



THE CANADIAN AEROPHILATELIST

#68

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,
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EDITORIAL - There are two CAS meetings planned for the Fall:

- in Calgary on Saturday September 30th, as part of Royal 2006 Royale,
 - in Toronto, the 12th Annual Day of Aerophilately will be held on Saturday October 21st.
- More details regarding both meetings, are given on page 9 of this newsletter.

*I have enjoyed all the Toronto meetings so far, and am hoping to get to both meetings this year.
Everyone else is invited, encouraged, and urged to participate too.*

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, SEPTEMBER 2006

I trust that everyone had an enjoyable summer that included a relaxing summer vacation. The variable weather in the Ottawa area provided many pleasures and disappointments. Fall is on its way and now it's time again for aerophilatelic activities. I have not yet received the 2006 Snowbird covers from 431 Demonstration Squadron in Moose Jaw. As soon as the Snowbirds return to their base at Moose Jaw, Lt (N) Petra Smith will forward them to me. Anyone wishing a set should send me their payment made payable to the CAS. The cost is \$30.00 for the cover signed by all nine pilots and \$55.00 for the set of nine covers, each signed by an individual pilot. A complimentary 2006 Snowbird brochure is sent with each order. There is also an attractive Ottawa Air Show program featuring the Snowbirds for \$5.00

I had the pleasure of attending the launch of the new Snowbirds' stamps on 29 June 2006 at the Ottawa International Airport. All the pilots and ground crew were there in appropriate flying suits. I met them all and had a picture taken with them. Canada Post and the Royal Canadian Mint presented each member of the Squadron with a complimentary souvenir kit. It was a very pleasant event. On 1 July 2006 the Snowbirds flew over Parliament Hill with our envelopes aboard the various Tudor aircraft.

Our Past President, W/C Pat Sloan, had the grievous loss of his eldest son, Colonel Patrick Sloan, CD, aged 69. Pat's son, an experienced pilot in the RCAF/CF, died from an inoperative brain cancer. Colonel Sloan is survived by his wife, two married sons with families, and his mother and dad. I attended his memorial service on Monday, 28 August 2006. I extended the sympathy of the CAS membership to W/C Sloan and his family for which they were thankful.

The RPSC is soon to experience a change in leadership when Charles Verge, FRPSC, FRPSL, President of the RPSC for several years, completes his terms as President. Charles has been a very dynamic philatelic leader for the RPSC. He has initiated many improvements for the benefit of the RPSC membership, including many of our membership. The CAS is RPSC Chapter 187. Charles had the knack of getting excellent philatelists to assist him in all aspects of the Society including its administration, the judging program, liaison with Canada Post, international activities with the FIP, the excellent journal of the RPSC, The Canadian Philatelist and youth activities. Well done Charles. Keep up the good work in your new position of Past President of the RPSC.

I look forward to receiving offers of assistance from our members in the preparation for the first revision of our catalogue, "The Air Mails of Canada and Newfoundland". Murray Heifetz and Dick McIntosh have offered to carry on with the project. I am still waiting for a reply from the AAMS concerning their support in commencing the work. It will be most likely five years before we complete the project as the last three volumes of the 6th edition of the AAMS Catalogue must be completed first and a procedure approved to complete an index for our catalogue's content.

Our Editor, Chris Hargreaves, is soon to leave for an extended holiday in New Zealand. We wish him well on his adventurous holiday in New Zealand.

Dick Malott



Dick Malott, President CAS, and Major Ian McLean, Team Lead for the Snowbirds, at the launch of the Snowbirds' stamp.

SECRETARY'S REPORT

Welcome to another new member: Andrew McFarlane of Bartonsville, PA.

Brian Wolfenden

WEBMASTER REPORT

At the annual general meeting, held on May 7th, 2006, during ORAPEX 2006, in Ottawa, there was a discussion about trying to set up a CAS webpage. Having some limited experience in this area, I decided to volunteer my services. I felt that since I got so much out of being a CAS member, this was the very least I could do.

With the help of the CAS executive, we have put together our first webpage. The website can be found at: <http://www.aerophilately.ca/>

For those who do not have internet services, do not worry. The webpage is not a replacement of The Canadian Aerophilatelist. The website is an additional tool to be used to promote the CAS and aerophilately in general.

I have made two new additions to the webpage:

- 1) With the help of Brian Wolfenden, I have added a price list of available aerophilatelic material. Items range from covers produced in 1978 to 2005.
- 2) I have added my Yukon Airways exhibit, which I presented at Orapex this past May, 2006. If other members are interested in displaying their material, please contact me.

If you do not have internet service, please contact me. I will mail any member a photocopy of any item added to the website, which has not been published in the CAS newsletter.

A personal note:

I would like to thank Brian, Chris, Dave and Dick for the opportunity to join the CAS Executive. Their support has been overwhelming. I would also like to thank CAS members for their positive feedback and support.

Steve Johnson

CAS PRESIDENT'S SPECIAL SERVICE AWARD



This award was presented by Nino Chiovelli, (above left), to Jamie Barron, (above right), at a meeting of the Edmonton Stamp Club on July 24th 2006. The award was a plaque, with the citation:

Presented to JAMES BARRON for his design and construction of the first Canadian Aerophilatelic Society Recruiting Exhibit. Displayed at the Washington 2006 World Philatelic Exhibition in Washington D.C. May 27 to June 03, 2006.

Congratulations Jamie, and thank you from us all.

WESTERN CHAPTER REPORT

The Katherine Stinson Replica and Re-Enactment



Left: Katherine Stinson delivers the first air mail in western Canada, flown from Calgary to Edmonton on July 9, 1918. Her one-of-a-kind aircraft is being re-created by volunteer craftsmen at the Alberta Aviation Museum in Edmonton. At centre is W.J. Stark, manager of the Edmonton Exhibition. At right is postmaster G.J. Armstrong.

When famed American aviator Katherine Stinson ordered a one-of-a-kind biplane from the Curtiss Aeroplane Company in 1917, neither she nor company founder Glenn Curtiss could have had any idea that the unique aircraft would be re-created in Edmonton nearly 90 years later.

Katherine Stinson (1891-1977) was the fourth American woman to earn a pilot's license. She gained fame as a barnstormer and her Curtiss Special aircraft was built for better aerobatic performance than the famed Curtiss JN-4 "Jenny" and Curtiss S-3 Speed Scout triplane on which her aircraft was modeled.

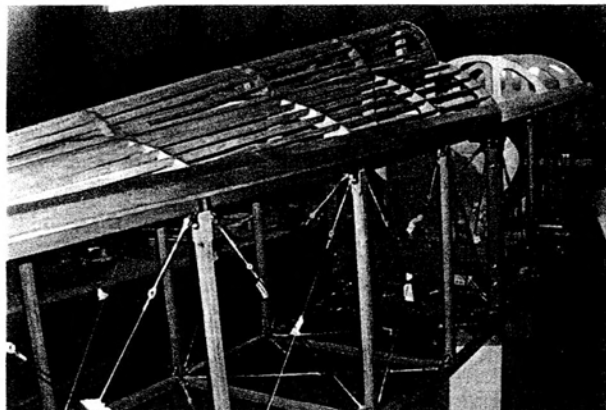
On July 9, 1918 in her custom-built biplane, Stinson flew the first air mail delivery in western Canada in a flight from Calgary to Edmonton, carrying a mail bag with 259 letters, but that was not the purpose for which the aircraft was built. It had a single cockpit and Jenny wings,

but with the upper wing three feet shorter on each side, and a bigger tail assembly than the Jenny. The fuselage was based on the S-3 triplane, but extended in length. The modifications were made to provide greater aerobatic performance in her flying demonstrations.



Ready to leave Calgary on July 9, 1918

Today, a team of skilled volunteers at the Alberta Aviation Museum has built an exact replica of Stinson's Curtiss Special. The aircraft presented a special challenge to the volunteers in the shop at the hangar on Kingsway Avenue in Edmonton where the museum is located. First, blueprints of the Curtiss Special could not be found, so the craftsmen building the replica created their own drawings.



Continued

WESTERN CHAPTER REPORT - The Katherine Stinson Replica and Re-Enactment continued:

"Our biggest challenge was seeing how close we are to the original," said Jim Fearn, one of a dozen men who have been working on the project for over two years. "All drawings and specifications were done here as a result of group decisions," he says. Working from photographs of Katherine Stinson's aircraft, they were able to design the wings and the larger tail assembly. Thousands of volunteer hours have now been spent on the project.

Locating original parts was another challenge. The museum obtained an original Curtiss "O-X" model liquid cooled V-8 engine of the type used by Curtiss in early biplanes. To complete the 531 cubic engine which produced 100 horsepower (low by today's standards for an engine that big), a search on the Internet was rewarded by finding push rods and rocker arms for the valve assembly. A replica radiator will be installed, but the wooden propeller is a Curtiss original, provided by the Aero Space Museum in Calgary.



Gerry Blacklock adding protective tape over the rib stitching on a wing now covered with fabric.

On July 9, 2006, a re-enactment of Katherine Stinson's airmail delivery was made by flying 259 letters from Calgary to Edmonton. The event was a joint effort of the Western Chapter of the Canadian Aerophilatelic Society (CAS) and the Alberta Aviation Museum Association.

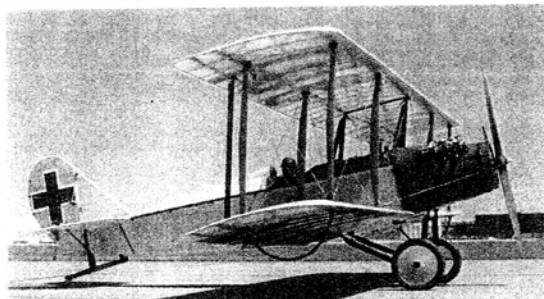
The mail was brought to Edmonton by a modern day female pilot: Audrey Kahovec, an instructor with the Edmonton Flying Club. Her arrival, in a newer small aircraft, coincided with the official unveiling of the Curtiss Special biplane. The aircraft will now officially join the collection of historic aircraft at the museum that help portray Alberta's aviation heritage.

The Stinson replica could be flown, but never will be. – This is partly because the cockpit contains neither a joystick nor rudder bar. Katherine Stinson flew by hand – the Wright Brothers system – with levers left and right. However, an electric motor hidden inside the engine crankcase will spin the wooden propeller when this addition to aviation history makes its debut.

Lindsay Deeprise, restoration manager at the Alberta Aviation Museum, has been a volunteer for 17 years and has worked on several reconstruction projects. He says, "Restoring and displaying historic aircraft retains the history of aviation in this part of our world for the people of today and for future generations. A side benefit is keeping us doing something constructive that we enjoy!"

This report is based on an article by JOHN CHALMERS, chair of the CAS/Alberta Aviation Museum steering committee; with additional information from TONY CASHMAN, who wrote a very extensive, (and fascinating), article about the Stinson replica, that was published in the *Canadian Aviation Historical Society Journal*, Spring 2006.

The **CAHS Journal** is a beautifully produced, quarterly publication, with very interesting articles, glossy paper, and lots of illustrations. – For more information on the CAHS contact their National Headquarters: P.O. Box 705, Station "P", Toronto, Ontario M5S 2Y4



The Curtiss Special replica.

Continued

The Katherine Stinson Replica
and Re-Enactment continued:

Front Page News!



Pilot Audrey Kahovec re-enacts a scene from the 1918 Stinson flight by handing a mailbag to Canada Post representative, Teresa Williams. At centre is Mark Bamford, representing Edmonton Northlands, formerly the Edmonton Exhibition Association.

First airmail flight re-enactment takes off

By John J. Chalmers

The first airmail flown in western Canada was celebrated when a bag of mail containing 259 covers, just like the original flight, was flown from Calgary to Edmonton on July 9.

On that date in 1918, famed aviatrix Katherine Stinson flew non-stop in her unique Curtiss Special biplane in Alberta's first cross-country flight (see *Canadian Stamp News*, May 30 edition). She touched down on the racetrack infield of the Edmonton Exhibi-

tion. The re-enactment flight was a project of the western chapter of the Canadian Aerophilatelic Society.

In 2006, exactly 88 years to the date of Stinson's flight, pilot Audrey Kahovec, a flying instructor with the Edmonton Flying Club, touched down in Edmonton on the runway beside the Alberta Aviation Museum at the City Centre Airport.

Continued on page 16

Stinson re-enactment...

Continued from page 1

After a reception and send-off by the Calgary Philatelic Society, the 29-year-old pilot made the flight in a modern four-seater Cessna 172.

Upon landing in Edmonton, Kahovec was transferred to the cockpit of the Curtiss Special biplane, an exact replica of the one-of-a-kind aircraft built for Stinson in 1917 by the Curtiss Aeroplane and Motor Company of Buffalo, NY.

The non-flying replica, unique in the world, was built by 15 volunteers who spent 20,000 hours creating the airplane from scratch.

As no plans exist for the Curtiss Special, the craftsmen started by creating their own drawings by working from photographs of the original.

"When I first read about this great story I realized that it unites Alberta's two biggest cities, and having a female pilot added to the interest," said Lindsay Deepprose, restoration manager at the Alberta Aviation museum. "Katherine Stinson did demonstration flights in Edmonton for three years from 1916-18, and building the replica is a way of providing a salute to women who fly."

"The volunteers who made the aircraft are proud of their accomplishment. It gives us a great deal of satisfaction in doing something worthwhile for aviation history."

To the sound of a Curtiss aircraft engine played over the public address system, men who helped build the non-flying replica rolled out their masterpiece.

An original propeller was spinning during the rollout, thanks to a 24-volt electric motor hidden in an original Curtiss OX-5 engine.

Some 300-400 people in attendance for the celebration applauded as the mail was delivered.

"It was an honour to be chosen for the flight and be part of the team which let me re-trace the path that Katherine Stinson flew. She was a good role model and a trailblazer for women in aviation," said Kahovec.

Edmonton historian Tony Cashman, a Second World War navigator on Halifax bombers, and the author of some 25 books, was the featured speaker for the rollout. A highlight of his talk was the introduction of 94-year-old Darlie Oswald of Edmonton. As a young girl, she saw Stinson fly over her family's farmhouse just south of Edmonton as she neared the end of her record-setting flight.

Canadian artist Jim Bruce of Baie d'Urfé, QC created a splendid painting that shows the Curtiss Special in flight.

"I can tell you without a doubt, that this was the most interesting aviation

painting I've ever been involved with," he said.

High-quality reproductions of the painting are available for purchase at the Alberta Aviation Museum (www.albertaaviationmuseum.com).

The replica of the Curtiss Special biplane has now been welcomed as the latest addition to the 30 aircraft on display at the museum in Edmonton.

The museum's building itself is an historical artifact.

Built in 1942 for the wartime British Commonwealth Air Training Plan, it is the last such double-wide, double-long hangar in Canada. ☒



Pilot Audrey Kahovec, who flew the re-enactment flight with the mail, sports a vintage helmet, goggles and leather coat in the cockpit of the Curtiss Special replica.

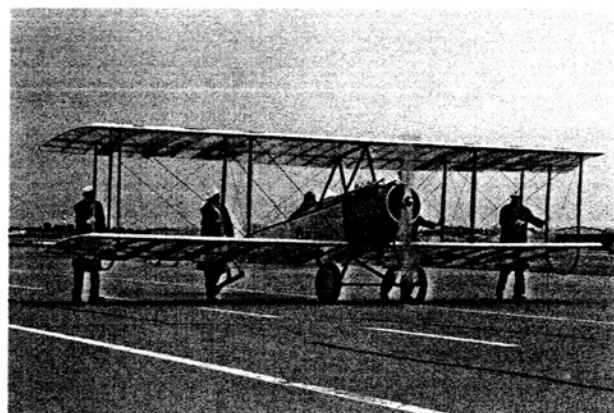
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Continued

The Katherine Stinson Re-Enactment and Covers:

Many thanks to Bob Lane for the pictures below:

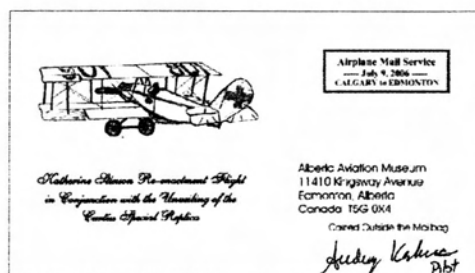
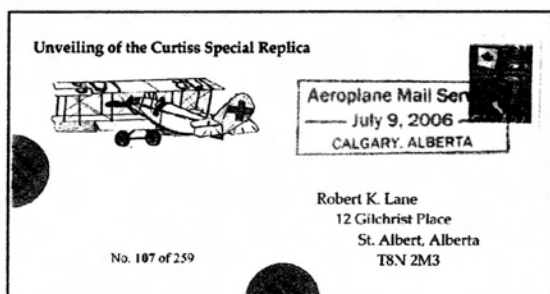
(Bob is webmaster for the British North America Philatelic Society. - More of the photographs he took of this event, can be seen at: <http://www.philatelic.org/stinson/stinson.htm>)



June 9th 2006:

Audrey Kahovec arrives in Edmonton
with the mail from Calgary.

Pilot and mail are transferred to the
Curtiss Special replica.



259 serially-numbered covers
were carried in a mailbag, as on
Katherine Stinson's flight.

A supplementary mail was carried outside the
mailbag, which also happened on Katherine
Stinson's flight.

In 2006, this consisted of 125 covers,
which were signed by the pilot.

Most of the covers have been sold, but a few of each type are still available at \$10.00 each,
payable by cheque or PayPal.

To order covers contact: Denny May, PO Box 53083, RPO Glenora, Edmonton, Alberta T5N 4A8
Email: maycroft@shaw.ca

Editor's accolades:

Congratulations to everybody involved in the construction of the
Curtiss Special replica, and with the arrangements for the re-
enactment flight.

They were terrific achievements,
and it's also great that you got so much publicity for the CAS.

CAS MEETINGS -

In CALGARY

Our Western Chapter will be meeting for lunch at noon on Saturday September 30th during *Royal 2006 Royale*, which is being held in the Coast Plaza Hotel and Conference Centre, 1316 - 33 St. NE Calgary.

We will be meeting at the Royal registration table at 12 noon. - For more information contact Dave Brown, tel. 403 341 6510.

In TORONTO

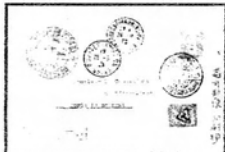
The twelfth annual Day of Aerophilately will be held at the Vincent Greene Foundation, on Saturday October 21st, from 11.15am to 4.00pm.

The Foundation is at 10 Summerhill Ave., which is close to Summerhill subway station on the Yonge St. line. - This is the same location as last year, but everyone should check the streetsigns, to see where parking is allowed on Saturdays.

The day features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - For more information contact Dick McIntosh, tel. 416 447 1579; or Murray Heifetz, tel. 416 444 6494.

EVERYONE IS INVITED TO BOTH THESE MEETINGS.

GOOD NEWS - STOLEN COVER RECOVERED



1925 Tokyo to Paris air-cover, Addressed to Monsieur le Commandant de l'Aero-Port, Paris le Bourget. Handstamp in red dated 1925 and showing plane over map of Japan to France.

The cover was underpaid and taxed by 20centime green postage due stamp with 'T' cancel.

After reporting the loss of this cover in our last newsletter, it is very nice to be able to report that it has been recovered. - I have received a message from Oded Eliashar in Jerusalem that:

Apparently some one here opened the envelope carrying the cover, found that it had no interest to him and threw the cover into a corner of the post office where it was later found. I consequently received an empty envelope with a "regret" letter stating that it was probably stolen in the UK, from where it was sent. I requested that you print information about the theft and I also wrote an article about the flight in our local Hebrew *Shevel* philatelic publication.

When the people in the post office here found the cover it was forwarded to the "dead letter" department. There they realized that it had philatelic value so sent it on to our Philatelic Service. Someone there had seen my article in *Shevel*, put two and two together, and thus the cover is again on its way to me.

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 WordPerfect format), and/or back issues of the newsletter.

Gord's new address is:

#2, 6909 Manning Place, Vernon, B.C. V1B 2Y6

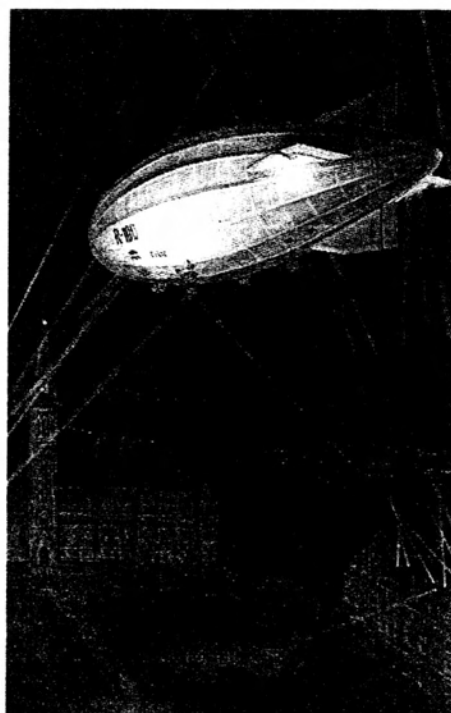
Gord's phone number has also changed, to (250) 549-6896
but his email address is the same: gdmall@telus.net

More on the 75th anniversary of the R-100 Flight, 1930.



Commemorative cancellation,
for the visit of the R-100 to Toronto,
described in the
June 2006 Canadian Aerophilatelist.

Designed by
Craig Fairbairn.



The R-100 over Ottawa, painted by Don Connolly.

At the end of the story about Peter Butler's efforts to track down the origin of the R100 special cancellation in the last issue of this newsletter, I commented that:

Peter finished his article in the Canadian Stamp News with a comment that, "there are a few additional pieces to the puzzle that have not been included in this telling of the story. That will have to wait until next time." I am looking forward to reading Peter's additional information, and will report it in a future newsletter.

It turns out that Peter wrote two more articles about the R100 and the special cancellation! - In the first of these, in the July 11th 2006 issue of Canadian Stamp News, he commented that:

Of all the articles I have written under the banner of Grassroots Philately, that story (on the R100) has created the greatest response.

Over the days that followed its publication, I had several phone calls and e-mails from both friends and strangers.

And at the start of the third article, published on August 22nd, he explained:

After writing the first article in May, I thought another article a few weeks later would wrap the story up. Fortunately, I received so much feedback that it needed a third article to finish the tale and to announce that the cancellation is finally available for collectors to use.

One of the readers who wrote to Peter Butler was Malcolm Ellis, who had seen the R100 at the St. Hubert Airport where it was docked, seven miles from Montreal:

While the airship was there, the railway laid on special trains to visit the airfield. Thousands took the trip, which was amazing, suggested Malcolm.

"Remember that this was the second year of the Great Depression and there wasn't much money floating around," he said. "All the people that worked for the railway received free passes and I'll bet every last one of them went there to see the airship moored to her mast that had been built specifically for her."

Malcolm went on to note that there were no runways at the airfield at the time - it was all grass. Families that came by train sat around the field having their picnic lunches and watched the R-100 turn on her mast after a breeze sprang up from another direction. She had acted just like a weather vane."

Continued

**MORE ON THE 75TH ANNIVERSARY OF THE R100 FLIGHT, 1930 with extracts from
Peter Butler's articles in the *Canadian Stamp News*, July 11th 2006 and August 22nd 2006 continued:**

After a few days in Montreal, the R-100 left for Toronto by way of Ottawa. - It reached Ottawa after dark, and as it slowly circled above the Parliament Buildings, powerful searchlights played upon its silver sides:

Robert Morris told me that there were 50,000 people on the Parliament Building grounds the day the airship visited our capital. There was no war memorial then, but the R-100 paused over Capital Hill and "bowed" to the Peace Tower to honour the Canadians killed while fighting in the First World War. It must have been a poignant reminder of the war fought just 12 years earlier. The tower's carillon rang out "Rule Britannia" and the crowd cheered wildly as the airship passed just 300 metres overhead.

Another reader who contacted Peter was Joe Montgomery, now a young 82 years, who called:

to share a "never-to-be forgotten" experience of his from his early years living in Toronto. As was the activity for many kids on Saturday afternoons, Joe's parents had given him five cents to go to the matinee. It was the Peter Pan Theatre on Yonge Street that Joe went to and during the movie, someone ran into the theatre to yell out that the R-100 was overhead. The projectionist stopped the film and everyone ran out of the theatre - even the pianist - to witness the amazing flyby. After the airship disappeared south, everyone poured back into the theatre, and the projector was re-started and the piano player picked up where he had abruptly stopped playing.

Many thanks to Peter Butler for permission to reprint these stories.

As mentioned in the last article, the commemorative cancel was originally requested by Barry Countryman, to be used on the cards he created for the 75th Anniversary of the R-100 flight over Toronto. He asked for the canceller to be sent to Station R, as that was his local post office. The canceller, however, never arrived, and it appeared that Barry's request had been "lost".

It now turns out that a special canceller had been made, and details were posted on the Canada Post website. It was then realized that there was an error in the dates on the canceller, so the notice was quickly removed from the internet, but not before a collector in Germany saw it. This collector sent a request for a copy of the cancellation to Station R, but that post office didn't have the canceller, so they forwarded the request to Toronto's First Post Office, thinking they were more likely to have the canceller. This was the request that Janet Walters, postmaster of Toronto's First Post Office, received. She then contacted Peter Butler, with the phone call that Peter described at the start of his first article, that was reproduced in our June newsletter.

At the end of Peter's article in our last newsletter, it stated that a corrected pictorial canceller was being sent to Station R. This was done, but it had the standard variable date rollers, starting with 2006-01-01, so could not be set to the 75th Anniversary date of 2005.08.11.

Another canceller was therefore made, with a fixed date of 2005.08.11. This is now held at Toronto's First Post Office.

Copies of both cancellations are shown below, together with the address where each canceller is located. Requests for a cancellation can be made in person or by mail, to the appropriate post office. Hand-back covers are allowed.



Toronto Post Office Station R,
2 Laird Drive,
Toronto, Ontario M4G 3T0.



Toronto's First Post Office,
Box 45, 260 Adelaide Street E
Toronto, Ontario M5A 1N1

Many thanks to Peter Butler, Barry Countryman, and Janet Walters, for their information about the R-100 commemorative cancellations.

FIRST FLIGHT or EARLIEST FLIGHT?

The issue of wrongly described covers was visited in the March 2004 issue of this newsletter, which contained an article about two water damaged covers, that were erroneously claimed to be "crash covers".

In the May 2006 issue of *Air Mail News*, Richard Saundry drew attention to a different type of error: genuine commercial covers, that are mis-identified as fake First Flight covers!

The item began with a letter to Richard, in his role as editor of *Air Mail News*:

Dear Richard,

You may wish to draw members attention to the enclosed photocopy of a Papuan air mail cover. It looks like a commercial air mail cover to Cairns in Northern Australia, franked with a vertical pair of the Cooke printing of the 3d. with 'AIRMAIL' type 10, cancelled at Port Moresby (24 MR 31).

The endorsement 'By first Airmail' would suggest this cover was flown from Papua to Australia. I doubt that this cover has even been outside the UK !

The vertical pair of stamps are genuine, but the second overprint 'AIRMAIL' on the lower stamp is forged. The Port Moresby c.d.s. is a beautiful strike of the 'Madame Joseph' type 322 forged postmark.

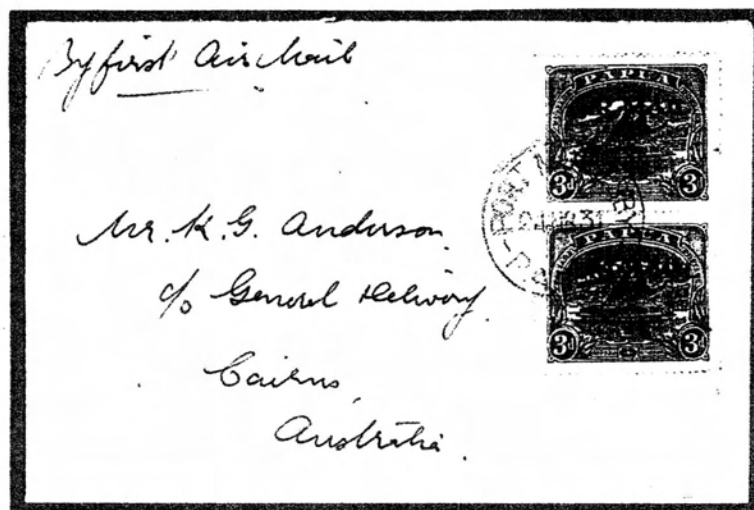
My interest in this item lies in the 'Madame Joseph' cancel, an area I am studying at present. To date this is the only fake cover produced by 'Madame Joseph' to have come to my attention.

I would ask members to carefully check any unusual covers they may possess, checking carefully if the c.d.s. matches any of the 'Madame Joseph' types.

If this is the first recorded cover, I am wondering if there are any more?

Many thanks,

Brian Cartwright, Andover, Hants.



Richard added a note after this letter:

Notwithstanding what Brian has written, I wish to caution collectors to be somewhat circumspect in not jumping to premature conclusions that all covers in their collections have to be forgeries because they bear endorsements "By first Airmail", or something similar, when they know they could not possibly have been sent by the inaugural flights.

Correspondents often muddled the thinking of latter day collectors by innocently writing these, or similar endorsements, when what they actually meant to say was "By the Next Available Airmail".

Continued

FIRST FLIGHT or EARLIEST FLIGHT? by Richard Saundry continued:

I have a perfectly scarce and most desirable genuine Costa Rican air mail cover in my exhibit that has been stamped by some well intentioned, mis-guided but overzealous collector with a handstamp "FAUX", because that collector recognised it could not possibly be a "First Flight" cover, and the endorsement "Por Premier Correo Aereo" was construed by him as having been written by some unscrupulous dealer/or collector trying to dupe someone.

In fact the cover is perfectly genuine, and was only endorsed by the sender so as to "catch the next available flight"!

The result is that a perfectly good cover has been permanently marred by a misguided 'expert'. My advice is that if you believe what you have before you is a forged or bogus cover, then endorse it, by all means, in pencil such that future collectors are made aware that there may be problems with the cover. Your opinion is after all only that - an opinion - and it might subsequently be shown your opinion was wrong. Why run the risk of depriving subsequent generations of collectors genuine covers which you erroneously have destroyed or marred thinking they were forgeries?

Notwithstanding these comments, Brian's warnings about the 'Madame Joseph' forgeries should be taken very seriously!

Richard Saundry

Thanks Richard.

AIR MAIL NEWS is the quarterly journal of the *British Aerophilatelic Federation*. - For more information about the BAeF, or to contact Brian Cartwright, please contact: Richard Saundry, 3 Reawla Lane, Gwinear, Hayle TR27 5HQ, England. (Email: Rsaundry@aol.com)

Avro Arrow Replica

A new commemorative full-scale model of Canada's famous Avro Arrow aircraft, constructed by the Toronto Aerospace Museum, will be officially unveiled to the public at Downsview Park on Sunday, October 8, 2006 at 2:00 pm, celebrating the 49th Anniversary of the rollout of the first Avro Arrow in October 1957. This full-scale version is a museum-quality model of the Avro Arrow.

The Avro CF-105 Arrow was a twin-engine supersonic interceptor aircraft designed and built in the Toronto region. It has attained legendary status as an icon of Canadian aeronautical achievement in the 1950s. Five aircraft were produced, test flown and successfully exceeded the RCAF requirements, until production was abruptly halted in 1959. All the aircraft were destroyed, sparking a controversy that continues to this day.

The commemorative 80 foot model was built, over the past eight years, to the exacting size and specifications of the original aircraft, by 140 dedicated volunteers with the support of public donations and corporate sponsors. It will be a treasured addition to the Museum's permanent collection and will remain on display for the enjoyment and education of Museum visitors for years to come.

The public ceremony will take place on Sunday, October 8, 2006 at 2:00 pm at the Toronto Aerospace Museum. The Museum is celebrating with an "Open House" on Sunday and Monday (Thanksgiving Day) from 10:00 am to 5:00 pm with a "Pay What You Can" donation requested.

Regular Museum hours are: Wednesdays 10:00 am to 8:00 pm, Thursdays to Saturdays (and Holiday Mondays) 10:00 am to 4:00 pm and Sundays 12:00 noon to 4:00 pm. Admission is: Adults \$8.00, Seniors \$6.00, Students \$5.00 and Families \$20.00.

The Toronto Aerospace Museum (TAM) is an exciting educational, heritage and tourist attraction, located in one of Canada's oldest intact aircraft factories, established by the de Havilland company in 1929. The not-for-profit Museum displays a variety of aircraft and aerospace technology from the Greater Toronto Area (GTA).

The Toronto Aerospace Museum is located in Downsview Park, at 65 Carl Hall Road, Toronto, Ontario, Canada, M3K 2E1. For further information, call 416-638-6078, email tam@bellnet.ca or visit the museum web site: www.torontoaerospacemuseum.com.

INFORMATION ON FRENCH POSTAL RATES

Tables of French Postal Rates 1849-2005. by Derek Richardson.

Published by The France & Colonies Philatelic Society of Great Britain, 2006. ISBN 0 9519601 4 8. Obtainable from Peter Maybury, 18 Courtneys, Wheldrake, York YO19 6BR. Price £11 in the U.K., incl. post & Packing. Price elsewhere £10, plus the current rate of postage and packing.

This is effectively the third edition of Derek Richardson's French Rates, the first having appeared in 1992. But this 2006 version, revised and enlarged, is such a great improvement that it is really quite different from the original. Many additional items are now included, the tabulations are much clearer, and the air mail rates in particular have been extended, so they are now as comprehensive as any aerophilatelist could wish.

I shall, of course, concentrate upon the air mail supplements and inclusive rates, but of course the basic postage is also relevant for letters and other postal material for which an additional air fee was required if air mail service was requested. For the French internal post, and for mail which was to go by air to the overseas departments, the first part of the book contains comprehensive listings and tables, but when we come to the foreign rates there are literally hundreds of rates and air fees tabulated, including notes about dates when all letters went by air to certain destinations at the basic surface rates. Also noted are the supplements payable for part-air/part-surface carriage, particularly relevant during the pre-1940 period, when there was sometimes a choice between surface throughout, air throughout, and, for instance, surface to New York and thence by air to various countries in the Americas and the Pacific area. In total, and on a worldwide basis, there are fifteen pages upon which there must be more than a thousand rates and fees clearly tabulated and showing the appropriate dates and charges for the different destinations and routings.

Any air mail collector who includes French material in his studies will need and value this splendid work, which is in A5 size, containing 100 pages, staple bound, with a card cover.

Congratulations to DEREK RICHARDSON for what sounds like a terrific resource, and thanks to Ian McQueen for his review.

This review was originally published in the May 2006 issue of AIR MAIL NEWS, the quarterly journal of the British Aerophilatelic Federation. - For more information, See page 13 of this newsletter.

COMMEMORATING THE JUPITER BALLOON FLIGHT

On August 17th 1859, Professor John Wise flew from Lafayette, Indiana, with 123 letters and 23 circulars aboard his Balloon *Jupiter*. This flight was the first time the United States Postal Service sanctioned mail to be carried via air.

A petition and letter writing campaign has been started, to get the United States Postal Service to issue a commemorative stamp to mark the 150th Anniversary of this flight.

Many other events are also being planned to celebrate this anniversary. - They include a three-day celebration in Lafayette on August 15-17, 2009; the construction of an exact replica of Professor Wise's Balloon *Jupiter*, and recreation of the original 1859 flight; and hosting the United States qualifications for the Coupe Aéronautique Gordon Bennett international gas balloon race.

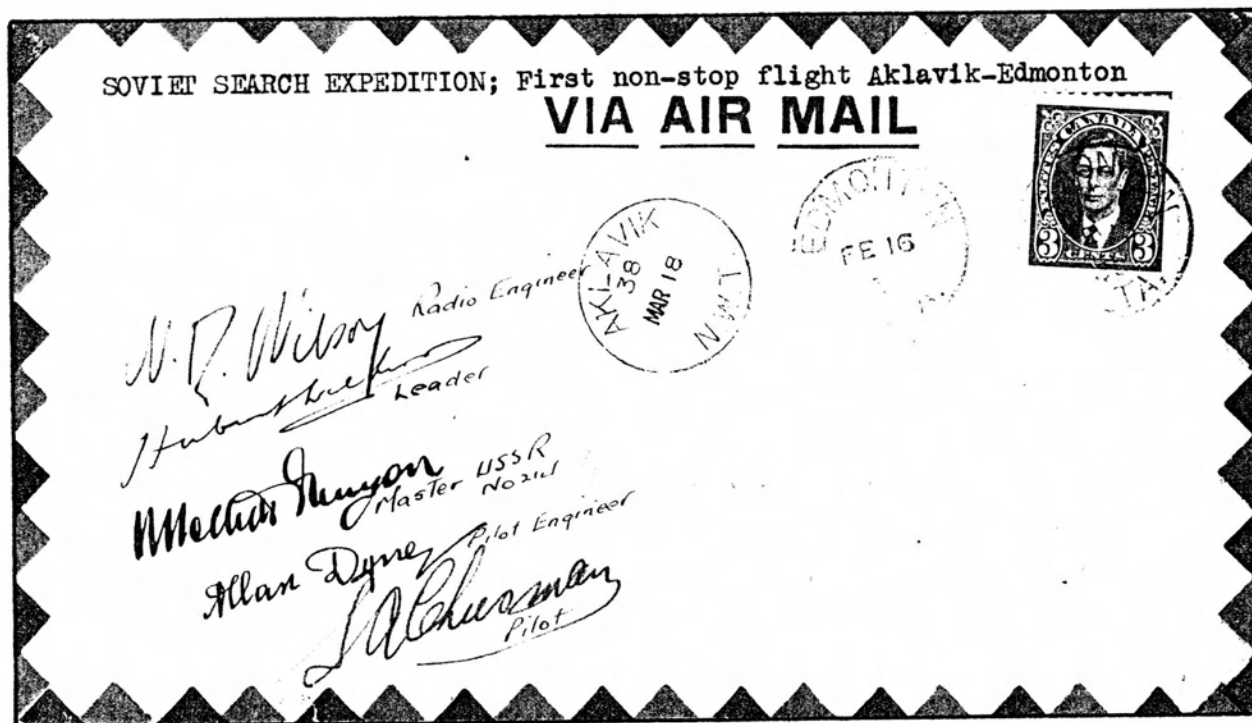
For more information contact: Larry LaFoe, 120 North 3rd Street, Lafayette, Indiana 47901, U.S.A.
(Tel. 317 750-3221). Email: lafoe@comcast.net

UPDATE ON THE WORLD RECORD PARACHUTE JUMP

It was reported in the last newsletter, that during the last two weeks of August 2006, Col. Michel Fournier (Ret), French Army, was planning to attempt a world record freefall parachute jump from 130,000 feet above North Battleford Saskatchewan. (Page 31.)

The date of this attempt has been changed to June 2007 due to equipment redesign.

For more information regarding this attempt, and the souvenir covers that are planned, contact Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta T5E 3G6. (Email: nchiovel@telusplanet.net)

AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP**Mike Painter**

The above cover is postmarked Edmonton FE 16, 38 and Aklavik MAR 18, 38, and backstamped Aklavik FE 18, 38 and Edmonton MR 18, 38. It is lightly addressed in pencil to Mr. Hollick-Kenyon, Aklavik. It is signed (top to bottom) by W.R. Wilson, Radio Engineer, Hubert Wilkins, Leader, H. Hollick-Kenyon, Master USSR No 214 (a Lockheed Model 10 on skis), Allan Dyne, Pilot Engineer, S.A. Cheesman, Pilot. The titles all appear to be in the same hand, likely Hubert Wilkins'. The Airmails of Canada and Newfoundland describe this flight as follows:

"1938, March 18 - Edmonton - Aklavik - Soviet Search Expedition - First Non-stop flight. This flight was made after the unsuccessful completion of an extensive search for lost Russian aviators over the Arctic Ocean and Canadian Arctic. Covers were postmarked Edmonton on February 16 and backstamped Aklavik the same date. These were signed by all crew members including Sir Hubert Wilkins and Herbert Hollick-Kenyon. Very few pieces were carried".

This AAMC account doesn't indicate what plane(s) carried the covers, why there was a month's delay before the return flight, or where the covers were signed. Some further light is shed on the flights by an article "Our Search for the Lost Aviators" by Sir Hubert Wilkins in the August, 1938, National Geographic Magazine.

Wilkins explains that on August 12, 1937, six Russians led by Sigismund Levanevsky set out to fly across the North Pole from Moscow to Fairbanks. They were last heard from about 300 miles on the Alaska side of the North Pole and then disappeared with no trace ever being found. Wilkins was asked to assist in the search and he and his crew used a Consolidated PBV-1 flying boat from August 19, 1937, until September, when it was returned to New York. After freeze-up, the search resumed using a Lockheed Model 10 on skis. Various other planes and personnel were involved in parts of the search.

Continued

AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP by Mike Painter continued:

On January 16, 1938 they were using this plane at Aklavik and Wilkins says "when taxiing down the river ... one of our propellers hit a stick we did not notice because of the hoar frost on the windows ... this accident led to damage which made it necessary for me to fly to Edmonton in another plane and obtain a new engine. By February 26 the new engine was installed".

The above account by Wilkins covers the period when the February 16, 1938 flight took place from Edmonton to Aklavik. However, when I showed it to a friend, Rex Terpening, who was an air engineer for Canadian Airways and was also involved in taking radio equipment to Aklavik during the search, he was able to add a bit of information and also questioned the installation of a new engine. He checked with Fred Meilecke, a pilot who was also around Aklavik during this period, and their joint recollections revealed the following:

The "stick" that Wilkins said they hit was actually an ice chisel (to cut a water hole and re-open it each day) that had, quite properly, been left upright so that it could be located after a blizzard. Hollick-Kenyon hadn't cleared the frost off the windows and got off course and hit this metal chisel. They were still able to make that day's flight with the damaged prop, so it wasn't severe. Rex and Fred say there was no evidence in Aklavik of an engine change and there would have been had one taken place. So after January 16, Wilkins had to go to Edmonton, not to get a new engine, but to get the prop repaired in Edmonton or replaced by a new prop from the factory. What plane he went in is unknown. While in Edmonton, Wilkins must have made up the covers for AAMC 3809. They would not yet have been signed by the crew, whom Rex says would have been left in Aklavik. Perhaps he got them favour cancelled in the Edmonton Post Office, but he could as easily put them in the mail on February 16. What plane he returned in is unknown but it could have been the monthly mail plane or a plane going out to get bales of fur. The new prop was installed, and the search resumed on February 26.

Continued

AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP by Mike Painter continued:

The search was abandoned in March and on March 18 the men and equipment returned to Edmonton. Before they left, the crew presumably signed the covers, although it's possible they signed them when they got back to Edmonton. The covers probably went back to Edmonton in the Lockheed Model 10, but how many of the crew did is not known. This presumably was the non-stop flight and Wilkins said the plane only carried two people on longer flights. So it could be the crew returned in one or more other planes. Wilkins' trip from Edmonton to Aklavik on February 16 may not have been a non-stop flight. If he was in the mail plane it would have stopped en route.

The covers are nice souvenirs but the implication that all the crew flew with them both ways and non-stop doesn't look likely. As to the number carried, I wonder if Wilkins only made up covers for the people who signed? It would be interesting to know if anyone has one of these addressed to someone other than the crew members. I presume my cover with a February 18 (not 16) receiver at Aklavik actually travelled on the 16th and got stamped late. I wonder if anyone else has a cover with a Feb 18 Aklavik receiver?

It's interesting that there are two people, aged 93 and 95, who are still around who have first person recollections of the events during the Levanevsky search.

Mike Painter

Editor's Notes: Many thanks to Mike for a fascinating article!

Like Mike, I find it very interesting that there are still people around who have first person recollections of events like this. - I would be glad to publish many more articles with people's comments on events that I only experience through covers.

Mike also added a couple of "opinions" in a letter he sent me. - I much appreciate Mike keeping his article factual, but am including Mike's comments below, as I think they enhance his article:

There are still gaps in our information about AAMC 3809, and many will probably remain. If you have access to back copies of the National Geographic the August 1938 article is interesting reading. You get the impression that Sir Hubert Wilkins, although used to using planes, may not have been particularly interested in their mechanical details. I can imagine him using the words "propeller" and "engine" somewhat interchangeably.

Wilkins may have made the February 16 flight non-stop but I didn't put this in the article because it's wild guesswork. When Rex Terpening and Matt Berry took radio equipment to aid the search they used the Junkers W34 AQW, which couldn't make one leg non-stop. But ice conditions prevented landing so they extended the range of AQW by putting Rex in the back with gas drums, a wobble pump and a hose going out the window to the wing tank intake. Wilkins might have been subjected to a similar "in air fuelling" but I doubt it.

Thanks again Mike. - If anybody else has a cover from this flight, or can provide more information, please send it to the editor.

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R.C.A.F. - ST. LAWRENCE AIRMAIL FLIGHTS

Many thanks to Jack Ince who sent me a copy of this article from the Canadian Legion's magazine, which provides some great information on the flights along the St. Lawrence.

Up With Mail

By Hugh A. Halliday



PHOTO: CANADIAN FORCES

A Vickers Vancouver collects mail at Havre-Saint-Pierre, Que., in 1932.

The first airmail flight in Canada was a military affair, organized by the Aerial League of the British Empire and the Royal Air Force. Captain Brian Peck, an instructor in the Canadian-based RAF training scheme, together with a mechanic, Corporal E.W. Mathers, had flown in June 1918 from Toronto to Montreal, apparently to promote recruiting but also possibly to fly some liquor from "wet" Quebec to "dry" Ontario.

The Aerial League used the opportunity to enlist Peck and his JN-4 aircraft in a publicity stunt—the transport of a mailbag with 150 letters from Montreal back to Toronto, complete with special envelope cancellations dating the flight June 23, 1918, and grandly announcing it as being an "inaugural service."

Peck's flight was delayed by weather until June 24, 1918, meaning the letters would have reached Toronto more quickly had they gone by train. However, the event drummed up enough press coverage to ensure it would become Canada's most famous airmail flight. The "inaugural service" claim turned out to be a sham because there were no followup airmails between the two cities.

The Aero Club of Canada, which was a friendly rival of the Aerial League, promoted a more ambitious project, again using RAF instructors and JN-4 trainers.

In August and September 1918 it arranged for three round-trip mail flights between Toronto and Ottawa, carrying approximately 500 letters; the one conducted on Sept. 4, 1918, was notable for being completed in a single day. The Ottawa terminus for these flights was the Rockcliffe Rifle Range—now the site of the Canada Aviation Museum.

Given the state of aircraft technology and Canada's extensive rail system, airmails were a slow starter in the immediate postwar years. In 1923, the federal government's Post Office department began considering the use of airplanes to carry mail to remote places. In August 1923, Squadron Leader Ambrose B. Shearer piloted an HS2L flying boat from Charlottetown to Grindstone Harbour on the Îles-de-la-Madeleine (Magdalen Islands) as part of this investigative process. On his first attempt he had to return to base because of fog, but the second flight was successful. Nevertheless, no scheduled airmail service to those islands followed until 1928, when Canadian Transcontinental Airway began one.

Airmails were left to barnstormers and commercial companies; the air force had no wish to compete with the private sector. Occasionally, however, there were ad hoc Royal Canadian Air Force mail flights. In September 1924,

forestry patrol aircraft based at High River, Alta., dropped mailbags to the Prince of Wales (later Edward VIII and afterwards the Duke of Windsor), who was staying at his ranch nearby. Heavy rains had turned roads into quagmires, and the mail drops were made at the request of the prince.

Squadron Leader Albert E. Godfrey carried mailbags on his two Montreal-to-Vancouver flights in 1926 and 1928, but these were appendages to operations with multiple purposes. A more serious undertaking occurred in 1927 involving a novel use of aircraft and transatlantic steamers. The idea was that ships entering the St. Lawrence should transfer mails to aircraft which would then fly the mails to Quebec and Montreal, speeding delivery by up to three days. In turn, aircraft carrying late mails could rendezvous with outbound steamers and accelerate transatlantic deliveries.

The first attempt at this scheme involved Sqdn. Ldr. John H. Tudhope and a new type of aircraft, the Vickers Vanessa, still in the experimental stage. While waiting off Rimouski, Que., on Sept. 9, 1927, Tudhope and the Vanessa received 502 pounds of mail from the inbound Empress of France. After that, everything went wrong. While taxiing for takeoff, a strut ruptured and punctured

Continued

UP WITH MAIL by Hugh A. Halliday continued:

PHOTO: CANADIAN FORCES

HMCS Festubert was used in 1932 to transfer mail from larger ships to RCAF float planes.

the Vanessa's starboard float. The aircraft dipped over to that side, the propeller lopped off half the float, and the machine broke up. Happily, the mail was rescued and reached its destinations by rail.

The Post Office wished to continue the experiment. Canadian Airways stepped in and completed eight connections with steamers, six with outbound vessels and two with inbound ones. Tudhope returned to the operation, this time with a Fairchild float plane. He connected with two ships, the outbound Megantic on Nov. 5, 1927, and the inbound Montclair on the 11th.

Airmail services grew rapidly from 1928 onwards, thanks to contracts involving the Post Office and commercial carriers, large and small. Royal Canadian Air Force airmails reverted to ad hoc arrangements, usually conducted to isolated settlements by aircraft engaged in other duties such as forestry patrols. In 1931, photographic aircraft were used to deliver mails to points around Hudson Bay. However, in 1931-32, the Post Office cancelled almost all its airmail contracts as a Depression-era economy measure. There was thus no commercial "backup", similar to that in 1927, when the government needed a special airmail service. Once more, the mails had to be flown by aircraft with roundels.

The occasion was a British Empire economic summit held in Ottawa that summer. The concept of aircraft connecting with inbound and outbound steamers was revived. This time the eastern rendezvous point was moved eastward to Red Bay, Nfld., on the Strait of Belle Isle. Bases were selected, fuel caches laid

down, and weather reporting arranged. The operation was extensive and complex, and resulted in a few failures as well as several successes.

The first operation occurred June 28, 1932. Soon after midnight, His Majesty's Canadian Ship Festubert met the inbound Empress of Britain and took on 14 mailbags. These were transferred 90 minutes later to an RCAF Bellanca float plane piloted by Sqdn. Ldr. Roy Grandy who was commanding the overall operation. He took off immediately, but heavy fog hindered his progress. Grandy landed at Brador Bay, Que., secured a local weather report, and took off again. An hour later he passed the Empress en route to Havre-Saint-Pierre, Que., an interim stop in the operation.

At Havre-Saint-Pierre, a Vickers Vancouver was waiting, tail to the shore and engines running. Grandy taxied alongside and transferred the mail. Fifteen minutes after Grandy's arrival, the Vancouver departed, piloted by Flight Lieutenant Neil C. Ogilvie-Forbes, an RAF officer on exchange duties with the RCAF. A two-hour flight took him to Rimouski on the south shore of the St. Lawrence and the next relay point. Sergeant John R. Bowker and a Fairchild 71 took the mails onward to Montreal and Ottawa.

Everything had gone smoothly, so much so that the squadron leader felt the conditions had been too favourable to provide a basis for intelligent suggestions. However, the early morning mists encountered appeared to preclude extensive flying at those hours. Indeed, the next flight, scheduled for the first week of July, had to be cancelled due to weather.

Another flight, on July 12, was intended to rendezvous that day with an outbound steamer, but was set back by fog on the Rimouski-Havre-Saint-Pierre leg.

These flights had been experimental. The operation began in earnest July 17, 1932, when the Festubert and Empress of Britain met in the Strait of Belle Isle at dawn. Imperial delegates aboard the Empress watched as 34 bags of mail—weighing 800 pounds—were transferred to Festubert. An hour later the mails were at Red Bay where two Bellancas, piloted by Grandy and Flight Sergeant Frederick J. Ewart, took over. Three hours and 15 minutes later, at Havre-Saint-Pierre, two Vickers Vancouvers took on the task. Ogilvie-Forbes piloted one, Flt. Lt. Joseph L.A. de Niverville the other. The precious cargo was forwarded to Rimouski where Flying Officer Ernest A. McNab and Bowker were waiting with two Fairchild monoplanes. At Montreal, the mail was sorted with some air items destined for the United States. The balance was delivered to Ottawa by FO Dave Harding who landed shortly before midnight in a Stearman biplane. In all, 24 bags or 596 pounds of mail reached the capital. Among the letters was one from King George V to the governor general which had reached its destination five days after leaving London.

The next flight in the series was intended to overtake the outbound Empress of Britain. It began just before midnight July 20 and went smoothly as far as Rimouski. Fog delayed departure from that base, but things were still going well until late morning on the Havre-Saint-Pierre-Red Bay run. Ewart, piloting a Bellanca, ran

Continued

UP WITH MAIL by Hugh A. Halliday continued:

PHOTO: CANADIAN FORCES

Capt. Brian Peck flew the first airmail flight in 1918.

into such dense fog he had to put down at Natashquan, Que., for three hours. He took off again, but the fog persisted and he finally had to alight at Mutton Bay, Que., where he spent the night. Ewart proceeded to Red Bay on the 22nd. By then the Empress of Britain had long passed. The mails were put aboard the next outgoing steamer, the Duchess of Richmond.

Fog was proving such a problem that consideration was given to an inland route between Havre-Saint-Pierre and Red Bay. One of the Vancouver flying boats was fitted with a camera to survey the area, but the press of operations meant a choice between present tasks and future alternatives. The survey was perfunctory.

Meanwhile, Operation Belle continued. The flight on Aug. 3, 1932, was an unqualified success. Mail picked up from the Empress of Britain at dawn was in Ottawa at 3:35 p.m. A British delegate, Stanley Baldwin, congratulated the minister of National Defence for a feat that had brought mail from Britain in 98 hours.

A new Welland Canal was opened officially Aug. 6, 1932, and to add lustre to the occasion a special mail flight was laid on from St. Catharines, Ont., to Montreal, where the mail was merged with that coming from Ottawa. Further mails were added in Montreal. Early on the morning of the 7th the combined load, 314 pounds, was delivered by McNab to Rimouski. Flt. Lt. Frederick J. Mawdesley was to execute the next step—the Rimouski-Havre-Saint-Pierre run—in a Vickers Vancouver.

The weather was unfit for an immedi-

ate takeoff, but radio reports indicated the intended steamer, the Empress of Britain, was also delayed and not expected to pass Belle Isle before midnight. Under clearing skies, Mawdesley took off at 12:25 p.m. and reached Havre-Saint-Pierre at 2:45 p.m. Ten minutes later, Ogilvie-Forbes was airborne in a Bellanca, bound for Red Bay. He ran into heavy fog and put down at St-Augustin. More than an hour passed before his forced landing was reported to Rimouski. However, the Empress of Britain had been slowed by the same conditions and was not expected to pass Belle Isle until the morning of the 8th. Ogilvie-Forbes was instructed to stand by and fly to Red Bay at the earliest possible moment.

The skies did not clear until midday on the 8th, by which time it was too late to overtake the Empress of Britain. Ogilvie-Forbes backtracked with his load to Havre-Saint-Pierre and Mawdesley attempted to return it to Rimouski. He was forced down, first to Sept-Îles, Que., and then to Franquelin, Que. It was getting dark, and the mail eventually reached Rimouski by steamer, returned by rail to Montreal, and eventually was forwarded via New York by more orthodox means. Letters for Britain arrived one or two days late.

The next flight, involving an incoming steamer on Aug. 17, involved 34 mailbags weighing half a ton. The liner was late that day, and the flight from Red Bay, involving two aircraft, commenced only at 9:50 a.m. The mails reached Rimouski at 7:25 p.m. when it was growing dark. As the planes were not equipped for night flying the mail was put on a train to Montreal. Despite such delays the operation saved 15 to 20 hours in transport time.

Two more flights had been planned, but the rescheduling of steamer departures made it awkward to reach the Strait of Belle Isle on time, so on Aug. 20 the service was terminated. Aircrew were instructed to withdraw from their advanced bases while investigating alternate routes for similar operations in the future.

In his report, Grandy criticized the Vancouver flying boats for having poor handling qualities and the Bellancas as lacking proper locks and spray shields. Weather reports had been incomplete and often late. Nevertheless, he concluded that, given efficient radio equipment, suitable aircraft and skilled personnel, a Montreal to Belle Isle airmail service could be undertaken with 70 per cent efficiency.

To followup the experiment of 1932, the Post Office suggested investigations of a similar mail service from Montreal to Shediac, N.B., and the Cabot Strait, with aircraft based in southern Newfoundland.

Such a survey would entail checking five factors—the scheme itself, suitable sea-plane harbours, routes, bases and weather. The Ottawa Air Station was given the task of studying this project under the operational name of Found. A camera-equipped Bellanca departed Ottawa on May 5, 1933, with Flt. Lt. Arthur J. Ashton and Sgt. F.J. Ewart as pilots and Aircraftman J. Stanley as mechanic. They proceeded via Saint John, N.B., and Port aux Basques, Nfld., to Placentia, Nfld., where they established a temporary base May 9.

Reconnaissance flights were first made over southeastern Newfoundland with special attention paid to Mortier Bay, Burin Inlet and Trepassey Bay. Ashton flew to St. John's to confer with officials on the 12th, and set about on the 14th to return to Placentia. After encountering heavy rain and low clouds, he decided to alight on Bay of Bulls Arm, a narrow stretch of water hemmed in by high hills. This forced him to land in a cross wind with limited visibility. Ashton misjudged distances, and although the Bellanca settled on the water, its momentum carried it onto the rocky beach, smashing the floats.

Two weeks were lost until a replacement set of floats arrived. Ashton resumed operations May 27, studying the inland routes across Newfoundland to Corner Brook. From there he flew to Shediac, thereafter returning to Ottawa. He was not optimistic about an air-and-steamer service in the area. Fog along the southern Newfoundland coast was very bad while the local harbours were narrow and cliff-bound. An inland route, though not susceptible to fog, would entail flying over mountainous and practically uninhabited country. The most feasible route for mail planes would be directly from Trepassey to Shediac, especially if a modern twin-engine flying boat was used.

The scheme of aircraft to meet incoming steamers and overtake departing ones never reached fruition. In any case, it would be rendered obsolete by direct transatlantic airmails within a decade. Nevertheless, the experiments and surveys of 1932-33 represented the first systematic studies of flying conditions and landing fields in Newfoundland and the lower northern St. Lawrence. Although private firms had pioneered aerial surveys there and in Labrador between 1919 and 1922, the region had thereafter been ignored by both service and commercial interests. Indeed, the RCAF gradually increased its work in the area, so that long before Newfoundland entered Confederation the Canadian government had assumed de facto responsibility for surveying the region. ■

Continued

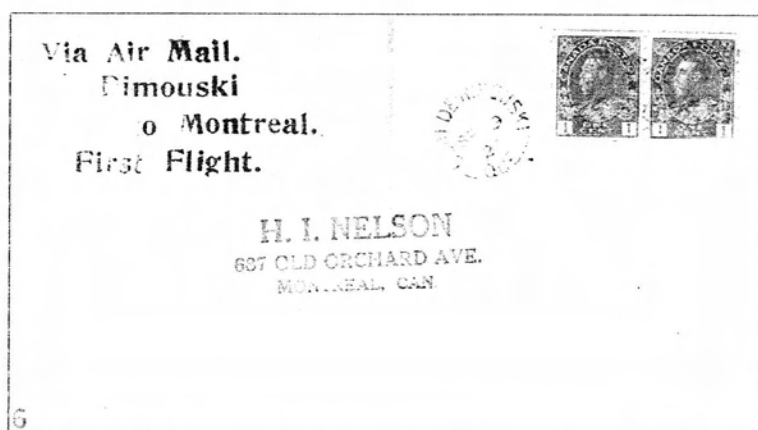
UP WITH MAIL by Hugh A. Halliday continued:

Congratulations to Hugh Halliday for a very comprehensive article.

This article first appeared in Legion Magazine, November/December 2006, which is published six times a year by the Canadian Legion, and is a large (90+ pages) publication, which describes itself as "the best magazine subscription value on the Internet - or anywhere else. You get six issues of our full-colour magazine for just \$7.16." For more information go to <http://www.legionmagazine.com/subscribe/> or write to the editor: Mac Johnston, Legion Magazine, 407 - 309 Kent St., Ottawa, Ontario K2P 0R6.

MEMBERS' FORUM 2 CONTINUED:

What Is a Pioneer Cover?



AMCN #2707: The first attempted mail flight from Rimouski to Montreal, September 9th 1927.

This forum began in the March 2006 newsletter, when I suggested that Section 5 of The Air Mails of Canada and Newfoundland, Government and Other Air Mail Covers of Canada, should begin with this first flight, and that flights from before September 9th 1927 should be regarded as Pioneer Covers!

The discussion continued in the June 2006 newsletter, with Steve Johnson's comment that:

To me, a pioneer cover is anything before 1924, which was when Laurentide started regular airmail service. . . Pioneer should be regarded as flights before airmail companies began making regular airmail service.

Murray Heifetz has now suggested that the Pioneer Period ended earlier than this:

The pioneer period ends with the introduction of the "bush" airline service in 1922 by Laurentide. While the company did not begin to use its semi-official airmail stamp until 1924, it was operating earlier.

However, the FIP Aerophilatelic Commission has yet another definition. - I checked with Murray Heifetz, and he informed me that:

when the FIP Aerophilatelic Commission published its Guidelines for Judging Aerophilatelic Exhibits, under article 3.2.1, *Chronological Development of Airmail*, the periods were defined as:

Pioneer Period - up to 1918;

Development period, 1918 - 1945;

Modern period after 1945.

When I was a member of the Commission Bureau I objected to this as it affected Canada, as the dates were not applicable, but no exception was made for Canada, (except to allow the judges their own discretion).

Continued

MEMBERS' FORUM 2 CONTINUED: What Is a Pioneer Cover? continued:

To me, the fact that we now have four alternative suggestions as to how a Pioneer Cover should be defined, or five if one includes maintaining the current structure of AMCN, highlights the need for these forums as to how a revised edition of The Air Mails of Canada and Newfoundland should be organized!

- Dick McIntosh commented in the last newsletter, that he thought date should be the primary way of listing, and that we could do away with separate sections.
- Murray Heifetz added a comment after his suggestion that the Pioneer Period ended with the introduction of the "bush" airline service in 1922 by Laurentide:

The semi-official period runs from 1924 to 1932. The contract airmail service begins in 1927. Complicating this whole time span is the group of special "one flight" stamps. The "burning zeppelin" stamps obviously fall into the pioneer period. So would the "Grand Army" and the 1919 Toronto - New York race. On the other hand, the Moose Jaw flight in 1928 is beyond the commencement of the contract airmail period. So where do we go from here?

My suggestion is that the semi-official period and the covers with the single flight stamps deserve a separate section. They are not only a specific collectible, but including them in a chronological listing would confuse more than clarify. There are a number of covers with a semi-official franking that was unnecessary because, at the time, there were already contracts for these mail routes. These listings, regardless of the franking, would be in the chronological group. All other covers, including the pioneers, would be listed together in the chronological group.

What do YOU think?

Members' Forum 3: AMCN SECTION 7

INTERRUPTED & CRASH COVERS OF CANADA AND NEWFOUNDLAND

It's interesting to check the flights described in Hugh Halliday's article earlier in this newsletter, against the listing of "Interrupted & Crash Covers" in Section 7 of AMCN:

- Brian Peck's flight of June 14th 1918 is included as #180623:

The flight was attempted on June 23, but due to weather it was delayed until the 24th.

- The attempted flight from Rimouski to Montreal on September 9th 1927 is not included in Section 7. - It was omitted from section 7 by error, and will be added in the future revision to our catalogue.
- None of the RCAF flights of 1932 are included in Section 7. - Should some of them be included?

This seems to be a good topic for a third members' forum: how should "Interrupted & Crash Covers of Canada and Newfoundland" be defined?

As mentioned in the last newsletter, some people are beginning to talk about producing a revised version of The Air Mails of Canada and Newfoundland.

Now is the time when EVERYBODY can participate in these discussions!

If you have any thoughts regarding how Pioneer Flights should be defined, and/or opinions about how "Interrupted & Crash Covers of Canada and Newfoundland" should be defined, and/or comments about any other aspect of AMCN, please send them to the editor of this newsletter: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

(Email: hargreavescp@sympatico.ca)

FOLLOW UP: TRANS-ATLANTIC FFCs, 1939



QUESTION, from the March 2005 newsletter: This cover is from flight #3921 in The Air Mails of Canada and Newfoundland: Pan American's first Trans-Atlantic flight by the Northern route: New York - Shediac - Foynes - Southampton. It is endorsed *Botwood to London* in the top left corner, and received the blue-green cachet applied by Pan Am to mail dispatched through its Botwood office, since the Newfoundland Post Office didn't provide a cachet for the flight.

However, the cover is addressed to Fort Worth, Texas, and there is a comment in AMCN that:

The British Post Office normally did not backstamp arriving mail and refused to make any exception to its policy by means of special dispatches, nor would it facilitate the return of mail not addressed for delivery in England or in Europe.

Many other covers can be found from this flight, addressed to various points in the U.S.A. and Canada. - Can anybody provide any information as to what happened, and how covers addressed to North America were handled?

ANSWER: Many thanks to John Johnson, who sent me an extract from the U.S. Postal Guide: April Supplement, 1939, in which Pan Am's first Trans-Atlantic flight by the Northern route was announced.

This included a statement that:

The Post Office will prepare a cachet for use at New York City. Arrangements are being made with other countries for the return of covers by ordinary mail to this country.

It therefore seems the above statement, that the British Post Office would not facilitate the return of mail, is wrong. - This statement was, in fact, repeated from the listing of F.A.M. flight F18-10 in the old Fifth Edition of the American Air Mail Catalogue. It has been taken out of the listing of flight F18-10, in the new Sixth Edition of the American Air Mail Catalogue.

I have also found an article about the Imperial Airways first Trans-Atlantic flights, (AMCN #3921), in an old copy of Popular Stamps, published in Cobden, Ontario, in July 1944, which states that:

Three cachets were again being prepared. Postage rate to Europe was again 30c per half ounce. In this respect arrangements had been made to return covers from Great Britain and Eire to points addressed in Canada or the United States.

In view of the number of covers that exist from Pan Am's first Northern Trans-Atlantic flight addressed to Canada, it seems reasonable to assume that arrangements were made for the return of these covers, similar to those made shortly afterwards for the Imperial Airways flights. - **Does anybody have a copy of the Canadian Post Office announcement that can confirm this?**

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More on COLE and MCKENZIE ISLAND



Mike Shand sent me a copy of this cover from his collection, addressed to Warkworth, N. Auckland, New Zealand. - He added a note: *How many letters went from Cole to N.Z.??? Good question!*

Barry Countryman and Brian Wolfenden also sent me some information, which includes an interesting discrepancy regarding who was the first postmaster.

- In In Place Names of Ontario by Floreen Ellen Carter, it states:

COLE, post office, Rainy River District. Located 20 miles northwest of McKenzie Island and 24 miles northwest of Red Lake. Post office opened as COLE, on August 15th, 1935. First Postmaster J.Y. Cole Jr. Office closed October 31st, 1939. No further reference to this office. References: 6T.

6T The Post Office Name Change File, 1908 to 1970, Stanley Newey Collection, Canadian Guide, Private film, Oakville, Floreen Carter, 1981.

(Phelps Publishing Company, London, Ontario, 1984.)

- The entry for COLE, under POST OFFICES AND POSTMASTERS, on ArchiviaNet, The Library and Archives Canada website, listed:

Name of postmaster	Military status	Date of birth	Date of appointment	Date of vacancy	Cause of vacancy
Edwin Howard			1935-08-15	1936-10-22	Resignation
Gordon Shearn	O.A.S.		1936-12-15	Acting	
Gordon Shearn	O.A.S.		1937-02-01	1938-10-09	Resignation
				1938-10-31	Closed due to limited usefulness

(Source:
PSFDS03 - 890)

According to Derek Rance's article in the March 2006 newsletter, J.Y. Cole Jr. operated the Cole gold mine, so I wonder whether he was the "nominal" postmaster, while Edwin Howard and Gordon Shearn were the employees who did the postal work? (I'm also wondering what the current situation is, when you have a postal outlet in a large drugstore, which is part of a national chain. - Who, if anybody, is the postmaster?)

Dave Brown has an interesting cover and letter in his collection, shown on the next page, sent from W. Lough, District Director of Postal Services in Winnipeg, on his official letterhead, to J.F. Murray, District Superintendent, Postal Services, Vancouver, B.C.

Continued

MORE ON COLE AND MACKENZIE ISLAND continued:

The letter reads:

Dear Mr. Murray,

**FIRST FLIGHT
COLE ONTARIO.**

This letter brings greetings from the Winnipeg Postal District and commemorates the establishment of air mail service to Cole, Ontario, a new post office established 15th August, and situated in the Red Lake, Ontario, Mining Area.

This marks a further step in the endeavors of the Post Office Department to give a speedy mail service to the pioneers developing the natural resources of our Dominion.

Dave also provided some information regarding Cole and MacKenzie Lake at the present time:

Today a cabin remains on the Cole Mine site. In recent years a member of John Y Cole's family was doing some restoration to preserve some of the history. Similarly, the owner of the land where the West Red Lake Mine once operated has developed a cabin museum on site. He continues to collect historical artifacts and documents from the West Red Lake area.

The water just off the shore of the Cole Mine on Pipestone Bay has been a favorite fishing spot for many years. There is an underwater reef that comes to within 15 feet of the surface. On the side away from the shoreline the under water topography drops off to over 80 feet of water. It is here that the Lake Trout are found during the warm days of summer. The photograph attests to this fact. After fishing for long hours without a bathroom break the Cole Mine was good place to pull ashore to find relief.

I have some great memories of playing pool in the basement bar of the Gold Eagle Hotel on McKenzie Island. It was a favorite spot to stop after a day of ripping around the lake on snowmobiles. The wall on the bar was wall papered by clientele who would pin up \$1.00 bills. In the event that an individual was ever caught short they could pull down their dollar.

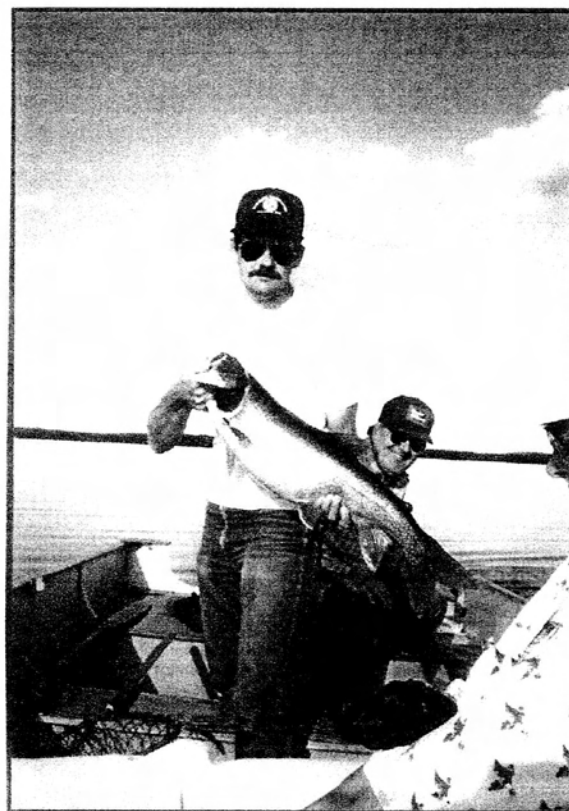
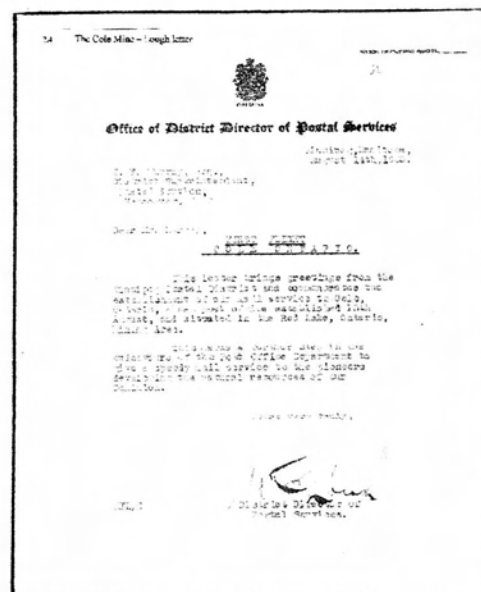
A ferry connects the island to the mainland in the summer, (passengers only). The boat, The Miss McKenzie, may have seen it's last season. Transport Canada says that the boat may no longer be sea worthy. Islanders may need to find their own way across the 3/4 mile straight. In the winter an ice road connects the island with Hwy 125 at the town of Cochenour, where the Cochenour Willans mine operated.

My old 1978 Chevy truck was retired to the island after the Ontario road salt had taken it's toll on the body and rusted it out. The roads on the island are not part of the Ontario Hwy system, so anything that runs is acceptable. The old beater was used to make trips to and from the ferry dock on the island.

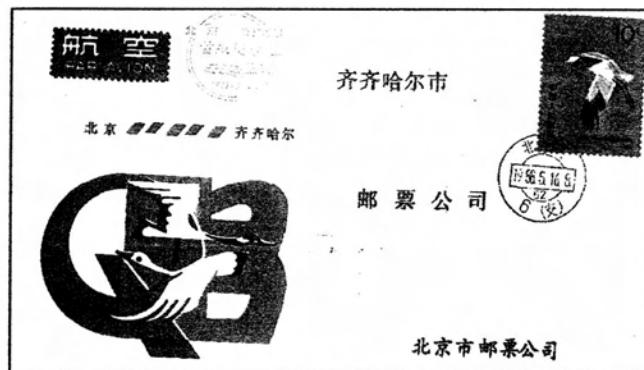
Many thanks to Barry, Brian, Dave, Derek, and Mike, for their information.

Dave also suggested some sources for more information about the mail and the mines at the west end of Red Lake: The Red Lake Gold Rush by D. F. Parrott; The End of The Road by John Richthammer

The Red Lake Museum web site www.redlakemuseum.com



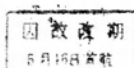
FOLLOW UP: A CHINESE FIRST FLIGHT COVER



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



发行：齐齐哈尔市邮票公司

印制：齐铁印刷厂

QF·4-1

QUESTION, in the March 2004 newsletter: Can anybody translate this inscription, and/or provide information regarding the origin and destination of this flight?

ANSWER: YES! - Many thanks to Barry Countryman, Jimmy Hsu, Odetta Lee, Bill Liu, Doris Mallett, and Gord Mallett, who have solved the puzzle of this cover.

It turned out that this question was even more complicated than I thought it was, as:

- if one uses the Cantonese meanings for the various Chinese characters, the cover came from a Beijing - Harbin flight,
- but, if one uses Mandarin meanings for the cover, it came from a Beijing - Qiqihar flight!

The first two characters in the five-character expression at the top right are slang in Cantonese for 'let's go together'. In Mandarin, however, the first four characters together represent the word Qiqihar. The last character means 'city'. (The same four characters occur at the bottom of the postmark at the bottom right, where they would again translate as Qiqihar, without 'city'.)

The consensus of opinion is that since this is an official Chinese First Flight Cover, it should be constructed using Mandarin meanings, not Cantonese, as Mandarin is the official language in China now, and used on all of their official documents.

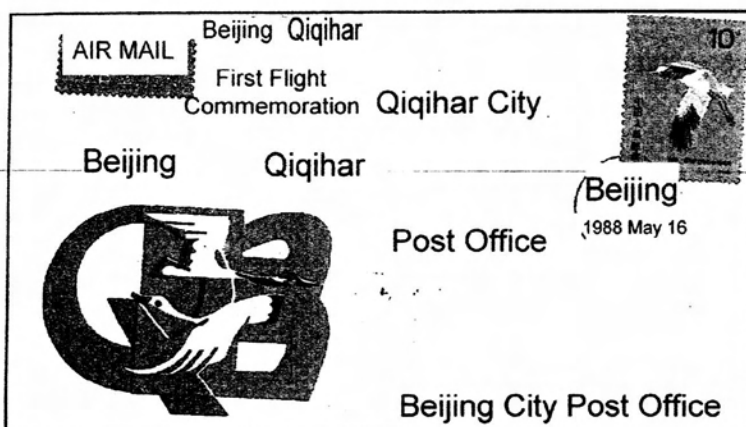
The agreed translation of the cover is shown on the next page.

Qiqihar is a large city in Heilongjiang province in northern China. However, it doesn't appear on any maps from before January 1st 1979. - At that time the way of translating names was changed. Since January 1st 1979, all proper names appearing in press dispatches from the People's Republic of China have been spelled according to the Pinyin system of transcribing Chinese speech sounds. (An example of "old" and "new" maps is also given on the next page.)

Another problem arose with the character consisting of the three horizontal strokes in the middle sentence. Not surprisingly it is Chinese for three, but the question was, "Three what?" It was finally figured out that the three strokes and the following characters mean 'Trident passenger plane', (This was a short-haul, 100 passenger airliner, powered by three rear-mounted jet engines. It was built by Hawker Siddeley in the United Kingdom, and about 36 were sold to China.)

The designer's family name is Li [sometimes written as Lee, but now generally written as Li in the new Chinese 'simplified' form]. The other two words are his given names, and are written after the family name as is the custom in mainland China.

Continued

FOLLOW UP: A CHINESE FIRST FLIGHT COVER continued:**A CHINESE FIRST FLIGHT COVER**

Inscription on back of cover:

Under approval of the Chinese Civil Aviation Authority, the air-route from Beijing to Qiqihar will open 16 April 1988.

This is a weekly, Monday & Saturday, round-trip flight, using a Trident passenger plane.

To commemorate the occasion of this special flight Qiqihar Post Office makes available a first flight cover.

Heilongjiang

1988 May 16

Qiqihar

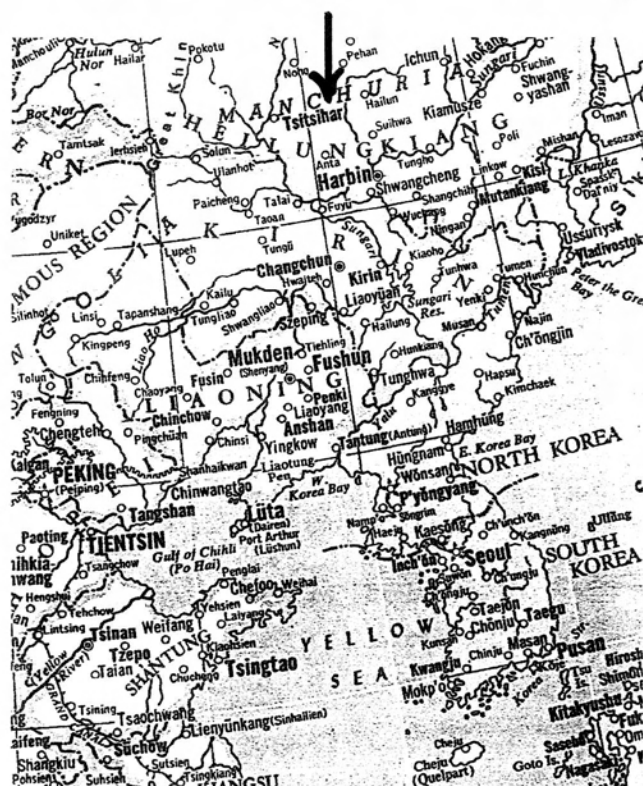
Due to special circumstances
the first flight has been
postponed to May 16th.

Cover Designer: Li Yin Qin

Distribution Co: Qiqihar Post Office

Printing Firm : Qi Tie Publishing
Company

QF • 4 — 1



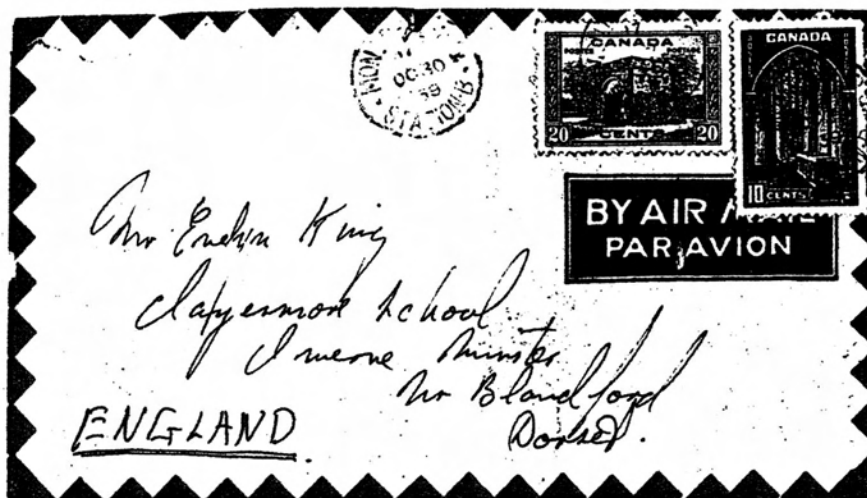
"New", Pinyin map, since January 1st 1979.

Many thanks again to Barry, Bill, Doris, Gord, Jimmy, and Odetta, for their help with this question.

INFORMATION WANTED:

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.

World War 2 Uncensored Airmail Cover from Montreal to England?



Canadian air mail letter from Montreal Station 30th October 1939 to Blandford Forum, Dorset. This cover bears no sign of having been censored. Why was this?

This cover, and question, appeared in the May 2006 issue of *Air Mail News*, which is the quarterly journal of the British Aerophilatelic Federation, with which the CAS exchanges newsletters.

The cover did not strike me as unusual when I first saw the illustration in the *Air Mail News*. - I have a number of uncensored covers from Canada to the U.K. in my collection, from different times during W.W.2, as well as censored covers. (I also have both uncensored and censored covers from the U.K. to Canada.)

However, Bryan's question raises three interesting issues regarding censorship:

- When did censorship begin?
- How much of the mail was supposed to be censored?
- If 100% of the mail was supposed to be censored, how frequently were errors made, and letters forwarded uncensored?

According to H.E. Guertin's *The Wartime Mails & Stamps - Canada 1939-46*, (Toronto, 1970):

Canada officially went to war on September 10, 1939. By September 23rd machinery had been set up to handle censorship under the War Measures Act. First charges under the Act for indiscreet writing were laid Dec. 4, 1939.

Continued

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INFORMATION WANTED**World War 2 Uncensored Airmail Cover from Montreal to England? continued:**

However, Guertin also wrote that:

The earliest indications of censoring among the writer's covers are dated August 28th.

Regarding the extent of censorship, Guertin states that:

Many wordy clashes took place in Parliament regarding the severity or the necessity and extent of censorship. Concessions were sometimes promised by the Government but usually sufficient alarm was aroused to maintain the status quo.

Although "concessions" implies a reduction in censorship, Guertin also wrote that:

Though mail censoring began early in Eastern Canada, it appears that lax conditions existed in the West. Agitation by members in Parliament led to stricter enforcement in March 1942.

While these comments refer to censorship in general, and not just to the censorship of air mail letters, they suggest to me that mail censorship was not expected to be total, and that neither Bryan's cover, nor my uncensored covers, are "rare".

Can anybody provide more specific information as to:

- How much airmail from Montreal was being censored by October 30th 1939?
- How much of the mail was supposed to be censored at later times during the war?
- If 100% of the mail was supposed to be censored, how frequently were errors made, and letters forwarded uncensored?

If you can help, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

For more information regarding the AIR MAIL NEWS and the British Aerophilatelic Federation, please contact: Richard Saundry, 3 Reawla Lane, Gwinear, Hayle TR27 5HQ, England. (Email: Rsaundry@aol.com)

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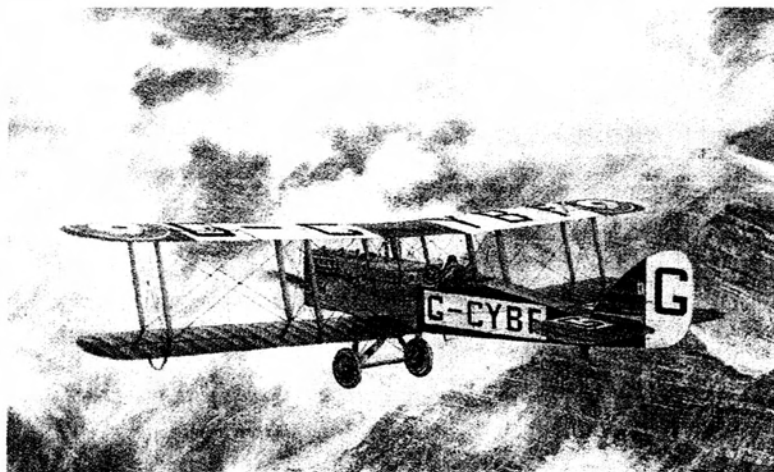
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INFORMATION WANTED continued:**1920 Halifax - Vancouver flight**

Capt. Thompson and Lt. Col. Tylee flying through the mountains.
A detail from one of Bob Bradford's paintings of the 1920 flight.

This flight is listed as PF-23 in the Air Mails of Canada and Newfoundland, according to which it carried:

- letters from Mayor Parker of Halifax for dignitaries en route. The first mail was dropped at St. John, N.B.
- letters of greeting to the Mayor of Vancouver from Mayors along the way. One pilot-signed cover from Halifax to Vancouver is known to exist, and covers addressed to the Mayor of Vancouver are also in existence from Winnipeg, Regina, Moose Jaw, Calgary and Revelstoke.

This flight isn't listed by Longworth-Dames in his The Pioneer and Semi-Official Air Mails of Canada 1918-1934, or in Morgan's 1931 Specialized Catalogue of Canadian Airmails.

It is listed as number 13 in Smith, Crouch and Jarrett's 1930 Airmail Catalogue: Canada and Newfoundland, but the description begins: *Although not a mail-carrying flight, we think the achievement of Lt.-Col. Leckie and Major Hobbs in flying across Canada from Halifax to Vancouver is worthy of record in this brief history of aerial mail flights . . .* They then describe the flight, with no details of the mail carried.

Does anybody know exactly what covers were carried, and how many of them are in the possession of collectors?

If you can help, please send information to the editor: Chris Hargreaves,
4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

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SALES AND WANTS

All members are invited to send in details of items wanted or for sale to the editor.
They will be published as soon as space permits, at no charge to the member.

Bell Lightship, 2006

The BELL Lightship made an unscheduled trip to Edmonton due to the severe weather conditions in Northern Alberta. It resumed its Northern Tour on 21 June 2006 to a perfectly beautiful day.

Thirty serially numbered stamped covers and two non franked PROOFS were carried on the flight. A small quantity will be available for purchase.

For more information contact: Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta T5E 3G6.
Email: nchiovell@telusplanet.net

Jim Miller

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NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in

March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

December 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 aerophilatic publications, including an index to The Canadian Aerophilatelist;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca)
OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN (or \$20.00 US) in U.S.A.,

\$25.00 CDN (or \$22.00 US, or 18 Euros, or 12 Pounds Sterling), for members Overseas.

Payable to: The Canadian Aerophilatic Society.

Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling.

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: _____ Date of birth: _____

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.**

276 Richard Allen	37 Joseph Berkovits	103 K.Bileski Ltd.
203 John Bloor	242 Jacques Bot	130 Basil Burrell
1 Patrick Campbell	271 Nino Chiovelli	62 Gary Coates
352 Tony Conyers	270 Earl Covert	304 James Davidson
336 George Dresser	55 J.M.Elliis	182 Robert Footit
211 Carl Freund	273 Denice Guimond	97 Gary Hayashi
215 Jack Ince	132 John Jamieson	319 Donald Kaye
54 Norbert Krommer	21 Dr.D.Mercer	155 Larry Milberry
170 Kenneth Mitchell	214 Trelle Morrow	350 Bill Pearce
212 Harold Petoskey	81 Stephen Reinhard	56 William Robinson
6 Ken Sanford	4 Mike Shand	295 Gloria Shaw
5 Pat Sloan	20 Gibson Stephens	189 Jacky Stoltz
294 Robert Terry	9 Geoffrey Thompson	286 Jean Rowe
291 Walter Veraart		

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.