



THE CANADIAN AEROPHILATELIST

#57

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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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

Greetings and Season's best wishes. It is hard to believe that another year will soon be greeted on 1st January 2004. I wish you all the best for 2004 in health, family matters and collecting success. Each year sees the passing of friends and noted aerophilatelists. The latest to leave our midst is the highly respected Nelson Eustis of Adelaide, Australia. Nelson was born 21st October 1915. Over the years he researched extensively Australian air mails and edited and published 7 Editions of the Australian Air Mail Catalogue, the first being published in 1937. He was one of the founders of the Australian Air Mail Society in 1968.

Nelson organized several Aerophilatelic Exhibitions in Australia over the years and was working on another, the 3rd Aeropex Exhibition to be held in Adelaide, 17th & 18th December 2003. He was very active on the international aerophilatelic scene. He was a member of the FISA Board of Directors for many years and at the time of his death he was Vice-President. He was also for many years a FIP Aerophilatelic Judge and in 2000 he was made a FIP Aerophilatelic Judge of Emeritus status.

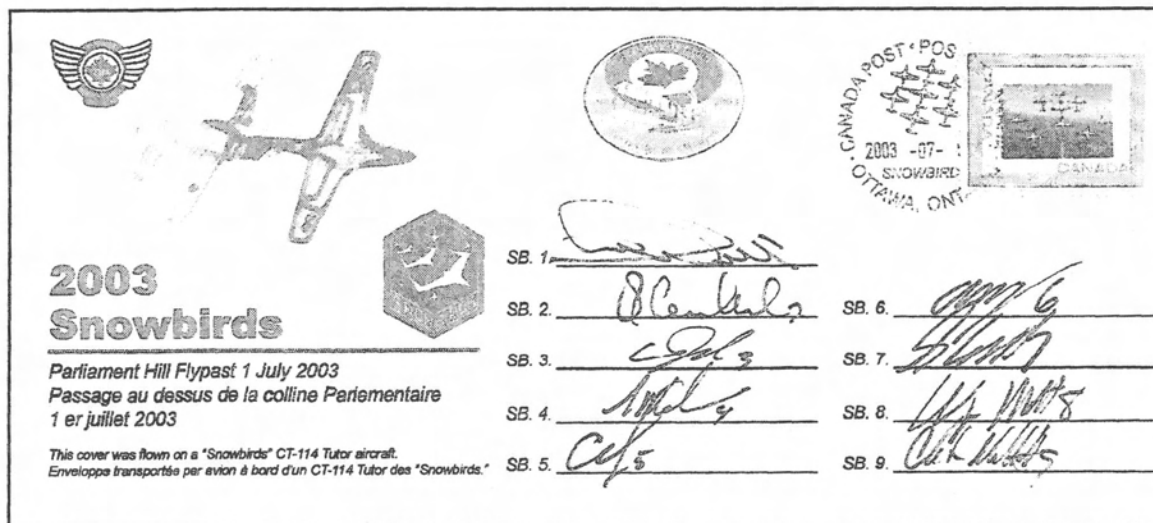
Nelson collected all aspects of Australian air mail. His aerophilatelic knowledge was unlimited and he gladly shared this knowledge with all who requested it. He was an unassuming, modest, kind gentleman whom I am honoured to say was my dear friend. We met often over the years at FIP Exhibitions and corresponded extensively. Some years ago the CAS awarded Nelson with a CAS plaque for his outstanding contribution to international Aerophilately. His quite demeanour, wistful smile and little chuckle will be sorely missed by his many Aerophilatelic friends around the world. His wife Vola died in June 2000. He is survived by two daughters, Diane and Lyn. Nelson died from an operation's complications on 4th November 2003. Condolences from the CAS were sent to John Love, President of the Australian Air Mail Society. I am indebted to our colleague Ken Sanford for the pertinent details on the life of Nelson Eustis, our respected Australian colleague. I salute his memory. May he forever fly the international heavens in serenity.

On a happier note I am pleased to announce that our dedicated Editor of The Canadian Aerophilatelist was awarded a silver medal in the FIP Literature Competition at BANGKOK 2003 for his 2002 issues. Congratulations Chris.

The Western Chapter of the CAS is very busily engaged in the production of an outstanding flown cover early in 2004. Western Chapter Chairman Cecil Stoner and his Team assisted by the Edmonton Stamp Club will be providing full details on the project.

I recently received the flown and autographed Snowbird covers. They are franked with a picture postage stamp of the Snowbirds, cancelled with a Snowbird cancellation, and are outstanding in appearance, thanks to the design of Ron Miyanishi and Corinne Crathorne. (*I agree! See below. Ed.*)

Continued



PRESIDENT'S REPORT continued:

I also have the special Comet covers and the special flown NIMROD covers from RAF Kinloss, Scotland to locations in the USA and Canada for the Toronto International Air Show in September 2003. The covers were late in arriving but they were well worth the wait. (*See page 31 for more information. Ed.*)

For those who already ordered and paid for their covers the wait is almost over. The costs as a reminder are \$30.00 for a Snowbird cover (3 different stamp designs available) signed by all 9 pilots; \$55.00 for a set of 9 Snowbird covers each individually signed by a pilot (one being Gordon's son Captain Chuck Mallett); \$10.00; for a flown Comet cover to the Middle East and return to Canada (2 different stamp designs available); and \$10.00 for the NIMROD cover (2 different stamp designs available) flown and autographed by the pilot F/L P. Tett. These prices include postage. Covers can be ordered from me, at 16 Harwick Crescent, Nepean, Ontario K2H 6R1.

The next RA Stamp Club's ORAPEX Show will be held at the RA Centre 1st and 2nd May 2004 (Saturday & Sunday). The Annual General meeting of the CAS will be held on Sunday, 2nd May 2004. Further details will follow. Enjoy the blessings of the festive season !

Dick Malott

SECRETARY'S REPORT:

Welcome to two new members: Peter Buloch of Mississauga, Ontario (#335),
George Dresser of Texas, USA (#336).

Brian Wolfenden

CAS WESTERN CHAPTER REPORT from Gord Mallett

It has been an extremely busy couple of months for members of the Western Chapter. Numerous meetings have been held preparing for an upcoming commemorative flight north from Edmonton to Fort Vermilion. Nino Chiovelli, CAS Western Chapter's 'Alberta Researcher', has done the bulk of work required to ensure that this flight re-enactment becomes a reality. But it has been a team effort - excellent support being provided by other chapter members.

Fort Vermilion Commemorative Flight

On January 2, 2004 a special flight will head north from Edmonton to Fort Vermilion via McLennan [Donnelly Crossing airstrip] and Peace River. Sponsored by the Western Chapter of the Canadian Aerophilatelic Society, the commemorative flight is being made to coincide with the 75th Anniversary of the famous Diphtheria Antitoxin Flight to Fort Vermilion made by Wop May and Vic Horner in 1929.

Highlights of the famous flight can be found in many Canadian aviation history books, including Sheila Reid's *Wings of a Hero*. Reports in the 1929 press stated that a dog team was used to carry the request for assistance from Little Red River to Ft Vermilion and then onward to Peace River. However, through his independent research, Denny May has discovered that a horse and wagon team was used - a dog team not being available at the time of the crisis. Further details of the two-day January 2-3, 1929 flight north to Fort Vermilion are included in his Denny May's Christmas Greeting in this issue. (*See page 18. Ed.*)

The commemorative flight will be one of the initial activities launching the yearlong festivities celebrating Edmonton's Centenary. Among those aboard the flight will be Wop's son Denny May, Vic's son Robert Horner, and their spouses. The plane, a Pilatus PC-12, is being provided courtesy of the Royal Canadian Mounted Police [K Division, Air Section].

Ceremonies are planned for the City Centre Airport [formerly called Blatchford Field] on the morning of January 2 and also at McLennan and Peace River later in the day. The main ceremony will take place at Ft Vermilion on January 3. The towns of McLennan and Peace River and the hamlet of Ft Vermilion are taking active roles in the various aspects of the re-enactment.

Continued

WESTERN CHAPTER REPORT continued:

The Canadian Aerophilatelic Society has designed a matched pair of postal envelopes to commemorate the re-enactment. A limited run of 300 sets of the envelopes has been produced. These will be carried on the outbound flight to Fort Vermilion and the return flight to Edmonton the next day. The attractive 'covers' should be of special interest to aviation enthusiasts, history buffs, philatelists and collectors of memorabilia.

Envelopes will be postmarked and backstamped to indicate points of departure and destination and will be signed by Denny May and Robert Horner. The stamp that is affixed will be the [then] newly released 49-cent Canadian flag definitive showing Edmonton's skyline. Sets of envelopes are priced at CDN \$21 inclusive of First Class postage and handling. Registration costs, for those requesting this service, are extra. There is a limit of two sets per customer. To place an order, contact Nino Chiovelli at (780) 475-9665 or nchiiovelli@telusplanet.net. Support from the CAS membership is greatly appreciated.

Partners in the 2004 Flight Re-enactment

To assist with the many activities related to the flight re-enactment, several partners have joined with the Canadian Aerophilatelic Society:

Alberta Medical Association

ALTITUDE IS [national group coordinating Centenary of Powered Flight activities]

AVITAT FBO ESSO [operated by McEwen's Aviation Services]

Aristocraft Printing

Canadian Aviation Historical Society [Northern Alberta Chapter]

Canada Post

Edmonton 2004 Committee

Edmonton Flying Club

Edmonton Stamp Club

Hamlet of Fort Vermilion

Ramada Hotel and Conference Centre

Royal Canadian Mounted Police [K Division, Air Section]

Town of McLennan

Town of Peace River

For more information on the Western Chapter please contact

Cecil Stoner [(780) 475 0864 or email cecil@telusplanet.net]

NEW CANADIAN SPACE STAMPS

A recent "tradition" by Canada Post, is to issue a set of stamps for Stamp Collecting Month each Fall. - This year's issue celebrates the achievements of Canadian astronauts, and the Canadian Space Agency.

Canada entered the space age in 1962, with the launch of *Alouette-1*, the first satellite designed and built by a country other than the United States or Russia. In 1983, in response to an invitation from NASA, the first Canadian astronauts were chosen to fly aboard the space shuttle. New recruits joined the original team of six in 1992. Meanwhile, in 1989, the Canadian Space Agency was formed to coordinate space research, technology and the astronaut program.

A pane of eight 48¢ self-adhesive stamps, was issued on October 1st 2003. Each stamp depicts one of the eight Canadian astronauts who has flown in space, (shown left-to-right, top-to-bottom in the illustrations), and illustrates a highlight of his or her mission:

Marc Garneau is a veteran of three space shuttle flights, and has logged over 677 hours in space. He flew aboard the shuttle *Challenger* in 1984, and aboard *Endeavour* in 1996 and 2000. He holds a doctorate in electrical engineering, and is an officer of the Order of Canada.

Roberta Bondar is a medical doctor with a Ph.D. in neurobiology. She was the first neurologist and the first Canadian woman in space, aboard space shuttle *Discovery* in 1992, where she worked on the International Microgravity Laboratory. She is an officer of the Order of Canada and, for her pioneering space research, has been elected to the Canadian Medical Hall of Fame.

Steve MacLean flew aboard the space shuttle *Columbia* in 1992, where he tested the Canadian Space Vision System, a computerized eye for robotic devices like the Canadarm. He has a doctorate in physics, and remains on active astronaut status with NASA.

Continued

NEW CANADIAN SPACE STAMPS continued:

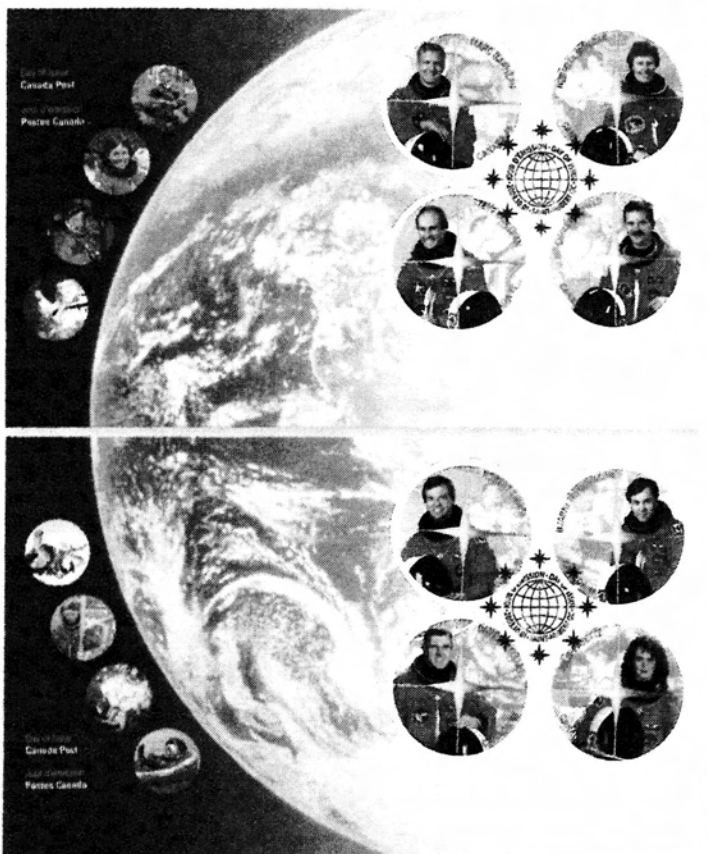
Chris Hadfield, an engineer and accomplished test pilot, is the only Canadian to have visited the Russian space station *Mir*, which he boarded from the space shuttle *Atlantis* in 1995. He flew aboard *Endeavour* in 2001, and became the first Canadian to perform a spacewalk while installing Canadarm2 on the International Space Station as featured on the front cover.

Robert Thirsk, an engineer and medical doctor, flew aboard the space shuttle *Columbia* in 1996 to perform a series of experiments on microgravity and life sciences in the shuttle's Spacelab module. His 17-day mission was the longest for a Canadian astronaut.

Bjarni Tryggvason flew aboard the space shuttle *Discovery* in 1997. Trained in engineering physics and applied mathematics, he conducted tests in space on the Canadian Microgravity Vibration Mount, an instrument he designed to counter the effects of spacecraft vibrations on fluid science experiments.

Dave Williams is a medical doctor specializing in neurophysiology and emergency medicine. He flew aboard the space shuttle *Columbia* in 1998 for the Neurolab mission, in which the crew did experiments to study the effects of microgravity on the brain and nervous system. He was the first Canadian to be awarded the NASA Outstanding Leadership Medal, in 2002.

Julie Payette is an electrical engineer specializing in computer engineering. On a ten-day mission to dock the space shuttle *Discovery* to the International Space Station in 1999, she operated the Canadarm while in orbit and became the first Canadian to actually board the International Space Station. She is currently Chief Astronaut for the Canadian Space Agency.



According to Canada Post: "The eight stamps were designed by Pierre-Yves Pelletier in spherical shapes that call to mind the path of an orbit. The twinkling star is an image found on the Canadian Space Agency's logo; it represents a productive, energy-producing star, believed to have influence over human destiny. Its twinkling appearance is the result of holographic hot stamping and micro-embossing."

The bottom of the pane illustrates the "Canadian space handshake" of 2001, when the Canadarm2 on the International Space Station transferred its launching cradle to the Canadarm on the shuttle *Endeavour*, with astronaut Chris Hadfield at the controls.

First Day Covers

Best Wishes to **BERNIE REILANDER** Canada Post's Cancellation Designer

On behalf of *The Canadian Aerophilatelic Society*, I would like to offer our best wishes to Bernie Reilander on his retirement.

Although Bernie's name is not known to most collectors, (including your editor until recently), his work is very well known. - Bernie designed most of Canada Post's special cancellations in recent years, including those for our RCAF Comet Anniversary, and Snowbird covers.

In its issue of September 9th 2003, Canadian Stamp News published a profile of Bernie by Roman Zakaluzny :

For almost 30 years, Bernard (Bernie) Reilander was the king of philatelic cancellations.

No longer, though. Bernie put away his sketching pen in July and retired after 29 years as a graphic designer at Canada Post.

"I remember Bernie at the drafting table. Back when he started, it was much more of a labour-intensive process. Everything was done manually," says Louise Maffett, a supervisor and colleague of Reilander's for 21 years, currently executive director with the Royal Canadian Geographical Society. "I was always impressed with his ability to do things without the PC."

After graduating from Toronto's Ontario College of Art in 1971, Reilander worked at various federal departments in Ottawa before joining the newly-formed Stamp Products group in 1974 as their first graphic designer.

He designed most of Canada Post's Official First-Day Covers and day-of-issue cancellations, as well as promotional materials like the "Bluenose" shopping bag. Several postage stamps are credited to Reilander - an avid stamp collector, too - including the 8-cent Calgary centennial stamp of 1975, the jointly-issued U.S. Bicentennial stamp of 1976, the Christmas issues of 1975 and 1976, and the John Diefenbaker stamp of 1980.

A large part of his recent work was to design or help design philatelic cancellations - individualized for any hamlet, village, or town that requested one. During his time at Canada Post, he produced every single one of them.

If Saint-Tite, QC, wanted to promote its Festival Western, Reilander sketched them a bull rider. When an ear of corn was needed to advertise Cornfest in Jarvis, ON, Reilander designed it. When Bow Island, AB, wanted a gun-toting, cowboy hat-wearing legume to promote the "Bean Capital of the West," the postmaster called Reilander.

"It's really low-tech, if you think about it," says Reilander, with some modesty. "You're just transferring ink from a pad to paper with a piece of rubber."

Reilander estimates he designed about 100 per year. Communicating with postmasters in smaller localities was one of the more fulfilling tasks in his day.

"The post office is often at the centre of a lot of things that happen in smaller towns," says Reilander. "The cancellations can be very special for them, and I liked playing a small part in that."

With his retirement, designing the cancellations will now be divided among several graphics people. Replacing Reilander, however, won't be easy.

"You didn't have to check Bernie's work, because he took his job very seriously," says Jim Phillips, director of Stamp Products at Canada Post.

"He was just an awfully handy and talented person to have around, and he will be greatly missed."

Canadian Stamp News is published bi-weekly. It is the leading source of up-to-date information on the Canadian stamp scene, and on the world of stamps from a Canadian perspective. Copies are available in most stamp shops, or by subscription. For more information contact: Trajan Publishing, PO Box 28103 Lakeport PO, St. Catharines, Ontario L2N 7P8 or visit their website at www.canadianstampnews.com

BERNIE REILANDER continued:

How cancellations begin: this is the "original artwork" for the CAS cancellations -



Canada Post Corporation
Stamp Products
2701 Riverside Drive Suite N0421
OTTAWA ON K1A 0B1

Société canadienne des postes
Produits philatéliques
2701 Prom Riverside Bureau N0421
OTTAWA ON K1A 0B1

From: Bernie Reilander (613) 734-7424 (TL); (613) 734-9901 (FAX); bernie.reilander@canadapost.ca

TO
À DICK MALOTT

Fax Number
No de Télécopieur 829-7673

Date 2003.05.13

Number of pages including cover
Nombre de pages incluant celle-ci 1

Please let me know your comments.



Thank you Bernie for all the enjoyment your cancellations have added to our hobby.

150th ANNIVERSARY OF FLIGHT



(The left-hand stamp shows Amy Johnson, and commemorates her solo flight from England to Australia. It was part of the British "Extreme Endeavours" series issued earlier this year.)

On July 5th 2003, the 150th Anniversary of Sir George Cayley's glider was celebrated in Yorkshire, England. - The event included a re-enactment flight by a replica of the glider, "built by a team of more than 20 expert aviation enthusiasts." The day was described by David Jeffels in the *Gazette & Herald* newspaper as follows:

FLAMBOYANT Sir Richard Branson re-enacted the first ever fixed-wing flight at the weekend- 150 years after Sir George Cayley, the pioneer of aviation, flew his aircraft at Brompton Dale, near Scarborough.

Following a fly-past by the Red Arrows, Sir Richard's flight was heralded by one of his own Virgin Airways 747s which had made a special detour to Brompton en route from Amsterdam to Heathrow and circled the crowded dale several times to salute Cayley.



MODERN DESCENDENT: A Virgin jumbo jet makes an ultra-low flypast over Brompton Dale to mark the anniversary.

Then it was the turn of Sir Richard, donning a frock coat and playing the part of Cayley's coachman, who was given the job of flying the original glider which promptly crashed after making a 100-yard flight. The coachman, John Appleby, instantly resigned his job saying he had been engaged to drive horses and carriages, not to fly.

As 3,000 people at the anniversary celebration watched in rapt attention, Sir Richard, 52, set off from the top of a steep hill, aided by a special team in the bungee-jump-style launch.

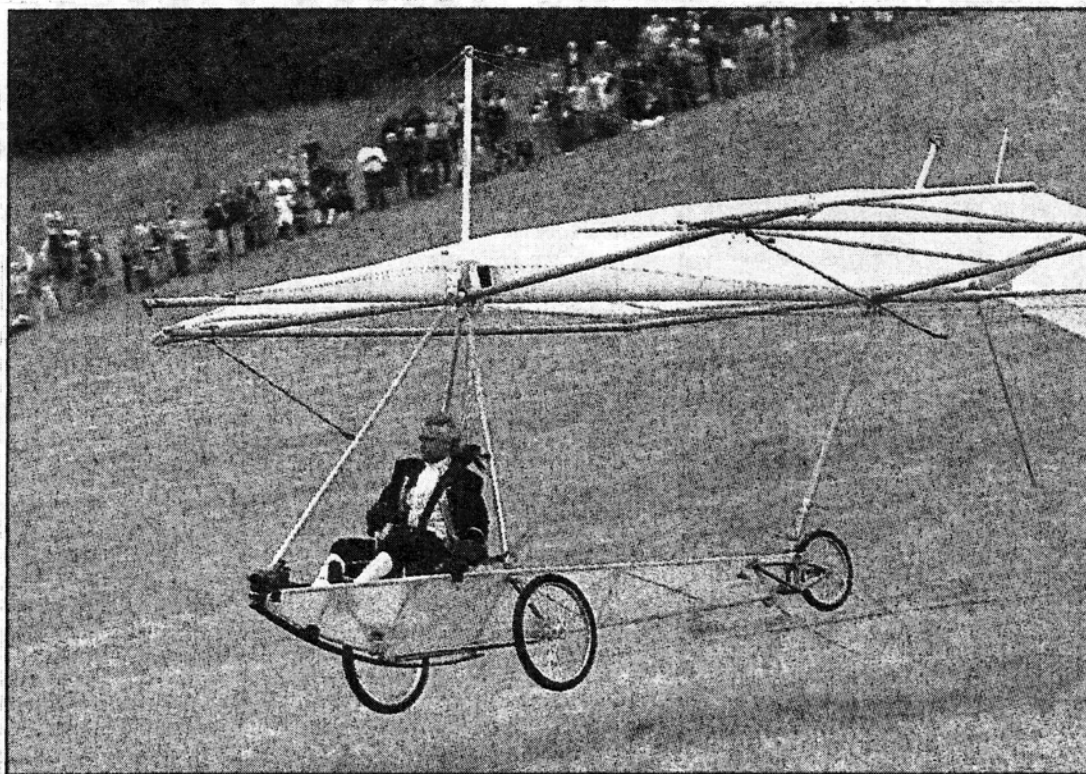
The airline boss's first attempt failed to get off the ground, but the second saw him fly 150 yards at a height of 15ft for about ten seconds.

The original glider paved the way for the Wright Brothers' historic powered flight in 1903.

"I was determined to help put the original flight back on the map where modern aviation was born - at Brompton," said Sir Richard.

"It was really exhilarating. I can fly! I have never flown a plane or glider before and, after the first attempt, I didn't expect to get off the ground but it was a wonderful experience."

Continued

150th ANNIVERSARY OF FLIGHT continued:

WE HAVE LIFT-OFF: Sir Richard Branson gets airborne in the replica of the Cayley glider. Pictures by Frank Dwyer

Sir Digby Cayley, the present holder of the baronetcy, played Sir George and members of the Cayley family acted out the roles of their ancestors.

It later emerged that it is hoped to establish a scholarship in Sir George's honour for young aeronautical engineers, and to have a sculpture made to permanently commemorate his achievements, sited in the village.

In addition to being credited with being the 'father' of aeronautics, Cayley was the inventor of the spoked wheel for cycles, the safety curtain used in theatres, caterpillar tractor tracks, and as an engineer dug out the sea cut between Hackness and Scalby to take pressure off the River Derwent and avoid flooding - a scheme which came into its own in last August's floods in the area.

Many thanks to RICHARD BEITH and HERBERT LEALMAN for this information.

A number of commemorative covers were produced, and are being sold to raise money for a permanent memorial to Sir George:

- limited numbered edition of 50 signed by Sir Digby Cayley, Sir George's 3 x great grandson.
- limited numbered edition of 50 signed by Derek Piggott, who flew the 1974 Cayley glider replica in Brompton Dale, and also for the Anglia Television film of that year 'A Magnificent Man and His Flying Machines'.
- limited numbered edition of 50 signed by Allan McWhirter, the test glider pilot who flew the 2003 replica on its first flight and also at Brompton on the day.
- limited numbered edition of 50 signed by David Smith, a microlight pilot who flew these covers by microlight G-OBAX from Husthwaite to Brompton on the day.

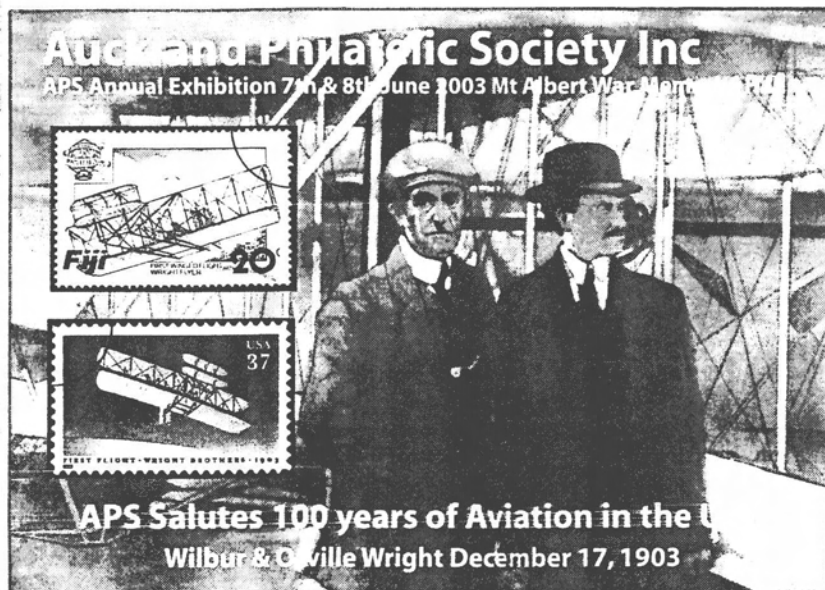
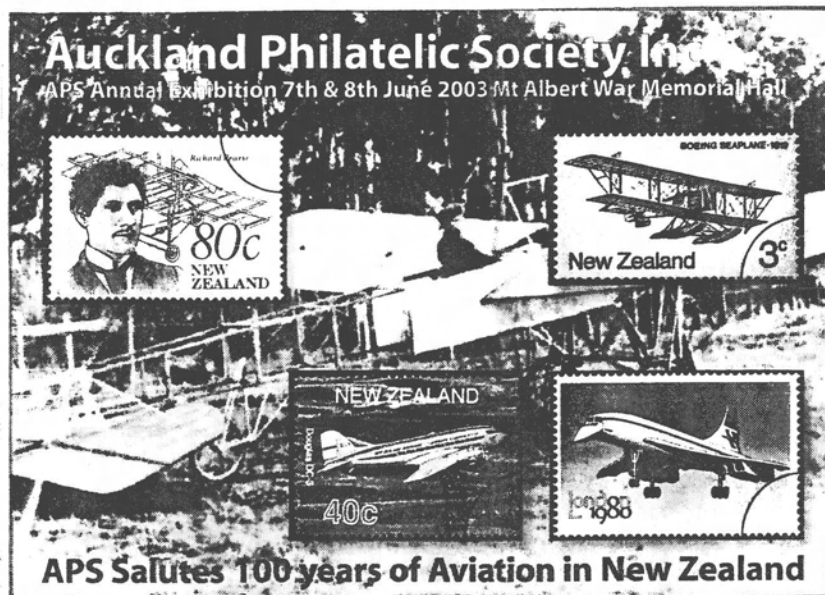
All these are £10 each plus postage and packing (£1 UK; £2 world (non-Europe) surface+ all Europe; and £3 world (non-Europe) airmail.

(There was another edition of 50 signed by Sir Richard Branson, but these have all been sold.)

Unsigned unnumbered covers from the 700 produced are also available at £5, plus postage and packing.

For more information and/or to check availability, please contact Mr. Vivian Bairstow, Begbies Traynor, 1&2 Raymond Buildings, Gray's Inn, London WC1R 5NR, England.

(Tel: 07866 545494, Email: Vivian.Bairstow@begbies-traynor.com)

CHRISTMAS GREETINGS TO ONE AND ALL: DECEMBER 2003

WELL IT SEEMS LIKE ONLY YESTERDAY THAT WE WERE ALL SITTING AROUND WAITING FOR Y2K AND HERE ANOTHER YEAR IS FAST APPROACHING.

IN THE MORE GLOBAL VIEW IT WAS ONLY YESTERDAY (WELL 100 YEARS) SINCE PEOPLE DECIDED TO FLY IN ORDER TO START THE HOBBY OF AEROPHILATELY, A DATE WORTH COMMEMORATING THIS XMAS FOR SURE.

I AM SURE WE ALL KNOW THAT THE VERY FIRST PERSON TO FLY WAS RICHARD PEARSE OF NEW ZEALAND. YOU COULD READ ALL ABOUT HIM IN THE SEPTEMBER 1999 ISSUE OF THE 'CANADIAN AEROPHILATELIST' (IF YOU DON'T HAVE THIS, BACK ISSUES ARE AVAILABLE FROM GORD MALLETTS WHOSE ADDRESS APPEARS ELSEWHERE). (Page 12. Ed.)

THIS YEAR, PEARSE WAS HONOURED WITH SEVERAL "STAMPS", LABELS, CINDERELLAS, MINIATURE SHEETS AND EVEN AN AIR SHOW IN TIMARU.

AMONG THE ITEMS PRODUCED WERE TWO MINIATURE SHEETS DESIGNED BY KEITH GRIFFITHS FOR THE AUCKLAND PHILATELIC SOCIETY (APS HERE BEING AUCKLAND, NOT TO BE CONFUSED WITH THAT OTHER PLACE WHICH WILL PROBABLY NOT EVEN REMEMBER MR. PEARSE).

ONLY 200 SHEETLETS WERE PRODUCED AND AS CAN BE SEEN, THE APS WERE TACTFUL ENOUGH TO HONOUR BOTH PEARSE AND THE WRIGHT BROTHERS. ALAS WE CANNOT GIVE YOU COLOUR, THESE ARE PRINTED IN VIVID TONES OF BLUE, RED, GREEN AND BROWN.

THE FLYING DEEDS OF ALL THESE PEOPLE AND THEIR MAIL CARRYING (OR SOUVENIRS THEREOF) WILL ALL BE WELL DOCUMENTED ELSEWHERE BUT I OFTEN WONDER ABOUT THE PEOPLE THEMSELVES. RICHARD PEARSE WAS BORN IN WAITOHI NZ IN 1877 AND HAD A LONG AND COLOURFUL LIFE INCLUDING SERVICE IN WW 1. HE HAD A LIFELONG INPUT TO AVIATION INNOVATION BUT BY 1954 HE WAS FRAIL AND SOMEWHAT DELUSIONAL WHEN HE DIED IN HOSPITAL.

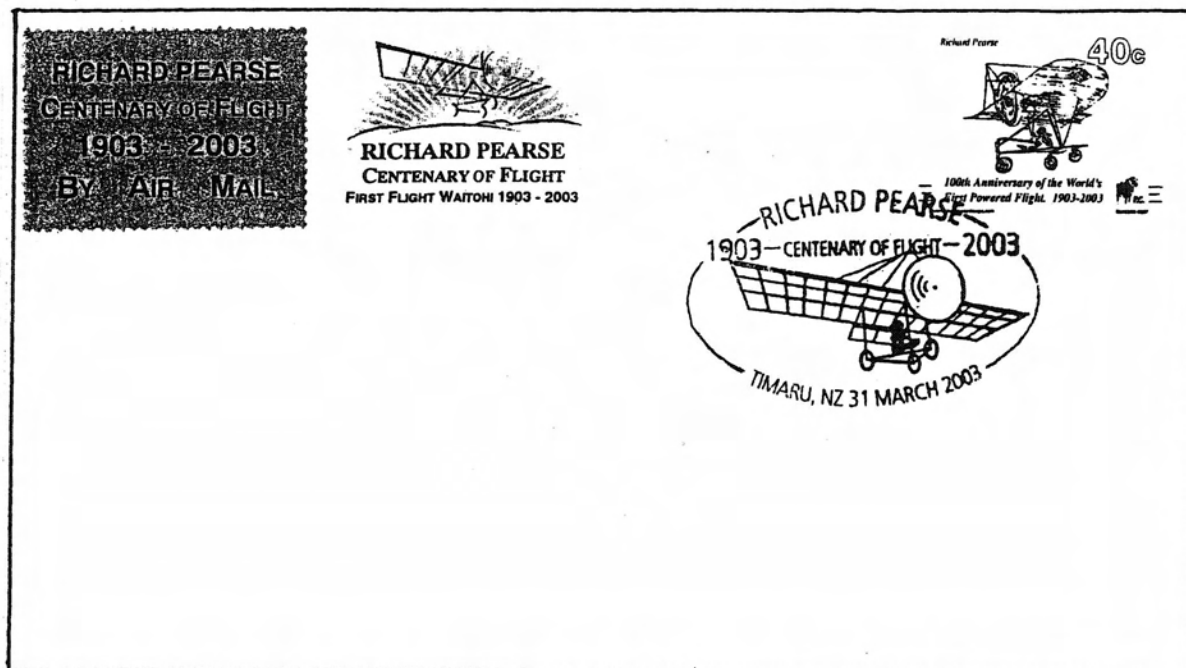
WILBUR WRIGHT STOPPED FLYING ABOUT 1910 AND SPENT TIME FIGHTING LAWSUITS RELATING TO THEIR PATENTS BEFORE DYING EARLY OF TYPHOID IN 1912. ORVILLE LASTED TO THE RIPE OLD AGE (FOR A PIONEER PILOT) OF 77, PASSING AWAY IN 1948.

AH I REMEMBER THEM WELL. MERRY CHRISTMAS.



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONT CANADA
K2C 2H8

RICHARD PEARSE



This cover was produced by the *Air Mail Society of New Zealand*, (with which we exchange newsletters), as part of the Centenary of Flight celebrations in Timaru, New Zealand.

Fixed to the cover are two commemorative labels produced by the AMSNZ. - The "central" label features Richard Pearse's aircraft, and is in one of three different colours: yellow, red or green. On the left is a blue air mail etiquette, with the text:

RICHARD PEARSE - CENTENARY OF FLIGHT - 1903-2003 - BY AIR MAIL

The covers are franked with a special Richard Pearse 40c Black Sheep postage stamp, issued by Stamps at Work, which is one of the private mail companies now operating in New Zealand. - The stamp is valid for postage on medium size envelopes within New Zealand, and can be used on mail posted in any NZ Post mail box.

The covers have also been postmarked on 31st March 2003 with a special New Zealand Post pictorial datestamp for the Centenary of Flight at Timaru.

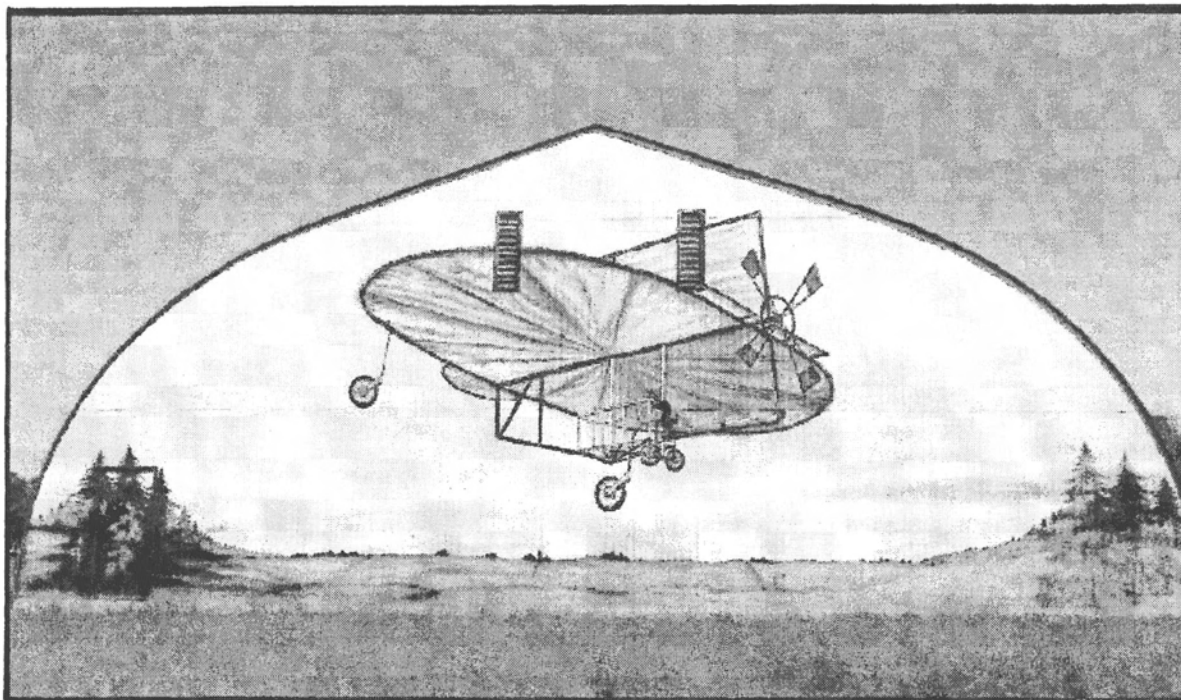
The covers have all been sold, but some labels, and also postcards showing Richard Pearse and his plane, are still available. - For more information please contact Alan Tunnicliffe, PO Box 29144, Fendalton, Christchurch, New Zealand. (E-mail: Alant@linz.govt.nz)

Another part of the Centenary of Flight celebrations was an airshow near Timaru, where a replica of Richard Pearse's aircraft, powered by a replica of the engine he designed, was flown, but only briefly.

There is also a renewed debate among some people as to whether or not Richard Pearse was the "First Person to Fly". - The issues involved in this debate were summarized in the 1999 article that Mike Shand mentioned on the previous page:

- Dating the tests of Pearse's aircraft has proved extremely difficult, particularly since aviation historians did not become aware of his work until after his death in 1953.
- His test flight was sometimes dated as occurring on 31st March 1902, but was dated by one of the witnesses as having occurred in April 1903. (According to Alan Tunnicliffe, the consensus nowadays is that it was on 31st March 1903.)
- Pearse "took off downhill from a 12 metre high terrace beside the Opihi River and, turning right, travelled up river for about half a kilometre before landing in the river." Some researchers argue that this was a "powered, sustained and controlled flight", but others disagree, since the aircraft was descending throughout the flight!

Season's Greetings from Gord Mallet



Hi!

Chapter Two of Frank Ellis's *Canada's Flying Heritage* is devoted to the story of 'Alberta's Flying Saucer'. This photo is an artist's painting of that flying contraption. It is painted on the south end of the curling rink in the small town of Botha [I spent a large part of my youth nine miles south of this point on my grandfather's farm] in central Alberta, a couple miles from where the Underwood brothers and their father lived at Krugerville. Underwood senior was the inventor of the disc plough - the sons were the ones dabbling in aviation. In 1907 and 1908 they performed the first aircraft experiments in Canada, their work predating John McCurdy's epic flight at Baddeck in 1909. A part of a spar of the strange craft is displayed in an impressive museum in the town of Stettler, located just west of Botha. I took the picture on a trip to the area this summer.

Not an air mail story of course, but an interesting piece of early aviation trivia!

Best wishes to all,

Gord Mallet

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]

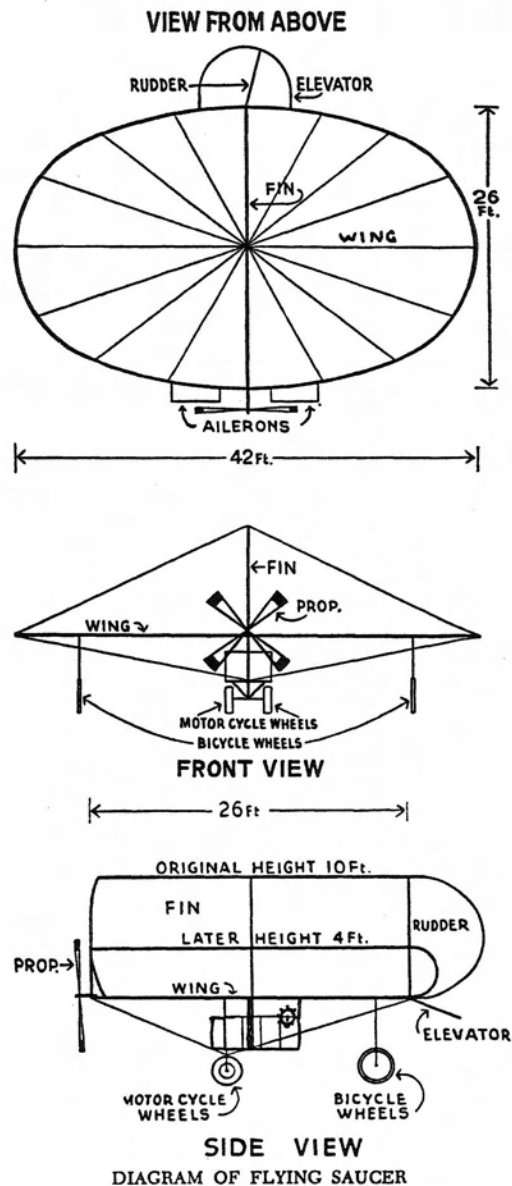
UNBEATABLE OFFER:

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

ALBERTA'S FLYING SAUCER

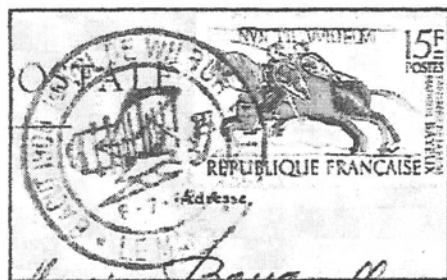
Gord's photo sent me off to look up Chapter Two of *Canada's Flying Heritage*, to see how the Underwoods' achievements compared to those of Sir George Cayley and Richard Pearse. According to Frank Ellis:

- the three Underwood brothers - George, John and Elmer - wanted to build an aircraft, but could get almost no information on the subject.
- they obtained a paper by a Nova Scotia born mathematician, Simon Newcomb, who "proved that it would be impossible, in theory, to build a plane large enough to carry a man in flight because the surface would have to increase as the square of the dimension, while its weight would increase as the cube of the dimension."
- the brothers experimented with kites of different shapes, which kept within the laws described by Newton.
- they developed an elliptical flying-wing, 42 feet across, 26 feet fore and aft, with a vertical fin for stability.
- the first, tethered test of the "flying wing" as a kite was made on August 10th 1907, and was "most encouraging".
- John, then 22 years of age, asked to be the first person to fly on the kite. He "was lifted gently some 10 feet in the air, where he stayed 15 minutes, swaying smoothly before the apparatus was again brought down to earth".
- further experiments were postponed to the next year, due to the demands of harvest and threshing operations.
- By 1908, the boys had procured a 7 h.p. motor-cycle engine, which they coupled to a four-bladed, 10 feet diameter, bamboo-and-canvas propellor. "They had little difficulty in taxiing about at speed", but the wing would not leave the ground, due to the low power and inefficient propellor.
- various attempts were made to obtain a more powerful engine, leading to a quotation from the Curtis Motor Cycle shop in Hammondsport, N.Y., of \$1,300 for a 40 h.p. engine.
- "The cost of the engine was not excessive as things were in those days, but it was enough to make the Underwoods think matters over very seriously. They reached the conclusion at last that as many of the best prizes offered for various flying achievements were being snapped up, the expense of an engine would not be worthwhile."
- The brothers continued flying their craft as a kite during the summer of 1908, but eventually became a little careless in handling it. "One day in a particularly boisterous wind, the barbed wire they were using in lieu of a rope became tangled . . . the kite fell to the ground, rolled over several times, and was quite badly smashed".
- Apparently the novelty of flying their craft as a kite had palled, and since the possibility of trying it out with a larger engine had evaporated, the brothers just piled the remains beside the barn, and moved on to other activities.



Canada's Flying Heritage by Frank Ellis is the classic book on Canadian aviation up to 1940. - It is available in or through bookstores, or by mail from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6. (Tel. 416 698 7559; website: canavbooks.com).

8th August 1908 - FAME FOR THE WRIGHT BROTHERS



**50th Anniversary Cancellation:
8 AOÛT 1908 - 1ER VOL DE WILBUR WRIGHT
LE MANS
6 - 7 - 58**

Although much of the world will celebrate the Centenary of Flight on December 17th, the first flights at Kitty Hawk did not immediately make the Wright Brothers famous, as most people were highly sceptical of their claims. It was only after Wilbur Wright's public demonstration on August 8th 1908 at Le Mans in France, that the Wright Brother's became international celebrities.

DONALD HOLMES has provided a number of items regarding the events at Le mans. These include the cancellation above, and an account of the flight from Villud's Contact - The Early Birds of Aviation. Wilbur Wright arrived at Le mans in June 1908, to assemble and demonstrate a Wright Flyer that had been shipped over the previous year:

Weeks of tinkering went by as Wilbur methodically prepared for his first exhibition on foreign soil. After five years of public indifference, skepticism, and even hostility at home, Wilbur seemed unconcerned about the suspense building up in France over the impending test. He guarded his invention behind closed doors, as if surrounded by spies, and lived, ate, and slept next to the machine.

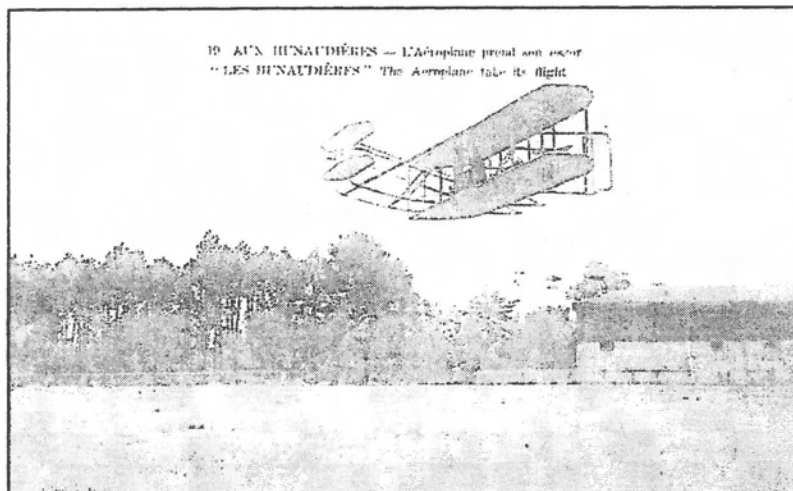
On Saturday, August 8, 1908, the impatiently awaited trial took place before a weekend throng of spectators - many surveying the scene from the vantage point of trees, some with picnic lunches.

As reported in the Paris *Herald*, the plane looked frail in relation to its bulky motor, which balked at starting on the first two or three tries.

When the weight on the catapult dropped, the plane lunged forward on its monorail "like an arrow from a cross-bow shot into the air. . . ." Within fifty feet of the start, recounted the *Herald* next day, "the machine rose to a height of eight to ten meters, circled twice, took turns with ease at almost terrifying angles and alighted like a bird. The flying time was 1 minute, 45 seconds."

It was a stupendous vindication. No longer was the term *bluffeur* to be heard. As the voluble balloonist Surcouf put it to the members of the Aero Club de France: "*C' est le plus grand erreur du siecle!*" ("It is the greatest error of the century!")

Tributes poured in on every side. France was flooded with picture post-cards portraying Wright and his aeroplane - the start of a souvenir card craze that was soon to provide the public with a likeness of every plane and pilot in the country.



**Postcard inscription:
"LES HUNAUDIERES"
The Aeroplane take its flight".**

Donald added that this photograph must have been taken on 8/8/08:
The crowds were always large after the first demonstration flight. There's not a soul in the grandstand, and just a fairly small crowd behind the picket fence.

This also shows the height at which Wilbur flew.

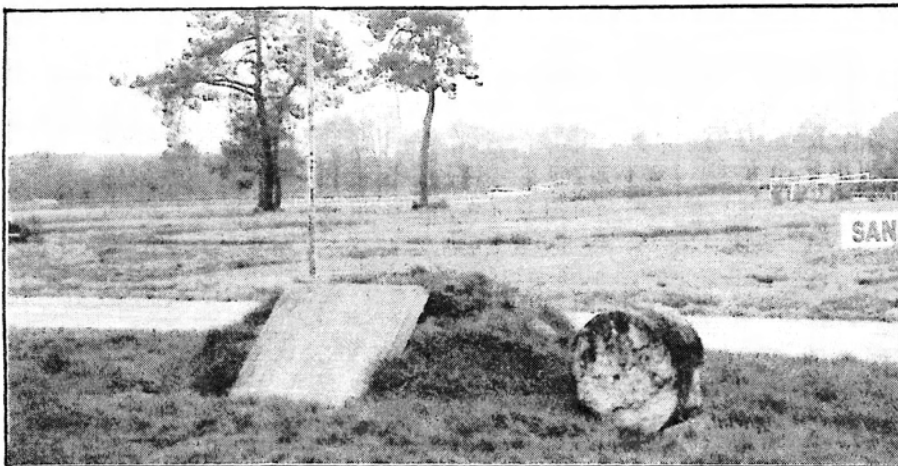
Continued

8th August 1908 - FAME FOR THE WRIGHT BROTHERS continued:

Donald visited Le Mans last year, and found several monuments and reminders for Wilbur Wright's flight:



A monument to Wilbur Wright, dedicated 17th July 1920.
*This is in an incredible location, overlooking a very busy intersection.
 A very impressive Cathedral is just out of sight to the left.*



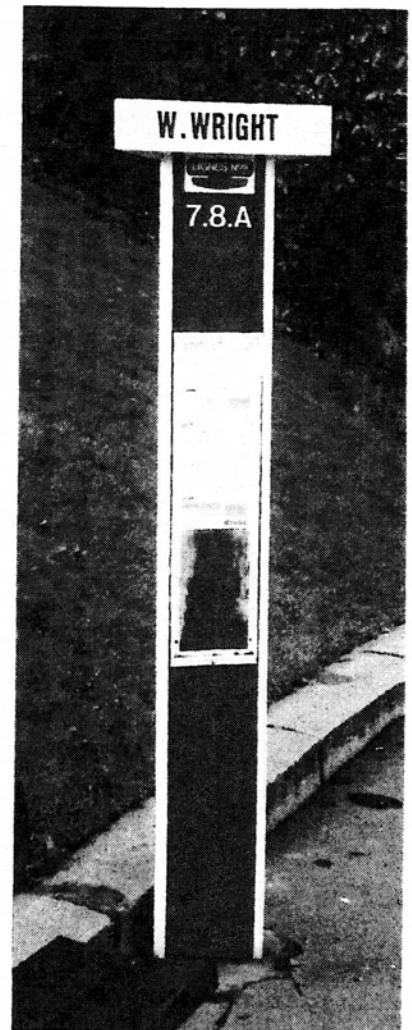
The Wright Memorial at the centre of the Hunaudieres racetrack.
*On the left is a plaque detailing the 8/8/08 event, on the right is one of
 the pulley weights used to launch the Flyer in 1908.*

Déjeuner Rapide « Wilbur Wright »

69,00 Fr. (10,52 Euros)

Aviateur et constructeur américain d'aéronefs - En 1908, à l'invitation des Bolland, il réussira avec son biplan un vol de 2 heures & 20 minutes sur le terrain des Hunaudières

A choisir dans le menu à 99,00 Fr. :
1 Entrée & 1 Plat Garni ou 1 Plat Garni & 1 Dessert
(Servi chaque midi sauf les dimanches et jours fériés)

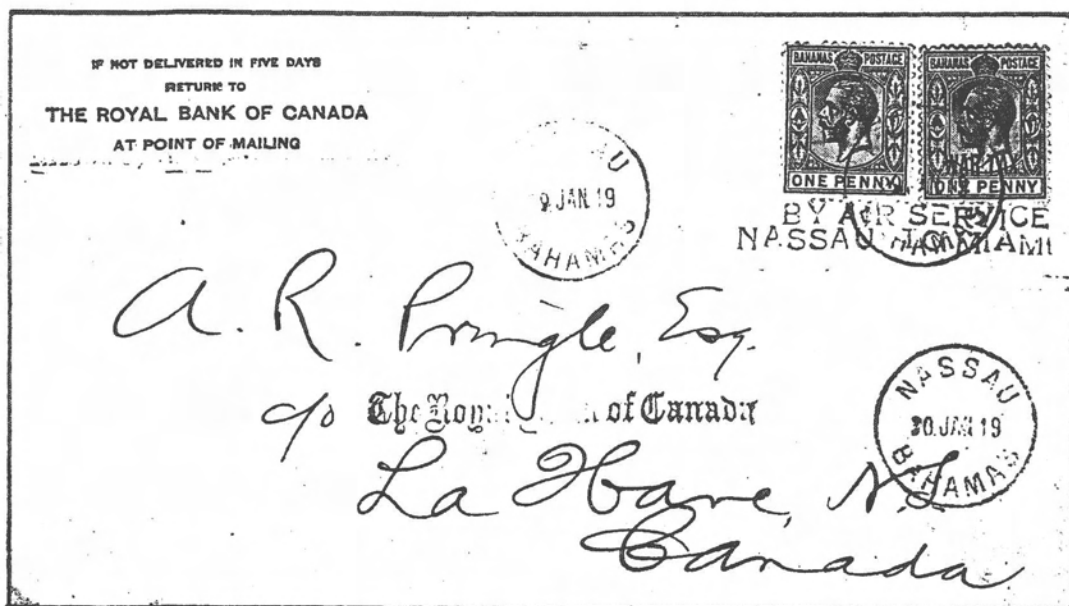


*A bus stop on the
 Rue Wilbur Wright*

*Part of the menu in a
 first-class restaurant,
 near the Rue Wilbur
 Wright.*

**Thanks
 Donald.**

1919: a Very Early Air Mail Cover to Canada



Cachet (under stamps): BY AIR SERVICE NASSAU TO MIAMI

Postmarked: NASSAU 29 JAN 19 (top left) and 30 JAN 19 (bottom right)

Addressed to: La Havre, N.S. Canada

Backstamped: LE HAVRE FE 5

Jonathan Johnson recently found this cover, which must be one of the earliest covers partially flown to Canada. - It is listed in the *Trans-Oceanic Record Flights* section of The American Air Mail Catalogue (Fifth Edition, Volume 4) as:

- 1001 1919, January 30 -- Nassau to Miami. The first successful ocean flight was made by two U.S. Navy planes commanded by Lieut. Cummings in a flight from Nassau, Bahamas, to Miami, Florida. About 600 pieces of mail, mostly cards, were carried at ordinary postal rates, most of which received one of two special cachets, either a two line cachet "By Air Service, Nassau to Miami" or a three-line red cachet "First Trip Aeroplane, Nassau to Miami". Cards and covers have ordinary postmarks of the 29th, 30th or both.

100.00

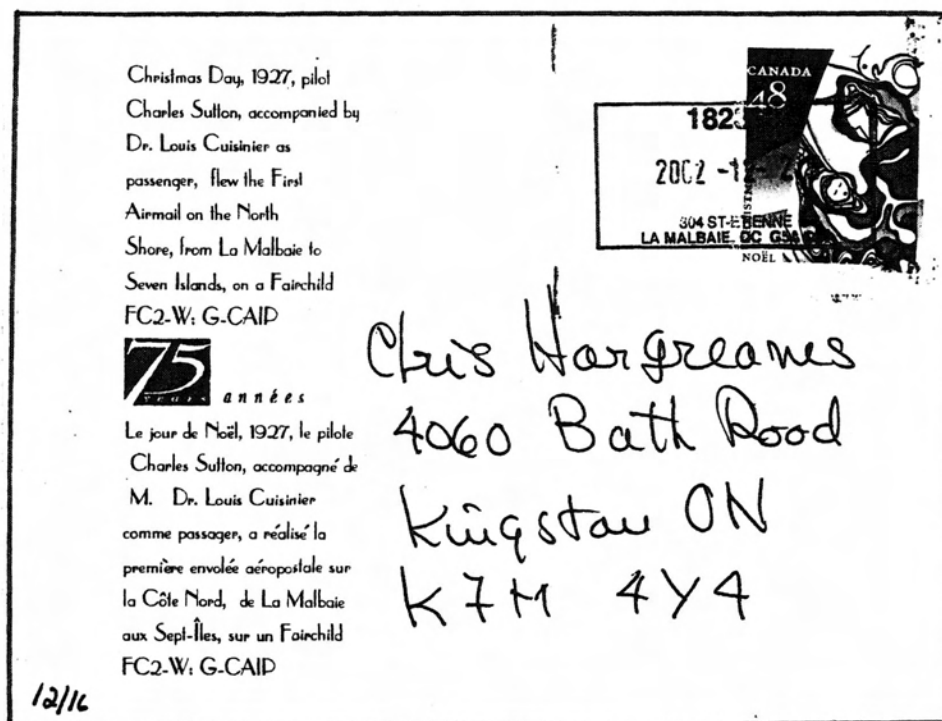
Although #1001 is the first airplane flight in the *Trans-Oceanic Record Flights* section, there seems to be very little information about the flight. - The only other reference John could find to it, was an intriguing mention in an article *The Navy Carries the Airmail* by Rear-Admiral Jesse G. Johnson, U.S.N. (Retired) in the August 1961 Airpost Journal:

Down On the Florida East Coast several of our older fliers went into the lucrative bootlegging flying business with flights to the Bahamas. I do not say our pilots were mixed up in it while on active duty in the Navy but if you will look in the American Air Mail Catalogue in the Trans-Ocean section where most of the Navy flights are listed you will see #1001, January 10, 1919 Nassau to Miami when Lieut. Cummings gave Air Service between these two cities. Then you will see that the Navy flew from Key West to Havana, November 1, 1920, This ninety miles across the gulf stream was in the early days no place for daring aviators to traverse. With all the tradition of the Spanish Main behind it and the boogey of these shark-infested waters it was a long time before this ninety miles became popular; now it is stopped by Mr. Castro.

Can anybody provide more information about this flight, or know of another cover to Canada carried on it?

Thanks Jonathan

QUEBEC, 1927 - 2002



Postmarked: 2002 - 12 - 25 LA MALBAIE, QC

The text on this cover is in English and French, and states:

Christmas Day, 1927, pilot Charles Sutton, accompanied by Dr. Louis Cuisinier as passenger, flew the First Airmail on the North Shore, from La Malbaie to Seven Islands, on a Fairchild FC2-W: G-CAID

It is one of a number of 75th Anniversary covers being produced by Pierre Vachon, son of Romeo Vachon who made many of the subsequent flights along the North Shore of the St. Lawrence. - The covers are mainly intended for his children and grandchildren, to provide a connection with their family history. What a neat idea!

Pierre also mentioned that "the local post offices I have contacted to get the appropriate day's postmark on my souvenir envelopes have been fantastic."

Thanks Pierre.

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1929 -1979: Re-enacting the May-Horner Flight to Fort Vermilion



My Dad Wilfrid R. "Wop" May and "Vic" Horner were the two pilots who flew Diphtheria Anti-Toxin from Edmonton to Fort Vermilion in 1929. In 1979, pilots Denny May, Bob Horner (sons of the original pilots) along with Rev. Les Stahlke (Executive Director of L.A.M.P. - the Lutheran Association of Missionaries & Pilots) and Russ Janzen (Manager of the Edmonton Flying Club) re-enacted the flight on June 21st - the date of "Wop" May's death in 1952. Also involved in the re-enactment were Dr. Harold Hamman who waited for us in Fort Vermilion, and Dr. Malcolm Bow who gave Bob & I a vial of anti-toxin to deliver to Dr. Hamman. We flew in a Fleet "Finch" open cockpit biplane - taking turns along the way. My wife Margaret and son David also had a chance to fly in the "Finch".

The re-enactment was the brainchild of Rev. Les Stahlke to raise funds for L.A.M.P. We produced 1,000 covers for the event (as shown above) - a variety of stamps were used on the covers. They sold for \$50.00 each - mostly to people who regularly support L.A.M.P. - many in the U.S.A. \$50,000.00 was raised and L.A.M.P. used the money to purchase a Cessna 185 for use in their missionary work in Northern Canada. The covers were signed by the 4 pilots and were carried with us on the flight and hand cancelled at Fort Vermilion.

Late in 1928 Dr. Harold Hamman discovered the outbreak of diphtheria at the settlement of Little Red River (50 miles East of Fort Vermilion). He arranged for Joe Lafleur and William Lambert to take a message to the nearest radio transmitter in Peace River - the trip by Horse & Wagon took 12 days. Dr. Malcolm Bow (Deputy Minister of Health for Alberta) immediately called "Wop" May who was in Calgary for the Christmas/New Year holiday and asked if he could fly to Fort Vermilion. "Wop" called his friend "Vic" Horner in Edmonton, asked him to find a plane, then headed by Train to Edmonton on December 31st. January 1st was busy preparing for the flight the next day.

The original aircraft in 1929 was an Avro "Avian" - a two place, open cockpit on wheels - the date was January 2nd and the flight path went North along the railway from Edmonton to Smith, West along the South shore of Lesser Slave Lake to McLennan where they stayed overnight. January 3rd they flew into Peace River for fuel then headed North along the Peace River to the settlement of Fort Vermilion. Problems included weather with temperatures down to -33F and automobile fuel which caused engine problems. The pilots returned to Edmonton on January 6th to a crowd of 10,000 people and to a hero's welcome.

Denny R. May CAS Member #329

SEASON'S GREETINGS

Bob Terry
32822 Woodspring Circle
North Ridgeville, OH 44039

A common first flight cover from Fort McMurray to Arctic Red River. 3,500 pieces flown on the first official service to the Northwest Territory.



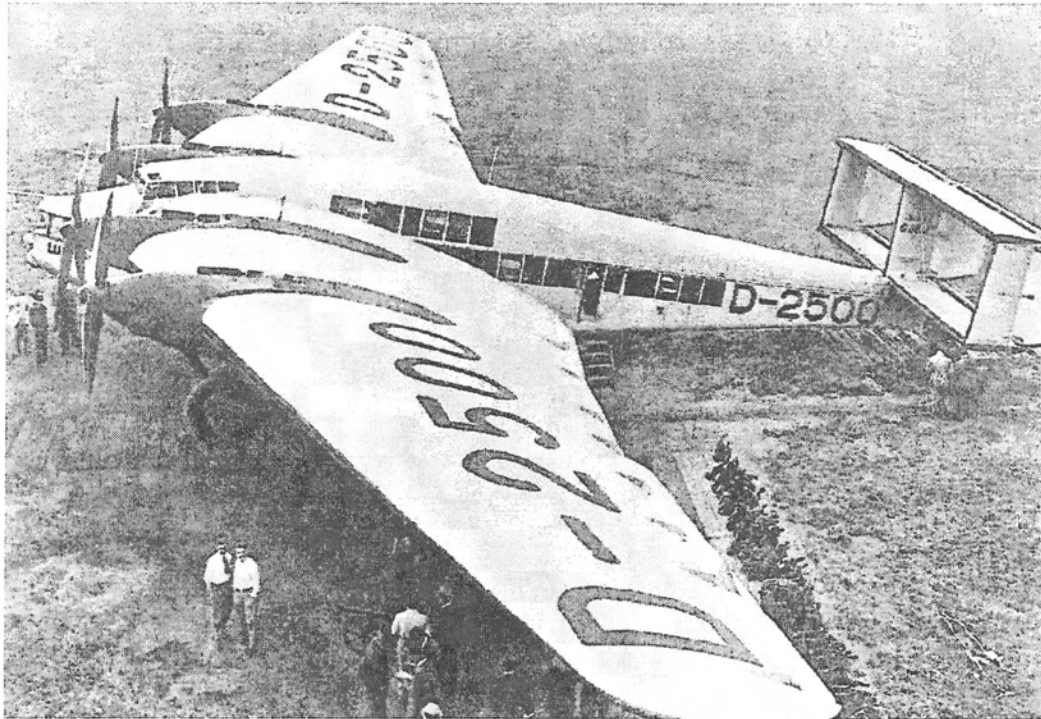
This cover is made more interesting by the autograph of Cairine Reay Wilson, Canada's first female Senator. She was appointed on February 15, 1930, thus the autograph was added to the cover after the flight had been made.

McLean's Magazine of April 1, 1930, provides a useful portrait of Cairine Wilson. Of Scottish descent, her father was rich, and a leading merchant and public-spirited individual in Montreal. He retired from business and moved to Ottawa and became a potent Senator. Cairine, one of six children, grew up in the lap of luxury, but her father reared her with the idea that girls should do something or become somebody. In her home she associated with Laurier, among others. Before she was 20 she had completed her education, traveled widely and married well - her husband was the lumber merchant and politician Norman Wilson. For the next 17 years she bore and reared children - eight of them.

In 1921 Cairine launched actively into politics and excelled at getting members of her own sex to work together on liberal causes. She eventually organized the National Federation of Liberal Women. The latter was accomplished while her youngest was only two years old and she had seven other children to care for as well. Her business activities brought her an income of over \$100,000 per year. She continued other interests in sports and civic participation. She was attending a YWCA meeting when she heard of her appointment to the Senate.

While in the Senate she especially concerned herself with issues affecting property and civil rights, laws embracing labor, statutes affecting women and measures concerned with health and pensions. She eventually represented Canada at the United Nations. Although never honored on a Canadian postage stamp, Cairine Reay Wilson became one of the great Canadian women. She died in 1962.

EDITOR'S GREETINGS - the Junkers G.38



I was delighted to receive this postcard from Gunter Rennebeck. - It has an illustration of the Junkers G.38 on the front, and a special cancellation from Dessau, Germany, for:

Tag der Briefmarke

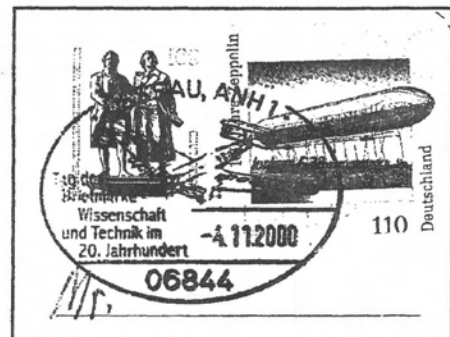
Wissenschaft und Technik im 20. Jahrhundert

(which I think means:

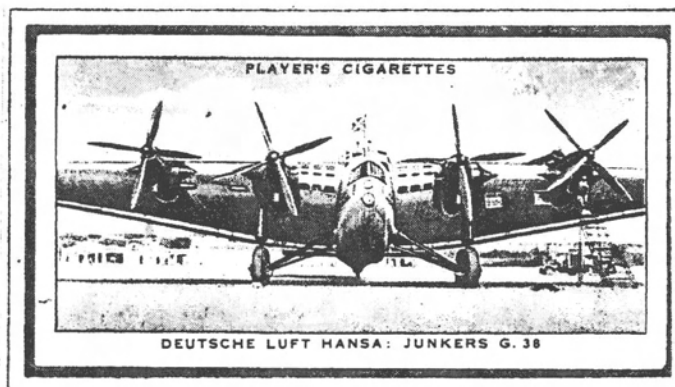
Day of Philately

Science and Technology in the 20th Century)

with an illustration of the Junkers G.38 in the cancellation.



The postcard reminded me of a cigarette card I came across, that was part of set on INTERNATIONAL AIR LINERS produced by John Player & Sons in Great Britain during the 1930's. - The cigarette card description of the G.38 included a comment that: "it carries a total of thirty-four passengers, six being seated in two compartments in the leading-edge of the wing"!



I have done a fair amount of flying, both as a passenger and, (years ago), as a trainee-pilot, and find the thought of sitting in the wing of a Junkers G.38 quite mind boggling!

DEUTSCHE LUFT HANSA: JUNKERS G. 38 (Germany), a very large all-metal commercial monoplane fitted with four 750 h.p. Junkers "Jumo 204" compression-ignition engines, and having the unusual feature of accommodation for passengers in the wings. It carries a total of thirty-four passengers, six being seated in two compartments in the leading-edge of the wing. Two passengers are seated in the nose of the fuselage and the remainder in cabins arranged on two decks. There is a smoking saloon aft. The G.38, which is used by D.L.H. on certain European services, weighs 52,900 lbs. fully loaded, and has a cruising speed of 129 m.p.h. (No. 19)

continued

EDITOR'S GREETINGS - the Junkers G.38 continued:

The Junkers G.38 was built in Dessau, and first flew on 6th November 1929. It was the "Jumbo Jet" of it's time: 76 feet long, with a wingspan of 147 feet. (For comparison, the DC 3 - which first flew six years later - was 64 feet long, with a span of 95 feet.)

The G.38 attracted great attention, and after a number of proving flights, during which it set several world speed and endurance records for an aircraft of its class, it was taken over by the Reich air ministry for special flights. These included a European round tour in October and November 1930, from Dessau to Vienna, Budapest, Belgrade, Constanza, Istanbul, Athens, Rome, Marseilles, Barcelona, Madrid, Lisbon, Bordeaux, Paris, Cologne, and back to Dessau.

In 1931 the G.38 was taken over by Deutsche Luft Hansa, and then used mainly on the Berlin - Hannover - Amsterdam - London route.

Demand for seats on the on the G.38 was so great that DLH requested a second machine of this type, which first flew in June 1932.

Arrangements were also made for six G.38 type aircraft to be built under license by Mitsubishi, as heavy bombers for the Japanese Army.

In spite of this auspicious beginning, no further G.38 type aircraft were built. - The aircraft was generally considered slow and cumbersome, and passengers and airlines preferred more streamlined, high speed aircraft, such as the Heinkel He 70 or He 111.

Of the G.38s which were built, the prototype crashed in 1936 shortly after taking off from Dessau. The aircraft was completely destroyed, but without loss of life. (The accident was found to have been caused by a failure in the assembly work of the steering system.)

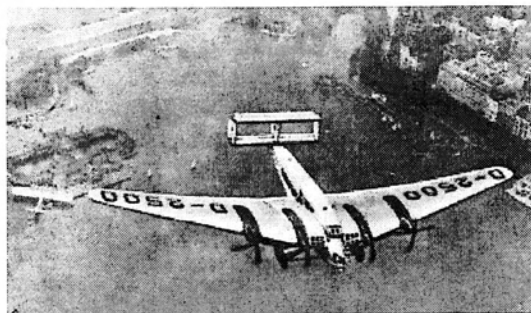
The second G.38 continued flying over a variety of routes with DLH until 1939. It was then employed on military transportation duties until 1941, when it was destroyed by the RAF in a raid on Athens airport.

The Japanese bombers (designated Ki-20) were so super-secret that they were never committed to combat, and were only revealed to the Japanese public after they were obsolete. Several reports say they were later used as transport aircraft until 1943, but this is not certain.

Many thanks to Richard Sanders Allen, Patrick Campbell, Jonathon Johnson, Gunter Rennebeck, and Ross Richardson for their help in gathering information on the Junkers G.38.

Thanks again to everybody who has contributed to the newsletter over the year, and hearty SEASON'S GREETINGS to all readers.

Chris Hargreaves



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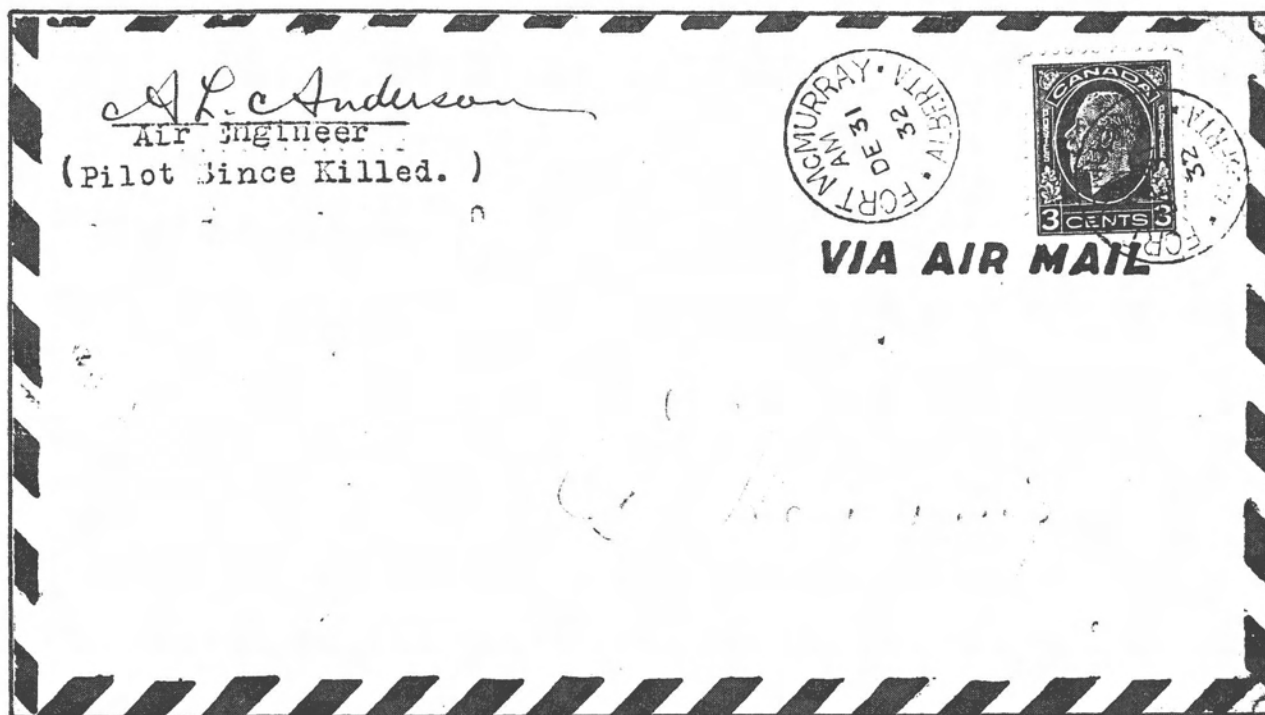
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1932 - A.L. ANDERSON

AAMC CL51-3300. Return leg of first flight on which CL51 (on back of this cover) was authorized flown January 3, 1933 and backstamped thus at Edmonton. Herring, the addressee was in the Ottawa Post Office. 475 pieces were flown. Pilot Paul B. Calder flew this trip in a Fokker Super Universal, probably CF-AFL.

The cover was not signed by Calder. Either it was in a batch that Calder was going to sign (after the flight) before forwarding them to various people who had sent them for the flight in response to the Post Office announcement of it & of the availability of 10¢ semi-official stamps at the Edmonton Post Office or at the Canadian Airways offices; or else someone on behalf of Herring took it back to the CAL base and asked that Calder's signature be added. Unfortunately on January 31 Calder and his air engineer Bill Naden left Rae for Cameron Bay on Great Bear Lake and failed to arrive. A search found their burned out Fairchild FC-2W-2 ninety miles north of Rae. Both men were killed. Subsequently A.L. Anderson signed this cover and typed on the information "Pilot since killed".

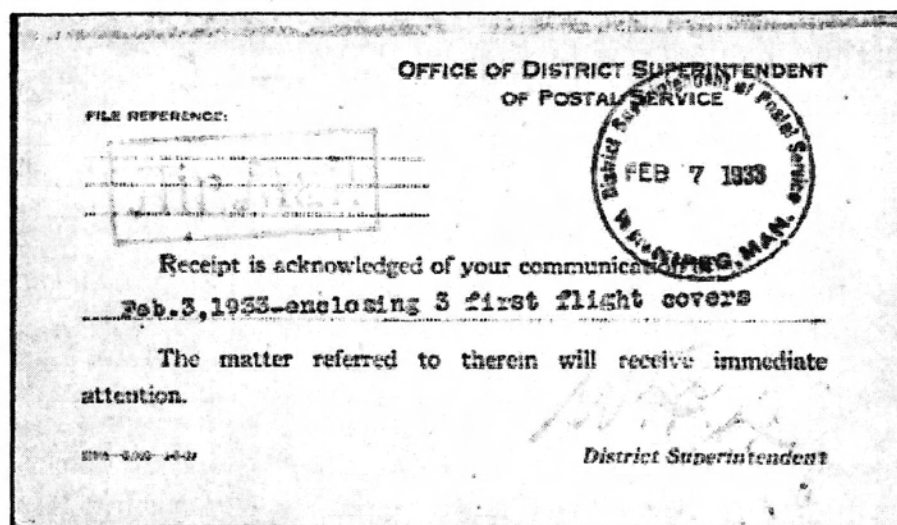
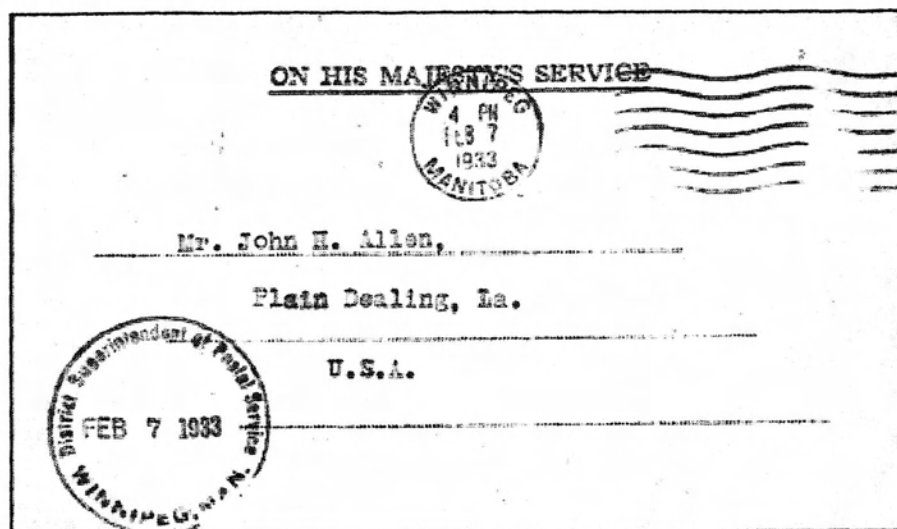
Anderson started as an air engineer with Canadian Airways Ltd. at Winnipeg in May, 1932. Later he had posting for CAL at Lac du Bonnet, Mackenzie River, Fort McMurray, Norway House and back to Winnipeg, working on a variety of aircraft. He isn't listed in the company bulletin after mid 1934, although an Anderson (no initials) is listed as a pilot at Lac du Bonnet from October 1935 to February 1937. His subsequent history is unknown.

The semi-official, CL51, on the back is from pane 3, position 9/4.

SEASON'S GREETINGS FROM MIKE PAINTER

1933 - Receipt for First Flight Covers

Here's an unusual card I picked-up:



The card is a receipt for "3 first flight covers", addressed Mr. John H. Allen in Plain Dealing, La., U.S.A. The circular handstamp is from: DISTRICT SUPERINTENDENT OF POSTAL SERVICE WINNIPEG, MAN.

There is also an AIR MAIL handstamp, but on the back, in the area marked "File Reference". I wonder whether the card would have travelled by air from Winnipeg?

Season's Greetings from Ron Miyanishi

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1934

NORTHERN AIRWAYS AIR MAIL SERVICE

An article in our September 2001 newsletter described the 2001 A YUKON ODYSSEY, when from June 9th to 14th, the restored Fokker Super Universal CF-AAM returned to the Yukon, and re-enacted the air mail services operated by Northern Airways during the 1930's.

According to a description of the project in the Whitehorse Star during the Spring of 2001:

A Fokker Super Universal built in 1929 and used to carry mail among Yukon communities will be flying its Whitehorse - Carmacks - Ft. Selkirk - Dawson route one more time this summer.

The flights were commemorated by two types of flown cover, with two different cachets based on the November 1934 cachets for the Atlin - Telegraph Creek inaugural flights, (AMCN #3427.).

The covers were described as:



- 1 - #8 envelopes, franked 6 cents (as in 1934), with either a bear or polar fox cachet, cancelled on front and back with a special dated cancellation for each community. Six different covers:

Whitehorse to Ft. Selkirk: Limited run, 200	Ft. Selkirk to Dawson City: Limited run, 200
Dawson City to Mayo: Limited run, 200	Mayo to Whitehorse: Limited run, 200
Carcross to Atlin: Limited run, 200	Atlin to Carcross: Limited run, 200
- 2 - a #10 envelope, with a current watermark of the 1929 Fokker Super Universal, bearing a specially designed 47 cent photo stamp [taken from a Clark Seaborn photo of CF-AAM]; a copy of the original Northern Airways cachet with either a bear or a polar fox; and cancellations from all six Yukon/B.C. communities, with a special dated commemorative cachet for each community. Limited run, 250.

This led to a question from Jim Brown:

I read with interest the article on Northern Airways flights. Of the 6 flights only two are listed in the airmail catalogue. ie Carcross to Atlin & return. I wonder why the other 4 flights are not listed?

I have now heard from Shannon Poelman, Executive Director/Curator of the Yukon Transportation Museum that: *The original mail run was Atlin to Carcross and return, this was the official mail run, the other communities were not on a regular basis but mail was part of the cargo when it went to other communities like Ft Selkirk, Mayo, Dawson City, and Whitehorse. This may explain why the other 4 flights are not listed as they were not official mail runs. However as I said mail was deliver to these communities via the Northern Airways flight schedule.*

Copies of the #8 flight envelopes for each leg of the flight are still available at a reduced price of \$4.00 per envelope, and the #10 special commemorative envelope is still available at a reduced price of \$14.00. - These prices include G.S.T., but please add \$5.00 per order (any number of covers) for postage and packing.

To order covers, or to obtain further information, please contact THE YUKON TRANSPORTATION MUSEUM SOCIETY, 30 Electra Crescent, Whitehorse, Yukon Y1A 6E6 (E-mail: ytm@northwestel.net)

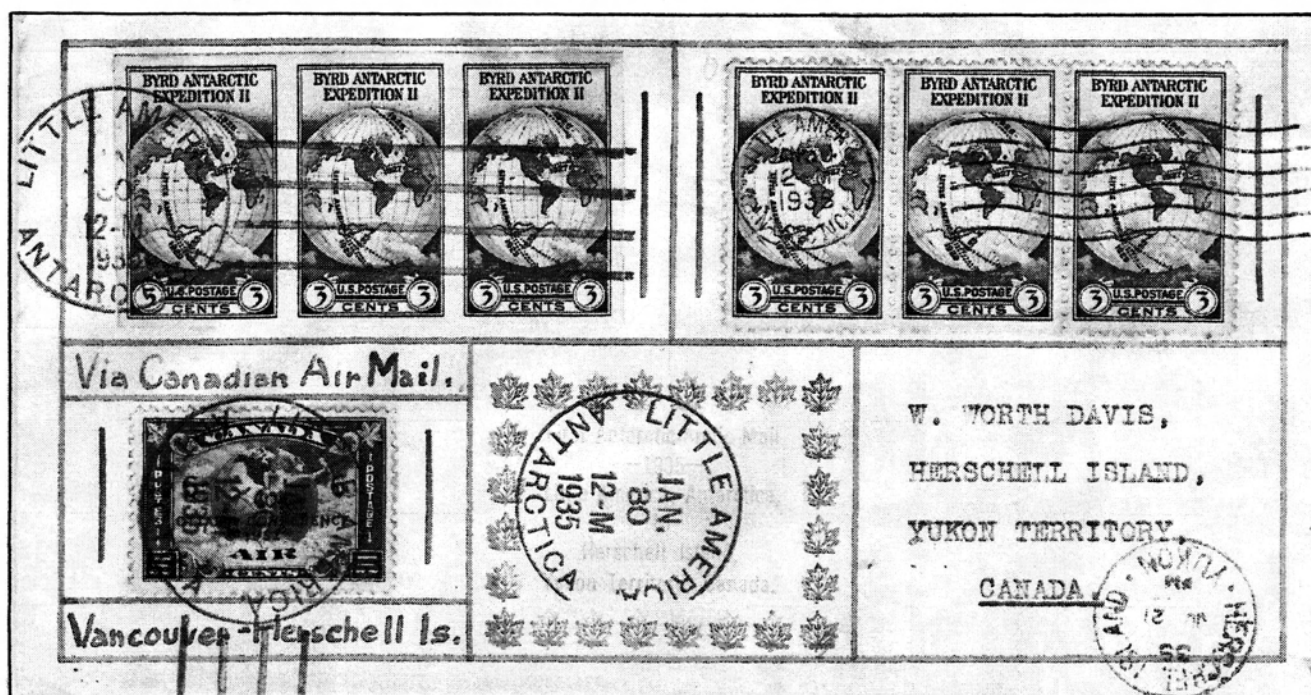
FROM ANTARCTIC TO CANADIAN ARCTIC

Little America, Antarctic to Herschel Island, Yukon Territory

In November 1934, Admiral Byrd undertook a number of exploration flights from his base at Little America, as part of his second expedition. The small amount of mail carried was backstamped at Little America on January 30, 1935.

The cover bellows bears the same hand stamp on the front, but was carried from Little America to Herschel Island, where it was stamped at the most northerly post office in Yukon Territory, in the Beaufort Sea.

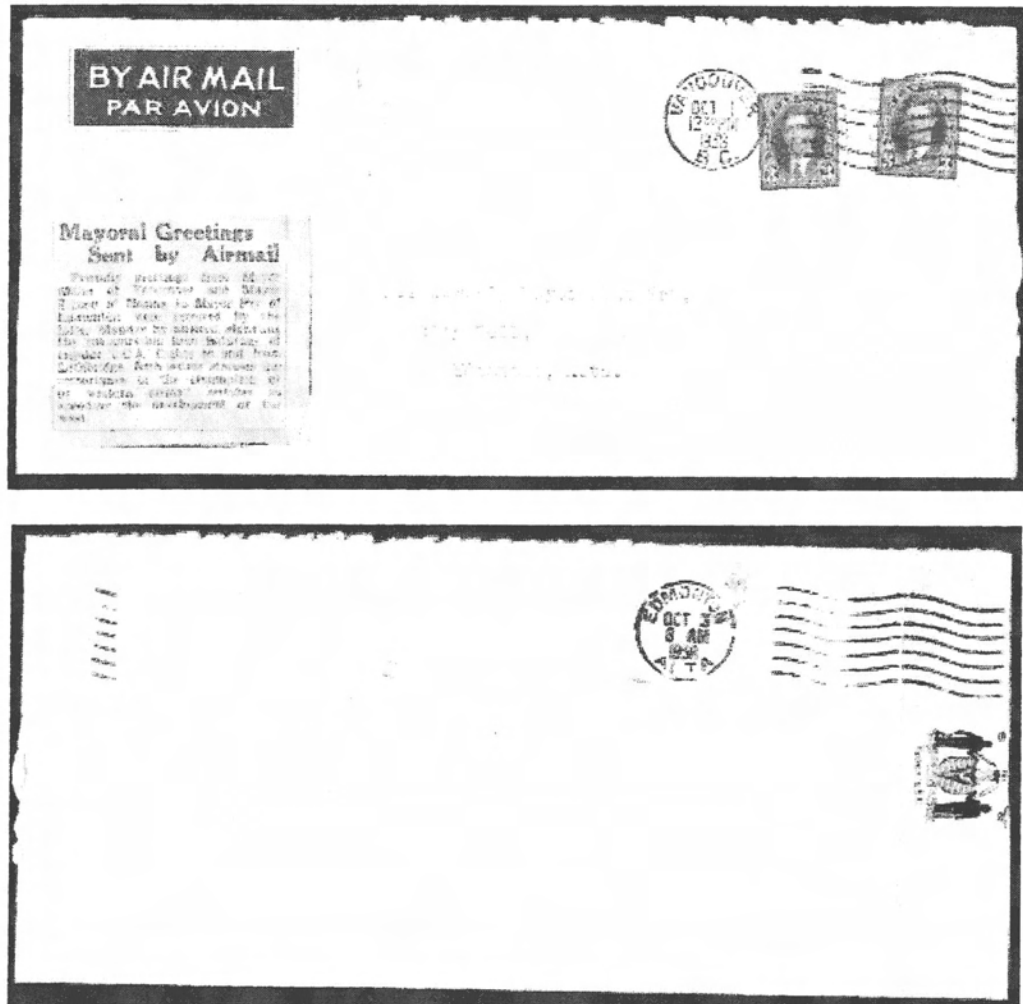
The cover was cancelled in San Francisco on March 25, 1935 and has an arrival stamp at Herschel Island of June 21, 1935. The annotation suggests that it was flown on Canadian Air Mail routes between Vancouver and Herschel Island.



Reverse
of cover -
reduced

Season's Greetings from David Granger, England

1938 - NEW FIND FOR FLIGHT 3835



I was recently given this October 1st, 1938 airmail cover that piqued my curiosity. It has a small newspaper cutting attached at left that reads:

"MAYORAL GREETINGS SENT BY AIRMAIL – Friendly greetings from Mayor Miller of Vancouver and Mayor Ellison of Regina to Mayor Fry of Edmonton were received by the latter Monday by airmail, signaling the inauguration here Saturday of regular T.C.A. flights to and from Lethbridge. Both letters stressed the importance of the resumption of western airmail services in speeding the development of the west."

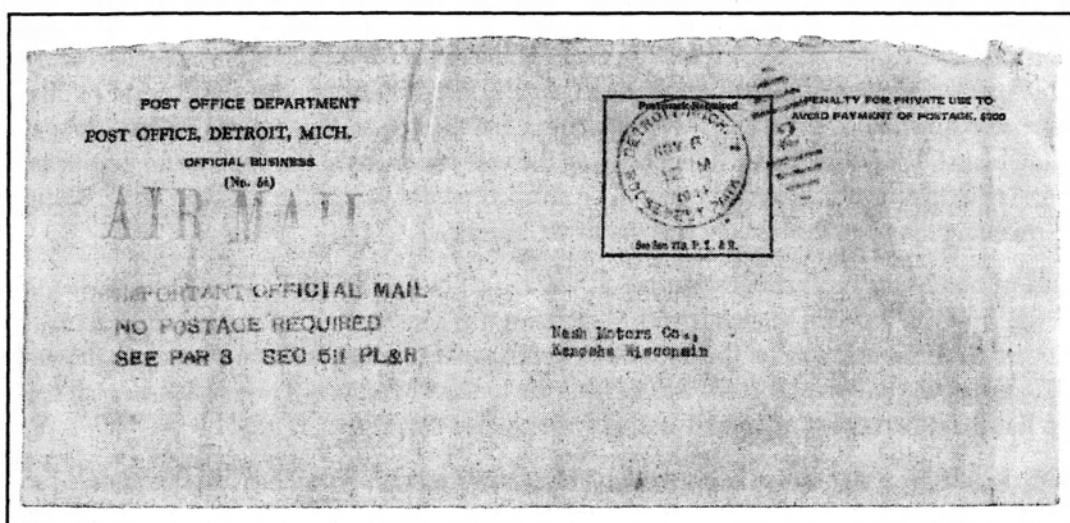
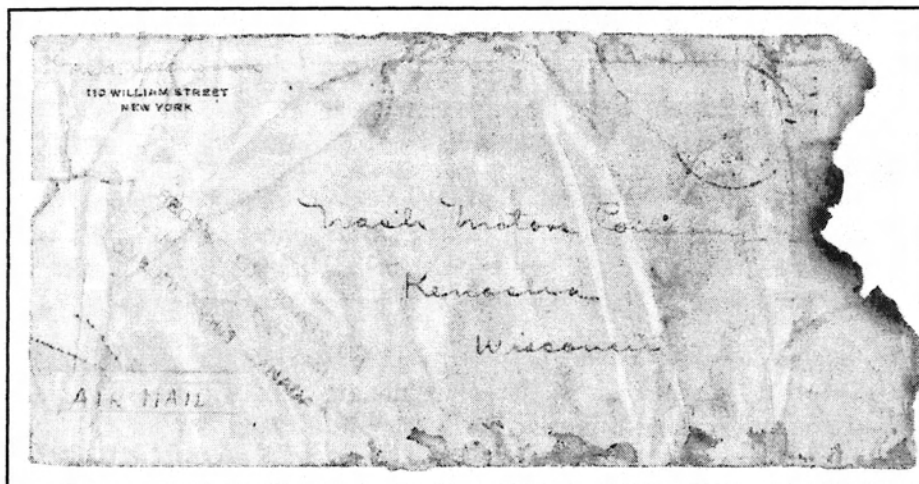
It is postmarked "Vancouver, B.C. Oct 1, 1938" and addressed to Edmonton, Alberta. The back reveals an Edmonton Oct. 3, 1938 8:00 a.m. receiving postmark. The back flap has the City of Vancouver Coat of Arms printed on it.

Based on the information in "The Airmails of Canada and Newfoundland" it appears that this cover left Vancouver on Saturday, October 1st, 1938, arriving in Lethbridge the same day, but too late for that day's Lethbridge to Edmonton flight. It was then flown to Edmonton on the next flight and delivered on Monday, October 3rd, 1938 as stated in the newspaper clipping.

This raises the question of how many more covers made this particular trip. As no cachets were prepared for this flight, they are probably passing us by unnoticed.

Season's Greetings from Brian Wolfenden

Crash at Shedden, Ontario on 30th October 1941



411030ON October 30 — SHEDDEN, ONTARIO — 10:10 P.M. — AMERICAN AIRLINES — AM-7. New York to Chicago via Detroit, Trip 1. Pilot David I. Cooper perished as his plane caught fire and crashed. 694 pieces were salvaged in burned condition and forwarded from Detroit after application of cachet. One cover known with Post Office note.

Cachet	120.00	a. Note	125.00
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RECOVERED FROM PLANE

Inclosed mail damaged in plane

DAMAGED OCT.30, 1941 AT near Shedden, Ontario, Oct. 30, 1941.

SHEDDEN ONT. CANADA

Roscoe B. Huston,
Postmaster, Detroit, Mich.

Herewith a cover from the American Airlines crash at Shedden, Ontario on 30 October 1941, along with an ambulance cover from the Detroit Post Office. I have included the listing from the Canada Section of the American Air Mail Catalogue, 6th Edition, Volume 1. Covers from this crash are seldom seen and are thus rather scarce.

Best wishes for the Holidays,

Ken Sanford

MYSTERIOUS MAIL DELIVERY

Nino Chiovelli

On the morning of 7 December 1941 Japan conducted the infamous surprise attack on Hawaii. This act brought the United States of America into World War II at a time when the then Allied Forces had been thrown off the European Continent and were teetering on defeat in North Africa.

In order to raise morale for the Allied war effort the United States planned an air raid on Tokyo by aircraft carrier launched bombers. A squadron of B 25 Mitchell medium bombers under the command of Lt Colonel James H. Doolittle was trained to fly off carrier decks with full bomb loads. The idea being to launch from a carrier, drop their bomb load on Tokyo, and then fly to an Allied air base in China.

After training, the squadron departed aboard the carrier USS Hornet for the Pacific. The voyage was uneventful until the 17/18 April 1942 when nearing Japan slightly out of the projected flight plan area. Hornet was discovered by Japanese small craft. Fearing that knowledge of their position would jeopardise the carrier Doolittle ordered that the planes be launched immediately. The crews would fly on as far as possible after the raid then bail out and try to reach Allied lines on their own.

The raid on Tokyo was successful though many of the raiders were captured and executed by the Japanese. The raid caused the Japanese military to lose face and forced them to plan a method of retaliation. They had envisioned a quick and easy victory over the Allies and did not have any plans for long-range aircraft on the drawing board. With their hands full occupying the vast conquests in the Pacific and Southeast Asia it would be impossible to retool their industry or divert much needed war material from those areas. Therefore designing and producing long-range bombers was out of the question.

The use of bomb carrying balloons was put forward as a possible solution to the dilemma. In fact the infamous scientific Unit 731 based in Manchuko (as Manchuria was known under Japanese rule), had experimented with unmanned balloons in low-level flight to deliver propaganda leaflets, and as a weapons platform. When World War II started the balloon program was transferred to the 9th Military Technical Research Institute in Japan where limited experiments of another nature were carried out.

Ordered to initiate a plan to use balloons to bomb North America. The 9th MTRI coordinated studies from the Central Meteorological Observatory, the Noborito Research Institute's work on an altitude control mechanism, and a radiosonde system developed by the 5th Army Technical Research Institute to produce a functioning weapons delivery platform.

Balloons made of mulberry paper capable of carrying a bomb load mix of incendiary and high explosive bombs became the final design for the offensive. The balloons would travel at altitudes of 36000 feet and were capable of reaching North America within four or five days. A system using aneroid barometers to set the altitude dropped sand bags when necessary in order to maintain altitude. A gas relief valve would bleed off gas when the internal envelope pressure became too great also helping to maintain altitude. The bombs on board would be jettisoned last. Then a self-destruct mechanism would destroy the balloon. There were to be no markings on the balloons so that the debris would be difficult to identify. Japanese ordinance markings were on the bombs and it was hoped that identifying the source and defending against the delivery system would both confuse the enemy and tie up manpower.

Starting on 3 November 1944 and continuing until mid April 1945 approximately 10,000 balloons were launched and approximately 1000 reached North America.

Intact and partial balloons as well as unexploded bombs were found in an arc from Alaska, Canada, the Continental U.S.A., to Mexico. There were recoveries as far east as Oxford House, Manitoba and near Grand Rapids, Michigan. Authorities kept the balloon offensive secret from the general public to avoid possible panic. This well planned silence served to confuse the Japanese and probably caused them to cancel the project.

continued

MYSTERIOUS MAIL DELIVERY by Nino Chiovelli continued:

The only casualties of this elaborate scheme were six people killed while on a church picnic near Klamath Falls, Oregon. When that tragic event happened local officials throughout the entire western continent were informed of the attacks on a need to know basis. This helped the Allied war effort and provided a coordinated safety program for the general public.

The origin of the balloons was quickly determined, and analysis of the sand contained in the ballast bags was carried out to help locate the launch sites so that they could be bombed. Security breaches by the Japanese provided a limited amount of information as well. Two of several examples: A balloon envelope recovered at Hay River N.W.T. contained a manufacturer's tag revealing that: "No 11 balloon was manufactured on 23 January 1945 at the Takaki Factory in Takaki, Miyagi Prefecture which is located about 25 miles northwest of Sendai, Honshu Island." Another tag indicating launch times was recovered with balloon fragments near Mahogany, Oregon.

As the balloon offensive was ending a sand bag was recovered near Bethel, Alaska. To the surprise of investigators it contained a post card that appeared to be sent from a school boy to his father. The card did not have a post mark but contained the following information:

From: Yoshiharu Shinada	To: Kazuo Shinada San
4 th Grade, Yawata Tai,	Hidano Butai, Toni Tai,
Sakaiya Inn,	c/o Ichinomiya Post Office
Akayu Town, Kigashi County,	Chosei County,
Yamagata Prefecture	Chiba Prefecture

Hidano Butai means "Hidano Detachment" which may have been the supply depot for the Special Balloon Regiment's launch sites?

The recovered post card can be considered as possibly the first Trans-Pacific balloon post. Steps are being taken to research the item, and to have an illustration published. Though the circumstances are abstract the post card is an important contribution to the listing of Balloon Post materials.

Nino Chiovelli

Editor's Note:

I found this article very interesting to read, especially since each article I've read about these balloons seems to give a different account of them, particularly regarding Unit 731.

However, I do not think this postcard should be regarded as "Trans-Pacific balloon post".



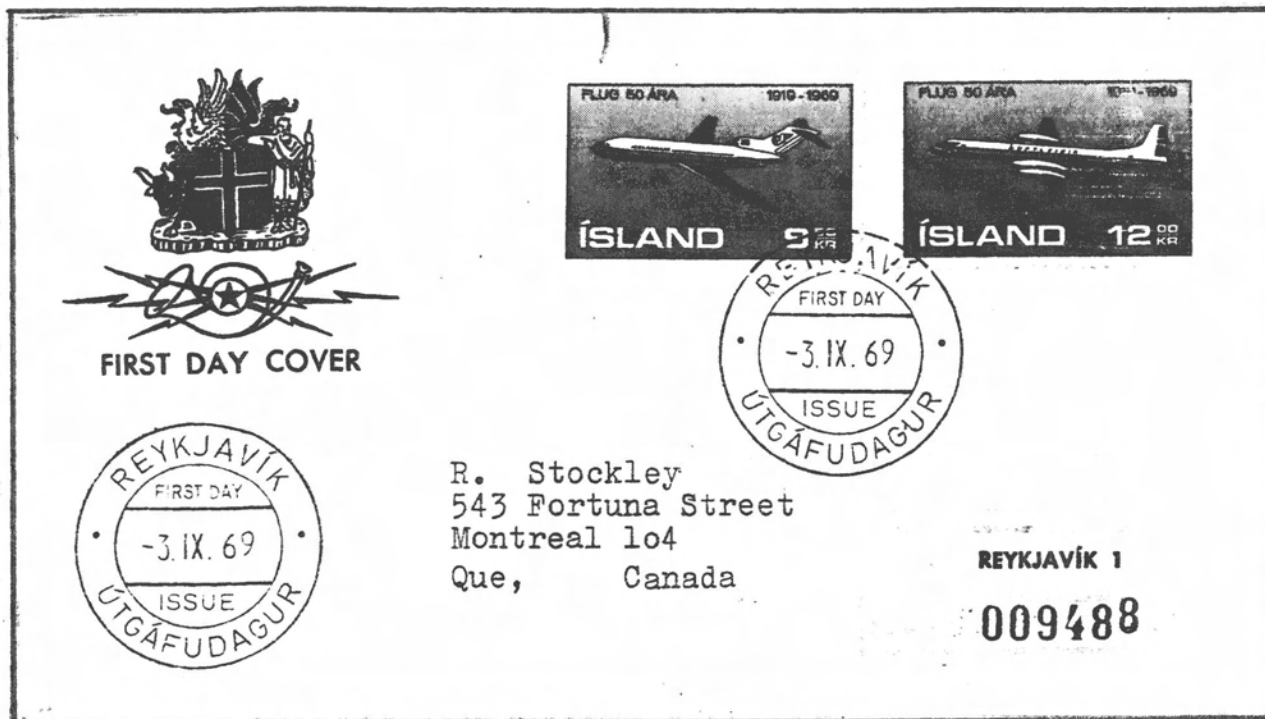
Airmail Collector

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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.

1965 - The Canadair CL-44J



The final development of the Canadair CL-44 aircraft was the "stretching" of two CL-44D aircraft in 1965 by ten feet, to seat 189 passengers; the result was designated CL-44J. The production version would have been given the designation Canadair 400. The Icelandic airline called Loftleider bought both CL-44J's. On 3 Sept. 1969 Iceland issued two stamps to mark the 50th anniversary of aviation in Iceland, Scott 410 with a Boeing 727, and Scott 411, a CL-44J, wrongly identified as a Rolls-Royce 400. Above is a flown cover of the inaugural flight. The two Loftleider aircraft were registered TF-LLG and TF-LLI.

Season's Greetings from Patrick Campbell



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2003: RCAF Comet - RAF Nimrod covers

50 years after the Comet entered service with the RCAF, a derivative of the Comet - the Hawker Siddeley Nimrod - is flying with the Royal Air Force.

Thanks to Col Michael Legault, CAF Liaison Officer CJSJL, UK, we have been able to get some of our RCAF Comet anniversary covers, flown on the RAF Nimrod that was coming to Canada for the Toronto International Air Show.

150 covers were flown in Nimrod XV 260. Details of the trip, received from the pilot - Flight Lieutenant Peter Tett - are:

20 th Aug	RAF KINLOSS - NAS BRUNSWICK	7 hrs 5 mins
20 th Aug	NAS BRUNSWICK - OFFUT (USAF)	3 hrs 10 mins
25 th Aug	OFFUT - NAS JACKSONVILLE (FLORIDA)	2 hrs 30 mins
28 th Aug	JAX - CLEVELAND (BURKE LAKEFRONT)	3 hrs 40 mins
	Including flypast Toronto and Niagara	
30 th Aug	CLEVELAND - CLEVELAND	2 hrs 10 mins
	Display Toronto and Cleveland	
31 st Aug	CLEVELAND - CLEVELAND	2 hrs 0 mins
	Display Toronto and Cleveland	
2 nd Sep	CLEVELAND - OTTAWA	1 hr 0 mins

In Ottawa the covers were handed to Dick Malott, who applied the extra cachet shown below:



RAF NIMROD XV 260 : 42 SQUADRON, RAF KINLOSS
Carried COMET covers from RAF Kinloss, Scotland to Jacksonville, Florida, Cleveland, Ohio, Toronto and Ottawa, Ontario, Canada.
20 August to 2 September 2003. Pilot F/L Peter Tett

The covers have also been autographed by the pilot F/L P. Tett. - The other members of the crew during the displays were:

Flt Lt	E Harbottle	P2
M Eng	S Sheldon	Eng
Wg Cdr	J Kessell	Nav
F S	D Taylor	Radar
F S	W Salmon	Radar
Flt Lt	B Bond	AEO

Covers can be obtained from Dick Malott, (16 Harwick Crescent, Nepean, Ontario K2H 6R1) for \$10.00. - See page 2 for more information.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly
in March, June, September and December.

If you have anything you'd like to be included in the next issue,
please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 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 translation service from French to English and vice versa;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- 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 (or \$17.00 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:

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

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

Richard S. Allen
 Don Amos
 Beartice Bachmann
 David G. Brown
 Basil S. Burrell
 Bob Campbell
 Elmer Cleary
 Martin S. Cole
 Fred C. Dietz
 Friedel Egger
 Barry Frost
 Murray Heifetz
 Donald B. Holmes
 J.P. Gadoury

Andre Giguere
 Donald Kaye
 James Larry Kobalt
 Charles J. LaBlonde
 Albert N. Leger
 Jeffrey Lodge
 Gary J. Lyon
 Maurice G. Malenfant
 Gordon G. Mallett
 Ed Matthews
 Gordon F. McDonald
 Richard J. McIntosh
 Jim Miller
 Ian Mowat

Andrew Mrozowski
 William C. Noble
 Robert North Sr.
 Charles W. Oakley
 Louis Poirier
 Derek C. Rance
 Thomas W. Shaw
 Douglas M. Smith
 Cecil G. Stoner
 Janice E Weinstock
 Richard Whalley
 Hans Wichern

To all members listed above, who have already renewed their membership: thank you very much.