



# THE CANADIAN AEROPHILATELIST

# #70

## 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

## March 2007

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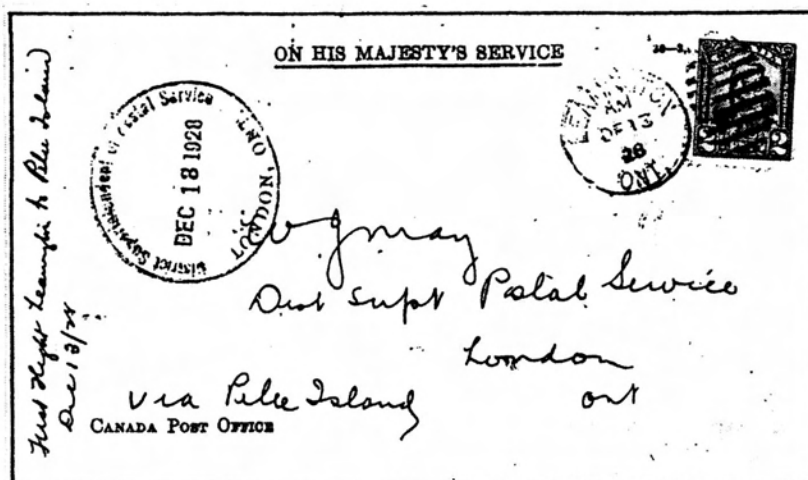
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### CONTENTS INCLUDE:

### PAGE:

EXECUTIVE COMMITTEE and REPORTS  
AGM and ELECTIONS FOR THE EXECUTIVE of the CAS  
EDITOR'S AWARD FOR 2007

2  
7  
9



PELEE ISLAND AIRMAIL by Gord McDonald	10
CANADIAN AIRWAYS: Information from 1935, Brian Wolfenden	12
THE Von GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery	14
NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE 6 <sup>th</sup> Edition: Praise and a caution	25
SUPPLEMENT 14 to <u>THE AIR MAILS OF CANADA AND NEWFOUNDLAND</u>	28
<b>RENEWAL LIST - PLEASE CHECK!</b>	32

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.

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## PRESIDENT'S REPORT

What an unpleasant surprise to come back to Bells Corners, Nepean, Ontario after two lovely warm months in Naples, Florida to be faced with -20 degrees Celsius weather. The quirky weather this year gave us January weather in March 2007. I am pleased to find that our CAS is vibrant as ever and preparing for various activities this spring and summer. Be sure to support your local stamp club and its annual show. Exhibit your air mails if possible and provide info on aerophilately, especially to the young. With encouragement from we senior collectors more aerophilatelists may join our ranks like James Barron of Edmonton who has received recognition for his research and exhibiting from the Royal Philatelic Society of Canada (RPSC), the British North America Society (BNAPS), our own Canadian Aerophilatelic Society (CAS), and others of which I am not aware. Keep up the great work James.

Are you like me losing all too often dear friends from illness or accidents? The Aerophilatelic world has lost several leading Aerophilatelists including Alex Newall of the United Kingdom, Betty van Tenac of Australia, Bob Spooner and Dr. Robert Lana of the United States, and others from the UK and New Zealand. This brings up the serious question when you leave our midst what arrangements have you made for the disposal of your Aerophilatelic collection, your philatelic library and your memorabilia, including philatelic awards?

Do not leave a mess on your heirs' hands. The safest way and to overcome any confusion is to present in detail all your wishes in your will. In this way your years of dedicated research and exhibiting will not be lost or dispersed. You can indicate a trusted auction house to catalogue and to sell on your heirs' behalf your collection and library. You should not leave your heirs in ignorance as to what you have and what you wish them to do with your collection. Ensure that they know not to let anyone come in and take the best items out of the collection. Although I served as the Chief Curator of Collections at the Canadian War Museum for 18 years, I do not advocate that your aerophilatelic material be donated to a museum. The material would be out of the hands of collectors and into a museum to be stored away unseen for years. In the hands of collectors your material would live on to be enjoyed by many.

However, I would urge you to donate your research papers and documents for the benefit of others who follow doing research. I did so in 1992 when I donated to the National Postal Library two tri-walls of Aerophilatelic research and private philatelic correspondence. The result was the Richard K. Malott Aerophilatelic Papers Collection. I have been advised that the data provided has been used extensively for which I am most grateful. My 50 years of research and collecting will not be lost to time. On occasion you may also qualify for a gift tax receipt for income tax purposes.

Our local annual ORAPEX show, ORAPEX 2007, will be held at the RA Curling Club facilities Saturday, 5 May, and Sunday, 6 May. Admission is free and so is the parking. The CAS will hold its annual meeting on Sunday as well as an election, done every two years. I look forward to seeing you at ORAPEX 2007.

*Dick Malott,*

President CAS

# SECRETARY'S REPORT

Welcome to three new members:

#372 Harry Knapper of Cobourg, Ontario

#373 Garry Watson of Belgrave, Australia

#374 David H. Whiteley of Winnipeg, Manitoba.

As of January 01, 2007, the Society has a total paid membership of 147. This is a decrease of 2 from January 2006. The breakdown of the membership is as follows:

Membership Breakdown:  
(Province/State/Country)

## CANADA:

Alberta	15
British Columbia	13
Manitoba	3
New Brunswick	4
Newfoundland	1
Northwest Territories	1
Ontario	55
PEI	1
Quebec	9
<u>Saskatchewan</u>	<u>2</u>

Total 104

## USA:

Arizona	1
California	1
Colorado	2
Connecticut	3
Florida	1
Illinois	4
Idaho	1
Indiana	1
Kansas	1
Massachusetts	1
Michigan	1
New York	3
Ohio	2
Oregon	2
Pennsylvania	1
Texas	2
Virginia	1
<u>Washington, D.C.</u>	<u>1</u>

Total 29

## INTERNATIONAL:

Cayman Islands	1
U.K.	5
France	2
Germany	1
Netherlands	3
New Zealand	1
<u>Switzerland</u>	<u>1</u>

Total 14

**GRAND TOTAL: 147**

Brian Wolfenden  
Secretary, CAS

## **EDITOR'S NOTE:**

**Many thanks to  
Brian and Joan,  
for all the work  
they do  
maintaining  
our records.**

# **CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2005 AND 31 DEC 2006**

	2005	2006
Opening Bank Balance	<u>11,181.81</u>	<u>11,360.58</u>
<b>INCOME</b>		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Income Generated During the Year</b>		
Dues – new members & Renewals	3,032.47	2,993.89
CAS Covers – sale of various philatelic covers	1,575.00	2,971.75
Other Sales – includes e.g. books, pins & advertising	256.43	54.36
Donations – from members	90.00	0.00
Bank Interest – chequing account	<u>0.37</u>	<u>0.35</u>
Income Generated and Received during the Year	<u>4,954.27</u>	<u>6,020.35</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	<b>16,136.08</b>	<b>17,380.93</b>
<b>EXPENSES</b>		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Expenses Incurred During the Year</b>		
Dues & Advertising-other philatelic organizations	186.06	192.35
Philatelic Covers-costs e.g.covers, postage & envelopes	1,265.00	841.06
Office Supplies	122.38	157.15
Postage-such as for CAS newsletter, covers & books	685.27	1,332.26
Printing and Photocopying – such as newsletter and catalogue	1,997.82	2,815.21
Bank Charges-chequing account,cheques,deposit stamp	20.00	16.36
AAMS – publications & other books	216.86	180.14
Web Site	0.00	83.66
Exhibit Fees – CAS newsletter/Washington 2006	200.00	123.93
Engraving – presentation plaques	<u>82.11</u>	<u>71.59</u>
Expenses Incurred during the Year	<u>4,775.50</u>	<u>5,813.71</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>4,775.50</u>	<u>5,813.71</u>
Closing Bank Balance	<u><b>11,360.58</b></u>	<u><b>11,567.22</b></u>
<b>FINANCIAL POSITION</b>		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u><b>11,360.58</b></u>	<u><b>11,567.22</b></u>

**BRIAN WOLFENDEN, Treasurer - CAS**



## WEBMASTER REPORT

There are two updates since the last report.

- a) Back issues for The Canadian Aerophilatelist now includes the December 2006 issue.
  - b) Links to the Calgary Philatelic Society and to the Edmonton Stamp club have been added.
- If you have a link that you would like to add, please let me know.

The webcounter now stands at 510.

I am always looking to add new material. If you have an idea for new content, please contact me.

**And:** 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.

*Steve Johnson*

## WESTERN CHAPTER REPORT

The WCAS held their first meeting of 2007 in Red Deer, Alberta. Attending the gathering at the home of David Brown were Sandy Freeman, Walter Herdzig, Jack McCuaig and Denny May. We missed seeing Marg Hunt, Daryle Frenette, Hugh Delaney, Kevin Wenzel and Gord Mallett. On the day of our meeting Gord went balloon flying in Vernon, BC. We anticipate having Kevin O'Reilly from Yellowknife join in at our next regular meeting that will be held at the same time as Edmonton Spring National Show from March 23 to 25<sup>th</sup> 2007.

The WCAS will have a display table set up the Edmonton Spring Show with information about the CAS along with an array of books and covers that are available for sale. There are a limited number of covers left from last years Stinson Project. Should anyone be interested in purchasing one of the few remaining, contact Denny May at [Maycroft@shaw.ca](mailto:Maycroft@shaw.ca). It is anticipated that arrangements can be made to set up the CAS promotional exhibit prepared by James Baron for the Washington International Show.

The Edmonton Flying Club that was started by Wop May in 1927 is celebrating its 80<sup>th</sup> Anniversary on August 2<sup>nd</sup>, 2007. In support of the event the WCAS will be producing a small quantity of commemorative covers to sell as a souvenir to those attending the event and to those members of the CAS who may be interested.

As per usually the February meeting included good food and a time of show and tell. The diverse interest of the members provides for an interesting time of sharing airmail treasures. Denny May reported that his newly produced book "Air Mail in Alberta" has attracted interest worldwide. Those CAS members interested in purchasing a copy should contact Denny May at [Maycroft@shaw.ca](mailto:Maycroft@shaw.ca)

The next meeting of the WCAS will be held at the home of Jack McCuaig on Saturday March 24<sup>th</sup> starting at noon. If you are a CAS member attending the Edmonton Spring Show be sure to seek out a member of the WCAS. The Edmonton Spring Show held at the West Edmonton Mall will be a place of contact for those wishing to attend our next open and relaxed meeting.

All the best

*David Brown*

## EDITOR'S REPORT

I hope that everybody likes the new cover layout!

That's the big change for this report.

I'm very pleased to say that I still continue to enjoy being editor of The Canadian Aerophilatelist.

I also still have a surplus of material for the newsletter, but would encourage everybody to keep sending items to me, and want to thank everybody who has done so. - I normally publish questions as soon as possible after I receive them, and send copies of any answers I receive to the person who asked the question. The answers are later published in the newsletter, as space and other articles permit.

I am also still 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, my priorities for newsletter content, the new cover, or on anything else to do with the newsletter, please contact me.

*Chris Hargreaves*

## LIBRARIAN'S REPORT

I am gradually building up our library, with an emphasis on:

- books related to airmail to or from Canada,
- books by members of the Canadian Aerophilatelic Society, or about members and/or their collections.

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

Three recent additions to the library are:

**Newfoundland Specialized Stamp Catalogue, 6<sup>th</sup> edition 2006** by John M. Walsh and John G. Butt.

*See page 25 of this newsletter for a review.*

**Intercepted in Bermuda, The Censorship of Transatlantic Mail during the Second World War** by Peter A. Flynn. *Reviewed in the December 2006 issue of this newsletter.*

**The Suspension of United States Mail to Switzerland - 1942 to 1944/1945** by Charles Lablonde. *Reviewed in the December 2006 issue of this newsletter.*

Instead of publishing a full list of our library holdings each year, I am arranging for it to be added to our website. **HOWEVER**, I will gladly mail a copy of the full list to any member who requests one.

*Chris Hargreaves*

## Index to THE CANADIAN AEROPHILATELIST

Gord Mallett has updated the index to The Canadian Aerophilatelist, so that it covers all 69 issues published from July 1985 to December 2006.

The index includes all the articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as all the general interest aviation and philately articles. The only content exclusions are society announcements, executive reports, advertisements and the like.

This index is now over 23,500 words in length!

Gord will email a free copy of the index, in Microsoft Word or WordPerfect format, to anybody who sends him their email address! He will also scan, and send out by email, copies of any pages from the newsletter. - There is no charge for this, but Gord suggests a limit of six pages per request.

He will also mail a printed copy of the index to anybody who requests one, (at no charge); and will mail out copies of articles or complete back-issues, for just the cost of photocopying and mailing.

Orders for the Index or back issues should be sent to:

Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6 (Email: [gdmall@telus.net](mailto:gdmall@telus.net))

**Editor's note: these are tremendous services to aerophilatelists Gord! MANY THANKS for providing them!**

## In Memoriam Bob Terry

Bob died on December 11<sup>th</sup> 2006.

He was a periodic contributor to this newsletter, and made a great contribution to several of the research projects that have been pursued in it.

Bob also had a delightful sense of humor. - I particularly remember his comments during the research into National Air Transport, when he came across the newspaper advertisement of Earl Hand endorsing Buckingham cigarettes. - Above a facsimile of his signature, Hand makes the statement, "Buckingham Cigarettes are wholly enjoyable. I get a thrill out of them as keen in its way as the thrill of flying". Bob sent me a copy of the advertisement, with the comment: *Makes one wonder what they were putting in Buckingham cigarettes back in those days! Hand appears to be an early version of the Marlboro Man! This is totally peripheral to the NAT story, but I enjoyed it and am therefore sending a copy along.*

Bob was one of the people who make editing The Canadian Aerophilatelist fun!

On behalf of the CAS, I would like to offer our condolences to Bob's wife Margaret, and to his family.

## ELECTIONS FOR THE EXECUTIVE OF THE CAS

**This is a CAS election year.**

**ELECTIONS WILL TAKE PLACE AT OUR ANNUAL GENERAL MEETING, WHICH WILL BE HELD ON THE AFTERNOON OF SUNDAY MAY 6<sup>th</sup>, at ORAPEX.**

**According to our constitution:**

The Society should be run by an 'Executive Committee', consisting of 1.President, 2.Vice President, 3.Secretary, 4.Treasurer, 5.Editor of Newsletter, and 6.a member nominated and elected by the Western Chapter of the CAS.

These officers would be elected every two years, and members could be elected to more than one office should they be successful.

**The position of webmaster was added by a vote of the executive committee in May 2006. - An amendment to our Constitution will be proposed at the AGM, adding the position of Webmaster to the Executive Committee on a permanent basis.**

**All the current executive members, are happy to continue in their current positions.**

**Would any member who is interested in standing for any of the positions on the Executive, please contact any member of the Executive Committee for more information and/or to nominate themselves for the position.**

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### **A. KARAMITSOS - PUBLIC AUCTION, May 5<sup>th</sup> 2007**

**The Airposts of Greece. - Pioneer s to World War 2.**

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**Many starting prices are 10 Euros (C\$16) or less.**

**For more information visit [www.karamitsos.com](http://www.karamitsos.com) or write:**

**A. Karamitsos, 34 Tsimiski Str., 54623 Thessaloniki, Greece**

# MEMBERS' FORUM 3 continued:

## AMCN SECTION 7 -

### INTERRUPTED & CRASH COVERS OF CANADA AND NEWFOUNDLAND

This forum began in the September 2006 newsletter, following an article by Hugh Halliday on the R.C.A.F. - St. Lawrence Airmail Flights.

Many of these flights were completed as planned. However, some of those which weren't are included in the listing of "Interrupted & Crash Covers" in Section 7 of AMCN, and some aren't.

This led to the question, of which one's should be?

In thinking about this issue, I remembered that Jim Graue had written some excellent editorials about cataloguing Crash and Interrupted Flights in the American Air Mail Society's Airpost Journal some years ago. I eventually found these editorials in the April and July 1996 issues!

These editorials also led me to some related letters in The Airpost Journal, and to the Glossary of Aerophilatelic Covers developed by Jim, which first appeared for discussion in the February 1995 Airpost Journal, and then in its final form in the July 2002 issue.

One issue that arose, is how the definition of "Crash Covers" has changed over the years. For example:

- in the First Edition of The American Air Mail Catalogue, (1940), the section carries the primary title of "Crash Covers," and a secondary line "Interrupted Air Mail Service."
- in the Fourth Edition, (1966), the section has the primary title "Interrupted Flight Covers," and a secondary line "Familiarly Known as Crash Covers."
- in the Fifth Edition, (1974), the section title reads "Interrupted Flight Covers, Familiarly Known as Crash Covers."
- the Sixth Edition, (1998), uses the same section title as the Fifth Edition.

However, the Glossary of Aerophilatelic Covers, (2002), distinguishes between three types of cover:

**Crash** - Incomplete flight due to aircraft accident resulting in damage to or destruction of the aircraft, with mails (if not lost), forwarded by other aircraft or other means (sometimes referred to as "recovered" or "salvaged" mail).

**Interrupted Flight** - Non-continuous flight. In-flight problem resulting in unplanned landing (usually due to weather conditions or aircraft mechanical problem). Flight continued later by the same aircraft or, to expedite mail, another aircraft.

**Delayed** - Deferred (late) departure/arrival vs. scheduled time. Lateness caused by deferred departure or prolonged planned flight stopover unrelated to in-flight problem.

It is interesting to apply these definitions to some of the flights described in Hugh Halliday's article:

- **June 24<sup>th</sup> 1918:** Brian Peck's flight, (Canada's first official airmail flight), was described as:  
delayed by weather until June 24, 1918.

This would make it a Delayed Flight. However, in his wonderful book Canada's Flying Heritage, Frank Ellis states that:

*When Peck took off on Monday, he was forced by zero visibility to return to the polo field. This is the reason that all the air-mail envelopes are dated June 23, 1918, although the flight took place the day following, starting at 10:30 A.M.*

So according to this extra information, the flight should be categorized as an Interrupted Flight.

- **September 9<sup>th</sup> 1927:** On the first attempt at collecting mail from inbound Trans-Atlantic steamers at Rimouski, and flying it to Montreal:

While taxiing for take-off a strut ruptured and punctured 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.

Taxiing is normally considered as part of the flight, so this would be regarded as a Crash.

Continued



**MEMBERS' FORUM 3 - Interrupted & Crash Covers of Canada and Newfoundland continued:**

- **June 28<sup>th</sup> 1932:** 14 mail- bags were transferred in the Strait of Belle Isle from the *Empress of Britain* to an RCAF Bellanca float plane, piloted by Sqdn. Ldr. Roy Grandy. He took off immediately, but heavy fog hindered his progress. Grandy landed at Bradore Bay, Quebec, secured a local weather report, took off again, and completed his flight to Havre-Saint-Pierre.  
Should this be regarded as an Interrupted Flight?
- **August 17<sup>th</sup> 1932:** the incoming trans-Atlantic liner was late, so the flight from Red Bay, involving two aircraft, commenced 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. This would seem to be an example of Delayed Mail.

Just these four flights raise a number of issues regarding Section 7 of The Air Mails of Canada and Newfoundland:

- Should the definitions in the *Glossary of Aerophilatelic Covers* be used to categorize covers for AMCN? Or should we use the definitions from the Sixth Edition of The American Air Mail Catalogue:  
     Crash - Flight was interrupted by a crash causing the aircraft to be badly damaged, wrecked, or burned beyond immediate repair and resulting in a delay of the mail.  
     Interruption - Flight was interrupted by an accident or other event causing slight damage to the plane and resulting in a delay of the mail. Mail carried in either event may or may not show signs of damage or have cachets or other markings.
- Should Delayed Flights be included?
- Should all Interrupted Flights be included?
- If a distinction is made between Major Interruptions and Minor Interruptions, on what basis should they be divided?
- How should covers currently listed in AMCN be treated, if they do not meet the criteria we choose for listing covers in a revised edition? (For example, at the end of their epic Trans-Atlantic flight, Alcock and Brown's aircraft ended up "nose down" when they landed in a bog. However, this was the intended end of the flight, and the delivery of the mail was not affected by the somewhat vertical state of their aircraft.  
     - This flight would therefore not seem to be a Crash, Interrupted, or Delayed flight, according to the definitions in the *Glossary of Aerophilatelic Covers*, but it is currently included in Section 7 of AMCN!)

As mentioned in previous newsletters, discussions have started 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 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](mailto:hargreavescp@sympatico.ca) )

## EDITOR'S AWARD

I think that to have their comments about an issue remembered ten years after they were written, must be every editor's dream!

I would like to thank **JIM GRAUE** for his comments about crash covers, and for his many other contributions to aerophilately,

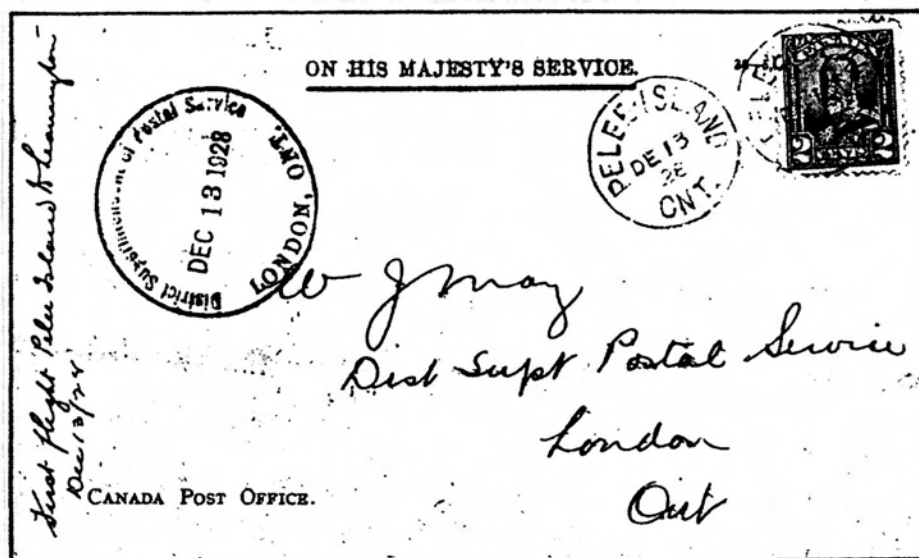
and to recognize all these contributions by presenting him with the  
**CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2007**

Congratulations Jim!



# PELEE ISLAND AIRMAIL

Gord McDonald



I have owned the above cover, and three related ones, for many years. (One of the related covers is shown on the cover of this issue of the newsletter. Ed.)

All have what appears to be a handstamp measuring 38 millimetres in diameter reading:

District Superintendent of Postal Service DEC 13 1928 LONDON, ONT.

All are marked "First Flight..." along the left sides of the covers. The flights are from Leamington, Scudder and Pelee Island, and the covers have handstamps dated Dec. 13 (19)28 on the fronts and reverse, that confirm that the flights did originate and go to the destinations stated on the covers. All are addressed to W.J. May, Superintendent of Postal Services, London, Ontario.

Recently, while researching on another topic, I found copies of newspaper articles from the London Free Press at the London Public Library, that shed some light on these covers. These articles are dated December 15, 1927 and December 13 and 14, 1928. The following information is condensed from these articles.

The article of December 15, 1927 with the headline "PELEE AIR MAIL SERVICE OPENED" states that Captain Floyd Banghart, a pilot with the London Air Transportation Company, (based in London), flew from London bound for Leamington the morning of December 14, 1927. He was forced to land temporarily north of Wheatley because of dense fog. He arrived at Leamington at 11 A.M., and circled the city before landing at the new hangar.

Continued

## CANADA COVERS WEBSITE

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**PELEE ISLAND AIRMAIL by Gord McDonald continued:**

A truck from Leamington post office arrived at the hangar accompanied by superintendent W.J. May from London; Leamington postmaster French; and Thomas Terry, president of the transportation company. Several bags of mail were loaded on the plane. As well as mail, copies of the London Free Press were included for subscribers on the Island. The plane took off at 2 P.M. bound for Pelee Island.

It was reported in the London Free Press of December 13, 1928 that the service during the winter months beginning December 14, 1927 had been a four day per week service. It was further reported that eleven tons of mail was transported during the winter of 1927-1928.

This article also states that for 1928, two pilots would be employed on a six day per week basis. One was to fly mail, the other passengers. The distance to Pelee Island from Leamington was stated as 24 miles.

The article in the London Free Press of December 14, 1928 headlined "PELEE AIR MAIL LINE RE-OPENED" states that the second year of the airmail service for Pelee Island was inaugurated shortly after 1 P.M. on December 13, 1928. There were two Waco planes for the service, one piloted by Floyd Banghart, the other by pilot Andrew Templeton. 350 pounds of mail were sent to Pelee Island on 13 December. The two planes returned on time about 2:45 P.M. The contract for carrying mail was again awarded to London Air Transport Limited who carried mail, freight and passengers during the winter months last year. A four day a week service was maintained last year but it was hoped to maintain a daily service this year carrying mail, passengers, express and light freight. Among those present to see the takeoff was W.J. May, Superintendent of Postal Services, London. The hangar and flying field was located on the farm of E.F. Warring, west of Leamington.

11 tons of mail was transported during the previous winter. The people were so happy with the service that a four month contract was given in 1928. The trip from Leamington was expected to start at 1:30 P.M. and 40 minutes later from Pelee. Previously they had been virtually isolated after the close of the navigation season.

As the article of December 14, 1928 states, this was not the first flight (as the four covers infer) but merely the first flight of the second year of the airmail service for Pelee Island. Each of the four covers is franked with a 2 cent stamp only, as this was an "Air Stage" service, on which all mail was flown without the higher "Air Mail" rate of 5 cents having to be paid.

Mr. May, whose handstamp is on each cover, and to whom each of the four covers is mailed probably sent these to confirm the flight, though they may merely have been souvenirs.

**Thanks Gord.**

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# CANADIAN AIRWAYS: Information from 1935

BRIAN WOLFENDEN sent me this information, together with a note that:

*These 2 pages were in with a bunch of covers Ian Kimmerly bought from Pat Sloan. Thought our members would be interested.*

## CANADIAN AIRWAYS BULLETIN AUGUST 1935 VOL 6 NO 5

P.14

### LOCATION OF AIRCRAFT AND OPERATING STAFF AUGUST 1 1935

BASE	AIRCRAFT	TYPE	PILOT	ENGINEER
<b>MONCTON BASE</b>				
Charlotte-town	CF-AAH	Gypsy moth	FOWLER	POWER
	G-CARR	Stearman J5	Jones	
	G-CATS	Fairchild 51		
	CF-APJ	DRAGON 4 moth	SAUNDERS	KAHRE
	CF-AWS	FAIRCHILD F 71	Jellison	Lovett
<b>MONTREAL BASE</b>				
Montreal			Vachon	
St. Jovite	CF-AIW	Fairchild F71C	Irvine	Sabourin
Oskelaneo	CD-AUJ	" Super 71	Bone	
Dore Lake	CF-APC	Fox moth	Trerice	Trempe
Senneterre	CF-ATF	Junkers W34	Wardle	Thibault
Lake la Tortue	CF-AMB	Stearman 4EM		
	CF-ASE	Stearman 4EM		
	CF-AKU	Travelair J5		
<b>SIOUX LOOKOUT BASE</b>			Westergaard	
Sioux Lookout	CF-AWV	Fairchild F71C	McRorie	Field
	CF-AAT	Fairchild F71C	Schade	Russell
	CF-ABK	Junkers W34	Forester	Parker
	CF-APP	Fox moth		Hunt
	CF-ASN	Junkers W34	Baragar	Knight
<b>KENORA BASE</b>				
Kenora	CF-AJC	Fokker Super	Wagner	Tall
	G-CAIZ	Fokker Standard	Glen	Davis

Continued

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CANADIAN AIRWAYS: INFORMATION FROM 1935 continued:**NORTHERN MANITBA BASE**

Winnipeg	CF-AQW	Junkers W33	Barclay	
Ilford	CF-AQV	Junkers W34	George	Caddick
	G-CAVV	Fairchild FC2W2	Heuss	Hardman
	CF-AJF	Fokker Super	Davoud	Davis

**EDMONTON BASE**

Dickins

McMurray	CF-ARI	Junkers W34	May	Parmenter
	CF-AMZ	Junkers W34	Farrell	Hartley
	CF-ATZ	Fairchild F71C	Leigh	Jacquot
	CF-AAO	Fairchild FC2W2		Kelly
	CF-AIA	Bellanca CH300	Berry	Rankin
			McMullen	Goodwin
				Vanderlinden
Pr. Albert	CF-AKI	Bellanca		
		Pacemaker	Gilbert	Sutherland

**WINNIPEG BASE**

Stevenson Rd	CF-AAL	Lockheed Vega	Wallace	Dyne
	CF-AIK	Fokker F14	Crosby	
	CF-AIL	Fokker F14		
	CF-AIM	Boeing 40B4		
	CF-APY	Laird LCB200		
	CF-AQY	Laird LCB200		
	CF-ASF	Stearman 4EM		
Brandon Ave	CF-ARM	Junkers Ju 52		
Lac du Bonnet				
	CF-AAN	Fairchild FC2W2	Caston	Tomlinson

**VANCOUVER BASE**

Vancouver	CF-AKY	Fairchild F71	McLaren	Haslett
	G-CISQ	Fokker Super	Wells	Reid
	CF-ALA	Boeing B1E	Lawson	Terry
	CF-ARF	Boeing Totem	McGregor	Bulger

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Anticosti	CF-AET	"	Imrie	

Many thanks to BRIAN WOLFENDEN for passing on this very useful information.

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# THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930:

## Re-visiting an aerophilatelic mystery.

Many thanks to Andy Mrozowski, who has sent me some additional information regarding this flight, which was studied extensively in the September 2004 and March 2005 issues of this newsletter.<sup>1</sup>

Andy's material included the following extract from A.C. Roessler's Standard Historical Souvenir Airmail Catalog of 1932, which shows what Roessler was saying about the flight and covers at that time:

### Standard Historical Souvenir Airmail Catalog



1930—Domier Wahl. Captain von Gronau carried only 26 pieces of mail on the last leg of the trans-Atlantic Flight. Postmarked Halifax, Aug. 25 and the backstamp is New York City, Aug. 26. \$40.00

(Note—There are some covers being offered alleged to have been carried in this plane, but such is false. The whole proof is in the backstamping. The ship came into New York—not Montreal or Oshkosh—therefore only N. Y. backstamp is genuine.)



These cuts show the Postmaster at Halifax, Donald A. King, taking the mail from Captain Von Gronau.



This little snapshot shows the Postmaster King in the center of the boat. The half-tones were taken with small camera which explains why they are not so very clear when reproduced on zinc.

— PAGE TWENTY-THREE —

Continued

<sup>1</sup> To obtain back issues of the Canadian Aerophilatelist, or an index to the newsletter, contact Gord Mallett, #2, 6909 Manning Place, Vernon, B.C. V1B 2Y6. (Email: [gdmall@telus.net](mailto:gdmall@telus.net))



**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

The photograph on the left in Roessler's catalogue, showing Donald King and Captain Von Gronau, is the same photograph that appeared in The Halifax Herald on August 26<sup>th</sup> 1930, with the caption:

An unusual feature of the arrival of the German trans-Atlantic fliers in Halifax yesterday, was the bringing of the first airmail from Greenland and Iceland to Canada. In the above picture Captain Wolfgang Von Gronau, leader of the flight, is shown delivering the mail to D. H. King, Postmaster of Halifax.

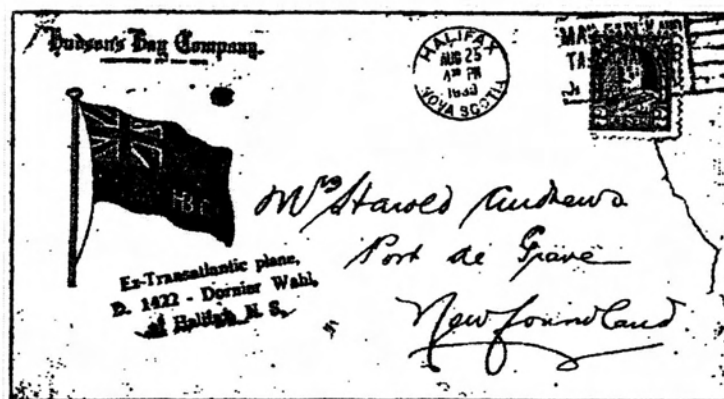
(The item from The Halifax Herald was reproduced as part of the article in the March 2005 newsletter.)

This photograph is part of the mystery surrounding the covers from this flight, as there is no mention of mail from Iceland and Greenland to Canada in the Air Mails of Canada and Newfoundland; the American Air Mail Catalogue; or Joseph Bergier's Postal Airmail Connections Between Europe and North America, 1919 - 1945!

So: if there was mail, why isn't it mentioned in the catalogues? But if there wasn't mail from Iceland and Greenland, why was there a front page story about it, and what was happening in this photograph?

The March 2005 Canadian Aerophilatelist also reproduced an article on *Unreported Von Gronau Flight Covers* from the Journal of the Postal History Society of Canada in 1993. Three covers have now been found, like the one below, that were carried by favour from Cartwright, Labrador, (where Von Gronau stayed overnight on August 23rd/24th), to Halifax. In Halifax they were cacheted, had a Canadian stamp affixed, and put in the mail.

Cover 1



It is not known who applied the cachet, or why having been cacheted, these covers were not recorded in The American Air Mail Catalogue, or any other publication!

I wondered in the September 2004 newsletter, whether the photograph in The Halifax Herald might be showing the covers from Labrador being delivered to Postmaster King, not covers from Iceland or Greenland?

However, Andy Mrozowski commented that he had spent considerable time thinking about this photograph, and has suggested another possible explanation for the intriguing caption:

*Instead of mail being given to D.A. King by Von Gronau, I'm sure that D.H. King is about to hand the mail to Von Gronau, most likely the 27 A.C. Roessler covers destined to N.Y. City.*

*Usually when someone presents a plaque or medal, or any other important document, the presenter stands in front of the person about to be given the item(s). Von Gronau is behind the postmaster. It seems that King is about to hand over the mail to Von Gronau.*

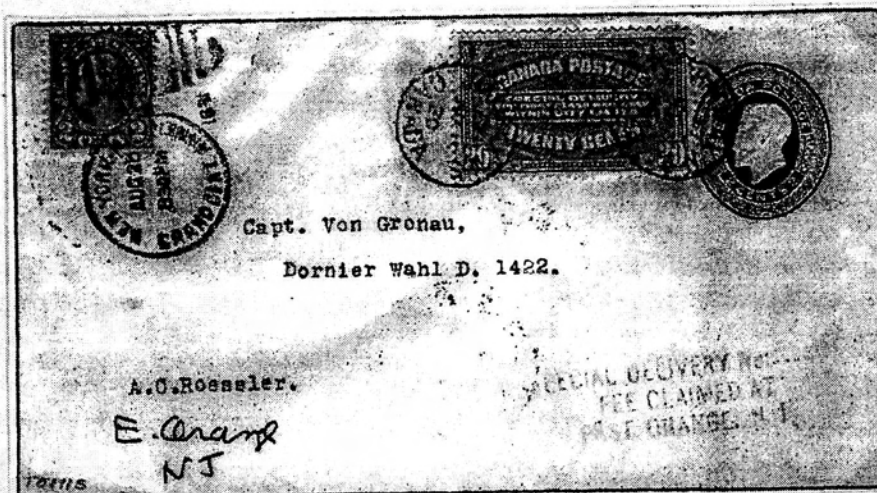
Andy also conducted an experiment, and established that when he was holding a stack of 27 covers, the angle between his thumb and index finger, was approximately the same as that between the postmaster's thumb and index finger in the photograph.

I think Andy is correct, and his suggestion is the most likely explanation for the "disappearance" of the covers mentioned in the newspaper.

**Continued**

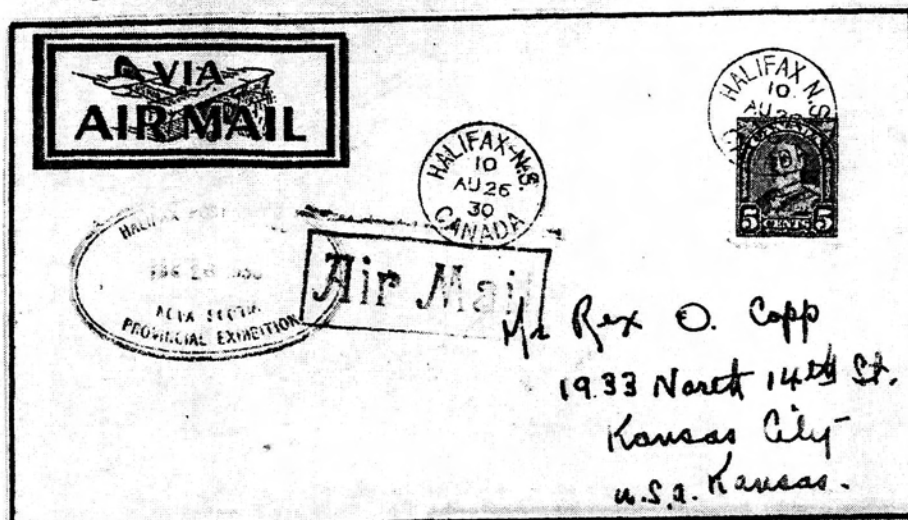
**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

So far as the covers mentioned in Roessler's catalogue are concerned, Cover 2 below is an example of one of Roessler's covers from this flight. (Most of them have the "backstamp" on the front).



**Cover 2 - Roessler cover, postmarked in Halifax August 25<sup>th</sup> 1930.**

Cover 3 is one of the covers created by John McHale, that Roessler refers to in his catalog when he says "alleged to have been carried in this plane, but such is false".



**Cover 3 - McHale cover, cancelled in Halifax August 26<sup>th</sup> 1930.**

Continued

**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

In spite of Roessler's comments, both types of cover were given a comparable listing in the Fourth edition of the American Air Mail Catalogue in 1970:

239B 1930, August 26, Halifax-New York By Wolfgang Van Gronau. Two batches of covers were carried by Von Gronau from Halifax to New York during his Transatlantic flight. The first was postmarked Halifax, August 25th and was addressed to a well-known New Jersey dealer of that era. The second batch was postmarked Halifax, Aug. 26th. There were 27 covers in the first batch and 55 covers in the second. The dealer met the plane upon landing in New York and was handed his mail by Von Gronau. The second batch was taken by the Post Office Department. They decided that Von Gronau had no right to carry Canadian Mails, and placed that batch aboard the first flight New York-Montreal plane where it was received and backstamped in Montreal either 3 PM or 4 PM August 27. The other mail was back-stamped at a New York Post Office on the 26th.

Halifax-New York, 'b/s New York	( 27 pieces)	40.00
a. Halifax-New York, b/s Montreal	( 55 pieces)	30.00

Cover 2 was 239B; cover 3 was 239Ba.

In 1981, however, these covers were listed quite differently in the Fifth edition of the American Air Mail Catalogue, where they are Trans-Oceanic flight #1115. The same description was then used in the Air Mails of Canada and Newfoundland, but with different catalogue numbers:

1930, August 20 — Von Gronau Transatlantic Flight - Germany - Iceland - Greenland - Labrador - Nova Scotia - U.S. Capt. Wolfgang Von Gronau with Franz Hack, mechanic, Edward Zimmer, student aviator, and Fritz Albrecht, radio operator, reached New York after a remarkable flight from Germany via Iceland, Greenland, Labrador and Halifax in their Dornier Wal plane D-1422. They carried no mail from Germany but did carry a parcel from the Postmaster at Halifax, N.S. of 27 letters on the flight to New York from Halifax, N.S.; these covers were cancelled in Halifax on August 25 and backstamped New York on the 26th.

It has been stated that a second parcel of 55 covers was also placed on the plane at Halifax by postal employee Jack McHale. Covers exist, some signed by Von Gronau, cancelled at Halifax on August 26 and backstamped in Montreal on the 27th. These covers bear an oval cachet of the Provincial Exhibition, Halifax Post Office, August 26, 1930. Capt. Von Gronau had no authority to carry mail from Canada and no delivery slip for the covers, which bore Canadian stamps. It has been alleged that the lot of 55 covers, through courtesy, was placed on the New York to Montreal plane to be returned for mailing from Canada.

These latter covers received a Montreal backstamp of August 27 at 3 p.m., from whence they were forwarded by plane or rail to their various destinations. They were not backstamped at New York and their authenticity has been seriously questioned. Covers exist for both dates without a backstamp, adding to their doubtful provenance.

3043	Cover dated Aug. 25 (backstamped New York)	350.00
	a. Cover dated Aug. 25 (no backstamp)	25.00
	b. Cover dated Aug. 26 (backstamped Montreal)	40.00
	c. Cover dated Aug. 26 (no backstamp)	25.00

- Cover 2 on the previous page, is an example of the covers listed as #3043. - It seems to be universally accepted that these covers were indeed prepared by the Halifax postmaster Donald King for A.C. Roessler, and that they were flown by Von Gronau.
- The covers listed as 3043a, dated August 25<sup>th</sup>, were definitely NOT flown by Von Gronau, but are included in the catalogue as they look like many of the 3043b and 3043c covers, which are dated August 25<sup>th</sup>, and which may have been flown by Von Gronau. (One of these 3043a covers was illustrated on page 11 of the September 2004 Canadian Aerophilatelist.)
- Cover 3 on the previous page, is an example of 3043b.

Continued



**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

**Cover 4 - Postmarked Halifax AU 26 30. No backstamps.**

Sent to R.A. Brooks, in Fenton, Michigan.

Handwritten note on the front: *Carried on German Plane D-1422 To New York.*

- Cover 4 is an example of AMCN 3043c.

A similar cover from McHale to R.A. Brooks, postmarked Halifax on August 26<sup>th</sup>, and backstamped in Montreal; was shown on page 21 of the March 2005 newsletter. (That cover was signed by Von Gronau and his crew, but did not have the handwritten note that the above cover has.) It seems most likely that both these covers would have received the same handling in New York, and both would have been sent to Montreal. The absence of a backstamp seems to be due to a variation in processing in Montreal.

It therefore seems that the AMCN 3043b and 3043c covers are equally likely to have been flown, (or not flown), by Von Gronau to New York.

The downgrading of the August 26<sup>th</sup> covers in AAMC was reviewed in the September 2004 and March 2005 issues of this newsletter. - The information studied included:

- 1 - Two articles found by Murray Heifetz. - One had no author, but Murray believed it was written by John McHale. It was accompanied by an article written by R. A. (Bob) Brooks, which had appeared on the front page of the November 3<sup>rd</sup> 1930 issue of the American Aero Philatelic Digest and Canadian Stamp Journal, printed in Fenton, Michigan.

The basic (McHale) article described Von Gronau's arrival in Halifax, and then stated that:

A far sighted East Orange dealer had provided for an airmail delivery by German plane to New York. 27 envelopes had been stamped Aug. 25, the expected date of departure, and given to the postmaster at Halifax to be given to the pilot for delivery to New York.

In the meanwhile, a postal clerk in Halifax, an airmail enthusiast, had been preparing several exhibition covers for friends.

The "far sighted East Orange dealer" was A.C. Roessler, who often described himself in this manner. The "postal clerk" was John McHale.

The Digest article gave some background information regarding the "several exhibition covers for friends":

The Eastern representative of the American Aero Philatelic Society, (John McHale), had sent several releases to *Bob's Airmail Bulletin Service*, advising of a likely Halifax airport dedication. This brought about a shower of covers to him to hold and mail when the event took place. The Halifax event did not take place, and this left him with about 300 letters on his hands and nowhere to send them.

**Continued**

**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

Just about this time the Provincial Exposition was about to start and, as there was a special postal station arranged at the Exposition, and as covers mailed from that station would receive a special cancel, all but about 55 covers he had on hand were sent through this special postal station, and each received the special cachet carrying the date August 25, 1930. These covers left Halifax; by the regular channels and each carried a Moncton cancellation.

These 250 or so covers cancelled at the Exhibition on August 25<sup>th</sup>, are the covers listed in AMCN as 3043a. - Then, according to the basic (McHale) article:

came the German plane D-1422 right after this first lot of covers had been mailed. Taking the approximately 55 covers he still had, the postal clerk rushed his letters to the exhibition post office, and after acquiring special cancels gave them to the pilot for delivery to New York. Each cover in this grouping has a Halifax cancellation 10.00 a.m. Aug. 26, 1930. They also bear the Exposition cancel dated Aug. 26, 1930. The covers were addressed to various destinations.

Enthusiastic crowds welcomed the flyers on their arrival in New York. The minute the pilot stepped out of the plane, the East Orange dealer asked him if he had mail. The pilot answered "yes, I brought down about 25 pieces from the postmaster at Halifax and I think they are all addressed to you. I can't give them to you so wait until I get to the Roosevelt Hotel". Up at the hotel, the dealer received his letters and rushed them out to the Post Office for backstamping.

The second group of letters carried the proper date of August 26, but having no one in New York to officially receive them, there was no one to get them backstamped. As Von Gronau had no official right to carry Canadian mail, the U.S. Postal Department placed them aboard the New York - Albany - Montreal mailplane. The letters were backstamped in Montreal on August 27, before delivery to various collectors.

- 2 - Dick Malott's account of meeting John McHale on several occasions, and hearing his story regarding the Von Gronau covers:

When Von Gronau came to Halifax in August of 1930, Postmaster King arranged to have a package of covers carried aboard the Dornier Wal aircraft D-1422 on 25 August 1930. The covers were postmarked on 25 August, but due to bad weather the flight did not leave until 26 August. McHale was able to get a package of envelopes on the flight, which were postmarked 26 August 1930, the actual day of the flight to New York. Dealers and collectors wanted the covers dated 26 August, not 25 August. I do not know what McHale got for them. When Mr. King found out about McHale's package of envelopes being more popular than his, he suspended McHale for 2 weeks without pay. McHale had no love for his nemesis Mr. King.

- 3 - The statement on Cover 4 above, that it was *Carried on German Plane D-1422 To New York*. - This cover was sent to R.A. Brooks, and there is also a handwritten note on the back:

*Not many covers in on this That why I put so many of yours in.*

Continued

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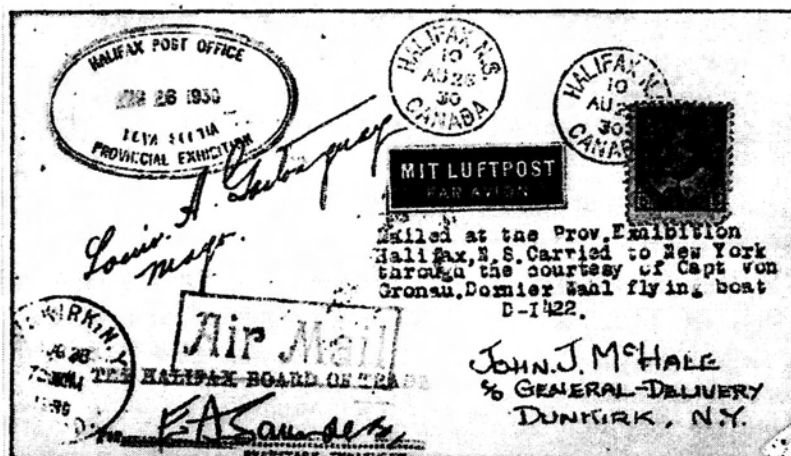
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**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

4 - The cover used as an illustration for the listing of flight 3043 in AMCN:



**Cover 5. (Postmarked Halifax AU 26 30.)**

This cover is addressed to John McHale, c/o General Delivery, Dunkirk, N.Y., and has a typed statement on it:

*Mailed at the Prov. Exhibition  
Halifax, N.S. Carried to New York  
through the courtesy of Cap von  
Gronau, Dornier Wahl flying boat  
D-1422*

The conclusion I reached after studying all the information presented in the September 2004 and March 2005 newsletters, was that McHale did in fact arrange to have covers carried by Von Gronau from Halifax to New York. - If one decides otherwise, then the story McHale told to Dick Malott, the notes on covers 4 and 5 above, and the article found by Murray Heifetz, would all have to be bogus, and I have come across nothing to suggest deceit on that scale.

However, Andy still has reservations about these covers cancelled at the Provincial Exhibition on August 26<sup>th</sup>. - He is particularly concerned about the lack of backstamps, and believes that:

John McHale had good connections with the N.Y. post office, and easily could have arranged for the covers to receive N.Y. backstamps. Von Gronau and the N.Y.P.O. were very accommodating in respect to fulfilling the wishes of those who wanted to document historical covers with backstamps.

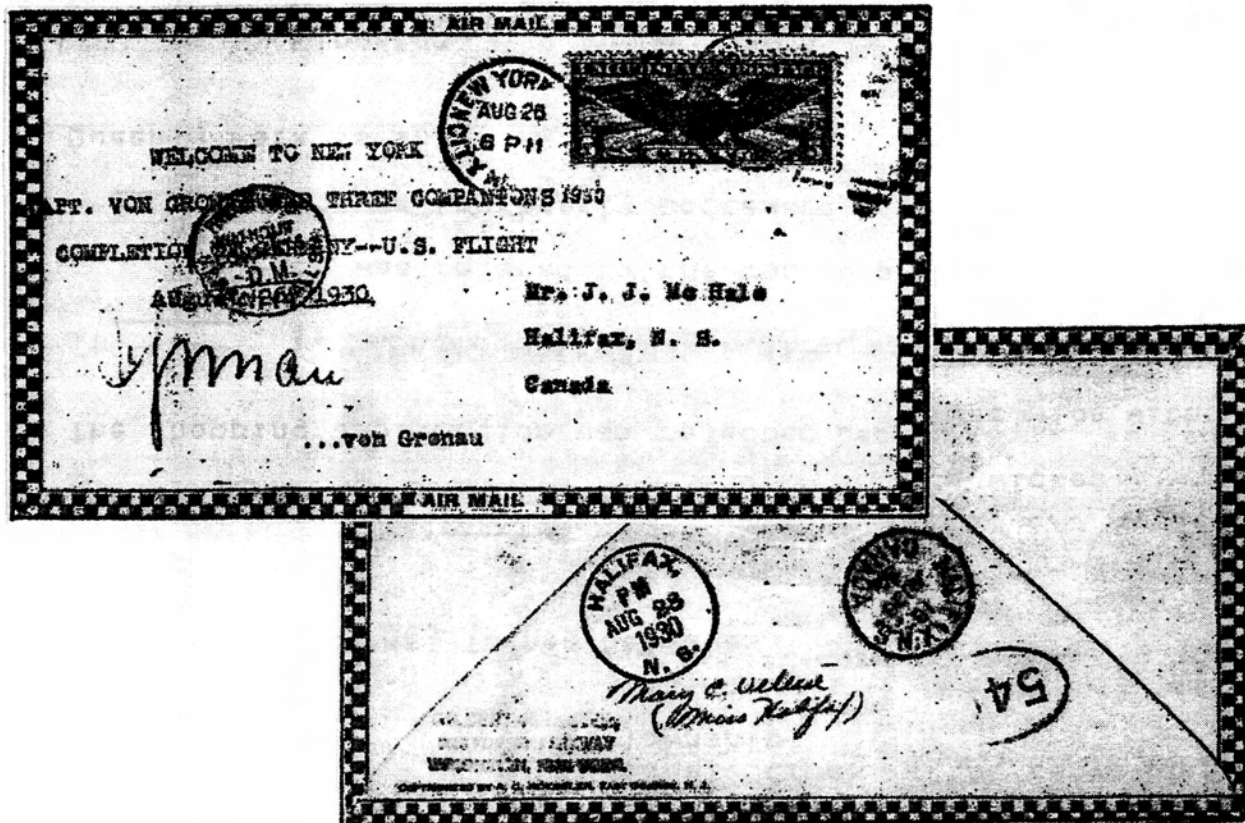
Andy also sent me a copy of cover 6 on the next page. - This is almost identical to the cover found by Murray Heifetz that started this enquiry, and which is shown as number 7 on the next page.

**Continued**

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**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:****Cover 6.****Typed statement on front-**

WELCOME TO NEW YORK CAPTAIN VON GRONAU AND THREE COMPANIONS  
COMPLETION OF GERMANY—U.S. FLIGHT August 26, 1930

Franked: 5 cents U.S. airmail stamp Cancelled: NEW YORK CITY HALL STN. AUG 26 6PM 1930

Handstamp: RECEIVED WITHOUT CONTENTS D.M. N.Y.P.O. CITY HALL STN Signed by Von Gronau.

Backstamped: HALIFAX 18 AU 28 30

Also on back: Handstamp HALIFAX PM AUG 28 30 numbered 54? signed by Mary Vitesse (Miss Halifax)

And handstamp lower left, which is a contemporary handstamp of a collector to identify his cover.

**Cover 7.**

Front: similar stamp, cancellation, and handstamp: RECEIVED WITHOUT CONTENTS ... and signature.

Back: similar Halifax cancellations and signature as cover 6. Numbered 546.

Continued

**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

The fact that there are two covers like this, (and maybe more), makes the question of "who created them", when and where, really interesting!

The typed statement on cover 6 says "WELCOME TO NEW YORK". - This suggests it was created in New York to commemorate Von Gronau's arrival. (This type of cover can be found noting the arrival of many other famous flights, and also of visits by famous pilots. - The December 2006 Canadian Aerophilatelist included an illustration of a cover created to commemorate the visit of Von Gronau and his crew to Chicago on August 30<sup>th</sup> 1930.)

The wording of the typed statement on cover 6 doesn't claim that the cover was flown to New York by Von Gronau, whereas the wording of the statements on covers 4 and 5 above does claim that the cover was flown to New York.

But if covers 6 and 7 were produced in New York, why could the person who created them, and mailed them to McHale, not have collected McHale's covers from Von Gronau, and got them backstamped?

There is also the question of the *RECEIVED WITHOUT CONTENTS* handstamp. - According to Murray Heifetz: *If the cover originated in New York and was posted there, there would be no need for such a notation. This suggests that McHale included some covers to New York that were addressed to himself but were empty.*

But: if these covers were produced by McHale, then the article he wrote describing the covers gets more and more questionable! According to that article, the covers he sent with Von Gronau, were approximately 55 covers he still had, that had been sent to him in anticipation of a Halifax airport dedication that didn't occur. - That description would not apply to these covers; or to cover 5 that was addressed to McHale; or to cover 4, which has a handwritten note on the back: *Not many covers in on this. That why I put so many of yours in.*

McHale's article also doesn't fit the cover below, which was sent to me by Dick McIntosh:



**Cover 8**

**PROVINCIAL EXHIBITION HANDSTAMP and HALIFAX POSTMARK: August 28 1930.**

McHale said he created the August 25<sup>th</sup> covers, (cover 3 above, listed as AMCN #3043a), to dispatch most of the covers sent to him for the airport dedication, and then gave "the approximately 55 covers he still had" to Von Gronau on August 26<sup>th</sup>. - So why did he create more covers on August 28<sup>th</sup>, (above), and August 30<sup>th</sup>, (illustrated on page 18 of the September 2004 newsletter)?

I am beginning to wonder, though, how much reliance should be placed on McHale's article as a historical document:

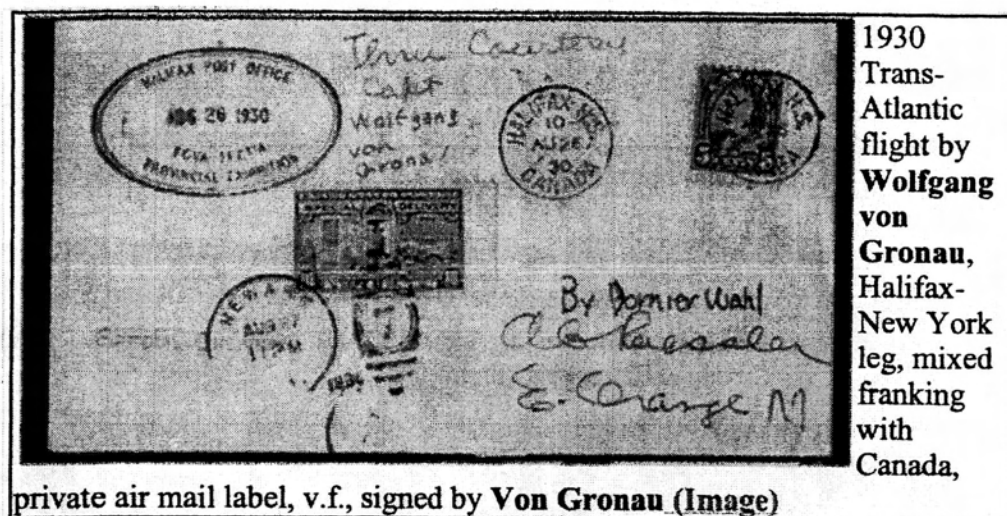
- did he expect it to be scrutinized as thoroughly as it has been, 75 years after he wrote it?
- did he just produce the August 28<sup>th</sup> cover as a souvenir of the Provincial Exhibition, and think it unnecessary to mention it (them) in his article about the Von Gronau covers?
- or perhaps, as I suggested earlier in the September 2004 newsletter, if McHale was in trouble with Postmaster King for sending covers with Von Gronau, (as he claimed to Dick Malott), his article was in some respects a "cover up" of what actually happened?

**Continued**



**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:**

However, of all the anomalies regarding the covers related to this flight, the biggest occurs with regard to cover 9 below, which was illustrated on page 24 of the March 2005 newsletter.



private air mail label, v.f., signed by Von Gronau (Image)

**Cover 9**

Franked with a 5 cents Canadian stamp, plus a 10 cents American Special Delivery stamp.

Listed in the CHERRYSTONE AUCTIONS SALE on February 18<sup>th</sup> 2004, Lot #347. - There is a manuscript notation at the top of the cover: *Thru Courtesy Capt Wolfgang Von Gronau*, but no signature of Von Gronau on the front of the cover.

The write up refers to a "private air mail label". This must be on the back of the cover, and may be one of the "Pine to Palm" labels that were applied to many of John McHale's covers.

No information is available regarding backstamps.

This cover has the Halifax, August 26th 1930 cancellations that are characteristic of the covers prepared by John McHale for Von Gronau's flight, but is addressed to A.C. Roessler!

And, according to Andy Mrozowski:

the printed name of Von Gronau is an example of the sloppy hand printing done by A.C. Roessler. Even the manuscript notation seems to look like A.C.R.'s handwriting.

**So: at the start of this article, we had Roessler's catalog attacking McHale's covers as not flown; and now we seem to have Roessler endorsing one of McHale's covers as being flown!**

These covers set my head swimming!

To summarize the situation regarding this flight, we seem to have:

- covers from Greenland and Iceland that were reported in a newspaper at the time, but do not exist!
- covers from Labrador that do exist, but were not recorded in any catalogues!
- a cover produced by McHale and endorsed by Roessler as being flown, even though Roessler's catalogue says McHale's covers weren't flown!
- an article written by McHale claiming his covers were carried by Von Gronau, that doesn't fit with the address, and/or date, and/or comments, on several of the covers he produced.
- a cover with an endorsement indicating it was produced in New York, but with a handstamp more appropriate for a cover that had arrived from Canada!

**My head may be swimming, but this is fun!**

I invite everybody to take a break, and figure out their own solution to the mystery of these covers, and whether they think McHale's covers were or were not flown by Von Gronau to New York, before reading your editor's thoughts on the next page.

Continued

**THE VON GRONAU TRANSATLANTIC FLIGHT OF 1930: Re-visiting an aerophilatelic mystery continued:****Your editor's opinion:**

About the only thing I can say for certain regarding these covers, is that all the statements made about them cannot be true! Some of the comments must be wrong, but which?

If one believes that McHale's covers were flown to New York, then the simplest solution to the mystery seems to be that:

- McHale had an opportunity to put some covers on Von Gronau's flight, when its departure from Halifax was delayed by bad weather from August 25<sup>th</sup> to August 26<sup>th</sup>, and he did so in the manner he described to Dick Malott.
- Covers 4 and 5 were created by McHale and flown to New York, so the endorsements on them are true.
- Cover 3 was also flown to New York, as it has similar cancellations to covers 4 and 5.
- Cover 9 was also flown to New York, as it has the August 26<sup>th</sup> cancellations, and the statement *Thru Courtesy Capt Wolfgang Von Gronau* in Roessler's handwriting.
- Cover 6 was created in New York to commemorate Von Gronau's arrival, as the endorsement on it said. It was probably created by an associate of McHale, according to a pre-existing arrangement. - Although this person could probably have received McHale's covers if they had known about them, McHale created his covers at short notice, so it's easy to think of reasons why he couldn't contact this associate.
- Cover 7 is so similar to cover 6, it was probably also created in New York, even though the *Received Without Contents* handstamp is not usually found on such mail.
- Although covers 4, 5 and 9 don't match the story in McHale's article, McHale was probably recounting the events as "a story" in that article, not trying to be literally and historically accurate.
- After arrival in New York, McHale's covers were flown to Montreal as described in his article. This explains why some are backstamped in Montreal. - As noted under cover 4 above, variations in processing seems to be the reason why some weren't backstamped.
- Roessler's claim in his catalogue that McHale's covers weren't flown, contradicts his endorsement on cover 9. - Since I've suggested above that the statement on cover 9 is true, then the statement in Roessler's catalogue would be false. The catalogue statement may have been inspired by commercial jealousy, since McHale says that his covers with the August 26<sup>th</sup> date, were selling better than Roessler's. - Although I do not like saying somebody is being untruthful, a large number of fraudulent covers created by Roessler have been described in this newsletter over the years, so some of the claims in his catalogue may also be false.

If one considers the alternative scenario, in which McHale's covers were not flown by Von Gronau, then the endorsements on covers 4 and 5 would be false; most of McHale's article would be fiction; McHale would have been lying to Dick Malott when he told Dick about the covers; and the endorsement by Roessler on cover 9 would be false!

Any scenario in which McHale's covers were not flown would involve deceit on a major scale, and the evidence I have seen does not indicate such a major level of deceit.

**Based on the information currently available, my conclusion is that McHale's covers were flown.**

**If anybody can provide additional information about these covers, and/or why the listing of them was changed in The American Air Mail Catalogue, and/or would like to propose an alternative explanation for the anomalies in the information about them, please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))**

**Many thanks to Andy Mrozowski for re-opening this enquiry, and to Barry Countryman, Dave Hanes, Murray Heifetz, Neil Hunter, Gord Mallett, Dick Malott, Dick McIntosh, Ed Matthews, Mike Painter, Derek Rance, Mike Shand, and Keith Spencer, for their contributions to it over the years.**



# REVIEW - PRAISE and a CAUTION: Newfoundland Specialized Stamp Catalogue 6th Edition 2006

John M. Walsh and John G. Butt (1939-2000)

The Newfoundland Specialized Stamp Catalogue (NSSC) is designed to meet most of the needs of the wide range of collectors who desire and want a fresh approach to philatelically related Newfoundland collectibles: stamps, covers, first flight covers, postal stationery and postal rates, coins, revenue and tobacco tax stamps, town post offices and cancellation styles, picture postcards (viewcards), and advertising or business corner cards.

6 in. x 9 in.; spiral bound; 510 informative pages; in color.

Shipping: Xpresspost North America: Can \$110; Airmail outside of North America: Can \$125.

This catalogue is very impressive and attractive to look at.

It has also had some excellent reviews. - Bob Dyer's summary, at the end of an extensive review in BNA Topics, was: *The 2006 edition of the NSSC is an improvement over the 2002 edition. From the perspective of a Newfoundland collector, this is a fine product, if somewhat expensive at C\$100+ (with shipping and tax.) More information is provided on the philately of Newfoundland here than by Scott or Unitrade. By definition, the NSSC is directed to the specialist. Generalists may want to look at other, less expensive options.*

The CAS has purchased a copy for its library, so that it can be consulted when questions are raised regarding Newfoundland stamps, covers, and other philatelic items, and I'm very pleased we've done so.

However, while this is a specialized catalogue for most areas of Newfoundland philately, where aerophilately is involved, NSSC is less specialized than the Newfoundland sections of The Air Mails of Canada and Newfoundland.

This can potentially create confusion for collectors of Newfoundland Flight Covers, as both catalogues have numbered Flight Covers in a chronological sequence with an FF prefix, but Section 24 of AMCN lists more flights, so the numbers do not correspond between the two catalogues! - For example, Pan American's inaugural trans-Atlantic service from Botwood to Foynes in June 1939, is number FF-58 in AMCN, but number FF 43 in NSSC:

		△ US \$ COVER
1939 BOTWOOD TO EUROPE (PAN AMERICAN AIRWAYS)		
FF 43	June 24 Botwood / Ireland; backstamped June 28, 1939	15
a	June 24 Botwood / Scotland; backstamped June 29, 1939	25
b	June 24 Botwood / England; backstamped June 29 - 30, 1939	15
c	June 24 Botwood / Australia; backstamped July 10, 1939	40

To add to the potential confusion, the two catalogues use a different approach for dating their listings! - NSSC usually uses the date on which covers were cancelled, but AMCN normally uses the date on which the flight actually took place, which may be later than the date of the cancellations. So, the Pan-Am Botwood-Foynes inaugural is dated June 24 in NSSC, but June 27 in AMCN.

A third problem, is that AMCN lists covers according to the start and finish of the flight, but NSSC sometimes includes covers addressed to different destinations. (For example, in NSSC FF43 shown above, covers a, b and c all come under number FF-58a in Section 24 of AMCN).

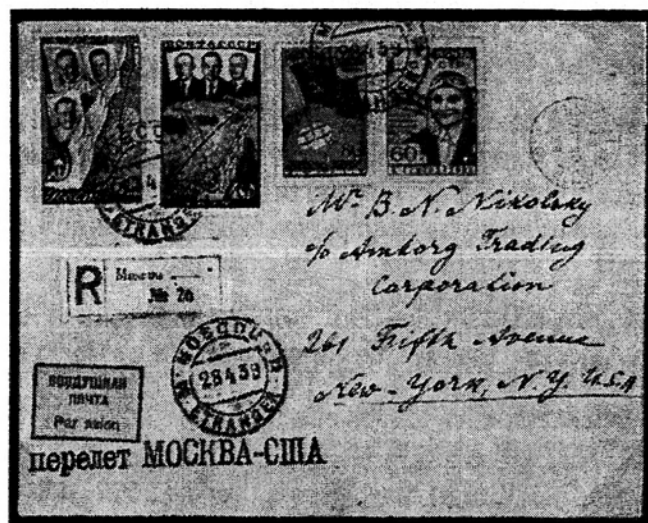
These are both excellent catalogues, but collectors will need to be cautious about referring to covers just by an FF number.

BNA TOPICS is the quarterly journal of BNAPS: The British North America Philatelic Society.

BNAPS is an international organization devoted to the collector and researcher of the stamps, postal markings, and postal history of Canada, the pre-Confederation colonies, and Newfoundland.

Membership is open to all. - For more information contact Peter Jacobi, 5295 Moncton Street Richmond, B.C. V7E 3B2, or check out the BNAPS website at [www.bnaps.org](http://www.bnaps.org)

## FOLLOW UP: MOSCOW to MISCOU ISLAND, NEW BRUNSWICK flight - 1939



Following the article about this flight, and the stamps commemorating Vladimir Kokkaniki, in the December 2006 newsletter, (*From Russia, with love* - page 18), Ken Sanford sent me an illustration of this cover from the flight. (The cover was part of the Oded Eliashar collection of *Crash & Pioneer Arctic Flights*, sold by Nutmeg Stamp Sales on April 3<sup>rd</sup>, 2007.)

Ken commented that this cover isn't listed in The Air Mails of Canada and Newfoundland, but it is listed in Nierinck's Courrier Recupere - Recovered Mail: 1937 - 1988 as 390428.

Thanks Ken.

## LEBANON - ITALY - U.S.A., November 1940

Ken Sanford has also advised me that:

In the December 2006 The Canadian Aerophilatelist, there is an item on page 23 regarding a cover from Lebanon to New York in November 1940. It states that the route of the cover would have been by ALITALIA via Rhodes & Rome to Lisbon. I would like to point out that the airline Alitalia did not exist in 1940. The Italian airline was Linee Aeree Italiane (LAI). Alitalia was not formed until 16 September 1946, and its 1st flight was on 5 May 1947. On 31 October 1957, Alitalia merged with LAI.

Thanks for pointing this out Ken.

## Martin Comeau

A question in the December 2006 newsletter, asked whether anybody had heard of an early pilot from around 1910-1915, named Martin Comeau? - The question was based on an early postcard which showed "Pilot Martin Comeau flying at West Palm Beach, Florida", and the writer thought he might have been from Quebec.

Pierre Vachon wrote to me, that he had "*never heard of Martin Comeau as an aviator from Quebec.*" Pierre also checked in Molson's First 500 Canadian Civil Pilots, and there was no one of that name there.

Barry Countryman also followed up this question, and checked in The Toronto Star archives, but "*could find no one called Martin Comeau, let alone his link to aviation.*"

It was also mentioned in the December newsletter, that there is also no mention of a Martin Comeau in The Air Mails of Canada and Newfoundland; Frank Ellis's Canada's Flying Heritage; Georgette Vachon's Goggle Helmets & Airmail Stamps; or the Canadian Aviation Historical Society's 125 Years of Canadian Aeronautics.

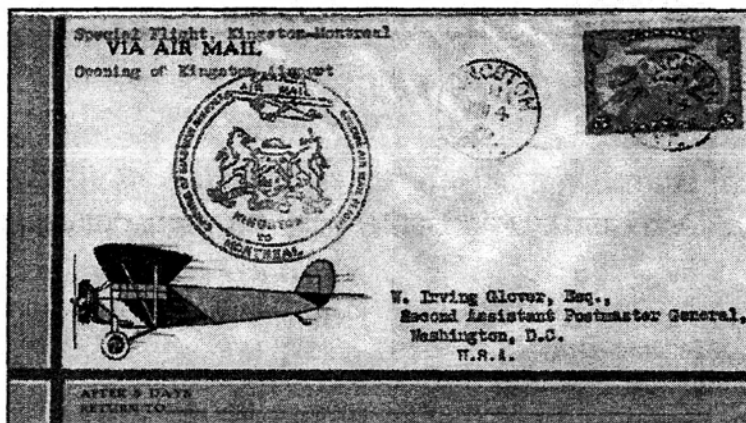
So: it looks like Martin Comeau was not from anywhere in Canada.

Many thanks to Barry and Pierre for looking into this.

## 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.

### First Flight Covers from Canada to the United States Post Office



This cover, from the Opening of Kingston Airport in June 1929, (AMCN #2933), is addressed to:

W. Irving Glover, Esq., Second Assistant Postmaster General, Washington, D.C. U.S.A.

Similar covers addressed to Glover from other flights, can be found from time to time.

Does anybody know:

- was this cover sent to Glover in his official capacity, or was he a collector who had the cover sent to his office?
- if it was an "official" cover, was it being sent through courtesy / friendliness, or was there a special regulation or policy that required it to be sent?
- if it was sent for an official reason, how did it come onto the philatelic market?



**AMCN**  
**#2967m**

This cover seems to be similar to the one above, but is addressed to:

B.F. Myers, Esq., Assistant Superintendent, Air Mail Service, Chicago, Ill. U.S.A.

There is also a typed statement "Compliments" on the back, and the signature of G. Herring, who worked for the Canadian Post Office.

Does anybody know: why was this cover sent to B.F. Myers?  
how many officials in the U.S. Post Office were sent complimentary FFCs?

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

# SUPPLEMENT 14 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND

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

Dick McIntosh

With thanks to Basil Burrell, Chris Hargreaves, John Irvine, John Johnson, Herbert Lealman, Don Lussky and Denny May for their contributions.

1930, September 11 — Fort Resolution — Rae. TCA. Details of the flight are not known.  
No official markings were applied.

- |      |   |       |
|------|---|-------|
| 3045 | Fort Resolution - Rae, Sept. 11   | 25.00 |
|      | a. Rae — Fort Resolution, Sept. 5   | 25.00 |
|      | Illustrated in <i>The Canadian Aerophilatelist</i> , September 2005, page 30. |       |



- |      |   |             |
|------|---|-------------|
| 3064 | 1930, up to November 1 — Montreal — French Guiana and Brazil. Canadian dispatches on this FAM 6 route. Canadian postings as early as April are known as flight was delayed from original plan.<br>Canada — Various (Nov. 10 — 30) | 10.00-30.00 |
|------|---|-------------|

**PLEASE NOTE:** Canadian dispatches on the First Flight of U.S. Airmail services, are listed if the inauguration of the service was announced in the *Canadian Post Office Bulletin*. Canadian dispatches on Foreign First Flights will also be listed, if the circumstances appear to be similar to those of flights for which an inaugural announcement has been found.

- |      |   |       |
|------|---|-------|
| 3066 | 1930, November 26 — Montreal — Miami — Jamaica. Canadian dispatches on the FAM 5 route. FAM cachet in black and 20c. franking.<br>Points in Canada — Jamaica (Dec. 2-3) | 15.00 |
|------|---|-------|

CONTINUED



**SUPPLEMENT 14 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:****Further Additions and Revisions to Section 5: Government and Other Air Mail Covers of Canada by Dick McIntosh****Revised data in chart:**

1931, July 1-September 12 — Trans Canada Air Pageant. This tour followed the Ford Reliability Tour of 1930 and was scheduled to visit 29 Canadian and 2 U.S. cities. In some areas the pageant coincided with other air events, which were reflected in the cachets. Covers seen as noted and do not exist for all points.

3129 Any cover listed below 10.00

City	Date Show Scheduled	Date Show Held	Remarks
a. Hamilton	July 1	July 1 - combined with 1931 Ford Rel. Tour	Only one cover seen, dated July 3. Crash killed 5.
b. Windsor	July 4	July 4	
c. South Bend Ind.,	July 5	Stopover July 6 only	Cachet
d. Madison Wis.	July 6	Stopover only	
e. Minn./St. Paul	July 7	Stopover July 7 only	Cachet
<b>Illustrated in <u>The Canadian Aerophilatelist</u>, December 2000, page 11.</b>			
f. Winnipeg	July 11	Aug. 3	

(Chart continues in AMCN.)

**Revised introduction.**

1931, August 1 — Vancouver - Victoria. On this date regular service was inaugurated and official pictorial cachets were provided by the Post Office Department. These were applied in blue at both points. These flights were performed by Squadron Leader J. H. Tudhope of the RCAF. Two different postmarks and three different backstamps were applied at each city. (Many underfranked covers were flown, contrary to the usual practice, as the rate increase was announced after the first flight details were published. These covers were, however, charged postage due.)

3137 Vancouver - Victoria (blue) (10,004 pieces) 3.00  
a. Victoria - Vancouver (blue) (10,244 pieces) 3.00

**Additional stages.**

1938, October 1-2 — Winnipeg - Vancouver with Spur to Edmonton - Regular Service. A contract was awarded to Trans-Canada Airlines for a fast air mail service between Winnipeg and Vancouver with two stops enroute at Regina and Lethbridge. A spur service was operated from Lethbridge nonstop to Edmonton. Only letter mail, prepaid at the rate of 6¢ per ounce, was carried on this route. No official cachets were authorized for this inaugural. J. L. Rood was in charge of the flight from Winnipeg to Vancouver; D. L. Imrie was in command for the return flight, which did not reach Regina and Winnipeg until October 2. A. Rankin made the round trip between Lethbridge and Edmonton on October 1.

3835 Winnipeg - Regina, Oct. 1 (21 pounds) 5.00

**No changes to stages 3835a to 3835l. Then:**

m. Edmonton - Lethbridge, Oct. 1 (8 pounds) 10.00

(covers from other points to Edmonton did not make the connection at Lethbridge and went on a later flight)

t. Vancouver - Edmonton, Oct. 1-3 10.00

**Illustrated in The Canadian Aerophilatelist, September 2005, page 31.**

u. Regina - Edmonton, Oct. 1-3 10.00

In addition to the poundage carried from Edmonton to Lethbridge, there were 78 pounds of mail for onward dispatch either westward or eastward, including:

n. Edmonton - Winnipeg 5.00

**No change to stages 3835o to 3835s.**

**CONTINUED**

## SUPPLEMENT 14 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

Further Additions and Revisions to Section 5: Government and Other Air Mail Covers of Canada by Dick McIntosh

1940, July 12-20 — Canada — New Zealand. This was a connection with US FAM 19 from San Francisco via Los Angeles, Honolulu, Canton Island and Noumea to Auckland and return. (See FAM 19-1 to-9)

4002	Canada to various points	10.00
	Various points to Canada	10.00

1940, July 15 –August 1? — Toronto - Windsor - London Service in connection with London and Windsor Airport Openings by Department of Transport. Flown by Trans-Canada Airlines. Only a small amount of mail was carried on all legs. The dates on covers and the official dates do not always appear to coincide. No cachets.

4003	Toronto – London (Aug. 1?)	20.00
	a. Toronto - Windsor	20.00
	b. London – Windsor (July 15)	20.00
	c. Windsor - London	20.00
	d. Windsor – Toronto (July 27)	(175) 20.00
	e. London – Toronto	20.00

1941, April 30 — Toronto - New York. On this date Trans-Canada Airlines established direct service to New York, with W. M. Fowler in charge of the first flight aircraft. No special cachets were applied. Covers are also seen dated May 10, 1941 noted as first passenger flight.

4107	Toronto - New York	(15 pounds) 10.00
	a. New York - Toronto	5.00

**Illustrated in The Canadian Aerophilatelist, June 2001, page 25.**

1944, May 22 — Montreal – Australia. This was a survey flight by RAF in a Catalina JX.75 *Frigate Bird*. It was completed on October 30 after stops and delays at several points along the way. Pilot P. G. Taylor

4400A	Montreal – Sydney (25)	300.00
-------	------------------------	--------

**For more information, see the article in The Canadian Aerophilatelist, June 2001, page 25.**

1946, August 1 — Toronto and London - Cleveland, Ohio.

**Correction in colour of cachets:**

4613	Toronto - Cleveland (black)	(54 pounds) 3.00
	a. London - Cleveland (black)	(52 pounds) 3.00
	b. Cleveland - Toronto (purple)	(2688 pieces) 3.00
	c. Cleveland - London (purple)	(included above) 3.00
	d. Cleveland Airport- Toronto or London (no cachet)	(77 pieces) 8.00

1947, May 1 — Windsor – Chicago. Windsor became an additional stopping point on Montreal-Chicago route. (See 4609).

4714	Windsor – Chicago	5.00
	a. Chicago – Windsor	5.00

CONTINUED

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**SUPPLEMENT 14 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:****Further Additions and Revisions to Section 5: Government and Other Air Mail Covers of Canada by Dick McIntosh**

1954, October 31 — Swissair Special Flight, US-Mexico-Cuba-Bermuda. Folder with Switzerland, Ireland, Canada, 4 US, UN, Mexico, Cuba and Bermuda postmarks.

5417 With Canadian stamp and postmark 50.00  
Illustrated in The Canadian Aerophilatelist, December 2005, page 23.



1957, May 30 — Toronto - Montreal - Lisbon, Portugal. This was the first service to and from Portugal by Canadian Pacific Airlines.

5701 Montreal - Lisbon (94 lbs. Mail total) 10.00  
a. Toronto - Lisbon 10.00  
(Toronto added. — See cover above. — Same backstamp on both stages.)

***Revised listing.***

1958, May 5 — London, England - Gander. This was a Comet test flight by British Overseas Airways Corporation. Other test flight covers have been seen dated May 11, June 12, 14, 15, 19, July 7 and October 2. Others may exist.

5807 London - Gander 10.00

To be continued . . .

**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](mailto: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, #2 - 6909 Manning Place, Vernon, B.C. V1B 2Y6 ( E-mail: [gdmall@telus.net](mailto:gdmall@telus.net) )

## **NEXT ISSUE DEADLINE**

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

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

**Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
by June 1<sup>st</sup>.**

## MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

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

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

#340 Harold Brosseau

#326 Gary Cristall

#224 Charles G. Firby

#249 David E. Flett

#342 Mrs. Sandy Freeman

# 27 John Glashan

#133 Eric Grove

#176 William Harrington

#323 Donald B. Holmes

# 24 Neil Hunter

# 25 Jacques Le Potier

#263 Louis K. Levy

#367 Doug Lingard

#201 Ivan W. MacKenzie

# 92 Robert W. Marcello

#243 Jim Miller \*

#197 Henk Post

#207 Charles W. Oakley

#194 Derek C. Rance

#357 John Rawlins

# 29 Jim O. Turk

#341 Kevin Wenzel

(\* shows an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter. - If anybody would like to become an Advertising Member, please contact the editor.)

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.**