



THE CANADIAN AEROPHILATELIST

#55

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

Editor: Chris Hargreaves, 4060 Bath Road,

Kingston, Ontario K7M 4Y4

Tel. (613) 389 8993

E-mail: hargreave@king.igs.net

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President: Major (Ret) R.K. "Dick" Malott, CD
16 Harwick Crescent, Nepean, Ontario K2H 6R1

Telephone: (613) 829 0280; Fax: (613) 829 7673

E-Mail: rmalott@magma.ca

Telephone: (613) 225 4254

Vice-President: Mike Shand,
1183 Agincourt Road, Ottawa, Ontario K2C 2H8

Telephone: (613) 226 2045

E-mail: bjnepean@trytel.com

Tel. and Fax: (416) 421 5846

E-Mail: squeak@pathcom.com

Treasurer: Brian Wolfenden,
203A Woodfield Drive, Nepean, Ontario K2G 4P2

Secretary: Ron Miyanishi,
124 Gamble Avenue, Toronto, Ontario M4J 2P3

**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**

June 2003

Volume XIX, Number 2

ISSN-1181-9766

CONTENTS INCLUDE:

PAGE:

NEWS -	PRESIDENT'S REPORT (including 50 th Anniversary R.C.A.F. Comet covers)	2
	Report on the ANNUAL GENERAL MEETING	3
	Western Chapter Activities	4
EDITORIAL -	On Speed and Accuracy	5
NEWFOUNDLAND AIRMAILS - Report on Harmers' "Labrador" sale		6
UPDATED INDEX to <u>THE CANADIAN AEROPHILATELIST</u> and SPECIAL OFFER		11
FEATURES -	CANADIAN AIRWAYS STICKER STAMPS , Gord Mallett	12
FOLLOW UP -	ROESSLER and RED LAKE	14 - 22
	The DC-4E on a Czechoslovakian stamp	24
QUESTIONS -	information wanted	26
MEMBERS' FORUM -	Pilot -Signed Covers	28
NEXT ISSUE -	DEADLINE - 1st August 2003	31
MEMBERSHIP APPLICATION FORM		32
MEMBERSHIP RENEWAL LIST - PLEASE CHECK!		32

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

PRESIDENT'S REPORT FOR JUNE 2003

How time flies! Here is the second issue of The Canadian Aerophilatelist in June 2003, with the year almost half gone. I trust that each member has made good use of the last six months to advance aerophilately and individual collections. Our Western member Nino Chiovelli has certainly been busy getting new members, selling our catalogues, promoting interest in aerophilately in two Youth Clubs in Alberta and British Columbia, and providing advice in preparing special flown CAS covers. For these and other reasons Nino was selected by Editor Chris Hargreaves as the recipient of The Editor's Award for 2003. Nino will receive the award at a future meeting of the Western Chapter of the CAS. Congratulations Nino.

The CAS's participation at ORAPEX 2003, 3 & 4 May 2003, was most successful. We had 13 members sign in and 8 attended the AGM. Eleven publications were sold, one membership was renewed after a four year absence, and the new Comet cover was shown which was highly acclaimed. We had three tables of books, covers and publications on display for those interested. Mike Shand and I looked after the tables, so we did not have much time to visit the dealers. We certainly missed the support of our deceased member Nelson Bentley. The theme of the show was "*Celebrating the 75th Anniversary of the Canadian Air Mail Stamp*", first issued on 21 September 1928. My Crash Cover exhibit was displayed in the Court of Honour. Unfortunately only three airmail exhibits were shown - Chris Hargreaves' Display Class exhibit "*A Long Look at Canadian Aerophilately*" (awarded a Silver medal and the American Association of Philatelic Exhibitors' Creativity Award), Dave Hanes Open Postal History exhibit "*Postal History of the RCAF including RFC and CAF 1917-1968*" (awarded a Vermeil medal and the ER Toop Award for the best Postal History Military Exhibit), and in the Youth Section under Tom & Jill Hare, a young lady received a Merit Award for her 8 pages of American Air Mail Stamps.

It is hoped that a better showing of air mail exhibits will take place at ROYAL*2003*ROYALE in Hanover, Ontario, 30 May - 1 June 2003. The RPSC will be observing its 75th Convention. Unfortunately I will not be able to attend, and there were no volunteers to look after a CAS table to promote Aerophilately and the CAS. Next year the RPSC will hold its Convention in Halifax, Nova Scotia, 28-30 May 2004. In 2005 the Convention will be in London, Ontario 27-29 May 2005; and in 2006 in St. John's, Newfoundland, 20-25 June 2006.

Our Comet cover project, to commemorate the 50th Anniversary of the inauguration of the Comet into use in the RCAF on 29 May 1953, has proven most successful. We have had excellent cooperation from previous Comet air crew; Canada Post has donated a cancellation depicting a Comet aircraft; the Canadian Forces provided two Comet photographs that have been reproduced as picture postage stamps; Ron Miyanishi and Corinne Crathorne have produced multi-coloured envelopes by a computer process; and the Commanding Officer of 412 Squadron Detachment at the Ottawa International Airport, has arranged to have the 325 envelopes flown on a military flight of the VIP Challenger Jet, from Ottawa to a destination yet to be revealed. The size 10 envelopes will be franked by one of two different picture post stamps of the Comet. The covers will sell at \$10.00 each. They will be available from me at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

Our Snowbird covers for 2003 will follow in the same format as the Comet covers, in colour, with a special Tutor aircraft cancellation, 2 views of the Snowbirds on picture postage stamps, and lines for the pilots' signatures. Because of increased production costs, the set of 9 autographed envelopes will be \$55.00, and for the envelopes with all nine signatures the cost will be \$30.00. All prices are in Canadian dollars. If you are interested in any of these covers please let me know.

I was asked to review Nelson Bentley's stamp collection in preparation for its selling by his widow, Vera. Nelson had a tremendous collection of world wide stamps and covers. Private collectors bought his helicopter collection, and another his glider collection. A London UK dealer is to visit Vera to possibly purchase the remnants of the collection. Vera gave the Hares three large boxes of stamps for their Youth School Stamp Clubs. Be sure that your collection is in proper order in case you join Nelson in the near future.

Through necessity an election of the Executive was due for the period 2003 - 2005. All incumbents volunteered to stay on: Dick Malott, President; Mike Shand, Vice President; Ron Miyanishi, Secretary; Brian Wolfenden, Treasurer; and Chris Hargreaves, Editor of The Canadian Aerophilatelist. Minutes of the AGM will be published in The Canadian Aerophilatelist. Motions were passed not to request the prefix Royal for the CAS, nor Letters Patent and Charitable Status for the CAS from Commerce Canada. It was considered too much bureaucracy for a small organization to apply for the two items.

Enjoy your collecting during the summer months,

Dick Malott

C.A.S. ANNUAL GENERAL MEETING - 4th May 2003

The annual meeting of the Society was held at 1.30 pm in conjunction with ORAPEX at the RA Centre, Ottawa. 8 people attended although 13 members signed in over the two day show.

The meeting began with a short pause in remembrance of those no longer with us, including of course Nelson Bentley who was for many years the focal point at the Society table.

Reports were presented and reviewed from the Secretary (in absentia), the Treasurer and the Editor. The Treasurer reported that finances were up for the year and the bank balance is now in the vicinity of \$6000. (Details were published in the March Newsletter). Some discussion ensued on financial arrangements with the newly formed Western Chapter and these were explained by the President.

The Editor in his report noted his award this year to Nino Chiovelli (also in the March issue) and he proposed a motion as follows:-

"Congratulate the Western members of the Canadian Aerophilatelic Society on the formation of a local group (the Western Chapter of the Canadian Aerophilatelic Society) and wish them every success in their future activities".

The President also thanked all involved and also congratulated Brian Wolfenden on becoming liaison officer for CAS with RSPC.

The Treasurer's Report, the Secretary's report, the Editors report and the Editor's motion were all approved by the meeting.

There had been a proposal to use "Royal" in our title (i.e. Royal Canadian Aerophilatelic Society). This was unanimously rejected by the meeting as having many disadvantages and no advantages that anyone could think of.

There had also been a proposal from the Western Chapter for "Letters Patent". This was seen as a needless and possibly expensive step and was rejected by the meeting.

A proposal for a CAS Web Site was discussed and although it may possibly have some merit, the advantages and costs were unclear. The Vice-President pointed out that every \$20 spent means we have to recruit One new member (at \$20 annual dues). It was agreed that the issue would be studied further by members of the executive and no decision taken till costs and procedures were more clearly set.

The president provided information on Comet Anniversary covers and on Snowbird covers for July 2003. Information on these will be provided elsewhere in the Newsletter. (See page 2.)

The President then advised that we were due for an election of officers, the last having been two years ago. There had been no volunteers and all existing officers were prepared to continue for another two years if the meeting agreed. Agreement was unanimous.

There being no other business, the meeting adjourned at 2.30 pm.

Mike Shand 

Welcome to four new members:

- 330 John C McCuaig, Edmonton, Alberta
- 331 Z. Michael Pawliuk, Edmonton, Alberta
- 332 Edmonton Stamp Club - Junior Club, Alberta.
- 333 Robin Clarke, Junior Club - Vancouver Island Philatelic Society, Victoria, BC

Congratulations:

- to **DENNY MAY**, who was awarded a Queen's Golden Jubilee Medal, for his service to the Scout movement. Denny has been involved in Scouting for 60 years, and is currently serving as Secretary/Treasurer of the Northern Region Scout Foundation, and is on the Endowment Committee of the Northern Lights Region Scout Foundation. He is also President of the Northern Alberta Chapter of the Canadian Aviation Historical Society.

I had the pleasure of reporting the award of Golden Jubilee Medals to five other C.A.S. members in our December newsletter: John Jamieson, Kevin O'Reilly, Dick Malott, Bill Robinson, and Charles Verge. If anybody knows of more CAS members who were awarded a Golden Jubilee Medal, please send details to the editor, so that I can congratulate them too.

- to **KASMIR BILESKE, DICK MALOTT and MURRAY HEIFETZ**, who are among the nineteen members of the Royal Philatelic Society of Canada, which are receiving a new medallion created to recognize 50 years of membership in the RPSC.

Western Chapter Activities - Report by Gord Mallett

The first annual meeting of the Canadian Aerophilatelic Society western chapter was held in conjunction with the Edmonton Stamp Club National Spring Show. Venue - the Conference Centre at West Edmonton Mall. Date - Saturday March 29, 1-3 pm. Eleven CAS members were at the show. Two new collectors joined the ranks at our society table.

The chapter meeting and two aerophilatelic seminars were open to the public. Unfortunately Cecil Stoner was unable to attend the meeting so chapter vice-president Dave Brown assumed the chair. Amongst the topics receiving attention were the development of youth programs and the production of commemorative covers in the several 'zones' of the western region. Funds will be allocated to each of these two initiatives.

The first seminar by Gord Mallett was titled *Hudson Hope or Hudson's Hope?*. It detailed the events surrounding a 1913 post office/government 'screw-up' that resulted in a British Columbia town at the head of the Peace River Canyon being renamed Hudson Hope. [The riverside town was a sometimes touchdown point of bush pilot Grant McConachie.] Since 1992 the name has officially reverted to its original Hudson's Hope - the post office now using two 'new' hammers!

Towards the end of the first seminar, Dave Brown slipped out of the meeting. Minutes later he reappeared as his alter ego - Red Lake trapper/pro prospector/pilot 'Cliff', complete with beaver hat and buckskin coat. Cliff proceeded to relate many fascinating and oft-humorous adventures relating to the search for gold and the aviation history of northwest Ontario. Not surprisingly this was the same focus as Dave Brown's four-frame exhibit at the show! We're hoping that Cliff will recall more of his early experiences at future shows.

Awards for exhibits by CAS members:

vermeil *Air Mail Postage Created with Aircraft Overprints* - Jim Brown

The 1929 Mackenzie Air Mails - Kevin O'Reilly

silver *The Search for Gold: Airmail History in Northwestern Ontario* - Dave Brown

Court of Honour *Railway Post Offices of Northern Alberta* - Bill Robinson

EDITORIAL - ON SPEED AND ACCURACY

I received a very friendly query from Jim Davidson after the last newsletter, as to why I had referred to "*Captain Brian Peck of the Royal Flying Corps*" making the Montreal to Toronto air mail flight on June 24th 1918, when the Royal Flying Corps had been incorporated into the Royal Air Force on April 1st 1918? This was a very good question, as on reviewing various books, it turned out that some referred to Brian Peck as an officer in the RFC, and some as an officer in the RAF! I therefore checked with Dick Malott, who informed me that Captain Peck "*was in the RFC, but was automatically converted to the RAF on the 1st April 1918.*"

The source of my error was C.A. Longworth-Dames' highly regarded The Pioneer and Semi-Official Air Mails of Canada 1918 -1934, which seems to have got its information from the announcements published for the 50th Anniversary commemorations of Peck's flight.

It is disconcerting to see how an error made in 1968, can continue to be repeated 35 years later! This has confirmed my belief that it is extremely important to strive for accuracy in the information I share and publish. Unfortunately, checking for accuracy can be very time consuming, which is one of the reasons that I am sometimes a very slow correspondent.

I would like to assure everybody who is waiting for a reply from me, or for an item to be published, that I will get to it eventually, and hope that they will be consoled with the knowledge that the information eventually received and/or published will be as accurate as possible

Best wishes to everybody for a great summer, Chris

Alcock and Brown's Trans-Atlantic Re-enactment

Plans for a re-creation of the first non-stop Trans-Atlantic flight by Alcock and Brown in 1919, using a Vickers Vimy replica, have had to be postponed.

The replica Vimy has already re-enacted two other famous first flights by Vickers Vimy's: the first flight from England to Australia in 1919, and the first flight from England to South Africa in 1920.

The trans-Atlantic flight was intended to celebrate the first 100 years of Flight. Unfortunately, the current economic conditions made it impossible to secure adequate corporate and economic sponsorship.

It is now planned to fly the Vimy from California to St. John's, Newfoundland, in the summer of 2003; and undertake the transatlantic flight in June 2004.

The St. John's Philatelic Society is arranging for commemorative covers to be produced for the re-enactment. - Further developments will be reported in future issues of this newsletter.

X Prize

The X PRIZE is described on it's website (<http://xprize.org/index.html>) as "a \$10,000,000 prize to jumpstart the space tourism industry through competition between the most talented entrepreneurs and rocket experts in the world". The \$10 Million cash prize will be awarded to the first team that:

- Privately finances, builds & launches a spaceship, able to carry three people to 100 kilometers (62.5 miles).
- Returns safely to Earth.
- Repeats the launch with the same ship within 2 weeks

The X PRIZE competition was created in May 1996, and emulates aviation incentive prizes offered between 1905 and 1935 which stimulated the current air transport industry.

As part of its fund-raising, X PRIZE is marketing a variety of merchandise, including:

ERIK LINDBERGH 75TH ANNIVERSARY FLIGHT Signed, Numbered, and Framed Commemorative Cover. - Beautiful, limited-edition, numbered, signed, and framed cover commemorating Erik Lindbergh's 75th anniversary flight honoring his grandfather, Charles Lindbergh. The cancels on the cover are from San Diego, St. Louis, New York, and Paris. The frame is approximately 12" x 15". The cover is approximately 4" x 9". A certificate describing the cover and authenticating the cover number is also included. - Price: \$700.00 (U.S.)

The aims of X PRIZE, and the price of its covers, both seem to be "out of this world"!

Thanks to Don Wilson for sending me these two news items.

Newfoundland Airmails

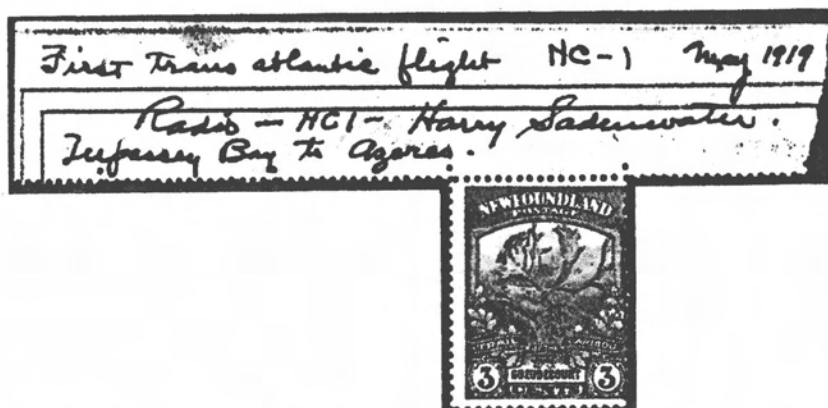
On 25th February 2003, Harmers of London sold the "Labrador" collection of Newfoundland airmails. - This sale gave some collectors the opportunity to obtain covers that most of us only dream about!

The sale included stamps, covers, die proofs, etc., from 1919 to 1942, but I found the items from the summer of 1919 most interesting.

It always seems to me that one of the most difficult flights to represent philatelically, even in a fantasy, after-I-win-the-lottery collection, is the first trans-Atlantic flight by the NC 4 flying boat. - Three flying boats, (the NC 1, NC 3, and NC 4) took off from Newfoundland for the Azores on May 16th 1919. The NC 4 reached Horta on May 17th, and continued to England via Lisbon, Portugal, and El Ferrol, Spain, reaching Plymouth on May 31st. (The NC 1 and NC 3 both put down before the Azores: the NC 1 sank after its crew was rescued; the NC 3 "taxied" the remainder of the way to Horta.)¹

Parcels of mail prepared for these flights were removed before take-off in order to save weight, but two covers are known to have been carried by Smokey Rhoads, an engineer on the NC 4. One of these covers was later presented to the Smithsonian Institution.

The Harmer's sale included one item related to these flights:



3020 ☆

Caribou 3c. red-brown with part sheet margin at top, endorsed "First Transatlantic flight NC-1 May 1919 Radio - NC1 - Harry Sadenwater. Trepassey Bay to Azores". Part of a batch of stamps bought by Harry Sadenwater, the Radio Operator of the NC-1, to frank mail sent from Trepassey Bay in May 1919. Presented to Gibson Willets (an old colleague of Sadenwater) in April 1952. *An interesting memento of the American attempt.....*
Provenance: Dr. J. Matejka, Sale 1

E £500

Realized 765 Pounds / C\$1,700 (All prices realized include 17.625% buyer's premium.)

The day after the American NC flying boats left Newfoundland, Hawker and Grieve took off on their attempt to fly directly to Ireland. They carried with them approximately 86 covers, most franked with a specially overprinted stamp. Their flight ended in mid-Atlantic, when the aircraft was ditched in anticipation of running out of fuel. Hawker and Grieve were rescued by a Danish ship, the *Mary*: five days later their aircraft and the mailbag were salvaged by the S.S. *Lake Charlottesville*.

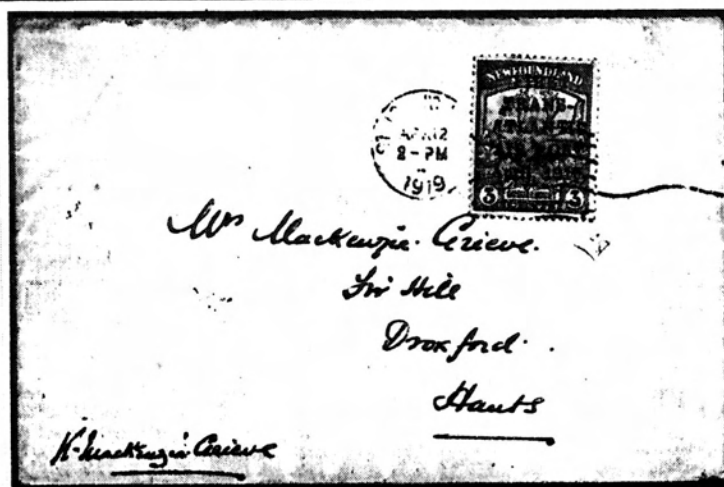
The sale included two mint singles of the Hawker overprint, (Scott Newfoundland C1 - shown right), which realized 8,822 Pounds / C\$19,700 each, and three covers from the flight, including Lot 3004 shown on the next page.

Continued



¹ A terrific book on these flights, from which much of the information in this article is taken, is Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, (published by the AAMS). See page 32 of the last newsletter for more information, or contact the editor.

NEWFOUNDLAND AIRMAILS - the "Labrador" collection continued:



- 3004 ✉ 3c. brown, used on envelope, with enclosure, addressed to Mrs. Mackenzie Grieve (the mother of Hawker's navigator) in Droxford and signed by Mackenzie Grieve at the lower-left, St. John's machine datestamp of April 12, Officially sealed label with London c.d.s. of May 30 on reverse, a trifle soiled as usual but fine (142)..... E £6,000
Provenance: Geoffrey L. Soloman Realized 8,234 Pounds / C\$18,400

Also on May 17th, an hour after Hawker and Grieve took off carrying the above cover, Raynham and Morgan attempted to take off in their Martinsyde aircraft, the *Raymor*. (This aircraft had been ready since April 18th, but its flight was repeatedly postponed due to bad weather.) Unfortunately the *Raymor* crashed while attempting to take off. - Major Raynham was slightly injured but stayed in Newfoundland: Major Morgan was more seriously injured, and returned to England.

Approximately 30 covers were carried on this attempt: most were franked by a 3cent "Trail of the Caribou" stamp, with a manuscript overprint initialed by the Newfoundland Postmaster-General.

A "regular" cover from this attempted flight realized 29,408 Pounds / C\$65,700. - However, the most expensive item in the "Labrador" sale was:

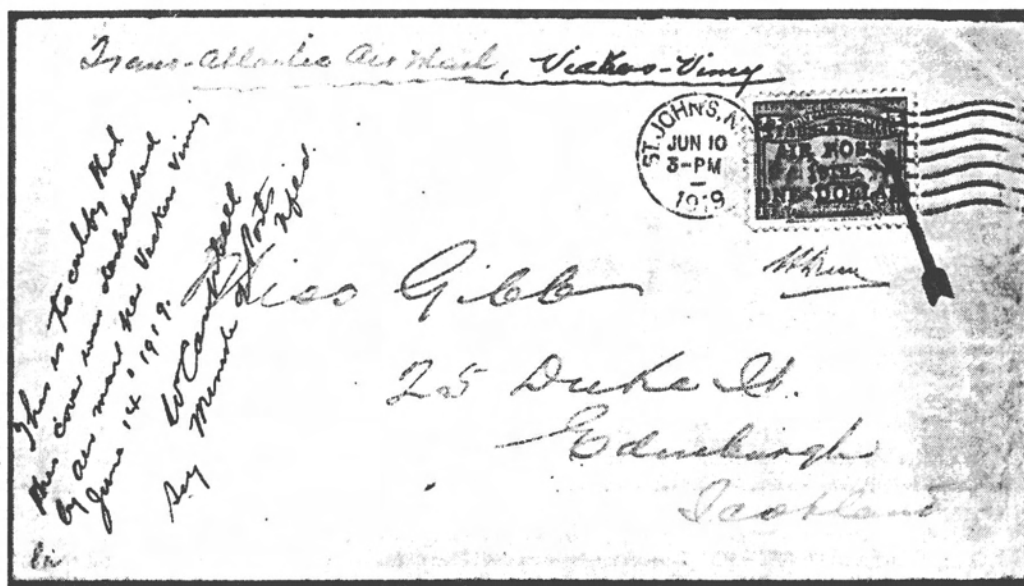


- 3011 ✉ Manuscript overprint on Caribou 2c. red, used with unoverprinted 2c. red and both tied by St. John's machine cancellation of April 19 1919 to envelope endorsed "Per Aeroplane Raymor Nfld to Britain Kindness of Major Morgan and F.P. Raynham" addressed to London, usual arrival c.d.s. of Jan. 7 1920 on reverse, very fine. A famous and unique envelope which has been described as "The greatest rarity in Newfoundland Air Mails". With E. Dena certificate (1988) (See footnote after S.G. 142a and "Newfoundland Air Mails" by C.H.C. Harmer page 31)..... E £75,000
Realized 88,223 Pounds / C\$197,000

Continued

NEWFOUNDLAND AIRMAILS - the "Labrador" collection continued:

The sale included seven covers flown by Alcock and Brown on their pioneer trans-Atlantic flight, non-stop from Newfoundland to Ireland. Four were sold at prices ranging from:



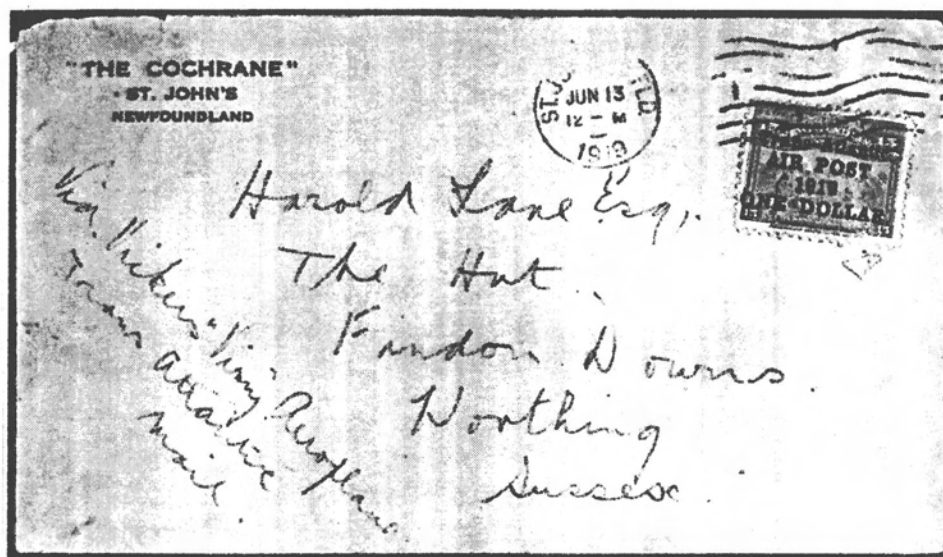
3026 ✉→

Envelope to Scotland endorsed "This is to certify that this cover was despatched by Air Mail per Vickers Vimy June 14 1919 W Campbell Secy Minister of Posts Nfld" and "Trans-Atlantic Air Mail, Vickers Vimy", franked "Trans-Atlantic" \$1 on 15c., no comma variety, tied by St. John's machine cancellation of June 10, fine and rare. With A. Dena certificate (1968).....

E £1,000

Realized 1,059 Pounds / C\$2,400

to:



3030 ✉→

Envelope to Worthing, endorsed by John Alcock "Via Vickers "Vimy" Aeroplane Trans Atlantic Mail", franked "Trans-Atlantic" \$1 on 15c., no comma after "AIR POST" variety, tied by St. John's machine cancellation of June 13, the envelope and stamp a little soiled and wrinkled With enclosure, a piece of headed paper, stained and mounted onto board, from "The Cochrane" hotel, reading "Dear Harold, Just a line to say how fit and keen I am over this Atlantic flight. There is quite an element of rivalry between H.P. & myself, anyway feel quite confident that I can beat the(m). I am sending this letter via my "Vimy" machine which will carry the Trans Atlantic mail. Well Cheerio J. Alcock"

E £1,500

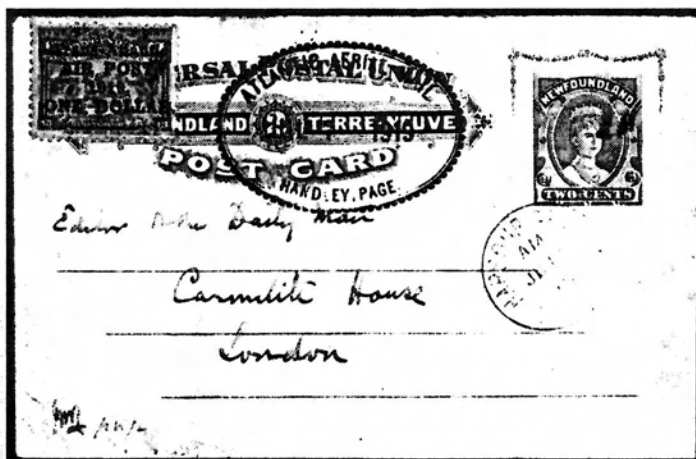
Realized 2,941 Pounds / C\$6,600

Continued

NEWFOUNDLAND AIRMAILS - the "Labrador" collection continued:

Another contender for the first trans-Atlantic flight was the Handley Page V1500. After Alcock and Brown succeeded in crossing the Atlantic, Admiral Kerr flew this aircraft to the United States. (See the December 2002 newsletter, [page 8], and the March 2003 issue, [page 11], for more information.)

234 covers, originally intended for the trans-Atlantic flight, were carried on this flight to the U.S.A.



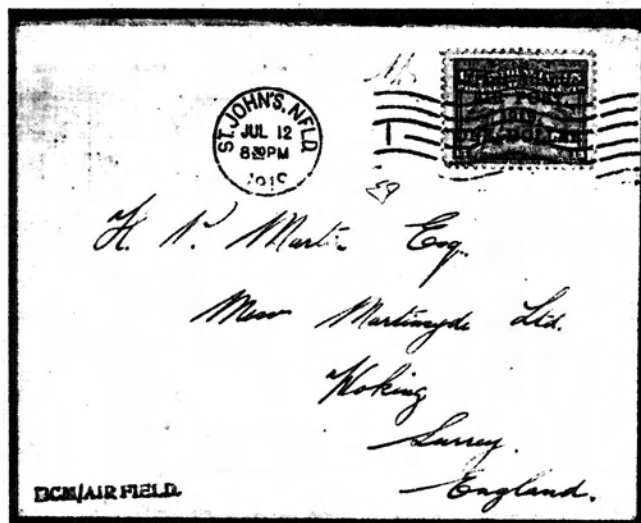
- 3044 ✉ — 2c. postal stationery card, additionally franked "Trans-Atlantic" \$1 on 15c. with mute cancellation, Harbour Grace c.d.s. of June 14 and oval "ATLANTIC AERIAL MAIL/HANDLEY PAGE/JUL 7 1919" company cachet, addressed to London and signed by Mark Kerr, corner creases and a little soiled

E £1,750

Realized 2,059 Pounds / C\$4,600

On July 12th Major Raynham made a second attempt at a trans-Atlantic flight in the Martinsyde Raymor, this time with Lt. Biddlescombe as navigator. They hoped to beat Alcock and Brown's time, but the aircraft 50 yards of its take off run. Fortunately both Raynham and Biddlescombe were unhurt.

This attempt carried the mail from the first attempt, plus 25 additional letters, franked with the same stamp as used on Alcock and Brown's mail:



- 3018 ✉ The Supplementary Mail: Envelope addressed to H.P. Martin, the designer of the "Martinsyde" in Surrey franked "Trans-Atlantic" \$1 on 15c. tied by St. John's machine datestamp of July 12, London arrival c.d.s. of Jan. 7 on reverse, fine and rare. Only 25 covers flown

E £3,500

Not sold.

**For further details about this sale, (or to ask for a copy of the beautiful catalogue if there are any remaining), contact Alex Blum at Harmers, No11, 111 Power Road, London W4 5PY, UK.
Tel +44 (0)20 8747 6100 Fax: +44 (0)20 8996 0649 Email: auctions@harmers.demon.co.uk**

Obese passengers could have caused plane to crash

From **George Gordon** in New York

AIRLINES in the U.S. are being urged to raise their estimates of the weight of passengers after suggestions that a plane crashed because it was too heavily loaded.

The commuter craft was carrying its full complement of 19 passengers when it corkscrewed into the ground shortly after take-off from Charlotte airport in North Carolina in January.

Witnesses said the U.S. Airways plane, a Beech 1900D, seemed to struggle from the start. The plane turned into a fireball and many of the bodies were so badly burned

that they were unrecognisable.

Investigators have calculated that it would have been just 100lbs under its maximum take-off weight if they used Federal Aviation Administration guidelines of 13stone 3lbs per passenger.

But they believe it may have been above its maximum weight because of the increasing problem of obesity in the U.S.

The U.S. National Transportation Safety Board has now directed 15 small airlines to weigh passengers and their luggage before they board similar-sized planes.

The FAA suggests raising the passenger weight estimate to 190lbs (13st 8lb) from May to October 31, and to 195lbs (13st

from Charlotte airport in North Carolina in January.

Witnesses said the U.S. Airways plane, a Beech 1900D, seemed to small planes say it could have a big impact because their planes are more weight-sensitive.

'We will either have to reduce cargo, carry fewer passengers or buy bigger planes,' said one operator.

Earlier this year a survey in New York found that passengers weighed an average of 15st 6lb, including hand baggage.

The Daily Mail, 2nd May 2003

This news story reminded me of those "Believe or Not" vignettes, about how passengers were sometimes weighed before boarding aircraft in the 1930's!

Thanks to Harry Hargreaves for sending me the article.

The Father of First Flight Covers?

I was recently talking to Peter Howe about ROYAL 2003 ROYALE, which was held in Hannover, Ontario. - Peter casually mentioned that "*the father of First Flight Covers*" was buried in the cemetery at Chesley, near Hannover. I immediately asked Peter for more information, but unfortunately the original comment had been made to him long ago, and Peter didn't recall either who the comment referred to, or who had told him this.

However, I'm still intrigued by the comment, and am wondering who it referred to? - **If anybody has any suggestions as to who the FATHER OF FIRST FLIGHT COVERS was, (or would like to nominate somebody for this title), please pass them on to the editor.**



Airmail Collector

PO Box 99, Cardiff CF23 6XP UK

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

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



- The world's biggest aerophilatelic auction house.
- Selling 900+ world wide aerophilatelic lots every 2 months.
- No buyers' commission or credit card charges.
- Free illustrated Postal Auction catalogue.
- Buying aerophilatelic collections for cash, or for bidding credit in future sales.

Updated index to THE CANADIAN AEROPHILATELIST

Gord Mallett has recently revised the index to include all issues of the newsletter up to the last issue - March 2003, #54.

The index is now available on diskette in Microsoft Word format, as well as the earlier MSWorks. - According to Gord, "the SEARCH function in Word is far smoother, and lets you locate all occurrences of your 'keyword', by repeated clicking of 'Find Now'. - It is also available as a printed version, which is now approximately 40 pages in length.

Gord can also supply back issues of the newsletter.

Not only has Gord revised the index, he's also revised the prices, and reduced some now that the index and back issue service is well established. - New prices, including postage within Canada, are:

INDEX C\$5 for a hard copy, C\$3 for a diskette, C\$8 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, **71 Grandin Woods Estates, St Albert, Alberta T8N 2Y4**
Gord can also be contacted by phone or fax: (780) 419 6738; or e-mail Gord at: gordm@edmc.net or CalderRiver@hotmail.com

**UNBEATABLE OFFER: Gord will e-mail the Index at NO COST,
to any member who sends him an email address!**

Many thanks Gord for all your work on the index.

Advice on Exhibiting

The following information was passed on by Murray Heifetz:

Egil Thomassen, Chairman of the FIP Aerophilately Commission published an article in which he gave some advice on the most common mistakes made by exhibitors. This has now been published in Argentina and Britain. I thought it might be useful to Canadian exhibitors.

These mistakes are:

- * Items which have not been carried by air are included in the exhibit
- * A large number of maps or non-relevant illustrations are shown
- * The introductory page is missing or does not tell the jurors what the subject is. The exhibitor should clearly state what he or she is showing so that the judges know what they are to judge. - The introductory page (only one) ought to be short but complete. The jurors do not have time to read a long story. A title page with, for instance, a glossy picture, is wasted space.
- * Scarce or expensive material is duplicated
- * Stamps and vignettes exhibited are not shown on flown covers as well
- * A number of items are not properly analyzed but only described. A description tells you what you can read on the stamps or covers. An analysis of the items is to study the hidden information (varieties, routes, rates, etc.)
- * The space available is used to give long descriptions instead of showing aerophilatelic material. - Information given should not overwhelm the material.
- * Ugly cut-out photocopies of cancellations makes an exhibit visually less attractive. If the exhibitor wants to show cancellations from the back side of a cover, it is better to scan or draw the cancellation. Photocopies should in general complement not overpower the philatelic material.
- * Colour reproductions are not reduced at least 25%

While I think the above cautions are very useful, it should be pointed out that they apply to international level exhibiting, and some of them are not as rigidly adhered to at lower levels.

Thanks Murray.

CANADIAN AIRWAYS STICKER STAMPS

The March 15 1934 letter from W C Sigerson [General Manager of Canadian Airways] to G Herring [Chief Superintendent Air Mail Service, Ottawa] is interesting in several respects. (See next page.)

The author of the letter, Wilfred Sigerson, was quite a character. For one thing, he was a firm believer in the Horoscope. Several company pilots have mentioned him in their reminiscences when being interviewed - years after the company had been absorbed by Canadian Pacific Airlines. Pilot Con Farrell recalled that Sigerson once told him that it was dangerous for him to fly on Mondays, Wednesdays or Saturdays. Although Sigerson was a senior within the Canadian Airways ranks, Farrell's reaction to this advice was typical of his well-known fiery temperament - "I'll fly any damn day I feel like it". Actually, he claimed that Sigerson's advice wasn't a factor in the flying habits of any of the pilots because "nobody really paid any attention to him" - that is, in regards to his Horoscope advice.

The contents of the letter provide some background on the origin of Canada's last semi-official airmail stamp, the surcharged CL52. Canadian Airways of course was the last aviation company to be authorized by the Post Office to issue its own stamps. CL51 had been sanctioned for use on the Edmonton-Fort McMurray route as early as December 1932. The only catalogue listing for authorized use of CL52 is again the Edmonton-Fort McMurray route. This was in July 1934 - four months after the date seen on the letterhead.

The letter requests permission for the sale of Canadian Airways sticker stamps in postal inspector W L Lough's Winnipeg district Post Offices - subject to the condition that "the sale would be limited to Winnipeg and points in connection between rail and air". Evidence that department permission was granted can be found in Don Amos' June 1998 article in *The Canadian Aerophilatelist*, entitled *The Golden Age of Air Mail*. He recalls that he "had the personal experience of going into the Winnipeg Post Office and buying semi-official air mail stamps over the counter!" Further, that an old Post Office Bulletin lists "the post offices in which they could be purchased, which were generally along the route." He also notes that the 10 cents overprint would "enable stamp clerks in post offices to keep some account of the stamps when sold to the public."

Pasted to the letter is stamp CL51 which Sigerson had surcharged in purple ink in the amount of 10 cents - producing what can be considered as a mock-up of what was later to become CL52. It is easy to identify the differences between this dry run version and the final form of the stamp. For one thing the number and lettering are considerably narrower in the dry run. Upon receiving approval, Sigerson proceeded to have 10,000 stamps surcharged by press, in black ink. No doubt the company was attempting to open up new markets and provide badly needed extra revenue. It was the depression - every dollar counted.

The sticker stamp itself shows the Junkers CF-AQW flying over Edmonton city centre - large nondescript rectangular boxes and several smokestacks dominating the scene. [A wit might readily describe present-day downtown Edmonton in much the same manner!] AQW, one of six purchased by the company, received its initial registration in June 1931 and remained in active operation until damaged beyond repair in a 1959 Kootenay Lake crash - a near-record life span for one of these early aircraft types.

"Copy to Colonel Mulock" appears at the bottom of the letter - a not uncommon occurrence in official Canadian Airways correspondence. Mulock was the principal advisor to Canadian Airways president James A. Richardson in matters concerning aviation and airmail. He was always informed about new initiatives the company was considering and his opinion was highly regarded, particularly by Richardson.

Gord Mallett

CANADIAN AIRWAYS STICKER STAMPS by Gord Mallett, continued:

March 15, 1934.

G. Herring, Esq.,
Chief Superintendent,
Air Mail Service,
Post Office Department,
Ottawa, Ontario.

Dear Mr. Herring:-

Re: Sale of Sticker Stamps

In early February Colonel Mulock discussed with you a proposal I had received from Mr. G. A. Thompson to make arrangements for the sale of Sticker Stamps in Post Offices throughout the Country, but more particularly in the Post Offices in Mr. Lough's district. Mr. Thompson based his proposal upon an expression by Mr. Lough of his willingness to sell the stamps, assuming that your sanction would be obtained. Colonel Mulock advised me that you would be willing to thoroughly consider the proposal if I would transmit to you samples of the stamps surcharged in the amount of 10¢, and with the understanding that the sale would be limited to Winnipeg and points of connection between rail and air, and, finally, assuming that the Company would pay a commission on sales.

I am pleased to transmit herewith three samples of the surcharged stamps for your consideration and examination. I am not at all pleased with the results of the surcharging method. A rubber stamp was used and only purple ink was available. If the sale of stamps is approved I can, of course, have the surcharging done by press and with black ink so that it will stand out more clearly.

Your consideration and decision on this matter will be greatly appreciated.

Very truly yours,

Wilfred B. Sigerson
General Manager

WOS/KD,
Encl.

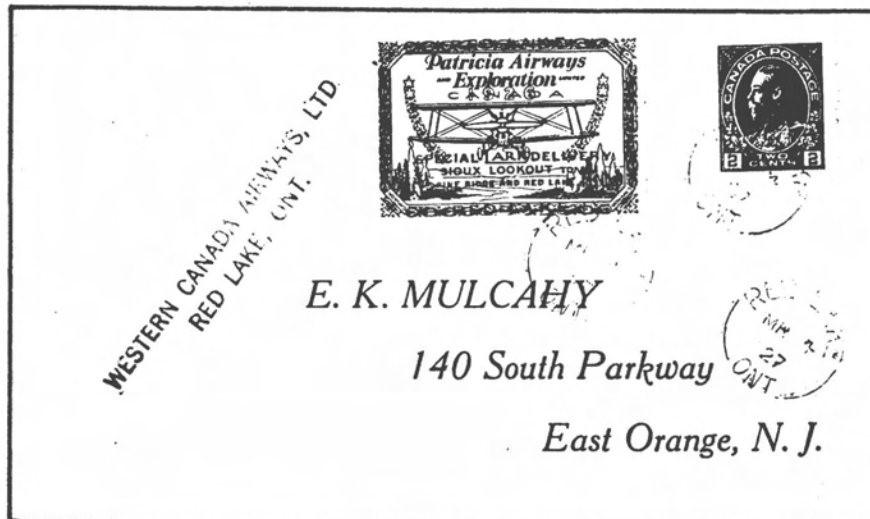
COPY TO COLONEL MULOCK.

Source:

PROVINCIAL ARCHIVES OF MANITOBA
MG11 A34 Box 15 f
Air Mail Sticker Stamps

FOLLOW UP: ROESSLER and RED LAKE

Part 1: The problem of WESTERN CANADA AIRWAYS March 4th 1927 FFCs.



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

Postmarked: RED LAKE MR 4 27 ONT No backstamps.

This cover was featured in the December 2001 issue of this newsletter, (page 28). It appears to be from the one of the first flights by WESTERN CANADA AIRWAYS, which were described as follows in the American Air Mail Catalogue, (Fifth edition, volume 4, 1981):

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

The same comment appeared in the Fourth edition of AAMC (1970); and is repeated in The Air Mails of Canada and Newfoundland, (though the reference to "hundreds of flights" was dropped). A similar comment appears in The Pioneer and Semi-Official Air Mails of Canada by Conway Longworth-Dames.

However, the December 2001 article pointed out a number of problems with this listing:

- were "hundreds of flights" really made in a period of approximately sixty-seven days?
- the listing conflicts with other information given in Longworth-Dames' book, regarding the availability of Western Canada Airways. - Accidents to these aircraft in February 1927, followed by a transfer of the repaired aircraft to operate an airlift to Churchill in March 1927, left WCA with no aircraft to operate an air mail service to Red Lake until March 25th.

Conway Longworth-Dames reviewed the situation, and suggested that while WCA was without aircraft, the mail was carried for them by Patricia Airways and Exploration Ltd.

The article concluded by asking for comments on an alternative explanation of covers from the March 4th - May 9th period, which fits the availability of aircraft, but raises other issues:

- from March 4th to March 24th, WCA had the airmail contract, but no aircraft, and no stamps. They therefore arranged for Patricia Airways and Exploration Ltd. to fly mail for them. (*This fits the new information, but reverses the previous/conventional explanation of the above cover.*)
- from March 25th to May 9th, WCA had the airmail contract and an aircraft, but no stamps. They therefore arranged to fly mail using other companies stamps.
- from May 10th on, WCA had the airmail contract, aircraft, and their own stamps. (*This would make covers flown by WCA on May 10th 1927 just the first flight with WCA stamps, not a first flight under the air mail contract. This would contradict the previous listings for the May 10th flights, [AAMC #90, AMCN CL40-2700], and the wording on the cachet. - The cachet is shown in Part 4 of this article.*)

Continued

FOLLOW UP: ROESSLER AND RED LAKE - continued:**Part 2: Additional information regarding the WCA FFCs.**

David Brown has been following up regarding the availability of aircraft. The best source of information appears to be Ken Molson's Pioneering in Canadian Air Transport, which gives a lot of detail regarding the situation for Western Canada Airways at the beginning of 1927. (Although their base was at Hudson, the local post office was known as Rolling Portage). -

In the first week of 1927 it was decided to open an outpost at Gold Pines on Lac Seul on the way to Red Lake in order to serve as a distribution point for freight to the outlying lakes where the mining men were working. A. H. Farrington, who had learned to fly in World War I and had flown the Red Lake air service operated in March and April of 1926 by Jack Elliot, was hired as the agent. A tent was set up equipped with a wooden floor and an oil stove for heat. From there Harold Farrington loaded the first fur bales to travel by air on January 13, 1927.

Only twenty days during January were suitable for flying and Oaks logged 87 hours and 26 minutes, flying approximately 5,365 miles with 78 passengers and 5 tons of express.

On February 2, after leaving in the morning with 800 lbs. of freight for Narrow and Clearwater Lakes, Oaks disappeared. Two days later J. A. MacDougall who had come down from Winnipeg to set up the bookkeeping system reported to Winnipeg that Oaks was missing and that Cheesman had started up Lac Seul with a dog team and repair materials. The weather had been bad ever since Oaks had left and it was hoped that he had merely landed to sit it out. Cheesman found the aircraft at Woman Lake, 122 miles from Hudson, grounded by a damaged undercarriage. Oaks, in the meantime, had been flown out to Hudson in Patricia Airways' Lark, piloted by Dale Atkinson. He then wired New York for spare parts and boarded the train for Winnipeg.

On January 19 Oaks received a wire from the Royal Canadian Air Force signed by Squadron Leader A. E. Godfrey, which read:

"Please wire immediately your price for transporting one ton of small freight by air from mile 350 Hudson Bay Railroad to Fort Churchill stop operation to commence March 1 stop Hudson Bay Railroad will reach mile 350 by March 1 stop the following R.C.A.F. caches of gas and oil may be used on a repayment basis."

A reply was sent on the 21st to the effect that they could not consider the contract until additional aircraft arrived. On February 7 the original telegram from the Air Force was amended by a further telegram which indicated that there would now be four tons of freight to be moved. The Atlantic Aircraft Corporation, the manufacturer of Fokker aircraft in North America, confirmed that they could supply one Fokker Universal immediately and a second, very shortly.

A proposal sent to Ottawa on February 19 for the transportation of the men and material to Churchill was

basically that Western Canada Airways would agree to supply an aircraft and crew for \$50 per day and that for every flying hour an additional charge of \$70 would be made.

Flying hours for the ferrying of the aircraft to and from Hudson would be charged at the rate of \$40 per hour. In addition, an estimate was given of the time required to carry out the contract assuming the use of either one or two aircraft. The use of two aircraft was recommended. Western Canada Airways Limited received the contract because they were the only company capable of doing the job.

The reason for the decision of the Canadian Government to move this material into the north on such short notice was that for some time it had been their intention to establish a port on Hudson Bay and to complete a railway connection from there to Winnipeg. In the beginning it had been proposed to establish the harbour at Port Nelson and plans were made with this in mind. Recently, interest had been revived in the possible use of Fort Churchill as it was thought it might provide the better harbour facilities. It was then necessary to do some exploratory drilling in the winter while the ice was in the harbour. With the information obtained from the drilling they could assess the relative merits of the two ports.

If the drilling was not carried out before the ice melted in the spring it would postpone the whole project for another year. Telegrams were sent to all the aircraft operating companies and when no proposals for moving the material were received an alternative plan of organizing a large number of dog teams to move the supplies was considered but found impractical. The Government then considered the possibility of moving the material by snow tractors and it was at this stage that the tender from Western Canada Airways was received.

Oaks had recruited two new pilots for the organization. J. R. Ross, who had been hired from February 1, came to Western Canada Airways from Laurentide Air Services via the Ontario Provincial Air Service. Also, from the Ontario Provincial Air Service came Frederick J. Stevenson, D.F.C. and Croix de Guerre. Stevenson was a pilot from World War I and one of the early pilots with the Canadian Aircraft Company flying out of Winnipeg in the immediate post-war period. A bad crash at Fort Frances, Ontario, on August 26, 1920 laid him up until he recommenced flying with the Ontario Provincial Air Service in 1924.

Cheesman made temporary repairs to 'FU and flew it out to Hudson on February 8* but more permanent

* This was Cheesman's first flight for the Company. He did not receive his pilot's license until March. He made his first solo flight at Camp Borden in November, 1926. He had had one previous solo flight in the Fokker Universal at Hamilton, Ontario, during the ferry trip to Hudson.

FOLLOW UP: ROESSLER AND RED LAKE, Part 2 - continued:**Extract from Ken Molson's Pioneering in Canadian Air Transport continued:**

repairs were required which called for the fitting of new parts.

With 'FU still out of commission Oaks left for New York and brought back the second aircraft, G-CAGD, on February 26, which he had christened 'City of Toronto'. On arrival back at Hudson he cleared away some of the accumulation of freight and before leaving once again for New York to pick up the third aircraft he took time to check out a new pilot, Charles L. Bath, on 'GD. Unfortunately Bath turned 'GD over on her back about twenty miles from Hudson just after Oaks left.

With both aircraft damaged, only one experienced Fokker pilot in the Company and with an important new contract coming up, together with the normal business in the Red Lake area, it seemed prudent to obtain some assistance. Oaks arranged for the temporary assignment of Bernt Balchen, the Fokker test pilot, to Western Canada Airways Limited. Balchen, a Norwegian by birth, had been a pilot and officer with the Royal Norwegian Air Force. He had met Commander Richard Byrd during the latter's expedition to the North Pole and Byrd had persuaded him to come back to the United States with him. There he had accepted the job as test pilot for Fokker aircraft with the Atlantic Aircraft Corporation. Accompanying Balchen on the trip north to Hudson were three mechanics, including a skilled welder from the Atlantic Aircraft Corporation. In the meantime, it had been agreed that no flying would be done at Hudson until the machines were repaired, tested and checked out by Bernt Balchen.

In writing his autobiography thirty-one years later, Bernt Balchen recalls his arrival at Hudson:*

"We follow the lantern down the railroad embankment along a narrow path and ahead of us I see the pink glow of a Yukon stove lighting the windows of a snow covered shack. It is little more than a lean-to but the lantern's rays reveal an impressive sign over the door "Western Canada Airways". This is the administration building, ticket office, freight station and passenger terminal for the whole flying gold rush.

"As we push open the door and stamp the snow from our feet a group of men around the pot bellied stove peer at us curiously through the murk of spruce wood smoke and stale tobacco. The warmth is welcome and my three mechanics make for the stove at once. One of them, a youngster from Jersey City, lifts his coat tails and extends his rear end towards the heat, shaking himself gratefully. A short dark bearded member of the group shuffles toward me in beaded slippers and holds out his hand.

"I'm Rod Ross, Airways Superintendent, here.

* Reproduced with permission from "Come North with Me" by Bernt Balchen.

You're Balchen I take it." We shake hands and he introduces the others — "This is Tommy Siers and Al Cheesman, our maintenance chief." He jerks a thumb towards a lanky figure seated behind the stove. — "And this is Captain Stevenson, one of our pilots."

"Stevenson is scrunched so far down in his chair that he is almost sitting on the back of his neck. His legs are propped on a high shelf, a pair of moose hide moccasins comfortably crossed and a curved pipe is hooked in his mouth, the bend of the stem following the line of his long angular jaw. He waves a hand languidly in greeting.

"The young mechanic from Jersey is fidgeting beside the stove and his eyes move around the little room in embarrassment. He enquires in a low voice, "Which door is the men's room?" Captain Stevenson unlocks his moccasin feet from the shelf, clambers to his full height and rips a page from the Eaton's Mail Order Catalogue hanging on the wall. He opens the outside door and points to the darkness and swirling snow. "There's the whole wide world, Sonny Boy", he drawls, "and if you can't help yourself, you're no man for the north country."

'FU's undercarriage was repaired and a difficulty with a cracked crankcase on its engine was temporarily solved by obtaining the loan of the engine from the Curtiss Lark of Patricia Airways and Exploration Company. On the following day, March 14, Balchen was able to test fly 'FU, check Stevenson out on the Fokker and watch him make his first solo flight in it. In the afternoon, Balchen, Ross and the mechanics went to Aldous Bay on Lac Seul to see the damaged 'GD. Balchen returned to Hudson that night intending to come back the next day but was delayed for two days because of a spring thaw that would not permit a landing.

Upon the return to Hudson everyone worked day and night preparing for the Churchill airlift. By three o'clock on the morning of March 20 the aircraft were ready and the cabins full with some 700 lbs. of aircraft spares and emergency equipment for the crews. Following a brief rest, Balchen took each aircraft on a test flight and at nine o'clock the two aircraft took off for Cache Lake.

Rod Ross had been appointed to lead the expedition, Stevenson and Balchen were to be the two pilots and Cheesman, the air engineer. Stevenson piloted 'FU and was accompanied by Ross while Balchen was at the controls of 'GD with Cheesman. The flight to Cache Lake was completed without incident with an overnight stop at Norway House on Lake Winnipeg.

The next "page" describes the Churchill airlift, after which is a comment:

While the airlift was in progress Oaks had brought the Company's third Fokker, G-CAGE, christened "Fort Churchill", to Hudson from New York on March 25. By April 18 he had carried 124 passengers and 31,557 lbs. of freight during 102 flying hours.

Continued

FOLLOW UP: ROESSLER AND RED LAKE, Part 2 - continued:

Ken Molson's account confirms that Western Canada Airways' only had two aircraft at Hudson, one of which, G-CAFU, was out of commission at the beginning of March due to undercarriage problems. Although a date for the accident to G-CAGD was not given by Ken, his description of events fits that of Conway Longworth-Dames, who stated:

On February 26, 1927, the second Fokker Universal, *City of Toronto*, arrived, but a few days later it was damaged when it overturned on landing.

This seems to prove that Western Canada Airways would not have had any aircraft available to inaugurate an air mail service to Red Lake on March 4th 1927, and that the old AAMC listing is in error.

However, while Ken Molson's description of the events at Hudson in March 1927 confirms that the old AAMC listing is wrong, it also makes me have second thoughts about the alternative explanation for the March 4th cover proposed in our December 2001 newsletter. - With all the activity going on at Hudson, I'm wondering who would have cared about arranging for Patricia Airways & Exploration to inaugurate an air mail service to Red Lake on behalf of Western Canada Airways?

There would, it seems, have been little pressure to inaugurate such a service from the Post Office, since Patricia Airways & Exploration were operating an air mail service to Red Lake from Sioux Lookout, which was twelve miles from Hudson by rail.

Derek Rance has also suggested that since the cover at the start of this article is not backstamped, it may just be one of Roessler's creations, and not been flown by anybody!

The more I think about this situation, the more I am reminded of Roessler's bogus Victoria - Seattle "1st Trip" flight covers of September 21st 1925. - These were also listed in the American Air Mail Catalogue, The Air Mails of Canada and Newfoundland, and by Conway Longworth-Dames in The Pioneer and Semi-Official Air Mails of Canada, yet Jim Brown has established that they are completely bogus. (For more information on these covers, and others created by Roessler for FAM 2, see the article *The Victoria-Seattle "Via Seaplane" Postmark: Real or Bogus?* by Ed Matthews in the September 2001 issue of this newsletter.)

Would all readers who have covers flown between Rolling Portage and Red Lake during the period March 4th - May 9th 1927 please send copies to the editor, so that we can try and establish what was happening during this period. - I am particularly interested in finding out whether there are any covers from this period that were not produced by/for Roessler.¹

Part 3: Roessler and the Red Lake Postmaster

If the March 4th 1927 cover is bogus, Roessler must have had an associate in the Red Lake post office to apply the post office cancellations.

The existence of such an associate is highly likely, since the March 4th cover is not the only dubious cover from Red Lake!

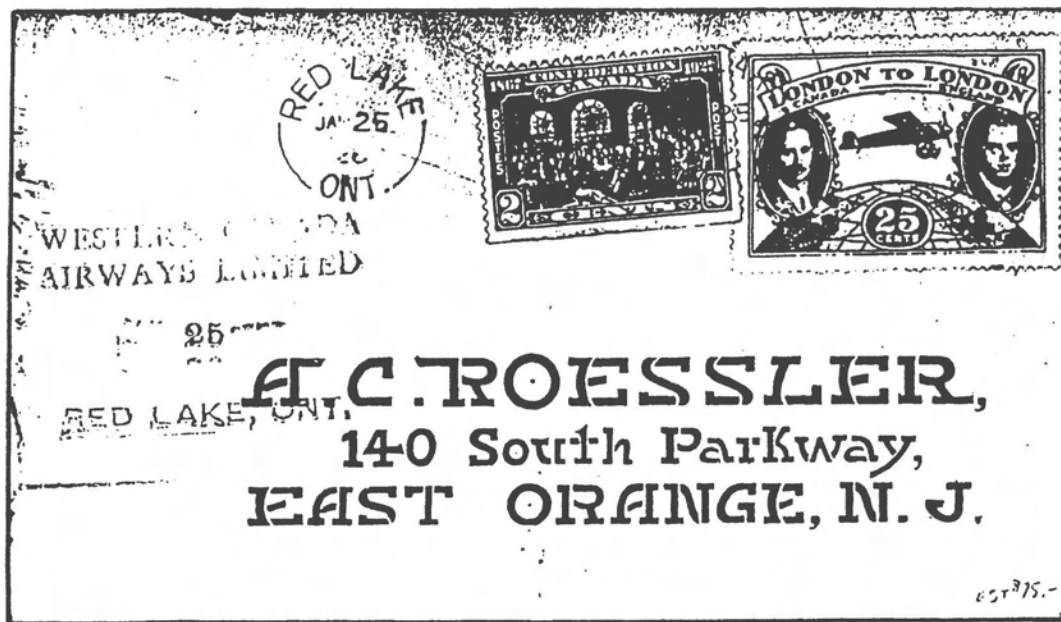
The cover on the next page is franked with a 2cent Confederation commemorative, and a facsimile of the London to London stamp, (Scott CLP6). Both are tied by a Red Lake postmark, (JA 25 28). - Although the London to London stamp is printed in red on white paper, so is not likely to be confused with the original, it still definitely looks like a stamp. It is most unusual that this facsimile was allowed through the mail unchallenged, when one considers that:

- the first semi-official air mail 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;
- Bob of the Northland had to black out a printed reproduction of the C2 air mail stamp on his envelopes. (See the article *Unusual covers from Edmonton to the U.S.A.* in the September 2002 newsletter).

Roessler's associate in the Red Lake Post Office seems to have been the postmaster, William Brown. - According to Derek Rance: *"From my collection I have noted a very strong relationship between Roessler and William Brown, Red Lake's First Postmaster"*. (Some covers showing this connection are illustrated in Parts 4 and 5 of this article.)

Continued

¹ Please mail to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

FOLLOW UP: ROESSLER AND RED LAKE - continued:

Four line handstamp: **WESTERN CANADA AIRWAYS LIMITED ?? 25 ?? RED LAKE, ONT.** on the left of the envelope. - WCA's air mail service between RED LAKE and ROLLING PORTAGE was taken over by the Post Office as an air stage service on January 25th 1928. The 2 cent stamp was sufficient postage for the first flight out of Red Lake by the air stage service. (Thanks to John Bloor for this illustration.)

Derek Rance also provided some biographical information on William Brown, who was one of the amazing characters of Canadian northern development:

The Winnipeg Free Press of March 1st, 1926, reported that: WINNIPEG WILL BE THE CENTER OF ACTIVITY FOR THE RED LAKE GOLDFIELDS IF POWER AND RAIL CONNECTIONS ARE MADE. Reports that a Manitoba Power Company is already commencing surveys of a power line to connect Red Lake with its Great Falls Power Plant which is somewhat just over one hundred miles west as the crow flies. There are two possible approaches by rail, one being the continuation of the Railway now extended to Fort Alexander built by the Canadian National Railway line from Lac Dubonnet to Great Falls which could be pushed north and east to Red Lake. Both these lines would serve the Central Manitoba Mining District which of course is much nearer the production stage than Red Lake will be for some time.

Just before March 1st, Bill Brown of Allanwater, Ontario had been sent into Red Lake by the Postal Department to make a report on the postal requirements of this now "mushrooming settlement".

There had never been any postal delivery service to Red Lake before, the few prospectors and trappers and traders got their mail once or twice a year from the nearest Post Office at Hudson, Ontario, which was officially named ROLLING PORTAGE, the English translation of its Indian name "Titapisay Oneecome". This portage followed a series of side hills between the lakes, and the traveler often slipped in wet weather and rolled down the hill with what ever he happened to be carrying, so it was called the Rolling Portage.

Bill Brown was a very colorful character, the son of a well-to-do English Family, he was sent to the best private Schools in England, then to Oxford University, but he left there before graduation, due to some indiscretion. He then went to Sweden to learn the Timber Importing Business, where he learned to speak Swedish fluently. In the second year at his new position, the First World War broke out and he returned to England and joined the British Army, serving in France till the Armistice, then for some time in the Army of Occupation in Germany. He returned to England, then came to Canada where he joined the Hudson Bay Company as a clerk.

Continued

FOLLOW UP: ROESSLER AND RED LAKE, Part 3 - continued:

Because of his education and ability, Bill quickly rose to the Position of Factor (or Post Manager) of Osnaburgh House on Lake St. Joseph. One day as he was trading with some Indians at the Post, a lighted cigarette which he had laid on the counter, rolled a short distance and fell into an open keg of gunpowder. The explosion blew the Post apart, killing the two Indians. Bill was taken from the smoking ruins of the Post barely alive, but rather miraculously survived and slowly and completely recovered from multiple burns and abrasions to his face, hands and body, carefully nursed by a young Indian girl whom he soon married. They eventually had four strapping sons and a winsome girl. He worked in logging camps at McDougall's Mills, Ontario for some time, then got the job of mail carrier in the adjoining hamlet of Allanwater, Ontario.

Bill had an aptitude for languages; besides speaking Swedish fluently, he also spoke Ojibway which he learned when working with the Indians while trading for the Hudson Bay Company. He also had a working knowledge of the French and German language learned from his Army Service, and he was well versed in the classical Latin and Greek from Oxford University.

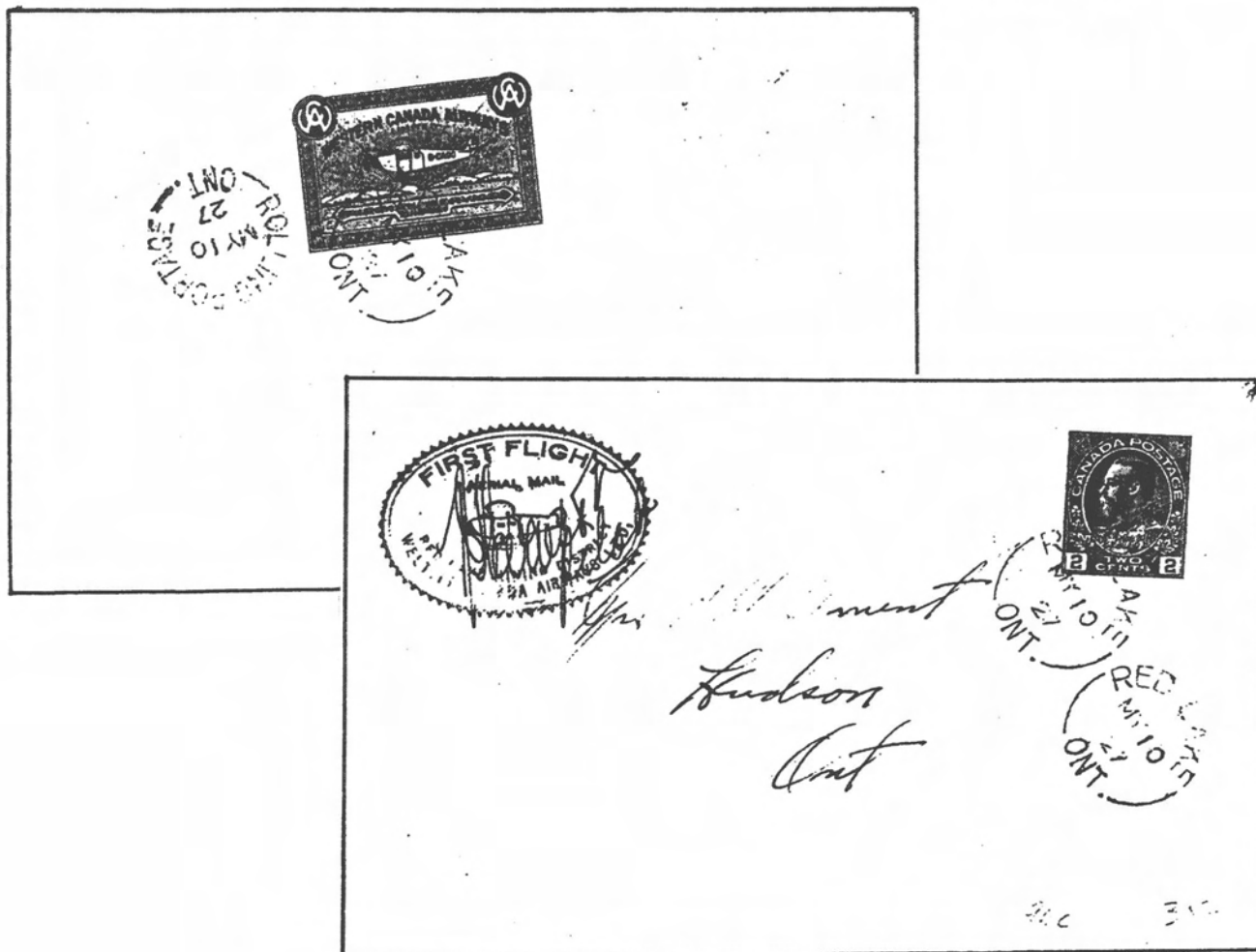
Bill left Red Lake for Hudson with his dog team just after the Mining Recorders Tent had been opened on March 1st, 1926. Keeping him company on the trail was another dog team driven by Walter Hyde, a surveyor of Port Arthur, Ontario and his partner Gordon MacLaren, and a Reporter Paul Reading of Toronto who had mushed in a few days earlier. Bill's wheel dog "Mouse" had a litter of five pups at Sand's Fish Camp on the return journey. He wrapped them in his rabbit skin robe on his toboggan and took them back to Allanwater. He was then appointed Mail Carrier to Red Lake from Hudson, and carried the Royal Cipher and the words ROYAL MAIL on the side of his toboggan. Several months later he was appointed Red Lake's first Postmaster, and built the settlement's first Post Office out of logs at the junction of what is now Howey Street and Goldshore Road. The next year he built a General Store beside the log Post Office, and became the settlement's first Justice of Peace. He was accidentally drowned in Red Lake in 1936.



Postmaster William Brown in the door of Red Lake's first Post Office which he built of logs in June 1926 at what is now the intersection of Goldshore Road and Howey Street.

This information about William Brown came from Don Parrott, who has written a number of books about the Red Lake area, including North for Gold, the Red Lake Gold Rush of 1926, and Harold Farrington: Pioneer Bush Pilot. For more information on these books, contact The Red Lake Museum, Box 64, Red Lake, Ontario P0V 2M0, or visit their website <http://www.redlakemuseum.com> and check out the gift shop.

Continued

FOLLOW UP: ROESSLER AND RED LAKE - continued:**Part 4: The WESTERN CANADA AIRWAYS FFCs of May 10th 1927.**

Cover 1: Semi-official and 2 cent Admiral both cancelled RED LAKE MY 10 27
Backstamped ROLLING PORTAGE MY 10 27

This flight was described in The Pioneer and Semi-Official Air Mails of Canada by Conway Longworth-Dames as:

- 2 1927, May 10. Rolling Portage to Goldpines, Red Lake and return. This was the first official flight to be made after the company received its contract from the postal authorities. Covers also bore the company's semi-official stamp SO31 for the first time. In total, 353 items of mail were carried on the outward flight and 389 on the return. Most of these received the purple cachet. C22, and it is understood that about 80 were signed by the pilot, F.J. Stevenson. Of those seen, the signature appears over the cachet. A few covers are known with the earlier green cachet C21 replacing the purple cachet, while some also exist with the oval cachet in red.



C22



SO31 (CL40)

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

C21

Continued

FOLLOW UP: ROESSLER AND RED LAKE, Part 4 - continued:

In the American Air Mail Catalogue the May 10th covers were described as:

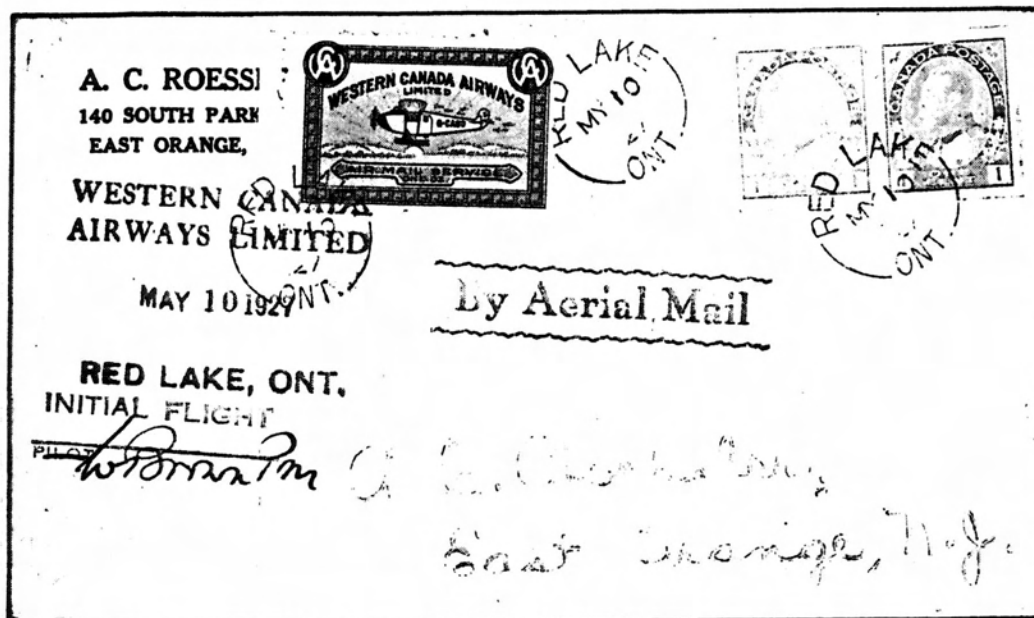
- 90 1927, May 10—Rolling Portage-Gold Pines-Red Lake and Return. This was the first flight under the official contract and covers were franked with the pink and black 10 cent semi-official stamp issued on May 1, No. S-33. The pilot was F.J. Stevenson. All covers were backstamped at destination the same day dispatched. A special oval cachet was applied to some covers in purple.

Rolling Portage-Gold Pines	(*)	60.00
a. Rolling Portage-Red Lake	(*)	20.00
b. Gold Pines-Rolling Portage	(**)	60.00
c. Red Lake-Rolling Portage	(**)	20.00
(*) Total covers carried from Rolling Portage were 353.		
(**) Total covers carried to Rolling Portage were 389.		



S-33 Pink and Black

Cover One has the cachet described by Longworth-Dames, and is backstamped as stated in AAMC. - It meets all the requirements for a genuine cover from AAMC flight 90c.



Cover 2: Order of embellishment - 2 cents postage

centre and right cancellations RED LAKE MY 10 27

10 cent WCA semi-official overlaps centre cancellation

green WCA handstamp overlaps semi-official

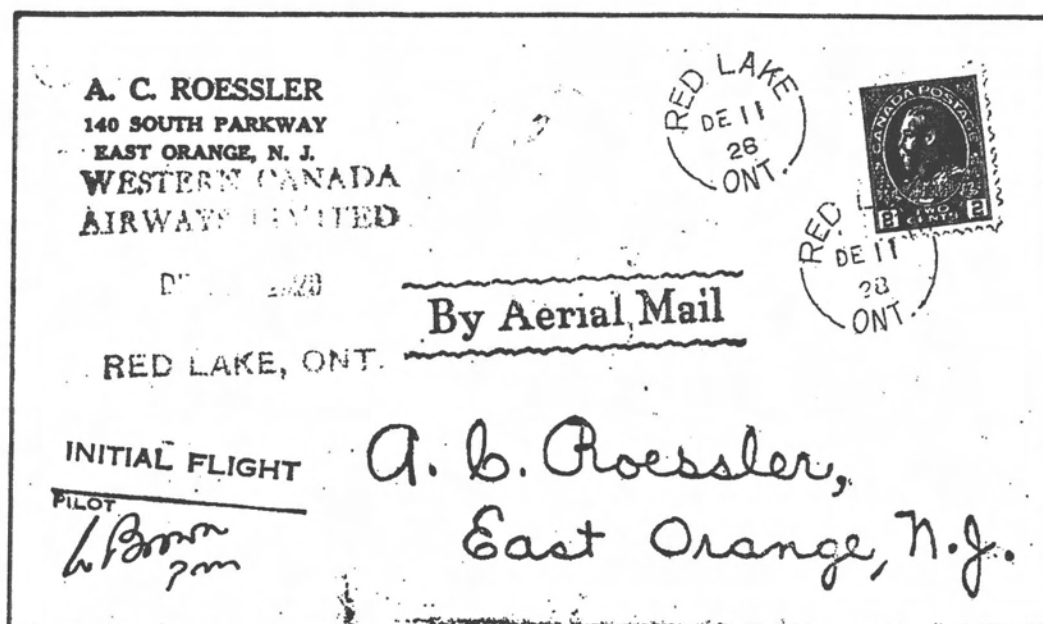
left cancellations RED LAKE MY 10 27 over WCA handstamp and semi.

No backstamps.

Although this cover is cacheted "initial flight", and signed by the postmaster, there are several reasons to doubt that it was ever flown:

- it is not backstamped, (however, this isn't proof that it wasn't flown, as although covers sent by air should have been backstamped at the end of the air service, numerous semi-official covers from many different flights are found without backstamps);
- the semi-official stamp on the front breached Post Office regulations, (though this is also not proof that the cover wasn't flown, as it's questionable to what extent this regulation was enforced: semi-official stamps are found on the front of many different covers);
- the WESTERN CANADA AIRWAYS LIMITED handstamp is a type that Longworth-Dames says was used on later flights, and that Derek Rance has not found used before May 19th 1927;
- the cover is disconcertingly similar to the cover illustrated on the next page, which is another Roessler creation! (Murray Helfetz commented that he also has a similar looking cover, but his is dated July 1st!)

Continued

FOLLOW UP: ROESSLER AND RED LAKE - continued:**Part 5: A Roessler cover for a First Flight that didn't happen.**

Cancelled: RED LAKE DE 11

Backstamped with the same WESTERN CANADA AIRWAYS LIMITED handstamp as on the front, with a clear date 1928.

Although this cover also has an "initial flight" cachet, and is signed by the postmaster, there is no first flight listed on December 11th 1928 in the American Air Mail Catalogue, The Air Mails of Canada and Newfoundland, or The Pioneer and Semi-Official Air Mails of Canada by Conway Longworth-Dames.

Derek Rance has suggested that "these covers were made to order and bulk mailed to Roessler".

Since the above cover is a Roessler creation that was not included in any catalogues, it brings us back to the cover in Part One of this article: is that a Roessler creation that should not have been included in any catalogues?

If anybody can provide more information, or has comments about this article, please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

Many thanks to everybody who has contributed to this study over the last few years; and to David Brown, Jim Brown, Murray Helfetz, and Ed Matthews for their comments on the draft version of this article.

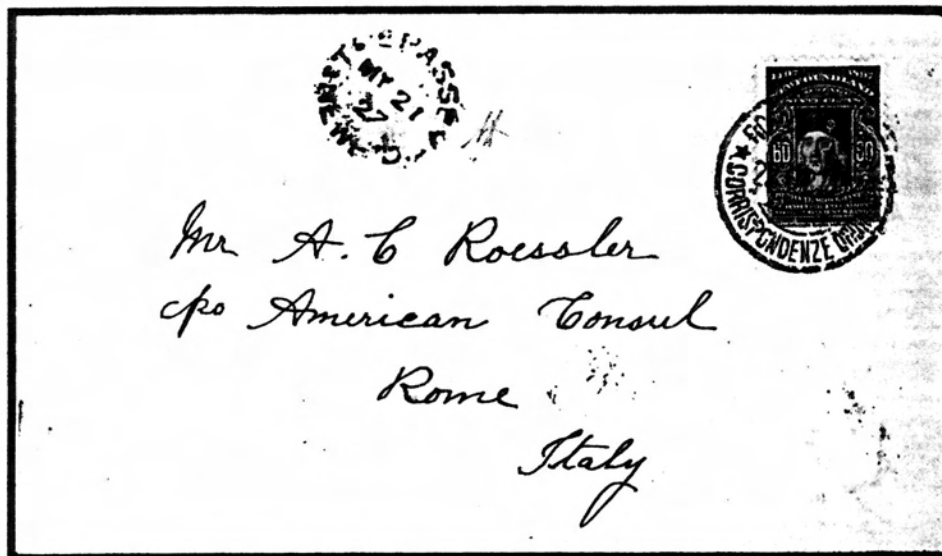
Sources:

- Ken Molson's Pioneering in Canadian Air Transport was a limited edition published in 1974, and has been unavailable for several years.
- The Air Mails of Canada and Newfoundland is the standard reference on all Canadian Flight covers, and part of the sixth edition of the American Air Mail Catalogue. (The fifth edition of AAMC is out of print). For more information contact Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1.
- The Pioneer and Semi-Official Air Mails of Canada by Conway Longworth-Dames, gives much additional information about these flights. It 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)

A.C. Roessler - Villain or Hero? (2)

As mentioned in the original article with this title in the September 2001 newsletter, it is very difficult to give a balanced description of A.C. Roessler.

Although he created a large number of bogus covers, and was convicted of fraud by a U.S. Federal Court in 1933, most of the covers he produced are genuine, and some are definitely valuable. - The "Labrador" sale described on pages 6 to 9 of this issue, included the following cover from the 1927 PINEDO flight, addressed to A.C. Roessler, c/o American Consul, Rome, Italy:



3074 ✉ — Unoverprinted 60c. black, tied by Rome Centro arrival datestamp of June 22 to envelope addressed to Rome, Trepassy c.d.s. of May 21 alongside. Another envelope from the final portion of the supplementary mail.....

E £3,500

It realized 4,999 Pounds / C\$11,200!

Check out Nutmeg's

Sale No. 64

closing June 26, 2003.

Featured is Arnold Engel's
impressive Zeppelin collection:

♦ Polar ♦ Round-the-World ♦ Egypt ♦ Baltic
♦ Mediterrean ♦ Russia ♦ Chicago ♦ Treaty acceptances
AND THERE'S MORE . . .

♦ Important stamps ♦ SCADTA ♦ Worldwide Airmails
♦ Rocket labels and covers

Log on to **www.nutmegstamp.com** to order a
catalogue or save time and view on-line

• P.O. Box 4547 Danbury CT 06813 • Phone: 203-792-3862 • Fax: 203-798-7902
• EMAIL: info@nutmegstamp.com • WEB: www.nutmegstamp.com



Coming in JULY: DERRICK PILLAGE'S gold-medal LINDBERGH exhibit and collection.

FOLLOW UP: the DC-4E on a Czechoslovakian stamp

In our December 2001 newsletter, Murray Heifetz raised the issue of:

the stamp from Czechoslovakia with an aircraft with triple fins looking like a Lockheed Constellation but obviously not one. It is rarely identified in catalogues, but many know it as a Douglas DC-4E, which was never in service in North America. (See right).



Murray gave a short history of the DC-4E, which was designed as a successor to the DC3. It first flew in 1938, but turned out to be a bit too revolutionary. The project was abandoned, and the prototype sold to the Japanese in 1939.

So how did it get on a Czech stamp? - Murray's suggestion was:

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

Richard Beith and Jonathon Johnson have both been looking into this question, but can find no information linking CSA and the DC-4E. - Jonathon sent me a number of items, including a detailed history of the DC-4E:

Initial discussions regarding the possible development of a four-engined transport aircraft with twice the capacity of the DC-3 (the prototype of which had yet to make its first flight) and a range of 2,200 miles (3,540 km) were held between Douglas and United Air Lines in the second half of 1935. Douglas was somewhat wary of committing itself to such a complex and expensive project; United Air Lines likewise did not have the financial resources to underwrite the project, and was in no position to guarantee sufficient orders on its own behalf. William Patterson, the President of United Air Lines, was convinced that such an aircraft was needed, and tried to persuade other airlines to back Douglas. In March 1936 American, Eastern, Pan American, TWA and United each committed \$100,000 towards the design and construction of one prototype DC-4 (later designated DC-4E).

As the DC-4E began taking shape, the aircraft appeared even more revolutionary than the earlier DC aircraft. It was big - the aircraft was planned to accommodate 42 passengers by day in two rows of seats on each side of a central aisle, or 30 passengers by night with full sleeping accommodation (including a private bridal room). Impressive as it was externally, the DC-4E was even more impressive from the technical point of view. The aircraft was powered by four 1,450 hp Pratt & Whitney R-2180-S1A1-G fourteen-cylinder air-cooled radials which were canted outward from the line of flight. The wings, fitted with slotted flaps, were of typical Northrop/Douglas construction with three spars, and housed the inward-retracting main undercarriage. This main undercarriage was complemented by a nosewheel, the first to be used on an aircraft of this size. To obtain adequate stability and control with two inoperative engines on one side, the tail plane was given a substantial degree of dihedral and there were triple fins and rudders. Other major technical innovations included the use of power-booster controls, an auxiliary power system consisting of two small reciprocating engines, AC electrical system and air-conditioned cabin. Full pressurization (not installed in the prototype) was to be incorporated into production aircraft.

Whilst initially impressed by the Douglas proposal, the sponsoring airlines began to show concern over the aircraft's complexity, and by mid-1936 both Pan American and TWA decided to withdraw their support, and to sponsor the smaller and somewhat less complex Boeing 307 Stratoliner.

Registered NX18100, the single DC-4E prototype was completed in May 1938, and on 7 June made an uneventful first flight from Clover Field, Santa Monica. However, due to numerous minor teething troubles with its intricate systems, the aircraft did not receive its ATC (Approved Type Certificate) until 5 May, 1939. The DC-4E was then handed over to United Air Lines and, painted in that airline's livery, made numerous proving flights on United's network.

Continued

FOLLOW UP: a Czechoslovakian DC-4E continued:

On the ground and in the air the aircraft was reported to be pleasant to handle and to possess no vices, but performance left something to be desired. The complexity of the systems presented excessive maintenance problems, and operating economics were disappointing in spite of an increase in passenger capacity from 42 to 52, and an increase in gross weight from 61,500 lb to 65,000 lb. Accordingly, the sponsoring airlines agreed with Douglas to suspend development in favour of a new, less complex, DC-4 project, which led to the military C-54 and to the numerous post-war DC-4s.

NC18100 was returned to Douglas, and in late 1939 was acquired by Mitsui Trading Company ostensibly for Dai Nippon Koku (Greater Japan Air Lines). Re-assembled in Japan by Douglas personnel, the aircraft was flown for a brief period until reported as having crashed in Tokyo Bay. In fact the aircraft had been quietly dismantled by Nakajima at the behest of the Japanese Navy -for which the airline had acted as cover - to be used as basis for the design of a four-engined long-range bomber, the Nakajima G5N Shinzan (Mountain Recess).¹

(Based on McDonnell Douglas Aircraft Since 1920, R.J. Francillon.)

There is no mention of CSA in this account, and it seems unlikely that they would have been contemplating the purchase of an aircraft that the American airlines were not supporting.

I've also been informed by Richard Beith that:

- *I don't think there was a pre-war Czechoslovakian initiative to purchase the DC-4E. - CSA was founded as an internal airline, and in the late 30's used modern Savoia Marchetti SM 73s on their few European routes. CLS (Czechoslovak Air Transport Co) were the major European carrier for the Czechs: in the late 30's they had a modern Douglas fleet, being the first European airline to use the DC2 after KLM.*
- *I also think it extremely unlikely that these stamps were printed from old plates - any plates produced between the Munich dictat and the German invasion in March 1939 would have been inscribed Cesko-slovensko, with a hyphen.*

Richard also pointed out that: "*All the Czechoslovak catalogues published in that country, carefully avoid identifying the 'plane. Stanley Gibbons Collect Aircraft on Stamps calls it a L.049 Constellation, and Scott just says "plane flying over Charles Bridge". This seems strange, when the aircraft clearly looks like a DC-4E to Murray, to me, and to Richard! - It also raises questions regarding where the catalogue information comes from; what the stamp was described as when it was issued; and what the aircraft was supposed to be!*"

John Johnson contacted Dr. Bedrich Helm in Prague, who provided an extract from Dopravní letiště Prahy 1947 - 2000 (The Airports of Prague) by Lubomir Dudáček. According to this, the first Constellation to visit Prague landed there on April 10th 1946, on a route proving flight by Pan American Airways. Since the stamp was issued on June 12th 1946, the designers had probably never seen a Constellation, (or a DC-4e).

Dr. Helm suggested that the stamp designers wanted to show a Constellation but didn't have a technical drawing available, and the stamp ended up looking more like a DC-4E.

Richard Beith has been thinking on similar lines, and suggested that "perhaps there was a photograph of the DC-4E handy, or the designer thought it was a photo of a Constellation".

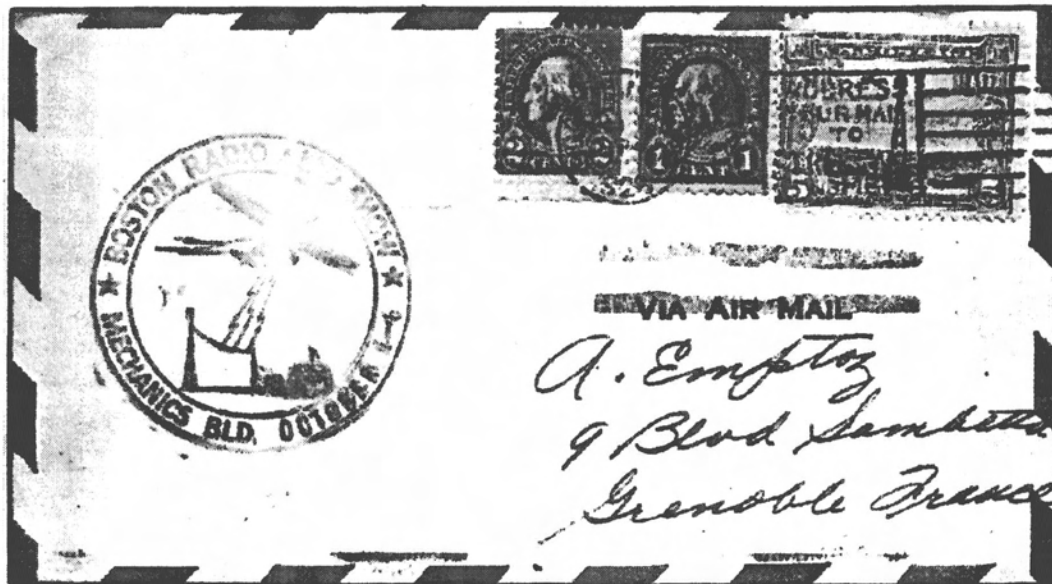
Many thanks to Richard Beith, Murray Heifetz, Bedrich Helm, and Johnathon Johnson for their contributions to this investigation.

¹ The sale of the DC-4E to Japan did not, in fact, turn into the military debacle that seems likely. - According to R.J. Francillon in his *Japanese Aircraft of the Pacific War*, the Shinzan retained the wing, powerplant installation and undercarriage of the DC-4E, but featured a new fuselage with glazed nose and ventral bomb-bay, new tail surfaces with twin fins and rudders, and was powered by four 1,870 hp Nakajima NK7 A Mamoru 11 fourteen-cylinder radials. However, "the Nakajima engineers had based their design on an unsuccessful aircraft already rejected by American airlines, and their inexperience with aircraft of this size led them to excessive weight increases. The combined effects of the complex Douglas design, overweight, and unreliable engines, resulted in very poor performance". Five additional prototypes were built, two with different engines, but the aircraft remained overweight and underpowered. The project was cancelled, and the prototypes ended their lives as freight transports.

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.

1928 - BOSTON RADIO AERO SHOW



Postmarked: BOSTON unreadable date 1928

Addressed to: GRENOBLE, FRANCE

This cover has a green, "handstamped" cachet: BOSTON RADIO AERO SHOW
MECHANICS BLD. OCTOBER 1-6

The "killer bars" indicate that it was flown from Boston to New York, then added to the surface mail to France.

Can anybody provide any information regarding the activities at the RADIO AERO SHOW, and/or whether there was anything special about the flight which carried this cover to New York?

First Flight: Vancouver to Santiago, 1957

Does anybody have a copy of the Canadian Pacific FFC from Vancouver to Santiago, 23rd September 1957, (AMCN #5713)? - If you do, please would you send a photocopy (or scan) of the front and back to Brian Wolfenden. (203A Woodfield Drive, Nepean, Ontario K2G 4P2, or E-mail: bjinepean@trytel.com) - Brian is trying to obtain copies for the author of a book on the First Flights of Chile, ("Ochenta Anos de Historia Aeropostal en Chile").

CANADA COVERS WEBSITE

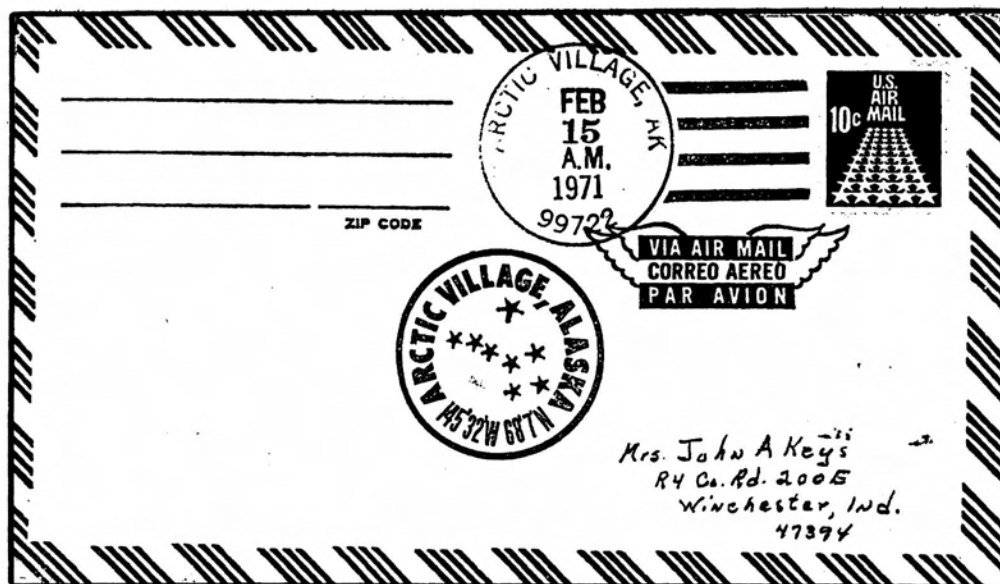
WWW.CANADACOVERS.CA



SOME INCREDIBLE AIRMAIL COVERS AND HUNDREDS OF OTHER
INTERESTING COVERS IN FULL COLOR ILLUSTRATIONS!

JIM MILLER LTD. BOX 3005 KAMLOOPS, B.C. V2C 6B7

An Intriguing Arctic Cover



I received this cover from Indiana, with a message that:

You are as close as I could come to finding someone to ask a question. I bought a selection of covers and this one is an air mail envelope with a 10c airmail stamp. But the postmark is very interesting. It has a circular date stamp with 4-bar cancel, very carefully applied. It says: "Arctic Village, AK Feb. 15 a.m. 1971, 99722". Below that is a special hand cancel with Arctic Village, Alaska, 145°32'W., 68°7'N and the big dipper/north star Alaska emblem.

I am assuming that perhaps this is showing the northernmost airmail stop-for Alaska? USA? North America? It does not say it is a first flight cover. It is an empty envelope, so it was ordered by a collector for some reason.

The Alaska Native Claims Settlement Act (ANCSA) was passed in 1971, same year as on cover.

It is located 429 miles from Anchorage to the north, near the north slope and the edge of the Alaska wildlife refuge.

Thanks for any help you can give.

I can rule out Arctic Village as being the northernmost air mail stop-for North America, as that distinction does (I believe) go to Alert, which is 83° 02' North. I also doubt it is the northernmost air mail stop-for Alaska/USA: that is probably Barrow (70° 28' North). However, Arctic Village is, according to its website, "the best location in Alaska to view the northern lights". But this still leaves the question, of why was this cover produced?

If anybody can provide any information regarding this cover, please send it to the editor.

Auxano Philatelic Services



Auxano are Canada's largest philatelic literature dealers. - For information on specific books or catalogues, or for a free copy of their latest newsletter, contact them 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

MEMBERS' FORUM: Pilot-Signed Covers

In looking through some old material, I came across this report of a F.I.S.A. Symposium which was reprinted in the 'Aerofield' of March 1967 and wondered what the view of aerophilatelists might be today.

SIGNIFICANCE OF PILOT-SIGNED COVERS

Report of the conclusions by the F.I.S.A. Symposium 1966. Rapporteur: Mrs. C. M. Gray.

Whereas aerophilatelists need guidance in the collection of covers which bear signatures in addition to stamps, postmarks, frankings, cachets and/or other markings, the F.I.S.A. Symposium recognises that

- (1) there is a difference between genuine mail and souvenirs which were merely signed after the flight;
- (2) the signature of a pilot adds interest to the cover but does not necessarily prove its authenticity because the signatures of pilots and other people have sometimes been forged;
- (3) the signature on a cover may start research which eventually leads to the identification of an item as having been carried on a particular flight;
- (4) care must be exercised in purchasing a cover the cost of which is enhanced because of the signature. Cases are known where these have been added merely to please a collector, sometimes even years afterwards;
- (5) some covers bear the autograph of persons such as mayors, postmasters, celebrities, etc., who have had nothing to do with the flight; and in the case of a postmaster they merely prove that he received them for mailing on a certain date in the hope that they will travel on a certain route;
- (6) covers sometimes bear signatures of pilots who signed them in anticipation of an intended flight which was cancelled owing to bad weather, strikes, etc.;

The F.I.S.A. Symposium therefore feels that autographs on covers add little or nothing to the **aerophilatelic value** unless that autograph tends to authenticate the cover as having been carried by air in the absence of or in addition to other markings such as backstamps;

Further, that autographs of pioneer pilots of the pre-1930 period add a measure of historical interest, but are not essential.

For me, all six points seem accurate but the conclusions do not seem appropriate at all. Of course signatures can be added later, forged or found on unflown covers. But so too have stamps, postmarks and various cachets and postal markings been added later or inappropriately.

Autograph collecting is a respected hobby in its own right and signatures of pilots, co-pilots, postmasters or anyone with a connection to the flight add considerably to the interest of a cover. There is a 'purist' element in aerophilately which is unadventurous and has stifled growth, particularly among younger recruits by promoting the view that only 'commercial', non-philatelic covers, paid at the correct rate and so on, are the only worthwhile covers.

Some progress has been made with 'Social Philately' which allows a certain percentage of photographs or related documents, but as our editor noted in the March issue, numbers continue to decline all over and I suspect numbers exhibiting have declined to an even greater extent. It is time for the old timers to stop insisting on proper rates, proper franking and the like as somehow of greater significance than photos, timetables, airline promotional ads, airplane 'cinderellas' and of course signatures. For exhibitions, let the exhibitor define what is to be shown and have the exhibit judged on how well the goal is reached. "Autographs on covers add little or nothing to the aerophilatelic value", says FISA. My eye, say I.

Remember you can have Aerophilately without a Post Office but not without a pilot.

What's Your Opinion?? Tell the editor.



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONT CANADA
K2C 2H8

CANADIAN WARPLANE HERITAGE COVERS by Eric Grove, continued:

Harvard	5/2/98	Local flight 'Pax' Flight	\$0.45 Anniversary of 1 st Cdn. X-mas stamp	Scott 1722	\$5.00
Harvard	31/10/98	Local flight	\$0.45 Maple leaf ATM self-adh.	Scott 1706/14	\$5.00
Harvard	31/10/98	Local flight	\$0.45 Fishing flies 1997	Scott 1715-20	\$5.00
Harvard	19/6/99	Hamilton Int'l Air Show 75 th Anniversary of RCAF	\$0.45 125 th Anniversary of RCMP 1998 plus \$0.01 defin. 1992 blueberry	Scott 1736/37 Scott 1349	\$5.00

All Harvard covers flown in CF-UUU.

de Havilland Canada Chipmunk	12/8/97	Local flight	\$0.45 defin. Canada flag 1995	Scott 1361	\$5.00
As above	14/9/97	Experimental Aircraft Airshow 25 th Anni. CWH	\$0.45 Series of the century 1997	Scott 1659/60	\$5.00
As above	14/9/97	As above	\$0.45 defin. Queen Elizabeth II 1995	Scott 1360	\$5.00

Miscellaneous Flown:

#10 black & white covers of Lanc 'VRA crew signed.	27/4/2000	Local flight	\$0.46 Canada defin. Queen Elizabeth II	Scott 1682	\$5.00
Flown in Lancaster VRA and Lancaster PA474	2000	Local flights in Canada & England	<i>Canada:</i> one of the RCAF 75 th Anni. issue of \$0.46 <i>England:</i> the Royal Mail issue of Sir Arthur Harris	Scott 1808	\$25.00
Fairey Firefly	11/11/2001	Local flight for Remembrance Day - Pilot signed	\$0.47 Canada 75 th Anni. Royal Canadian Legion	Scott 1926	\$5.00

Continued

CANADIAN SEMI-OFFICIAL AIRMAILS



BUYING & SELLING

Stamps, Panes, Tete-Beche Pairs, Errors, Essays, Proofs, Booklets, Colour Varieties, Covers (incl. First Flights, Fancy Cachets, Round Trips, Pilot-Signed, Cross-Border, Periodicals, Mixed Franking, etc.) and all "Exotica" in this area.

SHIP WITH CONFIDENCE - TOP PRICES PAID.

WANT LISTS FILLED.

MARK-LANE STAMPS

P.O. Box 626 • West Haverstraw, NY 10993

Tel/Fax: (845) 362-5330 • E-mail: rws45@aol.com



CANADIAN WARPLANE HERITAGE COVERS by Eric Grove, continued:2002 covers:

N.A. Harvard	4/5/2002	Canada-Netherlands Friendship Festival, Burlington	48¢ Tulip (2002)	Scott 1946	\$5.00
Can. Canso	15&16 6/2002	"Soar with Legends"	35¢ Canso, or 35¢ Vedette (1979) plus 10¢ defin. woodworkers (1999) plus 3¢ define black crow- berries (1992/7)	Scott 845/6 Scott 1679 Scott 1351	\$5.00
<i>The Canso postage stamp illustrates the aircraft in which F/L D.E. Hornell won the V.C. CWHM's aircraft is painted in the same colours.</i>					
'Mynarski' Lancaster <i>Two Special Inserts</i>	15/6/2002	The Bill Randall Commemorative cover	46¢ 'Portrait' stamp of C-GVRA (2000), or 17¢ Avro CF-100 (1980), or 17¢ A. Lancaster (1980), plus 47¢ defin. Q.E. 2 (2000)	Scott 1853 Scott 873 Scott 874 Scott 1683	\$10.00
Dakota & 'mini-Spitfire'	1/7/2002	Queen Elizabeth Second, Golden Jubilee cover	48¢ Golden Jubilee (2002)	Scott 1932	\$10.00
<i>Special inserts including details of the 'Mini-Spitfire' - only one in North America, based in Hamilton.</i>					
de Havilland Cdn. Tiger Moth	25/8/2002	Local flight, Hamilton	45¢ defin. QE2 (1995), or 45¢ Circus or 45¢ 125th., Anni.RCMP (1998), all plus 3¢ defin.	Scott 1360 Scott 1757/60 Scott 1738	\$5.00
'Mynarski' Lancaster	11/11/2002	Local Remembrance Day Memorial Flight	47¢ R. Cdn. Legion 75th. Anni. Plus 1¢ defin Bookbinding (1999)	Scott 1926 Scott 1673	\$5.00

For information and sales please contact Eric Grove at the Museum at:

Phone 905-679-4183 Fax 905-679-4186 E-mail museum@warplane.com

Or by post: Canadian Warplane Heritage Museum
9280 Airport Road, Mount Hope, Ontario L0R 1W0

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June, September and December.

If you have anything you'd like to go into the next issue,
please send it to the editor:

**Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by AUGUST 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;
- 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 next newsletter is sent to you without delay.**

95 Michael Painter

157 Robert Meyer

168 Robert Lee

172 Ivan RW Burges

228 William McCann

230 Canada's Aviation Hall of Fame

234 Kevin O'Reilly

235 Dominique Tallet

237 Michel Brisebois

238 Cheryl Ganz

286 Ken Bolton

287 Robert Hounsell

290 Michael Deal

291 Walter Veraart

308 Don Lussky

317 Robert McCormack

327 Mike Rossman

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

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