 - January 1930 MacKenzie Valley flights to show this. - When over 100,000 First Flight Covers were received for the inaugural service from Fort McMurray to Aklavik, Commercial Airways acquired three new planes in order to carry out the service. According to The Air Mails of Canada and Newfoundland, the inaugural service was performed by a fleet of planes: "each day mail was carried as far north as possible by one to three of the pilots, the others returning south with the southbound mail and to pick up more mail for the northern points". (The covers are listed as flight #2967.) A postal inspector also traveled with the mail, to make sure that it was handled properly.

However, covers to and from post offices in the Mackenzie region are among those which are sometimes questioned. In a very detailed and interesting article *North of Sixty: The Postal History of the Canadian Northwest Territories*, (in The American Philatelist, September 1995), David Piercey wrote:

Researcher Kevin O'Reilly has discovered by inspection of the proof material from handstamps available at the Canadian Postal Archives in Ottawa, that two hammers were proofed for many of these towns, and that one hammer was used almost exclusively for canceling first flight covers, while the other hammer was used primarily on commercial mail. This begs the question of whether some of these covers during the late 1920's and early '30s ever were canceled legitimately at the settlements for which they were intended, or even flown at all.

I was therefore very interested when Brian Wolfenden acquired fifteen mail bag tags from the Rimouski air mail flights of December 1936, because of the questions they raise, and might answer, regarding the handling of First Flight Covers.

These flights are listed as #3619 in AMCN:

1936, December 17-30 — Rimouski - Harrington Harbour. On this date the regular winter service was inaugurated to St. Lawrence River points, now based on Rimouski instead of Quebec. The flight from Rimouski to Port Menier was not made until the 25th, returning on the 30th. All flights were made by V. J. Hatton of Canadian Airways. Bilingually inscribed official cachets were authorized for all dispatches. Only mail prepaid at the air mail rate was cacheted.

3619	Rimouski - Sept Iles, Dec. 17 (black)	(2820 pieces)	3.00
	a. Rimouski - Havre St. Pierre, Dec. 17 (black)	(2722 pieces)	3.00
	b. Rimouski - Natashquan, Dec. 17 (black)	(2773 pieces)	3.00
	c. Rimouski - Harrington Harbour, Dec. 17 (black)	(2827 pieces)	3.00
	d. Harrington Harbour - Rimouski, Dec. 18 (black)	(2857 pieces)	3.00
	e. Natashquan - Rimouski, Dec. 18 (black)	(2767 pieces)	3.00
	f. Havre St. Pierre - Rimouski, Dec. 18 (black)	(2760 pieces)	3.00
	g. Sept Iles - Rimouski, Dec. 19 (black)	(2747 pieces)	3.00
	h. Rimouski - Port Menier, Dec. 25 (black)	(2708 pieces)	3.00
	i. Port Menier - Rimouski, Dec. 30 (black)	(2703 pieces)	3.00

Six of the tags that Brian listed had instructions to the Postmaster that read "*Postmaster Note: Not to be opened but returned at once to Quebec District Office*", (see illustration next page), or in French "*Maitre de Poste Note: Ne pas ouvrir le sac mais retourner de suite a l'administrateur Quebec*".

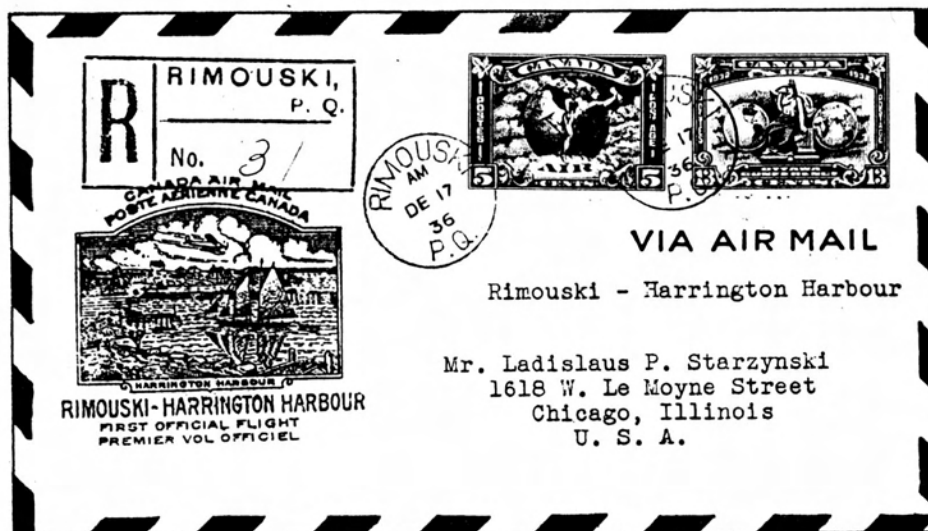
These tags were from Rimouski to Sept Iles, Havre St Pierre, and Harrington Harbour; and from Harrington Harbour, Havre St Pierre, and Sept Iles to Rimouski.

It is difficult to imagine why this note would be added to the mail bags, if the bags did not contain First Flight covers. The tags therefore seem to confirm part of David Piercey's speculation, that covers were not always "canceled legitimately at the settlements for which they were intended", but there is still a question as to when the covers were flown.

Continued

The full name of V.J. "Shorty" Hatton who flew the 1937 inaugural service from Rimouski to Harrington Harbour was *Victor John Hatton*. - Thanks to Mike Painter for passing this on, and to his daughter for finding out this information (on the internet.)

THE HANDLING OF FIRST FLIGHT COVERS - THE RIMOUSKI AIR MAIL FLIGHTS OF DECEMBER 1936, continued:



RIMOUSKI - HARRINGTON HARBOUR FFC: Postmarked RIMOUSKI AM DE 17 36
 Backstamped: HARRINGTON HARBOUR AM DE 17 36
 QUEBEC 8 JAN 37
 CHICAGO ILL. REGISTRY DIV. JAN 10 1937

There is no date in the date stamp box on this tag, but handwritten figures:

8 crossed out,
 14 crossed out, then
 26

There was also no date on any of the other five tags Brian listed, but they did all have one or two crossed out figures, then either 25 or 26.

There is also a manuscript note on the tag:

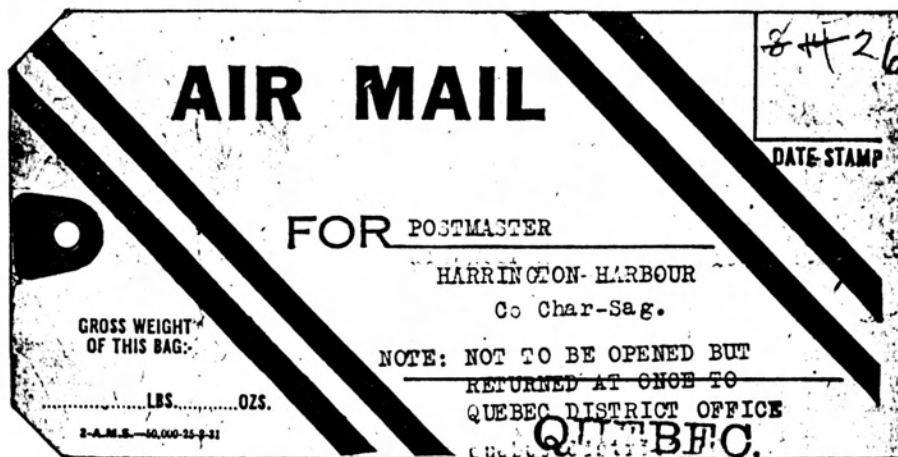
Trip #2 35 lbs

A similar note "Trip #2" occurs on the other five tags, with a weight of 35 or 37 lbs.

According to the AMCN listing, the total number of covers carried in both directions between Rimouski and Sept Iles, Havre St Pierre, Natashquan and Harrington Harbour was 22,273.

At the usual conversion of 40 letters weighed 1 pound, the covers would weigh approximately 560 lbs.

Although the type of aircraft used is not known, most aircraft at this time would have been able to carry all these covers in a single trip.



continued

THE HANDLING OF FIRST FLIGHT COVERS - THE RIMOUSKI AIR MAIL FLIGHTS OF DECEMBER 1936, continued:

The other nine tags were listed by Brian as:

The next nine Mail Bag Tags do not have Postmaster instructions on the back. They do have the Official Flight Cachet on the front along with Departure and Arrival date stamps.

Harrington Harbour	Rimouski	Dec 18, 1936
Natashquan	Rimouski	Dec 18, 1936
Port Menier	Rimouski	Dec 25, 1936
Rimouski	Harrington Harbour	Dec 18, 1936
Rimouski	Harve St.Pierre	Dec 18, 1936
Rimouski	Natashquan	Dec 18, 1936
Rimouski	Port Menier	Dec 25, 1936
Rimouski	Sept.Iles	Dec 19, 1936
Sept.Iles	Rimouski	Dec 19, 1936

Although the cachet on this tag is for the Rimouski - Harrington Harbour First Flight, the cancellation dates do not correspond to that flight.

They could, however, indicate the handling of a bag of Rimouski - Harrington Harbour FFCs on its return journey from Harrington Harbour. - Covers from the return flight are postmarked

HARRINGTON HARBOUR

PM DE 18 36

and backstamped

RIMOUSKI

PM DE 19 36.



Cancellations: HARRINGTON HARBOUR AM DE 18 36
RIMOUSKI AM DE 19 36

There are no markings on the back of this tag.

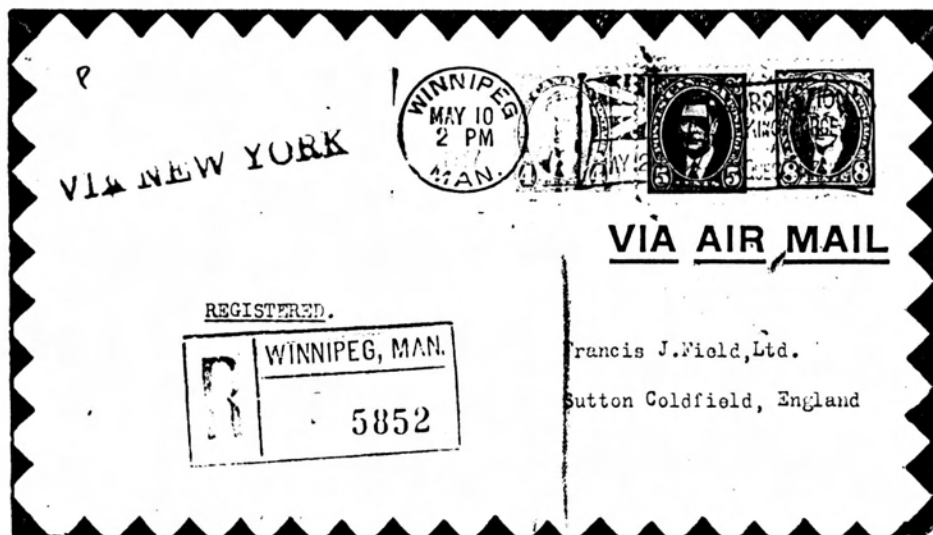
The date of the return flight creates another problem to be explained, with regard to the handling of the cover on the previous page. - Whereas the first tag said the mail bag was to be "returned at once", which would be on the flight that left Harrington Harbour on December 18th; and the cancellations on the second tag suggest a bag of covers that were also carried on the December 18th flight; the cover on the previous page does not appear to have been returned from Harrington Harbour on the December 18th flight! The flight from Rimouski was a weekly service, but the Quebec backstamp of January 8th suggests that this cover did not leave Harrington Harbour until 2 or 3 weeks after it arrived.

Many thanks to Brian for his help with this investigation. - If anybody can provide further information as to the processing of First Flight Covers, or has suggestions regarding the interpretation of these mail bag tags, please contact the editor.

**For a free copy of Brian's latest list of
air mail covers and related items for sale, write to
Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
or e-mail: bjnepean@trytel.com**

"FOOL'S GOLD"

An occasional series on covers which either looked or were claimed to be exciting, but turned out not to be. - All readers are invited to send in their own "finds" in this category.



Postmarked: WINNIPEG MAY 10 2 PM 1937

Backstamped: NEW YORK 5.12 1937 and SUTTON COLDFIELD BIRMINGHAM 1030AM 19 MY 37

This cover is addressed to Francis J. Field, the well known aerophilatelic dealer; was from a year of many trans-Atlantic flights, including Dick Merrill's first double-crossing of the Atlantic, and Pan Am and Imperial Airways first survey flights; and was definitely overfranked for surface postage.

Unfortunately, it turned out to be a First Day Cover for the 4c, 5c and 8c King George VI definitives. - The 1c, 2c and 3c definitives had been issued six weeks earlier on April 1st.

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SUPPLEMENT II to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Section 8 - CANADIAN BALLOON COVERS (continued)****Nino Chiovelli****With assistance from: Barry Countryman, Chris Hargreaves,
Dick McIntosh, Ron Miyanishi, Eric Moore, and Stan Sheldrake.**

1967, July 21- Montreal. A white "Tu Fold" envelope with a photograph of the Pavilion of Austria in the upper left hand corner of the cover. Franked with the red 5 cent Pan American Games Commemorative stamp. Machine postmarked Montreal North "ENVOLEE BALLOON/ BALLOON FLIGHT/PARC EXPO PARK". Below the photo is the phrase: "FIRST BALLOON POST FLIGHT SALUTE TO THE PAVILION OF AUSTRIA"* and the address of Canadian Balloon Flights Ltd. There are three cachets on the cover see appendix 2.

BC-67130 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown

1967, July 21 - Montreal. A white "Tu Fold" envelope as above. Franked with the 5 cent EXPO '67 Commemorative stamp. Hammer canceled at Montreal Sub P.O. 130. There are three cachets on this cover see appendix 2.

BC-67135 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown

1967, July 21 - Montreal. As above canceled with Montreal Sub P.O. square date stamp. See appendix 2.

BC-67140 Balloon: OE-DZB "PRO JUVENTUTE" 10.00
Quantity: Unknown

1967, July 21 - Montreal. A white "Tu Fold" envelope with a photograph of the Pavilion of Canada in the upper left hand corner of the cover. Franked with the red 5 cent Pan American Games Commemorative stamp. Machine postmarked Montreal North "ENVOLEE BALLON/BALLOON FLIGHT/PARC EXPO PARK". Below the photo is the phrase: "FIRST BALLOON POST FLIGHT SALUTE TO THE PAVILION OF CANADA*", and the address of Canadian Balloon Flights Ltd. There are three cachets on the cover see appendix 2.

BC-67145 Balloon: OE-DBZ "PRO JUVENTUTE" 10.00
Quantity: Unknown




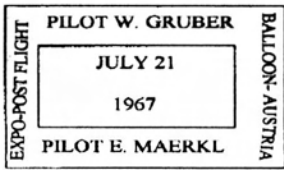
1967, July 21 - Montreal. A white "Tu Fold" envelope with a photograph of the Pavilion of Israel in the upper left corner of the cover. Franked with the red 5 cent Pan American Games Commemorative stamp. Machine postmarked Montreal North "ENVOLEE BALLON/BALLOON FLIGHT/ PARC EXPO PARK". Below the photo is the phrase: "FIRST BALLOON POST FLIGHT SALUTE TO THE PAVILION OF ISRAEL"*, and the address of Canadian Balloon Flights Ltd. There are three cachets on the cover see appendix 2.

BC-67160 Balloon: OE-DBZ "PRO JUVENTUTE" 10.00
Quantity: Unknown

Continued

SUPPLEMENT 11 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued,
 Section 8 - CANADIAN BALLOON COVERS (continued):

APPENDIX 2: CACHET CHART FOR EXPO '67 BALLOON FLIGHT 21 JULY 1967

ITEM NUMBER COVER COLOR				
BC-67130 WHITE	RED RED	BLUE	BLUE	GREEN
BC-67135 WHITE	BLUE	RED		GREEN
BC-67140 WHITE	BLUE	RED		GREEN
BC-67145 WHITE	RED		BLUE	GREEN
BC-67160 WHITE	RED		BLUE	GREEN

NOTE: THERE WILL BE CACHET VARIATIONS ADDED AS
 INFORMATION BECOMES AVAILABLE.

Please send comments on this supplement, and suggestions for additional changes to Section 8 of AMCN, to:
 NINO CHIOVELLI, 14419 - 87 Street, Edmonton, Alberta T5E 3G6 (E-mail: nchiovel@telusplanet.net)

SUPPLEMENT 11 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued,

Section 27 - Bibliography

SUPPLEMENT 8 to AMCN included some recommendations from Gord Mallett of books that might be added to the Bibliography.

MIKE PAINTER kindly sent me the following list of additional books that he suggests should be added to the Bibliography:

They Led the Way by Mary Oswald, Canada's Aviation Hall of Fame, 1999. (And supplements). This was reviewed in the Canadian Aerophilatelist. It's the bible on Aviation Hall of Fame Members.

Canada's Aviation Pioneers by Alice Sutherland. McGraw-Hill Ryerson Ltd, 1978. This has already been suggested - I just wanted to strongly endorse the suggestion. It's the bible of McKee Trophy winners.

Bush Pilot with a Briefcase, by Ronald Keith. Doubleday, 1972. The Grant McConachie story and Canadian Pacific Airlines history.

Double Cross by Shirley Render. Douglas & McIntyre Ltd, 1999. The story of James Richardson and Canadian Airways Ltd.

Wings Over the West by John Condit. Harbour Publishing, 1984. The story of Russ Baker and Pacific Western Airlines.

The Max Ward Story, by Max Ward. McClelland & Stewart Inc, 1991. The title says it.

Canadian Pacific Air Lines by D.M. Bain. Kishorn Publications, 1987. The history and aircraft of the company.

Yukon Airways and Exploration Company Limited by Bill Topping. Topping Books, 1996. The definitive book on the company and its semi-official stamps.

I think the above are important references and deserve a spot on the list. Moving on to more individual stories, I recommend the following.

Arctic Pilot by Walter Gilbert. (I don't have the publisher and date). The first President of what became Pacific Western Airlines and a superb pilot who flew the toughest terrain without ever getting lost or having an accident.

And I Shall Fly by Lewis Leigh. CANAV Books, 1985. Another pioneer who worked with all the greats of early Canadian aviation.

Hubbard, the Forgotten Boeing Aviator by Jim Brown. Peanut Butter Publishing, 1996. The story of the man who flew the first North American International airmail, by one of our foremost aerophilatelists.

Walking on Air by Ted Beaudoin. Paramount House Publishing, 1986. The biography of Sheldon Luck, who flew for Grant McConachie from the beginning and was first to cross the Rockies at night (a feat not publicized because it broke several rules). No index.

Harold Farrington Pioneer Bush Pilot by D.F. Parrott. Privately published, 1982. The story of a pioneer pilot of the Red Lake area and later the Prairie airmail and other Canadian Airways postings. No index and contains a couple of contradictions on the first Red Lake airmail. Some pictures not seen elsewhere.

Pack Dogs to Helicopters by Pat Callison. Evergreen Press 1983. Autobiography of a pilot mostly in Northern British Columbia. No index.

The Bremen by Fred Hotson. CANAV Books, 1988. The first east west flight across the Atlantic in a Junkers W33, written by one of Canada's premier aviation historians.

The Lindbergh of Canada by Ross Smyth. The General Store Publishing House. 1997. The story of Errol Boyd, the first Canadian to fly the Atlantic and the first person to do it outside the summer season.

Continued

SUPPLEMENT 11 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued,**Section 27 - BIBLIOGRAPHY:**

Skippers of the Sky edited by Bill Wheeler. Fifth House Ltd, 2000. Stories of Bush flying by some of the less publicized pilots. Collected from articles in the Canadian Aviation Historical Society Reports by the editor who maintains extremely high standards for those publications.

The Lap of the Gods by Harry Bray. H. Layton Bray, 1997. Autobiography from youth to the end of World War Two by the pilot who went on to become Chief Pilot for Pacific Western Airlines and flew everything from Junkers to jets.

Jericho Beach and the West Coast Flying Boat Stations by Chris Weicht. Self published 1997. Massively researched, it covers the planes and people of the title.

Although more individual stories, I think the above deserve inclusion. The following books are all very good, but they complement books already listed, rather than adding a lot of new information.

Flying Canucks by Peter Pigott. Hounslow Press 1994. Biographies of 37 important pilots and pioneers.

Pilots by John Melady. McClelland Stewart Inc, 1989. Anecdotes about pilots from the earliest days in Canada to the jet age.

Bush Pilots by Margaret Shaw. Clark Irwin & Company Ltd., 1962. A retelling of many stories of famous bush flying feats.

The Bush Pilots. Time-Life Books Epic of Flight series 1983. Worldwide pictures and stories of bush flying, but much about Canada.

Finally three that may be too specialized for the bibliography, but see what you think.

This Was Air Travel by Henry Palmer Jr. Bonanza Books, 1960. Pictures and descriptions of worldwide planes from 1878 balloons to 1960 jets.

Progress in Aircraft Design Since 1903 by NASA. US Govt Printing Office, 1974. Technical data on about 90 aircraft including many classics.

The Great London-Victoria Air Race edited by Harry Traynor. Copp Clark Publishing Company, 1971. The race described.

Thanks Mike.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is produced quarterly in

March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, (e.g. collecting interests, items you'd like to find, sell or trade, or a business advertisement), and send a photocopy of it to the editor to arrive by

November 1st.

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.**

1 Campbell Patrick

4 Shand Michael

5 Sloan Pat

6 Sanford Ken C.

9 Thompson Geoffrey

20 Stephens Gibson B.

21 Mercer Dr. D.

54 Krommer Norbert E.

55 Ellis J.M.

56 Robinson Col. William G.

62 Coates Gary

81 Reinhard Stephen

97 Hayashi Gary

103 Bileski Kasmir

130 Burrell, Retd. Col. Basil S.

132 Jamieson John I.

145 Bourbonnais Francois

155 Milberry Larry

170 Mitchell Kenneth G.

182 Footitt Robert

203 Bloor John H.

211 Freund Carl

212 Petoskey Harold J.

214 Morrow Trelle A.

241 Wannerton J.W.T.

242 Bot Jacques

270 Covert Earle L

273 Guimond Denice C

293 Wolfenden Brian

294 Terry Robert M.

295 Shaw Gloria

298 Green Dale A

304 Davidson James

318 Cole Martin S.

319 Kaye Donald

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