



THE CANADIAN AEROPHILATELIST

#54

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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Please copy this as much as you want, and distribute it to potential new members.

EDITORIAL - *My apologies for the late publication of this issue: work's been hectic!*
The next issue will, I hope, be published on schedule in June.

Chris

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 MARCH 2003

I am preparing this report just after Christmas as Dorothy and I are leaving on 3 January 2003 for a two month sojourn in Naples, Florida. Although I am having my mail forwarded to me in Naples I know I'll be swamped with other correspondence when I return on 28 February 2003, so I'm completing my assignment for Chris now. I do not want our Editor becoming peeved with me for a late submission. There is a lot to report on so here it is.

ORAPEX 2003 will be held on 3 and 4 May 2003. Our annual meeting will be held on Sunday, 4 May 2003, with the time and location to be posted at the show, but probably 1.00 p.m.. We need helpers to look after our tables as two dependable helpers, Nelson Bentley (deceased) and Ivan MacKenzie (moving from Ottawa) will not be here to help. We have publications, flown covers, and membership forms to move. If you can help please let me know. The theme for ORAPEX 2003 will not be the ending of the Korean War, but rather the observance of the 50th Anniversary of the use of the first Canadian air mail stamp on 28 September 1928. The observance will be on 3 and 4 May 2003 with special cancellations. Perhaps we can get some covers flown for the event.

Our dynamic members in Alberta have approval from the CAS to set up a Western Chapter of the CAS. Ceil Stoner is the Chairman with Nino Chiovelli, Edward Williams and Gordon Mallett doing the organizing of the 25 plus CAS members in the area. They have already prepared an autographed and flown cover by the Snowbirds for the Grey Cup available from Nino for \$15.00. His address is 14419-87 Street, NW, Edmonton, Alberta, T3E 3G6 (E-mail: nchiovel@telusplanet.net). Edward Williams is investigating, with Ron Miyanishi, the possibility of setting up our own web page, and he is also assisting Gordon Mallett in updating our Index for the Canadian Aerophilatelist in conjunction with Chris Hargreaves, Editor of The Canadian Aerophilatelist. Nino has also suggested that we apply for the designation ROYAL for the CAS. We have 18 years of existence so in time we qualify. Any comments?¹

In due course we will be publishing a second edition of our catalogue, The Air Mails of Canada and Newfoundland, first published in 1997. With all of the work now on computer and new data and corrections being recorded the work for the revised edition will not take 7 years as for the first issue. The great news is that Gordon Mallett has volunteered to coordinate the preparation of an Index for the revised edition. A large number of questions and procedures have to be worked out before actual work commences, but Gord has started. The lack of an Index was the greatest fault of our end product in 1997. However we had to get the catalogue published then or never. Our group of 46 collectors and researchers did not do too badly as we went from 125 pages in the old American Air Mail Catalogue Volume IV, 5th Edition, to 550 pages of Canadian and Newfoundland aerophilatelic data. The catalogue also received many small gold and large vermeil medals. The top award was small gold with felicitations in Germany in 1999. The CAS is greatly indebted to Gord for his undertaking of this challenging assignment.

As President of the CAS I am undertaking the project to collect data for submission to the Canadian Aviation Hall of Fame to submit Nelson Bentley's name for consideration as member. Nelson was one of the earliest Canadian Helicopter pilots flying in Canada's North, safely for 30 years, and amassing over 12,000 hours helicopter time. I am also checking out the possibility of recommending the CAS for an organizational award from Canada's Aviation Hall of Fame - The Belt of Orion. During our existence from 1984 it is my contention that the CAS and all of its members have well publicized the Canadian aviation community's contribution to air mail services in Canada and internationally. I'll keep the membership informed of developments.

The AAMS held its 2003 Annual Convention at ARIPEX 03, Tucson, Arizona, 24 - 26 January 2003. There were three major awards by the AAMS for aerophilatelic accomplishments. Bob Spooner, AAMS Publicity Director, researcher, writer and exhibitor of Lindbergh material has for many years made an unselfish contribution to the AAMS and to Aerophilately. He was awarded the Conrath Memorial Award for these accomplishments.

Two new appointees to the AAMS Aerophilatelic Hall of Fame (AHF) were also announced at the Convention: - Jonathan L. Johnson, Jr. of the USA, a dedicated worker for the AAMS in many capacities for many years; and Keith Griffiths of New Zealand, the leading aerophilatelist in New Zealand of great accomplishments, nationally in New Zealand and internationally.

Continued

¹ **Editor's Note:** The suggestion that we might change our name to the **ROYAL CANADIAN AEROPHILATELIC SOCIETY** is already getting a mixed response. Everybody who has opinions on this issue should contact Dick Malott.

PRESIDENT'S REPORT continued:

The AAMS will observe the 100th Anniversary of Flight by the Wright brothers at the AAMS Fall Meeting AIRPEX, Dayton, Ohio, 26 - 28 September 2003 . Interesting events and exhibits are planned. Try and visit the show in Dayton, the home of the Wright-Patterson US Air Force Base and the magnificent USAF Air Museum.

Best regards to all.

Dick Malott

President CAS

Editor's accolade: I would like to add my congratulations to Jonathan Johnson on his appointment to the Aerophilatelic Hall of Fame. - Jonathan is a terrific researcher and sharer of information, and has been a great help to me over the years on many of the questions raised in this newsletter.

CAS WESTERN CHAPTER

The Canadian Aerophilatelic Society members from Western Canada held their first meeting on 22 January 2003 in Edmonton, officially creating the Western Chapter. The following chapter executives were elected, and will hold office for a period of two years:

| | | |
|-----------------|--------------------------|------------------|
| Cecil Stoner | Chairman | Edmonton AB |
| David Brown | Vice-Chairman | Red Deer AB |
| Edward Williams | Secretary | Edmonton AB |
| Nino Chiovelli | Treasurer | Edmonton AB |
| Gordon Mallett | Public Relations Officer | St Albert AB |
| Gordon Mallett | Research Coordinator | St Albert AB |
| Nino Chiovelli | Researcher Alberta | Edmonton AB |
| Jim Brown | Researcher BC/Yukon | Pender Island BC |
| Denny May | Researcher NWT/Nunavut | Edmonton AB |
| | Researcher Saskatchewan | Vacant |
| | Researcher Manitoba | Vacant |
| Cecil Stoner | Sales & Trade Manager | Edmonton AB |

The Chapter also adopted the following MISSION STATEMENT:

- To encourage the youth of Western Canada to enter the field of Aero and Astro Philatelics.
- To support, encourage, and contribute to the worldwide development of Aero and Astro Philatelic studies with an emphasis on researching and cataloguing those developments relating to Western Canada.
- To encourage collectors to enter the field of Aero and Astro Philatelic collectibles and to actively research topics within the field.

The next meeting of the Western Chapter will be on Saturday March 29th, during the Edmonton Stamp Club Spring Show at West Edmonton Mall. The meeting will include a brief business session; presentations on *Hudson Hope or Hudson's Hope?* and *The Search for Gold* and the Aviation History of Northwestern Ontario; and a 'show and tell' session.

Further information can be obtained by contacting Cecil Stoner at (780) 475-0864 or by email at cecils@telusplanet.net . Any interested parties are encouraged to join the chapter. There are no chapter fees, the only requirement being membership in the Canadian Aerophilatelic Society.

MORE EDITORIAL ACCOLADES: Congratulations to everybody involved in establishing the Western Chapter! - I am most impressed by everything that has already been achieved, and wish you the best of luck in your future endeavors!

SECRETARY'S REPORT

Welcome to two new members:

328 The Mutchmor, Hopewell and Woodroffe Public School Stamp Club, c/o Jill & Tom Hare, Ottawa

329 Denny May, Edmonton, Alberta

We currently have a total of 142 paid members, distributed as follows:

| <u>CANADA:</u> | | <u>USA:</u> | | <u>INTERNATIONAL:</u> | |
|-----------------------|-------|---------------|-------|-----------------------|-------|
| Alberta | 11 | California | 1 | Cayman Islands | 1 |
| British Columbia | 13 | Colorado | 3 | England | 5 |
| Manitoba | 4 | Connecticut | 1 | France | 3 |
| New Brunswick | 4 | Florida | 2 | Germany | 2 |
| Newfoundland | 2 | Illinois | 6 | Netherlands | 2 |
| Northwest Territories | 1 | Idaho | 1 | South Africa | 1 |
| Ontario | 49 | Indiana | 1 | Switzerland | 3 |
| Quebec | 11 | Kansas | 1 | | ----- |
| Saskatchewan | 2 | Massachusetts | 1 | Total | 17 |
| | ----- | Michigan | 1 | | |
| Total | 97 | New York | 3 | | |
| | | Ohio | 2 | | |
| | | Oregon | 2 | | |
| | | Texas | 1 | | |
| | | Washington | 1 | | |
| | | Wisconsin | 1 | | |
| | | | ----- | | |
| | | Total | 28 | | |

Ron Miyanishi
Secretary, CAS

THANKS RON. - I encourage all members to show their appreciation of Ron's work by renewing promptly. Please check the list of memberships due for renewal in each issue, and send Ron a check as soon as your name appears, so that he doesn't have to spend extra time sending out reminder notices.

Editorial reflection: our total membership has again declined, and is three less than at this time last year.

This is particularly disappointing in view of all the work that some of our Western members, (particularly Nino Chiovelli, Gord Mallett, and Cecil Stoner), did to promote the CAS at ROYAL 2002 ROYALE in Edmonton. The theme of that exhibition was "The World of Airmails", and our guys helped to organize both a Balloon Post Flight, and a re-enactment of the first Canadian commercial contract flight between Edmonton and Wetaskiwin. They produced and sold souvenir covers flown by the balloon. They held an afternoon meeting of the CAS. The CAS logo was featured on one of the five souvenir cancellations used by Canada Post at the exhibition. Everybody I've heard from was impressed by both the exhibition in general, and the CAS activities. However, we received no new memberships in the six months following the exhibition! - I am left wondering: if the publicity surrounding all our events at ROYAL 2002 ROYALE didn't attract new members, what will?

I have been trying to get a context for our membership trend, by comparing it to that of some other philatelic organizations. - Over the last three years:

- we have fallen from 153 to 142 paid members, a drop of 7%;
- the American Air Mail Society has fallen from 1,692 to 1,516 total members, a drop of 10%, (January 2000 to Jan. 2003);
- the American Philatelic Society has fallen from 53,369 to 49,941 total members, a drop of 9%, (January 2000 to Jan. 2003);

The Royal Philatelic Society of Canada has dropped by 7% in the last two years, (2,891 members in April 2000 to 2,693 in March 2002);

However, BNAPS (The British North America Philatelic Society), has increased its membership by 3% in the last three years, from 1,228 to 1,270, (August 1999 to October 2002)!

AND: our membership is still higher than it was ten years ago, when we had 132 paid members in Jan. 1993.

To conclude this reflection on a constructive note: I have updated our SHORT GUIDE TO CANADIAN AEROPHILATELY, and am attaching it as a supplement to this issue of the newsletter. - Please copy it as many times as you want, and distribute it as widely as possible, particularly to potential new members.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2001 AND 31 DEC 2002

| | 2001 | 2002 |
|---|------------------------|------------------------|
| Opening Bank Balance | <u>1,203.10</u> | <u>3,488.65</u> |
| INCOME | | |
| Accounts Receivable at Previous 31 Dec | <u>400.30</u> | <u>313.03</u> |
| Income Generated During the Year | | |
| Dues – new members | 137.36 | 219.57 |
| Dues – renewals and reinstated members | 2,740.58 | 3,044.81 |
| CAS Covers – sale of various philatelic covers | 2,005.79 | 987.01 |
| Other Sales – includes e.g. books, pins & advertising | 182.76 | 451.14 |
| Donations – from members | 58.54 | 0.00 |
| Bank Interest – chequing account | 0.05 | 0.18 |
| R.K. Malott – sale of AAMS Publications | <u>732.00</u> | <u>0.00</u> |
| Income Generated and Received during the Year | <u>5,857.08</u> | <u>4,702.71</u> |
| Less Accounts Receivable at 31 Dec | <u>313.03</u> | <u>0.00</u> |
| Opening Bank Balance & Income Received During the Year | 7,147.45 | 8,504.39 |
| EXPENSES | | |
| Accounts Payable/Outstanding Cheques at Previous 31 Dec | <u>769.12</u> | <u>215.83</u> |
| Expenses Incurred During the Year | | |
| Dues & Advertising-other philatelic organizations | 183.88 | 35.00 |
| Philatelic Covers-costs, e.g.covers, postage & envelopes | 263.26 | 573.58 |
| Office Supplies | 115.06 | 442.22 |
| Postage-such as for CAS newsletter, covers & books | 1,026.86 | 698.31 |
| Printing and Photocopying – such as newsletter and catalogue | 821.44 | 1,058.46 |
| Bank Charges-chequing account,cheques,deposit stamp | 16.75 | 65.30 |
| AAMS – publications | 581.00 | 288.00 |
| Telephone – long distance | 33.90 | 7.72 |
| Exhibit Fees – CAS newsletter | 56.00 | 20.00 |
| Engraving – presentation plaques | <u>7.36</u> | <u>114.90</u> |
| Expenses Incurred during the Year | <u>3,105.51</u> | <u>3,303.49</u> |
| Less Accounts Payable/Outstanding cheques at 31 Dec | <u>215.83</u> | <u>0.00</u> |
| Expenses Incurred in Previous and Current Years but paid in Current Year | <u>3,658.80</u> | <u>3,519.32</u> |
| Closing Bank Balance | <u>3,488.65</u> | <u>4,985.07</u> |
| FINANCIAL POSITION | | |
| Accounts Receivable at 31 Dec | <u>313.03</u> | - |
| Accounts Payable at 31 Dec | <u>215.83</u> | - |
| Financial Position at 31 Dec | 3,585.85 | 4,985.07 |

Thanks Brian.

BRIAN WOLFENDEN
Treasurer - CAS

**I am very pleased to announce that the
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2003
will be presented to
NINO CHIOVELLI.**

Nino has been mentioned in many reports in this newsletter over the last twelve months, particularly regarding the balloon flight at ROYAL 2002 ROYALE for which he was the main organizer; the Snowbird covers produced for the Grey Cup game in Edmonton; and the formation of our Western Chapter.

He has also been a regular contributor of articles to this newsletter, particularly for the December "Seasonal Special" issues; and is updating the Balloon Post section of The Air Mails of Canada and Newfoundland - a third Supplement should appear in the next newsletter.

Many thanks Nino for all your contributions to both the CAS and The Canadian Aerophilatelist.

REST OF THE EDITOR'S REPORT

To everybody who has sent in items for the newsletter over the past year: thank you very much for doing so.

To everybody who is still waiting for an item to be published: please be patient! I am still in the generally enviable position of having a surfeit of material for each issue, so am trying to strike a balance between publishing the "oldest" items first, and getting a variety of items in each issue.

To everybody who hasn't sent in an item for the newsletter: please don't hesitate to do so. - This isn't really a contradiction of the previous paragraph. The newsletter is your method of communicating with other members, so if you have a question or announcement, I will try to include it as soon as possible.

To everybody who has comments, suggestions, compliments or criticisms about the newsletter: please don't just tell your friends - tell me what they are too!

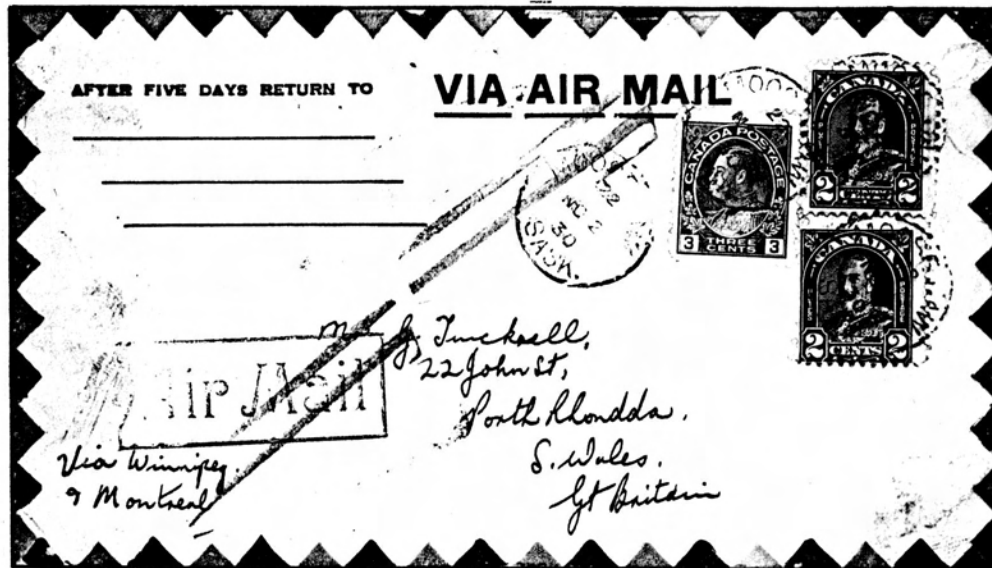
LIBRARIAN'S REPORT - NEW ACQUISITIONS

Many thanks to JACK INCE, who has donated a photocopy of his collection of ST. LAWRENCE SEAWAY - SHIP TO SHORE AIR MAIL COVERS, 1927 - 1934, it to our library. The collection consisted of twenty four covers, each written up with details of the route, rate, and developments in the service.

The library has also acquired:

- THE CANADIAN CIVIL AIRCRAFT REGISTER by John R. Ellis: *Part 1: G-CAAA to G-CAXP (1920 to 1928)*, and *Part 2: CF-AAA to CF-ACG (1929 to 1945)*. These two volumes, published by the Canadian Aviation Historical Society, trace the registered owners of each aircraft, and have already proved to be most useful. - A typical entry is shown in the article on Patricia Airways later in this newsletter.
- JUSQU'A AIRMAIL MARKINGS by Ian McQueen: "A Study" published in 1993, and the *Supplement* published in 1995. - Jusqu'a, (in case you're not sure), is the French for "as far as". These two books provide a detailed study of both the handstamps applied to mail during the early years of air mail service, (particularly the 1930's), to indicate how far it had to go by air before being transferred to a surface route; and those applied at the end of airmail service, to show that airmail treatment was no longer appropriate. The two books total 384 pages, and illustrate hundreds of different markings. - They can be extremely useful in determining the routing of covers, as demonstrated with the cover at the top of the next page.

Chris Hargreaves,
Editor and Librarian
4060 Bath Road, Kingston, Ontario K7M 4Y4



Postmarked: MOOSE JAW 22 NO 2 30

Addressed to: Porth Rhondda, S. Wales, Gt Britain

Franked: 7 cents: correct rate for air mail service within Canada and the U.S.A., surface mail to Great Britain.

Printed VIA AIR MAIL envelope, and Endorsement: Via Winnipeg & Montreal

This cover would have been flown from Moose Jaw to the end of the Prairie air mail service in Winnipeg; and then been carried by train to Montreal. - But then what?

The horizontal bars applied over the boxed AIR MAIL handstamp and envelope design, are in magenta ink, and are a type of handstamp routinely used in New York to indicate the end of air mail service, but not used in Montreal.

These bars indicate that rather than continuing by sea from Montreal to Britain; this cover was flown from Montreal to Albany, (the end of the southbound air mail service "to New York") in 1930; continued by train to New York, where the cancellation handstamp was applied; and was then sent by sea from New York to Britain.

A new book by Ian McQueen - reviewed by Mike Shand:

AIRMAIL DIRECTIONAL HANDSTAMPS

Ian McQueen of England who will be known to many of you for his 'Jusqu'a Airmail Markings' has just completed and published a major study of many different airmail markings including trans - oceanic directions, air cancel styles, individual airline markings, registration types and so on. This book (actually two volumes) runs to 370 pages with 2,600 different illustrations and represents many years of research. It is arranged both as to country of origin and places of transit or destination.

As might be expected, postage costs are not insignificant for anyone wishing a copy and banking transfer arrangements are also somewhat complicated. However a copy sent by surface mail from England is available from Ian at U.S.\$60.00 in cash. If you want more information on what the book contains or the cost of air mailing, he will be happy to hear from you at: 55 Albany, Bournemouth, BH1 3EJ, England.

Thanks Mike.

TRUTH REVEALED: MIKE SHAND'S ANSWERS TO HIS CHRISTMAS QUIZ

In introducing the quiz I commented that me and one other were interested in aircraft. Well, that other seems to have been on holiday for at the end of January not one single response had been received. Oh well that inverted 'Jenny' I had been saving for a prize will go back to the bank unclaimed. How anyone could not be interested in aircraft during the 100th anniversary of flight and when our best sellers are covers flown by Snowbirds is a great mystery to me. Airmail development depended far more on available machines and facilities than on bureaucratic Post Office manipulation of rates. SO:-

- 1) & 2) Frau Elly Beinhorn left Berlin on December 4 1931 in her miniscule 80 hp Klem Swallow D-2160 monoplane and reached Darwin, Australia on 28 April 1932. If you have any one of the 10 letters she carried (alas not I) the Australian Air Mail Catalogue values it at A\$1500. She did go on to NZ but by ship as the little plane did not have the range.
- 3) The DeHaviland DH-4 was converted from a World War 1 bomber to carry passengers and mail in the USA after the war. The plane with a 400 hp Liberty engine made the east-bound trans-continental trip in 78½ hrs.
- 4) The Boeing Model 80 which was introduced in 1928 saw leather seats, hot and cold running water and registered nurses as the first stewardesses.
- 5) Varney Airlines, a predecessor of United Airlines flew several Laird Swallow aircraft on its Pasco-Boise-Elko route with a government contract to deliver mail. This was in 1926 and was really the start of commercial air transport in the USA.
- 6) From 1922 with a pilot and 3 passengers at a speed of 70 mph, Armstrong Whitworth FK 8's formed part of the original Qantas Air Mail fleet.
- 7) The 100 hp Caudron flown by Bert Mercer dropped advertising leaflets over Christchurch N.Z. in December 1919, being the first air mail delivery in that country. Although hundreds of leaflets were dropped only 2 are now known today (one was auctioned in NZ in 2000 for NZ\$4,500). The Caudron is believed to be a G IV.
- 8) The English Electric Canberra of February 21 1951 was the first jet aircraft to fly the Atlantic non-stop and unrefuelled in 4h 37mts from Aldergrove Ireland to Gander. (I first flew the Atlantic as a passenger in a DC-4 in 1954. Seemed to me it took weeks !). The Canberra was also probably first jet across the Pacific (June 1956) from California to Australia.
- 9) The Blackburn 'Baffin' replaced the 'Ripon' in Britain's Fleet Air Arm in 1932 and was a minor player for a time with NZ Forces. (Hey, you can't expect easy questions all the time). It was replaced by the Blackburn 'Shark' in 1935.
- 10) Sir Alan Cobham left Rochester in the Short 'Singapore' Flying Boat G-EBUP on November 17 1927 to make the "Sir Charles Wakefield Flight of Survey Round Africa". Ah the days of Empire ! He returned May 5 1928.

Editor's score: 3/10. (#3, 5 and 8). - Unfortunately I got stymied by #10, as I was sure I'd seen that photograph somewhere, and was still hoping to find out where when Mike's answers arrived. However, I enjoyed the challenge. Thanks for the entertainment Mike.

THE CANADIAN AEROPHILATELIST: back issues and index

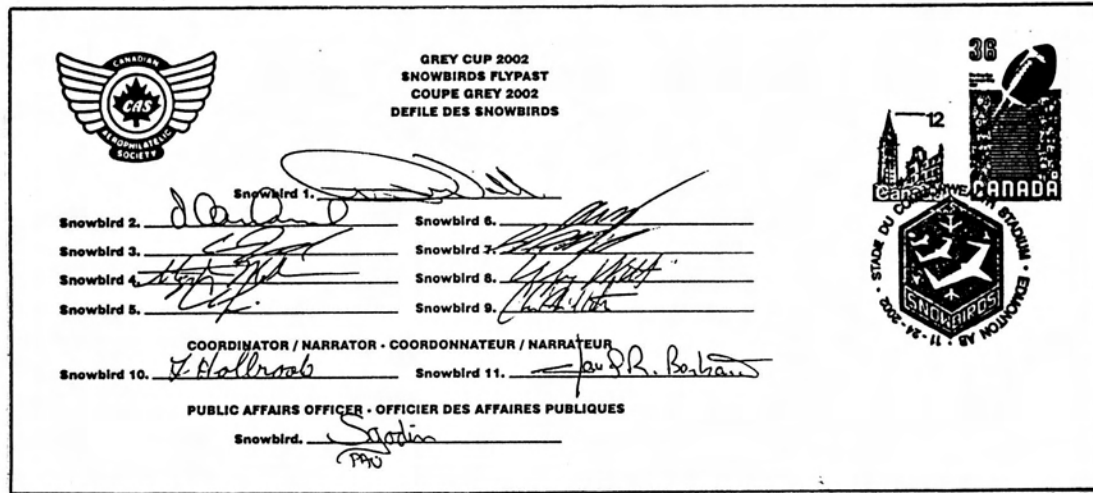
The index produced by Gord Mallett is available in both a printed version, and as a diskette in Microsoft Works 4.0 format. Gord can also provide copies of all issues of the newsletter. Prices, including postage within Canada, are: INDEX C\$7 for a hard copy or diskette, C\$12 for both; BACK ISSUES C\$4 each; (ADD C\$1 postage for addresses in the USA, C\$2 for addresses overseas; DEDUCT 30% if paying in \$US). *CAS members may deduct 10% from these prices.* Orders should be sent directly to Gord Mallett.

Please note that Gord has moved. -

His new address is: 71 Grandin Woods Estates, St Albert, Alberta T8N 2Y4

Gord can also be contacted by phone or fax: (780) 419 6738; or e-mail: gordm@edmc.net

A new CAS - SNOWBIRDS connection



The CANADIAN AEROPHILATELIC SOCIETY and the SNOWBIRDS aerobatic display team have enjoyed close connections for many years. Now we have another connection: Gord Mallett's son Chuck has been chosen to join the Snowbirds, and will be on the team for the next three years! He is Snowbird # 9 - the opposing solo position - and in the 'star' formation of all nine birds he is on the extreme left. Charles flew in the flypast at the opening ceremonies of the Grey Cup last November, and is signature #9 on the above cover. **Congratulations to Chuck, and to his very proud father!**

(To order a copy of this even more special cover, see the details on page 2.)

Philatelic Literature

The entire literature inventory of the SASKATOON STAMP CENTRE, (who used to be the largest philatelic literature dealer's I knew of in Canada), and also that of ROBERT A. LEE AUCTIONS, has been purchased by **Auxano Philatelic Services Inc.**

For more information contact Auxano, (which is a Greek word meaning "to grow"), at:

207, 525 - 11th Avenue SW, Calgary, Alberta T2R 0C9.

Telephone 403-543-1171, or toll free in North America: 1-866-831-4463. Fax : 403-543-1175

email: info@auxanostamps.ca Website: www.auxanostamps.ca

The Saskatoon Stamp Centre will be continuing their stamp business, and hope to expand it. Similarly Robert A. Lee will continue their auctions.

Annual General Meeting of the CANADIAN AEROPHILATELIC SOCIETY

Will be held on Sunday May 4th in Ottawa.

See page 2 for more information.

THE TORONTO AEROSPACE MUSEUM

The Toronto Aerospace Museum was organized in 1997 as a non-profit charitable society, dedicated to developing a world-class educational, heritage and tourist attraction at Downsview Airport in Toronto.

In its unique and authentic historical setting, the Museum celebrates the aviation accomplishments of Torontonians, and the Greater Toronto Area's long association with flying, aeronautical innovation, aircraft manufacturing, the Royal Canadian Air Force and the Canadian Armed Forces, and aerospace technology.



A National Aviation Historic Site

The Toronto Aerospace Museum is housed in a building at Downsview Airport that isn't just full of aviation history, it's part of that history. From the days of canvas and wire to the dawning of the space age and Canada's first satellite, the Alouette-1.

Downsview is the oldest airport in the Greater Toronto Area and has been in continuous aviation use since 1928.

The Museum's historic building was once the home of de Havilland Aircraft of Canada (DHC), built here in 1929. It's the oldest aviation heritage building in the greater Toronto area and the oldest surviving aircraft factory in Canada.

The Museum exhibition hall was part of the wartime factory that built Tiger Moth and Anson Mk II trainers, and Mosquito fighter-bombers. It is also the postwar birthplace of the de Havilland Chipmunk and Beaver aircraft, two of Canada's most successful aircraft designs.

In 1954, this site became RCAF Station Toronto (later CFB Downsview / Toronto). This building, now within the RCAF base, remained under DHC control. It was the home of DHC's Special Products division which combined with Avro's Applied Research division to form SPAR, a pioneer in Canadian space technology and robotics.

In 1996, the CFB Toronto closed. The DND lands are being transferred to Parc Downsview Park (PDP), part of Canada Lands Company, a Federal government agency. The Museum occupies 35,000 sq. ft., or 1.5% of the 2.2 million sq. ft. of gross space PDP has available for lease.

The Museum is open Thursday - Saturday, 10:00am - 4:00pm.

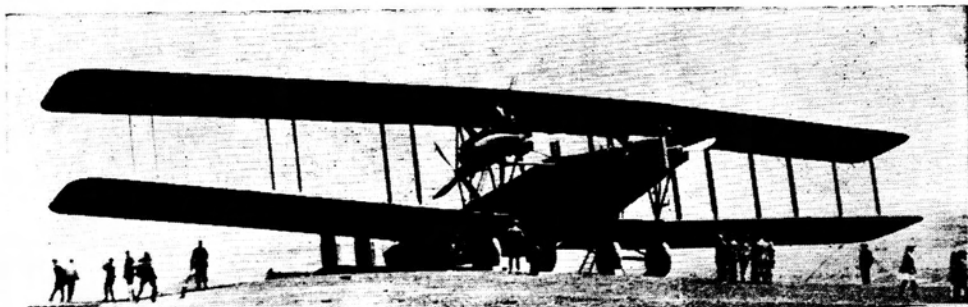
For more information phone 416 638 6078; e-mail contact@torontoaerospacemuseum.com or visit the website at: <http://www.torontoaerospacemuseum.com>

Thanks to Ron Miyanishi for sending me information about the TORONTO AEROSPACE MUSEUM. - Unfortunately the museum is currently threatened with eviction from their hangar. Everybody interested in a Toronto aviation museum should contact them as soon as possible to find out the latest developments.

FOLLOW UP - 1919, Admiral Kerr and the V1500

THE FOUR-ENGINED HANDLEY-PAGE

At Harbour Grace, Newfoundland,
July 4, 1919



The V/1500 in flight:



The Handley Page v/1500 was the largest allied aircraft built during World War 1. - The prototype had first flown in May 1918. Three were ready for operational use by the time the Armistice was signed in November 1918. They were standing by with No. 166 Squadron of the RAF at Bircham Newton in Norfolk, but had been frustrated by bad weather from attacking targets in Germany.

The aircraft had one notable success, as a V/1500 was used for the first through flight from England to India. It started on December 13th 1918; flew via Rome, Malta, Cairo and Baghdad; and arrived in Karachi on December 30th.

I mentioned in the December newsletter that my account of Admiral Kerr's attempted flight from New York to Chicago was "*based on three sometimes conflicting sources*". I have since found a fourth account of this flight in Atlantic Fever by Edward Jablonski, which states that there were two "unscheduled stops":

In November, looking for new worlds to conquer, Kerr decided to try for a nonstop flight between New York and Chicago which was sponsored by the Railway Express Agency. The idea was to make the first aerial express delivery between the two great cities. However, the weather, even as it did over the Atlantic, interjected complexities. The bomber was forced down twice en route—the first time all the express was transferred for delivery by train and the second was its own little saga.

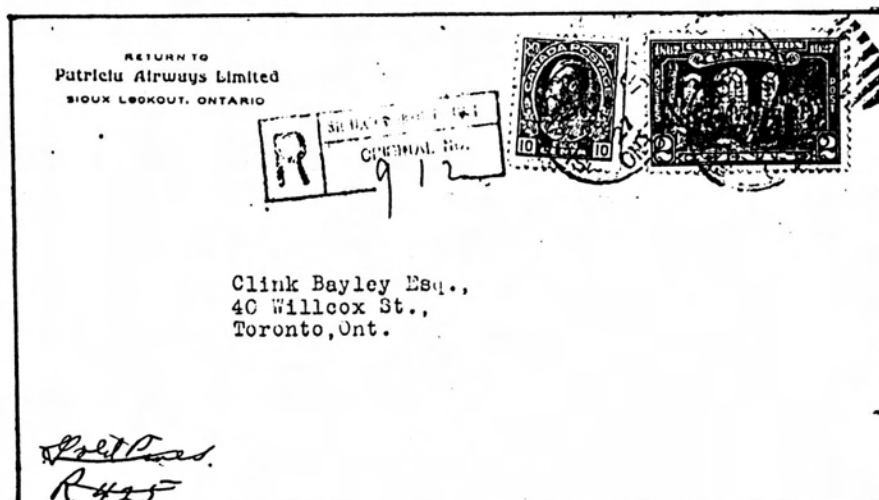
The pilot, Maj. H. G. Brackley, took off from Mount Jewett, Pennsylvania, site of their first unscheduled stop, and headed for Cleveland. Their objective was Martin Field, but when they arrived over the city they found that directions had been misleading. In the deepening twilight, Brackley decided to set down in the North Randall Race Track. He did, but the fencing on either side of his improvised runway clipped away the wingtips and the plane came to fuller grief up against the grandstand. Again good fortune attended Kerr and crew and no one suffered serious injury—although all were ready to abandon any future record-breaking flights.

This account resolves the differences between the other three accounts, each of which only mentioned one forced landing.

Many thanks to Harry Hargreaves and Mike Shand for their responses to the earlier item.

Sources: top photo - Canada's Flying Heritage by Frank Ellis; bottom photo - Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer. See page 4 of the Supplement to this newsletter for more information on these excellent books.

FOLLOW UP: PATRICIA AIRWAYS



This cover first appeared in the June 2002 newsletter. - It is intriguing as:

- the cover is postmarked Sioux Lookout on Sep. 14, 1927
- the corner card states PATRICIA AIRWAYS LIMITED
- various sources state that Patricia Airways Limited was not formed until early 1928!

Barry Countryman researched the incorporation of PATRICIA AIRWAYS first in back issues of the Toronto Star, next at the Metropolitan Toronto Reference Library; then at the Ontario Provincial Archives; and finally accessed the incorporation file for Patricia Airways held by the Ministry of Consumer and Business Services!

Barry's research confirmed that Patricia Airways was indeed formed in "early 1928", though a precise date is difficult to establish:

- the Letters Patent to establish the company are dated December 20th 1927
- the Certificate entitling the Company to commence business was signed on the December 29th 1927, but not sent out to February 6th 1928, (see next page)
- the share certificates for the Company are dated February 20th 1928.

Although the Certificate entitling the Company to commence business was not sent out until February, the Company was undertaking some business activities before then. - According The Canadian Civil Aircraft Register, 1920 to 1928 published by the Canadian Aviation Historical Society, Patricia Airways acquired its first aircraft on January 25th 1928, when it took over G-CAFW from Patricia Airways & Exploration Limited:

| | | | |
|----------------|--------------------|--|------------------------|
| G-CAFW 1926 | Stinson SB-1 70 | Detroit Wright J-5 Whirlwind | Stinson Toronto Ont |
| 11.12.26 C 292 | | Patricia Airways and Exploration Ltd | |
| 25. 1.28 NC | | Patricia Airways Ltd | Sioux Lookout Ont |
| .29 NC | | International Airways Ltd | Montreal Que |
| 11. 9.29 | | at Pointe aux Trembles Que - scrapped - struck off register 28 February 1930. | |

The Company also appears to have been flying before its Certificate to commence business was issued. - The Air Mails of Canada and Newfoundland includes the listing:

COMPANY FIRST FLIGHTS — A substantial amount of mail had accumulated at Sioux Lookout. As a matter of courtesy, a flight was made by Capt. Charles Sutton from Sioux Lookout to Goldpines, Red Lake, Jackson Manion, and Narrow Lake. This mail was franked with stamps of the old Patricia company and most bore a 1-line rubberstamp marking in green: "Patricia Airways Limited."

| | | |
|-------------|--|-------|
| (CL43)-2800 | Sioux Lookout - Goldpines, Feb. 4, 1928 | 50.00 |
| a. | Sioux Lookout - Red Lake, Feb. 4, 1928 | 50.00 |
| b. | Sioux Lookout - Jackson Manion, Feb. 4, 1928 | 50.00 |
| c. | Sioux Lookout - Narrow Lake, Feb. 4, 1928 | 50.00 |

Continued

FOLLOW UP: PATRICIA AIRWAYS continued:

THE ONTARIO COMPANIES ACT
 CERTIFICATE OF THE PROVINCIAL SECRETARY
 under the provisions of THE ONTARIO
 COMPANIES ACT, Part VIII,
 that

PATRICIA AIRWAYS, LIMITED

is entitled to commence business.

I, LINCOLN GOLDIE, Secretary and Registrar of the
 Province of Ontario, DO CERTIFY THAT

PATRICIA AIRWAYS, LIMITED

a Company incorporated under the provisions of the
 said Act, is entitled to commence business.

GIVEN under the Seal of the Secretary and Registrar of
 the Province of Ontario, this 29th day of December,
 A.D. 1927.

L. Goldie

Provincial Secretary.

Engrossed Jan 10/28 B.W.
 Compared Jan 21/28 B.W.
 Sent Out Feb 6/28 UG

VO

TORONTO, Feb. 6, 1928.

Sirs, Re Patricia Airways, Limited

I have the honour to transmit
 herewith, the receipt of which please acknow-
 ledge, Certificate entitling the above-named
 Company to commence business.

I have the honour to be,

Sirs,

Your obedient servant,

W.D. Benson

For Assistant Provincial Secretary.

Messrs. Millar & Hunter,

Barristers, Etc.,

59 Yonge St.,

TORONTO, 2.

FILED



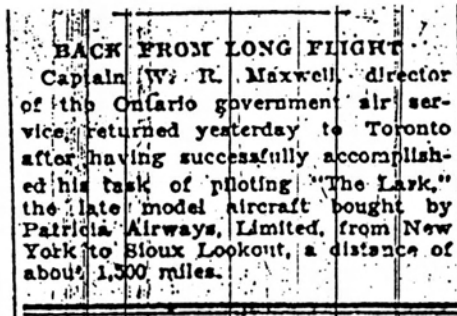
Continued

FOLLOW UP: PATRICIA AIRWAYS continued:-

With regard to the corner card that began this enquiry, Mike Painter suggested that: *"both Larry Milberry and Ken Molson, two meticulous authors, shorten Patricia Airways and Exploration Limited to 'Patricia Airways' after first introducing the full name. Maybe PA&E found the full name cumbersome and shortened it in a printing order for return envelopes?"*

John Johnson sent me an extract from R.E.G. Davies' A History of the World's Airlines in which a similar contraction had occurred.

I mentioned this to Barry Countryman, who found the same contraction was usually used in the old issues of the Toronto Star when referring to Patricia Airways and Exploration Limited, for example:



Toronto Daily Star, 14th April 1926

Further checking showed that Patricia Airways and Exploration Limited sometimes used this contraction themselves, for example in the following card advertising their routes and rates:

AERIAL MAIL To
PINE RIDGE - RED LAKE
 —Rate 25 cents—
WOMAN LAKE - BIRCH LAKE
 —Rate 50 cents—
and other points in the district of Patricia

INSTRUCTIONS:
 The Post Office Department has granted to
 PATRICIA AIRWAYS & EXPLORATION LIMITED
 permission to carry mail into the various gold fields in the district of Patricia.
 Special Airmail Stamps have been issued by Patricia Airways and these can
 be purchased at all post offices and at the Company's offices.
 The regular postage must be placed on the front of the letter, which
 should be plainly marked on the front—
 By Aerial Mail VIA SIOUX LOOKOUT or VIA ROLLING PORTAGE
 The airmail stamp must be placed on the back of the envelope. Such letters
 can be mailed anywhere. All mail conveyed by this service is carried
 "at owner's risk."

It therefore seems most likely that cover that started this query was indeed produced by Patricia Airways and Exploration Limited, who were using a shortened form of their full title.

Continued

FOLLOW UP: PATRICIA AIRWAYS continued:

EPILOGUE: As well as the uncertainty as to when the official PATRICIA AIRWAYS LIMITED was formed, the literature is quite vague as to precisely when it ceased operations.

Barry also found the following article in the Toronto Star for October 13th 1928:

CANADIAN AIRWAYS BUYS PATRICIA LINE

Sale Endorsed at Meeting of Shareholders of Defunct Company

At a meeting of the shareholders of Patricia Airways Ltd. last night in the offices of Millar and Hunter, barristers, the transfer of all the assets of the company to Canadian Airways Ltd. was decided upon, and it was also agreed that the charter should be surrendered.

The purchasing concern assumed all the liabilities of the defunct company in exchange for equipment and agreement to surrender the charter. This marks another step in the consolidation of all aeroplane concerns under one control.

President Davidson stated at the meeting that valuable mining properties, also owned by Patricia Airways, would be consolidated, and that a company to develop them would be formed. Former shareholders in Patricia Airways would be given shares in this concern in the ratio of two for one. The formation of this new concern is in active process.

The company was formally dissolved, however, on May 25th 1931.

Many thanks to Barry, Mike and John for the help with this enquiry.

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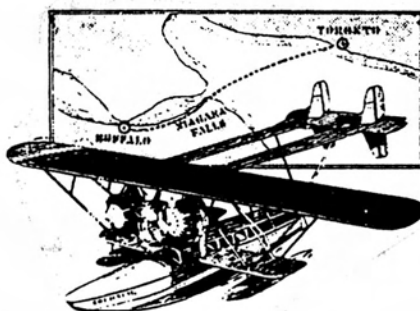


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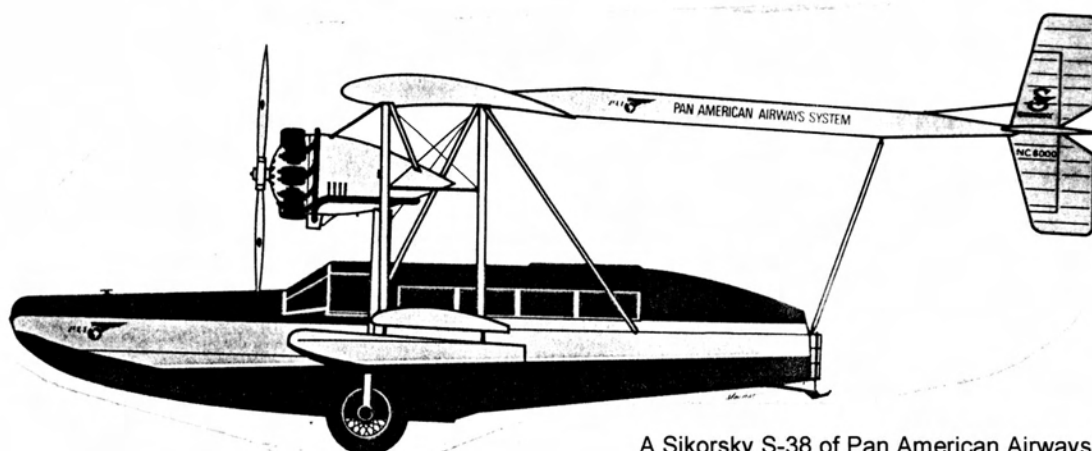
TORONTO to BUFFALO AIR MAIL - The SIKORSKY S-38

**BUFFALO
TORONTO
BY AIR**



**CANADIAN
COLONIAL
AIRWAYS LTD**

Part of the advertising for CANADIAN COLONIAL AIRWAYS LTD., which operated the Toronto - Buffalo air mail service. - From an article in the Canadian Aviation Historical Society Journal (Fall 1970); reprinted in The Canadian Aerophilatelist (September 2000).



A Sikorsky S-38 of Pan American Airways.

Length 40 feet • Span 72 feet • Height 14 feet



A Sikorsky S-38 compared to a Boeing 747-100. - 8 seats, 110mph v. 370 seats, 589 mph.
(Illustrations from : PAN AM - AN AIRLINE AND ITS AIRCRAFT by R.E.G. Davies and Mike Machat.)

Jonathan Johnson has sent me some interesting information regarding the Sikorsky S-38 which inaugurated the Toronto - Buffalo air mail service in 1929. (AMCN #2943).

Although I described it as a flying boat in the last newsletter, (page 16), it was in fact an **amphibian**! Among the details of this aircraft given in the 1929 edition of Jane's All The World's Aircraft are:

UNDERCARRIAGE - Retractable type. In two units, each consisting of one telescopic strut, hinged to the engine mounting, the bottom end of which is attached to a stub axle, which is hinged to the hull by a triangle of steel tubes. The retracting mechanism is entirely hydraulic. When retracted the wheels lie flush under the bottom planes.

ACCOMMODATION - Nine wicker passenger seats are quickly removable. Side windows throughout length of cabin are fixed, but sliding transparent panel in roof ensures circulation of air.

HULL - Framework of hardwood assembled with duralumin plates and covered with "Alclad" non-corrosive duralumin sheet riveted together and fastened to the framework with wood-screws. All seams sealed with fabric and marine glue.

Thanks Jonathan.

Montreal - Windsor on September 15th 1930, but why?



This cover is not listed in *AMCN*, yet the signature of St. Hubert Postmaster Georges Faille suggests that it was a flight cover of some kind. - It was illustrated in the June 2002 newsletter, with the question: "why was this cover created?"

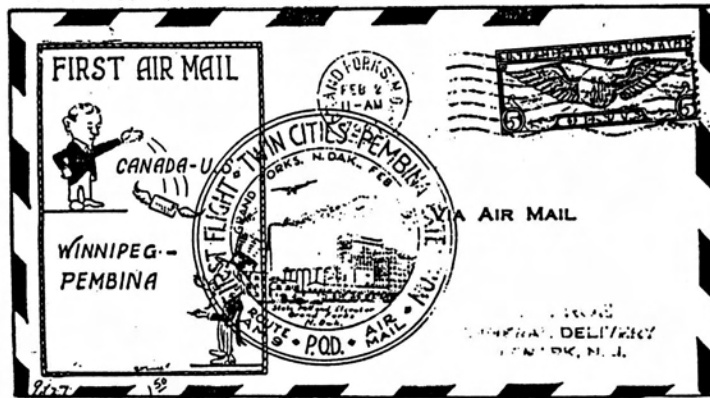
Barry Countryman has checked out some of the old newspapers from this period. - He found nothing relevant in *The Border Cities Star*, (later *The Windsor Star*). However, Barry then checked *Le Devoir*, and found a report that J. Errol Boyd and Harry P. Connor had left St. Hubert on Saturday September 13th 1930, heading for Harbour Grace, Newfoundland. (According to Ross Smyth's *The Lindbergh of Canada: The Errol Boyd Story*, they had to land at Charlottetown due to bad weather, but reached Harbour Grace on September 23rd. They then made their Trans-Atlantic flight on October 9th-10th.)

Since the Montreal - Toronto - Windsor air mail service did not operate on Sundays, this cover may have been intended to commemorate Boyd and Connor's departure, and been flown on the first air mail flight after their departure.

However, while this seems to be the only "special event" that fits the date of the cover, it seems strange to us that there is nothing on the cover to indicate the event. Also, since the cover was specially signed by the postmaster, it's also strange that arrangements were not made for it to have been canceled on September 13th. Can anybody provide more information on this hypothesis, or a better one?

Thanks Barry.

1931 - a Roessler cover!

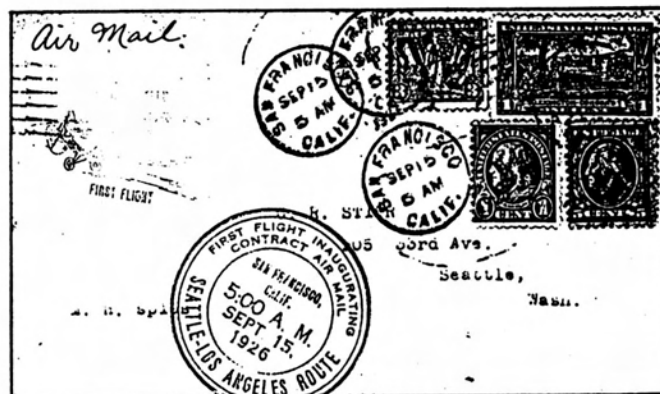


The Winnipeg - Pembina First Flight Cover shown above left is from *AMCN* flight #3105. - It was also illustrated in the June 2002 newsletter, with the question: "Does anybody know who produced this cover?"

Austin Lincoln who sent in the cover shown above right, from the Grand Forks - Winnipeg stage of this inaugural, (*AMCN* #3105f), which is addressed to A.C. ROE, GENERAL DELIVERY, NEWARK N.J., and has a handwritten note on the back: "Roessler Cachet" cover.

Thanks Austin.

1933 - AIR MAIL TO VANCOUVER



The cover shown above-left is postmarked SAN FRANCISCO JUL 31 8.30 PM 1933, and has receiver cancellations on the front and back VANCOUVER 23 AU 1 33. It was illustrated in the December 2002 newsletter, with the comment that this seemed to be an extremely quick journey from San Francisco to Vancouver, considering that Canadian Airways didn't inaugurate their air mail service between Seattle and Vancouver until 1935.

Jonathon Johnson sent me a copy of the First Flight Cover from CAM 8 shown above right. This is cancelled and cacheted SAN FRANCISCO 5.00am September 15 1926, and backstamped SEATTLE SEP 15 3 PM 1926. - If the same schedule was operated in 1933 as in 1926, this would have given 8 hours for the above-left cover to reach Vancouver by 11pm. It seems to me that this was probably enough time to make the journey.

Thanks Jonathon.

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The handling of First Flight Covers

An article in the September 2002 newsletter raised the issue of "whether the thousands of Canadian covers with First Flight cachets, were all really flown on the first flights". (Actually it really wanted proof that my belief that they were flown is correct.)

I sent a copy of the article to Jim Kraemer, former Director of the National Postal Museum in Ottawa, who replied: There is a lot of evidence that the post office department did a good job in scheduling and proper handling the official first flight covers. Hazardous and adverse weather conditions were often encountered. Delay and re-scheduling was often necessary.

The article raised various questions regarding the markings on a set of fifteen mail bag tags from the Rimouski air mail flights of December 1936, that Brian Wolfenden had acquired.

I have also acquired the mail bag tag shown below:



This is a "brand new" looking tag, stamped with the cachet from the Montreal - Albany First Flight, but postmarked MONTREAL 11AM MY 30 29 CANADA.. Somebody has written 1-10-28 below the postmark, which is the date when the First Flight actually took place.

This tag raises various questions related to the earlier article:

- is this a "postally used" tag, on which the First Flight cachet was used instead of writing the destination, or is it a "non-postal" creation made for some sort of special occasion?
- how often, (if ever), were "non-postal" mail bag tags created for special occasions?
- did the First Flight cachets on the mail bag tags shown in the previous article actually indicate bags of First Flight covers?

Would any readers who can provide information regarding mail bag tags, or the handling of First Flight Covers, please send it to the editor.

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

In the June 2002 newsletter I raised the issue that there were four conflicting "strands" of information regarding the route used by Pan American's Northern Airmail service during World War Two:

Strand 1: Conventional wisdom

Stated that Pan Am used the same route as it did in 1939: New York - Shediac - Newfoundland - Foynes. (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.)

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.

Strand 3: the Imperial Airways / B.O.A.C. 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.

In 1940 Imperial Airways was reorganized, and the trans-Atlantic service was taken over by B.O.A.C. When B.O.A.C. resumed trans-Atlantic flights in 1941, they flew directly between the United States and Newfoundland, without a stop in Canada.

Strand 4: a pilot's recollections

In *Wings Over water* by David Oliver, an unnamed Pan American pilot claims that "*the whole north route was eventually dropped*" because of westerly winds which caused limited payloads on westbound flights.

I've since received copies of two primary-sources regarding Pan Am's route:

- an October 1942 submission by Pan Am to the Civil Aeronautics Board, requesting a "Temporary Exemption" to the "Certificate of Public Convenience and Necessity" regulating its Trans-Atlantic flights. - Pan Am applied to suspend flights on the route "*between the terminal point New York, New York; the intermediate points Shediac, New Brunswick; Botwood, Newfoundland; and the terminal point Foynes, Irish Free State*", on the grounds that "*the weather during the winter months between New York and Foynes, via Shediac and Botwood is not conducive to regular and dependable air transportation service*".
- part of Pan Am's timetable for August 1945, which shows Shediac and Botwood as intermediate stops on a New York - Foynes service:

1 Aug 45

ATLANTIC SERVICES

PAGE

7

Tables 1-4

1 U. S. A.—CANADA—NEWFOUNDLAND— EIRE—ENGLAND

| 100 | Pan American Airways, Inc. (PAA) | | 101 |
|---------------------------------------|-----------------------------------|--------------------|----------|
| Su We Fr | C | | Tu Fr Su |
| ★ 6:00 | Lv NEW YORK, N. Y., U.S.A. | EW T Ar | ★ 17:15 |
| ★ 10:15 | Ar SHEDIAC, N. B., Canada | 60 ³ Lv | ★ 12:30 |
| ★ 11:30 | Lv SHEDIAC, N. B., Canada | " Ar | ★ 11:15 |
| ★ 15:25 | Ar BOTWOOD, Newfoundland | 52 ¹ Lv | ★ 8:00 |
| ★ 16:55 | Lv BOTWOOD, Newfoundland | " Ar | ★ 6:05 |
| Mo Th Sa | Ar FOYNES (Shannon Airport), Eire | 0° Lv | Mo Th Sa |
| 9:25 | | | ★ 17:30 |
| British Overseas Airways Corp. (BOAC) | | | |
| | P | | |
| 12:30 | Lv FOYNES (Rineanna) | 0° Ar | 11:00 |
| 15:00 | Ar LONDON (Croydon) | " Lv | 08:30 |

Continued

1942-45: WHAT WAS PAN AM'S NORTHERN TRANS-ATLANTIC ROUTE? continued:

I think these two documents confirm that:

- STRAND 1 (Conventional Wisdom) is correct, and that from 1942 to 1945 Pan Am operated on the same New York - Shediac - Botwood - Foynes route that it had in 1939;
- STRAND 2 (the omission of Shediac during Pan Am's inaugural service in May 1942) was an anomaly; and that
- STRAND 4 (the unnamed pilot's recollections) are in error.

The explanation of STRAND 3 seems to be that B.O.A.C.'s service was not just a resumption of Imperial Airways pre-war service. - The B.O.A.C. service was operated by Boeing 314 flying boats purchased from Pan American, which were intended for use on B.O.A.C.'s West African service, but needed to return to the United States for servicing after every 120 hours of flying time. Pan Am had been reluctant vendors, and the sales agreement included restrictions on the Trans-Atlantic service that B.O.A.C. could offer. - The situation was summarized by Jack Ince as: *B.O.A.C. were precluded from carriage of commercial traffic by the terms of the purchase agreement. The Boeing 314s use was for the transport of crews for R.A.F. Ferry Command, supplies, and official and troop mail.* So: since B.O.A.C. was not operating a commercial service, it didn't have to operate according to the conditions of its pre-war route authorization.

However, it seems unlikely that Pan Am stopped at Shediac "simply" because it was operating under its pre-war route authorization. There is a comment by R.E.G. Davies in his *Airlines of the U.S. since 1914*, that: *"The exigencies of war cast aside delicate questions of national sovereignty applied to air routes, and carriers such as Pan American, American Export, and other internationally ambitious U.S. airlines could operate overseas mainly on a tide of good will."* (P 362). Jonathan Johnson also commented that *"Pan Am was notorious for obtaining temporary exemptions on various routes"*.

Since Pan Am could probably have been freed from its obligation to land in Canada, the question arises as to whether or not Pan Am wanted to get out of the requirement, or whether by 1942 it preferred to fly via Shediac, rather than directly from New York to Botwood? A stop at Shediac may have enabled Pan Am to carry more of a load between New York and Newfoundland. Another possibility is that after American Export Airlines began its trans-Atlantic service in February 1942, Pan Am may have wanted to keep its "foot" in as many "doors" as possible, with an eye on post-war route negotiations. It might therefore have been keen to land at Shediac in order to create a "right" to serve Canada.

Pan Am did, however, drop a Canadian stop when Trans-Atlantic landplane service was introduced in October 1945.

Although the bay at Shediac could not have been used for landplane services, Moncton Airport had served as an alternative to Gander during the war, so could have been used for commercial trans-Atlantic services if the Canadian government had so wanted.

Pan Am may have felt it needed to drop a Canadian stop, in order to compete with American Export Airlines' more direct services to Europe.

However, another possibility raised by Chuck LaBlonde, is that with Trans-Canada Airlines getting involved in trans-Atlantic services, and taking over CGTAS, (the wartime Canadian Government Trans Atlantic Service), the Canadian government may have reversed its pre-war policy, and now wanted the US carriers out of Canada!

Many thanks to Chuck LaBlonde, Jack Ince, and Jonathon Johnson, for their contributions to this enquiry. - If anybody can provide more information, particularly regarding the "abandonment" of a Canadian stop in 1945, please contact the editor.

Book Review by Gord Mallett

GATEWAY TO THE NORTH

by Tony Cashman

2002 Duval House Publishing (\$49.95)

Several hundred rare photographs and illustrations help bring this history of Canada's first municipal airharbour, Blatchford Field, to life. But this is much more than a colourful coffee table showpiece put together by some ambitious aviation buff. Author Tony Cashman is an aviation historian par excellence. He grew up around Blatchford Field and several of the early bush pilots were his neighbours. During WW II he trained in the British Commonwealth Air Training Plan and later flew 30 sorties over Germany in Bomber Command. Cashman has had an extensive career in radio and writing. One of his major works is *An Illustrated History of Western Canada*.

In his latest book *Gateway to the North* coverage extends from details linked to the early bush pilots to later less well-known facts. The chapter entitled "Air Mail at Hangar Number One" will be of special interest to aerophilatelists. The air mail story starts with the July 1918 Calgary to Edmonton flight by Katherine Stinson [our PF-7], the first official air mail in Western Canada. Amongst many other flights receiving attention are #2853 [December 1928 experimental prairie flights], #2907 [January 1929 experimental Northwest Territory flights], #2967 [first official service to Northwest Territory], CL47-2900 [contract service to Grande Prairie] and #3011 [inauguration of regular prairie service]. Cashman includes well-researched details about the planes, the pilots, and the politics - and interesting technical descriptions such as the monocoque construction [in which the skin of the plane becomes the frame] of Wop May's Lockheed Vega, CF-AAL.

There are however a couple of minor 'slips' in the airmail chapter. There is a problem with the description of the Regina - Edmonton flight path of the December 1928 trial prairie air mail flights [#2853]. Cashman repeats the error made by many other writers in claiming that touchdowns were made at North Battleford. The enroute stops were only at Saskatoon. Western Canada Airways flight reports from the December trials confirm this fact. North Battleford was included in the prairie air mail route only much later [#3011].

Colour reproductions of the three semi-official stamps CL 41, CL 51 and CL 40, in that order, are presented in a vertical display. There is no accompanying caption to explain the display, but it seems logical that the order of presentation should have been chronological. A small point admittedly - but somewhat disconcerting to the airmail specialist.

Cashman's engaging style and attention to the human side of aviation history make this a fun read - the stories just effortlessly carry you along. However, his decision to use the present tense may seem distracting to some. It could be argued that constructions such as "The postmaster now organizes the welcome. His staff goes to work stamping letters with souvenir cancellations." would be more readable if written in the past tense. But this is the trend today - an increasing number of history writers are using the present tense. The argument I guess is that the action then becomes more immediate and places the reader right in the thick of things. In any event, as Cashman's story unfolds it becomes evident that for many years Blatchford Field was Canada's undisputed *Gateway to the North*.

Thanks Gord.

Information wanted: NATIONAL AIR TRANSPORT

John Irvine has sent in some intriguing pages from a collection he acquired, relating to NATIONAL AIR TRANSPORT. - I am reproducing the items in full, so that everybody gets all the "pieces" of this puzzle. The first item is a short write up, in which NATIONAL AIR TRANSPORT is first mentioned:

LONDON AIR TRANSPORT LTD.
1927 -

A study of early Civil Aircraft Registers shows L.A.T. purchased its first Waco 9 on the 10th of Aug. 1927 and a second Waco 9 G-CAII on Sept. 8, of the same year.

Records further show the Canadian Post Office awarded the Firm a contract in the Autumn of 1927 to provide Mail Service between Leamington and Pelee Island. The service was 4 trips per week.

The contracts were obviously continued, as 3 Waco 10 aircraft were bought between Feb. and Aug. 1928, but 2 of these were lost in a fire on Jan. 26, 1929 and the third was sold Aug. 13th, 1929.

NATIONAL AIR TRANSPORT was awarded the winter Mail Contract between Leamington and Pelee for the 1929-1930 season, probably because L.A.T. did not have the equipment to service the run.

The most intriguing item is the letter shown on the next page, which refers in the letterhead to a "DAILY SERVICE TORONTO-WINDSOR WITH BUHL AIRSEDANS".

Continued

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Information wanted: NATIONAL AIR TRANSPORT continued:

NATIONAL AIR TRANSPORT LIMITED

CAPT. EARL M. HAND, D.F.C.
PRESIDENT & MANAGING DIRECTOR

AUSTIN CAMPBELL
VICE-PRESIDENT

J. D. A. McDONALD
SECRETARY-TREASURER

NATIONAL AIR TRANSPORT LIMITED

21 RICHMOND ST. WEST, TORONTO

OFFICE PHONE ADELAIDE 7755
AIRPORT " HUDSON 9632

CANADIAN DISTRIBUTORS
"BUHL AIRCRAFT"

DAILY SERVICE TORONTO-WINDSOR
WITH BUHL AIRSEDANS

3/0 L. B. Gortchov
73 Roselawn Ave.
Toronto.
July 14/29

Dear Alf.

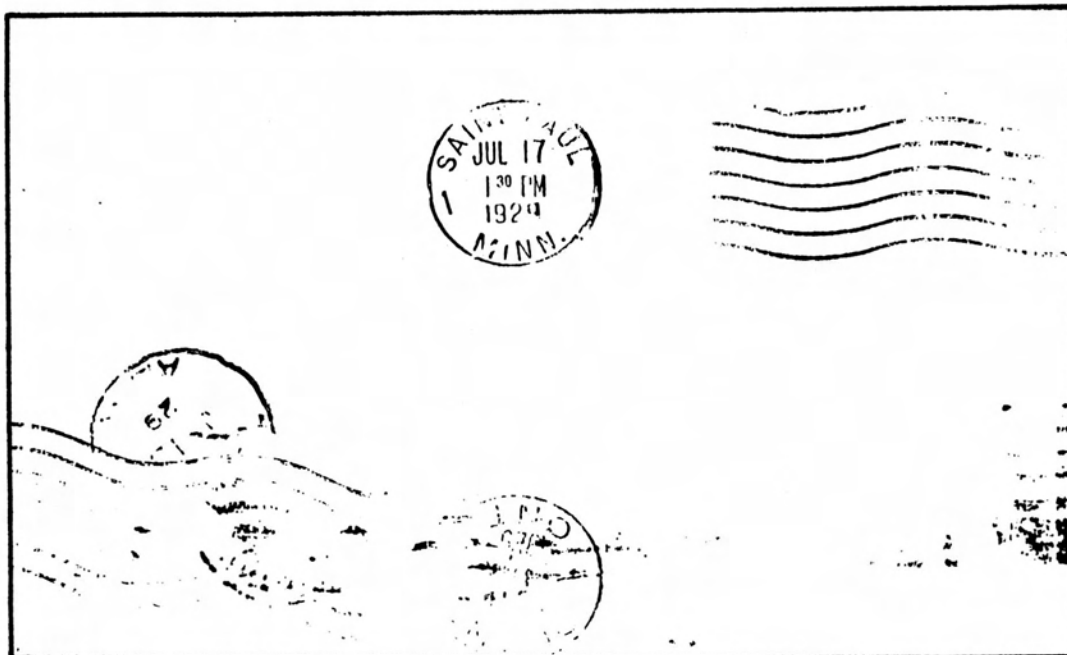
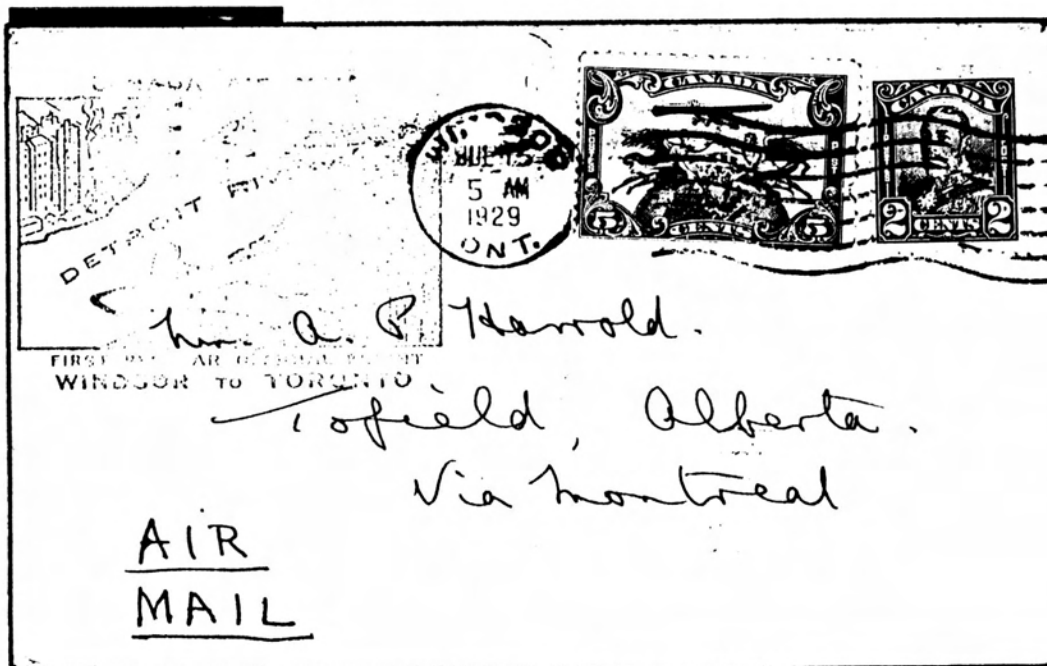
I'm a hurry for mail -
Will try to write later.

Ed.

The above letter and covering envelope (next page) were flown on the first regular Air Mail Service between Toronto and Windsor. (July 15, 1929)

Continued

Information wanted: NATIONAL AIR TRANSPORT continued:



At first glance, the message, handwritten Toronto address, and date of July 14th on the letter, seem to be inconsistent with a cover postmarked 5 AM in Windsor on July 15th. However, the handwriting is the same, and the write up links the letter and cover, so perhaps Ed was in Windsor to supervise the start of the service?

What still seems strange to me though, is that somebody associated with air mail services would overfrank their letter by 2 cents, when the 5 cent rate would have included onward delivery of the cover to Alberta!

However, the real mystery is the statement in the letterhead: "DAILY SERVICE TORONTO-WINDSOR WITH BUHL AIRSEDANS"!

Continued

Information wanted: **NATIONAL AIR TRANSPORT** continued:

NATIONAL AIR TRANSPORT LIMITED pg.2

As their letterhead indicates National were distributors for Buhl Air Sedans and G-CATO was registered to them on August 8, 1928. They were awarded and flew the new Mail contract, Toronto, London and Windsor on July 15, 1929. Note; the 5 A.M. Post Office stamp of that date.

The company was also given the Leamington to Pelee Island service for the 1929/30 winter season, probably because LONDON AIR TRANSPORT did not have the equipment to service the run.

Two Buhl Air Sedans and two DeHavilland D.H.60 Aircraft were operated initially. One D.H.60 had been transferred from CANADIAN AIR EXPRESS LTD. of Toronto whether or not these companies were associated is unknown.

One D.H.60 was sold in Sept. 1930 and both Buhl A/C were lost by fire at Barker Field 12/Nov. 1935. Nothing on National is recorded after that date.

2935
A

VIA AIR MAIL

First Flight
Leamington to Scudder



Dr. L. S. Holmes,
Scudder P. O.
Pelee Island, Ont.

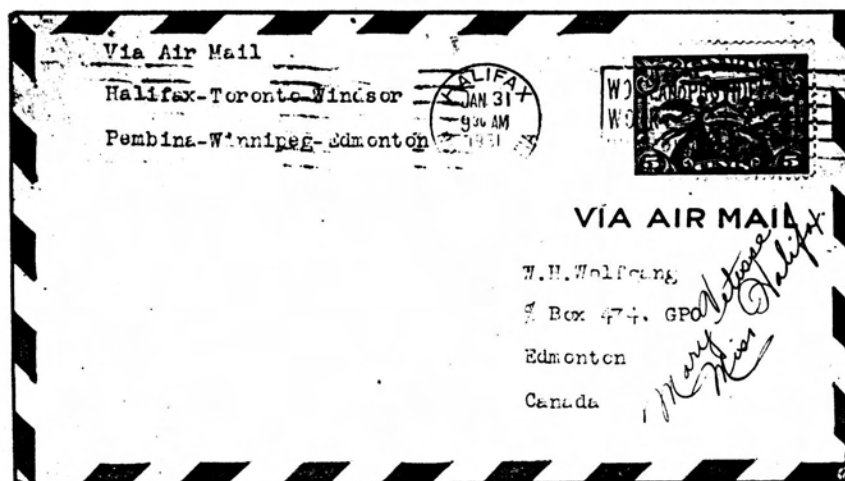
Although NATIONAL AIR TRANSPORT's letterhead states "DAILY SERVICE TORONTO-WINDSOR", and the write up above states that "they were awarded and flew the new Mail contract, Toronto, London, and Windsor on July 15, 1929", the Air Mails of Canada and Newfoundland states that the Toronto - Windsor service was flown by Canadian Airways! (Flight #2945.)

Can anybody provide more information on NATIONAL AIR TRANSPORT ?

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.

Miss Halifax



Postmarked: HALIFAX JAN 31 9.30 AM 1931

Typewritten endorsement: Via Air Mail Halifax - Toronto - Windsor Pembina - Winnipeg - Edmonton

Signed on front: Mary Vitesse Miss Halifax

Backstamped: EDMONTON FEB 5 2.30 PM 1931

Handstamp on back, in "Coca Cola" style script: John J. McHale Halifax N.S. Canada

This is one of a number of covers produced by John McHale, that have been signed by *Mary Vitesse*, *Miss Halifax*. - Can anybody provide more information regarding *Mary Vitesse*; or the link between John McHale and *Mary Vitesse*; or the number of different flights for which she signed covers; or the number of covers she signed?

Pan Am etiquette



Cover postmarked KHORRAMSHAHR in IRAN on 15th December 1942, addressed to Michigan, U.S.A.

This cover was described in detail by Jack Ince in our last newsletter. - Jack is trying to obtain more information about the etiquette which reads BY PAN AMERICAN AIR MAIL SERVICE, is printed on brownish paper, and is approximately 9 cms by 2.5 cms, (3.5"x 1.1".)

Does anybody have a cover with a similar etiquette? - If so, please send details to: Jack Ince, P.O. Box 858, Stirling, Ontario K0K 3E0.

SALES AND WANTS

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

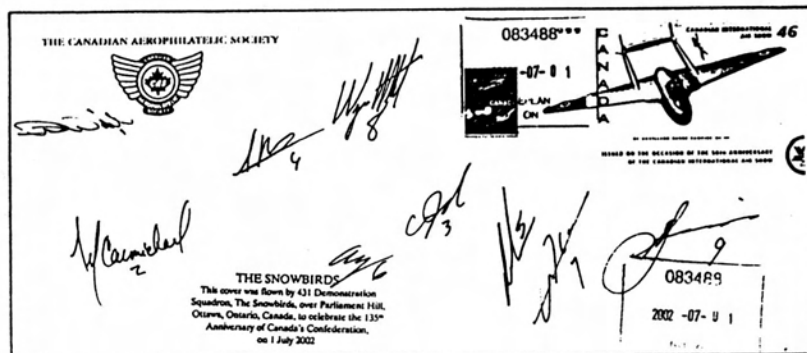
Wanted - Glider Mail

I am an old glider pilot collecting glider mail covers and cards from all over the world. From experience, I know that in the "old days" a lot of European material crossed the Atlantic, but also to other Continents.

I take the liberty of asking if you know airmail collectors in your club who are interested to sell glider mail. There is a fantastic glider mail catalog on the US market published by Mrs. S. Short back in 1987. Therefore, I think it would be useful to use this catalog as a very good platform for further dealings.

Ernest M. Schmidt, Fichtenweg 7, CH-5436 Würenlos, Switzerland

2002 SNOWBIRDS Covers



Covers flown by the Snowbirds on July 1st 2002 during their Canada Day flight over Parliament Hill, Ottawa, are available at \$45.00 for a set of nine covers, each signed by one pilot; or \$25.00 for a single cover signed by all nine pilots (shown above). A full colour brochure describing the 2002 Snowbirds will be included with each order. - To order covers, or for more information, please contact Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1 (E-Mail: rmalott@magma.ca)

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 next newsletter is sent to you without delay.**

| | | |
|------------------------------|-------------------------|----------------------|
| 24 Neil Hunter | 177 John Masella | 272 John J Venskus |
| 25 Jacques Le Potier | 183 Robert A. Haslewood | 282 Rick Hills |
| 27 John Glashan | 197 Henk (Hank) Post | 284 John Irvine |
| 29 Jim O. Turk | 201 Ivan W. MacKenzie | 285 Edmund A. Harris |
| 49 Jonathan L. Johnson Jr. | 224 Charles G. Firby | 302 Pierre Vachon |
| 76 W. Ross Richardson | 249 David E. Flett | 303 Ronald V. Trefly |
| 78 Charles J. Verge | 251 Charles Wm. McEvoy | 307 James F. Ruddell |
| 79 Jim Brown | 254 John Webster | 313 Alastair Bain |
| 87 Roland F. Kohl | 256 Bernard Abouchar | 314 Glenn Baechler |
| 124 Dr. Reuben A. Ramkissoon | 262 E.S.J. van Dam | 315 Reginald Targett |
| 138 Keith Stibbe | 263 Louis K Levy | 324 H Lealman MBE |
| 139 G. A. Wilson | 266 John F. Church | 325 Edward Williams |
| 149 Frank Kendle | 267 James H. Parker | 326 Gary Cristall |

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

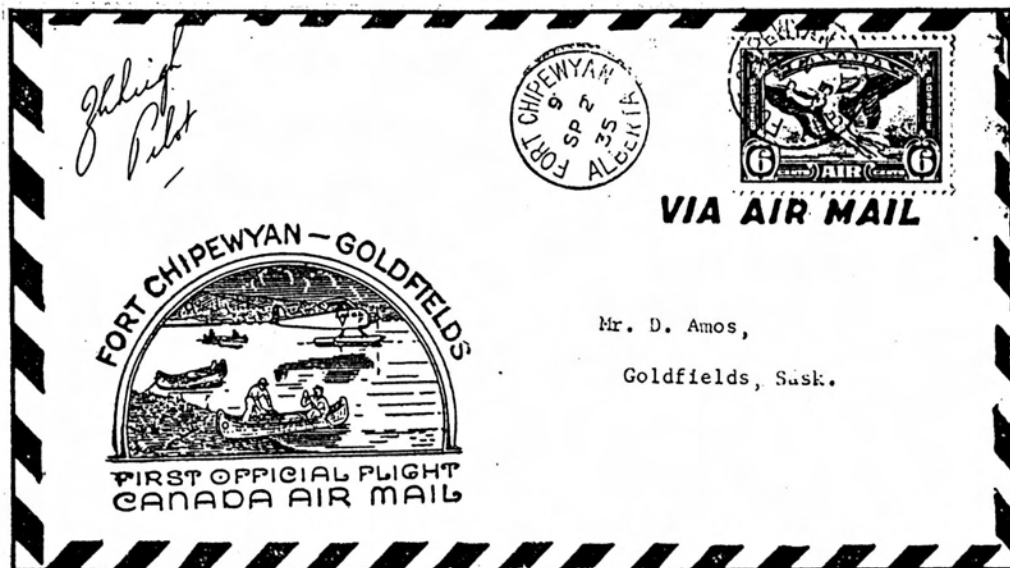
A SHORT GUIDE TO CANADIAN AEROPHILATELY

Produced by THE CANADIAN AEROPHILATELIC SOCIETY

(Sixth edition - Revised March 2003.)

Canadian Aerophilately is best known for the attractive, numerous, and generally affordable First Flight Covers, produced from 1928 to 1939 as the Post Office introduced new air mail services.

This was a time when interest in both aviation and stamp collecting was intense, and First Flight Covers which combined the two interests were popular collectibles. - When a new service from Fort Chipewyan to Goldfields was opened in 1935, over 3,000 covers like the one below were carried in each direction:



The Post Office sent out notices of coming first flights to those on its mailing list, with instructions as to preparing covers for the flight(s). The flights were also announced in the press and stamp magazines.

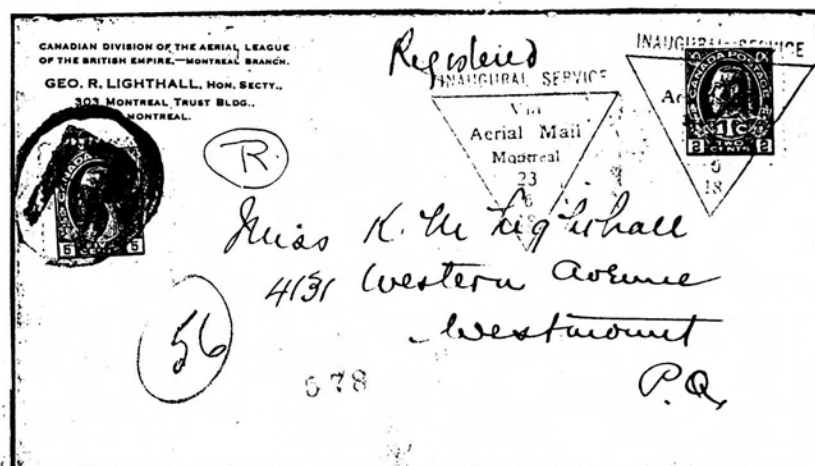
Collectors were instructed to address covers to themselves with the address at the right to leave room for the cachet, mark it "Via Air Mail", put the route beneath it, enclose a filler (to receive a good impression of the cachet and postmarkings), prepay it at the air mail rate, and send it, (or them), under cover to the District Superintendent of Postal Service at the distributing city of that flight area. There the covers would receive the cachets and be forwarded to the flight base. They would go forward on the first flights, be backstamped at the receiving points, and forwarded to the address on the cover. However, while some people put their own addresses on the covers, as the notices said, many collectors liked them addressed to the end of the flight.

These covers are frequently sold today for between \$2 and \$5. - However, the price will often be higher if the cover has been franked with unusual stamps; is to a destination outside Canada or the United States; or was signed by the pilot.

The above cover has been signed by the pilot, Z. Lewis Leigh. - Don Amos, who prepared this cover, once recounted several methods by which autographs could be obtained:

I lived in Winnipeg at the time, so could go out to the airfield, and walk into a Company's office. If the pilot was in, they would sign the cover. If the pilot was away on a flight, you could leave the cover with the Company, and the pilot signed it when they got back. You could also mail your cover to a Company's office at another airfield, and they would get it signed for you. Another method was to mail your covers to M. Robertson Arlidge, who was a stamp dealer operating as "Bob of the Northland", and he would arrange to get them signed.

A brief history of Canadian Air Mail Flights



The first air mail flight in Canada was from Montreal to Toronto on June 24th 1918. It was made by Captain Brian Peck of the Royal Flying Corps, and was planned as part of a publicity event to encourage wartime recruitment. Approximately 125 covers were carried, and given a special cancellation as shown above. - This was followed by some 20 more mail carrying flights over the next five years, made by a variety of individuals and organizations. The amount of mail carried on each of these flights was small, and while most Canadian air mail covers are relatively affordable, these pioneer covers tend to be rare and expensive.

During the 1920's, a number of companies began flying into remote Northern areas, often in support of prospectors and miners. The Post Office allowed these companies to charge for letters they carried, and to issue their own stamps. These stamps had a "semi-official" status, as they were sold from post offices, but the Post Office did not assume responsibility for the airmail, or help with the cost of the service!



The first Semi-Official Air Mail stamp,
produced by *Laurentide Air Services* in 1924.



The last of the Semi-Official Air Mail stamps,
produced by *Canadian Airways Limited* in 1934.

At first these stamps could only be placed on the back of an envelope, and were not allowed to show a value in case they were confused with regular postage stamps. These restrictions were later relaxed.

The Post Office first budgeted money for air mail services in 1927. It began with an experimental service between Montreal and Rimouski, designed to connect with trans-Atlantic steamers, and to speed up mail to and from Europe. This was soon followed by additional services, mainly to points that were cut off during the winter. No extra charge was made for these initial air mail services. - No official cachets were produced for these early services, although mail prepared by dealers with unofficial cachets can be found. The Post Office did not begin providing cachets until 1928.

In 1928 the Post Office flights were divided into two types:

AIR MAIL SERVICES which provided a faster service than regular mail. - A higher fee was charged for these services after October 1st 1928; and Canada's first government air mail stamp was issued ten days earlier on September 21st 1928.

AIR STAGE SERVICES which carried all the mail to a point which was very difficult to reach by other means. Mail was normally flown on these services without an additional charge for air mail service, but when a new service was introduced, the air mail rate had to be paid if a First Flight cachet was required.

On March 1st 1939, *Trans-Canada Airlines* inaugurated a daily air mail service between Montreal, Toronto and Vancouver. To mark this occasion, the Post Office produced forty different First Flight cachets. After this many new air mail routes were opened, but only rarely did the Post Office produce First Flight cachets for them.

Routes and Rates



Cover postmarked: VICTORIA DEC 6 1940

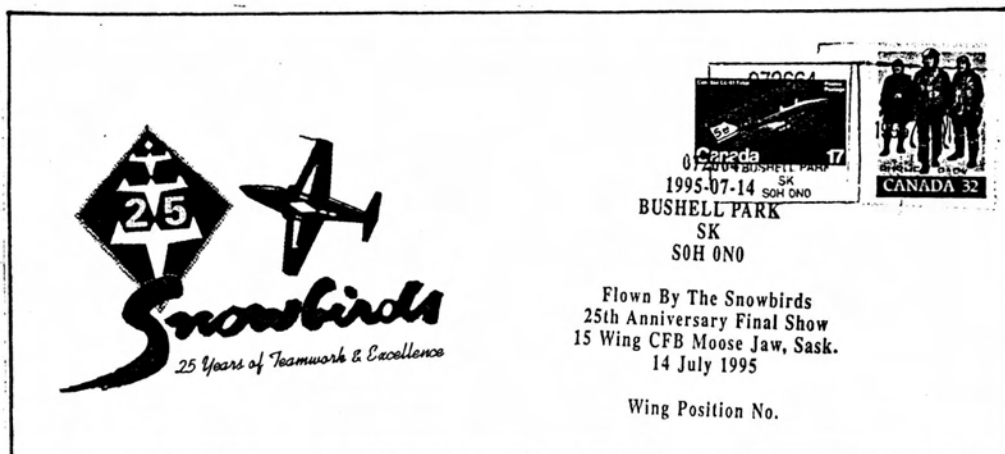
Handwritten note on back: "Delivered Dec. 24th 1940"

While many aerophilatelists enjoy collecting First Flight Covers, others are more interested in the routes by which commercial air mail has travelled, and/or the postage rates that were charged.

The above cover, for example, is franked 30 cents, which covered air mail service within Canada, a flight across the Atlantic, and any available air mail services in Europe to its destination.

To complete its journey from Victoria to England in December 1940, this cover would have been flown by five different airlines: *Canadian Airlines Limited*, from Victoria to Vancouver; *Trans Canada Airlines*, from Vancouver to Montreal; *Canadian Colonial Airlines*, from Montreal to New York; *Pan American Airways*, from New York across the Atlantic to Lisbon; and finally from Lisbon to Bristol by *KLM (Royal Dutch Airlines)*, who operated a service from Portugal to England for *BOAC (British Overseas Airways Corporation)*.

Modern Day Covers



Cover flown at CFB MOOSE JAW, 14th JULY 1995

commemorating the 25th ANNIVERSARY of the SNOWBIRDS AEROBATIC TEAM.

Although the Canadian Post Office no longer produces First Flight cachets, a number of airlines still produce them when new services are introduced. Commemorative covers are also produced by various organizations for special events, particularly airshows, and for the anniversary of historically significant flights.

Newfoundland Air Mails

Newfoundland was the starting point for most of the early attempts to fly the Atlantic. The Postmaster-General of Newfoundland arranged for a limited amount of mail to be carried on many of these flights, and issued a number of overprinted stamps for them. Many of these stamps and covers are now very rare and expensive.

There were also a number of attempts to establish internal air mail services in the 1920's and 30's, but none of them was successful.

More information

For more information on Canadian aerophilately, the best sources are:

- for general information on all Canadian air mail stamps and covers: the Air Mails of Canada and Newfoundland. - This was a joint production by the *Canadian Aerophilatelic Society* (CAS) and the *American Air Mail Society* (AAMS), and is generally considered very informative and easy to use. It contains the four digit numbers by which most Canadian Government Flight Covers are referred: the three digit numbers which are sometimes still used for covers, are from Volume 4 of the American Air Mail Catalogue (1981) which is long out of print.
- for more detailed information on early air mail flights and stamps: The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by C.A. Longworth-Dames, (published by Unitrade Press); and Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, (published by the AAMS).
- for the development of international air mail services from Canada, including routes and postal rates, Air Mails of Canada, 1925 - 1939 by George Arfken and Walter Plomish, (published by Charles G. Firby).

These books can be obtained from many stamp dealers, or by mail from: Auxano Philatelic Services Inc., 207, 525 - 11th Avenue SW, Calgary, Alberta T2R OC9 (Tel. 1 800 831 4463; website: www.auxanostamps.ca)

Two very useful "general histories" of Canadian aviation are:

- Canada's Flying Heritage by Frank Ellis, which is the classic on Canadian aviation up to 1940;
- History of Canadian Airports by T.M. McGrath, which describes 143 airports, with many references to the airmail services that used them.

These are available in bookstores, or by mail from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6. (Tel. 416 698 7559; website: canavbooks.com).

Further information on many different flights, covers, and other aerophilatelic topics, can be found in back issues of The Canadian Aerophilatelist. An index to this journal can be ordered from: Gord Mallett, 71 Grandin Woods Estates, St Albert, Alberta T8N 2Y4 (Or e-mail: gordm@edmc.net)

The Canadian Aerophilatelic Society

The CAS provides a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our newsletter, The Canadian Aerophilatelist, which is published quarterly. If you would like a free sample copy of the newsletter, please write to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, (or e-mail: hargreave@king.igs.net).

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;
- a translation service from French to English and vice versa;
- a "sales department", with a variety of covers for sale;
- discount prices on many CAS and AAMS publications;
- representation of Canadian aerophilatelists at national and international levels.

Membership is open to all. - 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: _____

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,
CONSULTEZ: FRANCOIS BOURBONNAIS, 231 CHEMIN ST-FEREOL, LES CEDRES, QUEBEC J7T 1J4