



THE CANADIAN AEROPHILATELIST

#58

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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Thank you FRANCOIS BOURBONNAIS! See page 3.

March 2004

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

PRESIDENT'S REPORT FOR MARCH 2004

Dear Colleagues :

I trust that you have all worked hard on your aerophilatelic collections during the past frigid winter. Hopefully some of you will be exhibiting in local and national exhibitions such as the annual ORAPEX show in Ottawa, 1 and 2 May 2004 at the RA Centre; or ROYAL 2004 ROYALE in Halifax, 28 - 30 May 2004. We will hold our annual CAS General Meeting on Sunday, 2 May 2004 at ORAPEX, in a designated lecture room in the RA curling rink. Various reports will be presented as well as a discussion for changing our Constitution.

The Executive proposes that the term Board of Directors be changed to the CAS Executive, which would be composed of the President, Vice-President, Secretary-Treasurer, and four Members at Large, (The Editor of the Canadian Aerophilatelist, an appointed member by and from the Western Chapter, the immediate CAS Past President, and one other CAS member). Although the next election is not scheduled until 2005, it is proposed to make the necessary changes and to hold another election for all concerned in May 2004. Comments please before 1 May 2004.

I extend congratulations to all the hard working members of the Western Chapter for their outstanding success for the May/Horner commemorative flight in January 2004. National publicity was received for the event, for the Western Chapter of the CAS, and for the CAS also. Cecil, Nino, Gordon and all the others, well done. Murray Heifetz has written a two segment article for the Canadian Philatelist of the RPSC on the Development of Air Mail with particular emphasis on Canadian Air Mail Development. Well done Murray.

I am pleased to report that our Comet, Nimrod and Snowbird covers have sold extremely well. There are a few left if anyone wishes any of these covers. We are now seeking a theme for the Snowbird covers for 2004. Any suggestions? We have a good supply of AAMS aerophilatelic publications. The items will be on display at our Society table at ORAPEX. Volunteers to look after the tables are required for Saturday and Sunday. Any volunteers?

After a 12 year stint as a member and then Chairman of the AAMS Awards Committee, I have been replaced by a fellow colleague from the United Kingdom, Derrick Pillage, the Vice-president of the AAMS. Two other members were replaced, Richard Beith of the UK and Fred Dietz of the USA. Replacements are the President of FISA, Kuno Sollors of Germany, and Charles Bromser of Australia. Two previous US members are remaining on the Committee, Ben Ramkissoo and Phil Stager. To all who assisted me during the past 12 years on the AAMS Awards Committee a sincere thank you for the time and effort that you put into the undertaking.

Dick Malott

May 1-2, 2004:

ORAPEX 2004

OTTAWA'S NATIONAL STAMP EXHIBITION

**the 43rd Annual RA Stamp Club Exhibition and Bourse,
will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario,
in the Curling Rink. Times: Saturday from 10 a.m. to 6 p.m. and
Sunday from 10 a.m. to 4 p.m. Admission and parking are free.**

For more information, contact Major Dick Malott, CD, Retd,

16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

Tel.: (613) 829-0280; fax: (613) 829-7673; e-mail: rmalott@magma.ca

Thank you FRANCOIS BOURBONNAIS!

For many years, Francois has offered a French translation service to CAS members, and for anybody seeking information regarding the CAS. Unfortunately Francois is shifting the focus of his activities away from aerophilately, and will no longer be involved with the CAS.

I would like to thank Francois for the service he has provided to us in the past, and to wish him all the best with his future projects.

(If anybody is able to replace Francois in providing a translation service, please contact the editor.)

SECRETARY'S ANNUAL REPORT

As of January 05, 2004, the Society has a total paid membership of 143.

The breakdown of the membership is as follows:

<u>Canada:</u>		<u>USA:</u>		<u>International:</u>	
Alberta	14	California	1	Cayman Islands	1
British Columbia	14	Colorado	2	England	5
Manitoba	4	Connecticut	1	France	2
New Brunswick	4	Florida	1	Germany	2
Newfoundland	2	Illinois	6	Netherlands	3
Northwest Territories	1	Idaho	1	South Africa	2
Ontario	47	Indiana	1	Switzerland	3
Quebec	10	Kansas	1		
Saskatchewan	2	Massachusetts	1		
		Michigan	2	Total	18
Total	98	New York	3		
		Ohio	2		
		Oregon	2		
		Texas	2		
		Washington	1		
		Total	27		

Editor's Note: Many thanks to Brian Wolfenden for all his work as both Secretary and Treasurer!

I'm also delighted to point out that after several years of slowly declining membership, we now have one more member than at this time last year!

We're in excellent financial shape too: see Brian's Treasurer's Report on the next page.

Will all members please show your appreciation of Brian's work by renewing promptly. - Please check the list of memberships due for renewal on the back page of each issue, and send Brian a cheque as soon as your name appears, so that he doesn't have to spend extra time sending out reminder notices.

In Memoriam

RICHARD WHALLEY of Springbrook, Wisconsin, USA, was both a collector and occasional producer of First Flight Covers. He had been a member of the Canadian Aerophilatelic Society since 1995.

I would like to express the condolences of the CAS to Richard's family.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2002 AND 31 DEC 2003

	2002	2003
Opening Bank Balance	<u>3,488.65</u>	<u>4,985.07</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>313.03</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,264.38	3,636.11
CAS Covers – sale of various philatelic covers	987.01	2,775.81
Other Sales – includes e.g. books, pins & advertising	451.14	698.00
Donations – from members	0.00	85.00
Bank Interest – chequing account	<u>0.18</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>4,702.71</u>	<u>7,194.92</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	8,504.39	12,179.99
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>215.83</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	35.00	0.00
Philatelic Covers-costs, e.g.covers, postage & envelopes	573.58	1,414.37
Office Supplies	442.22	69.05
Postage-such as for CAS newsletter, covers & books	698.31	582.00
Printing and Photocopying – such as newsletter and catalogue	1,058.46	1,662.53
Bank Charges-chequing account,cheques,deposit stamp	65.30	60.00
AAMS – publications	288.00	563.53
Telephone – long distance	7.72	0.00
Exhibit Fees – CAS newsletter	20.00	93.40
Engraving – presentation plaques	<u>114.90</u>	<u>50.31</u>
Expenses Incurred during the Year	<u>3,303.49</u>	<u>4,495.19</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>3,519.32</u>	<u>4,495.19</u>
Closing Bank Balance	<u>4,985.07</u>	<u>7,684.80</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	
Accounts Payable at 31 Dec	-	
Financial Position at 31 Dec	<u>4,985.07</u>	<u>7,684.80</u>

BRIAN WOLFENDEN, Treasurer - CAS

EDITOR'S REPORT

This is my 40th issue of the newsletter, and completes ten years in the role of editor. - I'm very pleased to say that I still enjoy being the editor, and look forward to producing many more issues.

2003 was a very good year for me as editor!

The March 2003 issue included our *Short Guide to Canadian Aerophilately*, which is intended to provide key information to "new collectors", and also to be used as a "publicity handout" for our hobby and Society. This was based on a series of articles on the *History of Aerophilately* that appeared in this newsletter during 1997 and 1998. This series included contributions from Richard S. Allen, Jack Ince, and Don Amos, which are still some of my favourite articles. (An abridged version of our *Short Guide* has just appeared in the March 2004 *Airpost Journal* of the American Air Mail Society. - Congratulations to Jim Graue on an excellent piece of editing.)

The June newsletter contained a report on the research by Richard Beith, Murray Heifetz, Bedrich Helm, and Jonathon Johnson, regarding the aircraft on a 1946 Czechoslovakian stamp. As part of this enquiry, I received an article in Czech from Jonathan, which was one of the most unusual items I received in my mail last year. (He also provided a translation.)

Another highlight was the research by Barry Countryman, that "rediscovered" National Air Transport Limited - an early Toronto airline that has been left out of many aviation history books. (An update on this research is included later in this issue.)

There is a little known story behind the cover that started this research into National Air Transport Limited. - John Irvine found the cover and letter in a collection he purchased, recognized it as unusual, and sent to me to try and obtain more information. However, some six weeks after the purchase, John was approached by the vendor, who wondered if he could get the collection back, as his grandson had expressed great interest in obtaining it. So, "under that circumstance", John sold the covers back to the vendor. Since then, John has been watching the enquiry develop, over a letter and cover that he no longer owns.

It seems to me that while there are medals for collections and literature in philately, and various awards for articles and research, there is not normally anything for John's kind of magnanimous action. However, selling back that collection is part of the friendly, personal side of aerophilately which is a very important part of our hobby to me. I am very pleased to have an opportunity to do something to remedy this, and to announce that:

**The CANADIAN AEROPHILATELIST EDITOR'S AWARD for 2004
will be presented to
JOHN IRVINE
for starting the research into
NATIONAL AIR TRANSPORT LIMITED
and for his contribution to the friendly spirit of aerophilately.**

Congratulations John!

Continued

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EDITOR'S REPORT continued:

One of my continuing challenges as editor, is to produce a newsletter that balances the interests of our two types of member:

- Canadians who are interested in any aspect of world-wide aerophilately,
- collectors from around the world who are interested in Canadian aerophilately.

I normally try to do this by printing articles that are about Canadian aerophilately, but to include questions and follow-up items on any aspect of world wide aerophilately, (such as the Chinese First Flight Cover on page 29 of this issue.)

If any member has comments about the content of the newsletter, or any other issue related to it, please contact me. - My address, telephone number, etc., are on the front page.

And: I have been told by Jack Ince to include the following item by Richard Saundry, from the November 2003 Air Mail News. - The Air Mail News is the journal of the British Aerophilatelic Federation, with which we exchange newsletters. Each issue includes a list of articles in publications received by the BAeF.

The Editor, *Air Mail News*, would like to pay a particular compliment to Chris Hargreaves, editor of *The Canadian Aerophilatelist*. You will have noted that a very high proportion of the articles appearing in the *Canadian Aerophilatelist* have been written by that journal's editor. The Canadian aerophilatelic journal is of a particular consistent high calibre, containing a wealth of information on all manner of subjects, many of the articles being one pages of the sort we do not normally highlight in our own journal. It is not that the members of the Canadian Air Mail Society are particularly 'backwards in coming forwards' - far from it. There is always a wealth of input by the members, but unlike contributors to *Air Mail News*, most members send in little bits, often in response to particular questions or appeals, and the result is that it is the indefatigable editor who has to do all the donkey work collating the information and penning most of the major articles. I take my hat off to Chris. If the Editor *Air Mail News* had not only to edit, but also to write the lions share of the articles, our journal would most certainly be the worse for it. I salute Chris Hargreaves, the consummate editor!

Many thanks Richard, and thank you too Jack.

Chris Hargreaves

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;
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DEDUCT 20% if paying in \$US.*

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[tel. (780) 419 6738; or e-mail Gord at: gordm@edmc.net or CalderRiver@hotmail.com]

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

LIBRARIAN'S REPORT

The Society has a small collection of books, catalogues and periodicals. These can be searched for information on particular topics, and photocopies supplied to members at cost.

We have recently acquired some early volumes of the Jack Knight Air Log, so that we now have a complete run from the first issue in November 1943, until the present time. The Air Log was initially published by the *Jack Knight Airmail Society* of Brookfield, Illinois, but is now a publication of the *American Air Mail Society*. Each issue contains articles on various topics, such as Zeppelin mail, Balloon Post, Latin American Air Mail, and Women in Aviation. (The current issues also include a section of *Canadian Air Mail Notes*, featuring various items from this newsletter.) Many thanks to Basil Burrell for arranging this acquisition.

The holdings of our library now include:

- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames.
- **Air Mails of Canada 1925-1939** by George B. Arfken and Walter R. Plomish
- **St. Lawrence Seaway - Ship to Shore Air Mail Covers, 1927-1934** by Jack Ince, a copy of his collection: each cover is written up with details of the route, rate, and developments in the service.
- **The Canadian Civil Aircraft Register** by John R. Ellis: *Part 1: G-CAAA to G-CAXP (1920 to 1928)*, and *Part 2: CF-AAA to CF-ACG (1929 to 1945)*, published by the Canadian Aviation Historical Society.
- **Canadian Air Mail articles** collected by Nelson Bentley
- **Harmers of London Auction Catalogues** for various sales, including:
Newfoundland Airmails - the collection of Cyril H.C. Harmer, 26th February 2002
The "Labrador" Collection of Newfoundland Airmails, 25th February 2003
Gaetano Vullo's Collection of World Airmails, 11th November 2003
- **Sanabria Airmail Catalogue - North America, 1995.**
- **American Air Mail Catalogue** Various volumes in the 4th, 5th, and 6th editions.
- **The Airpost Journal (published by the American Air Mail Society)** January 1947 to January 1950; and July 1964 to present.
- **Jack Knight Air Log #1** (November 1943) to present.
- **Jusqu'a Airmail Markings** by Ian McQueen: "A Study" (published 1993), and *Supplement* (1995).
- **Scottish Air Mails, 1919-1979** by Richard Beith
- **African Air Mail research notes** - documents donated by Jack Ince, and a photocopy of his collection.
- **Schweizerisches Luftpost Handbuch** 1984. - The Swiss air mail catalogue: in German.
- **Recovered Mail** by Henri Nierinck. First edition, 1918-1978; and second edition 1937-1988.
- **Airmail Operations During World War II** by Thomas H. Boyle Jr. - A worldwide study.
- **Wartime Air Mail - an introduction** by John Daynes. - British and Swiss documents.
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**

For more information contact: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

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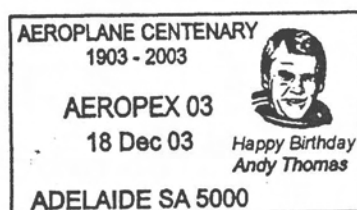
EXHIBITION NEWS: AEROPEX - AUSTRALIA - 2003

Mike Shand

With 2003 BEING NOT ONLY 100 YEARS SINCE THE WRIGHT BROTHERS (AND RICHARD PEARSE) MADE THEIR FIRST FLIGHTS BUT ALSO 75 YEARS SINCE THE FIRST CROSSING OF THE PACIFIC OCEAN FROM CALIFORNIA TO AUSTRALIA BY KINGSFORD SMITH, THE AUSTRALIAN AIR MAIL SOCIETY HELD AN INVITATIONAL SHOW IN ADELAIDE IN DECEMBER. THIS WAS OF COURSE VERY MUCH THE RESULT OF EFFORTS BY NELSON EUSTIS WHO FOR 70 YEARS WAS INVOLVED IN AUSTRALIAN AEROPHILATELY, PUBLISHING HIS FIRST CATALOGUE IN 1937 AT AGE 22. ALAS HE DID NOT SURVIVE AN OPERATION SHORTLY BEFORE THE SHOW WHICH THEN BECAME A CELEBRATION OF HIS EFFORTS AS WELL AS THE WRIGHT'S AND KINGSFORD SMITH.

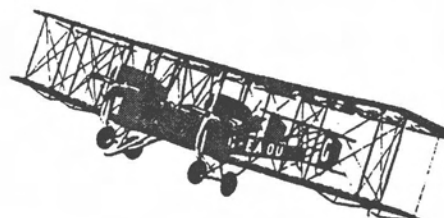
IT WAS A SMALLISH SHOW OF 23 EXHIBITS OF THE FINEST AVAILABLE IN AUSTRALIAN AND N.Z. AEROPHILATELY BUT ALSO INCLUDING SIGNIFICANT SPACE MAIL TO THE MOON AND BACK BY APOLLO 11 AND 15, IMPERIAL CRASH COVERS, MALAYAN AIRMAILS AND OTHER FINE MATERIAL. TOM FROMMER SHOWED SOME OF THE AIRMAIL LABELS AND VIGNETTES OF AUSTRALIA WHICH ARE ILLUSTRATED IN HIS RECENT BOOK ON THE SUBJECT WITH ILLUSTRATIONS IN COLOUR, ALSO AVAILABLE FOR SALE AT THE SHOW.

IN TERMS OF PERSONALITIES IT WAS OPENED BY BOTH MARJORIE JACKSON-NELSON, THE GOVERNOR OF SOUTH AUSTRALIA AND MICHAEL HARBISON, THE LORD MAYOR OF ADELAIDE. ATTENDING AT MANY FUNCTIONS THROUGHOUT THE SHOW WERE JON JOHANSON WHO WAS MUCH IN THE AUSTRALIAN NEWS FOR FLYING ESCAPADES OVER THE SOUTH POLE AND ONLY JUST MADE IT TO THE SHOW IN TIME, AND NANCY BIRD, A PIONEER AERIAL AMBULANCE WORKER WHO TOOK HER FIRST FLYING LESSON AT AGE 17 FROM KINGSFORD SMITH. A LINK WITH THE PAST INDEED. BOTH THESE, ALONG WITH ANDY THOMAS, AUSTRALIAN ASTRONAUT AND DICK SMITH, THE FIRST TO FLY A HELICOPTER SOLO AROUND THE WORLD HAD THEIR LIKENESS ENGRAVED ON THE FINE COMMEMORATIVE MEDALLION PRESENTED TO ALL EXHIBITORS (AS THIS WAS A NON-COMPETITIVE SHOW.)



ALTHOUGH THERE WERE NO DEALERS AT THE SHOW, CHARLES LESKI CONDUCTED A VERY FULL AEROPHILATELIC AUCTION. ONE ITEM OF INTEREST WAS ONE OF ONLY 4 LETTERS CARRIED BY KINGSFORD SMITH DURING HIS FIRST TRANS-PACIFIC FLIGHT. IF YOU NOTICE TEAR-STAINS ON THIS PIECE IT IS BECAUSE I ONCE HAD SUCH AN ITEM BUT SOLD IT LONG SINCE. LESKI KNOCKED IT DOWN AT \$24,500 PLUS COMMISSION, TAX ETC. HE PLANS ANOTHER AEROPHILATELIC AUCTION FOR SPRING (PERHAPS APRIL) 2004 AT 13 CATO STREET HAWTHORNE EAST 3123 VICTORIA AUSTRALIA OR WWW.LESKI.COM.AU.

IN ALL A GREAT SHOW OF WHICH NELSON EUSTIS WOULD HAVE BEEN PROUD. WHEN WILL THERE BE SUCH A SHOW ANYWHERE IN NORTH AMERICA HMMMMM !



EXHIBITION NEWS continued:

100 Years of Powered Flight
100 Exhibitors / 100 Exhibits / 100 Frames / 100 Subjects
Airmail & Aviation
(How to Celebrate a Jubilee)

Each year, the Dutch aerophilatelic society "De Vliegende Hollander" (= "The Flying Dutchman") celebrates the Day of Aerophilately; one of the activities is an aerophilatelic exhibition (usually about 75 frames). During the 41st Day of Aerophilately (in 2002) we realised that the year 2003 would be a special year in the history of aviation, because the Wright brothers made their first powered flights in 1903.

Inspired by the number "100" (100 Years of Powered Flight) we proposed a special exhibition to be held during the 42nd Day of Aerophilately (in 2003): 100 exhibits in 100 frames (i.e. 100 1-frame exhibits). As an extra restriction we aimed at exhibits about 100 different subjects and from 100 exhibitors. On the other hand, we allowed not only aerophilatelic exhibits, but also exhibits from other disciplines (maximaphily, postal stationary, thematic philately, traditional philately) about subjects related to aviation. In order to encourage participation (competitive or non-competitive), we choose to use a simple application form, personally invite prospective exhibitors and offer to assist collectors without exhibiting experience.

As a result of much work, the 100 1-frame exhibits were shown in October 2003; in fact, we had an excess of 40 1-frame exhibits transferred to the 'regular' aerophilatelic exhibition. About 50% of the 1-frame exhibitors were non-members (some of them showed airmail material from their non-aerophilatelic collection); about 50% of the 1-frame exhibitors were first-time exhibitors. The age range of the 1-frame exhibitors was from 10 to 90 years. We received many enthusiastic reactions from exhibitors (some of the first-time exhibitors have exhibited again elsewhere since) and from visitors (they were surprised by the diversity of the subjects).

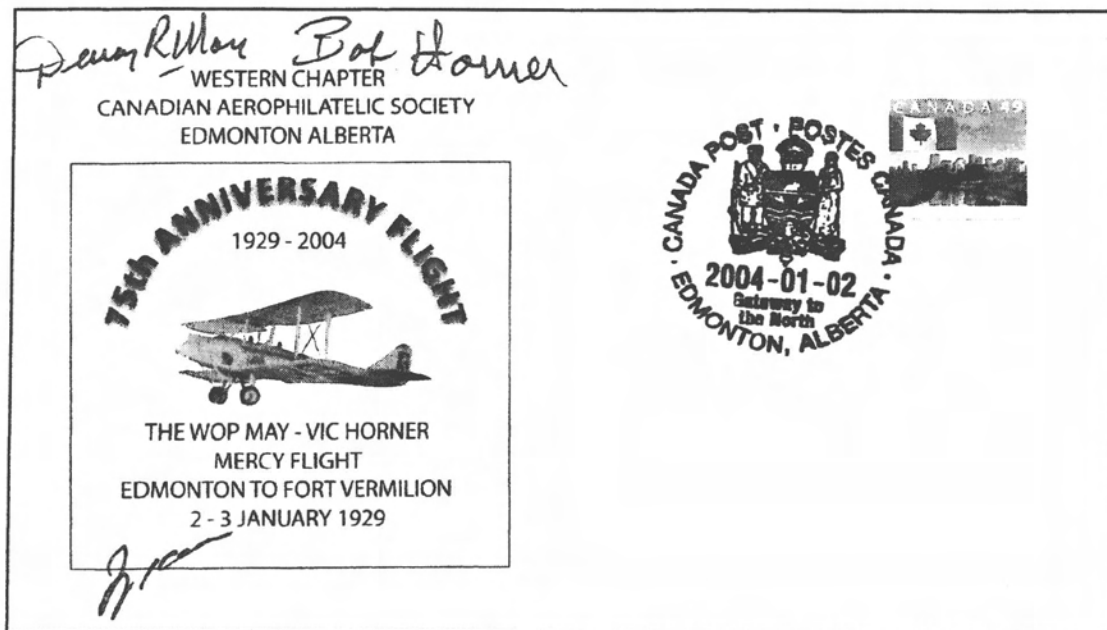
Although the concept of a 1-frame exhibit was introduced to encourage collectors to become exhibitors, experienced exhibitors use this possibility to show a selection from an existing exhibit or to show a very specialised exhibit (for which it is difficult to fill more than one frame). This allows an interesting mixture of simple and specialised exhibits. It was our experience that this exhibition attracted first-time exhibitors, new exhibits and more visitors than usual.

Our experience with this exhibition has convinced us that our approach was an effective (but small) remedy against the problem of decreasing interest in philately (w.r.t. collecting and exhibiting). Therefore we recommend to copy (and adapt) this approach, by celebrating a jubilee with a 1-frame exhibition (e.g. 25 frames in case of a 25 years jubilee of your local philatelic society); try to realize this with different exhibitors and different subjects (related to the jubilee). If you use this approach, we would be pleased to see a report about your experiences in this periodical.

Jacques Bot (CAS member #242)
Hans TSchroots

Many thanks to Mike and Jacques for these reports about very different approaches to exhibitions.

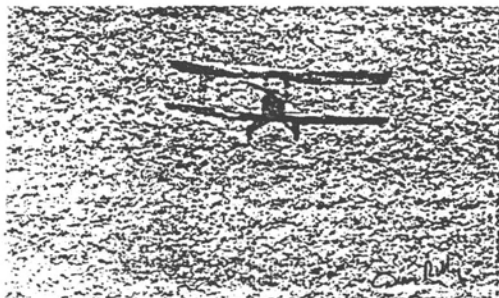
75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT



This turned into a BIG event! - Look at the programme for the departure ceremony:

The Western Chapter of the
Canadian Aerophilatelic Society and its
Partners proudly present:

The 75th Anniversary Re-enactment of the
May - Horner Mercy Flight
to Fort Vermilion



1929 2004
Departure Ceremony

Edmonton Flying Club Hangar

9:00 a.m. to 10:30 a.m.

2 January 2004

The cover illustration is from a watercolour "Coming Home", done by Denny May as a tribute to his father and Vic Horner.

Program

Please stand when the Vice-Regal
March is played.

Speakers

Master of Ceremonies,
Mr. Keith Spencer

Mr. David Brown, Vice-Chairman,
Western Chapter,
Canadian Aerophilatelic Society

Mr. Paul Gervais, Vice-Chairman,
Kingsway Business Association

His Worship Mayor Bill Smith,
City of Edmonton

Mr. Robert Horner

Mr. Denny May

Her Honour the Lieutenant Governor
of Alberta, Dr. Lois E. Hole, C.M., A.O.E.

My commiseration to Cecil Stoner, Chairman of the Western Chapter, who missed the ceremony as he was down with the flu. - I hope you felt better a long time ago Cecil.

Continued

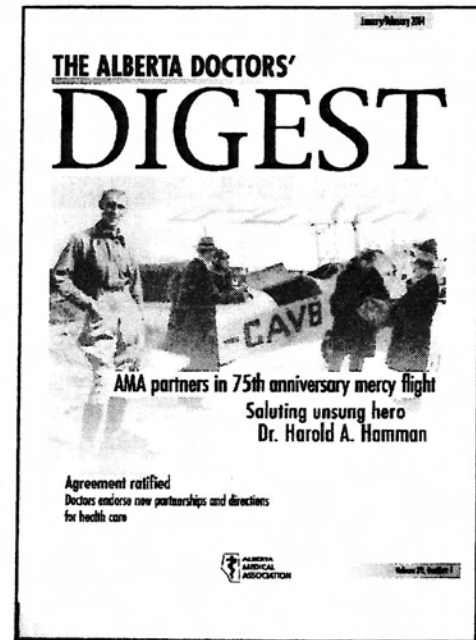
75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT continued:

The re-enactment was also the cover story for the January 2004 journal of the Alberta Medical Association!

Congratulations to everyone involved from our Western Chapter, which initiated this re-enactment project, and shepherded it to its very successful conclusion!

I am including three articles related to the re-enactment in this issue of our newsletter:

- an article by J. Robert Lampard, MD, which gives information about the medical issues involved,
- a description of the re-enactment flight by Denny May, who was on the aircraft;
- comments on the cancellation designs and other aspects of the re-enactment by Nino Chiovelli.



Saluting Dr. Harold A. Hamman: Unsung hero in averting diphtheria outbreak

By J. Robert Lampard, MD

January 2-6, 2004, marked the 75th anniversary of the Wop May- Vic Horner mercy flight to deliver diphtheria toxoid to Fort Vermilion, Alberta, residents. The two pilots became well known for the 500 mile (one-way) flight from Edmonton in 1929. But there is a third hero in the story - Dr. Harold A. Hamman.

Dr. Hamman was unwavering in his efforts to protect two towns from diphtheria. He made five dogsled trips in 25 days and covered 300 miles to diagnose, treat and vaccinate the inhabitants of Fort Vermilion and Little Red River (then a population of 200, and now called Mikwa). The towns were two dogsled-days apart.

A 1923 University of Alberta-McGill medical graduate, Dr. Hamman followed his father, Dr. Alfred Hamman of Taber, into the field of medicine. After graduation, young Dr. Hamman accepted a 1924 medical contract offer of \$700 from Indian Affairs and \$2,000 from the Alberta government, plus whatever he could earn on a fee-for-service, basis, to serve 900 area treaty Indians and Fort Vermilion residents on the lower Peace River.

His practice followed the river, extending 140 miles upstream - until Dr. Mary Percy Jackson arrived at Notikewin in 1929 - and 200 miles downstream to Hay River. Although there was a 10-bed hospital in the convent, Fort Vermilion did not have a pharmacy. Dr. Hamman became responsible for purchasing the drugs and securing payment, if he could.

"About December 10, 1928, I had a letter from Little Red River asking me to come see Mr. Logan, the Hudson Bay Company manager," recorded Dr. Hamman in his notes. "His wife had written describing an illness very suggestive of diphtheria. William Gray drove me downstream [by dog team] to Little Red River."

Astutely, Dr. Hamman took the remaining 5,000 units of diphtheria toxoid with him.

"The case indeed was diphtheria and Mr. Logan was deathly ill. I gave him what antitoxin I had but it was old stuff. I was afraid of an epidemic and I wrote a telegram to Dr. Bow, Alberta's deputy minister of health, advising him of my plight and asking that a plane be sent to bring toxoid to protect the community, as well as more antitoxin.

"This message was carried to Fort Vermilion by Bobbie Gray [William's son]. Mr. Clarke arranged with Joe La Fleur and his son-in-law, William Lambert, to make the trip to Peace River [280 miles upstream] to send the wire to Dr. Bow."

Continued

75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT**SALUTING DR. HAROLD A. HAMMON by J. Robert Lampard, MD continued:**

The dogsled trip took 11 days as they were delayed when Lambert fell in the river. "After this was done, Mr. Logan developed laryngeal diphtheria and died after a few days. His widow wanted him to be buried at Fort Vermilion and someone was sent to dig a grave.

"I felt it devolved upon me to make sure I did not carry the disease in my clothes and I instructed Harry Clarke, the handyman, to arrange that both Mrs. Logan and I would bathe and he would supply us with whatever clothes he could out of new stock in the store. Our own clothes were burned.

"Next day we left for Fort Vermilion. Nearing the Fort we stopped by the cemetery, and the coffin was lowered into the grave. There was no ceremony. We went on to the Fort and found we were most unwelcome by many people, among the Catholic Mission nuns and priests.

"Mrs. Logan was to stay at Clarke's home and I wanted to get back to Little Red River to try to do anything I could for the people in case the disease was rampant. Once again I undertook the trip to Little Red River."

To get to Dr. Hamman, May and Horner left Edmonton on January 2, 1929 in their open cockpit 75 hp Avro Avian. Dr. Bow had given them 500,000 units of toxoid at the airport." The two flyers reached McLennan that night by following the railway lines at an elevation of 100-500 feet. They successfully landed on the Peace River. Later, the plane could not gain enough elevation to fly over the new Peace River bridge so May maneuvered under it. It was a harrowing three- hour flight at -30 to -45 degrees F.

"It was about December 31 when we received, on the radio, a message from Dr. Bow that a plane was coming with supplies and would stop at Fort Vermilion before leaving for Red River," Dr. Hamman noted. "By this time I felt the danger of an epidemic was slim so I wanted to intercept the plane's pilot at Fort Vermilion so that he wouldn't be subjected to a landing at Little Red River that was not now necessary.

"Bobbie and I again left for Fort Vermilion and traveled very long hours to get there. On arrival we saw a plane sitting on the river ice, near the Hudson Bay Company store. Wop May and Vic Horner had arrived less than an hour before me. They delivered the parcel of antitoxin, etc. They had made the trip in an open cockpit plane at a temp of 30 below - a courageous and punishing expedition."

The next day the courageous flyers headed back to Peace River using car gasoline instead of aircraft fuel, which made the plane sputter all the way. Two days later they flew to Edmonton only to arrive in the midst of a snowstorm but just 13 minutes after their scheduled January 6 arrival.

A crowd of 10,000, almost 20% of the Edmonton population, was on hand to greet them. Twice that number lined the parade route, shortly afterwards, to honor them. Meanwhile, Dr. Hamman had headed back to Little Red River where he vaccinated everyone he could find who hadn't been immunized. He spent most of the winter inoculating residents and successfully aborted future outbreaks.

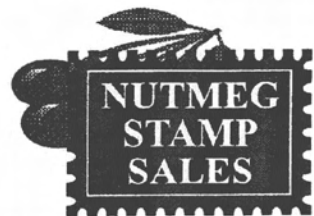
Continued

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75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT**SALUTING DR. HAROLD A. HAMMON by J. Robert Lampard, MD continued:**

"[After] the plane left for Peace River and Edmonton, and I set out to protect people against the disease, I continued to wonder from whence the disease had come. It seems Mrs. Logan had visited Quebec in the fall, and [her] nieces and nephews were sick with the disease.

"Family members gave her the children's clothing to be given to Indians in need. On her return to Little Red River, the trunk containing these clothes was not opened until 10 days before Bert Logan took ill. "He had helped his wife unpack these items. This is how the disease must have struck him down. His wife had previously been immunized."

Frustrated by the slow method of transportation, Dr. Hamman bought a snow machine kit in 1933 that he assembled on a Model A chassis, with a cab added onto the back. He used this machine for the next 15 years to travel up and down the Peace River in one-third the time that it took to travel by horse or dogsled. By 1936, he purchased transmitting equipment and became a Ham operator to solve the two-way communication problem.

Dr. Hamman practiced medicine in the north for almost 25 years until he developed TB in 1947 and recuperated at the Central Alberta (Baker Memorial) Sanitorium in Bowness. After his recovery, he joined the medical staff at the Baker facility where he practiced until the 1970s.³ He died in 1987 at the age of 86. In 1973, Premier Peter Lougheed commended Dr. Hamman for his actions in 1929. "The toughness that enabled you to withstand all of your adversities stood you in good stead, and you were determined to keep practising the art you knew best."

In recognition of the 50th anniversary of the flight, CFRN TV videotaped a re-enactment with May and Horner's sons. On June 21, 1979, Dr. Bow and Mrs. May waved goodbye as the two men took off in a 1930 Fleet Finch aircraft from Edmonton to reach the historical destination of Fort Vermilion - where Dr. Hamman met them.

Dr. Hamman recalled, "When Wop May finally told me that he had sight in only one eye, I hardly believed him. He had managed to always pass his medical test, and I was happy when he was piloting me."

The citizens of Fort Vermilion were happy as well. Fort Vermilion was granted a telegraph line by a unanimous vote in the House of Commons. For Edmonton, the event also had lasting economic implications with recognition as the aircraft gateway to the north.

The author wishes to acknowledge Bryan, Ken and Mark Hamman for their contributions to this story.

This article is reprinted from The Alberta Doctor's Digest, January/February 2004.

**75th Anniversary re-enactment of the
1929 MAY-HORNER MERCY FLIGHT
January 2-3, 2004
Denny May**

When Dr. Malcolm Bow (Deputy Minister of Health for Alberta) received the message on January 1st, he called "Wop" May who was in Calgary visiting family. "Wop" replied "We'll go tomorrow", then he immediately headed back to Edmonton where he and his friend "Vic" Horner got the plane ready. The aeroplane was an Avro "Avian" - a two place, open cockpit on wheels designed for training pilots.

The January 2, 1929 Flight headed North from Edmonton along the *Edmonton, Dunvegan and British Columbia Railway* tracks to Smith, then North West to Lesser Slave Lake (stopping en-route to put out a fire on the aircraft) to McLennan where they spent the night. On January 3rd they continued into Peace River for fuel, took off (flying under the bridge) and headed North along the Peace River to Fort Vermilion. On January 4th they headed back to Peace River, where they spent the next day doing major repairs to the engine.

Continued

75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT**75TH ANNIVERSARY RE-ENACTMENT OF THE 1929 MERCY FLIGHT by Denny May continued:**

On January 6th they flew non-stop to Edmonton where they were greeted by a crowd of 10,000 and a hero's welcome. Weather during the original trip included temperatures down to -33°F, ice fog and heavy snow. The flight covered 567 miles (912 Km) each way - over 14 hours total flying time.

The Western Chapter of the *Canadian Aerophilatelic Society* organized a memorial flight that left Edmonton on January 2, 2004, 75 years to the day of the original Mercy Flight flown by W.R. "Wop" May and Vic Horner. The memorial flight included Denny May (son of pilot Wop May) and Bob Horner (son of pilot Vic Horner), along with R.C.M.P. Staff Sergeant Jerry Klammer (Pilot of the R.C.M.P. Pilatus PC-12 Aircraft). Denny's wife Margaret and Bob's wife Gloria were also on board, along with Teresa Williams from Canada Post, M.L.A. Gary Friedel, and Edmonton Journal Reporter Nick Lees. We encountered temperatures down to -35 over the weekend, in keeping with the original flight conditions!



Bob Horner & Denny May

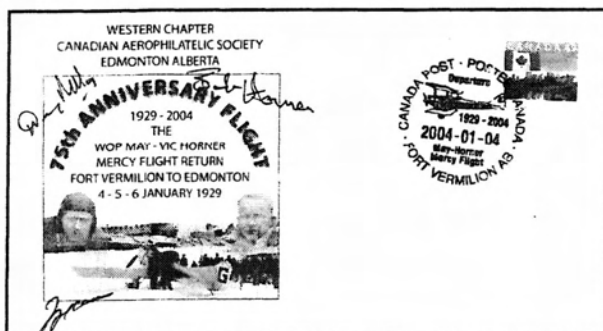
The January 2nd, 2004 flight stopped at the original stops along the route - Donnelly Crossing airstrip near the Village of McLennan (where a reception & lunch took place), then on to the Town of Peace River where a banquet was followed by stories and ceremonies which were open to the public. On January 3rd, 2004 the group carried on to the village of Fort Vermilion where packages of serum were presented to the hospital, and one third of the population turned out for a grand lunch and sharing of stories. It became very clear to us in Fort Vermilion how important this event was to them - many would not be alive today had the original flight not taken place, as they had no immunity to the deadly disease. Bob and Denny were presented with a pocket watch inscribed "Thanks for keeping the memory alive".

Two covers were produced for the event. One for the trip North - the photo on this cover shows the Avian at Fort Vermilion. The 49 Cent (Flag over Edmonton) stamp is cancelled with a special postal cancel featuring the City of Edmonton Crest, and back stamped with a McLennan Postal Cancel (with a railway telegraph "key" and in railway morse code the message "MH landed here"), with a cancel showing the Railway Bridge at Peace River, and with a cancel showing the Caduceus (medical symbol) for the town of Fort Vermilion. The cover for the trip South shows the Avian at Peace River with Pilots "Wop" May and Vic Horner. The stamp on this cover is cancelled with the Fort Vermilion postal cancel featuring the Avro "Avian" aeroplane, and back-stamped with a cancel showing the Avro "Avian" adapted from the painting "Coming Home" by Denny May of Edmonton, Alberta.

A very special thanks must go to: Nino Chiovelli for organizing this event, and to Cecil Stoner, Gordon Mallett, Edward Williams, Dave Brown & members of the Western Chapter CAS; Keith Spencer of the Edmonton Stamp Club; and the *Edmonton 2004 Committee* who undertook promotion & PR for the first event celebrating the 100th birthday of the city of Edmonton. Thanks must go as well to the Edmonton media who provided excellent TV & newspaper coverage of the departure ceremony, which included Lieutenant Governor Lois Hole and Edmonton Mayor Bill Smith. And we must recognize all who helped - the RCMP, the Edmonton Flying Club, the Kingsway Business association, The Alberta Aviation Museum, The Edmonton Aviation Heritage Society, the Canadian Aviation Historical Society, the Alberta Medical Association, Canada Post, The Edmonton Stamp Club, Aviat Esso, Aristocraft printing, Canadian Tire, 504 Squadron Air Cadets, and lastly the communities of Edmonton, McLennan, Peace River and Fort Vermilion.

Denny May, Western Chapter Canadian Aerophilatelic Society

Continued

75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT continued:

The signatures on the covers are:

Denny May,

Bob Horner,

and the pilot for the re-enactment:

S/Sgt Jerry Klammer, Edmonton

Air Section,

K Division, RCMP

HEROES, CANCELS, AND TRIVIA

Some scattered notes about the May – Horner Mercy Flight.

Nino Chiovelli

The Arctic Trails have their secret tails

That would make your blood run cold

From: "The Cremation of Sam McGee," by Robert Service.

Robert Service worked for the Canadian Imperial Bank of Commerce in Dawson City, Yukon during the Klondike gold rush. His eloquent knowledge of the English language, sense of humour and an overwhelming ability to write poetry provided a morale-building smile to the harsh living conditions that the Klondike pioneers had to contend with while searching for the mother lode.

That style of poetry immediately became popular with Canadians from coast to coast. Everyone living through a winter season on a humble homestead or tending a trap-line in the late 1800s and early 1900s could readily share those hardships. The winter of 1928 - 1929 brought that harsh lifestyle to a test when the northern Alberta community of Little Red River was threatened with a Diphtheria outbreak.

Our specialty in collecting and studying airmail and pioneers in the field of aviation will generally focus on the route, type of aircraft used or the pilot of the flight involved. In some cases trail blazing flights carried mail. In other cases such as this flight no mail was carried, but we have produced commemorative covers to honour the participants.

A pleasant addition to the project was our ability to refresh the public's knowledge of many heroes on the ground who stepped up to the plate to get the call for help out to the telegraph centre and others who prepared landing fields on river ice or a frozen lake. These hardy people though far from the Klondike, none the less lived with similar hardships and used the same tools and methods to survive in the cruel sub-arctic environment.

Some accolades to those unsung heroes are represented in the artwork submitted for the cancels used on the Commemorative Covers. They are as follows:

The departure cancel for Edmonton has the Coat of Arms of the City and is dedicated to the pioneering spirit. Permission to use the Coat of Arms was specially authorized by City Council. This cancel was produced exactly as submitted.

The telegraph key on the McLennan cancel with a simple message in Railway Morse Code is a salute to the telegraph operators who kept Edmonton and the world informed of the flight's progress. The cancel differs from the original artwork due to space limitations. (See illustrations on next page. Ed.)

The Peace River cancel shows a likeness to the first bridge across the river in that community, and is a salute to the police and volunteers who cleared a landing strip on the river ice. On taking off from that strip May and Horner could not gain enough altitude to over fly the old bridge so they flew under it and along the river until they had enough power to climb to a cruising altitude. This cancel differs from the original artwork offering the view of a stylized bridge.

Continued

75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT continued:**Cancellations used by Canada Post:****Cancellation designs suggested Nino Chiovelli:**

Nino's original artwork for each cancel was approximately 18cms (7 1/2") in diameter.

Continued

75TH ANNIVERSARY OF THE MAY-HORNER MERCY FLIGHT continued:**HEROES, CANCELS, AND TRIVIA by Nino Chiovelli continued:**

The arrival cancel at Fort Vermilion bears the old style Caduceus that was used in 1929 and is a salute to Dr. Harold Hamman, and Mrs Bert Logan - widow of Bert Logan the patient who succumbed to Diphtheria. Mrs Logan was a nurse and was the first to diagnose the illness. Dr. Hammond pioneered medical treatment in the Peace River area of Northern Alberta, and this event was only one of many heroic episodes in which he was involved. The salute to Doctors and Health Care Workers cancel was produced exactly as requested. The Post Office Artist greatly improved the presentation of the Caduceus.

The Fort Vermilion departure cancel features the AVRO Avian in flight. Prior to leaving Fort Vermilion, May and Horner had to carry out a fair bit of mechanical work and a quick salvage of a few litres of engine oil that spilled onto the snow-covered ground. This was done by shovelling the oil soaked snow into a cooking pot and heating it. The hot liquid separated, the oil was skimmed off the top and filtered into another container then poured back into the engine. Then they made the return flight to Peace River where further repairs were made to the aircraft prior to returning to Edmonton on 6 January 1929.

*Oh! I have slipped the surly bonds of earth
And danced the skies on laughter silvered wings*

From: "High Flight," by Pilot Officer John Gillespie McGee.

In 1929 the population of Edmonton was approximately 54,000. When May and Horner returned to land at Blatchford Field they were met by a crowd of 10,000 enthusiastic Edmontonians. The back-stamp in Edmonton dated 6 January features an oncoming aircraft and is taken from a watercolour by Denny May titled "Coming Home."

The project involved four communities. Tammy Chavis coordinated the welcome to McLennan on Friday 2 January 2004. This was a working day for the agricultural and resource based town. Non the less a large crowd turned out in -29 temperatures to welcome the visiting entourage and hosted them to a well-prepared lunch and ceremony.

That afternoon arriving in Peace River the visiting party was taken by bus on a tour of the town-site including visits to the grave of Twelve Foot Davis and the old riverboat harbour area. After a short rest period to book hotel rooms and freshen up an evening banquet was held for the visitors. Stuart Wraight coordinated the activities in Peace River.

On the morning of 3 January 2004 the group left to visit Fort Vermilion where Barb Spurgeon had organized the welcome and a noon banquet in the local Legion Hall. Fort Vermilion is a Hamlet and everyone living in the area asked to attend the banquet. Barb had to issue 200 free tickets that were distributed in less than an hour days before the event. However the phone at her office with requests for tickets never stopped ringing until the office closed on Friday afternoon 2 January. From Edmonton I spoke with S/Sgt Jerry Klammer by phone while the banquet was underway. He was at the door leaving to check the aircraft and he said people were still arriving but had to be turned away. The Legion management was able to allow only 50 more people into the building (to total 250).

Hospitality so freely given by all of the communities along the way was outstanding. It was a demonstration of pride that the local inhabitants have in their heritage and a demonstration of gratitude to all of the people involved in the successful victory over a killer disease.

Nino Chiovelli

Congratulations again to everybody involved!

300 sets of covers were produced, and offered for sale at \$21.00 per set, including postage within Canada. To check availability, and for further information regarding postage, please contact:

WC-CAS Collectibles, 14419 - 87 Street, Edmonton, Alberta T5E 3G6

(Tel. 780-475-9665, or e-mail nchiiovelli@telusplanet.net)

NATIONAL AIR TRANSPORT LIMITED - one year later

The March 2003 newsletter featured an intriguing Windsor - Toronto, July 15th 1929 First Flight Cover from a collection that John Irvine had purchased. This cover, the letter it contained, and the write up in the collection, are reproduced on the next page. Although the cover looks quite "ordinary":

- the letter is on NATIONAL AIR TRANSPORT LIMITED letterhead, and refers to a "*DAILY SERVICE TORONTO-WINDSOR WITH BUHL AIRSEDANS*". However, there was no mention of such a service, or of National Air Transport, in various books that were consulted.
- the write up for the cover states that National Air Transport "*were awarded and flew the new Mail contract, Toronto, London, and Windsor on July 15, 1929*", but the Air Mails of Canada and Newfoundland states that the Toronto - Windsor service was flown by Canadian Airways! (Flight #2945.)

In the September 2003 newsletter, I was delighted to report that Barry Countryman had found some newspaper articles which established that National Air Transport's Toronto - Windsor service had not only existed, but operated for some time!

Since then I have received additional information from Barry, Richard Sanders Allen, Neil Hunter, Terry Judge, Jonathon Johnson, and Bob Terry. We have pieced together quite a history of National Air Transport, which seems to be Canada's forgotten airline!

1928 NAT was incorporated in Toronto under a Dominion charter on July 4th 1928.¹ The incorporation was reported in the Toronto Star on July 7th. (Their story was reproduced in our September 2003 newsletter.) The President of NAT was Earl Hand, who was also the President of the Toronto Flying Club.

NAT began operations at Toronto on July 25th.² Their first aircraft was a de Havilland DH60X Moth, transferred from Canadian Air Express Limited.³

In August NAT acquired two additional aircraft, both of them new:

a de Havilland DH60X Moth, G-CAUD, on August 16th;

a Buhl CA-5 Airsedan, G-CATO, on August 18th.

August 24th: NAT flew the mail from Windsor to Hamilton, as part of the CNE Golden Jubilee Flights.

A picture in The Evening Telegram, August 27th, had the caption:

G-CATO, 5-passenger Buhl air-sedan, owned by the National Air Transport Co., Ltd., which Capt. Earl Hand, D.F.C., etc., used in conveying air mail from Windsor to Hamilton, flying entirely by compass, because of rain and fog.

In Hamilton the mail was transferred to G-CAIP, "*a Fairchild folding-wing monoplane, flown by Jack Caldwell, test pilot for Canadian Vickers*".

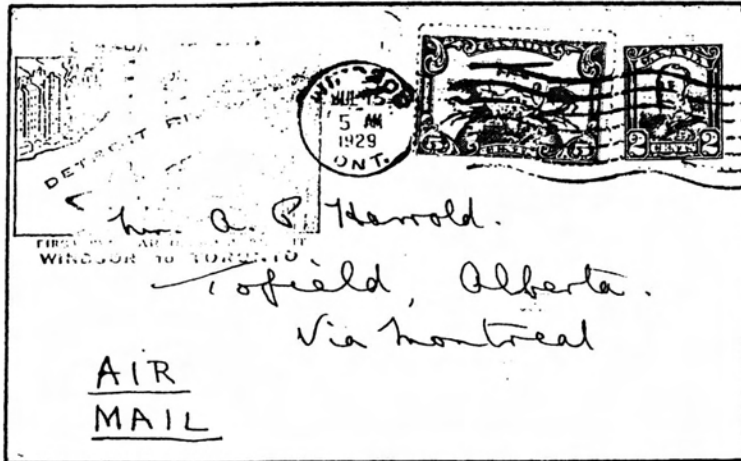
Continued

¹ Date recorded by Terry Judge. - Barry Countryman noted that it is Ontario Ministry of Consumer and Business Services file #000019347T.

² 125 Years of Canadian Aeronautics, (Canadian Aviation Historical Society, 1983), page 143.

³ The only reference to this transfer is in the original cover write up. - Although there are several errors in that write up, this statement is compatible with all the other information known about NAT's fleet. The aircraft was probably G-CATF, which was registered by Canadian Air Express on July 17th 1928; by A.A. Lamport on 6th March 1929; and by NAT on 4th April 1929. (All dates of aircraft registration and disposition are from The Canadian Civil Aircraft Register by John R. Ellis, published by the Canadian Aviation Historical Society.)

No reference has been found to a formal association between Canadian Air Express and NAT in 1928, but Earl Hand became Secretary of Canadian Air Express when that company was reorganized in 1929. (Toronto Star, 13th February 1929.)

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

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

c/o L. D. Gaskin
73 Roselawn Ave.
Toronto.
July 14/29

Dear Alf.

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

Ed.

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

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

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

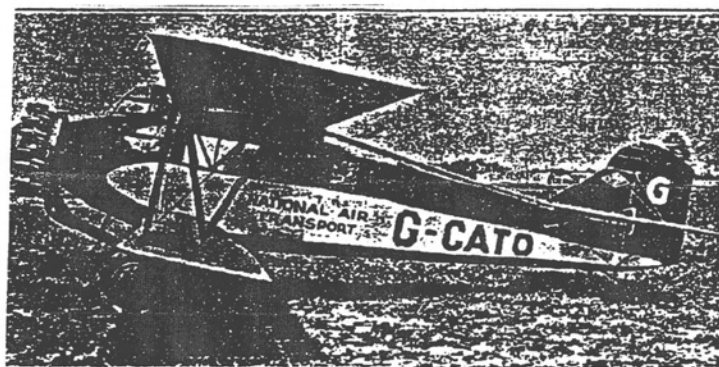
One D.H.60 was sold in Sept. 1930 and both Buhl A/C were lost by fire at Barker Field 12/Nov. 1935. Nothing on National is recorded after that date.

Continued

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

October 18th 1928: NAT acquired a fourth aircraft: a new Buhl CA-3C Sport Airsedan, G-CATP.

November 13th 1928: NAT began its daily service between Toronto and Windsor. (See the story from The Toronto Star reproduced in our September 2003 newsletter.)



THE BUHL AIRSEDAN

That is Used by the National Air Transport on the Toronto-Windsor Daily Service.

From Canadian Air Review November 1928.

In December the Canadian Air Review contained a story about NAT which began:

**NATIONAL AIR TRANSPORT LIMITED, A
TORONTO COMPANY**

Toronto has, in the National Air Transport Limited, one of the most progressive commercial aviation companies in Canada, operating from the Toronto Airport at Leaside.

This Company started operations in July last and since that time has carried from the Toronto airport, hundreds of passengers, thousands of pounds of cargo; His Majesty's mail on four occasions; has carried out advertising assignments and aerial broadcasting for the Canadian National Exhibition.

The statement the company has **carried His Majesty's mail on four occasions** is intriguing! - The "four occasions" may all relate to the CNE flights, but it is uncertain whether NAT was involved in the return flights from the CNE: The Air Mails of Canada and Newfoundland lists A. Schneider as the pilot "Toronto to Hamilton, London and Windsor" on August 29th. No other information regarding NAT carrying mail in 1928 has been found.

1929 The year seems to have begun well for NAT. It's Toronto - Windsor service continued to operate during the winter⁴, and it acquired two more aircraft:

a de Havilland DH60X Moth, G-CATI, from Canadian Air Express.⁵

a new Buhl CA-6 Airsedan, CF-ACX, registered on May 14th. - This acquisition was reported in the Toronto Star on April 30th, (see our September 2003 newsletter), which stated that the aircraft: "will be immediately put into the Toronto-Windsor service which this firm inaugurated last November."

Continued

⁴ Entry for March 1929 in 125 Years of Canadian Aeronautics.

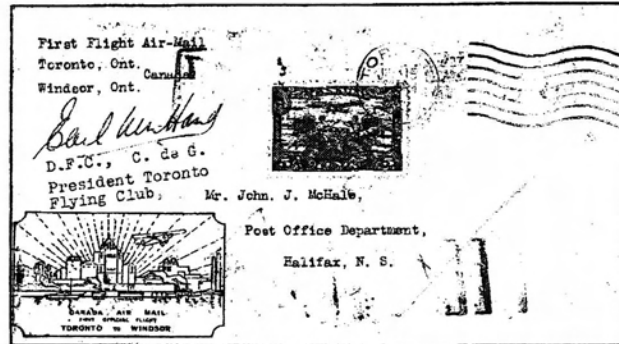
⁵ G-CATI, and the Moth G-CATF used since July 1928, were both registered to NAT on April 4th 1929.

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

July 15th 1929: Canadian Airways introduced a daily air mail service from Toronto to Detroit, via Hamilton, London, and Windsor.

The cover that started this enquiry would have been flown by this Canadian Airways service, not by NAT. "Ed", who wrote the letter, may have been Ed Johnston, who is listed in the Toronto Directory for 1930 as chief pilot of NAT. - That could explain both how the writer had access to NAT letterhead, and why they were in Windsor but using a Toronto address.

A second NAT related cover and letter from the July 15th flight have now been found:



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

AUSTIN CAMPBELL
VICE-PRESIDENT

J. D. A. McDONALD
SECRETARY-TREASURER

NATIONAL AIR TRANSPORT LIMITED

~~TORONTO, ONTARIO, CANADA~~

OFFICE PHONE: ~~MONROE~~ Hyland 4331
AIRPORT " HUDSON 9632

CANADIAN DISTRIBUTORS
"BUHL AIRCRAFT"

Leaside, Ontario,
June 28th, 1930.

Mr. John J. McHale,
Post Office Department,
Halifax, N.S.

Dear Mr. McHale,-

I am very pleased to return your
envelopes duly signed, as requested.

Yours very truly,

EMH/W.

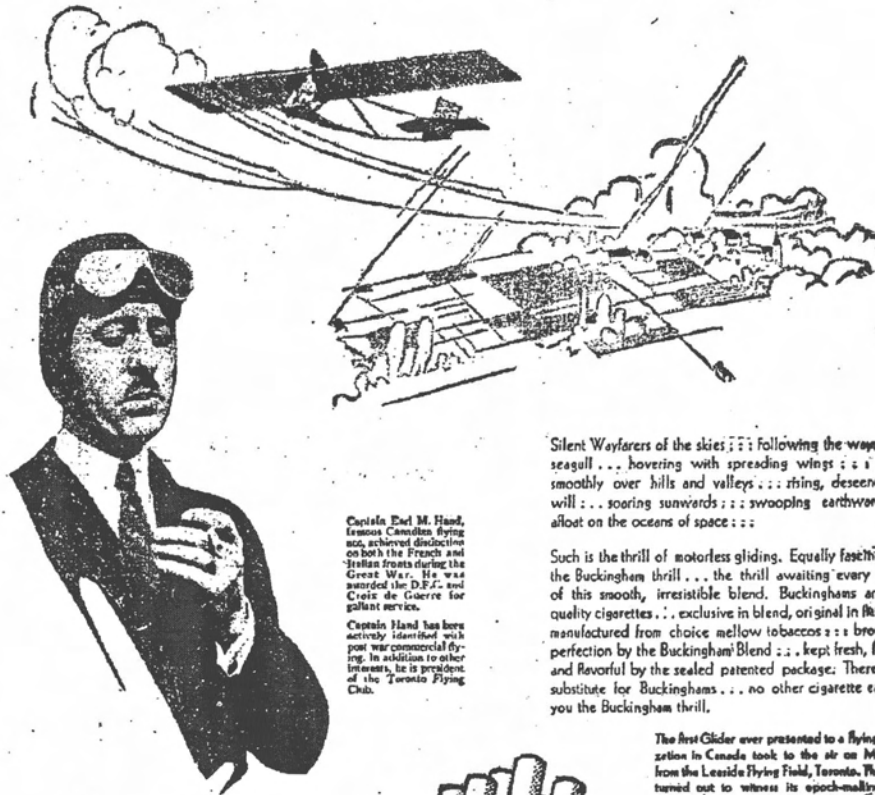
Encl.

It seems likely that Earl Hand was asked to sign this cover for John McHale as a celebrity, not because he was connected with the flight. - The cover is therefore similar to the one signed by Senator Cairine Wilson, shown on page 19 of our December 2003 newsletter. (Another example of Earl Hand's celebrity status, is his endorsement in the cigarette advertisement shown on the next page.)

This above cover is, however, very useful in tracing the development of NAT, because of the changes that have been made to the letterhead, between July 14th 1929 and June 28th 1930. - NAT has moved its office, and there is no longer a reference to the "Daily Service Toronto-Windsor".

Continued

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

SOARING MAN-BIRDS IN THE SKY.
SILENTLY SAILING OCEANS OF SPACE

Captain Earl M. Hand, famous Canadian flying ace, achieved distinction on both the French and Italian fronts during the Great War. He was awarded the D.F.C. and Croix de Guerre for gallant service. Captain Hand has been actively identified with post war commercial flying. In addition to other interests, he is president of the Toronto Flying Club.

Silent Wayfarers of the skies... following the way of the seagull... hovering with spreading wings... sailing smoothly over hills and valleys... rising, descending at will... soaring sunwards... swooping earthwards... aloft on the oceans of space...

Such is the thrill of motorless gliding. Equally fascinating is the Buckingham thrill... the thrill awaiting every smoker of this smooth, irresistible blend. Buckinghams are quality cigarettes... exclusive in blend, original in flavor... manufactured from choice mellow tobaccos... brought to perfection by the Buckingham Blend... kept fresh, fragrant and flavorful by the sealed patented package. There is no substitute for Buckinghams... no other cigarette can give you the Buckingham thrill.

The first Glider ever presented to a flying organization in Canada took to the air on May 1st from the Leaside Flying Field, Toronto. Present to witness its epoch-making flight. The Glider, was the gift of the manufacturers of Buckingham Cigarettes to the Toronto Flying Club and was formally christened the "Buckingham Boomer".

"Buckingham Cigarettes are wholly enjoyable. I get a thrill out of them as keen in its way as the thrill of flying."

Earl M. Hand



20 for 25¢

NO COUPONS
ALL QUALITY

"THE THRILL THAT COMES WITH BUCKINGHAM"

The endorsement (in case it doesn't copy well) was:

"Buckingham Cigarettes are wholly enjoyable. I get a thrill out of them as keen in its way as the thrill of flying."

(The Toronto Star, May 19th 1930.)

November 1929 In spite of the changes taking place at NAT, the airline expanded its fleet. Two additional aircraft were registered by NAT on November 15th:

CF-ADE, a de Havilland DH-60M Moth, previously registered to M.L. Williams of Montreal, on May 11th 1929;

CF-AGC, also a de Havilland DH-60M Moth, this one previously registered to Loyola College of Montreal, on July 24th 1929.

Continued

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

1930 NAT continued to operate a fleet of 8 aircraft: CF-AAF, a Fairchild FC-2, first registered to J. Bailes & Sons of Toronto on January 29th 1929, was registered by NAT on August 26th 1930; but the DH-60X Moth G-CAUD was sold on September 25th 1930.

In October 1930, an airline called National Air Transport, began operating Cleveland - Chicago services. There was no connection between National Air Transport of Toronto, and this American airline with the same name.

November 29th: A report in the Toronto Star stated that:

National Air Transport Co. Has just completed its northern base for winter operations at Haileybury, where three heavy cabin machines will be maintained, to accommodate mining men, prospectors and others who wish to travel in and about the Metachewan, Kirkland and Du Parkuet Lake areas.

Other bases are now established in the Muskoka Lake region in preparation for the winter sports which will be inaugurated.

1931 An article about NAT in Canadian Aviation, April 1931, began:

500,000 miles in Canada

- N. A. T. is one of those hardy Canadian pioneers which blazes the way for later developments three years of achievement

MANY air transport companies have come and gone since National Air Transport Limited, of Toronto, commenced operations three years ago. They are now entering the fourth successful year.

Half a million miles of aerial transportation without a serious mishap of any description bespeaks the greatest care and caution in the conduct of their business. They operate four Moths, three Buhl Airsedans and a Fairchild Cabin Monoplane.

Keeping a fleet of eight aeroplanes constantly occupied requires no mean business ability and to its able managing director, Earl Hand, a great deal of credit is due. Efficient management and the exercise of good judgment are imperative, at all times.

N. A. T. operate from four bases, maintaining equip-

Tommy Higgins, instructor, and Miss Vic Torrington, student

ment at each. Headquarters are maintained at Leaside, Toronto, and flights are made from Dufferin Airport.



ON DECEMBER 13, 1930, N. A. T. took over the Leamington-Pelee Island air mail route. The first trip carried twenty bags of mail, weighing 441 pounds. Up to February 28, 14,461 pounds of mail, 83 passengers and a quantity of express comprised of everything from bread to dynamite, were carried. W. J. E. Johnson, one of Canada's well-known commercial pilots, managed these operations and was assisted by mechanic Joe Lucas.

This operation will continue until the middle of April. The equipment used is a Buhl Airsedan and a Moth.

ACTIVITY at Elk Lake and Kirkland Lake districts were carried on with a Fairchild, and consisted largely of carrying miners and supplies into the Matachewan district. This machine was in charge of Frank H. Fisher. In February it was transferred to Sudbury, while Fisher took over one of the company's Buhl Airsedans, CF-ACX, and, assisted by Kelvin Edmison, as co-pilot, continued operations as far north as Cochrane and Kapuskasing—at times being as much as 600 miles from the steel. Numerous trips were also made into the surrounding mining districts and valuable timber cruising operations were carried out for different lumber interests.

Hundreds of residents of Northern Ontario have made their first flight with these pilots. At the time of going to press, their plane was standing-by to leave Cochrane for Belcher Island, over 1,000 miles due north and located in Hudson Bay. This trip has to be made before the spring break-up.

EARLY in January of this year, N. A. T. commenced flying instruction at Sudbury, under the supervision of the company's pilots.

Continued

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

April 4th 1931 After three years of operation, NAT suffered its first serious accident. An instructor was killed, and a student injured, while practicing spot landings in Sudbury.⁶

The aircraft, DH60X Moth G-CATI was damaged beyond repair. It was replaced by a new Buhl LA-1 Bull Pup, CF-AQI, registered on June 1st 1931, so maintaining the NAT fleet at eight aircraft.

1932 In May, NAT began a Toronto - Buffalo passenger service. - The exact date has not been established, but an item in the "Aviation" column of the Toronto Star on July 23rd 1932 reported that:

The Toronto-Buffalo air service, which the National Air Transport of Toronto has been operating for the past two months, is proving exceptionally successful, according to J. D. A. MacDonald. He states that through passengers to and from New York, are great users of the ser-

vice, and that a great many women are flying. Europeans form a large proportion of the passengers and they frankly state that they are more air-minded than we are, for they will use aeroplanes in preference to trains, wherever possible.

Two NAT aircraft were written off during 1932:

- the Fairchild FC-2, CF-AAP, was destroyed by fire on June 1st. (No other details known).
- one of the DH60M Moths, CF-ADE, was "Damaged Beyond Repair" after sinking at Rollo Lake, Ontario, on the 22nd October.

No replacement aircraft were registered, so the NAT fleet was reduced to six aircraft.

1933 NAT continued to operate both the Toronto - Buffalo passenger service, and the Pelee Island winter mail service.

OPERATIONS of National Air Transport Limited, during the winter of 1933, were carried on at Gogama, Leamington and Barker's Field, the company's headquarters at Toronto.

A considerable amount of flying was successfully carried out into the mining district at Gogama and in the spring this work was continued on floats. During the summer months "Tally-Ho" near Huntsville was used as a tourist base and a number of successful fishing trips were carried out into Algonquin Park, where

the flying nimrods made some excellent catches.

At Leamington during the winter, Mr. W. J. Ed. Johnston successfully carried out the air mail operations to Pelee Island and transported along with the mail a considerable number of passengers and a quantity of express, chiefly in the form of groceries.

During the summer the activity at Barker's Field was quite steady. The Toronto-Buffalo daily passenger service, making connections at Buffalo with American Airways to New York, Detroit, Chicago, Cleveland and Boston proved quite popular.

(Canadian Aviation, March 1934.)

NAT lost another aircraft during 1933: on September 11th the Buhl CA-6 Airedan (CF-ACX) was destroyed by fire near Huntsville, Ontario, when the engine caught fire while taxiing after landing. - This reduced their fleet to five aircraft.

1934 The only reference to NAT found for 1934 is to a change in personnel:

WRATHALL IS INSTRUCTOR

Toronto Airman Appointed by Montreal Club

Montreal, March 28.—Flying Officer W. T. Wrathall, attached to the National Air Transport Co. in Toronto, has been appointed chief instructor of the Montreal Flying Club. It was announced here to-day. He will succeed Captain Clifford Kent, and will start his new duties on Friday when the club's flying season opens.

Wrathall is an ex-Royal Air Force pilot, with an A-2 instructor's rating, one of nine pilots in the Dominion with this certificate. He has been an instructor for the past three years and previously saw military and commercial flying service.

(Toronto Star, March 28th 1934.)

Continued

⁶ Toronto Star, April 7th 1931.

NATIONAL AIR TRANSPORT LIMITED - one year later continued:

1935 On September 8th, the DH60M Moth, CF-AGC, was damaged beyond repair on a local flight near Barker Field. According to the Canadian Civil Aircraft Register, the "port wings collapsed in flight"! This accident reduced the NAT fleet to four aircraft.

NAT continued to operate throughout the Fall, and when Flt.Lt. Spradbrow left the company in October, he was replaced with another instructor:

For two years instructor with the National Air Transport at Barker Field, Flight Lieut. G. R. Spradbrow has joined the staff of Wings, Ltd., and is now flying mining sup-

plies in the Kenora district. Frank Young, formerly instructor with the Brantford Aero club, is now instructing at Barker Field.

(Toronto Star, October 26th 1935.)

Then:

NORTH YORK TOWNSHIP FIVE AEROPLANES LOST AS FIRE SWEEPS BARKER FIELD HANGAR

Damage Estimated by Officials
at \$25,000—Flying Ambulance in Ruins

Fire of unknown origin early last night swept the National Air Transport Ltd. hangar at Barker field, destroying five aeroplanes, among them the Puss Moth owned by the department of national defence and used by Col. Douglas Joy, inspector of civil aviation. The other machines, two Buhl cabin models, a small Buhl "bullpup" and a Gipsy Moth, were owned by the transport company. Among them was the aeroplane used by Capt. Earl Hand, head of the company, to bring a stretcher case in from the Moon river, near Bala, recently. Damage to the aeroplanes, engines and spare equipment kept in the hangar was estimated by Capt. Hand at \$25,000. Col. Joy's machine was valued at about \$5,000. The hangar is owned by Harold Sanders.

The machines, if new, would cost at least \$45,000, said Capt. Hand. Col. Joy was out of the city last night, and Capt. Hand stated he was unable to give any information regarding insurance on the burned machines.

Couldn't Enter Building

The blaze was discovered about 7.30 p.m. by Jim Ercolini, who lives a quarter of a mile away, and he ran to the scene, hailing passing motorists. Fred Lippett, who lives three miles away, was driving past on Dufferin St., and he ran to the building to attempt salvage of the aeroplanes.

"I kicked the door open, and a cloud of smoke forced us back. It was impossible to get into the building. The fire appeared to be in the northeast corner of the building," Lippett related. Airport officials stated that only metal floats were

kept in that corner of the hangar, and were at a loss to understand how the fire could have started there.

York township fire department under Chief W. E. Dollery and Deputy Chief T. F. Norman, with North York firemen under Deputy Chief Murray Evans, answered the alarm, but the fire had obtained a firm grip on the building. Firemen were able to save two outside office buildings, from which Mr. Lippett had previously removed clothing and boots, and to keep the fire away from underground gasoline tanks 30 feet away.

As the flames reached gasoline tanks on the aeroplanes and acetylene used for weldings, there were minor blasts. A crowd of several hundred looked on as the building collapsed. The roadway was blocked by cars for a considerable distance north and south.

No machines had landed at or left the field to-day. S. A. Rouse, airport engineer, stated, and when he left the hangar at 5.30 p.m. "everything was shipshape." Firemen were considering the theory that a tramp might have got into the building to spend the night. It is a fire to keep warm, and escaped when the flames spread beyond control.

(Toronto Star,
Wednesday
November 13th
1935.)

This fire destroyed all of the four remaining NAT aircraft. - No mention of the company has been found after this date.

Many thanks to Richard Sanders Allen,
Barry Countryman, Neil Hunter, Terry Judge,
Jonathon Johnson, and Bob Terry for their contributions to this enquiry.

If anybody can provide any additional information regarding
National Air Transport, please send it to the editor:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

FOLLOW UP: no Halifax - Sydney crash in 1935

The following question was included in our September 2003 newsletter:

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?

Barry Countryman researched this question, and found the following article in The Halifax Herald for Monday August 5th 1935. It describes a flight from Halifax to Sydney and return on the previous Saturday, which was August 3rd, the date of the cover. There is no mention of any crash or mishap, so the pencil comment can be taken to be false.

Nova Scotia's Beauty, Charm Revealed Again When Seen From Air

By BARBARA E. MACLEOD

From Halifax to Sydney and return in four and a half hours. What a glorious trip. Looking down on a fairy-land of unbelievable beauty and charm, the dark green of the forests blends into the lighter hues of the fields, and thousands of lakes, like precious sapphires and emeralds, stud the scenery. Even the rocks, which to humans are hard and unattractive, looked like small white flowers.

In connection with the 150th anniversary of the city of Sydney, the Canadian Airways inaugurated a daily trial mail and passenger service between Sydney and Halifax. Mr. and

Mrs. Donald McRitchie and I were privileged to be passengers on the comfortable twin-motored DeHaviland Rapid plane on Saturday.

TOYLAND FORESTS

Leaving the Halifax airport at eleven o'clock in perfect flying weather, we cruised along at about 100 miles an hour. We skirted the town of Truro and looking out on either side of the plane we could see miles and miles of toyland forests studded with miniature lakes - in front of us the mining towns of Westville, Stellarton, and New Glasgow.

Continued

PHILATELIC LITERATURE

British North America

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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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FOLLOW UP: no Halifax - Sydney crash in 1935**Halifax Herald, August 5th 1935,****NOVA SCOTIA'S BEAUTY, CHARM REVEALED AGAIN WHEN SEEN FROM THE AIR continued:**

The clouds are very low and rather black. We are running into a storm, but Pilot W.W. Fowler turns the plane out towards Northumberland Strait and we skirt the storm.

BEAUTIFUL COUNTRY

Now we are leaving the mainland and passing over the northern end of the Strait of Canso.

Beautiful Cape Breton Island ahead and what a disappointment: we are running into fog. Right through it, so thick that occasionally the wings of the plane are obscured. Like magic the fog whips away and you gasp at the beauty before you. Can it be real? It can't be this earth: we must have flown to an enchanted land: but with a gasp of delight we are told that those are the Bras d'Or lakes, the Switzerland of America.

Like a beautiful painting, the mirror lakes of all conceivable sizes and shapes spread out before you. Miles and miles of this glorious scenery and soon the smoke stacks of the Dominion Steel and Coal Corporation are seen in the distance.

Near the bridge over Sydney river three seaplanes like yellow winged birds are resting on the water. Further down Sydney harbor can be seen His Majesty's Destroyer Saguenay, which came from Halifax for the celebrations, and a number of yachts from all over the province are anchored in front of the yacht club. The Transylvania, with seven hundred tourists has just docked. We pass over the gaily bedecked city of Sydney, and in a few minutes the plane is banking for a perfect landing at the Sydney airport - just two hours after taking off from Halifax, and in that time we saw scenery which, I am sure, cannot be surpassed anywhere.

CROWDS OF VISITORS

As the airfield is eight miles from the city of

Sydney, we call a taxi and drive into Sydney for lunch. Crowds of visitors line the streets, and the athletes who will be taking part in the water sports later in the day are having a stroll around the flag-decked city. A delightful lunch and a taxi takes us out to the Park where once we enter the gates we are back to days of yesteryear, an Indian encampment with birch bark tepees. We would have liked to linger here but the plane was leaving for the return trip to Halifax at three o'clock and so we said good-bye to the city of Sydney, and congratulations on its 150th birthday.

Once again we climb into the airliner, and away we go back to Halifax. Again the beauty of the scenery of Cape Breton Island spreads before us.

This time we are looking at it from a height of nearly 5000 feet: over Port Hawkesbury, the Strait of Canso, Mulgrave, directly over Guysboro county with its fine inlets, rivers and lakes. Then on to Halifax county: over Sheet Harbor, Ship Harbor lakes, Jeddore, Musquodoboit Harbor, Salmon River with its long booms on either side of the bridge, then all the inlets and bays, then Cole Harbor Dyke and Rainbow Haven where hundreds of unprivileged children are given health, strength and happiness during the summer through the generosity of the people of Nova Scotia.

As we fly over Dartmouth, Halifax harbor and the city itself, you feel rather sad when you realize that a glorious trip like this must end.

But through the years to come, thanks to Pilot Fowler, the beauties and charm of this glorious Nova Scotia of ours will be a pleasant chapter in the book of memories.

Thanks Barry.

Editor's Note: I recently came across a listing on Ebay, which showed the same type of "wishful thinking" as the comment on the above cover:

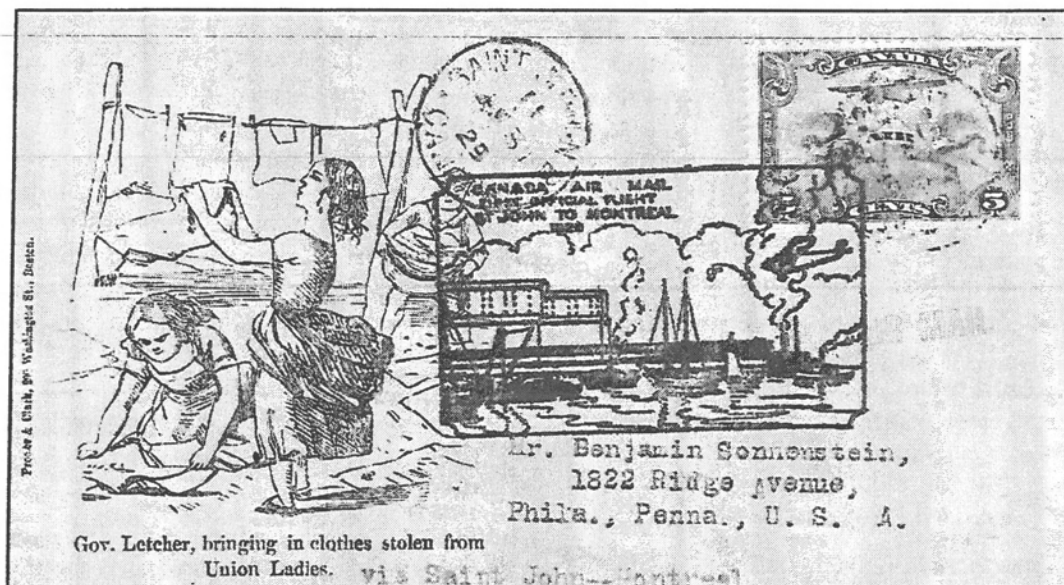
2 first official flight covers from Ontario; Kingston to Montreal(1929); Kingston to Toronto(1929); some lake water stains; all carry cancels from both origin and destination; envelopes sealed; good condition.

There is no record of any crash or mishap to this flight, (AMCN #2933). - Any stains are probably from rainwater, not lake water!

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.

Who was Governor Letcher?



This is an "ordinary" cover from the first Saint John - Montreal flight, January 31st 1929, (AMCN #2909b), on a most unusual envelope. - The inscription below the drawing of women hanging out washing, is:

Gov. Letcher, bringing in clothes stolen from Union Ladies.

Does anybody know:

- who was Gov. Letcher?
- what incident the drawing is referring to?
- does this influence have any relevance to Saint John, Montreal, or this flight, or is it likely that the envelope was just "chosen at random"?

If you can help, please send information to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4



Airmail Collector

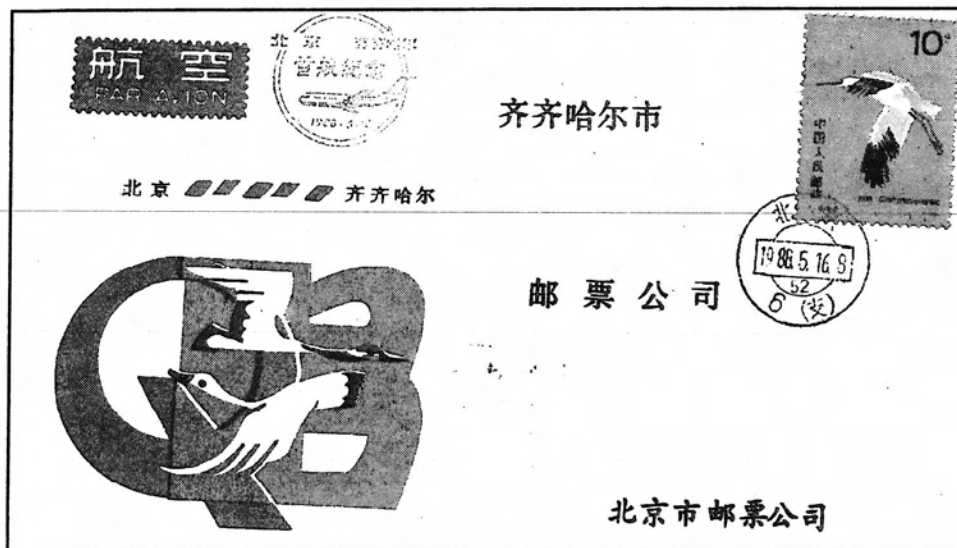
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Please contact us for a free copy of our next Postal Auction catalogue.

A CHINESE FIRST FLIGHT COVER



Inscription on back of cover:

经中国民用航空管理局批准，定于一九八八年四月十六日开通北京——齐齐哈尔航线。

本航线每周一、六各飞行一个往返航班。使用三叉戟客机。
为纪念此次首航，齐齐哈尔邮票公司特发行首航封一枚。

纪念封设计：李印清

QF · 4 — 1

因故改期

5月16日首航

发行：齐齐哈尔市邮票公司

印制：齐铁印刷厂

CAN ANYBODY TRANSLATE THIS INSCRIPTION, AND/OR PROVIDE INFORMATION REGARDING THE ORIGIN AND DESTINATION OF THIS FLIGHT?

Please send any information to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4

NEW BOOKS

Bent Props and Blowpots

There's a new book in the bookstores that would interest CAS members who like reading about northern Canadian bush flying. It's by an air engineer who started with Canadian Airways in the early 1930s at Fort Mc Murray, and went on to spend four plus decades in aviation, ending up as head of line maintenance for CP Air.

The book is "Bent Props and Blowpots" by Rex Terpening, published by Harbour Publishing Company Ltd. 2003. ISBN 1-55017-287-5. There are lots of Rex's photos of flying in the 1930s.

Regards,

Mike Painter

Thanks Mike.

NEW BOOK ANNOUNCEMENT:

CANADA 1946 SEVEN CENT AIR MAIL POSTAGE STAMP GUIDEBOOK TO "RE-ENTRIES" AND VARIETIES BILL PEKONEN

This engraved stamp was the last air mail stamp to be issued by Canada. It is a significant milestone in the handling and delivery of mail within Canada.

The "all-up" airmail service initiated July 1, 1948 made this stamp partially redundant, but it continued to be used for specifically requested air mail service within Canada, and on air mail letters to the USA. It can also be found on rate covers during that period to other parts of the world.

This monograph explains the basics of this particular stamp issue. 24 "re-entries" and 97 minor varieties are described and charted with their respective positions on the 2 plates used to print this stamp. Curiously, this stamp is the only one of the Peace Issue to have so many identified errors and varieties.

Each "re-entry" is illustrated for easy identification. (See example on the right. - Bill commented that he "took the unusual step of including the description in the centre of each sketch, as it does not effect that portion of the stamp." Ed.) The sketches help to quickly identify each particular re-entry. Each re-entry is distinctly different. The major catalogues only list five re-entries. Some of the other re-entries are more dramatic than those listed. A collector needs this monograph to clearly differentiate between each stamp.



Each of the re-entries and varieties can also be found on perforated stamps and on the overprinted OHMS & G official stamps. Since a lesser quantity were issued, the scarcity factor of the errors and varieties increases for these.

The monograph also describes re-entries found on previously unreported booklet panes. The booklet panes were printed from an entirely different plate. A booklet pane with a re-entry is relatively even more scarce, especially since most collectors have not known nor suspected what to look for.

David Sessions (editor of *Maple Leaves*) has observed that this is the most studied stamp since the 1898 Imperial Penny Post (Map) stamp.

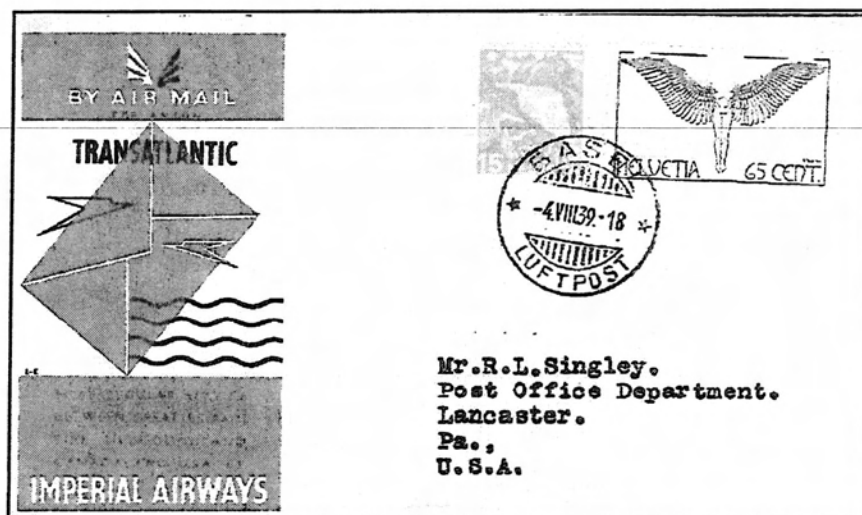
The monograph is the end result of an informal study group composed of five well known philatelists, and also includes summaries of earlier research conducted by more than six other earlier researchers.

A pricing guide rounds out the monograph to produce a useful, easy-to-read guidebook which can help collectors to understand and to appreciate these particular varieties.

The monograph can be ordered through your favourite dealer, or directly from the author at: 201 - 7300 Moffatt Road, Richmond, B C. V6Y 1X8. The price is \$12 pre-paid (\$9.95 plus \$2.05 postage and handling).

HARMERS sale 6th APRIL 2004

Collection of Joseph Bergier



The June 2002 issue of this newsletter included an article on IMPERIAL AIRWAYS TRANS-ATLANTIC FIRST FLIGHT COVERS, that described a number of unusual covers that Joseph Bergier had kindly sent me copies of, such as the one above.

I have been informed that Joseph's collection of TRANSATLANTIC PIONEER AIR MAILS, is being sold during the Harmers specialised auction of Airmail Stamps and Covers in London, England, on April 6th

This sale will also include the 1927 'London to London' cover from Tully and Medcalf's attempt at a trans-Atlantic flight, plus a mint copy of the 25c. blue and yellow stamp issued for the flight.

For further information and images contact:

Harmers of London at No.11, 111 Power Road, London, W4 5PY, UK.

Tel: +44 (0) 20 8747 6100 Fax +44 (0) 20 8996 0649

Email: auctions@harmers.demon.co.uk or visit www.harmers.com.

Many of Joseph's covers are illustrated in his book POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA, 1919 - 1945. This is an excellent review of the various flights, attempts, and air mail services. - 270 A4 pages, with illustrations of over 175 covers! For more information contact:

Amicale Philatelique "L'Ancre", 7 rue Dobree, F 44100 Nantes, France.

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 May 1st.**

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has over 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

The annual membership dues are: **\$20.00 CDN in Canada,**
 \$22.00 CDN (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.**

#314 Glen Baechler	#284 John Irvine	#76 W. Ross Richardson
#313 Alastair Bain	#49 Jonathan L. Johnson Jr.	#307 James F. Ruddell
#79 Jim Brown	#149 Frank Kendle	#138 Keith Stibbe
#266 John F. Church	#87 Roland F. Kohl	#315 Reginald Targett
#333 Robin Clarke - Vancouver	#263 Louis K. Levy	#29 Jim O. Turk
Island Philatelic Society -	#201 Ivan W. MacKenzie	#302 Pierre Vachon
Junior Club	#251 Charles Wm. McEvoy	#262 E.S.J. Van Dam
#326 Gary Cristall	#330 John C. McCuaig	#272 John S. Venskus
#332 Edmonton Junior Stamp Club	#177 John Masella	#78 Charles J. Verge
#281 Andy Ellwood	#267 James H. Parker	#254 John Webster
#224 Charles G. Firby	#331 Z. Michael Pawliuk	#325 Edward Williams
#226 David Granger	#197 Henk Post	#139 G.A. Wilson
#183 Robert A. Haslewood	#25 Jacques Le Potier	
#24 Neil Hunter	#124 Reuben A. Ramkissoon	

To all members listed above, who have already renewed their membership, thank you for doing so.

PLEASE NOTE: new MEMBERSHIP CARDS are only sent to renewing members on request.