



THE CANADIAN AEROPHILATELIST

#66

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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

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EDITORIAL - A new CAS advertising leaflet / membership form has been developed, and is reproduced as the back page of this newsletter. All readers are encouraged to make copies of this form available at stamp shows, etc., whenever they can. - If you would like a number of copies, please contact the editor, and I will either mail them to you, or, if you can make the copies locally, I will arrange for you to be reimbursed.

Chris

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

PRESIDENT'S REPORT

As I write this report in early March I look out our kitchen window and see three feet of snow, freezing rain coating everything and threatening black clouds. Some greeting after two lovely months in Naples, Florida. However the calendar indicates spring is only 2 weeks away. Then it is time for more stamp shows, including ORAPEX 2006 at the RA Center, Ottawa, 6 and 7 May 2006. For more data please contact me at rmalott@magma.ca. The mega FIP exhibition in Washington, DC is fast approaching, 27 May - 3 June 2006. If you can be sure to visit the show for a few days at least to study the outstanding exhibits in your area of interest. The wide selection of material from dealers throughout the world will be there to assist you in developing your aerophilatelic collection. These shows occur every ten years in selected countries so the next one in the USA will not be until 2016. It is doubtful if Canada will hold another FIP show, the last being in 1996, since funds were not available to support a FIP show in Canada in 2006.

Most stamp collectors either personally knew or knew of Harry Sutherland, QC, RDP, FRPSL, FRPSC and recipient of countless major international philatelic awards. Harry died of congestive heart failure with other complications on Tuesday, 14 February 2006 in Toronto. He was only 75 and had so much more to contribute to national and international philately. He was an outstanding corporate lawyer with many accomplishments to his credit. These same attributes he shared with several national and international philatelic organizations. He was the longest serving RPSC President (11 years) and the longest serving RPSC Secretary, (27 years), a position he held at the time of his death.

Although Harry implied aerophilately was a part of postal history and did not deserve a separate FIP Commission, he developed an outstanding Canadian air mail exhibit of the five cent C6, the seaplane flying over a paddle wheeler on the Mackenzie River. It was through Harry's encouragement that I specialized and did extensive Canadian air mail research eventually competing in the FIP Championship Class and winning several small and large gold FIP medals. Harry's support in the FIP juries enabled the other judges to learn of the significance and rarity of many Canadian air mails items.

I attended the Memorial Service in Toronto on Tuesday, 7 March 2006, representing the CAS and myself. Over 500 friends, family and legal associates attended the thanksgiving service for the life of Harry Sutherland in the Calvin Presbyterian Church. Will we ever see another Canadian philatelist do so much for philately as Harry Sutherland, QC, RDP, FRPSL, FRPSC?

Not all of my comments are sad. One of our members from the USA, Anthony "Tony" R. Conyers of Scottsdale, Arizona was so impressed by the project being done by Jamie Barron under Nino Chiovelli's guidance to develop youth activity in aerophilately, that he donated a wonderful collection of Canadian First Flight Covers to be used as special prizes to induce young collectors to start collecting Canadian aerophilately. Tony's wife Gloria and their sons Anthony aged 16 and Eric aged 13, assisted in packaging and evaluating the 604 enclosed covers valued at \$3,880.00 US. The sets commence on 4 June 1929 and end on 14 March 1938. What a wonderful gift for a very meaningful purpose. Thank you Tony and your family.

Dick Malott, President CAS

**The Annual General Meeting of the
CANADIAN AEROPHILATELIC SOCIETY
will be held on Sunday May 7th at ORAPEX.**

**ORAPEX 2006, the 45th 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.
Call Dick Malott, 613 829 0280, for more information.**

NEWS - NEWS - NEWS

NEW MEMBERS

Welcome to three more members:

David Kelly, David Keddie, and Jamie Barron.

BEST WISHES

I was sorry to hear that **ROLAND KOHL** has resigned from the CAS due to health problems. - Roland has been a member since 1987, and is also a Past President of FISA. Unfortunately Roland's eyesight is now so bad that he finds it impossible to work with stamps.

On behalf of the Canadian Aerophilatelic Society, I would like to offer Roland our thanks for all his past contributions to aerophilately, and our very best wishes for the future.

Western Chapter Report

On February 25 a chapter meeting was held in Red Deer. It was an opportunity to discuss plans for the Edmonton Stamp Club Spring National Show held at West Edmonton Mall from March 24 to March 26; and to bring those attending the meeting up to date regarding the unveiling of the Curtiss Stinson Special Replica, the plane flown by Katherine Stinson on her Calgary to Edmonton flight of 1918. The WCAS is partnering with the Edmonton Stamp Club for this year's March show in promoting the theme of Aerophilately. The show theme will help to bring attention to the greatly anticipated events that will take place July 9th 2006 to commemorate Katherine Stinson's famous Alberta flight. In the September 2005 news letter Gord Mallett provided a brief outline of the historic flight along with a description of the covers that will be flown as part of the reenactment flight.

Walter Herdzik, president of the Calgary Stamp Club, was welcomed as a new member, bringing the active membership to nine. WCAS members expressed a desire to participate at the Royal in Calgary this fall by setting up a CAS information table.

The Western Chapter of the CAS provides an opportunity for members of the National CAS who live in Western Canada to become connected. An informal structure allows the group to focus on sharing interests and helping each other with research. If you are a member of the CAS and happen to live in Western Canada the WCAS would love to hear from you.

David Brown

Western Canada Representative.

(See front page for contact information. Ed.)

Happy Birthday Jack Ince !

I would like to wish Jack a very happy 90th birthday on the 15th April.

I would also like to wish his wife Pam a very happy 85th birthday on the 12th April.

And I would like to wish them both a very happy 63rd wedding anniversary in May.

The comment about Jack's 70th Birthday in the last newsletter, was intended to be a reference to my editorial in the June 2005 Canadian Aerophilatelist. -

Unfortunately the connection was a little bit too obscure.

SECRETARY'S REPORT

As of January 01, 2006, the Society has a total paid membership of 149. This is a decrease of 6 from January, 2005. The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	16
British Columbia	12
Manitoba	4
New Brunswick	4
Newfoundland	1
Northwest Territories	1
Ontario	56
Quebec	9
Saskatchewan	2
PEI	1

Total 106

USA:

Arizona	1
California	1
Colorado	2
Connecticut	1
Florida	1
Illinois	5
Idaho	1
Indiana	1
Kansas	1
Massachusetts	1
Michigan	2
New York	3
Ohio	2
Oregon	2
Texas	2
Virginia	1

Total 27

International:

Cayman Islands	1
U.K.	5
France	2
Germany	1
Netherlands	3
South Africa	2
Switzerland	2

Total 16

**MANY
THANKS**
to
Brian
for
all the work
he does as
Secretary
and
Treasurer
of the C.A.S.
Ed.

Brian Wolfenden
Secretary, CAS

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2004 AND 31 DEC 2005

	2004	2005
Opening Bank Balance	<u>7,684.80</u>	<u>11,181.81</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,987.46	3,032.47
CAS Covers – sale of various philatelic covers	3,829.56	1,575.00
Other Sales – includes e.g. books, pins & advertising	774.00	256.43
Donations – from members	46.76	90.00
Bank Interest – chequing account	<u>0.05</u>	<u>0.37</u>
Income Generated and Received during the Year	<u>7,637.83</u>	<u>4,954.27</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	15,322.63	16,136.08
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	238.01	186.06
Philatelic Covers-costs e.g.covers, postage & envelopes	645.01	1,265.00
Office Supplies	113.23	122.38
Postage-such as for CAS newsletter, covers & books	555.00	685.27
Printing and Photocopying – such as newsletter and catalogue	1,307.70	1,997.82
Bank Charges-chequing account,cheques,deposit stamp	60.00	20.00
AAMS – publications	915.18	216.86
CAS Pins	306.69	0.00
Exhibit Fees – CAS newsletter/Washington 2006	0.00	200.00
Engraving – presentation plaques	<u>0.00</u>	<u>82.11</u>
Expenses Incurred during the Year	<u>4,140.82</u>	<u>4,775.50</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>4,140.82</u>	<u>4,775.50</u>
Closing Bank Balance	<u>11,181.81</u>	<u>11,360.58</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>11,181.81</u>	<u>11,360.58</u>

BRIAN WOLFENDEN
Treasurer - CAS

EDITOR'S REPORT

I am very pleased to announce that the
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2006
will be presented to
RICHARD SANDERS ALLEN

Over the last ten years, Richard has contributed articles for our newsletter on a wide variety of topics, and helped with research on many different questions, including the Vance Flying Wing, Canadian Geographical Features named after pilots, and the MacMillan Aerial Expedition to Labrador and Greenland in 1931.

The June 1997 newsletter included Richard's *Memoir of an Aerophilatelic Boyhood*, which started our series on the *History of Aerophilately*. - This is still one of my favourite articles, and since it is now nine years since it was first published, I am reprinting it in a slightly revised version, (that includes comments from some of Richard's letters), later in this issue.

In recent years, Richard has had to overcome a number of health problems, but continues to be an active researcher. - His article on *Amundsen's Aircraft, used in the Arctic 1922-1925*, was included in our December 2004, Seasonal Special newsletter.

Richard also contributed to the research project on National Air Transport Limited, and is one of the supporters for the induction of Captain Earl Hand, Q.C., D.F.C., Croix de Guerre, into Canada's Aviation Hall of Fame. (See the March and September 2005 newsletters.)

Congratulations on your perseverance in research and life Richard, and many thanks for all your contributions to the CAS.

This has been another good year for me as editor. I still have a surplus of material for the newsletter, but would encourage everybody to keep sending items to me, and thank everybody who has done so.

I keep trying to balance the interests of our two types of member: Canadians who are interested in any aspect of world-wide aerophilately, and collectors from around the world who are interested in Canadian aerophilately. - I try to do this by publishing articles which are predominantly about Canadian aerophilately, but including questions about any cover, or topic, from anywhere in the world. If any members would like to comment on this balancing act, or on anything else to do with the newsletter, please contact me.

Readers may have noticed an occasional discrepancy between the month of publication on the front page of the newsletter, and the month in which they receive the newsletter. This is because my production schedule has often been determined by the dates of school holidays and events, rather than the traditional calendar. However, I am going to be retiring from teaching at the end of June. - The June newsletter is therefore likely to be late, as I anticipate June being a very busy month. After that, all the newsletters may be published promptly at the beginning of the appropriate month. But then again, they may not! It will be interesting to see what happens.

Chris Hargreaves

SOUTHEASTERN STAMP SHOW IN ATLANTA

We have received the following message from Scott Mark:

I am the show chairman of the Southeastern Stamp Show, an APS world series of philately event held the last full weekend in September each year, in Marietta, Georgia, right on I-75 just north of Atlanta. Show dates for 2006 are September 22 to 24th.

This year we are hosting the fall meeting of the American Airmail Society.

What would delight us down here would be to generate some interest in this event in Canada, and I hope that you can provide some avenues to do this.

Continued

SOUTHEASTERN STAMP SHOW IN ATLANTA continued:

First and foremost, we would love to recruit some exhibitors, particularly exhibits with Canadian airmail material. I think you'll be pleased to know that aspects of Canadian aerophilately are highly popular down here, and some Canadian content within our exhibition would be tremendous.

Our exhibition prospectus is on the Internet at <http://www.stampclubs.com/sestampshow.htm> (page down to the Exhibits section, and you'll see the link for the pdf files of the prospectus and application).

We are also looking to recruit a strong Court of Honour exhibit, and would entertain any high award winning exhibits to be considered for that.

Last but not least, it would be great to see some airmail enthusiasts make the trip and join us in September. As you know, many Canadians make a fall trip to the US south, and Atlanta is often along the way. We are but four hours from Savannah and Hilton Head, and a couple more down to the pan handle, and about 8 hours down to the Tampa area. The AAMS will put on several programs, and it would be terrific if someone could come down to put on a Canadian Airmail seminar or two.

Scott Mark

WASHINGTON 2006

Anybody going to the exhibition, is welcome to attend any of the following aerophilatelic events:

Title	Speaker	Date	Time
Collecting Zeppelin Mail for the Price of Lunch	Bob Horn	Sunday, May 28	10:00 AM
Tips to Build a Specialized Zeppelin Collection	Dieter Leder	Monday, May 29	2:00 PM
Zeppelin or Lufthansa Mail? Learn to Identify South Atlantic Airmails	Jim Graue	Tuesday, May 30	4:00 PM
American Air Mail Society Board of Directors Meeting		Wednesday, May 31	9:00 AM
European Acceptances for Onward Air Transmission from New York	Richard Saundry	Wednesday, May 31	11:00 AM
Aerogrammes	Jerry Kasper	Wednesday, May 31	12:30 PM
Lakehurst: America's Zeppelin Port	Henry Applegate	Wednesday, May 31	2:00 PM
The U.S. Pacific Clipper Issues of 1935-1937	Jeffrey Shapiro	Wednesday, May 31	2:00 PM
Trans-African Airmails During World War 2	Bob Wilscek	Wednesday, May 31	4:00 PM
The Beacon Airmail Stamp of 1928	Andrew McFarlane	Thursday, June 01	10:00 AM
Come Take a Ride on the Hindenburg	Cheryl Ganz	Thursday, June 01	10:00 AM
Austrian Airmails	Wolfgang Porges	Thursday, June 01	12:00 noon
Group visit to College Park Aviation Museum	Thursday June 1 – Depart from Convention Center at 1:00 p.m. by Metro		
American Air Mail Society Dinner – 94 th Aero Squadron Restaurant – College Park, MD – Cash Bar 6 p.m., followed by dinner – Tickets to be booked in advance with Ken Sanford			
American Air Mail Society Membership Meeting		Friday, June 02	10:00 AM
British Internal Flights Involving the Railway - 1933-1939	Derrick Pillage	Friday, June 02	11:00 AM
Passenger Mail Onboard the Graf Zeppelin & Hindenburg	Dickson Preston	Friday, June 02	12:00 noon
Astro Philately	Ben Ramkissoon & Beatrice Bachmann	Friday, June 02	12:30 PM
FIP Exhibiting and Judging Aerophilately	Stephen Reinhard	Friday, June 02	2:00 PM
Wreck & Crash Mail Society – Collecting Air Crash Covers	Ken Sanford	Friday, June 02	4:00 PM
Commercial Versus Philatelic Zeppelin Mail	Dieter Leder	Saturday, June 03	10:00 AM

For more information about any of these events, readers should contact Ken Sanford, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland, Tel & Fax +41 22 774 2472, Email: kaerophil@ch.inter.net

LIBRARIAN'S REPORT

Many thanks to several members, who have donated publications to our library:

- ★ **Donald Holmes** for a copy of his book *AIR MAIL, AN ILLUSTRATED HISTORY 1793 - 1981*. This is a wonderful book, that delivers just what it's title offers: a worldwide history of airmail, with lots of illustrations of aircraft, covers, and stamps.
- ★ **Jack Ince** for a copy of *FLYING THE MAIL*, from the Time-Life Epic of Flight series. This is another beautifully illustrated book. It concentrates on the period 1918 to 1939, with lots of stories about routes and pilots, but with little information about stamps and covers.
- ★ **Mike Shand** for copies of two old catalogues: *AIRMAIL CATALOGUE: CANADA AND NEWFOUNDLAND* by O.W.R. Smith, Gordon Crouch, and Fred Jarrett, 1930; and *THE SPECIALIZED CATALOGUE OF CANADIAN AIRMAILS* by Ian C. Morgan, 1931. - These both include a description of several of the flights, as well as a listing of stamps and covers, and are very interesting to consult when questions are raised about listings in later catalogues

Mike also gave us a copy of *SCHEDULES AND RATES - AIR MAIL SERVICES*, published by the Canadian Post Office in March 1939, which will be most useful in establishing possible routes and times for covers; and, at my request, a copy of the Charles Leski Auctions catalogue for April 19th 2004, when his collection of *New Zealand Airmails* was sold.

We have also obtained a copy of A.C. Roessler's *HISTORICAL SOUVENIR AIRMAIL COVER CATALOG*, (Second Edition, 1932), thanks to the help of Gini Horn and Ellen Peachey at the American Philatelic Research Library. - I'm hoping this will provide extra information about some of Roessler's covers, but considering how enigmatic Roessler was, we will have to wait and see how helpful the catalogue actually is!

Books, catalogues and periodicals in the library can be searched for information on particular topics, and photocopies supplied to members at cost.

The holdings of our library include:

- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames, and the *Warwick & Warwick Auctions catalogues* for 6th February 2002 and 3rd April 2002, which included "The Pioneer and Semi-Official Air Mail" collection of C.A. Longworth-Dames.
- **Air Mails of Canada 1925-1939** by George B. Arfken and Walter R. Plomish, and the *Charles G. Firby Auctions catalogue* for 30th January 1998, which included the "Commercial Airmail Flight Covers" collection of Walter Plomish.
- **Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1925 - December 1942** by David Whiteley, and the *Robert A. Lee Auctions catalogue* for 18th October 2002, which included the "Air Mail Rates to Foreign Destinations" collection of David Whiteley.
- **Schedules and Rates - Air Mail Services** published by the Canadian Post Office, March 1939.
- **Airmail Catalogue: Canada and Newfoundland** by Smith, Crouch, and Jarrett, 1930,
- **The Specialized Catalogue of Canadian Airmails** by Ian C. Morgan, 1931.
- **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.
- **Finding Guide to the Richard K. Malott Collection of Documents on The Development of Canadian Air Mail Services**, produced by the National Archives of Canada.
- **Canadian Air Mail articles** collected by Nelson Bentley.
- **Newfoundland Air Mail articles** collected by Don Wilson.
- **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

continued

Holdings of the CAS library continued:

- **Charles G. Firby Auction Catalogues** for various sales, including:
Semi-Official Airmails of Canada - the collection of Robert H. Jamieson, 15th October 1998.
Canadian Airposts - Pioneer and Semi-Official stamps and covers - part of the collection of Murray Heifetz, 20th February 1999.
- **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.
- **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.
- **The Challenge of the Atlantic - A photo-illustrated history of early aviation in Harbour Grace, Newfoundland** by Bill Parsons.
- **Wings Across the Water - Victoria's Flying Heritage 1871-1971** by Elwood White and Peter L. Smith.
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**
- **Air Mail, an Illustrated History 1793 - 1981**, by Donald Holmes.
- **Flying the Mail**, from the Time-life Epic of Flight Series
- **OAT and AV2 Markings - Second Edition** by Murray Heifetz. (AAMS publication.)
- **Jusqu'a Airmail Markings** by Ian McQueen: "*A Study*" (published 1993), and *Supplement* (1995).
- **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.
- **American Air Mail Catalogue** Sixth edition Volumes 1, 2 and 3, and various volumes in the 4th and 5th editions.
- **Historical Souvenir Airmail Cover Catalog** by A.C. Roessler, (Second Edition, 1932).
- **Sanabria Airmail Catalogue - North America, 1995.**
- **The Pioneer Airplane Mails of the United States** by Thomas J. O'Sullivan. (AAMS publication.)
- **Aerial Mail Service - A Chronology of the Early U.S. Governmental Air Mail, March - December 1918** by A D Jones. (AAMS publication.)
- **The Mass Flights of Italo Balbo - The Flights of 1928, 1929, 1930 & 1933 - A History & Catalog of their Postal Artifacts** by Robert E. Lana. (AAMS publication.)
- **Scottish Air Mails, 1919-1979** by Richard Beith.
- **Balloon Post of the Siege of Paris, 1870-71** by Louis Chaintrier. (AAMS publication.)
- **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.
- **New Zealand Airmails** - Charles Leski Auctions catalogue, April 19th 2004, for the sale of Mike Shand's collection.
- **Combi Mail** - Van Dielen Stamp Auctions catalogue, May 27th 2004, for the sale of Frans van Beveren's collection.

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

www.brianwolfenden.com

Your website for:

CANADIAN COMMERCIAL AIRMAIL COVERS
 CANADIAN SEMI-OFFICIAL AIRMAILS

CANADIAN FIRST FLIGHT COVERS
 ZEPPELIN COVERS AND MORE

Postal enquiries and Wants Lists welcome!

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

E-mail: bjinepean@trytel.com

A FOLLOW UP TO MEMBERS' FORUM (1) - FIRST FLIGHT COVER PRICES

Results of the GUESS THE FIRST FLIGHT COVER PRICES? Quiz

Many thanks to Chris Carmichael, Dave Hanes, Ed Matthews, Neil Hunter, Jack Ince, John Irvine, Gord Mallett, Ed Matthews, Dick McIntosh, Jim Miller, Ron Miyanishi, Charles Oakley, and Brian Wolfenden, for entering the quiz in the last newsletter.

Together with my entry, this gave 14 entries on which to establish an "average price" for each cover. The basis of the quiz, as described in the last newsletter, was that:

The ten covers below are all from the Kingston - Toronto leg of the Special flights for the *Dedication of Kingston Airport*, on June 4th 1929.

These covers all come under the single listing in The Air Mails of Canada and Newfoundland of flight #2933a. As such, they all have the same catalogue value of \$3.00, but in practice some are likely to be priced higher than others.

ALL READERS ARE INVITED TO SEND IN THEIR OPINION AS TO THE PRICE AT WHICH EACH COVER SHOULD BE PRICED, IF IT WAS OFFERED FOR SALE BY A DEALER, AT A STAMP SHOW IN CANADA.

I will then work out an "average" price for each cover from the entries I receive. [This will be a compromise between the arithmetical average, (mean); middle value, (median); and most common value (mode)]. The average prices will be reported in the next newsletter.

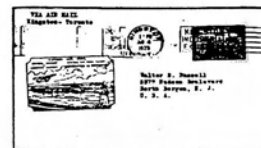
For the Quiz, entries will be given 2 points for each cover priced within \$1 of the "average", or 1 point if a cover was priced within 25% of the "average". - If a tie-break is necessary, this will be based on the total estimated average value of the covers. The winner of the Quiz will receive Cover number 10 as their prize.

Determining the average value for each cover turned out to be more of a challenge than I expected, as there was usually a great variation in the prices suggested. (A quick indication of this, is that the total estimated price for all ten covers varied from \$34.50 to \$130.00). All the average values have been given in multiples of 50 cents, as dealers don't charge prices like \$13.63.

It was very nice to have entries from some of our advertising-members when determining the prices, and to know what "real dealers" would be pricing them at. However, there was also considerable variation among the prices suggested by the dealers.- I would also add that there was never a case when there was a noticeable difference between the dealers' suggestions, and everybody else's.

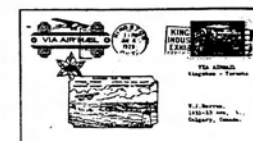
Cover 1 Plain envelope.

The basic First Flight Covers are often referred to as "\$3 covers", and 9/14 entries priced them at \$3.00. - The range for this cover was \$1.50 to \$4.00, but the average was **\$3.00**.



Cover 2 Fancy envelope.

6/14 entries gave this cover the same value that they had for cover #1, while 8/14 gave it a higher value. The range was \$2.00 to \$5.00, with the average being **\$3.50**.



Cover 3 Unusual franking: 3 cents Canadian + a 2 cents American stamp.

There was a big variety in the estimates for this cover! One entry priced it lower than they had cover #1, presumably because the ranking was "philatelic". At the other extreme, the highest price was \$25.00, presumably because mixed frankings like this on FFCs are very unusual. The average, however, was **\$7.50**.

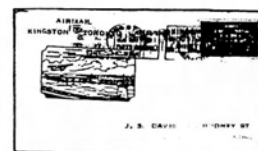


Continued

Results of the GUESS THE FIRST FLIGHT COVER PRICES? Quiz continued:**Cover 4 Addressed outside of Canada and the U.S.A. (To England.)**

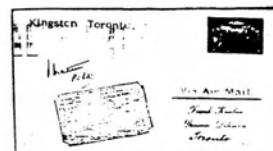
This is another cover that it's very difficult to estimate the "average price" of, since although covers to England are sometimes priced higher than covers to Canadian or American addresses, they often seem to be mixed in with covers to Canadian or American addresses, as the rate was the same as that to Canadian addresses. (FFCs to countries which required a higher franking, tend to sell for much higher prices.)

One entry gave this cover the same value that they had #1, and three the same value as cover #2. - The highest estimate was \$15.00, and the average **\$6.00**.

**Cover 5 Pilot signed.**

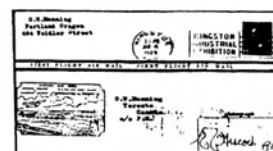
This cover also had no consensus! - 3 entries priced it at \$5.00 or less, while 3 priced it at \$20 or more. (The highest was \$25.)

The average price was **\$12.50**.

**Cover 6 Postmaster signed.**

Although some people went to extra efforts to get postmaster-signed covers in the 1920s/30s, there seems to be little interest in these covers today.

8/14 entries gave this cover the same value as cover #2, and the highest value was \$5.00. The average value was slightly higher than for #2, at **\$4.00**.

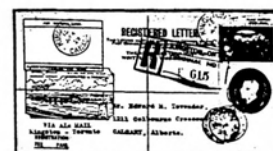
**Cover 7 Overfranked.**

Beauty is definitely in the eye of the beholder! - 3 entries reckoned this was a \$3.00 cover, while 3 priced it at \$10.00. (The numbers may sound similar to the responses to cover #5, but only one entry was in the "low estimate" group both times, and one in the "high estimate" group both times.)

The average price was **\$6.00**.

**Cover 8 Registered.**

There is no consensus on Registered covers either. - 2 entries priced this cover at \$5.00, and 2 at \$30.00. The others were spread out in between, with an average price of **\$15.00**.

**Cover 9 Special Delivery.**

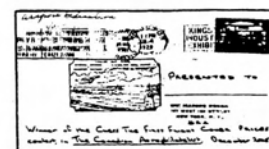
This was one of the most interesting results. - 6 entries priced this Special Delivery cover higher than they did the Registered Cover #8; 5 priced it the same as they did #8; and 3 priced it lower than they did #8.

The range of prices was \$6.00 to \$40.00, with an average of **\$20.00**.

**Cover 10 Unique! - The prize for the Guess The Cover Prices contest.**

This was definitely the most difficult cover to price. However, strange covers come on the market from time to time. (Some years ago, several CAS members signed a Kingston - Montreal FFC as a gift to Jim Brown, after he made a presentation to us in Kingston, about his research into Eddie Hubbard. - A couple of months after Jim died, the cover we'd created was offered on eBay, and sold for \$23.10US!)

3 entries didn't price this cover, and 2 described it as Priceless. - The numerical estimates received varied from \$1.00 to \$18.00, with an average of **\$5.00**.



CONGRATULATIONS to CHARLES OAKLEY who is the winner of the Guess The FFC Prices Quiz, and to Murray Heifetz who was the runner-up. - Charles and Murray each scored 11 points on the quiz, but Charles won the tie-break, as the total of his estimates was \$1.00 closer to the actual total of \$82.50.

THANK YOU again to all the participants.

A FOLLOW UP TO MEMBERS' FORUM (1) - FIRST FLIGHT COVER PRICES continued:

Some responses from members, to Gord Mallett's letter in the September 2005 newsletter:

From Nino Chiovelli:

29 January 2006

The question posed by Gordon Mallett asking for dialog on the price of covers offered for sale on eBay and your subsequent quiz in the Canadian Aerophilatelist were intriguing. I am a novice accumulator of Balloon Post and a very few flight covers. In some cases I have probably overpaid for some material and in other cases have made purchases at bargain prices. Along the way some items were gifts from friends.

From my point of view a person entering any hobby does so for the pure enjoyment of collecting and researching the particular items of interest. As experience grows that person may wish to obtain a certain item or group of items and will usually become informed of the monetary value prior to obtaining the item/s. At times a premium well over and above the going price may be paid as the person deems that it must be in their possession to fulfill his or her established goal in assembling their collection.

Entering a hobby cold turkey will find a collector obtaining material that they find personally pleasing. Generally that will lead to the hobbyist obtaining library material and of course subscribing to periodicals on the subject. In most cases the collector will search out and join organizations that cater to the chosen hobby. That in turn will lead to evaluating material from price lists in specialty publications and catalogues. Through this and through friends and dealers the hobbyist will eventually become adept in setting limits on what he or she may be able to spend in order to maintain their collection. These hobbyists are able to use eBay and similar auctions to their advantage.

Perhaps what is astounding is seeing fairly priced items selling on eBay for well over established catalogue prices. But let's look at this from the point of view of those uninformed buyers. Chances are that they are not stamp or cover collectors. There has been over the years a need for many people to hold on to the past because of family circumstances or personal involvement and fond memories of specific events. That places the item into the must have category and will probably be purchased by someone at an outrageous price. The reason may well be that the purchaser's parents or grandparents were involved servicing that particular aircraft, or crewed on a particular ship and so on. The purchaser's interest in that case will start and stop once that item is in their possession. To them the price was well worth the effort confirmed by the fact that they bid freely and felt that they were able to afford the item.

Certainly depending on the quantity of that item available on the market, this type of situation may come back to haunt the average bonafide collectors who wish to purchase a similar item in the future. In other cases the auction may serve to upgrade prices of some material that may now be considered rare?

My remarks are those of a new bee and hopefully some of our seasoned members will add to them so that I and others may learn a bit more?

Nino Chiovelli.

Continued

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A FOLLOW UP TO MEMBERS' FORUM (1) - RESPONSES FROM MEMBERS continued:**From Steve Johnson:**

I read with great interest the letter you printed by Gord Mallet regarding pricing of FFC and ebay etc. I think this topic can also apply to Semi-Official covers as well. I collect mostly Yukon Airways, and having 25 covers from various flights, I can state that AMCN pricing does not reflect the marketplace. I realize the catalogue is quite old and probably needs to be updated. For instance, the Nov 16 flight Dawson-Whitehorse (CL42-2701) has a price of \$900.00. I can tell you from personal experience that the price has more than doubled. Other covers seem to be quite low in terms of price. I would say that flights from CL-2801 are very accurate. I also believe that ebay has driven the price of Semi-officials upward. I have been purchasing semi-official material for about 2 years now. I could count on my fingers the number of bidders I would be up against. Now, I'm a small fish in a big pond. Haha.. that's not a complaint. It's great to see more people being interested in what I consider a very neat area of collecting.

Best wishes, Steve Johnson, Member # 359

I also checked with Gord Mallett, who commented in his original letter that he was listing on eBay ...

a pilot-signed cover. The cover [AMCN # 3137] is listed at US\$3 in the catalogue. It is very fresh and attractive. I placed at \$2 starting bid on it and a \$30 reserve. Within an hour someone had bid up to my reserve value of \$30. This very seldom happens in my experience, although this is a really nice cover. There is a link here to the military and the C2 is perfect.

The cover realized US \$48.90, which may be partly due to the C2, but is significantly above the "average price" for pilot-signed covers just produced by the quiz. - Gord also mentioned that:

- Pilot-signed covers remain very saleable, at about 10 times the usual US\$3 catalogue price.
- I just recently purchased Fred Jarrett's biography/autobiography *Stampin' Around or The Life of a Stamp Collector*.
- For any members complaining about regular FFCs not fetching enough in the present marketplace, this entry in Jarrett's 1948 price list [he was disposing of some of his duplicates in a folded price list mailed to his contacts] should make them feel a little better, - "Canada Airmail First Flights, 8 diff., with government cachet, \$1.00."

I also received from Ken Sanford, a copy of an article he wrote about *Buying Covers & Selling Covers on eBay*. - This gives a very detailed account of this increasingly popular process, plus Ken's thoughts on the subject. I plan to publish Ken's article as a continuation of this forum in the next newsletter.

CONTRIBUTIONS FROM ALL OTHER READERS TO THIS FORUM WILL BE MOST WELCOME.**WWW.CANADAREVENUESTAMPS.COM****WWW.ESJVANDAM.COM**

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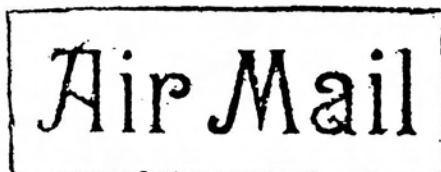
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THE "BOXED" AIR MAIL HAND STAMP RE-VISITED

Murray Heifetz

An updated version of the initial study, that was published in The Canadian Aerophilatelist June 1998.



Airmail service within Canada really starts in 1928. Prior to this, there were experimental flights by the RAF/RCAF, flights by individual pilots, and some regular services in Manitoba, Northern Ontario and Western Quebec by the early local "bush" airlines. In 1928 there began regular routes contracted by the Canadian Post Office, the introduction of a basic 5c airmail rate, and the issuance of a 5c airmail stamp.

With these new services there arose the need to identify mail which was to be carried by air. Initially this was done by specially designed airmail envelopes, use of airmail etiquettes, and merely inscribing or creating a handstamp reading "by Airmail" or some similar wording. Towards the end of 1928 the Post Office authorized the use of a handstamp reading "AIR MAIL" enclosed in a rectangular box.

It is unclear how this handstamp was distributed or by whom it was produced. One possibility is that it was made in Ottawa by a designated manufacturer and distributed to postmasters throughout the country. In this regard, attempts were made to verify this through the Post Office archives and through Pritchard-Andrews (the most likely manufacturer). Post Office records of this period are incomplete and no reference was found. No reply could be obtained from Pritchard-Andrews. A second possibility is that the Post Office recommended a design, and then left it up to individual handstamp manufacturers or stationers to produce the handstamps, and have them available for retail sale to postmasters, and businesses. The third, and most likely possibility, is that the Post Office established the permitted design and that postmasters could have them produced in their own area for local use. Usage seems to have been optional.

In *"The Transportation Proof Strikes of Canada"* edited by J. Paul Hughes, 7 of these markings are proofed. Two of them, with a second line "Poste Aerienne", were later proofs. Two of the others, proofed in October 1928, seem to be identical in all the aspects pertinent to my classification. The remaining four were proofed between April and December 1928. It is uncertain as to when these were first used on flown covers. My earliest is dated March 5, 1929.

[There was, however, a cover from Moncton dated January 11, 1928, with a boxed air mail handstamp, illustrated in the June 1998 *Canadian Aerophilatelist*. - This was probably applied some time after the flight, as it makes no sense for a handstamp to be used before it has been proofed. Additionally, while there were a few contracts for seasonal airmail granted between Oct. 1927 and March 1928, actual inauguration of more regular airmail service did not start before August. Hence proofing the handstamps in April would be consistent with the August commencement.]

There is no "latest" date. Some people still have a handstamp in their possession. One local postmaster still uses it on some of his personal mail. The major period of use was from about 1931 to 1937, corresponding to the period of growth in Canadian airmail service. Usage decreased rapidly with the introduction of "all-up" air service.

It is also unclear as to exactly when and why the handstamp was used on mail. The handstamp is, for example, sometimes found on some of the covers from a First Flight, but never on all of the covers from one leg of the flight, or to a particular destination..

Continued

THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:

To the best of my knowledge, these boxed markings had not previously been classified. This study is an attempt to do so, from the data base in my own collection. The classification, enumeration, and methodology is arbitrary. There may be a better and more logical way of doing this, and suggestions from readers are welcome.

The markings vary in four ways:

- The actual letter shapes are different.
- The letters may be the same but the strike dimensions vary.
- The design is the same but the rectangular box has different breaks.
- The colour of the strike varies

The design based on frame breaks is given a Roman numeral classification. For the same basic design but with different characteristics, there is a "sub-letter". Colour variations are noted in the text.

The variation by size is somewhat questionable. For each sub-type there is a wide range of measured markings. This creates an overlap of types which makes assignment arbitrary. More important, being a hand stamp, actual dimensions can vary with the pressure applied or the angle of strike of the stamp. The differences between types are small enough that the 3 sub types of type I may actually be a much smaller number. Measurements of the enclosed letters are taken from the left extremity of the 'A' in 'Air' to the outside of the 'I' in 'Mail'. The 'I' is also used for the letter height. Many strikes which have the same classification may also vary in the thickness of the letters. Where this is prominent, it is noted in the text.

There are at least two features which require further research.

Types beyond IV are different in basic letter style than types I - IV. The latter types can all relate to the design proofed by the Post Office. The others cannot. The question is, were they designs by a private organization, or were they officially approved hand stamps? For instance, most, but not all, of the covers seen with the type V stamp, are on covers designed by the International Air Mail Society in Montreal. Was this their design?

The second feature is the question of multiple strikes. Covers are known with more than one strike. They can be two or more of the same strike, two different strikes in the same colour, or two different strikes in different colours. The last case makes it reasonable to assume that the strikes were applied in different cities. They include covers totally within Canada, covers to the U.S.A., and covers sent overseas. My supposition is that the initial strike was applied at the first point from which airmail service was being provided. Consider a cover from Vancouver to New York or to Europe. It would have a strike applied in Vancouver, eventually get to Toronto (via either Seattle or Winnipeg-Pembina depending on the year), and then have another strike applied in Toronto for onward air service to either New York or Montreal. However, this needs to be verified.

Hopefully, publishing this updated version of my initial study, will have readers revisiting their own collections, and identifying the various marks on their covers. We then may be able to develop some more accurate classifications and understanding of the processes. The markings are certainly not rare but they are a little more difficult to get than I had assumed - particularly 1929 dates and some of the scarcer types.

Continued



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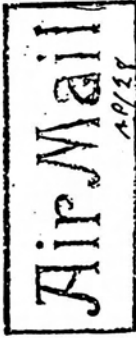
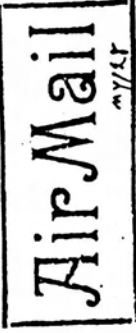


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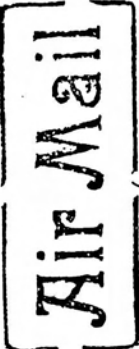



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THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:

	TYPE I	TYPE Ia	TYPE Ib	TYPE Ic
				
	proofed April 1928 and Dec. 1928	proofed May 1928	proofed Oct. 1928	
Box size	44-45 x 17-17 1/2 mm	41 1/2-42 1/2 x 17-17 1/2 mm	45-47 x 17-18 mm	45-45 1/2 x 17 1/2 mm
Letter size	37-38 x 8-8 1/2 mm	36 1/2-37 x 8-9 mm	39-42 x 8-8 1/2 mm	38 1/2-40 1/2 x 8-8 1/2 mm
Colours	violet, magenta, gray, blue Gray-blue, green	violet	violet, gray, black	black, violet
Frame	unbroken	unbroken	unbroken	unbroken
My earliest date	Mar. 5, 1929	Nov. 21, 1940	Feb. 28, 1933	Dec. 30, 1929
Cities Posted	Many cities across Canada	Montreal, Toronto	Montreal, Kingston Saanichton, B.C.	Kingston, Montreal Grindstone Is.
Remarks				bottom tip of 'M' reaches bottom line of letters


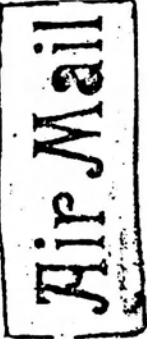

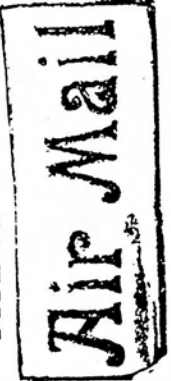
Continued

THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:




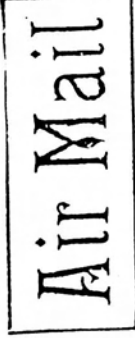
	TYPE II	TYPE IIa	TYPE III	TYPE IIIa
				
Box Size	44-45 x 17-18mm	44 ½ x 17 1/2mm	44 x 17 1/2mm	44 ½ x 17 ½ mm
Letter Size	37-38 x 8-9 mm	38 x 9 mm	38 x 8 mm	40 x 9 mm
Colours	violet, magenta, blue	violet	violet	black
Frame	broken in middle on all 4 sides	broken in middle on all 4 sides	broken top and bottom	broken at top and bottom left corners
My Earliest Date	Sept. 27, 1932	illegible - likely 1934	Nov. 21, 1930	July 11, 1938
Cities Poste	Vancouver and some other cities in British Columbia	Vernon, B.C.	Toronto, Ottawa, Dundas Delbourne - all Ontario	Calgary Stampede PO
Remarks	thin and thick lettering	middle stroke of 'M' much Shorter than other two legs		

Continued

THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:

	TYPE IV	TYPE IVa	TYPE V	TYPE Va
				
Box Size	42 x 17 1/2mm	45 x 18mm	45 x 17 1/2mm	48 x 18 mm
Letter Size	37 x 8 1/2mm	38-38 1/2 x 9mm	38 x 8 1/2mm	44 x 10 mm
Colours	violet	violet	violet	violet,
Frame	Broken left and right sides	Broken left and right sides	Broken bottom only	broken lower left corner
My earliest date	Feb. 22, 1932	1931 - day illegible	Dec. 13, 1934	June 22, 1932
Cities Posted	Toronto	Toronto, Calgary	Winnipeg	Montreal, Halifax, Ottawa
Remarks				thick lettering

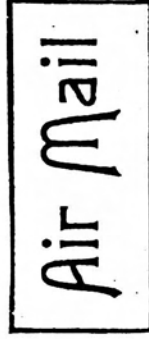
THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:

	TYPE Vb	TYPE Vc	TYPE Vd	TYPE VI
				
Box Size	unknown - only seen	45 x 17 1/2mm	49 x 19mm	42 1/2 - 45 x 16mm
Letter Size	in auction catalogue	39 x 8 1/2mm	41 x 9mm	36-38 x 9mm
Colours	unknown	black	black	black, magenta
Frame	broken top left corner	one break at top centre	one break at right side	unbroken frame
My earliest date	May 27, 1931	Mar. 13, 1931	Nov. 10, 1941	June 14, 1933
Cities Posted	Montreal	Calgary	Montreal	Montreal only
Remarks	in Firby auction January 1998			

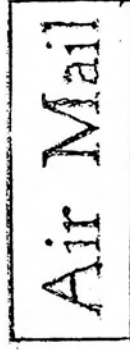
Continued

THE "BOXED" AIR MAIL HAND STAMP RE-VISITED by Murray Heifetz continued:

TYPE VII



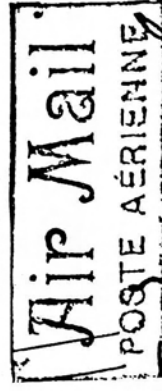
TYPE VIII



TYPE VIIa



TYPE IX



Box Size Letter Size	41 1/2 x 18 1/2mm 33 x 10 mm	45 1/2-46 x 16-16 1/2mm 40-41 x 7-1/2mm	46 x 13 1/2mm 39 x 7 1/2mm	48 1/2 x 19mm 43 x 15 mm
Colours	black, violet	violet, blue-black	deep violet	seen only in photocopy
Frame	unbroken	unbroken	unbroken	unbroken
My Earliest date	Sept. 19, 1938	Sept. 11, 1952	Mar. 28, 1938	June? 10, 1940
Cities Posted	Halifax (ex Nascopie), SK, Moose Jaw SK	Toronto, Edmonton	Regina	Joliette, PQ
(Courtesy of Dave Hanes.)				

Please send any comments, suggestions, and particularly additional information regarding this study, to:

MURRAY HEIFETZ, 75 Wynford Heights Cres. Apt. 2106, Don Mills, Ontario M3C 3H9

Email: murrayheifetz@rogers.com

SUPPLEMENT 13 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Further Additions to Section 5: Government and Other Air Mail Covers of Canada

Dick McIntosh



1922, January 20 - Halifax — St. John's, Nfld. This was the first approved government flight, with an established Air Mail rate of 34 cents. It was in response to the attempted Newfoundland flight from St John's to Halifax originating in November 1921. Covers bore a seven line rectangular cancellation in purple, 'FIRST AIR MAIL HALIFAX TO ST. JOHN'S JANUARY 1922.' Unfortunately, the plane was wrecked before the flight and the mail was forwarded by surface. (See Interrupted Flight 220120, page 266.)

2203 Halifax — St. John's

125.00

Note: There is a caution included in the description of these covers in Longworth-Dames The Pioneer and Semi-Official Air Mails of Canada 1918-1934, that:

"The postage rate was set at 34c, though covers are known with stamps to the value of between 30c and 38c. Some covers are known with the King George V 'Admiral' Issue of 1922, 1c yellow, 2c green, 5c violet, 10c blue and 20c olive-green. Interestingly, the 5c violet and 10c blue were not issued until February, while the 1c yellow and 2c green did not appear until June, which places a certain amount of suspicion on these particular covers if the flight was scheduled for January. Some covers are backstamped at St. John's and are rated at 34c, while those without the backstamp were returned direct to senders."

1946, August 8 — Montreal/Ottawa — Plattsburg, Lake Placid and Rutland, N.Y. Further extensions to U.S. CAM 72 (see 4607) occurred on this date. Other covers from Montreal and Ottawa may exist. No cachets.

4614 Ottawa — Plattsburg

5.00

a. Ottawa — Lake Placid

5.00

b. Montreal — Rutland

5.00

1947, July 1 — Revised Transcontinental Service. Additional leg:

4715 w. Regina — Swift Current

10.00

Continued

SUPPLEMENT 13 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:**Further Additions to Section 5: Government and Other Air Mail Covers of Canada by Dick McIntosh**

- 1951, January 10 --- Chicago - New York.** Avro Jetliner demonstration flight. Seven line cachet. Covers from other demonstration flights may also exist. Unfortunately, the aircraft was never sold commercially.
- 5100 Chicago - New York (few) 30.00
(This cover was illustrated in *The Canadian Aerophilatelist*, September 2001, page 18.)
- 1958, November 20 --- Montreal - Chicago.** Air France Inaugural flight.
- 5830 Montreal - Chicago. 5.00
(This cover was illustrated in *The Canadian Aerophilatelist*, December 2005, page 24.)
- 1962, May 4 --- Frankfurt - Montreal.** First non-stop flight by Lufthansa Boeing 707.
- 6206 Frankfurt - Montreal 10.00
(This cover was illustrated in *The Canadian Aerophilatelist*, December 2001, page 19.)
- 1968, October 1 --- Rochester - Montreal.** Mohawk 111 Fan Jet flight.
- 6820 Rochester - Montreal 5.00
(This cover was illustrated in *The Canadian Aerophilatelist*, December 2005, page 24.)

If anybody has suggestions for changes or additions to Section 5 of **AMCN**, please send them to:

Dick McIntosh, 3 Concorde Place #205, Toronto, Ontario M3C 3K7

E-mail: mcintosh@accessv.com

Details of the earlier Supplements to **THE AIR MAILS OF CANADA AND NEWFOUNDLAND** are included in the index to **The CANADIAN AEROPHILATELIST**. - To obtain a copy of the index, (either as a printed version, on diskette in Microsoft Word or WordPerfect format, or by email), and/or back issues of the newsletter, please contact: Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0

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MEMBERS' FORUM 2 - What is a Pioneer Cover?

These comments were triggered by the listing of the January 20th 1922, planned flight from Halifax to St. John's, in the Supplement to Section 5 of **AMCN** on the previous page. (Flight 2203.)

I therefore want to start by both thanking and congratulating Dick McIntosh, for all the work he has done in preparing the original Section 5, and in updating it.

I also want to commend Dick for including the 1922 flight in his update. - Dick's rationale was that since this flight had been left out of **AMCN**, and since his was the main section for which Supplements are being published, it was much better to have this flight listed somewhere in the catalogue, than nowhere. - I would love to receive supplements from more **AMCN** section editors for publication in this newsletter, but in the mean time, I think it's great that Dick has taken the initiative to ensure that this very significant flight is listed.

We do, however, now have a seven year overlap, between the first flight in the "Government and Other Air Mail Covers of Canada" section, and the last flight in the "Canadian Pioneer Flight Covers" section! (Before the addition of flight 2203, the overlap was three years).

At some time in the future, we are, (I hope), going to be producing a revised version of **The Air Mails of Canada and Newfoundland**. - One of the aims of these Members' Forums is to give everybody a chance to comment on what changes they think should be made to **AMCN** when it is revised, and one of the changes I would like to see, is much less overlap between the "Pioneer Covers", and the "Government Covers". And that raises the question: **What is a Pioneer Cover?**

Continued

MEMBERS' FORUM 2 - WHAT IS A PIONEER COVER? continued:

According to Frank Ellis in Canada's Flying Heritage:

Official air-mail delivery in Canada began in 1927. Any air mail carried prior to that year had been semi-official only, that is, the postal authorities had merely given permission for mail to be carried and for special stamps, stickers, etc., to be used on the envelopes. Some of these flights were special - to mark a record or celebrate an event; others, which became regular, were business arrangements with commercial flying companies. In these cases the government did not initiate the venture, assume responsibility, or foot the cost.

In 1927, however, the government decided, in view of the success of these operations and the regularity with which they had been carried out, to set aside the sum of \$75,000 for the carriage of mail by air. The first flights, largely experimental, were made both ways between Montreal and Rimouski, on the lower St. Lawrence, to expedite outgoing and incoming Atlantic mail. (Page 313.)

The first attempted mail flight from Rimouski to Montreal, is currently listed as #2707 in AMCN:

2707 **1927, September 9 — Rimouski - Montreal.** First attempt. The Vickers Vanessa with mail from the "Empress of France" sank while attempting to take off due to previous unnoticed damage. Covers exist with private cachets and the mail arrived in Montreal after the ship!

It seems to me that Section 5 should begin with this first flight, and that flights from before September 9th 1927 should be regarded as Pioneer Covers!

When published, AMCN followed the precedent of the American Air Mail Catalogue (Fifth Edition), and began the Government flights section, with the March 1926 delivery flight of the PA&EL Curtiss Lark to Red Lake. This is one of four flights listed before #2707:

- 2601 **1926, March 27 - April 12 — Toronto - Red Lake.** Postal officials authorized mail to be flown from Toronto to Red Lake by the flight of a Curtiss "Lark" en route from New York for delivery to Patricia Airways and Exploration Co., Ltd., with Roy Maxwell as pilot.
- 2701 **1927, July 13 — Fargo, N.D. - Winnipeg.** Covers bear printed inscription: "First Mail Cover by Aircraft from Fargo, N.D. Sponsored by Fargo Aeronautics Club." Postmarked Fargo on July 13, backstamped Winnipeg on July 16.
- 2703 **1927, July — Montreal - Vancouver.** An official flight was scheduled for early in July 1927 from Montreal to Vancouver, to be performed by Edwin Dobbin. . . The flight was abandoned because Dobbin could not obtain insurance.
- 2705 **1927, September 1 — Windsor, Canada - Windsor, England.** Clarence "Duke" Schiller and Phil Wood aboard the Stinson SM1 "Royal Windsor", were in a race with "Sir John Carling" on the "London to London" flight.

One of these flights, #2705, is already listed in the Pioneer Flight Section, (as PF-31), and it seems to me that the other three flights should be.

Regarding the flights currently listed under the Pioneer Flight Section, all but the last (PF-32) are from before September 9th 1927. - PF-32 is the Moose Jaw - Winnipeg flight, of August 17th 1928: according to AMCN:

This was a special flight sponsored by the Moose Jaw Flying Club, Ltd., to participate in the Winnipeg Flying Club's aerial meet at the Stevenson Flying Field in Winnipeg. A special stamp was issued and sold for \$1.00.

This flight is an anomaly, since although it occurred after #2707, the "special stamp" was authorized by the Canadian Post Office! This stamp makes flight PF-32 different from the other flights in Section 5, and more like several of the other flights in the Pioneer section, for which special "stamps" were also authorized.

So: should we try and select a specific date before which there were "Pioneer Flights", and after which there were "Government and Other Air Mail Flights"? Is there another way of defining Pioneer Flights? And if Pioneer Flights are going to be defined as those before a particular date, what date should be used?

Any suggestions regarding the definition of a Pioneer Cover; and/or comments on the thoughts in this article, and/or comments on any other aspect of AMCN, would be most welcome! - Please send them to the editor.

MEMOIR OF AN AEROPHILATELIC BOYHOOD

Richard Sanders Allen



This is an expanded version of the article first published in the June 1997 Canadian Aerophilatelist.

Your Editor asked for a few words on "aerophilately in the old days." As a retired researcher/writer on industrial and aviation history I find that, after seven decades of living, I can recall events of 1930 better than what I was doing last week. And what I was doing then was "collecting air mail stamps."

I was born in 1917, and grew up in Saratoga Springs, a small resort town in upstate New York, from which my father worked as a consulting civil engineer. (For a long time Canada was the vast, mysterious country "just next door", for which the Albany-Montreal plane of Colonial Airways was headed when it flew over our house.)

As the youngest in the family, I was very much aware of my older brothers' sports and social activities, and their leisure time collection (or better, "accumulation") of postage stamps. From them, I began to learn that stamps taught one geography, art, language, monetary systems and history, to name a few things, and the learning wasn't repetitious and boring, like school. Knowing the stories behind the stamps was fun.

Eventually, I succeeded to both my bothers' collections, plus those of two cousins who went off to college. They all had big red-bound Scott's albums, which were sold with the premise that one could actually fill all those intriguing blank squares and rectangles with the used postage stamps of the world. You steamed old stamps off correspondence, you traded your "dupes" for different new ones, you sorted and arranged, and laboriously mounted your stamps with peelable paper hinges. You sent away and got "penny approvals," and picked out some that especially appealed to you. But with a meager allowance you just couldn't afford them all, and reluctantly returned batch after batch to the stamp dealers. I guess that's where I learned thrift and sales resistance.

All the while, those empty spaces stared you in the face every time you opened an album.

Other kids I knew who "saved stamps" seemed fascinated with the idea that they'd come upon some fabulous rarity. One went carefully thru the old South American correspondence of his great-grandfather in hopes of turning up a British Guiana "penny black", then the world's rarest stamp. (He hand-peeled the stamps off hundreds of registered packets from Chile and Bolivia, before we had thought of saving whole covers.) One boy hounded the local post office clerks to search for loose items in the cracks of their stamp drawers. He was rewarded with a mint copy of the 1918 bi-colored 24-cent Air Mail, but of course NOT one with inverted center.

Simultaneous with being boy stamp collectors, our generation was engulfed in a huge wave of public awareness and avid interest, in all things pertaining to aviation.

It is hard to believe that people once dropped whatever they were doing and ran outdoors when they heard an airplane engine. A barnstormer landing on the edge of town would attract big crowds, and scores of envious kids who wished they had a five-dollar bill, "to go up." We read books and magazines for the "latest" on what our aerial heroes of the "Lindbergh era" were piloting, and where they'd be flying off to next. We built models, and learned to differentiate between a Ford and a Fokker, a Waco and a Stinson, as easily as between a Chevy and a Chrysler. The aviation mania touched nearly every neighborhood.

Continued

MEMOIR OF AN AEROPHILATELIC BOYHOOD by Richard Sanders Allen continued:

So, with double enthusiasms, is it any wonder that boys (and girls) of the so-called "Golden Age" of aviation expanded their embryo stamp collections to include ANYTHING that had to do with "Air Mail"?

I had in mind to get one of the special 10-cent Air Mail stamps commemorating Lindbergh, that was issued in 1927. But the line at the post office window stretched out to the street, and I only had a lone thin dime.

Like regular stamps, there were soon albums on the market devoted entirely to airmail stamps, but filling all those blank spaces still seemed an impossible deal. What to do? Specialization was of course the answer.

At first, I attempted to acquire an air mail stamp from every country that had issued them. (Over a decade I gathered a sample from perhaps 80% of the nations that flew their mail.) Then I discovered "covers"; entire envelopes being carried on new air mail routes and special flights, with a story behind every one to be thought about and savored.

The post office clerks let us read the "Postal Bulletin" which announced the inauguration of contract air mail routes, (CAM'S), and the cities to be served. We could, and did, prepare our own self-addressed envelopes, (always with a printed slip of paper inside), to an ever-growing number of cities that would supply a first-flight cachet. Older collectors looked down their noses at our hand-lettered efforts on long envelopes, and dealers were just beginning to mass-produce elaborate printed cachets and first-day covers. But we had a lot of fun seeing ours show up in our mail boxes, and mounting them with adhesive hinges in loose-leaf note books.

I subscribed to "Stamps" weekly magazine, and remember seeing "Mekeel's" and "Linn's" in the library. They had all the current aeronautical event announcements, and were loaded with enticing "ads" for things you never could hope to get.

We sent for first-days, and first flights, and airport dedication cacheted covers. We sent off and waited for months for covers from the 2nd Byrd Antarctic Expedition in 1933. (We liked to believe they'd been flown over the South Pole!)

Then there was Roy Amble's aborted global flight, and the equally no-show "US-USSR Trade Recognition Flight". Much of the sending out covers was simply what suited your fancy, and what aspect of aviation interested you most at the moment. You were collecting scattered souvenirs; and feeling you had a little piece of what was going on during these years of rapid advancement in aviation.

But always, in depression-gripped America, there was the sobering cost of Air Mail stamps. (I don't remember even THINKING then, that I could buy a set of "Graf Zeppelins"!)"Spotty" was the best description for "Allen's Air Mails".

I traced the flight paths of the "Graf" and the "Hindenburg" poring over maps and atlases, and sketched out the routes of the world's airlines, as they existed pre-WWII. Since they were relatively inexpensive, I made a collection of air mail labels (etiquettes), and then one of Air baggage labels. They found good use in illustrating my books, some fifty years later.) Eventually I even joined the American Air Mail Society (Member #1551). But girls, the U.S. Army Air Corps, and the necessity for making a living, soon turned my attentions elsewhere.

I have always maintained that my boyhood air mail collecting activated a desire to learn and a "need to know", and the process was invaluable in my later historical research.

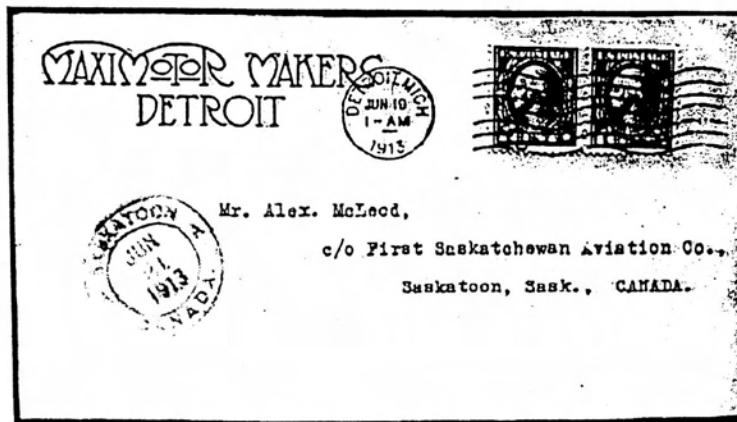
Today, I have just the remnants of things that have survived seventy years; a shoebox of old covers. I have a flown Zeppelin cover, one from the "Akron", and three authentic "crash covers." There are a few from when the Army flew the mails temporarily in 1934. And, since they appealed to my sense of the remote, there is a set of Canadian bush country first-flight covers. I still have the Air Baggage labels, which make a colorful display of world airline history.

Aerophilately may someday become a closed chapter, but not for those who once did, or continue, to derive pleasure in thinking about how the world grew wings.

MANY THANKS RICHARD! - *Editor's Invitation:* I would be delighted to receive a letter or article from any reader about their own aerophilatelic memories and experiences, and to resume the series of articles on the "History of Aerophilately".

FOLLOW-UP:

FIRST SASKATCHEWAN AVIATION CO. - 1913



Postmarked: DETROIT.MICH JUN 19 1 - AM 1913
"Receiver stamp": SASKATOON JUN 21 1913 CANADA

This cover was shown in the June 2005 newsletter. - The amazing Barry Countryman has put together a substantial history of the FIRST SASKATCHEWAN AVIATION CO. to which it is addressed:

THE FIRST SASKATCHEWAN AVIATION COMPANY

By Barry Countryman

Saskatoon's remarkable growth in its 10-year history was about to end in 1913. Inflated land values, worries about the debt of western municipalities and deteriorating European politics dried up venture capital.

Ray Crone, quoting the local paper of April 11 in his "Aviation Pioneers in Saskatchewan" ("Saskatchewan History" magazine, Winter 1975), said (Walter) Featherstone intended to start an aviation school (Saskatchewan Training School). A Farman biplane was at the railway station, with a second machine expected any day; both would be assembled once the 50 ft. x 40 ft. hangar was built (on land set aside that year west of the exhibition grounds for an aerodrome). Instruction by Featherstone to 20 or 30 students over 2 or 4 months would begin May 24. Apparently high customs charges meant the plane was never assembled.

Featherstone, a 5 ft. 5 1/2 in., auburn haired Englishman, was born in Manchester on Oct. 26, 1890.

The hangar, large enough to shelter at least five planes, was probably built by Kyle & Caton, whose principals, contractors T. B. Kyle and James Caton, were directors of the First Saskatchewan Aviation Company. This enterprise was incorporated in 1913 with a nominal capital of \$20,000 divided into 20,000 shares of \$1 each. The other directors were barrister Ernest Gardner and managers Charles J. Fox and Harold Hartney. Each held one company share.

American Glenn Martin used the hangar when he returned after a year to make several flights on Aug. 5, opening day of the Saskatoon Exhibition. A summer storm destroyed the hangar in 1914.

Continued

THE FIRST SASKATCHEWAN AVIATION CO., 1913 by Barry Countryman continued:

In First Saskatchewan Aviation's business filing dated Dec. 31, 1913 and submitted by the following February deadline, the directors declared that, "No shares allotted (sic) after incorporation owing to financial stringency. Directors hope to get going later." It was "struck off" as a joint stock company in 1919 after its failure to submit annual summaries of capital and the names of present and former shareholders.

Harold Evans Hartney was born in Pakenham, Ontario, on April 19, 1888, the son of a merchant. He was a bandsman with the 48th Highlanders and graduated from the University of Toronto in June, 1911. He followed his older brother Russell, a barrister, to Saskatoon and got his legal training there. Hartney joined the Saskatoon 105th Fusiliers in 1911.

It is strange that he made no mention of co-managing an aviation company in his autobiography, "Up and at 'Em", only his Saskatoon pastimes of cornet playing and rifle shooting. The married barrister went to war as a lieutenant with the Saskatoon regiment in May, 1915. In October Hartney transferred to the Royal Flying Corps where he first flew on Oct. 21 at Norwich.

On Feb. 21, 1917 he was badly injured in aerial combat. After recuperation in England he was transferred to the U.S. Air Service where he recorded his 7th victory. After the war Harney was chief of training for the Army Air Service. In civilian life in the early 1920s he helped found the National Aeronautic Association and later was an aviation consultant. He died at his Washington, D.C. home on Oct. 5, 1945.

Walter Featherstone, now a draftsman, enlisted in the Canadian Expeditionary Force in Toronto on Aug. 9, 1915. His wife was at home in Winnipeg in the care of T. B. Kyle, no doubt the First Saskatchewan Aviation director and hangar constructor now working in the city. The value of Saskatoon building permits did not rebound until 1916.

He obtained another regimental number when he joined the CEF again on March 2, 1916 in Winnipeg, the 34th Fort Garry Horse. A second number usually means that someone enlisted early, was wounded, sent home and re-enlisted in another unit. His attestation paper repeats his pre-emigration British army service. He listed his occupation as aviator. Second Lieutenant Featherstone was in 35 Training Squadron, Royal Flying Corps. He had 20 hours of recent solo time when on Oct. 3, 1917 his plane climbed too steeply on take-off in Middlesex County; the craft nose-dived from 100 ft. He was badly burned and died that day in the RFC Eaton Square Hospital, London. He is buried in Beaconsfield Cemetery, Buckinghamshire.

The cover (query, June/05, p. 27) was addressed to Alex. McLeod and backstamped June 21, 1913. Henderson's Saskatoon Directory 1914 lists an Alexander McLeod as a "teamster." Such a fellow, born in Scotland in 1888, signed up for the CEF in Calgary on Jan. 13, 1915.

Many thanks to Barry Countryman for this article, and to Doug Lingard who also sent me some information on this company.

On behalf of Barry, I would also like to thank the staff of the City of Saskatoon Archives, and of the Local History Room of the Saskatoon Public Library, for their help with his research.

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FOLLOW UP: Red Lake / Who Transported These Covers? (iii)

In the March 2005 newsletter, Ed Matthews illustrated and analyzed two covers franked with the Elliot-Fairchild Air Service semi-official, (Unitrade CL9): one from Winnipeg, April 13th 1926, to Red Lake, April 17th 1926; and one from Red Lake, April 17th 1926, to Winnipeg, April 21st 1926. He raised a number of questions regarding the date of issue of this stamp; and the starting date for Patricia Airways & Exploration Ltd. carrying mail in the Red Lake area.

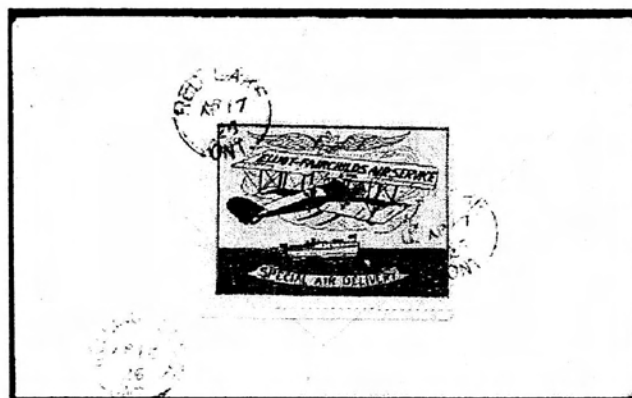
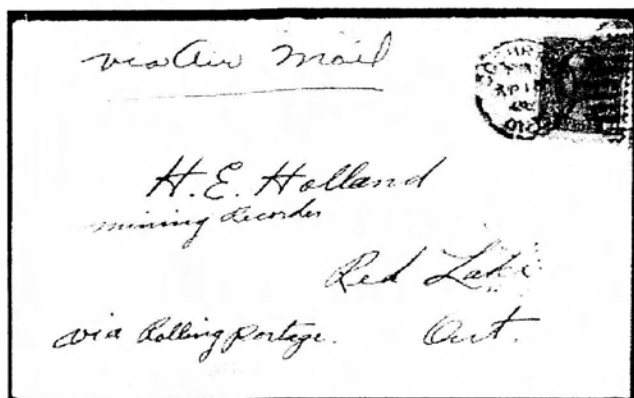
The September 2005 newsletter contained a further analysis of these covers by David Brown, who commented that: *existing covers provide evidence that mail was flown from Rolling Portage to Red Lake on Saturday April 15, 1926, with arriving mail postmarked on the Monday April 17, 1926. I do not recall seeing any mail from Rolling Portage dated April 17, 1926. If it is true, that no mail left Rolling Portage on April 17, 1926 it is highly likely that the plane flew to Red Lake with mail on the April 15, 1926, spent the Sunday in Red Lake and returned with mail to Rolling Portage on the Monday April 17, 1926, this being the last flight made by Elliot – Fairchild.*

However, David has since written to me that:

While at the BNAPS convention I had a look at a cover that Van Dam had with a CL9 semi that was post marked Rolling Portage on April 16, 1926 and Red Lake April 17, 1926. This indicates that there were flights to Red Lake from Rolling Portage on 16th as well as the 15th. My theory of the overnight stay in Red Lake is therefore incorrect.

I have also developed a calendar for 1926, and found that April 15th was a Thursday, Friday the 16th and Saturday the 17th.

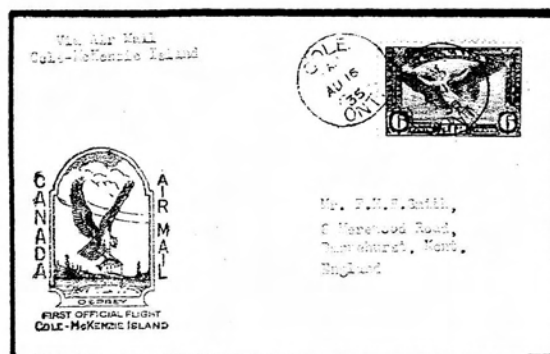
The "April 16th" cover is shown below:



Postmarked COCHRANE ONT. PM AP 15

Thanks for the update David. - If anybody can provide additional information on this topic, please send it to the editor.

FOLLOW UP: Where's Cole?



This was another question in our September 2005 newsletter.

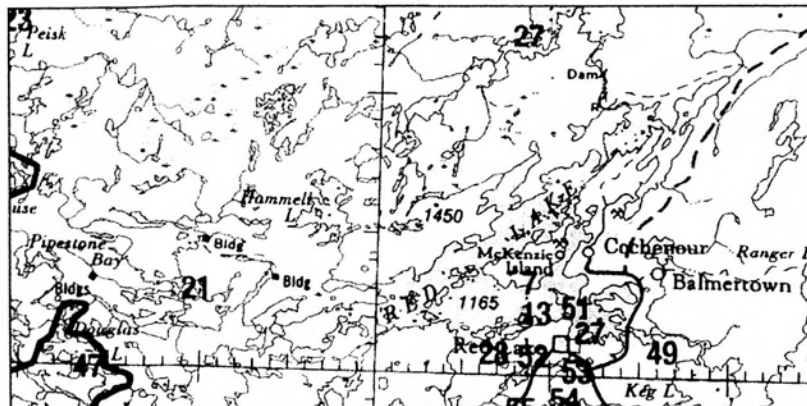
Many thanks to David Brown, Barry Countryman, and Derek Rance, for sending me information on this topic.

I am reproducing Derek's very comprehensive answer on the next two pages, and plan to include some additional information from Barry and David in the next newsletter.

The Cole Post Office

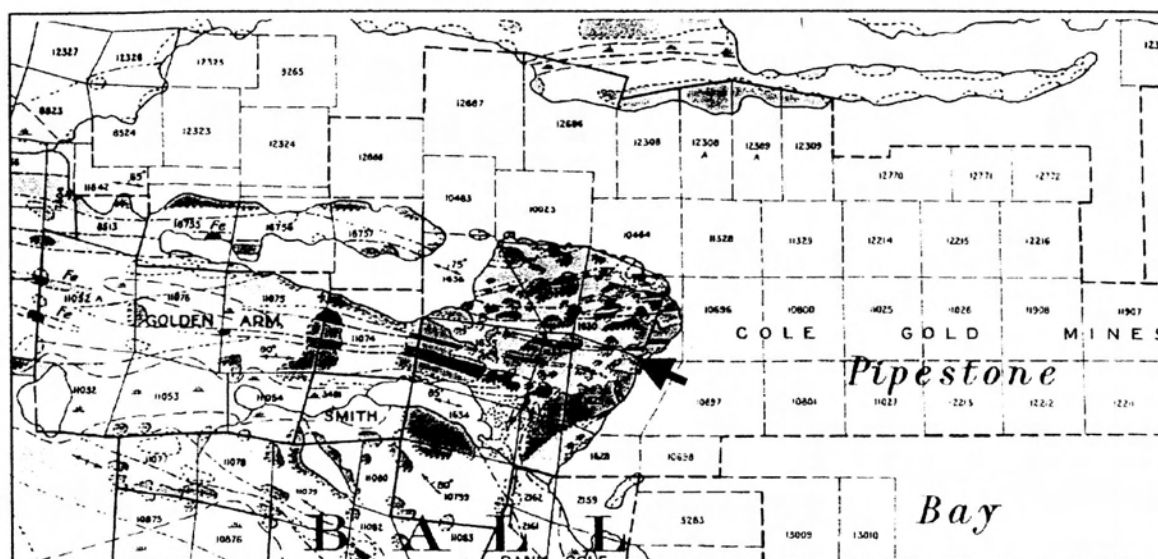
Derek Rance

In answer to a question about Cole in the September 2005, Canadian Aerophilatelist.



Cole was the site of the Cole Gold Mines Ltd. Mine. This mine was located on the west end of Pipestone Bay on the west end of Red Lake.

The picture on the next page shows the site of the mine workings on the northern part of claim No. 1629



John Younglove Cole, Jr. flew into Red Lake with the J.V. Elliot Air Service during the 1926 Red Lake staking rush and staked the initial nine claims on the Cole property. Both he, and his father John Younglove, Sr. were called "John Y" although in the early years the son was called Young Buster. Previously Mr. Cole Sr., a US citizen, had discovered and brought into production the rich O. H. Gold mine near Rossland B.C. After marrying a Canadian girl, the family moved to Cobalt, where John Y Jr. got his first post- school education at The Haileybury School of Mines. Subsequently, he received a B.Sc from Harvard and a LLB from the Harvard Law School.

Dr. E.L. Bruce's famed geological report on Red Lake noted the large quartz outcrops at Pipestone bay, so this is where John Y, Jr. first headed. The assays of the three samples he took from the property, all showed good values, so John Y Sr. in the summer of 1926 moved here, with a crew to build camps and to strip and sample the ore veins.

Continued

THE COLE POST OFFICE by Derek Rance continued:

Thereafter, work continued mainly during the summer months until 1932, when a 20 foot deep shaft was sunk by hand drilling to explore the most promising vein showing. In 1933, a steam plant was then erected and a two compartment vertical shaft was sunk to 200 feet. In November 1933, Cole Gold Mines Ltd was formed to acquire the claims from John Y Jr.

During the next four years the shaft was progressively deepened to 530 feet and four levels established. John Y Sr. died at the mine in 1934 and was flown out for burial at his home in New York. After his father's death, John Y Jr. took over operations at the mine.

The height of development activity at the mine was between 1935 and 1938. The post office at the mine office opened on the 15th August 1935 and was shut on the 31st October 1938, after underground work at the mine had been suspended in the spring of 1938. At that time John Y Jr. claimed to be waiting for electric power to be supplied to the mine.



Mining plant at the Cole mine, Ball township, looking east over Pipestone bay.

Available information regarding to the mine is very sparse as John Y was notoriously tight-lipped about results.

It is known that the ore values were "spotty" and this undoubtedly caused closing the underground workings.

Sporadic prospecting work continued until 1990.

Apart from his prospecting activity on the property, which had grown to 59 patented claims, John Y Jr. also practiced law in California. I only met him in Red Lake the once. At that time he had turned pretty crusty and was known in the area for chasing "trespassers" off the Cole property with a shotgun. He died at the age 89 at his home in Redwood City, California.

Thanks Derek.

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314 Glenn Baechler	24 Neil Hunter	124 Reuben Ramkissoon
266 John Church	284 John Irvine	357 John Rawlins
326 Gary Cristall	49 Jonathan L. Johnson Jr.	360 Stephen Robbins
224 Charles G. Firby	359 Steve Johnson	58 David Skeene-Melvin
342 Mrs. Sandy Freeman	149 Frank Kendle	138 Keith Stibbe
27 John Glashan	263 Louis K Levy	315 Reginald Targett
226 David Granger	201 Ivan MacKenzie	29 Jim Turk
176 William Harrington	177 John Masella	262 ESJ Van Dam*
183 Robert Haslewood	267 James Parker	254 John Webster
361 Walter Herdzik	25 Jacques Le Potier	341 Kevin Wenzel

(* shows an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter.)

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.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is normally 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:

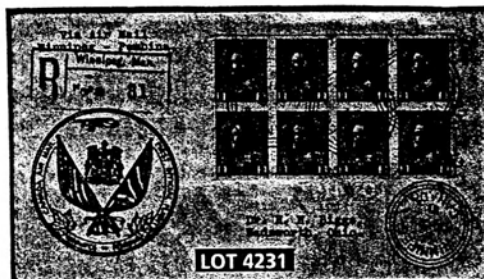
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