



THE CANADIAN AEROPHILATELIST

#56

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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Best wishes to Ron Miyanishi - see pages 2 and 3

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

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EDITORIAL: GOOD NEWS - many members will receive this newsletter in August, as I wanted to complete it before going on holiday, and then getting involved in start-up for the new school year.
BAD NEWS - my computer malfunctioned two days before I left, and my expert can't fix it. This newsletter was therefore drafted in WordPerfect, but printed in Microsoft Word. Although text is inter-changeable, formatting isn't, so some pages have not come out as I'd like.
THE NEXT ISSUE is our **SEASONAL SPECIAL**, when everybody is invited to send in a page, and to include their greetings to other members. Please send in all items by **NOVEMBER 1st**.

Chris

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

PRESIDENT'S REPORT FOR SEPTEMBER 2003

It is with regret that I report the resignation of our hard working Secretary, the indefatigable Ron Miyanishi. Ron has done so very much for the CAS in his Secretarial duties and his volunteered computer work in compiling our own catalogue, "The Air Mails of Canada and Newfoundland". His success in preparing our catalogue resulted in the AAMS requesting Ron to undertake the preparation of the other Volumes of the 6th Edition of the catalogues of the AAMS. Last year Ron completed Volume I and in July of this year Volume II has been published and issued. He has been asked to finish the remaining Volumes (three I believe) as soon as possible. Thus Ron has decided to turn his full attention to the completion of the 6th Edition of the AAMS catalogues. Ron will continue on as a CAS member and to provide advice as required. Ron was also the Section Head of Section 12 Canadian Forces Covers 1956 - 1996 including Canadian Warplane Heritage Covers.

The famous phrase pertaining to the aviators of The Battle of Britain by Prime Minister Winston Churchill certainly applies to Ron - "Never has been so much owed by so many to so few (in our case one)". Ron has earlier received special plaques from the CAS and the AAMS for his excellent work for aerophilately. Thanks Ron for your magnificent contribution to the development of the CAS.

Another of our up and coming aerophilatelists, Brian Wolfenden of Nepean, Ontario, our present CAS Treasurer, has volunteered to take over also the Secretarial duties of the CAS from Ron. By the time of the publication of this issue of The Canadian Aerophilatelist the handover from Ron to Brian will be complete. Brian works for a local stamp dealer in Ottawa and also has his aerophilatelic business located in Ottawa. Thank you Brian for taking on this double responsibility.

On behalf of Chris Hargreaves, another dedicated worker for the CAS and Editor of The Canadian Aerophilatelist, the CAS has entered the 2002 issues of The Canadian Aerophilatelist in the FIP Literature Competition at Bangkok 2003, 4 - 13 October 2003. We wish Chris success in this latest competition. Chris has been the recipient of many FIP Awards for his issues of The Canadian Aerophilatelist. Chris is also the Editor of the Canada Air Mail Notes in the Jack Knight Air Log, now part of the AAMS organization. For his editing of this long time running Section of the JKAL Chris received The Earl and Fred Wellman Award for the best literary efforts in the Jack Knight Air Log in 2000. A sincere thank you Chris from all of the CAS members for your untiring aerophilatelic literary efforts.

Elsewhere in this issue will be more information on our covers for the 50th Anniversary of the RCAF Comets. (See page 5. Ed.)

We are also producing covers flown by the Snowbirds, commemorating the 100th Anniversary of powered air flight by the Wright Brothers. These covers will bear a special aircraft picture postage of the Snowbirds' Tutor aircraft, and a special Canada Post cancellation designed by Bernie Reilander. There are three different views of the Snowbirds' Tutors flying in different formations. The covers were flown over Parliament Hill, Ottawa, on 1 July 2003, and are currently being signed by the Snowbirds. They will then be available from me, at 16 Harwick Crescent, Nepean, Ontario K2H 6R1. The price (including postage) will be \$10 for a single cover signed by one pilot; \$55 for a set of nine envelopes, each signed by one pilot; and \$30 for a single cover signed by all nine pilots.

Three recent aerophilatelic publications won top awards at the 8th New Zealand National Philatelic Exhibition in June 2003. Ken Sanford's "Air Crash Mail of Imperial Airways & Predecessor Airlines" won a vermeil.¹ John Duggan & James Graue's "Deutsche Lufthansa - South Atlantic Airmail Service 1934-1939" also won a vermeil. George B. Arfken and Walter R. Plomish's "Air Mails of Canada 1925-1939. The development and Postal History of National and International Mails" won a vermeil too.²

To all I trust that you have enjoyed a pleasant summer and with the advent of fall and winter, your aerophilatelic activities will be reactivated for knowledge and pleasure.

Dick Malott

¹ See the December 2002 newsletter, page 21, for more information about this book. Ed.

² See the March 2001 newsletter, page 17, for a review of this book. Ed.

Editor's Thanks ...

- to **RON MIYANISHI** for all the work he has done as Secretary of the CAS. - Ron took over as Secretary in February 1993, and I know that he's done a lot of work, as we've corresponded regularly on membership matters.
- to **BRIAN WOLFENDEN** for agreeing to add the duties of Secretary to his current duties as Treasurer. - Brian and Ron arranged for the handover to take effect on August 1st, so everybody should contact Brian regarding all membership matters from now on.
- to **ED WILLIAMS** for taking on the role of VIRTUAL-WEBMASTER. - This is only a virtual role, as we don't have a website! Ed's first task will, in fact, be to establish the cost of setting up a real website, so that the executive can decide whether or not we are going to get one. Anybody who wants more information can contact Ed by email at ewilliams@bdmcc.com, or by post at 101 - 10150 83 Ave., Edmonton, Alberta T6E 2C4. However, Ed recently had an accident which messed up his right arm. It sounds like his accident would be very painful to anybody, and very inconvenient for anybody working with computers. It may therefore be some time before we get his report. Best wishes for a speedy recovery Ed!
- to **ANDREW McFARLANE** who has taken over as the American Air Mail Society's webmaster, and has kindly offered to help us if we decide to set up a website. Andrew has redesigned the AAMS site, (it can be viewed at www.americanairmailssociety.org), and has now been nominated to take over as Secretary of the AAMS in January 2004. Good luck Andrew!
- to **VERA BENTLEY**, wife of the late Nelson Bentley, who has kindly donated some of Nelson's files and binders to the CAS. They cover a variety of topics, including the first Canadian air mail flight by Captain Brian Peck, and are a nice addition to our library.

congratulations ...

- to **KEN MITCHELL**, who also received a Queen Elizabeth Golden Jubilee Medal. Ken is one of our international members, who lives in England. He retired from the Surrey Police in February this year after 30 years service, and was presented with the medal just prior to retiring.
(It was initially announced that some 46,000 medals were presented in Canada. Considering that according to the 2001 Canadian census, our total population is now approximately 30,000,000, and that the total membership of the CAS is 142 members, I think it is both remarkable and most impressive that seven of our members received Jubilee medals!)
- to **KASIMIR BILESKE** who has been elected a Fellow of The Royal Philatelic Society of Canada (FRPSC). Kasimir was described by the RPSC as "among Canada's most venerable philatelists". He was born in 1908 on a Saskatchewan homestead; placed his first newspaper advertisement at the age of 13; has been a dealer for over 80 years; and has written a number of booklets on Canadian stamps. Kasimir is also a long-time member of the CAS: #103.

and welcome to another new member ...

- # 334 Harold Hollander, Hout Bay 7806, South Africa

"LOST" MEMBER:

The newsletter mailed to DAVID FLETT of West St., Waterford, Ontario, has been returned by Canada Post. - If anybody has a current address for David, please pass it on to Brian Wolfenden.

REQUEST TO MEMBERS PAYING FEES IN US\$

When our current membership fees of C\$20.00 in Canada, C\$22.00 in U.S.A., C\$25.00 for members Overseas were set in October 1999, we also set a fee of US\$15.00 for the convenience of American members paying their fees in US Dollars.

However, as a result of currency movements, the last time Brian deposited a cheque for US\$15.00, we only received C\$19.83! - Would members paying their fees in American Dollars, please send Brian US\$17.00 in future.

CAS WESTERN CHAPTER REPORT

With summer making its demands on all of us - family get-togethers and just lazing around during the nice weather - the CAS western chapter has been idling somewhat this last quarter. But we have maintained our schedule of informal monthly meetings. Cecil Stoner and Jack McCuaig have assumed the positions of Manitoba researcher and Saskatchewan researcher respectively. As well, we set up the CAS table and displayed aero exhibits at two different events - *Air Fest 2003* sponsored by Edmonton Aviation Museums Association and *Salute to Aviation* sponsored by Reynolds-Alberta Museum at Wetaskiwin.

The Edmonton Chapter of the Canadian Aviation Historical Society kindly shared their *Air Fest 2003* table with us. The event was held at the Edmonton Civic Centre Airport and drew over 100,000 spectators. The Edmonton Stamp Club loaned us several display frames to facilitate display of our three exhibits and CAS advertising posters. Considering that this was an aviation event the number of people interested in our aerophilately 'stuff' was encouraging. Membership application forms for both organizations were distributed.

Our CAS table and exhibits at *Salute to Aviation* were advantageously placed right at the entrance to the museum. Several individuals asked questions about the planes and pilots linked to early airmail flights. We could have used some assistance from Mike Shand in these two areas, but to help provide substance to our answers we directed them to the exhibits in Canada's Aviation Hall of Fame, located just to the north of the museum. What a great venue for 'AERO talk'. Lieutenant-Colonel (Ret'd) Dan Dempsey, former commanding officer and team leader of Canada's prestigious aerobatic Snowbirds, was on hand to sign copies of his beautifully illustrated book "*A Tradition of Excellence - Canada's Airshow Team Heritage*".

Gord Mallett

For more information on the Western Chapter, please contact:

**Gord Mallett [tel. (780) 419 6738; e-mail gordm@edmc.net or CalderRiver@hotmail.com];
or Cecil Stoner [(780) 475 0864 or e-mail cecils@telusplanet.net].**

There are no chapter fees, and any one who's interested is invited to join.

DAY OF AEROPHILATELY IN TORONTO

The Toronto-area members of the CAS are holding their 9th annual Day of Aerophilately on Sunday November 2nd.

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

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

**Anybody reading this newsletter is invited to participate! - For more information contact:
Dick McIntosh, (tel. 416 447 1579; or Murray Heifetz, (tel. 416 444 6469.)**

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a wonderful index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or MSWorks format), and/or back issues of the newsletter.

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.

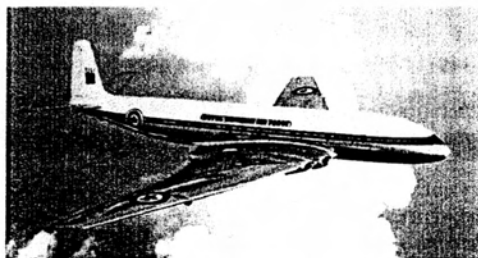
ADD C\$1 postage for addresses in the USA, C\$2 for addresses overseas.

DEDUCT 30% if paying in \$US.

CAS members may deduct a further 10% from these prices.

Orders should be sent directly to Gord Mallett, 71 Grandin Woods Estates, St Albert, Alberta T8N 2Y4, [tel. (780) 419 6738; or e-mail Gord at: gordm@edmc.net or CalderRiver@hotmail.com]
Gord will e-mail the Index at NO COST, to any member who sends him an email address!

50th Anniversary of the R.C.A.F. COMETS



50th Anniversary of the Comet's entry into service with 412 (T) Squadron R.C.A.F. - 1953.

50e anniversaire de la mise en service du Comet avec la 412e escadrille de l'ARC en 1953.



This cover was flown on a Bombardier CC144 Challenger from 412 (T) Squadron.
 Courrier transporté à bord d'un Bombardier CC144 Challenger de la 412e escadrille.

On May 29th 1953, the first RCAF Comet, (VC-5301), was flown from London, England to RCAF Station Uplands, in Ottawa. It made the trans-Atlantic crossing in 10 hours 20 minutes, with stops in Keflavik, Iceland, and Goose Bay, setting a speed record from London to Ottawa. The Comet then went on a cross-Canada tour, before entering regular RCAF service.

Two Comets were operated by 412 Transport Squadron. - This made the RCAF the first air force in the world to operate jet transports, and the first organization to operate scheduled jet trans-Atlantic flights.

The Comets were also used in air defence exercises, providing high-speed bomber-like targets for ground radars and Air Defence Command CF-100 Canuck interceptors.

All Comets were grounded in April 1954 following the loss of two B.O.A.C. Comets in mid-air explosions. The RCAF Comets resumed service in 1957 after extensive modifications. VC-5301 was retired from service in 1964, and VC-5302 in 1963, after the airframes had each logged more than 5,000 flying-hours, and were time-expired.

In 2003, 412(T) Squadron is based in Ottawa, and operates six Challenger aircraft providing VIP air transportation worldwide. - The commemorative covers were flown by Challenger 144614, from Ottawa to Dubai in the United Arab Emirates, on the 6th June 2003, (with a fuel stop at Athens, Greece). The aircraft carried the Deputy Chief of the Defence Staff, and the Chief of the Naval Staff, on a visit to troops in the Middle East supporting Operation Apollo: Canada's military contribution to the international campaign against terrorism. The return trip, (via Shannon, Ireland for fuel), was made on June 14th 2003.

The covers are size 10 envelopes, with a coloured photo of VC-5301, coloured crest of 412 Squadron, and coloured CAS logo. They are franked with a specially created "picture postage" stamp of the Comet: two different illustrations were used - a sideview (as on the envelope), and a frontview. Both stamps are illustrated full-size on the right.

The stamp is cancelled on 29th May 2003 by a special Canada Post cancellation, designed by Bernie Reilander, depicting the Comet in flight.

Inside each cover is a statement from the CO of 412 Squadron verifying the flight, a flyer on the CC144 Challenger which carried the covers, and a short history of the R.C.A.F. Comets in English and French.

Covers are now available at \$10.00 each, (including postage), from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1.

This cover project was suggested by Jim Davidson, and co-ordinated by Dick Malott. The covers were designed by Ron Miyanishi, and printed by Corinne Crathorne. Chris Hargreaves wrote the history, and Francois Bourbonnais translated it. Canada Post, DND, and 412 Squadron have been terrific. Many thanks and congratulations to everybody involved.



NATIONAL AIR TRANSPORT LIMITED - congratulations to Barry Countryman

Our March newsletter described some items found by John Irvine, that included a First Flight Cover from Windsor to Toronto on July 15th 1929, and a letter on National Air Transport Limited letterhead:

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

AUSTIN CAMPBELL
VICE-PRESIDENT

J. D. A. McDONALD
SECRETARY-TREASURER

NATIONAL AIR TRANSPORT LIMITED

21 RICHMOND ST. WEST, TORONTO

OFFICE PHONE ADELAIDE 7755
AIRPORT " HUDSON 9632

CANADIAN DISTRIBUTORS
"BUHL AIRCRAFT"

DAILY SERVICE TORONTO-WINDSOR
WITH BUHL AIRSEDANS

This letterhead was intriguing, as it included the statement "DAILY SERVICE TORONTO-WINDSOR WITH BUHL AIRSEDANS". - John Johnson and I checked in a large number of books, but could find no mention of this service, and very little about NATIONAL AIR TRANSPORT.

Barry Countryman then researched into back issues of the Toronto Star and Windsor Star, and has established that this service not only existed, but seems to have been one of the first passenger services in Canada, and to have operated for some time! - See the clippings on the next page:

PHILATELIC LITERATURE British North America



Aerophilatelic Titles:

Ask for our free catalog!

Official AirMail Rates to Foreign&Overseas Destinations, David Whitely \$12.95

Air Mails of Canada 1925-1939, George B. Arfken, Walter R. Plomish \$49.95

Yukon Airways & Exploration Company Limited, William E. Topping \$25.00

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NEW AIRCRAFT CONCERN INCORPORATED IN CITY

National Air Transport Limited
Capitalized at \$500,000—
Operate Buhl Planes.

Announcement was made to-day of the formation of a new aircraft company for the province with headquarters in Toronto. This will be known as the National Air Transport Ltd., a company capitalized at \$500,000 and provided with a Dominion charter.

The company will use the existing Leaside aerodrome and will operate Buhl cabin planes, a type chosen by Col. Lindbergh to bring his mother to Toronto last April and distinguished by carrying power and the maximum of safety.

Directors of the company are E. M. Hand, president; Austin Campbell, vice-president, and Col. Victor Sifton, James Crang, John J. Noad, Stamford Warrington, and Herbert Parker. Shares are \$100 par and the head office of the company is room 505 Northern Ontario building. The first new machine to be owned by the company was flown over from Michigan yesterday afternoon. It is a cabin plane to hold four persons beside the pilot.

The executive are all conversant with aircraft work and members of the Toronto Flying Club, E. M. Hand being its president.

Toronto Daily Star
July 7th 1928

The introduction of the Buhl air sedans was reported in The Toronto Star on the 30th April 1929:

DAILY AIR SERVICE TO WINDSOR STARTS

Controller Robbins and R. P. Baker Take Inaugural Flight

The Toronto-Windsor air passenger service opened to-day, when a Buhl special left Leaside at 9 a.m. with Capt. Earl Hand, president National Air Transport Ltd., at the controls. It was due in Windsor at 11.30.

Two passengers were carried, R. P. Baker of the Huron and Erie Corporation and Controller Robbins. The aeroplane also carried a parcel from Col. Alexander Fraser, A.D.C. to the lieutenant-governor, to his son at Windsor.

Col. Fraser represented government house; Controller Robbins represented the city; Mr. Baker the board of trade and Attorney-General Price the provincial government at the inauguration of the service.

The Toronto Daily Star, Tues. Nov. 13/28, p. 3

Toronto Daily Star
November 13th 1928

NEW AEROPLANE COMING

Buhl Sedan Will Be Put Into Commercial Use in Toronto

A new Buhl air sedan arrives in Toronto to-day for the National Air Transport Ltd. The new aeroplane is coming under its own power from the Buhl plant in Marysville, Michigan, and will be the third of this type to be put into commercial service by the Toronto firm. The air sedan is a six-place, dual control machine with a 300-horsepower Wright motor and is capable of attaining a speed of 150 miles per hour.

This is the sixth addition to the National Air Transport's fleet of aircraft and will be immediately put into the Toronto-Windsor service which this firm inaugurated last November.

The Toronto Daily Star, Tues. April 30/29, p. 14.

NATIONAL AIR TRANSPORT LIMITED - congratulations to Barry Countryman, continued:

It is not yet known how long NAT's Toronto - Windsor service operated for, or how it was affected by the introduction of Canadian Airways' Toronto - Windsor airmail service. (A Canadian Airways' schedule effective April 26th 1931 shows that by that time, Canadian Airways was offering a daily passenger service Detroit - Windsor - London - Hamilton - Toronto - Kingston - Montreal, except on Sundays.)

National Air Transport continued to fly during the early 1930's. - Barry found the following article and advertisement from 1932:

THESE ENGLISHMEN FAST

Arrived Saturday—Dashed to Gotham
—Sailing Home To-day

A party of Englishmen who landed at Montreal on Saturday and arrived in Toronto on Sunday are on their way back to Montreal to board a liner to return to England, after completing a record business trip to New York by air.

Sunday they left from Barker airport, Dufferin St., and made connections with a Buffalo transport aeroplane, which landed them in New York four hours later. After completing business they took a return machine to Buffalo and transferred to a National Air Transport liner at Buffalo, arriving in Toronto yesterday. They boarded a Montreal train, which will get them there in time to sail to-day.

Toronto Daily Star, May 31st 1932

Barker Field	AIR MEET	Dufferin St.
Aug. 13-14.	Free	Parking
10 Mile Passenger Flight		\$1.75
Short Passenger Flight		\$1.00
Stunt Flying		2.30 p.m.
Toronto-Buffalo 'plane leaves		3 p.m.
(\$8.00 to Buffalo — \$14.00 return)		
Parachute Jump		5.30 p.m.
Light Aeroplane Race		7.30 p.m.
NATIONAL AIR TRANSPORT, LTD. CENTURY AIRWAYS LTD.		

Toronto Daily Star, August 12th 1932

According to the information in the March newsletter:

"both Buhl A/C were lost by fire at Barker Field 12/Nov. 1935. Nothing on National is recorded after that date".

Congratulations to Barry on finding the information on this under-reported company and air service. - If anybody can provide more information about NATIONAL AIR TRANSPORT, please send it to the editor, (4060 Bath Road, Kingston, Ontario K7M 4Y4.)

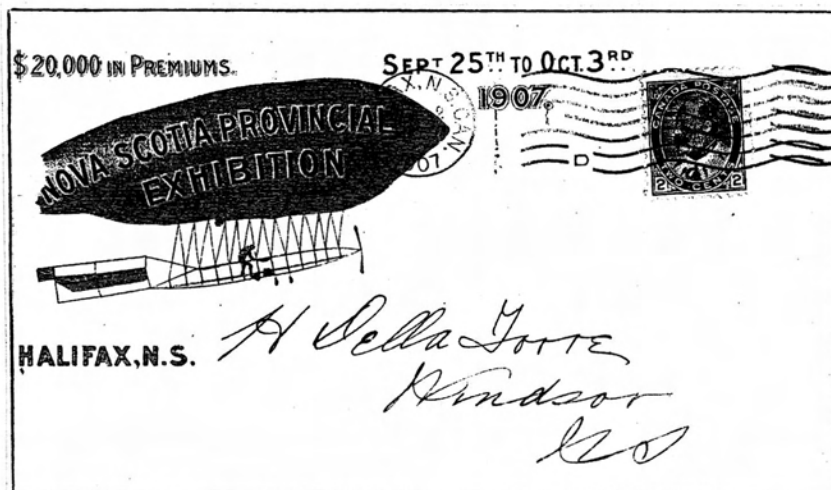
CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909 TO 1934

Murray Heifetz

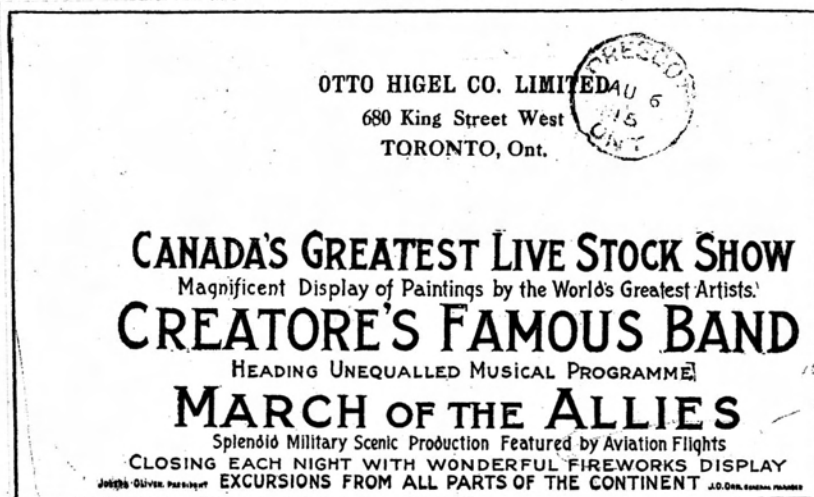
Canadian aviation history may be told, philatelically, in many ways. The most usual is through first flight covers or the study of rates and routes. However many of the events, important in the telling of this story, are best represented by covers with special cachets relating to the event. This is primarily applicable to appearances of important pilots and to aviation meetings. This article is an attempt to tell the story through its related covers and cachets.

1909 to 1928

This is the period that can be considered the pioneer era in Canadian aerophilately. There were very few items produced that relate to our topic, but there were two that are interesting. The first is an envelope prepared to promote the 1909 Nova Scotia provincial exhibition. Thomas Baldwin was to bring his dirigible, the "California Arrow" to the exhibition for demonstration flights. Envelopes with the dirigible shown in the upper left corner were prepared to promote the exhibition.



In 1915, the Canadian National Exhibition in Toronto, also produced an envelope to promote attendance. On the reverse of the envelope, there is shown, among livestock shows and musical bands, the "March of the Allies" - a production featured by "Aviation Flights".

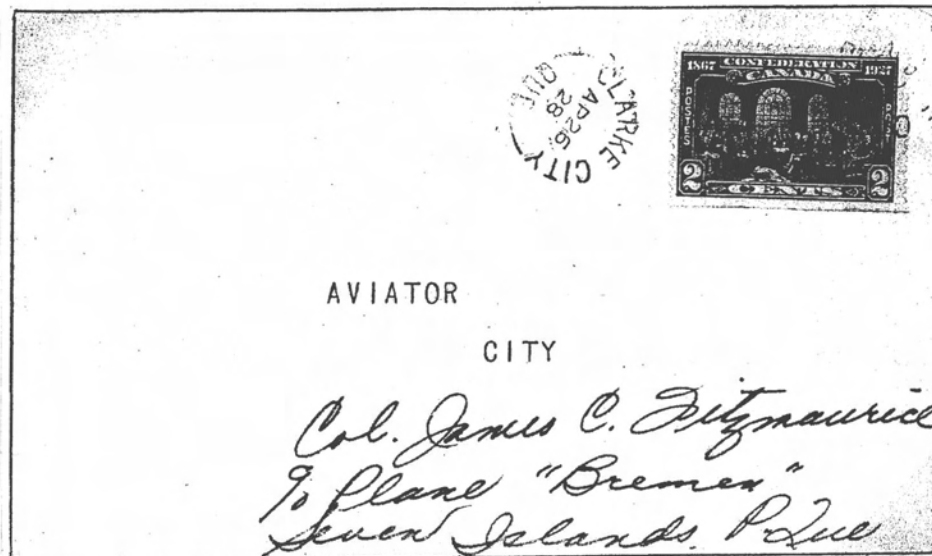


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CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

1928-1929

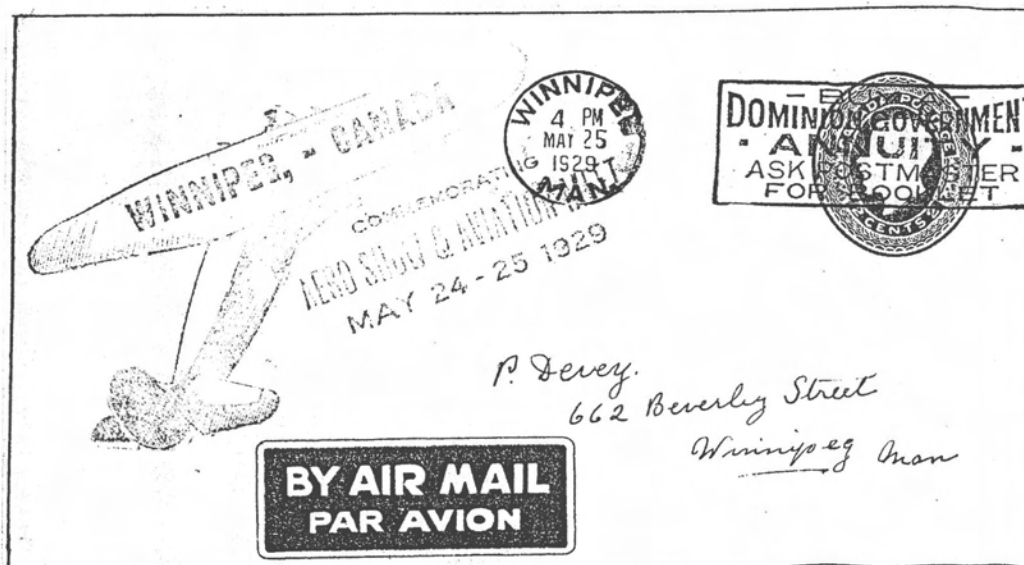
The first westbound flight across the Atlantic was made by Baron Guenther von Huenefeld, Capt. Herman Koehl, and Major James Fitzmaurice. They flew from Baldonnell, Ireland, destined for New York, but were forced down at Greenly Island, Labrador. The flight took place from April 11 to April 12, 1928. They were rescued from Greenly Island by "Duke" Schiller. Various covers were created at later dates to note this flight. The one shown below is from Clarke City, the nearest post office to Greenly Island.



Posting from Clarke City April 26, 1928

On Dec. 10, 1928 the first regular contract airmail service in the Prairie provinces began. Two years later, in 1930, the Edmonton Chamber of Commerce sponsored a map cachet on covers flown on the second anniversary of the flight.

On May 24-25, 1929 an Aero Show and Aviation Meet was held at Winnipeg. This was one of the earliest aviation meetings represented by a cacheted envelope.



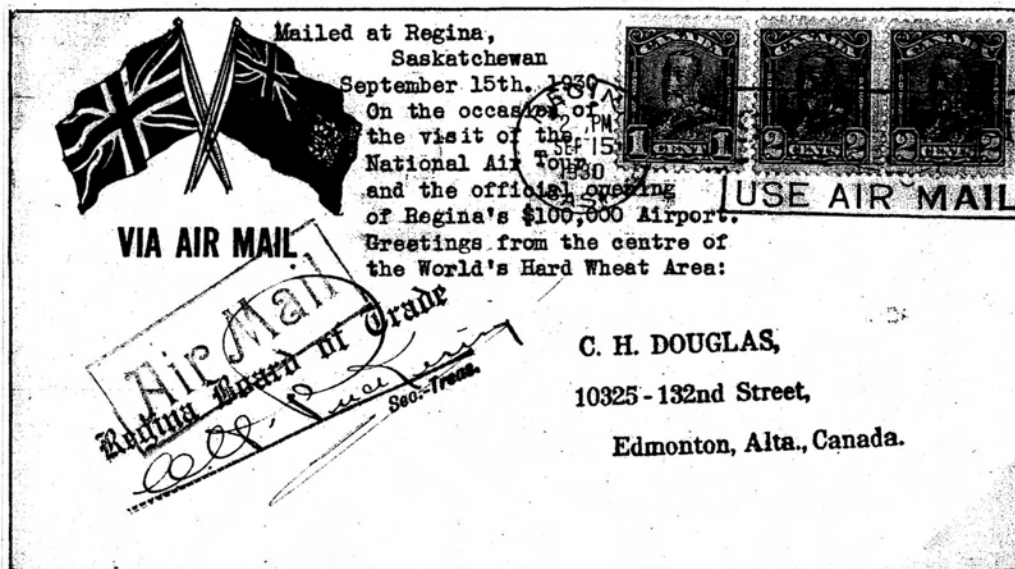
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CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

1930

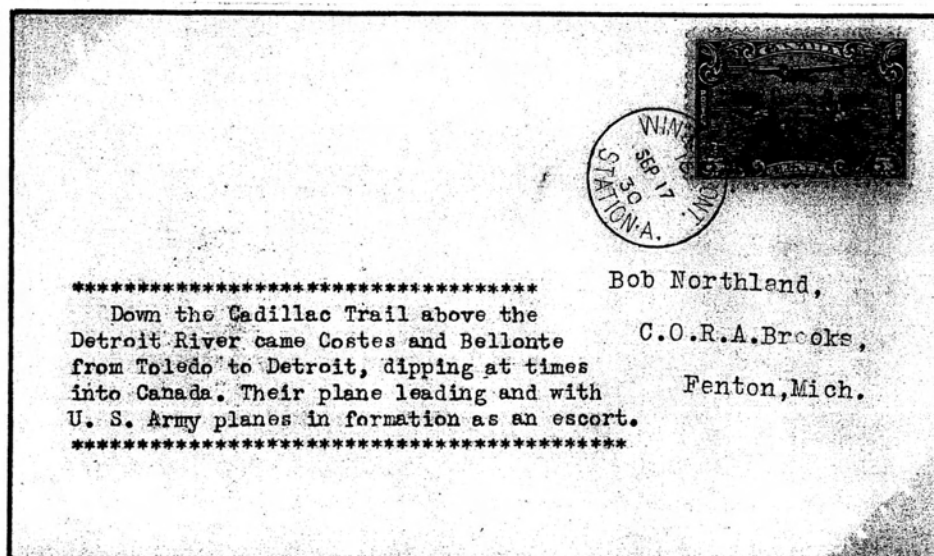
By 1930 there were many aviation events represented by cachets. On an attempted flight from Ireland to New York, Charles Kingsford-Smith was forced down at Harbour Grace, Nfld. He left for his continued flight to New York June 26. Covers were posted from Halifax June 26 with a map of the flight as a cachet.

The National Air Tour of 1930 visited a number of Canadian cities in September. One of the cities visited was Regina.



At the same time, the first of a series of annual air shows was held at Edmonton.

The French fliers, Dieudonne Coste and Maurice Bellonte made the first direct flight from Paris to New York on Sept. 1. After their reception they made a goodwill tour around the U.S.A. At Detroit, they dipped into Canada, as shown by this special cover prepared at Windsor.



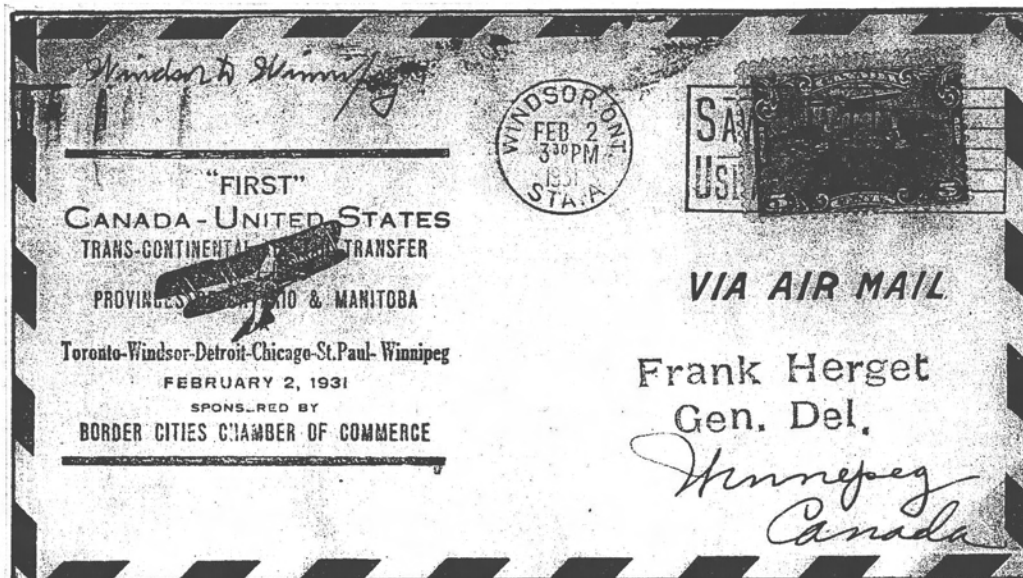
Posting created by "Bob of the Northland" from Windsor Sept. 17, 1930. Backstamped at Fenton, Mich. Sept. 18, 1930.

Continued

CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

1931

On Feb. 2, 1931 an airmail route was inaugurated between Winnipeg and Pembina, ND, which made possible for the first time through airmail service from Eastern to Western Canada via the U.S.A. Many different cachets and covers were produced for this important link.



The first Trans Canada Air Pageant took place in 1931 under the leadership of T. M. 'Pat' Read. It followed the Ford Reliability tour of 1930 and was scheduled to visit 29 Canadian and 2 US cities. There were 26 shows seen by more than half a million people. The tours took place from July 1 to Sept. 12.



While this was the first "Trans Canada" Pageant, there were other Canadian Air Pageants. Wiley Post and Harold Gatty made a record round the world flight between June 21 and July 1. They flew over Edmonton and made a later visit to the 3rd Canadian Air Pageant at Montreal Aug. 15. Other events in the summer of 1931 were the opening of Vancouver airport and the appearance of Charles Lindbergh over Baker Lake in the Northwest Territories on his survey flight over the Pacific to China and Japan.

Continued

CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

1932

The year began with a visit of Sir Hubert Wilkins, a noted polar explorer, to Vancouver.



Printed cachet in black on posting from Vancouver Jan. 28, 1932

In May Vancouver also welcomed the Olympic Air Cruise.

In August Montreal hosted a convention of the International Airmail Society and the 4th Canadian Air Pageant.



Cover posted from Montreal Aug. 1932 for what the cachet lists as the Fourth Pageant. Received at Edmonton Aug. 22.

Continued

CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

1933

In May 1932, Amelia Earhart became the first woman to fly solo over the North Atlantic. In the following year she made a visit to Vancouver and covers were prepared to note the visit. The cover shown is of special interest as it is one of the very few signed by Earhart.



In 1909 the Bell Experimental Association at Baddeck, N.S. opened the first page of Canadian aviation history. John McCurdy made the first flight in Canada in the "Silver Dart". "Casey" Baldwin, also a member of this group, made a flight the previous summer in the USA in the "Red Bird", also developed by the group. In 1933 cachets were prepared for the 25th anniversary of the "Red Bird".



Covers were also prepared for the 24th anniversary of the "Silver Dart".

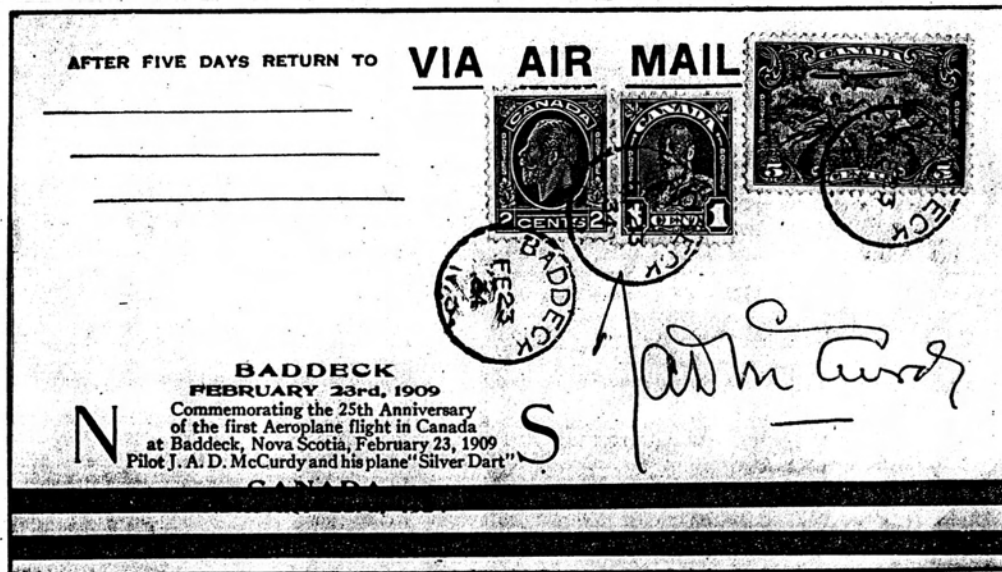
Another date noted was the 14th anniversary of the first successful transatlantic crossing in 1919 by Capt. John Alcock and Lt. Arthur Whitten-Brown. Another Air Pageant was held in Vancouver in May as part of their Aviation Week. In July Wiley Post again made a flight around the world but this time it was solo. He visited Edmonton as a stop on his route. Canadian Air Pageants continued with the 5th held at Montreal in August.

Continued

CANADIAN HISTORICAL AVIATION EVENTS AND THEIR PICTORIAL CACHETS, 1909-1934 by Murray Heifetz, continued:

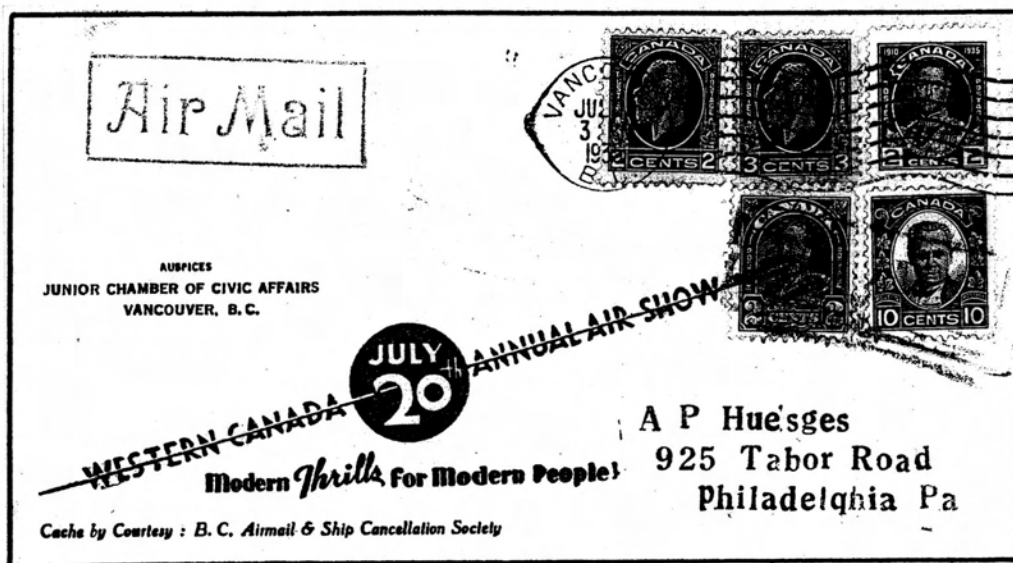
1934

In February the anniversary of the flight of the Silver Dart was again noted. This time it was the 25th anniversary, and the cover is from the site of the first flight in Canada at Baddeck, N.S. The cover below has been signed by the pilot John McCurdy.



Cover posted from Baddeck, N.S. Feb. 23, 1934 with a printed cachet for the 25th anniversary of the flight of the Silver Dart. Signed by the pilot, John McCurdy. Nova Scotia coloured vignette on reverse of envelope. Clipping from Halifax Herald Feb. 23, 1934 inside the envelope.

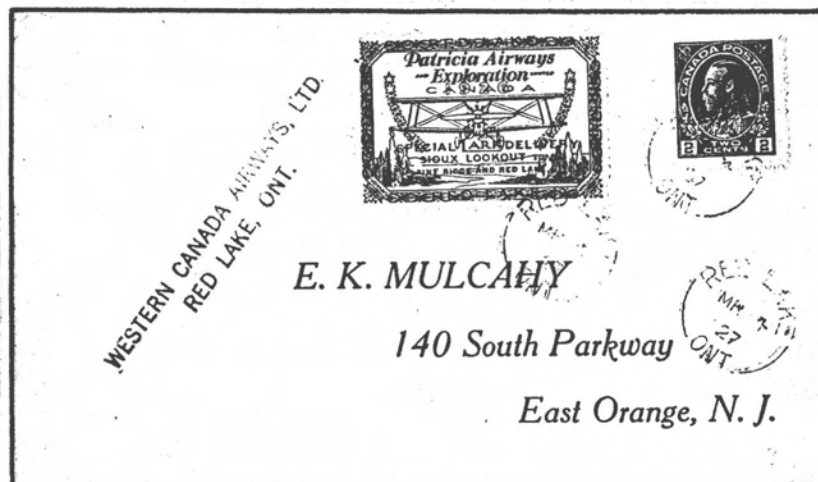
Annual air shows continued, with one held at Vancouver in July. This cover seems largely overfranked for no apparent reason.



Mar. 2, 1934 to Waconia, Minn. with backstamp Mar. 13. Was it flown?

Murray Heifetz

Update on Roessler and Red Lake



In the article on "Roessler and Red Lake" in the last newsletter, I reviewed the covers that were supposed to have been carried between Rolling Portage and Red Lake by Western Canada Airways using other carriers stamps, during the period March 4th to May 9th 1927. (One is illustrated above.) The article examined both the listing of these covers, and the circumstances in which these flights were supposed to have been made. Of particular concern, was the fact that Western Canada Airways didn't have any serviceable aircraft at Rolling Portage at the beginning of this period.

Many thanks to David Brown, Murray Heifetz, Neil Hunter, Ed Matthews, and Brian Wolfenden for their responses to my request for information on these covers.

All of the five covers I have now seen from this period were created for A.C. Roessler! Given both the lack of aircraft, and the absence of covers to/from other collectors, it appears very likely that these covers are in fact bogus creations by Roessler!

Would any other 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, (4060 Bath Road, Kingston, Ontario K7M 4Y4), so that we can try and confirm or refute this suggestion.



Airmail Collector

PO Box 99, Cardiff CF23 6XP UK
 Tel: 44-(0)29-2075 4748 Fax: 44-(0)29-2076 1076
 E-mail: airmails@fut.net Web Site: www.airmails.co.uk



We are a company devoted to the sale and purchase of airmail related philatelic material. Our business is concerned exclusively with the sale and purchase of - flown and first flight covers from the pioneer period to the present day; airmail stamps, aviation thematics, aerophilatelic literature, and airmail related ephemera.

Please contact us for a free copy of our next Postal Auction catalogue.

Another Patricia Airways & Exploration Ltd. mystery

Question received:

CL14 violet overprint Type A

Some time ago I acquired this cover with CL14 with a violet overprint Type A, instead of the normal red overprint.

The Unitrade Specialized Catalogue of Canadian Stamps, as well as Longworth-Dames in "The Pioneer and Semi-official Airmails of Canada" are completely silent about this violet overprint. "The Airmails of Canada and Newfoundland" does mention on page 53, "...a surcharge in violet is also known".

This cover is postmarked Richmond Hill Jun 17'27, backstamped Haileybury Jun 21 '27 as well as Rouyn P.Q. Jun 23 '27. CL14 is tied to the cover by Rouyn Jun 23 '27. These dates are all after the plane accident on June 16, 1927, but the cover appears genuine.

I would like to find out how many of these violet overprints are known or estimated to exist. Could you place a request in our Journal to ask collectors to check their collections and report to you? That would eliminate another puzzle.



Editor's comment: The circumstances surrounding the accident referred to are described in Conway Longworth-Dames' The Pioneer and Semi-Official Air Mails of Canada, 1918-1934 as:

During 1927, the company began to operate into the Rouyn goldfield area by flying out of Haileybury on the eastern border of Ontario. Using a second Detrouer, W.M. Cummings, another company pilot, inaugurated the first flight into the region on March 31. The service was short-lived as the aircraft was badly damaged on June 16 and operations then ceased. In September, the Curtiss Lark was also lost when J.R. Ross crashed on landing on a lake near Hudson. While he managed to escape without too much difficulty, the three passengers that he was carrying had to struggle for their lives to get clear of the aircraft before it sank. The loss of these two aircraft put Patricia Airways and Exploration in severe financial difficulties, with the result that the company was forced to go into liquidation.

Given the ongoing debate regarding the Red Lake covers from a period when Western Canada Airways had no aircraft, (see previous page), it seems that the question of how this cover got to Haileybury also needs to be examined. **If anybody can provide information regarding the overprint or the flight, please send it to the editor.**

FOLLOW UP: Boston Radio Aero Show

John Johnson has found both the 1928 cachet illustrated in the June newsletter, and one from the previous year, in Dworak's 1930 catalogue of U.S. and Canadian air mail covers:

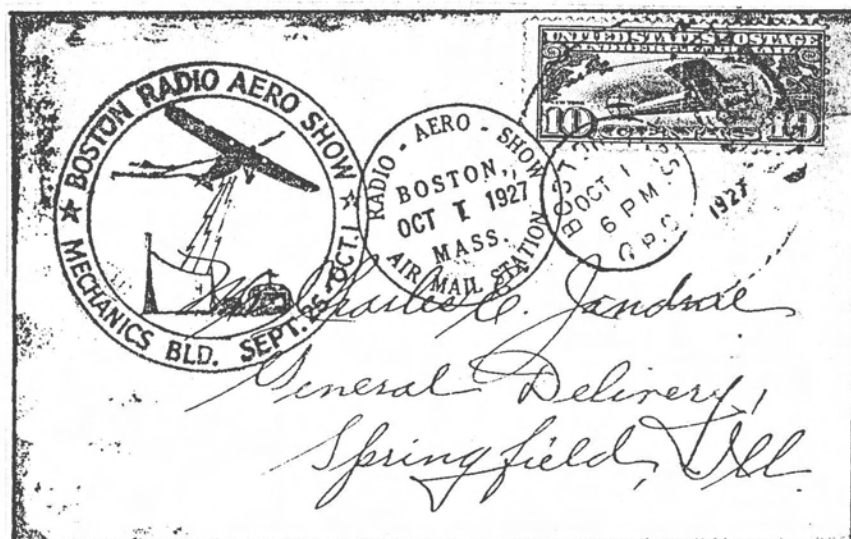
1927	September		
100-12	26	BOSTON, MASS.--Circular cachet: "Boston Radio Aero Show, Mechanics Bld. Sept. 26-Oct. 1" in blue, by Contr. CAM 1 -----	\$.75



101-12	27	BOSTON, MASS.--Same as above, in violet -----	.75
102-12	28	BOSTON, MASS.--Same as above, in green -----	.75
103-12	29	BOSTON, MASS.--Same as above -----	.75
104-12	30	BOSTON, MASS.--Same as above -----	.75
1927	October		
105-12	1	BOSTON, MASS.--Same as above in multi-color -----	.75

1928	October		
240-12	1	BOSTON, MASS.--Circular cachet same as that for 1927, except for dates: "Boston Radio Aero Show Mechanics bld. Oct. 1-6" by Contr. CAM 1, in green (500 altogether) -----	.25
241-12	2	BOSTON, MASS.--Same as above, in black -----	.25
242-12	3	BOSTON, MASS.--Same as above, in red -----	.25
243-12	4	BOSTON, MASS.--Same as above, in purple -----	.25
244-12	5	BOSTON, MASS.--Same as above, in blue -----	.25
245-12	6	BOSTON, MASS.--Same as above, in magenta, magenta and blue -----	.25

John added that from the reference to CAM 1, it appears that the sponsor was Colonial Airlines, who operated CAM 1 from Boston to New York. - He also sent me a 1927 cover with an additional, unlisted cancellation:



Thanks John.

This show seems to have been a big event, since it was held over a six day period, in two successive years. - Can anybody provide any more information about it?

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

FOLLOW UP: BCM/AIRFIELD cachet

An article on Imperial Airways Trans-Atlantic First Flight Covers in the June 2002 newsletter, included a request for information on the GUARANTEED BCM/AIRFIELD handstamp, that is found on the back of some of these covers.

This handstamp is found most often on covers associated with Francis J. Field, but is not found on all of his covers, and it also occurs on some covers to W.R. Patton.

A similar question was raised by Alan Tunncliffe, editor of New Zealand Air Mail News, with whom we exchange newsletters.

This has lead to Mike Shand coming up with the answer, which he found printed on the inside cover of the May 1939 Aerofield:

WHAT IS THE VALUE OF A GUARANTEE ?

Every flown cover **should** be guaranteed, but no guarantee mark has any real value unless it is supported by experience and permanent, substantial goodwill on the part of the guarantor.

Obviously, covers bearing genuine official First Flight postmarks or cachets need no guarantee; but cachets can be forged, and bogus or unofficial cachets be applied to mislead the collector. Postmarks of despatch, arrival, etc., are rarely imitated and are therefore the surest basis of status, provided that the facts are known as to correct place, date and time details. A safe guarantee is therefore always an asset and enhances the value of the aerogramme.

We have used a Flown Cover guarantee system since 1925, and it is **the only one** in the world that has been really effective for so long a period. But it had not been used consistently as trade and re-selling friends frequently preferred to handle "untraceable" items. In view, however, of many recent requests for a stabilising influence, such as our guarantee system on the Flown Cover market, we have decided to resume it and from May, 1939 onwards **all** new flown covers and rarities of all periods that we handle will receive the well-known mark "BCM/AIRFIELD," applied in small characters by a rubber stamp.

This mark definitely guarantees that the Aerogramme is exactly as invoiced and as described in our advertisement of it, and that it is genuine in every respect. It is a Monomark permanently reserved for us without time limit, and therefore any enquiry regarding the guarantee cover which is addressed to BCM/AIRFIELD, London, W.C., at any time will be forwarded to us.

We hereby Guarantee that every Air Cover bearing the genuine mark BCM/AIRFIELD, is guaranteed to be genuine in every respect and as described by us in our advertisements and invoice, and that if proved otherwise we will, without time limit, refund the cost (plus reasonable expenses) originally paid to us for it.

Please remember that this is the only Guarantee universally recognized in Aero-Philately, for it is backed by the only dealers in the world with a consistent experience as specialists in every phase of aero-philately for almost 20 years.

Francis J. Field, Ltd., Sutton Coldfield, England

The Monomark seems to have been a special address, as any mail addressed to "BCM/AIRFIELD, London, W.C." was being forwarded to the company in Sutton Coldfield, some 150 miles away. However, the significance of the initials BCM remains a mystery. - Does anyone know what they represent?

Thanks Alan and Mike for this information.

NEW BOOK:

***World War II Mail from Switzerland to Great Britain, Canada & the United States: A Postal History Handbook*, by Charles J. LaBlonde.**

8 1/2 by 11 inches, comb bound, stiff covers. 222 + iv pages: over 230 illustrations. Published by the American Helvetia Philatelic Society. ISBN 0-9742619-0-4

Price including airmail postage: US\$25 in the U.S. and Canada; £20 (cash or sterling cheque), 30 Euros (cash) or SF 45 (cash) overseas; from the author, 15091 Ridgefield Lane, Colorado Springs CO 80921-3554, U.S.A.

This handbook is based on a series of articles by the author that originally appeared in the *Civil Censorship Study Group Bulletin* and the American Helvetia Philatelic Society journal *Tell*. The material has been updated and previous errors corrected. The Swiss postal rates to Great Britain, Canada, and the United States during WW II were stable and are listed at the beginning of the book.

The stage is set with a chapter on prewar conditions in Switzerland in 1939. Subsequent chapters deal chronologically with postal conditions over the course of the war, each chapter focusing on a period of six months. Discussions in each chapter address surface mail, airmail, and censorship.

Some of the covers described transited one of the three countries mentioned, to emphasize routing. In one example a registered letter went from Grenchen, Switzerland to Alexandria, Egypt. Transit markings include Geneva, Lisbon, Bermuda, New York, San Francisco, and Cairo. Almost all of the mail used to tell the story is commercial. Some exceptions are POW, Red Cross, and internment camp mail, which are of interest in their own right. The author also shows some examples of interrupted (crash) mail.

Postal routes, censorship markings and resealing tapes, and manuscript markings are thoroughly elucidated. However, author LaBlonde admits that some areas require further research. One example is the mysterious French censorship of Swiss airmail during a 5-day period in October 1944.

Several appendices lead the reader to interesting sidelines such as specific series of named correspondences, the connection via Sweden and Scotland, USA mail to Switzerland during the war, and the curious blue pencil markings of U.S. censors that are little understood.

An extensive bibliography concludes the book, although book and journal titles are in quotation marks rather than the accepted format of italics. One of the nice features of this book is the extensive use of cover illustrations that are quite good in quality for the most part. Almost all covers are shown actual size. Despite the author's comments of the need for more research in certain areas, he has captured much of the detail that will interest and inform postal historians.

Review by Alan Warren

CANADIAN SEMI-OFFICIAL AIRMAILS



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The Canadian International Air Show glider stamp 1999

Simine Short: The top right stamp in the souvenir sheet issued to celebrate the 50th anniversary of the Canadian International Air Show in 1999, shows an H101 Salto sailplane with its graceful long wings spreading not only into the framework of the souvenir sheet above, but also into the postage stamp below, showing a Stearman A-75.

To create this innovative souvenir sheet, the designers combined photographs of the aeroplanes as they had appeared at previous air shows, creating a poster-like image in which the aeroplanes cross from one stamp to the next.

Manfred Radius, a frequent performer at North-American air shows, supplied the photo of his Salto acrobatic sailplane. I contacted him for details about the photo and other pertinent information.

Manfred learned to fly sailplanes in 1961 when he was still living in Hamburg, Germany. He immigrated to Canada in 1969, became a glider instructor in 1972 and added his glider aerobatic instructor endorsement in 1977.

He is currently Canada's leading glider acrobatic pilot; his award winning main act "The Ultimate," contains samples of all aerobatic manoeuvre families, including an inverted ribbon cut in which he flies inverted through a ribbon stretched across the show line, just a few feet above the ground.

The Salto sailplane came into Manfred's possession in 1985. This ship with 13.6 meter wingspan was built by the "Start+Flug" company in Germany, owned by Ursula Hänle. It has good soaring performance and is fully acrobatic.

The photo of the Salto, submitted to Canada Post for the stamp design, was taken by Steve Tambosso in the late 1980s while Manfred practised low level aerobatics in southern Ontario. It shows the glider in a climbing aileron roll.

"I had accelerated my Salto to at least 135kts and then pulled it into a climb from about 10ft above ground level. As soon as I had established the climb angle I entered an aileron roll to the left. The photo shows my Salto very early in the roll," writes Manfred.

"For the postage stamp, the glider was rotated anti clockwise. To get an idea of the attitude of the glider when the picture was taken, rotate the stamp clockwise about 40 degrees so it stands on its right bottom corner."

Simine Short writes a monthly series of articles about "Glider Mail", gliders on stamps, and related glider philately, for the electronic SOARING Magazine at www.glidermagazine.com

Although this article uses some of her information, the electronic magazine is much more eye-catching. - Her full article about this stamp can be seen at

<http://www.glidermagazine.com/ListFeatureArticleDtl.asp?id=323>

If anybody has questions regarding glider-philately, you can contact Simine at short@core.com



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.

Regina Board of Trade handout

This handout consists of three 8 1/2" x 11" pages, that have been folded so that they would fit into a standard #8 size envelope.

The first page, shown right, is printed in orange, and states "First Flight Compliments of Regina Board of Trade, Regina, Saskatchewan, Canada."

Attached to it two typed and duplicated pages, giving a large number of facts and statistics, including:



REGINA

THE CAPITAL CITY OF SASKATCHEWAN

THE INDUSTRIAL AND DISTRIBUTING CENTRE OF THE MIDDLE WEST

AREA8,408 acres
POPULATION.62,481

BUILDING RECORDS:

1239 permits issued in 1928 valued at.....\$ 6,619,206.00
1567 permits issued to November 1,1929 valued at \$9,445,729.00

BANK CLEARINGS:

Twelve months of 1928\$ 312,089,797.44
To November 1,1929\$ 274,316,655.48

CIVIC TRANSPORTATION:

Municipally owned street railway uses 33 miles of trackage and keeps in service 48 passenger cars and 30 freight cars, besides haulage equipment, sweepers and snow plows.
Regina possesses 45.21 miles of paved streets,80 miles of graded streets, 29.49 miles of boulevarded streets, 67.32 miles of concrete sidewalks and 91 miles of plank sidewalks.

REGINA IS NOTED AS ---

- Center of the World's Hard Wheat Area. Saskatchewan produced in 1928 300,000,000 bushels of wheat.
- The largest distributing centre of farm machinery in the world. (\$ 35,000,000.00 worth in 1928.)
- Aviation Centre and Divisional Point in the Western Canada Air Mail Service.
- The leading City in Canada in building permits and population increase per capita.

Since the most recent statistics are for November 1929, it looks like the flyer was produced for the inauguration of the Prairie air mail service in February 1930.

Can anybody provide more information regarding this handout?

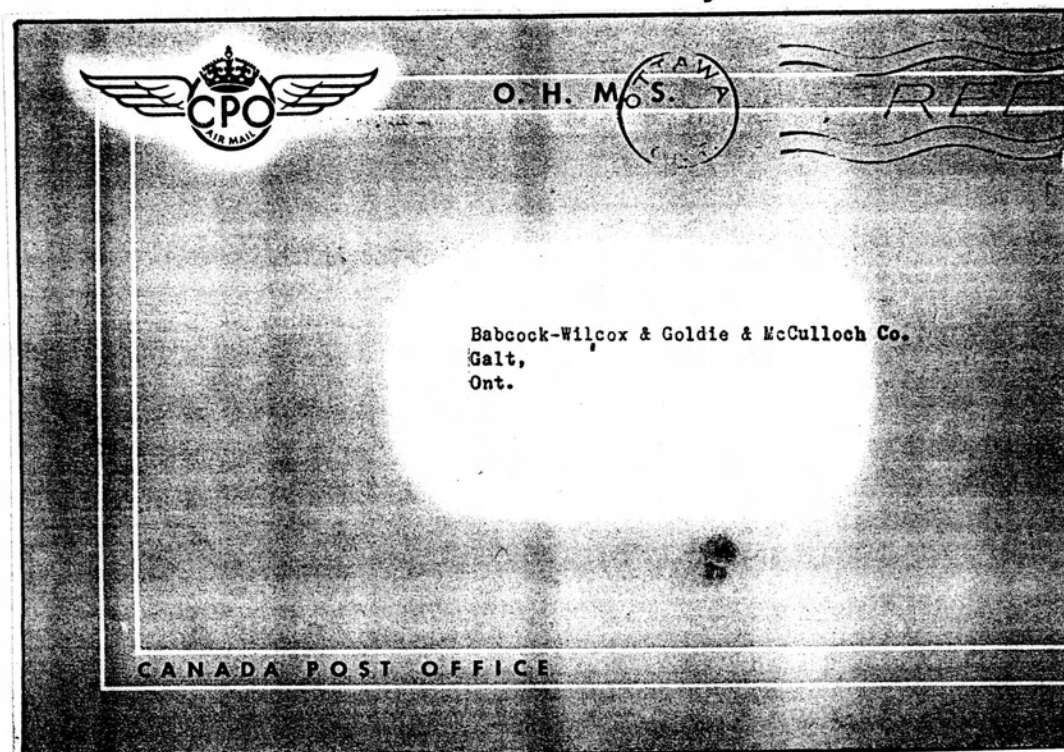
1935 crash cover?

Question received: I have a cover from Halifax to Sydney, NS, dated 3 Aug. 35. It has a purple cachet "Canada Air Mail - Experimental Service - Halifax to Sydney" showing an aircraft over Halifax Harbour. The cachet shows signs of water as it is slightly smudged. Someone wrote in pencil "*Damaged due to crash at Halifax*". As this is not shown as a crash in the Canadian section of the AAMC, do you have any information about a crash or mishap to this flight?

My covers from this flight are all in fine condition, with no sign of water damage, and Dick Malott has no data to support this cover being in a crash.

Does anybody have any information about an accident to this flight, or is the comment just wishful thinking by a previous owner?

Unusual Postal Stationery



Question received: This is a piece of Canada Post stationery that I have never seen before. It is a light green envelope with red colouring, and an indistinct Ottawa cancellation. It is 19 ½ cms by 14 cms. In red at the top of the envelope is the CPO Air Mail logo, and O.H.M.S. At the bottom left is "Canada Post Office". The cancellation is a free frank. The envelope is addressed to: Babcock-Wilcox & Goldie & McCulloch Co., Galt, Ontario. Information please.

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

Canada New Issue posters

Is anybody interested in buying, selling or trading Canadian new issue posters?

If you are, so is David G. Jones.

You can contact him at: 184 Larkin Dr., Nepean, Ont. Canada K2J 1H9

Or email: ciadmilefailte2002@yahoo.com

SALES AND WANTS

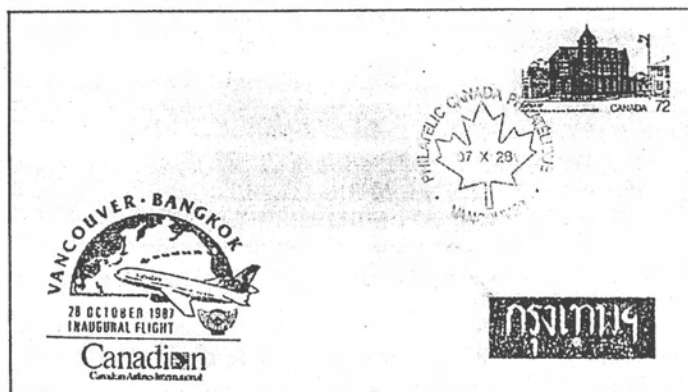
All members are invited to send in details of items wanted or for sale to the editor.

First Flight Covers - Canadian Airlines International

These covers are listed in The Air Mails of Canada and Newfoundland as:

1987, October 27-29 — Vancouver - Beijing. Canadian Airlines International inaugural service.

8729 Vancouver - Beijing, Oct. 27 (black cachet, red backstamp) 5.00



1987, October 28 — Vancouver - Bangkok. Canadian Airlines International inaugural Lockheed L1011 service.

8733 Vancouver - Bangkok (black cachet, red backstamp) 5.00

The CAS has a number of these covers, and is offering them at \$4.00 each or \$7.00 the pair, including postage. Orders can be sent to *Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2*. Cheques should be payable to the CAS.

Reprints of FRANCIS J. FIELD booklets

A number of these booklets have been produced by BOOKS FOR LIFE, which is a charity run by Mervyn S. Todd in England, that raises money to support orphans and abandoned children in India.

For the potentially mutual benefit of readers and Books For Life, I am reproducing the list of reprinted booklets in full:

AIRMAIL BOOK LIST	No. of illus. pages	Retail
ARCTIC AIRMAILS: Field	20	£4.00
ATLANTIC MAIL FLIGHTS, Fifty Years of by Baldwin	10	£3.50
AUSTRALIA: External Airmails of: Baldwin	62	£8.00
AUSTRALIA & NEW ZEALAND to GREAT BRITAIN (War time services 1939 -45): Lee	13	£3.50
QANTAS EMPIRE AIRWAYS COMES OF AGE	20	£4.00
AUSTRIA; An Airmail Digest: Field	16	£4.00
BERMUDA, AIRMAILS OF: Baldwin	16	£4.00
B.E.A. HELICOPTER MAILS: 20 Years of by Baldwin	11	£3.00
B.O.A.C.'s. SILVER JUBILEE: Baldwin	20	£4.00
BRIDGING THE SOUTH ATLANTIC BY AIR MAIL: A.L. Leon	9	£5.00
POST-WAR BRIDGING THE ATLANTIC, 1945-50: Baldwin	48	£6.50
BRITISH COMMONWEALTH AIRMAIL DIGEST 1-10: Field (updated information)	48	£5.50
CEYLON 1873-1950: Field	12	£3.00

Continued

Reprints of FRANCIS J. FIELD booklets by BOOKS FOR LIFE, continued:

COMET-1: Baldwin (List of Flights)	12	£3.00
COMET-4: Baldwin	20	£4.00
EAST AFRICA GOVERNORS CONFERENCE REPORT OF A COMMITTEE APPOINTED TO PREPARE A SCHEME FOR POST-WAR LOCAL AIR SERVICES IN EAST AFRICA 1943. (Routes, Mileage, Tariffs)	24	£11.00
ETHIOPIA AIRMAIL FLIGHTS TO 1934: N.Cape	48	£5.50
AIR FRANCE, HISTORY OF THE DEVELOPMENT OF THE AIRMAIL SERVICES: Baldwin.	20	£4.00
DEUTSCHE LUFT HANSA AND LUFT HANSA: Field	14	£4.50
FRANCO-GERMAN WAR 1870-71, BALLOON BUILDERS CACHETS ON LETTERS ENTRUSTED TO AERONAUTS: H.Cappart	5	£2.00
BRITISH MAILED OF THE GRAF ZEPPELIN: Field	15	£2.00
GREAT BRITAIN, AIR LETTER STAMPS AND SERVICES: Baldwin	21	£5.00
BRITISH AIRMAILS 1946-51: Baldwin (priced supplement)	20	£5.00
GREAT BRITAIN AND IRELAND, CATALOGUE OF INTERNAL AIRMAILS 1910-1941: Baldwin	38	£6.00
BRITISH AIRMAILS 1946-1951: Baldwin	21	£5.00
BRITISH AIRMAILS POSTAL HISTORY OF: E.B. Proud. (Comprehensive price guide)	576	£70.00
FIFTY YEARS OF BRITISH AIRMAILS 1911-1960: Baldwin	47	£8.00
BRITISH INLAND AIRMAIL APRIL 1933-APRIL 35: Phillips	15	£3.50
RAILWAY AIR SERVICES, BRITISH INLAND AIR POSTS: Baldwin	8	£3.00
HONG KONG AIR POST HISTORY, PRICED CHECK LIST: Baldwin & Field	8	£3.50
IMPERIAL AIRWAYS & SUBSIDIARY COMPANIES, HISTORY AND PRICE CHECK LIST OF EMPIRE AIRMAILS: Baldwin	79+	£10.00
JAPAN OVERSEAS AND INTERNATIONAL FLIGHTS: Field (Valuation guide)	20	£4.00
LIBYA, AIRMAIL POSTAL HISTORY OF THE FEZZAN: N.Davies	3	£1.50
MALAYA, AIRMAILS OF: Baldwin	19	£4.00
NEW GUINEA, AIRMAIL IN, INCLUDES PAPUA: Gisburn	11	£4.00
NORWEGIAN AIRMAILS A CHECK LIST OF: Baldwin	12	£3.00
BRIDGING THE PACIFIC, PRICED CHRONOLOGY OF PROJECTED, ATTEMPTED, AND SUCCESSFUL PACIFIC FLIGHTS 1919-1951: Field	52	£8.00
PAN AMERICAN AIRWAYS: Baldwin	21	£4.50
ROYAL AIR FORCE COVERS OF: Field	22	£5.00
POSTAL HISTORY OF THE NAVAL AND RAF POSTAL SERVICES: E.B. Proud	232	£35.00
RHODESIA'S AND NYASALAND, AIRMAIL HISTORY OF: Baldwin	16	£4.00
ROCKET & JET POSTS HISTORY OF: Field	41	£6.50
BRITISH AFRICA, AIRMAILS OF 1925-32: Baldwin	69	£8.50
SOUTH AFRICA, AIR POSTS OF: CHECK LIST 1911-1956: Baldwin & Stern.	24	£6.00
ROYAL AIR FORCE RECONNAISSANCE FLIGHT, DELHI TO SINGAPORE 1930: A.H.Frost	12	£5.00

For more information, contact:

Mervyn S. Todd, Books for Life, 12 St Mary Street, Nether Stowey,

Bridgewater, Somerset TA5 1LJ, England

Phone or fax: (01278) 732246, or Email: books4life.todd@lineone.net

Postage and packing, and the exchange rate, will be calculated after a selection is made and availability checked.

Many of these reprints are also available from Leonard Hartmann, Philatelic Bibliophile.

For more information check his website: <http://www.pbbooks.com/auct.htm>

**Leonard can also be contacted by mail at: PO box 36006, Louisville, KY 40233, USA,
or email at leonard@pbbooks.net**

Both Mervyn and Leonard also have a large stock of other philatelic books covering the whole world, and would be pleased to receive "wants lists" of subjects or authors that readers are interested in.

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter.

The annual membership dues are: \$20.00 CDN in Canada,
 \$22.00 CDN (or \$17.00 US) in U.S.A.,
 \$25.00 CDN for members Overseas.

Payable to: The Canadian Aerophilatelic Society.

Please send your renewal to:

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

as soon as possible, in order that the next newsletter is sent to you without delay.

Kasmir Bileski
 John H. Bloor
 Jacques Bot
 Francois Bourbonnais
 Patrick Campbell
 Nino F Chiovelli
 Gary Coates
 Earle L Covert
 James Davidson
 J.M. Ellis
 Robert Foottit

Carl Freund
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Harold J. Petoskey
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 Col. William G. Robinson
 Ken C. Sanford
 Michael Shand
 Gloria Shaw
 Pat Sloan
 Gibson B. Stephens
 Robert M. Terry
 Geoffrey Thompson
 J.W.T. Wannerton

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.



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SUPPLEMENT 12 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Section 8 - CANADIAN BALLOON COVERS - list 3**

Previous Amendment Lists to Section 8 were published in The Canadian Aerophilatelist as follows:

List 1 - June 2002 (Supplement 10 to AMCN);

List 2 - September 2002 (Supplement 11).

Nino Chiovelli

With contributions from: Francois Brisse, Barry Countryman, Chris Hargreaves,
Dick McIntosh, Ron Miyanishi, Eric Moore, Alan Noble and Stan Sheldrake.

NOTE: There have been events in other countries where Canadian Aeronauts have transported mail. When identified these covers will be listed using the present "BC" prefix, and the suffix "FGN". The country in which the flights have taken place will be stated in the caption describing the event.

1971, July 10 – Tours, France. Participating in the television series "FLIGHT OF THE ARCTIC 7" Stan Sheldrake carried covers on a ten- minute flight launched from the Tours airport.

BC7110-FGN

Quantity 35

1971, July 14 – Loches, France. Participating in the television series "FLIGHT OF THE ARCTIC 7". Stan Sheldrake carried covers on a forty- minute flight launched from the town square.

BC-7111-FGN

Quantity 33

1971, July 25. – Monnaie, France. Participating in the television series "FLIGHT OF THE ARCTIC 7". Stan Sheldrake carried covers on a twenty-five minute flight launched from the Chateau des Belles – Ruries.

BC-7112-FGN

Quantity 30

1973, February 10 – Albuquerque, New Mexico, U.S.A. Commemorative International Hot Air Ballooning Aerogramme. Machine cancelled: Albuquerque NM FEB 10 1973. Cachets of the World Hot Air Balloon Championship Logo and Information logo indicating the pilot and balloon that carried the mail.

Official Balloon Mail carried by pilot Larry J. Horack of Canada aboard the balloon "EXPORT A", "CF-ALL" not autographed. First World Hot Air Balloon Championship Albuquerque NM USA

BC-7310-FGN

Quantity unknown

As above carried by Stanley Peter Owens of Canada aboard balloon "CANADA III", "CF-TSI" not autographed.

BC-7311-FGN

Quantity unknown

As above carried by Stanley J. Sheldrake aboard the balloon "SPIRIT OF CANADA", "CF-VOZ" not autographed.

BC-7312-FGN

Quantity unknown

Continued

SUPPLEMENT 12 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND: Section 8 - CANADIAN BALLOON COVERS

1973, February 13 – A number 7 envelope with the “SPIRIT OF CANADA” pictograph and return address. Franked with an 8 cent U.S. Peace Corps Commemorative stamp machine cancelled “1st WORLD HOT AIR BALLOON CHAMPIONSHIP ALBUQUERQUE NM FEB ‘73” There is a round World Hot Air Balloon Championship decal and three blue ink rubber stamp cachets on the cover which is signed by Stan Sheldrake.

BC-7320-FGN

Quantity: Approximately 200

1973, February 14 – Envelope as above franked with an 8 cent U.S. LOVE Commemorative stamp. There is a round World Hot Air Balloon Championship decal, one red ink and one blue ink cachet on the cover which is signed by Stan Sheldrake.

BC-7325-FGN

Quantity: Approximately 200

1973, February 15 – Envelope as above franked with an 8 cent Tom Sawyer Commemorative stamp. There is a World Hot Air Balloon Championship decal, and two blue ink rubber stamp cachets on the cover which is signed by Stan Sheldrake.

BC-7330-FGN

Quantity: Approximately 200

1973, February 16 – Envelope as above franked with an 8 cent U.S. American Revolution Bicentennial Commemorative stamp. There is a World Hot Air Balloon Championship decal, one black ink, and one blue ink cachets on the cover which is signed by Stan Sheldrake.

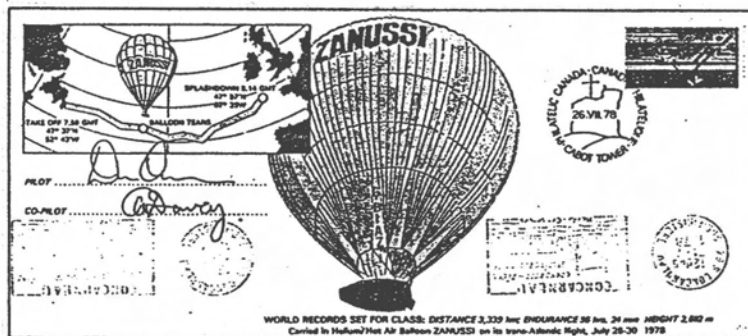
BC-7335-FGN

Quantity: Approximately 200

1973, February 16 – A 15 cent Commemorative International Hot Air Ballooning Aerogramme. Machine cancelled “WORLD HOT AIR BALLOON CHAMPIONSHIP ALBUQUERQUE FEB ‘73” two red and one blue rubber stamp cachets are on the cover which is signed by Stan Sheldrake

BC-7336-FGN

Quantity: 95



1978, July 26 – St. John's – Attempted Atlantic crossing by Donald Cameron and Major Christopher Davies, Royal Tank Regiment in the hybrid balloon “ZANUSSI”, “G-BIAZ”. The balloon made a forced landing at sea 47 degrees 57 minutes north latitude and 07 degrees 25 minutes west longitude. The crew and equipment were rescued.

A number 10 envelope signed by both pilots has cachets of a map showing the route flown, a large pictograph of the “ZANUSSI”, and is cancelled with the Cabot Tower Philatelic rubber hand stamp. Across the bottom of the cover inverted and in line are two machine cancels from Concarneau France where the rescued crew disembarked.

BC-7805 a Franked with a 30 cent Commonwealth Games commemorative stamp.

Quantity unknown

\$80.00

b Franked with the 30 cent Double Queen commemorative.

Quantity unknown

\$80.00

Continued

SUPPLEMENT 12 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND: Section 8 - CANADIAN BALLOON COVERS

DELETE the entire BC-8500 listing:

- BC-8500a to BC-8500h - inclusive – DESTINATION CANADA 85 - listing flights dated 25 July 1985, is replaced by BC-8511 to BC8520
- old listing BC-8500i to BC-8500m, for covers flown 26 July 1985, is replaced by new listing BC-8531 to BC-8536
- old listing BC-8500n to BC-8500af, for covers flown 27 July 1985, is replaced by new listing BC-8551 to BC8570.

Note: There is a good possibility that NOT all of the covers from this event are listed. Anyone who may have unlisted covers is asked to contact the Balloon Section editor so that we may update the listing.

1985, July 18 – St. John's. Beige stylized Tu-Fold envelop franked with two 34 cent House of Parliament definitive stamps and cancelled with the St. John's Post Office rubber hand stamp. Carried on board "THE FLYING DUTCHMAN" by pilots Henk Brink, Evellen Brink, and Evert Louwman in an attempt to cross the Atlantic. The covers are serially numbered and come in a presentation folder and a certificate notarized by A.F.M. Hielkema LL.M. The balloon ditched at sea. The crew and equipment were rescued and disembarked in New York. Actual date of flight 25 August 1985

BC-8505

Quantity unknown

\$80.00

1985, July 25 - Ottawa. Pictorial cancel "DESTINATION CANADA 85" on beige Ashton envelope. Franked with the 34 cent House of Parliament definitive stamp. The Peace Tower and Hot Air Balloons are attractively printed on the left side of the cover.

BC-8511	Pilot:	Eric Barnum	U.S.A.	Quantity unknown	\$2.00
BC-8512		Chuck Bump	Canada	Ibid	\$2.00
BC-8513		Durvin	France	Ibid	\$2.00
BC-8514		Bill Henry	U.S.A.	Ibid	\$2.00
BC-8515		Harvey Hubbel	U.S.A.	Ibid	\$2.00
BC-8516		Risro Jalava	Finland	Ibid	\$2.00
BC-8517		Peter Lindstrom	Finland	Ibid	\$2.00
BC-8518		Del Michaud	Canada	Ibid	\$2.00
BC-8519		Ken Penfold	Canada	Ibid	\$2.00
BC-8520		Jouni Ruolsalainen	Finland	Ibid	\$2.00

1985, July 26 – Ottawa. Pictorial cancel: "DESTINATION CANADA 85" on beige Ashton envelope. Franked with the 34 cent House of Parliament definitive stamp. The Peace Tower and Hot Air Balloons are attractively printed on the left side of the cover.

BC-8531	Pilot:	Andre Bilodeau	Canada	Quantity unknown	\$2.00
BC-8532		Bill Cole	Canada	Ibid	\$2.00
BC-8533		Bill Cudney	Canada	Ibid	\$2.00
BC-8534		Dale Ritchie	Canada	Ibid	\$2.00
BC-8535		Stan Wereschuk	Canada	Ibid	\$2.00
BC-8536		Signature unreadable	Balloon: "OO-BAA		\$2.00

Continued

SUPPLEMENT 12 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND: Section 8 - CANADIAN BALLOON COVERS

1985, July 27 – Ottawa. Pictorial cancel: “DESTINATION CANADA 85” on beige Ashton envelope. Franked with the 34 cent House of Parliament definitive stamp. The Peace Tower and Hot Air Balloons are attractively printed on the left side of the cover.

BC-8551	Pilot	Michael Cross	Canada	Quantity unknown	\$2.00
BC-8552		Ralph Hall	U.S.A.	Ibid	\$2.00
BC-8553		Nina Henry	U.S.A.	Ibid	\$2.00
BC-8554		Owen Keown	U.S.A.	Ibid.	\$2.00
BC-8555		Chris Kirby	U.K.	Ibid	\$2.00
BC-8556		Cheryl M. Loreish	U.S.A.	Ibid	\$2.00
BC-8557		Malcolm McLeod	Canada	Ibid	\$2.00
BC-8558		Del Michaud	Canada	Ibid	\$2.00
BC-8559		Grant Ogden	Canada	Ibid	\$2.00
BC-8560		Allistair Russell	Canada	Ibid	\$2.00
BC-8561		E.W. Ruth	Australia	Ibid	\$2.00
BC-8562		Doug Shippee	Canada	Ibid	\$2.00
BC-8563		Hiro Takamoto	Japan	Ibid	\$2.00
BC-8564		Scot Van der Horst	U.S.A.	Ibid	\$2.00
BC-8565		Warner Regal	Canada	Ibid	\$2.00
BC-8566		Peter Vizzard	Australia	Ibid	\$2.00
BC-8567		Stan Wereschuk	Canada	Ibid	\$2.00
BC-8568		Bill Whelan	Canada	Ibid	\$2.00
BC-8569		signature unreadable	Poland	Ibid	\$2.00
BC-8570		-----isher	Canada	Ibid	\$2.00

1986, July 25 – Grande Prairie. Canada Post flag letterhead beige number 10 envelope serially numbered and sold in broken sets. A balloon cachet and information block is printed on left side of cover. A blue ink “flight confirmation cachet” is applied at an angle to the centre of the cover. Franked with the 34 cent Canadian Broadcasting Corporation Commemorative stamp. The cover is cancelled with a private Trumpeter Swan Hot Air Balloon rubber stamp in red ink. The Grande Prairie Postmaster’s black rubber stamp is applied on the upper centre of the cover.

BC-8611	Pilot	Dan E. Balisky	H.A.B. “RAINBOW”	\$5.00
BC-8612		John Schnellback	H.A.B “JELLY BEAN”	\$5.00
BC-8613		Pat Tebbutt	H.A.B. “SPIRIT OF GRANDE PRAIRIE”	\$5.00
BC-8614		Cliff Turner	H.A.B. “DREAM WEAVER”	\$5.00

1986, 14 November – Dandema Lake, India. – Serially numbered covers were carried by balloonists in the “India International Balloon Mela ‘86”. Allistair Russell represented Canada, and carried his assigned covers on 16, November 1986. All covers were signed by the pilot.

BC-8620-FGN

Quantity unknown

1998, September 12 – Paris France. – The 42nd Gordon Bennett Race to be held September 12 – 13 was cancelled. One of the two Canadian Balloon Teams comprised of Ron Martin and Stan Wereschuk had prepared covers. They saved these and flew them in Albuquerque, New Mexico on 10 October 1999, after that year’s Gordon Bennett Race was completed. Franked with the U.S. Amelia Earhart 50 cent commemorative stamp.

BC-9815-FGN

Quantity unknown

Continued

SUPPLEMENT 12 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND: Section 8 - CANADIAN BALLOON COVERS

1999, October 2 – Albuquerque. – Two Canadian Balloon Teams were entered in the 43rd Gordon Bennett Race, held in New Mexico, U.S.A. - International Aviation Federation Rules permit Balloon Pilots to enter a Gordon Bennett Race and represent their Country using a balloon owned and/or registered in another country.

Leo Burman and Danielle Francouer placed second flying a U.S. registered balloon 47FC
"JUST ANOTHER CLOUD".

BC-9915-FGN

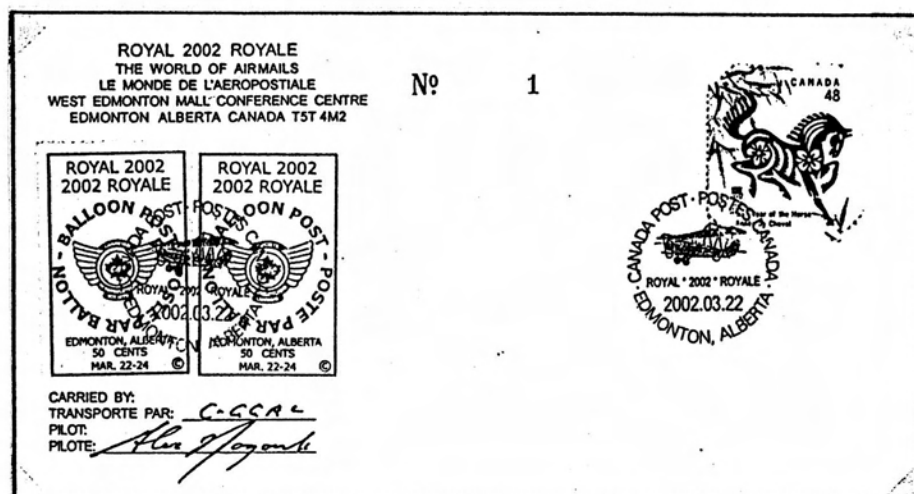
Quantity unknown

Ron Martin and Stan Wereschuk placed eighteenth in a British registered balloon G-BWVM
"DESTINY II".

BC-9916-FGN

Quantity unknown

1999, October 10 - Albuquerque. - After the 43rd Gordon Bennett Race had been completed, Ron Martin and Stan Wereschuk flew some covers that had originally been prepared for the cancelled 42nd Gordon Bennett Race. These are listed as BC-9815-FGN



2002, March 22 – Edmonton. – A balloon flight was organized as part of the ROYAL 2002 ROYALE Philatelic Exhibition. Covers have a pair of ROYAL 2002 ROYALE BALLOON POST Cinderella stamps produced by the Canadian Aerophilatelic Society affixed: one English version and one French version. Covers are signed by the pilot Alex Nagorski. There is also an insert signed by passengers Brian Taylor and Edward Williams.

BC-200205 a Sets of three serially numbered covers flown to commemorate "The Year Of The Horse".
Franked for Domestic (48c); U.S. (65c); and International (\$1.25) deliveries.

Quantity: 25 Sets

\$15.00

b Serially numbered First Day of Issue covers were flown to commemorate the work of artist Alex Coleville, franked with "Church and Horse" stamp.

Quantity: 125.

\$ 5.50

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

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;
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If you would like to join, please send the following information with your dues to:

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