



THE CANADIAN AEROPHILATELIST

#71

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

June 2007

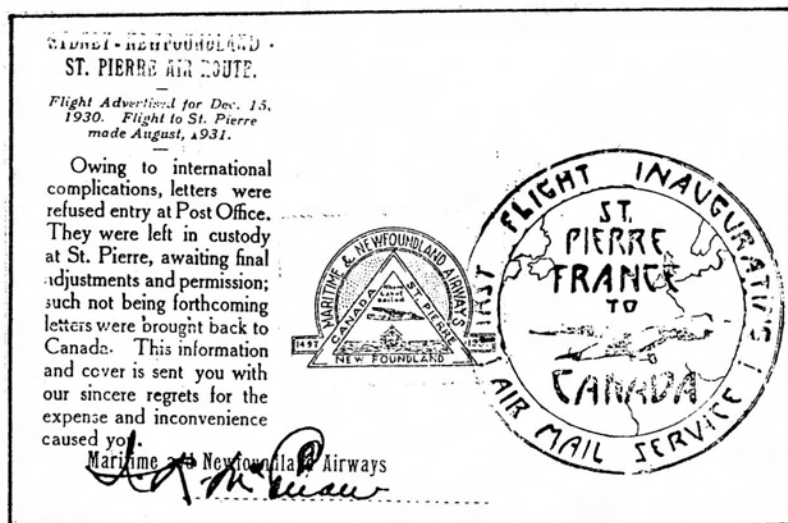
Volume XXIII, Number 2

ISSN-1181-9766

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

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In Memoriam

Sad news was presented to those attending the AGM of the Canadian Aerophilatelic Society on Sunday, 6 May 2007. That morning we learned of the death of long time member Bill Harrington in mid-December 2006. The next day, we learned of the death of our first president, Pat Sloan. Pat had died early Saturday morning, 5 May 2007.

Bill Harrington

Bill Harrington lived with his mother until his death. He suffered from diabetes for several years. Bill worked in the Federal Government as a special filing clerk until his health forced him to retire. He was about 45 years old. Unfortunately there was no obituary released to the newspapers at the time of his death. His close friend and fellow philatelist, Professor Cohen of Ottawa, who also loved cancellations on new Canadian issues, learned of Bill's death when he returned in late December 2006 from a trip to the USA. When Professor Cohen visited our CAS table at ORAPEX 2007 I asked him if he had seen Bill since he always visited our table to obtain the latest Snowbird flight covers and brochures. I was flabbergasted to learn that Bill had died suddenly in mid-December 2006. At that time the Professor had no other data for me on Bill's demise. If anyone can provide further data I would be much obliged.

Bill was an affable chap, always smiling and very happy to add to his large collection of assorted First Day Covers with special cancellations that he applied himself. He was always the first customer at the Postal Museum Counters at the various locations in the Ottawa/Gatineau area over the years looked after by the late Pauline Trepanier and Irene Landry of Gatineau, Québec. Bill particularly liked the yearly offerings of the CAS of the Snowbird autographed flown covers which were flown over Parliament Hill each 1 July. To these covers Bill did not apply any other cancels as he liked them the way he received them. Bill was a kind hearted soul as he was always saddened when ever he learned of the death of a Snowbird pilot. He never knew of the demise of Captain Shawn McGaughey, No 2 Position with the Snowbirds, on 18 May 2007 in Great Falls, Montana, USA.

Bill was a recognizable figure at all of the ORAPEX shows in his brown raincoat and large floppy hat. He did enjoy his stamp collecting. May we all have as much enjoyment as Bill Harrington did with his stamps and cancellations. Rest in peace Bill, rest in eternal peace.

Dick Malott, President CAS

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a detailed index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or WordPerfect format, or by email), and/or back issues of the newsletter.

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PAT SLOAN

First President of the Canadian Aerophilatelic Society.



Wing Commander (W/C) (Retd) Emmett Patrick Sloan, CD, RCAF.

Photographed in the 1980's.

"Pat" Sloan as all of his fellow philatelists knew him was a personal long time RCAF and aerophilatelic friend of dozens of Aerophilatelists world-wide. His dedication to research on the Southern Atlantic airline routes and his resulting gold award winning exhibits obtained extensive recognition from the aerophilatelic world - the American Air Mail Society (AAMS), the Metropolitan Air Postal Society (MAPS), Fédération des Internationals Sociétés Aerophilatélic (FISA) and the Canadian Aerophilatelic Society (CAS). Pat was the first President of the CAS for several years. His affable nature kept everyone working to develop the CAS in its early formative years into the vibrant Society that it is to-day. His pioneer leadership steered the CAS to later maturity among the international Aerophilatelic Societies.

Pat was a graduate of St Patrick's High School in Ottawa and McGill University in Montreal where he obtained a BA and MA in Psychology. Pat served as a bomber pilot during World War II in the Far East. After the war he remained in the RCAF serving as an industrial /personnel psychologist for several years. In the 1970s he worked for the Departments of Man Power and Immigration and Regional Industrial Expansion (the Canadian New Start Program). He had many other interests. He served as the Secretary-Treasurer of the Canadian Psychological Association and founded the local McKellar Park Baseball Little League. In addition to his extensive Aerophilatelic research Pat enjoyed contact bridge, the New York Times crosswords, and as the patriarch of the Vinton Sloans from Ireland, he compiled the definitive genealogy of the family. His work will be continued by one of his two surviving sons.

Pat is survived by his loving wife Marie (McFerran), two sons Derrick and his wife Rosemary, Kevin and his wife Vivian, his late son Patrick's wife Sylvia, six grandchildren, three great grandchildren, and one sister Doreen Greenwood. Throughout his life Pat quietly enriched the lives of those who knew him for his wit, intelligence, and loyalty to family and friends. At age 86 Pat had suffered for several years with circulation problems a result, as he openly admitted, from smoking too much. He was always careful not to smoke around his prized airmail covers. About five years ago he disposed of his magnificent airmail collection and made many other collectors very happy to acquire his prized covers. Pat died on Saturday, 5 May 2007, on the opening day of ORAPEX 2007 in Ottawa.. Loving tributes were paid by family and close friends at Pat's funeral held at the Kelly Funeral Home, 2313 Carling Avenue, Ottawa, Ontario on Thursday, 10 May 2007. Pat's ashes will be interred at the Beechwood Cemetery, National Military Section at a later date.. Major Dick Malott, President of the CAS, spoke of Pat's outstanding aerophilatelic work and at the end saluted his dear friend and comrade quoting the RCAF motto, "Per Ardua Ad Astra" (Through Adversity to the Stars).

May Pat's last flight to his safe heavenly air base experience a three-point landing.

Dick Malott, President CAS

PRESIDENT'S REPORT

FATAL FLYING ACCIDENT OF A CANADIAN SNOWBIRD PILOT 18 MAY 2007

Flying in an Air Demonstration Squadron always carries an inherent danger of an air accident resulting in death or serious injury to the pilot. The Canadian Forces Snowbirds, No. 431 Air Demonstration Squadron, based at 15 Wing Canadian Forces Base, Moose Jaw, Saskatchewan has experienced its tragic share of losses while flying in the CT-114 Tutor jet. Since 1972 to 18 May 2007, the Snowbirds have lost six pilots during training or actual air demonstrations.

The latest loss was during a training flight on 18 May 2007 at Grand Falls, Montana, USA when Captain Shawn McCaughey, flying in a three airplane formation, apparently stalled and crashed. The training was in preparation for the beginning of the 2007 flying season starting at an air show at Malmstrom Air Force Base, Montana, USA on 19 and 20 June 2007. Captain McCaughey, flying in position No. 2, Inner Right Wing, was in his second year flying this position. Shawn, aged 30 years, was from Candiac, Quebec and was experienced flying the CT-155 Hawk, the CT-156 Harvard II and the CT-114 Tutor. He had more than 1,400 hours in the air to his credit. He had planned to marry his fiancée, Claudia Gaudreault, on Saturday, 9 June 2007. Shawn joined the Canadian Forces in 2000 having previously attained a commercial pilot's license. He was well liked and a great asset to the Snowbird Team.

The Canadian Aerophilatelic Society has for years obtained 380 autographed flown cacheted covers that are carried by the pilots when flying over Parliament Hill in Ottawa, Ontario, Canada on 1 July to celebrate the annual birthday of Canada. Eighty envelopes are autographed by all nine pilots and 30 sets of nine envelopes are individually signed. Currently the .51 cent set of stamps issued to commemorate the 35th Anniversary of the Snowbirds in 2006 are used on the envelopes. Members of the CAS purchase these envelopes to help pay for the CAS's quarterly publication "The Canadian Aerophilatelist". Captain McCaughey's signature is on the appropriate envelopes prepared in 2006. By a quirk of fate the 2007 envelopes were picked up at the printers the same day of Shawn's death, 18 May 2007. The purpose of this obituary is to pay tribute to a brave, young Canadian Air Force pilot whose autographed envelopes will be listed in the Military Flown Covers of "The Air Mails of Canada and Newfoundland", along with all of the other Snowbird pilots who have flown and autographed the CAS's souvenir covers. We salute Captain Shawn McCaughey and his five other fatally injured Snowbird comrades during the past 37 years of operation before more than 100 million spectators in Canada and the USA.

The six Snowbird pilots killed in action are Captain Lloyd Waterer at Trenton, Ontario, 1972; Captain Gordon de Jong at Grande Prairie, Alberta, 1978; Captain Shane Antaya at Toronto Air Show, 3 September 1989; Captain Michael Vandenbos at Mitchellton, Saskatchewan, 10 December 1998; Captain Miles Selby, near Moose Jaw, Saskatchewan, 10 December 2004; and Captain Shawn McCaughey, Great Falls, Montana, USA, 18 May 2007.

The motto of the Canadian Air Force is most appropriate concerning these six Canadian military aviation heroes - "Per Ardua Ad Astra - Through Adversity to the Stars".

Dick Malott

CAS MEMBERS' RESULTS AT ORAPEX, May 5-6 2007

Multi-Frame Exhibits -

Gold: Neil Hunter

Evolution of Airmail - Toronto, Canada

Postal History Society of Canada - Best BNA Postal History Award

AAMS - Award of Excellence for Best Airmail

Vermeil: Dick Malott

Canadian Forces Air Letters

Silver: Dave Hanes

Canadian Air Mail Labels and Markings

One-Frame Exhibits:

Gold Steve Johnson Yukon Airways and Exploration Company Limited

BNAPS Award - Best British North America Exhibit

Philatelic Specialists Society - Best Original Research Award

CAS Reserve Airmail Award

CONGRATULATIONS!

MINUTES OF THE ANNUAL GENERAL MEETING

Of The Canadian Aerophilatelic Society

Held at ORAPEX 2007 on Sunday, May 6 2007, at 1.30p.m.

In Attendance:

Dick Malott – President

David Hanes

Chris Hargreaves – Vice President / Editor

Neil Hunter

Steve Johnson – Web Master

Brian Wolfenden – Secretary / Treasurer

Dick Malott welcomed all those in attendance

A minutes silence was observed to remember departed CAS members Bill Harrington & Bob Terry. The next day we discovered that our first President, Pat Sloan, had passed away on Saturday May 5th, 2007

A quorum was declared, consisting of those members in attendance.

The minutes of the last AGM, held May 7, 2007 were approved on a motion by Chris Hargreaves, seconded by David Hanes and passed unanimously.

Old Business:

Web site – Web master Steve Johnson reported that we are up to 600 hits. He would like new material for the site.

Executive Committee Reports:

Dick Malott reviewed his report from the March edition of the Canadian Aerophilatelist & announced that he had received approval for the 2007 Snowbird covers.

Chris Hargreaves reported he has a back - log of material for the mailer, which is a great position to be in. That said, he still wants new articles.

The meeting thanked him for his hard work on the mailer

Steve Johnson (report above) was thanked for all his work on setting up the web site.

Brian Wolfenden presented the Secretary's & Treasurer's reports as published in the March mailer. Both reports were approved on a motion by Brian Wolfenden, seconded by Neil Hunter and approved unanimously.

Joan Hafer was thanked for the help she gives to Brian with the reports.

New Business:

- 1) Honorary Life Memberships: Some discussion took place but no decision was reached. Neil Hunter agreed to look in to the criteria for Honorary Life Membership & report back to the executive.
- 2) Update from Dick Malott on new edition of "The Air Mails of Canada & Newfoundland". No news at this time. AAMS still has approx. 900 copies of the latest edition still to sell plus it has still not finished the rest of the 6th edition volumes for CAM's etc. New edition is a number of years away. That said, updates to the catalogue would continue to be published in the quarterly mailer.

Continued

MINUTES OF THE ANNUAL GENERAL MEETING *continued:*

- 3) "Tony Conyers Project" Chris Hargreaves reported on the awarding of Canadian First Flight Covers to young collectors from the covers donated to the CAS by Tony Conyers. A checklist was shown that will be included with the covers, to try and stimulate interest in FFCs. It was decided that we would try to contact as many youth stamp clubs and individual collectors as possible to let them know about the project. There was much discussion about different ways of doing this. One suggestion was to see if the RPSC had a list of youth clubs. We would then contact them in the fall to tie in with "Stamp Collecting Month" in October. It was also agreed that we would contact the AAMS and discuss how they might participate in this project. Covers will be available on a first come, first served basis. Chris was authorised to spend up to \$500 on postage etc. to distribute the covers. Any other suggestions on how to get the covers to young collectors would be appreciated by Chris.
- 4) CAS single frame exhibit at Washington 2006. Dick reported that the exhibit prepared by James Barron & supervised by Nino Chiovelli had come in under budget. James was named the RPSC "Young Philatelist of the Year". Congratulations James.
- 5) Snowbird covers: Dick Malott reported that he would be having the covers prepared by the UPS store.
- 6) Dick Malott mentioned in his report the Katherine Stinson re-enactment that had been co-ordinated by Gord Mallett. Details were in the September 2006 newsletter.
- 7) David Hanes has just published his book on "A Study Of The Air Mail Labels And Air Mail Markings Found On Canadian Mail". A copy has been purchased for the CAS library. Purchasing information will be in the next Canadian Aerophilatelist. (*See page 9. Ed.*)
- 8) Paypal – it was decided that the CAS would start accepting payment for membership renewals via Paypal. All payments via this method will be in Canadian dollars. Full details will be in the next mailer. (*See page 32. Ed.*)
- 9) Presentation of the 2006 Editors Award was to Jim Graue, the past editor of the "Airpost Journal" for his comments on the definitions of Crash Mail.

There being no further business, the meeting adjourned at 2.45p.m. Motion by Brian Wolfenden, seconded by Dick Malott. Approved unanimously.

Brian Wolfenden

Members at the AGM:

Steve Johnson

Neil Hunter

Chris Hargreaves

Brian Wolfenden

Dave Hanes

Dick Malott

holding the EDITORS' AWARD
that was then mailed to
JIM GRAUE

who was actually
taking the
photograph

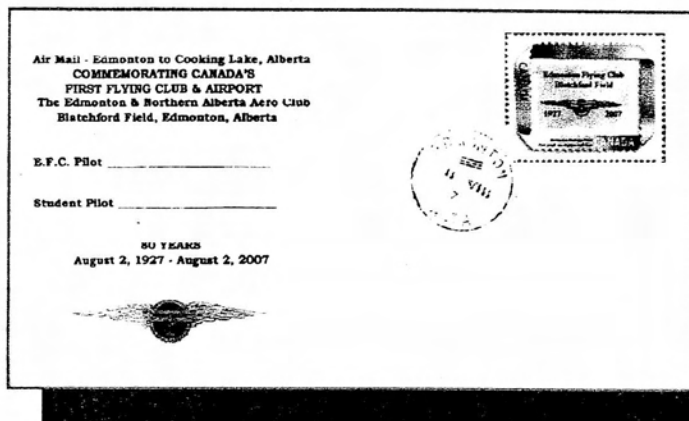
SECRETARY'S REPORT

Welcome to two new members:

#375 Stewart R. Murray of Ottawa, Ontario

#376 Charles S. Flynn of Bolton, U.K.

WESTERN CHAPTER REPORT



On August 27th 2007 a limited edition of 100 covers will be flown from Edmonton to Cooking Lake, Alberta as a special project of the Western Chapter of the Canadian Aerophilatelic Society.

These covers will carry the special stamp (shown above) commemorating the 80th anniversary of the formation of the *Edmonton & Northern Alberta Aero Club* and *Blatchford Field*, Edmonton.

The covers will be signed by Audrey Kahovec (Edmonton Flying Club instructor) and Student Pilot Denny May (son of the founder of the Flying Club). - The covers will be cancelled at Edmonton on the front (as shown above) using one of the old "hammer" cancels, and back-stamped at Cooking Lake.

A more complete story will be included on the cover insert.

The covers will be \$6.00 each, including postage.

To order, or for more information, contact :

Denny May, PO Box 53083, RPO Glenora, Edmonton, AB T5N 4A8

(E-MAIL: maycroft@shaw.ca)

Payment can be made by cheque, payable to Denny May, or by PayPal - email Denny for details.

Please state whether you would prefer covers to be mailed from Cooking Lake, or under separate cover.

The next meeting of the WCAS will be a lunch meeting on September 1st, at (or near) the Westin Hotel in Calgary during CALTAPEX (Aug 31 to Sept 2). - If any CAS members are in Alberta on September 1st, we would welcome your attendance at our meeting.

Please note that as of June 21, 2007 my new address will be:

Dave Brown, General Delivery, Blackfalds, Alberta T0M 0J0

Email will remain the same, however I will be off the air for a day or two.

Dave Brown

EDMONTON STAMP CLUB presents FALL STAMP FAIR

September 22nd and 23rd, 2007

Saturday, 10 am to 5 pm - Sunday, 10 am to 4 pm

West Edmonton Mall - Fantasyland Hotel Conference Centre

Room #6 (3rd level, Europa Boulevard)

DEALERS' TABLES • CIRCUIT BOOKS • JUNIORS' TABLES

Admission Free - Public Welcome

WEBMASTER'S REPORT

The webcounter now stands at 662.

The webcounter counts the number of individual ISP's that visit the page. In English, it basically means that it counts the number of individual computers that have visited the website. Some webcounters will count the number of times you visit a page to get an artificially inflated hit count. For example, if you go to the BNAPS website and hit refresh, the counter will add everytime you refresh the page. (*That webcounter now stands at 125,167. Ed.*) Ours is a more accurate counter. Since our count stands at 662, this means 662 computers have visited the page. (*Steve wrote that on June 8th. - On June 22nd it was at 683. Ed.*)

Since the last report, I have added the CAS library to the website.

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

EDITOR'S NOTE: Thanks Steve, and congratulations on your Yukon Airways exhibit! - This received a Ruby award at the New Zealand National show, and won a special prize for research!

In New Zealand the single frame awards were based on gemstones: 90+ points is a diamond; 80-89 ruby; 70-79 emerald; 60-69 sapphire; 50-59 topaz.

NEWS - NEWS - NEWS

THE PHILATELIC WORLD'S FIRST PODCASTS!

I've received a message about our Australian member Gary Watson, who is the Director of Prestige Philately in Melbourne, that:

Gary has recently bought an iPod and is hooked!

Inspired by Gary's enthusiasm for his iPod, Prestige Philately has started what they believe are the philatelic world's first podcasts.

What, you might ask, is a "podcast"? Simple. Podcasting is the delivery on demand of audio content to an iPod and other portable media players. Download it today, listen to it tomorrow, store it for future reference.

Gary Watson will personally share with you his thoughts about auctions, the state of the philatelic market, and other matters of interest. Download Gary's podcasts and obtain insights into the thinking of this 30-year veteran of the international stamp market.

Podcasts available NOW include:

Introduction to Podcasting - An introduction to podcasting and its benefits

The Auction Process - Gary Watson's brief analysis of philatelic auctions

Whether you are in the next suburb, a remote part of Australia, or on the other side of the globe, podcasts are another way we can narrow the geographic gap between you and Prestige.

All of us at Prestige Philately are excited about this latest innovation enhancing the level of service we can provide to all of our clients.

Log on to www.prestigephilately.com/podcast.php to find out more

Given some of Gary's auction write-ups, such as the United States QE2 Special Handling stamp reproduced in our December 2006 newsletter, ("must be worth at least a squillion times full catalogue value" if a Zeppelin C15 went for \$US50,000), these Podcasts could be quite something!

NEW BOOKS

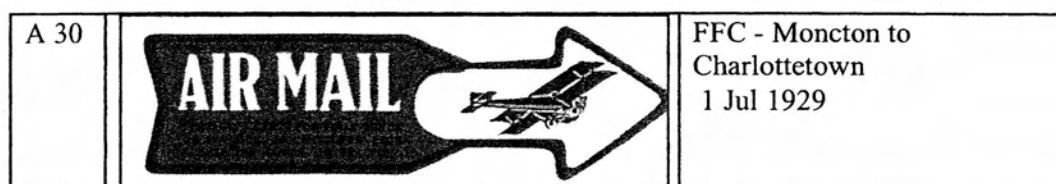
A STUDY OF THE AIR MAIL LABELS AND AIR MAIL MARKINGS FOUND ON CANADIAN MAIL

by A. DAVID HANES

This book has been privately produced by Dave Hanes, based on the labels and Air Mail markings in his extensive collection.

Dave gives a brief history of air mail labels and markings, and then illustrates over 250 labels in full colour, and some 300 rubber markings in black and white. He has also created a numbering system to identify both individual labels and markings, and the various styles.

For each label and marking, Dave gives the earliest date of usage he has found, and a brief description of the item it was used on, for example:



There are separate sections for: Arrow shaped labels, Airline Labels, Canadian General Issue Labels, Hotel Labels, Other Labels, Air Mail Stripes, Via Air Mail Stripes, Labels and Markings in French, Rubber - Air Mail Markings, Rubber Air Mail Picture Markings, Rubber Information Markings, Rubber Via Air Mail Markings, and Rubber Via Air Mail Picture Markings.

Dave describes this as "a study in progress", but it is already a very detailed source of information. The colour illustrations and high quality paper also make it a pleasure to look through.

The price is \$60.00 Cdn. plus \$5.00 for postage and handling to anywhere in Canada.

To order, or to get more information, contact: Dave Hanes, 33 Lillian Crescent, Barrie, Ontario L4N 4P8.
(Email: dhanes@sympatico.ca)

O.A.T AND A.V.2 MARKINGS - Third Edition, by Murray Heifetz

Published by the American Air Mail Society, 2007, 167 pages, softcover, 8 ½ x 11 format.

WOW! - CONGRATULATIONS MURRAY! - The first edition of Murray's book was published in 1998, and was 123 pages in length. Two years later a second edition was published, of 143 pages. Interest in Murray's book is so great that a third edition has just been published, and it has grown again!

Ken Sanford has kindly sent me a review of the new edition:

This 167 page book is the third edition, which provides comprehensive coverage of the O.A.T. and A.V.2 markings. A.V.2 & OAT markings related exclusively to airmail items and are known recorded between 1938 and 1974. The book provides a summary of the Universal Postal Union (UPU) procedures for the use of the O.A.T. and A.V.2 markings and shows the forms and tags/labels which were used by postal authorities. Since the second edition, a number of new markings are recorded and some previous assumptions have been modified. The database of markings has almost doubled, resulting in changes to the order of rarity. Main additions are sections on forgeries and facing tags and labels, and modifications to places of marking origins. In marking types there is one new OAT and 10 new AV2s. The book is copiously illustrated with all varieties of O.A.T. and A.V.2 markings, including many covers with these airmail markings.

The cost is US\$15 plus postage, from Greg Schmidt, 1978 Fox Burrow Court, Neenah, WI - USA 54956.
(Email: gschmidt7@new.rr.com) - PayPal payment is available to purchasers outside the USA.

Aviation Pioneer Bob McCowan and Maritime & Newfoundland Airways

Earle Ripley

Editor's Note: I was delighted to receive this article from Earle, which shows *Maritime & Newfoundland Airways* to have been a genuine if struggling commercial enterprise, and not just a source of questionable Flight Covers.

Introduction

On September 7th 1911, Frederick W. (Casey) Baldwin made the following entry in the Laboratory notes of Alexander Graham Bell's Aerial Experiment Association in Baddeck:

*"Mr McCowan (sic), who has built a glider in Sydney in which he makes flights behind a motor boat, called this morning. He was very much interested in everything especially the Gnome¹ motors. He wants to come up later and see the Query² under way. He believes in flying over the water and was struck with the deep displacement type of floats. His own floats were very blunt punt-like boats, which struck the water with a good deal of shock. His whole apparatus, he told me, with himself on board weighed about 300 lbs. He is just a young fellow. He looks about 18 years old and weighs about 125 lbs. His machine is a biplane with the upper surface about 30 ft in span, the lower about 15. I think the wings are about 4 ft deep. His last glider is the sixth one he has made. He has been in the air behind motorcars, horses, and motorboats. He prefers a motorboat. F.W.B."*³

Earlier that year, he flew a glider off the Sydney Harbour ice, towed by an automobile, reaching a height of 50 ft and staying in the air for over 200 yards.⁴

Bob's Early Years

John Robert McCowan Jr. was born April 23rd 1894, in New Glasgow, N.S. His family moved to Sydney in 1900 when his father, John Robert Sr., accepted a request by Dominion Iron and Steel Company to manage the stables at the new Sydney Steel Plant. Over the next couple of decades John Robert Sr. opened his own livery, selling and boarding horses, which gradually evolved, with the introduction of automobiles, into a garage and taxi service. Growing up in this environment, John Robert Jr. (Bob) developed an interest in vehicles that remained with him throughout his life.

The first Wright Brothers' flight in 1903 must have excited many young boys with the idea of building and flying their own air machines. It is not known when Bob's love affair with flying started but he was certainly at it by 1909, when he was only 15. Bob explained, in a 1974 interview: *"In 1909 I watched the Silver Dart make its historic flight at Baddeck. That was a first in the British Empire, but the Silver Dart was American designed and had an American engine."*⁵ A review article in Gold Magazine in 1937 noted: *"The first seaplane flight in Canada (was) made at Sydney, N.S. in 1910. This flight was made about the same time that the famous Fabre in France made the first seaplane flight recorded in the world. The pilot was J. Robert McCowan, who is now associated with Maritime & Newfoundland Airways Ltd., operating out of Sydney."*⁶



Figure 1 – A single-float glider built by Bob McCowan being tested in Sydney Harbour, probably during the summer of 1911.

*seaplane flight in Canada (was) made at Sydney, N.S. in 1910. This flight was made about the same time that the famous Fabre in France made the first seaplane flight recorded in the world. The pilot was J. Robert McCowan, who is now associated with Maritime & Newfoundland Airways Ltd., operating out of Sydney."*⁶

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

Again, in the 1974 interview, Bob said: *"The machine I flew a year later was almost painfully all-Canadian. It took me four years to put it together with the volunteer labour of about 20 friends. I didn't get too far before the motor fell off and I crash-landed just short of some trees. I crawled out upside down feeling on top of the world."*⁷ The claim that his towed glider was the first powered flight in the British Empire of a completely Canadian-made machine was not generally acceptable to the aviation world. His argument was: *"a glider can't get off the water without power; whether you supply power by a propeller or by towing, it's still power"*.⁸ He continued to argue his claim until his death, unfortunately without a great deal of success.

Another achievement for which he felt "Boys' Model Airplane Competition" Meet. He said he built his model (a sending it off on the train just in time deadline.⁹ He claimed his entry won \$100 first prize, whereas a prominent *grand prize of \$50 was awarded to a Parkin, for a carefully constructed* the newspaper reports J.H. Parkin did win the \$50 prize. Bob was tied



Figure 2 - French flying ace, Count Jacques De Lesseps, at the Montreal Model Airplane Competition.

he never received full credit was the held with the 1910 Montreal Aviation Blériot replica) in a single day, to reach Montreal before the entry the competition and he received a book on aviation history claimed *"the young Torontonians named J.H. Blériot XI replica."*¹⁰ Examination of of the event shows that event and received a for second with for second with

Whether Bob ever successfully built an airplane with an engine and flew it himself is not known, although he inferred that he did so in his 1978 interview.¹² In any event, he appears to have focussed his attention more on auto racing in the late 1920s, when he challenged such local motoring enthusiasts as Dick Logue and Frank McKenna on the Sydney Harbour ice for the McAdam Cup.¹³ One of the newspaper reports mentions a rumour that he was installing a Hispano-Suiza engine from his aeroplane on an automobile chassis.¹⁴

The Fokker Universal Aircraft

The Hudson Strait Expedition (1927-28) was established by the Canadian Department of Marine and Fisheries to study the possibility of maritime navigation in northern Canadian waters. Bases were set up at three sites on Hudson Strait: Port Burwell, Nottingham Island, and Wakeham Bay. Six Fokker Universal aircraft, with registration markings G-CAHE to G-CAHJ, were purchased from Atlantic Aircraft Corporation of New Jersey to carry out the aerial surveys. One of the aircraft (G-CAHG) was abandoned on the ice off the Labrador coast in February 1928, after running out of fuel. At the end of the Expedition in September 1928, the remaining five aircraft were disassembled and transported on the S.S. Canadian Voyager to Halifax, where they were stored before being purchased by Bob McCowan. He bought the whole package of five aircraft, spare parts and engines, as well as ancillary equipment such as canoes. He managed to have it all shipped to North Sydney, free of charge, on a Dominion Coal Company boat that was returning from Halifax to Sydney after repair. The aircraft and parts were stored in a former U.S. Navy hangar that had been used by the Richard E Byrd Arctic Expedition of 1925. Of the five Fokkers that Bob had shipped to North Sydney, only two (G-CAHE and G-CAHJ) were ultimately made airworthy and registered, the former on October 17th 1930, and the latter on June 28th 1932.¹⁵

Creation of Maritime & Newfoundland Airways

Upon securing these aircraft, Bob immediately started making plans to put them to good use. By December 31st 1930, Maritime & Newfoundland Airways (MNA) had been created. A Sydney businessman, W.H. Price, headed it, with J. Robert McCowan as general manager. The intention of the new airline was to carry passengers, freight and especially mail between Nova Scotia, Newfoundland, and the French Islands of Saint-Pierre et Miquelon. One of Bob's Fokker Universal aircraft (G-CAHE) was configured to carry four passengers, in addition to freight. Charlie Roy became the new airline's only pilot until the arrival of Zebulon Lewis Leigh in June 1931.¹⁶ While

continued

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

trying to organize the airmail service to Saint-Pierre et Miquelon and St. John's, Newfoundland, the fledgling airline made do with barnstorming and occasional charter flights. Canadian Department of Transport records show that in 1930 MNA flew 25 hours, over a distance of 2125



Figure 3 - Bob McCowan (centre) and two employees of MNA with Fokker Universal G-CAHE near its base in North Sydney, N.S.

miles, and carried 83 passengers. In 1931, it was 59 hours, 5310 miles and 186 passengers.¹⁷

Visit to Saint-Pierre

The first flight for the new airline linking Nova Scotia, Newfoundland, and the French islands of Saint-Pierre et Miquelon, was originally scheduled for December 15th 1930. This was subsequently set back, presumably for technical reasons, to December 31st 1930, June 28th 1931 and August 1931. A flight finally took place on August 8th 1931, piloted by Charles Roy, when G-CAHE created quite a stir on the island of Saint-Pierre.¹⁸ This was only the second seaplane that had ever visited the island, the previous one being the "Jeanne d'Arc" piloted by a Major Cotton on June 13th 1927. He was searching for Nungesser and Coli, French aviators who had disappeared a few weeks earlier while attempting a westward crossing of the Atlantic.

G-CAHE remained on the French islands for five days, occupied variously in taking paying customers up for sightseeing trips and in carrying out repairs. On Sunday, August 9th, the aircraft "showed its stuff" in the sky over Saint-Pierre, and a number of local spectators were tempted to try out this



Figure 4 - G-CAHE anchored in Saint-Pierre harbour in early August 1931.

continued

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

new means of locomotion that gave them a view of the islands from an unfamiliar perspective.

The next day, G-CAHE took off for the adjacent island of Langlade to pick up a young man and his fiancée, a photographer, and the Treasurer-General of the Territory, who had been at Saint-Pierre nearly three years and would be returning to France soon. At Langlade, the seaplane landed in Government Cove, from where it set off again for Saint-Pierre with only the photographer aboard, planning to return the same evening to pick up the other passengers. Unfortunately, it broke down back at Saint-Pierre, and the marooned passengers had to spend the night on Langlade. The following day, August 11th, there was still no seaplane, and the abandoned passengers were forced to find some dories to take them back to Saint-Pierre.

Later that same day, the seaplane took a group of Saint-Pierrans to Grand-Bank (Newfoundland), about 40 km northeast of Saint-Pierre, to watch the local A.S.S.P. (l'Association Sportive Saint-Pierraise) football team play against the Newfoundlanders. Although it was a Tuesday, that was the day of the week when football matches took place, because it was forbidden to play football in Newfoundland on Sundays. G-CAHE was scheduled to bring these passengers back in the evening, but on its way the flight was interrupted because of a cracked exhaust-pipe bracket, which vibrated dangerously. The machine was put into a dry dock and repaired by a local metal smith. It was only the following day, August 12th that the machine was able to return to Grand Bank to pick up its unfortunate passengers and bring them back to Saint-Pierre. The next day, Thursday, August 13th, G-CAHE left the island of Saint-Pierre, which it had livened up during five days of unusual activities, leaving memories equivalent to an historic event.¹⁹

Airpost Labels and Covers

Just a few days after its return to North Sydney, the Fokker set off again for Saint-Pierre, this time piloted by Zebulon Lewis Leigh²⁰. It carried, in addition to parcels and freight, about 750 postal covers, bearing labels designed to commemorate this "First Flight". Although no denomination was specified, the labels had a face value of 20¢²¹. They were printed by A.C. Roessler (a.k.a. A.C. Roe), of New Jersey, well known in the trade as a producer of airmail labels and cachets. Although a variety of papers, inks and perforations were used, all were printed from the original plate, some



Figure 5 – Maritime & Newfoundland Airways labels. from left to right: red on yellow paper, perf 14, "cancelled"; black on yellow paper with horizontal stripes, perf 14; bright-red on yellow orange paper, perf 12; red on yellow paper with vertical stripes, imperf; dark green on green paper, perf 14.

apparently after the airline went bankrupt. A representative selection of the labels is shown in Figure 5, including both authorized issues and reprints.^{22,23,24} Labels printed "Official" and "Official" were also produced although they were never used for their intended purpose.

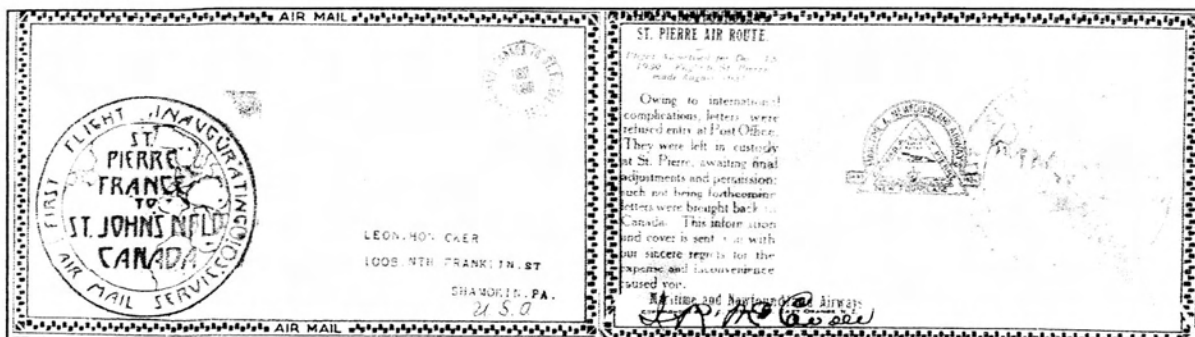


Figure 6 - Example of first flight cover for Maritime & Newfoundland Airways with printed explanation on the reverse.

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

Although there had been preliminary approval by Canadian Post Office Department²⁵ this was not the case with the postal authorities in Saint-Pierre, and upon reaching there, the envelopes were not accepted for franking. It is not known whether Bob decided to leave them there in the hope that such approval would be forthcoming, or whether the Saint-Pierre postal authorities confiscated them. In any event, nothing happened until late in 1933 when they were reclaimed and returned to collectors with an explanation and apology. I have recently seen one of the labels tied to a stamped envelope, cancelled 3 October 1933 in Gogama, Ontario. A.C. Roessler continued to sell the MNA labels in a variety of patterns even after the demise of the airline. The return journey, from Saint-Pierre to Sydney, apparently took place on August 19th 1931 between 3:20 p.m. and 5:55 p.m.

Roessler produced at least two varieties of MNA covers.²⁶ Both have distinctive red and white edging front and back and the producer's copyright notice at the bottom of the envelope reverse. The first example (Figure 6) has a Company postmark and a large black cachet showing "St. Pierre, France to St. John's, Nfld., Canada" on the obverse and a similar cachet showing "St. Pierre, France to Canada" on the reverse, along with a printed explanation of why the return of the cover was delayed three years. The second example (Figure 7) has a depiction of some early Newfoundland stamps on the obverse with the caption "Maritime and Newfoundland Airways - St. Pierre to Sydney" along with two valid 1¢ Canadian stamps cancelled with the Company postmark. The reverse has only the label cancelled with the Company postmark. The lack of a printed explanation, together with the correct Canadian postage being affixed, suggest that this cover may have been carried through the mails. Unfortunately, there is no arrival postmark to confirm this.

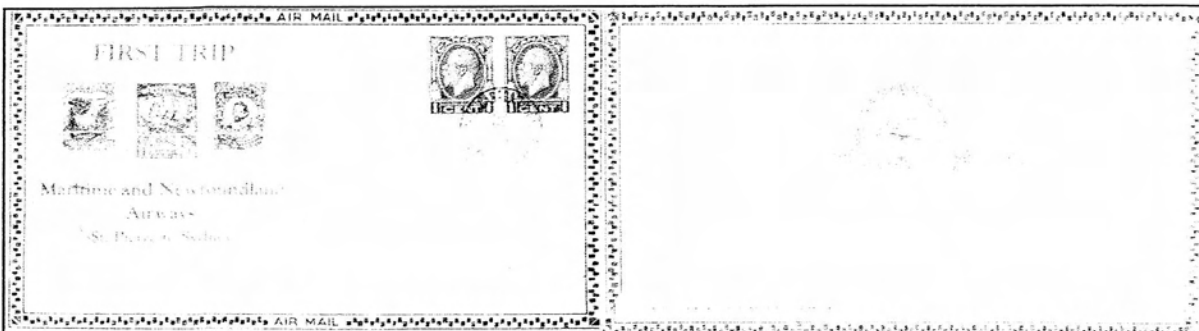


Figure 7 - First Maritime & Newfoundland Airways flight cover with valid Canadian stamps and no printed explanation.

A more interesting item, that appears to have actually gone through the mails from Saint-Pierre to Sydney, probably on G-CAHE, is shown in Figure 8²⁷. It is a picture postcard which bears a Saint-Pierre et Miquelon 25-centimes stamp (Scott #88) tied by an August 19th 1931 date stamp. The card was sent by A.R. Charles Roy of CAHE, c/o Hotel Pierre. The changed to 273 Sydney, N.S. (A revealed that A.R. appointed British Saint-Pierre et 1937.) There is an Airpost stamp message on the pleasant flight to Sydney and departure and

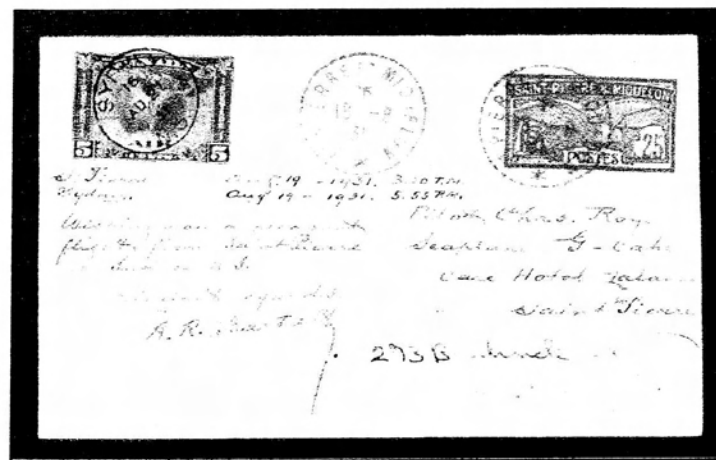


Figure 8 - Postcard from A.R. Bartlett to Charles Roy that appears to have actually flown from Saint-Pierre to Sydney on August 19th, 1931.

Bartlett to Pilot the seaplane G-Lalanne in Saint-address has been Bentinck St, 'Google' search Bartlett was Vice Consul at Miquelon in arrival date stamp a 5¢ Canadian (Scott #C2). The card wishes Roy a from Saint-Pierre specifies arrival times of

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

3:20 and 5:55 p.m. on August 19th 1931. In his book, Lewis Leigh²⁸ states that Charlie Roy piloted the first flight to Saint-Pierre and was gone a couple of days. Shortly afterwards, Charlie left MNA and Lewis Leigh piloted the next flight 'in early August'. Without more information, it is difficult to reconcile these accounts and decide whether it was Leigh or Roy who piloted the flight carrying the "First Flight" covers. How Mr. Bartlett knew the aircraft's arrival and departure times at the time he wrote the card is hard to surmise unless, perhaps, he was on the plane and was able to add that information to the previously "posted" card.

Little is known about the activities of MNA with respect to further flights between Nova Scotia, Saint-Pierre et Miquelon and Newfoundland following the abortive attempt to provide a postal link in August. Apparently the airline continued to carry freight and passengers around the Maritimes, including some containers of rum, from Saint-Pierre to North Sydney, on at least one occasion.²⁹ Bob purchased a Curtiss Oriole in 1931, which never got off the ground and a Stinson Detrouer in 1936, which made one trip to New Glasgow and one to Newfoundland, piloted by Charlie Roy, before being sold.³⁰

Heinkel Crash Episode

Transatlantic travel was in its heyday in the 1920s and there was fierce competition between the major players: Great Britain, France and Germany. The passage of "Quota Acts" in 1921 restricted immigration into the U.S.A. and resulted in a change in passengers for the liners from penniless immigrants looking for a better life to wealthy businessmen and the "nouveau riche" looking for an elegant way to cross the Atlantic. The liners carried freight and mail as well as passengers, with a typical crossing time of 5-6 days. The development of aviation in the early 1900s introduced the vision of aircraft crossing the Atlantic in a matter of hours rather than days. In the interim, a combination of sea and air transport was introduced, particularly to speed up transatlantic mail service. In 1928 and 1929, the French liner "Île de France", and German liners "Bremen" and "Europa", started using catapult planes to reduce crossing times by 1-2 days.³¹ This was principally for mail delivery but could also be used for a small number of passengers in an emergency. The aircraft were carried on the decks of the liners and launched into the air by a compressed-air catapult device when within flying range of the destination.

The Norddeutsche Lloyd Liner "Bremen" operated its first catapult flight in mid-July 1929,³² using a Heinkel He12 seaplane, the "New York", carrying 300 kg of mail. The mail service operated throughout the summers (about May to October) when flying conditions were most suitable, until they were replaced by airships in 1936. In an effort to reduce crossing times even more, the planes were catapulted farther out at sea, requiring refuelling stops, such as Sydney, N. S., and Bridgeport, Conn., on the way to New York. In 1931, the last flight of the season left the liner "Bremen" at 1:30 p.m. on October 5th, when the ship was about 1000 km off the coast. After a refuelling stop in Cape Breton, and supper with Lewis Leigh and Bob McCowan,³³ the plane crashed in the salt flats of Cobequid Bay, killing the pilot, Fritz Simon and the mechanic, Rudolph Wagenknecht. Hearing about the crash, Lewis and Bob spent several days searching for the plane in MNA's Fokker G-CAHE, ultimately sighting it and recovering the pilot's dead body. The following abridged version of Bob McCowan's account of the search was transcribed from an interview taped 47 years later.³⁴

"They catapulted the plane off with the mail to go to New York. He was supposed to land at Sydney to pick up some fuel from an Imperial Oil scow. After takeoff the pilot hit a headwind and ran out of fuel somewhere off Cape Breton, in heavy seas. How he managed to land that plane in twenty-foot waves, I'll never know. He was drifting around there for who knows how long without fuel and had to be towed into the pier. He got going again. They got word, see his radio went bad, his radio and the radio on the Europa were in communication. They were supposed to give him instructions. They could hear him, but he couldn't hear them. They didn't know where he was, so a fishing boat from Saint-Pierre et Miquelon came along and told him where Cape Breton was. How anybody could work in waves like that I don't understand. By God he got out and almost reached the pier with his reserve fuel. He could have gone a little farther but not all the way, so he came down then and another boat, a tug I guess, belonging to the coal company towed him in. Then he had to get to the pier in Sydney harbour for gasoline so they towed him there.

continued

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:

"After refuelling he took off at about 1 a.m. from Sydney Harbour. He had his lights on, of course, and it was one of the most impressive sights I have ever seen of an airplane taking off. There were thousands of people all along Victoria Park watching. He circled and headed toward New York. Although it was a nice night for flying, when he reached Cobequid Bay, he got lost again, because of poor communications. Without his radio he couldn't get instructions and he didn't know where he was going. He decided to come down when he saw water beneath him and started to circle and land. He came down feeling sure he would land on water, but because of the 50-foot tides, the land looks just like water, and you can't tell the difference if you have any attitude at all. He thought he was landing on water, but instead he hit the surface hard and damaged his pontoons. He pulled up and when he came down again one pontoon was gone and the other was damaged, and he landed in the deep part of Cobequid Bay.

"So we kept searching. We got the loan of a bungalow, outside Parrsboro, to live in; we had a beer box lunch; we were dirty. We had a hell of a job to get fuel in. We would go out each day. It was quite a job because when the tide would go out you would have to land with the tide in; otherwise you would be in the same trouble he was in. Then taking off the last day, the water was mucky and you couldn't tell how deep it was; the pontoon caught a stone and ripped the whole side. Leigh was sensible enough to keep circling. The water was out and this wait was getting us. Here we were in the air with a ripped pontoon. This was the day we found him drifting around with his Mae West; all we could see was his head and part of the Mae West; we couldn't land to pick him up or we'd go down ourselves. We made a note of his location on the map and we went back to Parrsboro and landed the plane; I don't think it was ten minutes before it was grounded way out; Leigh wasn't familiar with these holes, miniature holes with eelgrass in the water. I got down all right. I warned Leigh 'Look out where you're jumping!' He was up on a pontoon and he jumped into a pool of stagnant water. What a mess, and the smell was out of this world! Then we walked ashore ... I had to get him straightened out somewhere; I got his clothes off and dried them. Then we went in to get a boat to go out and get the fellow. So we find someone and more complications arise. There was supposed to be money in the mailbag, in the water, and they thought we were after it. Word got out that we were after the money, so the Captain of the boat thought that he would get the money. We didn't enlighten him; we didn't know anything about it. He was tired and the whole crew. It was getting dark; it was the fall of the year, but he decided to go where we wanted him. We found the place and picked the pilot up; he was alive, unconscious but alive. He died aboard the boat on the way to Parrsboro. His mother sent me a lovely letter and Deutsch Lufthansa / North German Lloyd sent me a cheque for \$5000 and there was 18.75% exchange in favour of New York, and it was on a New York bank. They timed it; they sent it two days before Christmas. Now they didn't have to pay for my help or write me and so on ... so there's faith there; there's nothing but faith there. If you're a foolish gambler like that, the Lord is looking after you. You're not looking after yourself. You can't do that."

The End of the Line

Lewis Leigh left Maritime & Newfoundland Airways at the end of 1931, to attend a "blind-flying course" offered by the RCAF at Camp Borden, northwest of Toronto, Ontario. The offer came at an opportune time as the "Great Depression" and the cancelling of existing airmail contracts by the newly elected Conservative government of R.B. Bennett were presenting a bleak future for the fledgling airline, which went out of business soon afterwards. Shortly following Lewis Leigh's arrival at Camp Borden, a fire in the Officer's Mess destroyed all of his belongings, including his logbooks and flying licenses, making it necessary for him to rely on memory when writing his memoirs. At the end of February, further government cuts left Leigh without a job once again. He worked a deal with W.H. Price, in Sydney, to take two former MNA aircraft (G-CAHE & G-CAHJ) to northwestern Canada where there was a great demand for airplanes for mining exploration. The other three airframes were deemed to be unairworthy and were never repaired. The Cape Breton investors formed a new company, Explorers Air Transport, and, after carrying out needed repairs on the two aircraft, flew them out to Cooking Lake near Edmonton, where they arrived on July 18th after a perilous journey of 27 days. Although there was some work for the new company, it wasn't sufficient to keep it afloat. It folded about a year later and the aircraft were sold to Grant McConachie of United Air Transport, ending this less-than-successful venture of the Cape Breton investors. The "life story" of Fokker Universal G-CAHE, including its ignoble final disposition, has been well described by Clark Seaborn.³⁵ Both aircraft ended their lives by 1940, although a few relics of G-CAHE are rumoured to be in the possession of the Alberta Aviation Museum.

BOB McCOWAN AND MARITIME & NEWFOUNDLAND AIRWAYS by Earle Ripley continued:**Earle A. Ripley**

122 – 802 Heritage Crescent

Saskatoon, SK S7H 5T3

*[hotomatua@shaw.ca]*¹ A lightweight rotary aircraft engine developed in 1909 by the Seguin Brothers in France.² An early hydrofoil vessel developed at Baddeck in 1909.³ Alexander Graham Bell, Laboratory Notes, Vol. 29, Thursday, 7 September 1911.⁴ "Aviation With Motorless Planes", The Halifax Herald, Thursday, 16 March 1911, p. 2.⁵ Bob Pennington, "Inventor, 80, Still Counts on Success", Pennington's People, Toronto Star, 9 April 1974.⁶ Sandy A.F. MacDonald, "1936 – Beginning of an Epic Era of Achievement in Airportation: A Review and Forecast of Aviation Progress in Canada", Gold: Magazine of Canada's North, Vol. 5, No. 2, February 1937, pp. 33-35.⁷ Bob Pennington, "Inventor, 80, Still Counts on Success", Pennington's People, Toronto Star, 9 April 1974.⁸ J Robert McCowan, interview with Almont Baltzer at Merigomish, August 1978.⁹ Ibid.¹⁰ Frank H. Ellis, "Canada's Flying Heritage", University of Toronto Press, 1954, p. 72.¹¹ Daily Witness, Montreal, Monday, 4 July 1910, p. 1.¹² J Robert McCowan, interview with Almont Baltzer at Merigomish, August 1978.¹³ "R.J. Logue Ready to Post Long Odds for Return Race with Bob McCowan", The Sydney Post, Friday, 16 March 1928, p. 10; "Explanation made by R.J. McCowan", The Sydney Post, Saturday, 30 March 1929, p. 1, 10.¹⁴ "Dick Logue Wins Final Decision over McKenna", The Sydney Post, Saturday, 23 March 1929, p. 1, 10.¹⁵ John R. Ellis, "The Canadian Civil Aircraft Register", Canadian Aviation Historical Soc. J., Vol. 12, No. 1, pp. 25-30.¹⁶ Z. Lewis Leigh, "And I Shall Fly: The Flying Memoirs of Z. Lewis Leigh", CANAV Books, 1985.¹⁷ Armand E. Singer, "The Maritime and Nfld Airways Story", Weekly Philatelic Gossip, Vol. 53, No. 3, pp. 78-81.¹⁸ "G-CAHE Visit to St. Pierre", Foyer-Paroissial, No. 92, 15 August – 15 September 1931.¹⁹ Emile Perio, "Carrefours des Grands Raids: Saint-Pierre-et-Miquelon", Editions Amphora S.A., Paris, 1983, pp. 74-75.²⁰ Z. Lewis Leigh, "And I Shall Fly: The Flying Memoirs of Z. Lewis Leigh", CANAV Books, 1985.²¹ "Maritime and Newfoundland Airways", The Airpost Journal, Vol. 2, No. 4, Issue No. 16, 1931, pp. 14-15.²² Ed Richardson, "Maritime & Newfoundland Airways Regrets", Covers, Vol. 20, No. 4, 1960, p. 20.²³ Ed Richardson, "The Maritime and Newfoundland Airways", Airpost Journal, Vol. 31, No. 12, 1960, pp. 350-353.²⁴ [www.esjvandam.com/soairs/soairstamps.htm]²⁵ Armand E. Singer, "The Maritime and Nfld Airways Story", Weekly Philatelic Gossip, Vol. 53, No. 3, pp. 78-81.²⁶ Ed Matthews, "Maritime and Newfoundland Airways", The Canadian Aerophilatelist, Vol. 18, No. 2, 2002, pp. 14-15.²⁷ Siegel Auctions, Lot 2048, Sale 871, 2003, [http://www.siegelauctions.com/2003/871/y8715.htm]²⁸ Z. Lewis Leigh, "And I Shall Fly: The Flying Memoirs of Z. Lewis Leigh", CANAV Books, 1985, p. 17.²⁹ Ibid, pp. 19-20.³⁰ L.B. Stevenson, "The Cape Breton Flying Club", Canadian Aviation Historical Soc. J., Vol. 16, No. 3, pp. 68-72.³¹ "French Liner to Carry Planes to Shorten Trip by Two Days", New York Times, June 24th 1927, p. 2.³² "Bremen Sends Plane from Sea with Mail", New York Times, July 23rd 1929, p. 1.³³ "Planes and Tugs Seek Second Bremen Flier", New York Times, October 11th 1931, p. 26.³⁴ J Robert McCowan, interview with Almont Baltzer at Merigomish, August 1978.³⁵ Clark Seaborn, "Fokker Universal G-CAHE – The History and Ultimate Disposition of An Historic Aircraft", Canadian Aviation Historical Soc. J., Vol. 39, No. 4, pp. 132-135.

Thank you again for a terrific article Earle. – As I mentioned in my introductory comment, I think it's great to see an article about *Maritime & Newfoundland Airways* as a genuine if struggling commercial enterprise, and not just a source of questionable Flight Covers.

With regard to the cover shown as Figure 7, although it is franked with Canadian stamps, Earle mentions that they are cancelled by the "Company postmark", not by the Canadian Post Office.

A similar cover was sent to me by Ed Matthews some years ago, and published in the June 2002 *Canadian Aerophilatelist*. I have discussed both covers with Ed, and it seems to us that the absence of postal markings, and also of the printed explanation for the delay, probably indicates that these covers were created by Roessler, and never went to St. Pierre with the other covers.

continued

FOLLOW UP:

THE 1911 CHICAGO INTERNATIONAL AVIATION MEET

Our September 2005 newsletter contained an article by Patrick Campbell, describing an intriguing set of postcards that had been donated to the *Canadian Aviation Heritage Centre*.

The cards all showed pictures from the 1911 Chicago International Aviation Meet. They had all been mailed by K. Miller from Chicago to his family in Montreal, and were cancelled at 1:30 a.m. on August 21st 1911. (This is the correct date. - There was a typo in the earlier article.)

According to "Fill the Heavens with Commerce - Chicago Aviation 1855-1926," by David Young and Neal Callahan (Chicago Review Press, 1981), the Aviation Meet took place between August 12th and 21st 1911, on a relatively narrow strip of ground called Grant Park, flanked on one side by downtown Chicago, and on the other by Lake Michigan. This, together with the wind off the lake, made flying hazardous, and crashes frequent, including two fatal crashes.

It is claimed that some four hundred thousand attended the meet, which featured 36 aircraft: 12 Wrights, 9 Curtiss, 9 Bleriot, 3 Baldwin, 2 Burgess and a McCurdy. As for pilots, many of the great names competed, including C.P. Rodgers, Lincoln Beachey, T.O.M. Sopwith, Eugene Ely, Earl Ovington, J.A.D. McCurdy, Walter Brookins, L. Hammond, P.W. Peck, Frank Coffyn, T.S. Baldwin, St. Croix Johnstone, W.R. Badger and others. Many records were set.

The postcards described by Patrick in this earlier article, were numbered 7, 12, 16, 29 and 30, which suggests that a whole series was issued for the event. - Patrick wondered whether anyone else had found cards from the set?

Since this article was published, I have received very helpful responses from David Holmes, Murray Heifetz, and John Rawlins. I have also received details from Patrick Campbell, of two more cards he has obtained from the airshow.

Card A opposite looks like it is number 21, from the same series as Patrick's earlier cards. - No publisher or printer is stated, but the design on the address side is similar to that of the earlier cards.

According to Patrick, this card:

shows (Earl) Ovington's Bleriot Monoplane. This actual machine is, I think, the Bleriot on display at Old Rhinebeck aerodrome in New York State. Their machine has an added fuel tank below the fuselage, as he used it for longer range flights. It was one of the Bleriot's built under licence in the USA, by the American Aeroplane Supply House. They have another one that still flies, which was originally Bleriot built, but has been extensively rebuilt by Cole Palen. The flyer has an Anzani engine: the Ovington machine had a Gnome Omega rotary engine.

This card is dated Chicago, 6 September 1911, soon after the show closed. - It is addressed to Leon V. Cass, Southern Pines, North Carolina, but Southern Pines was crossed out, and it has been re-addressed to a place I can't decipher.

The message is:

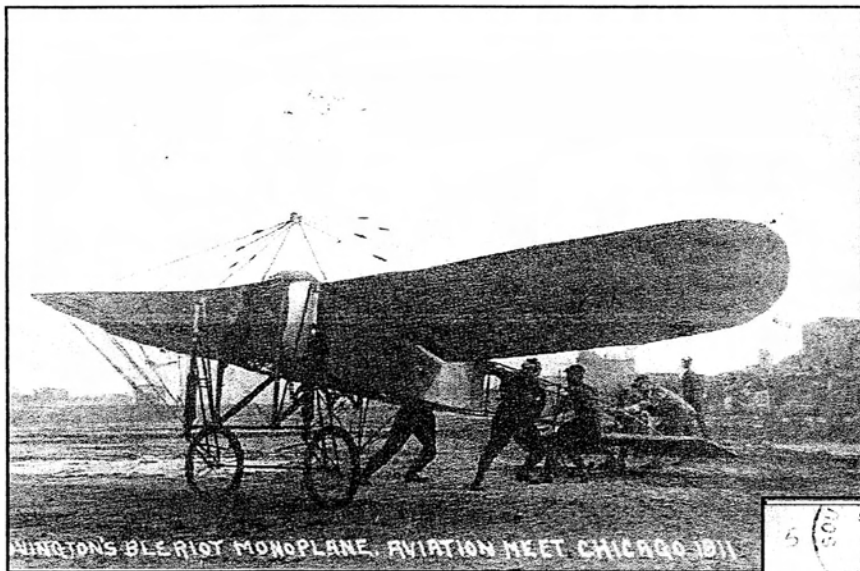
Dear Sir, It is now two weeks since I sent you my order for stamps. Your prompt attention would be appreciated. James E. Noon, 6263 Jefferson Ave., Chicago, Ill. ¹

Card B opposite is also of the 1911 Chicago Airshow, but is from a different series. - The printing on the address side is different to that of the all previous cards, and it includes the statement: *Published by Max Rigot, Powers Bldg., Chicago.*

This card is unused, but Murray Heifetz has a similar card, which was posted from Chicago to Laporte, Indiana, on August 21st 1911.

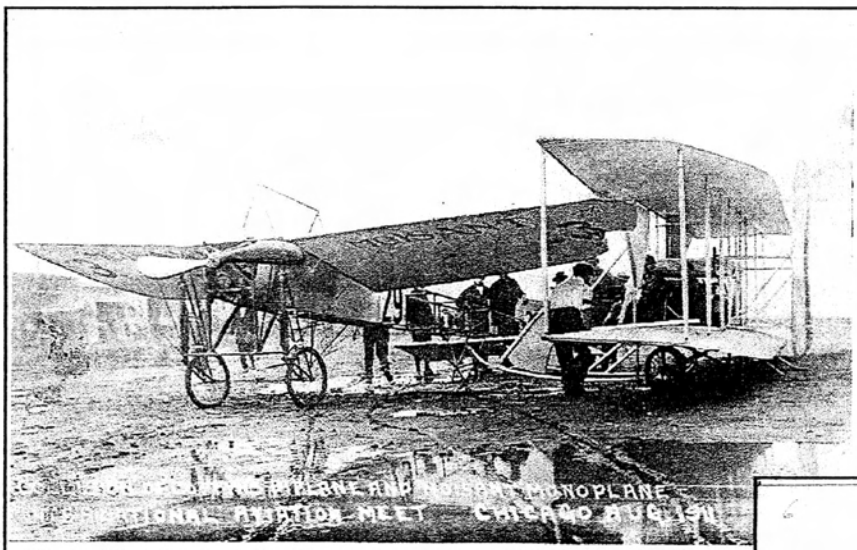
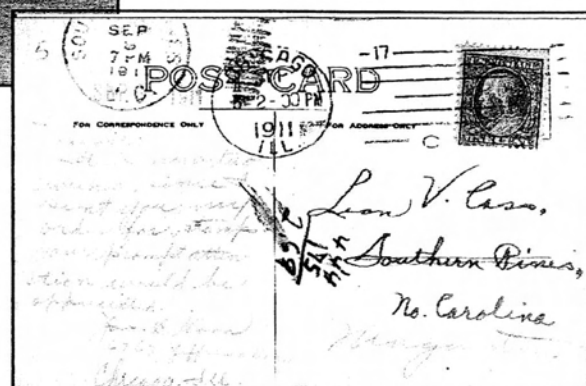
Continued

¹ **Editor's note:** This message makes me feel sheepish! - I which I always replied to all my correspondence within two weeks!

FOLLOW UP: The 1911 Chicago International Aviation Meet continued:**CARD A**

Caption:

OVINGTON'S BLEROIT MONOPLANE.
AVIATION MEET CHICAGO 1911 21

**CARD B**

Caption:

COLLISION OF COFFEY'S BIPLANE AND MOISANT
MONOPLANE
INTERNATIONAL AVIATION MEET
CHICAGO AUG 1911



continued

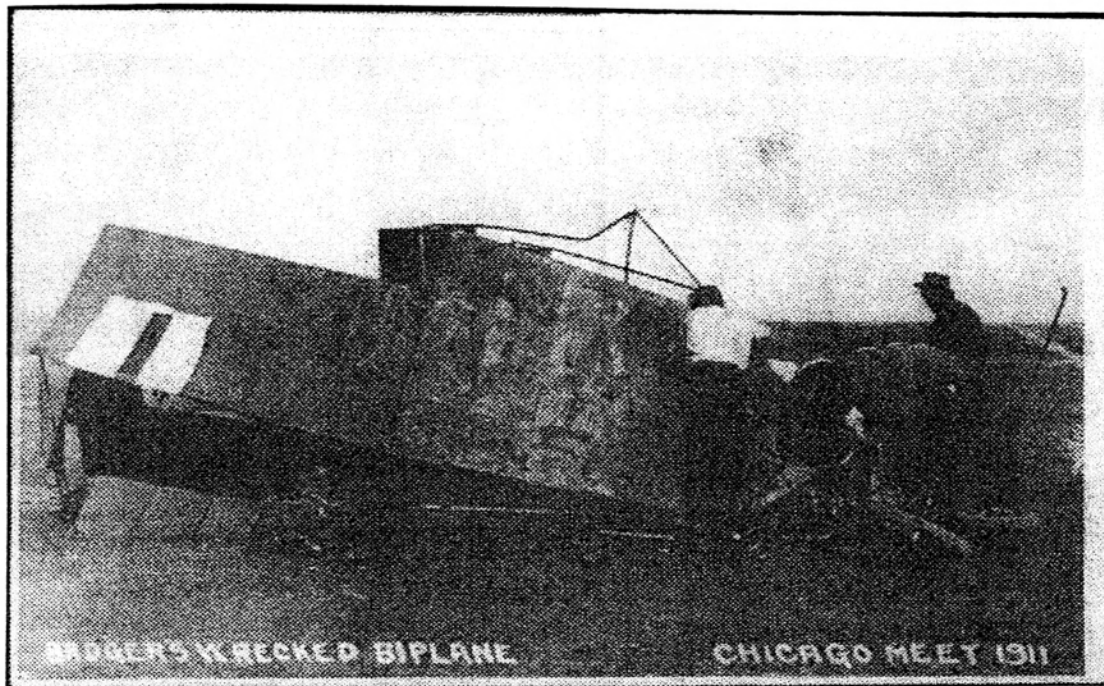
FOLLOW UP: The 1911 Chicago International Aviation Meet continued:

According to Patrick, Card B:

shows a slight mishap when another contestant, the famous FT Coffyn's Wright 30, bumped into a Moisant 50 (which is also a Bleriot XI) owned by St. Croix Johnstone.

Johnstone won \$1093 at the show, and Coffyn \$650.

The big winners were T.O.M. Sopwith with \$14,020, Lincoln Beachey with \$11,667, and C.P. Rogers at \$11,285. - Our own J.A.D. McCurdy was also there, and picked up \$2,400.



CARD C

Caption: BADGER'S WRECKED BIPLANE CHICAGO MEET 1911

Card C was offered in a Bill Weiss' sale in October 2005. - Since there is no number on the picture side, and there are margins on all four sides of the picture, it looks like this card may be from the same series as Card B, but not from the same series as Card A. Unfortunately no information is available regarding the address side of the card.

Thanks again to Donald, John, Murray, Patrick, and the Canadian Aviation Heritage Centre, for their contributions to this follow-up article.

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Update on THE CANADIAN AVIATION HERITAGE CENTRE

Our September 2005 newsletter also included a report on the Canadian Aviation Heritage Centre, which is located at Ste. Anne de Bellevue, on the western tip of Montreal Island.

I asked Patrick Campbell for an update on the activities of the CAHC, and he has informed me that:

- ❖ construction of our Bleriot XI, which will be an accurate, airworthy copy of Count Jacques de Lesseps machine *La Scarabée*, (the first aircraft to fly over Montreal, and also the first to fly over Toronto), is now structurally complete. The engine away for overhaul. The cockpit details are in process. A copy of the pilot's notes for the Bleriot is available for a \$7.00 donation, plus postage.
- ❖ the full-scale replica of a Fairchild FC-2 *Razorback* has both wings in place, and work continues on the cabin and engine installation. The skis and pedestals are complete.
- ❖ restoration of the Fleet 80 *Canuck* of 1948 is going well. The empennage is fabric covered, and all the aft fuselage formers, stringers and tailwheel are in place. Work is proceeding on the cabin, but we are still seeking wings.
- ❖ we have completed renovation of the 24-cylinder Napier Sabre engine, that powered a Hawker Typhoon of the RCAF, shot down in July of 1944 in Normandy. It is now on a display stand. A detailed report on this project is also available for a \$7.00 donation, plus postage.
- ❖ the Link trainer has been restored and is functional.
- ❖ the WWII radio transmitter and receiver is under restoration.
- ❖ the Mobile engine test stand is well advanced.
- ❖ the low-loader vehicle is proceeding.
- ❖ a large amount of work has been done on the building, (an old stone barn originally donated to Macdonald College by Sir William Macdonald in 1907), to bring it up to current building codes. We are currently installing steel doors and exits.
- ❖ the gallery to display the Geoffrey Pasmore aviation art collection is now functional, but awaiting climate control.
- ❖ Recent acquisitions include some 4 tons of aeronautical literature, that is awaiting suitable space.

The Centre is now open to the public on Saturdays from 9AM to 1PM.

Visits during the week can also be made by prior arrangement.

To arrange a visit, or for more information, please check the CAHC website at: www.cahc-ccpa.com or contact the:

Canadian Aviation Heritage Centre,
McGill University, Macdonald Campus,
P.O. Box 64,
21,111 Lakeshore,
Ste-Anne-de-Bellevue, Quebec H9X 3V9

Telephone: (514) 398-7948, or email: www.cahc-ccpa.com

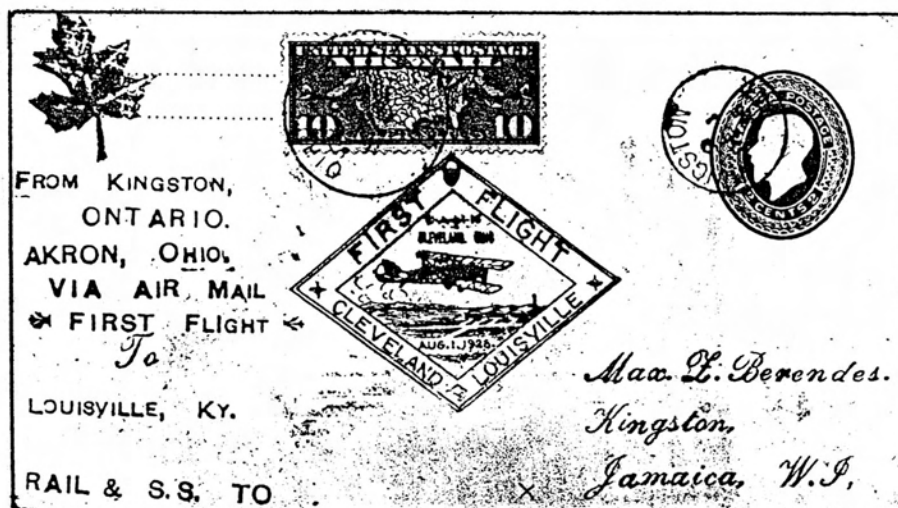
Membership in the CAHC is open to all, at \$25.00 per annum. - If you are interested please contact Patrick (17091 Rue Maher, Pierrefonds, Quebec H9J 1H7), or the CAHC website.

Thanks Patrick, and good luck with all your projects.

**EDITOR'S NOTE: Patrick's latest book,
"History of Canadian Vickers & Canadair 1923-1984",
is now available from CAHC or from Shoreline Press, shoreline@sympatico.ca .
More details in the next newsletter.**

INFORMATION WANTED: Max Berendes Covers

Some years ago, Alan Lieberman sent me a copy of this intriguing cover addressed to Max L. Berendes, Kingston, Jamaica, W.I.:



Front: Canadian 2 cents Printed Stationary Envelope, cancelled KINGSTON, ONTARIO - December 1, 1925
U.S. 10 cents airmail stamp cancelled CLEVELAND, OHIO - August 1, 1928

Cachet: FIRST FLIGHT CLEVELAND LOUISVILLE, (small print in centre = C.A.M.16 CLEVELAND, OHIO AUG.1, 1928)

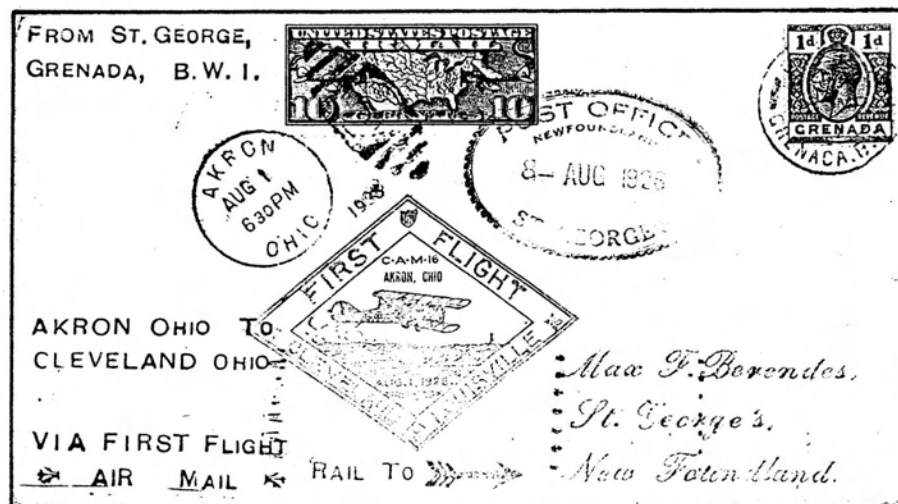
Backstamped: LOUISVILLE, KENTUCKY August 1, 1928 9.30 AM

NEW YORK, N.Y. - VARICK ST. STA August 2, 1928 4.30 KINGSTON, JAMAICA August 13, 1928

Handstamp on back: MAX L. BERENDES, 467 E. OAK ST., PORTLAND, OREGON

At first glance this looked like a very early FFC originating from Kingston, Ontario, but what happened between 1925 and 1928?

A few years later, I found this similar cover at a show in London, England:



Front: Handstamps - FROM ST. GEORGE, GRENADA, B.W.I. (Blue ink.)

AKRON OHIO TO CLEVELAND OHIO (Purple ink.) VIA FIRST FLIGHT AIR MAIL (Burgundy ink)

RAIL TO Max F. Berendes, St. George's, New Foundland (Blue-green ink.)

Cancellations: unclear town, GRENADA.B.W.I. 18 MR 27 on a 1 penny GRENADA stamp.

U.S. 10 cents airmail stamp cancelled AKRON, OHIO - August 1, 1928

Cachet: FIRST FLIGHT CLEVELAND LOUISVILLE, (small print in centre = C.A.M.16 AKRON, OHIO AUG.1, 1928)

POST OFFICE NEWFOUNDLAND ST.GEORGE'S 8 AUG 1928

Backstamped: NEW YORK, N.Y. - slogan cancellation - AUG 2 1928 2-PM

NEW YORK, N.Y. - VARICK ST. STA AUG 2 1928 4.30

POST OFFICE NEWFOUNDLAND ST.GEORGE'S 8 AUG 1928 (Rectangular cancellation.)

Handstamp on back: MAX L. BERENDES, 467 E. OAK ST., PORTLAND, OREGON

continued

INFORMATION WANTED: Max Berendes Covers continued:

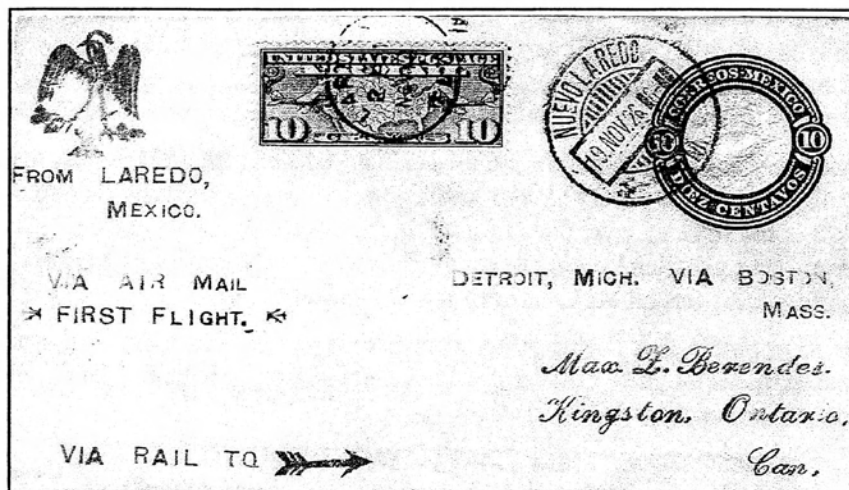
If one considers these two covers together, it looks like they have been mailed twice, and that Max Berendes re-used old covers from 1925 and 1927, to create exotic "Kingston to Kingston" and "St. George to St. George's" covers for the First Flight of CAM 16.

But if this is the case, what were the original covers before the CAM 16 flight?

- In 1925, Canadian postal rates still included the War Tax, so the 2 cents franking on the Kingston cover was just the drop letter rate. The domestic and U.S.A. rates were 3 cents, and the rate to Britain was 4 cents. So could this cover have travelled to Kingston, Jamaica in 1925?
- The 1 penny postage on the St. George cover seems low for a cover from the West Indies to Newfoundland, but there is no sign of any previous address on that cover.

But if Max Berendes was using previously cancelled, unaddressed covers for the C.A.M. 16 flight, how and why was he obtaining them?

To add to the mystery of Max Berendes and his covers, I have received two covers from John Johnson, that Max Berendes sent "Via Air Mail First Flight" from Mexico to Kingston, Ontario:



Front - Handstamps - FROM LAREDO, MEXICO (Blue ink.)

VIA AIR MAIL FIRST FLIGHT (Burgundy ink.)

DETROIT, MICH. VIA BOSTON, MASS. (Blue ink.)

VIA RAIL TO (Purple ink.)

Max. L. Berendes. Kingston, Ontario, Can. (Blue ink.)

Cancellations - Mexican postal-stationary envelope, Postmarked: NUEVO LAREDO 19 NOV 26

United States 10 cents airmail stamp cancelled: LAREDO TEX. NOV 19

Backstamped: CHICAGO AIR MAIL NOV 21 1926

KINGSTON ONT. November 23rd 1926 (Circular "postmark", and oval Post Office handstamp)

The second cover found by John, had a different franking, but all the same cancellations.

Although the cover states VIA AIR MAIL FIRST FLIGHT, this is not a First Flight Cover!

NUEVO LAREDO, MEXICO is just across the border from LAREDO, TEXAS. In November 1926, there was no air mail service to either town. - There was also no airmail service eastward from Detroit at this time, and Boston was only linked by air to New York.

This cover would probably have been trucked from NUEVO LAREDO to LAREDO; sent by rail from LAREDO to Fort Worth; then been flown to CHICAGO on airmail route #3, which had been inaugurated on May 12th 1926. - It could have continued from CHICAGO to DETROIT on airmail route #7, which had been inaugurated on February 15th 1926, but would then have continued to KINGSTON by rail.

Can anybody provide any information regarding these covers, and/or Max Berendes?

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

Unrecorded Flight 3101 Covers

Brian Wolfenden

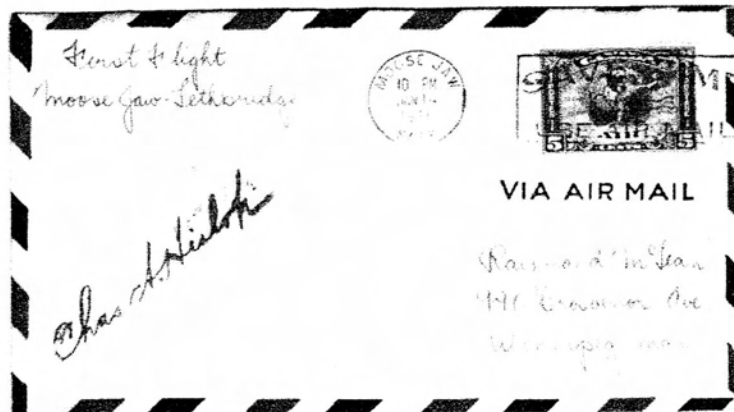
As everyone with *The Air Mails of Canada & Newfoundland* catalogue knows, air mail came to the Prairies on March 3, 1930, with air mail routes set up to fly the mails between Winnipeg, Regina, Moose Jaw, Medicine Hat, Calgary, Saskatoon, North Battleford & Edmonton. These flights provided collectors with 38 different cacheted first flight covers with covers being available for mail flown between every city listed above. These flights have catalogue numbers 3011 - 3011ak

Beginning January 15, 1931, Lethbridge was added to the Prairie air mail system, but first flight cachets were only available for mail flown between Lethbridge & Calgary (in both directions), and Lethbridge & Medicine Hat (in both directions). These have catalogue numbers 3101 - 3101c. Supplement 3 to the *AMCN*, (in the June 199 *Canadian Aerophilatelist*), listed number 3011d, the last direct flight between Calgary & Medicine Hat. This flight had no official cachet.

Unlike flights 3011, no mention is made of mail flown to Lethbridge from Winnipeg, Regina, Moose Jaw, Saskatoon, North Battleford or Edmonton. In a recent purchase, I discovered mail flown from Moose Jaw to Lethbridge; Winnipeg to Lethbridge; Saskatoon to Lethbridge; and Regina to Lethbridge. None of the covers have cachets, which is no surprise, as these are not official first flights as designated by the Post Office. If they had been, they would have had cachets. All the covers were prepared by Raymond McLean of Winnipeg, and he franked them all with the C2 air mail stamp, which pictures Mercury with a scroll in hand.

The Winnipeg, Moose Jaw and Regina covers are all postmarked Jan.14th 1931, while the Saskatoon cover is postmarked Jan.15th 1931. All 4 covers have a Lethbridge receiver on the back dated Jan.16th 1931, with a PM time mark. This is the same receiver that is found on the Medicine Hat to Lethbridge covers. This leads me to believe that these four unofficial flight covers all arrived in Lethbridge with the Medicine Hat mail, as the Calgary to Lethbridge mail was all back stamped Jan.15, 1931.

Mr. McLean also tried to obtain first flights going from Lethbridge to Winnipeg, Saskatoon & Moose Jaw. In this he was unsuccessful, as the covers all received the Lethbridge to Medicine Hat cachet & were all back stamped in Medicine Hat on Jan.16, 1931.



EDITOR'S NOTES: Thanks for passing on this information Brian.

I have checked with Dick McIntosh, and these covers will be added to Section 5 of *The Air Mails of Canada and Newfoundland* as: #3101e "Other Prairie points to Lethbridge (unofficial no cachets)".

And - the last time I checked with Brian, he still had these covers for sale.

Brian Wolfenden

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GOING THROUGH THE ICE - 1934

There are many references in the history of bush flying, to aircraft "going through the ice".

In his wonderful book *BENT PROPS AND BLOW POTS*, Rex Terpening provides both a vivid account of what it was like to actually go through the ice, and a description of what happened to the aircraft and mail afterwards.

But first...some background information:

We considered six inches of ice as the minimum for our ski-equipped aircraft as most of them had a gross weight of some 6,000 pounds. These included the Fokker Super Universal, the Fairchild 71, the Junkers W-34, and later the Norseman. A six-inch layer of ice could develop in a few days of weather in the -10 to -15°F range. If this freezing period was followed by a snowfall, however, and a few days of moderate temperatures of perhaps 10°F, then our safe six inches of ice could become a very unsafe four inches. One would think it a simple matter to cut a hole in the ice to measure the thickness, but there were human elements to confound this logic.

Thirst - a subject seemingly far removed from winter flying - was the first of these human elements. The hard-rock miners and the prospectors of the north had a great fondness for alcoholic beverages, particularly overproof rum, but in the '30s there were no liquor stores in the mining settlements of Yellowknife, Cameron Bay or Goldfields. Alcohol had to be ordered by mail and flown in as express shipments. Freeze-up, however, would temporarily cut off this flow, the last mail of the season probably being received from McMurray (or from Prince Albert in the case of Goldfields) by mid-October. Thus, by late November when the collective thirst of the populace assumed immense proportions, when housewives had become anxious for the arrival of winter clothes ordered from Eaton's catalogue (Eaton's being the one and only mail order outfit serving the north at that time), and when all of the magazines had been read and re-read time and again, an increasing clamour would arise for resumption of mail services. (Of course, by far the most important of these items were the gurgling parcels from the Liquor Control Board.) Flying weather and ice conditions were a matter of indifference to these citizens; those were problems for the pilots to solve.

The agent for the company holding the airmail contract would be under enormous local pressure to advise his company headquarters that the ice was, indeed, of the required thickness and safe for landing. Numerous locals were prepared to guarantee this. ("I'll put it in writing, Harry, if you don't believe me.") If the agent delegated the ice measuring - and such was often the case - then, like a fish story, the thickness of the ice would magically increase. A meagre five inches of ice might be reported as, "Okay, plenty of ice now, Harry - there's better than six inches. And Pete here was with me, isn't that right, Pete? The weather's clear and it's freezing hard tonight - it'll probably be eight inches by tomorrow." This report would be verified by numerous volunteer ice scientists, and pressure on the poor agent would become overwhelming.

Competition between the flying companies was also a very real and serious concern. If company A had the mail contract for a particular year, then company B would be almost certain to make the first flight after freeze-up, probably with a near-empty aircraft to guard against ice failure. Company B would then let this be known up and down the rivers and among the mining camps, intimating that, if they were the holders of the contract, the mail and express would arrive on schedule. This fact would also be emphasized to the postal authorities, particularly when the mail contracts were next re-viewed. The luckless agent was therefore caught in a squeeze-play. If local pressure overcame his better judgement, resulting in an aircraft through the ice, then he was partially blamed for the mishap. If his report was negative, but company B made a successful flight, he was still in disfavour with his own company and jeered at by the local Ice Advisory Committee.

My experience of being dunked occurred during freeze-up at Fort McMurray in late November 1934 while I was still serving my unpaid apprenticeship. Our maintenance staff was temporarily short-handed because of the expected transfer of another air engineer into the district, the transferee in this case

continued

GOING THROUGH THE ICE - 1934 by Rex Terpening continued:

coming from the Evergreen Playground on the West Coast. We strongly suspected that, being faced with a winter of below-zero weather, he was dragging his feet.

In this case, I was highly pleased with the delay as it meant that I would be temporarily placed on the payroll and have the opportunity of flying as crew on a couple of interesting trips. Don Goodwin, our chief mechanic, loaned me a few essential tools and located a spare sleeping bag. I was to go north with Rudy Heuss as soon as the ice in the Snye was of sufficient strength. Our aerial steed would be Fairchild CF-AAO.

During the afternoon two of our staff had checked ice thicknesses in various parts of the Snye, and it had been decided that there was just sufficient for departures the following morning. When the next day dawned the Snye was a scene of great activity. As these flights would be the first ones since freeze-up, we had our entire fleet of four or five aircraft ready for departure. All of them were in the process of being loaded with the usual mix of mail and express. I completed the engine heating on AAO, refilled the blow pots, added the oil, and then gave our senior agent, Fred Lundy, a hand with the final loading. The cabin of a Fairchild 71 was high and narrow, and Fred claimed priority over the use of any and all of it. He even looked upon engineers as necessary evils because of the cargo that they might displace. In the case of AAO on this particular morning the load was stacked nearly to the roof. However, we did have one passenger, and I'm sure that Fred had personally applied the tape measure to him beforehand. He was a young French priest making his inaugural trip into the north. Since he was slight in stature, I think Fred must have assessed our combined volume at something like one- and-a-half people because that was the amount of space he left for us.

Thanks to Fred, our loading was a bit of a shoehorn operation. My cabin companion, who spoke no English, stared at me in disbelief when I indicated the space allotment that was his. I gave him a hand to climb in, at the same time mentally shivering at the sight of his thick, leather boots. Even mukluk-clad, my own feet were frequently cool, and I could not imagine how this poor chap would be able to endure two or three hours with leather boots in an unheated cabin. Some readers may challenge me and state that the 71 cabins were heated. Well, they were - and they weren't. With the cabin fully loaded, we had to keep the cabin heaters closed to avoid scorching His Majesty's Mail. The engineer and the odd unfortunate passenger would then lie on top of the load, wedged between the cargo and the cabin roof. (Comfort can never be fully appreciated until one has spent a couple of hours lying upon a sack of cold-soaked Newhouse steel traps.) Any heat that reached our elevation was overflow from the cockpit heater, therefore second-hand and minimal. On this occasion our load was piled well above the cabin door handles and closing these from the inside an impossibility. Casey Van der Linden helped me to wedge my way in and did the honours with the hand crank. (Casey's real name was Cornelius but Casey had more of a transportation ring to it.)

As an ice break-through with a Junkers was not nearly the disaster that would be created with a high-winged aircraft, (as the low wing supported the fuselage, keeping it above water), our first departure aircraft would be one of our Junkers, AMZ, with Con Farrell and Frank Hartley on board. We were scheduled to be number two and were ready, with our engine running. AMZ roared past, just visible through the light fog. Knowing that our ice thickness was marginal, Con in his Junkers had made a wide and gradual turn at the end of the Snye, then taken off without stopping. Rudy, perhaps emboldened by Con's success - or lack of failure - executed a fairly short turn at slow speed. With my head wedged between the cabin roof and a case of Trumilk, I recall trying to project my eyeball downwards to get a glimpse out of the top of the cabin window. Then I realized that AAO seemed to be sitting in a depression in the ice. I contemplated this phenomenon for a matter of perhaps two seconds, then the answer came to me: we were going through the ice.

I do not remember whether or not we were moving at the time but we were submerged in a matter of seconds. Rudy was both busy and profane. With the water level rapidly approaching my bent eyeball, I realized that haste might be in order. Sliding my right foot between the mail sacks and the right-hand door, I located the handle and kicked it downwards. At the same time I applied pressure to the door to

continued

GOING THROUGH THE ICE - 1934 by Rex Terpening continued:

Cutting away the fabric covering of the AAO's fuselage to extract the cargo and bags of mail. A view to the east with the Clearwater River beyond.

displace the icebergs on the outside. Reaching backwards and getting a grip on my ecclesiastical friend, I launched myself in the direction of the solid ice. This, fortunately, was not far away and was solid enough for us to scramble onto. I never did learn whether or not my companion had taken time to square himself with the High Command before the abandon ship order was given. If so, there was certainly no impediment in his speech. He was hot on my heels - if this can properly describe a hasty trip through ice-cold water.

By this time Rudy was also up on solid ice and came around AAO in a wary circle to see how we were faring. We looked at one another in shared disgust and for similar reasons. "What a helluva way to start the winter season," remarked Rudy. His thoughts, no doubt, were on the three-cents-per-mile flight pay that his enforced idleness would cost him. My own monetary situation was also adversely affected to the tune of about \$3 per day, a fat salary in those days. It is also my recollection that I was not paid for the activities of that day, but then - those were the '30s. I was working for experience, and getting dunked was part of the curriculum.

McMurray being our home base, we had plenty of equipment and sufficient manpower for a salvage operation. As the water was relatively shallow, erecting a tripod was a straightforward operation and was completed on the day of the mishap. The following day AAO was pulled from the water with the chain hoist that was attached to the tripod and hung out to dry, the accumulated water being drained from the fuselage by cutting holes in the fabric. The mail bags and express shipments were removed, and some attempts were made to drain these and ensure that the labels were still legible. I never did learn what procedure was used for the first' class mail, though I suspect the letters were drained of surplus water, separated and re-frozen. They would then be placed in dry bags and stored in an unheated place to keep them in a frozen state until the next northbound flight. Maintaining the letters in a frozen condition until

continued

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GOING THROUGH THE ICE - 1934 by Rex Terpening continued:

they could be delivered would minimize the action of the water upon the writing, giving the recipient a fighting chance at receiving something legible.

The aircraft could not be lowered until sufficient ice had formed, so planks were laid down around the front of it. This provided a relatively safe platform for those working around it while the cabin load and the accumulated ice were removed, all of this through the cockpit door. We then had a most fortunate break in the weather - the temperature suddenly dropped into the -30°F range, ideal for making ice. To accelerate the freezing process, the snow was cleared from the ice in the vicinity of the aircraft and along a strip leading from the aircraft to the shore. We borrowed several hundred feet of heavy rope from the transport division of the HBC, sufficient to reach from the aircraft to a point near shore where the ice was thick. Our venerable tractor had been laid up for the winter, but as Ryan Brothers Transport was well equipped with good horses, Don Goodwin decided that a pair of hay burners would be a good substitute.

We only had to wait about three days for a sufficient depth of ice to form. A layer of planks was then laid under the skis to reinforce the ice where it was thinnest, and AAO was gently lowered onto this frozen pad. We removed the chain hoist and sawed off our tripod components as close to surface level as possible. A rope bridle was attached to the skis and extended to the shore where there was good footing for the horses. One of the Ryans' best teams was hitched to the tow rope and, with teamster Sammy Delorme in charge, they were ready for action. Normally a couple of us would have walked beside the rear fuselage, holding onto the lifting handles and pushing or pulling as necessary to maintain our course. In this case our path was bare, slippery ice, so instead we tied two ropes to the lifting handles, allowing the steersmen to walk to the sides where there was good footing in the snow. "Go ahead, Sammy!" called Don after a final check. The horses surged forward, and AAO shot toward shore at a brisk pace. We removed the tow rope, hitched the horses to the bridle, and before long AAO arrived at our hangar on the Snye Road.

Here the fuel was drained from the wing tanks, the wings removed, and the skis replaced by wheels. Because our workshop was heated by a wood-burning stove and gasoline fumes would create a distinct fire hazard, some of the fuel was also drained from the fuselage-mounted centre tank to avoid an overflow when the fuel expanded in the warmth of the hangar. The engine and the fuselage were covered with canvas tarps and heat was applied from a couple of blow pots to melt the remaining ice from around the engine, in the cabin and fuselage. Following this the fuselage was moved into the shop for final repairs.

Our first and most important job was to check the fuselage tubing to ensure that no water had penetrated because it would later freeze and split the tubing. The most time-consuming job was the extensive sewing and patching of damaged belly fabric, which required about four days and evenings of work. A replacement set of instruments had already been ordered from our main base at Winnipeg, and these were all installed.

The total lay-up time for AAO was relatively brief, only about 12 days.

For a most enjoyable account of what Rex Terpening was doing while AAO was being repaired, a description of the purpose and foibles of blow pots, and much, much more, read **BENT PROPS AND BLOW POTS** by Rex Terpening.

This book has already been reviewed twice in this newsletter. - The first time was by Mike Painter, in the March 2004 Canadian Aerophilatelist.

Then it received such an enthusiastic review in the Canadian Aviation Historical Society Journal by Bob Cameron, who described it as "*the best read on early Canadian bush flying that I have ever had*", that I reprinted his entire review in our December 2004 newsletter.

Now I have been informed that Rex's book has been re-printed in a soft-cover edition, and am very happy to bring it to members' attention again.

For more information contact: Harbour Publishing, P.O. Box 219, Madeira Park, BC V0N 2H0
Tel: 1-800-667-2988 Email: info@harbourpublishing.com

MEMBERS' FORUM 3 (iii)

AMCN SECTION 7 -

INTERRUPTED & CRASH COVERS OF CANADA AND NEWFOUNDLAND

This forum began in the September 2006 Canadian Aerophilatelist, and continued in the March 2007 newsletter.

Jim Graue and Mike Shand both sent me very thought-provoking responses to the item in the last newsletter. Jim pointed out that in addition to the three definitions I quoted from the *Glossary of Aerophilatelic Covers* published in the July 2002 Airpost Journal:

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.

there is also a fourth category that applies to this discussion:

Diverted Flight - Flight directed to an alternate landing point, i.e. diverted from the planned route, usually due to adverse weather conditions at scheduled landing site, but may be due to other reason (e.g. armed activity.)

This category broadens the scope of the definitions to include non-continuous flights where there was not an in-flight problem. However, the broader the scope of the definitions, the further one gets from the original term of CRASH COVERS. - How broad a scope do we want? Should Diverted Flights be included?

Among the issues raised in the last forum, were:

- 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?

Jim commented that:

Interruptions are pretty clear and I would not think they should be divided by some arbitrary means as "major" or "minor." Delays, on the other hand, can be major (days) or minor (minutes) and some discretion is called for, probably on the basis of "cause and effect," i.e., seriousness. There is obviously a "gray zone" where reasonable minds can differ.

I would be very pleased to receive more responses from readers on these issues.

In the last forum, I also quoted the definitions used in 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.

Mike Shand raised another issue, of what should be delayed: the aircraft or the mail?

He gave as an example:

I have a May 1937 cover noting the 1000th Flight by Imperial Airways with letter celebrating this flight on the flying boat *Castor*. But it didn't! When taxi-ing for take off, *Castor* bumped a yacht in Southampton and went back for repair. Mail flew to Australia on *Cygnus*.

If *Cygnus* had made up the time lost in transferring the mail from *Castor*, and had arrived in Australia on schedule, would this still be considered an interrupted flight?

Continued

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

A similar issue, but at the other end of a flight, was mentioned in the last newsletter:

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.

Should Alcock and Brown's flight be classified as an Interrupted Flight?

It is sometimes said that "definitions are for nitpickers". But how are we to deal with the fact that Alcock and Brown's flight is currently included in Section 7 of The Air Mails of Canada and Newfoundland, but not in Nierinck's Courrier Recupere* Recovered Mail - airplane crashes 1918-1978?

As Jim Graue said above, "reasonable minds can differ". - Do we want to develop definitions to guide the reasonable minds that will produce the next edition of The Air Mails of Canada and Newfoundland? Or shall we leave the catalogue editors to pick their own criteria?

Definitions are only one of the problems to be resolved before the next issue of The Air Mails of Canada and Newfoundland is produced.

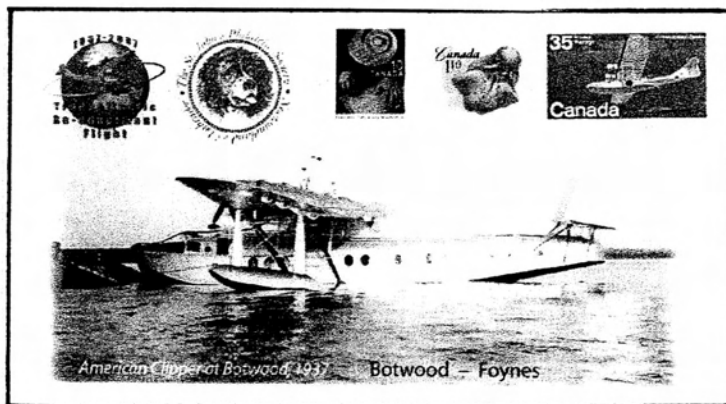
The incident of CF-AAO going through the ice, that was vividly described by Rex Terpening in the previous article in this newsletter, would be a crash according to both the previous definitions.

However, it is not recorded in Section 7 of AMCN. - Should it be?

In case anybody considers the answer to this question to be too obvious to merit discussion, there were some heated comments in The Airpost Journal back in 1996, as to whether or not crashes should be listed, if no mail from them had appeared on the philatelic market!

If you have any thoughts and/or opinions about definitions, and/or 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)

70TH ANNIVERSARY OF THE FIRST TRANSATLANTIC COMMERCIAL FLIGHT



The St. John's Philatelic Society is producing an official commemorative cover for the re-enactment of the July 6, 1937, first TransAtlantic experimental commercial flight - the Pan American Clipper III, from New York via Shediac, New Brunswick, and Botwood, Newfoundland, to Foynes, Ireland.

The re-enactment, using a Consolidated Canso aircraft, is part of the Botwood Flying Boat Festival (<http://www.flyingboatfestival.ca/>). The completed commemorative cover will feature a cachet photograph of the original clipper at Botwood, the signatures of the pilot and co-pilot, the official logo for the re-enactment, the St. John's Philatelic Society logo, post office cancels for Botwood and Foynes, and an insert with a brief history of the flying boat service at Botwood.

The re-enactment will take place on the anniversary date (July 6) from Botwood. The covers will be available once they are cancelled in Foynes and returned (before the end of July).

The covers will sell for \$25 each. Payment by cheque to the St. John's Philatelic Society. There will also be a postage and handling charge: \$1.00 Canada; \$1.50 USA; \$2.00 International.

To order covers, or for more information, please contact: Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7 [Email: goebel@nf.sympatico.ca]

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.

Canadian Aerophilatelic Stamp Collaterals

I have copies of these posters and brochures accompanying new Canada stamp issues for sale:

383 Silver Dart (poster, PS 14); 414 jet (poster, PS 14); 436 jet (poster, PS 14); 445 satellite (poster, brochure); 494 Alcock-Brown (poster, brochure); 843-846 flying boats (poster, brochure, very large poster); 873-876 military aircraft (poster, brochure); 903-906 Transport and training aircraft (poster, brochure, very large poster); 969-972 Bush aircraft (poster, brochure, very large poster); 1043 RCAF (poster, brochure, very large poster); 1046 space (poster, brochure, very large poster); 1145 Air Canada (poster, brochure); 1441 Anik / shuttle (presenting card only).

They are suitable for framing for hanging in the stamp den, or for accompanying exhibits. - Please contact: David G. Jones, 184 Larkin Dr., Nepean, Ont. K2J 1H9 [Email: commadore@sympatico.ca]

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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 September 1st.

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;
- 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)
OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

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

\$25.00 CDN for members Overseas, (or \$21.00 US, or 18 Euros, or 12 Pounds Sterling).

Payable to: The Canadian Aerophilatelic Society.

Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, or by PayPal in CANADIAN \$ to bjnepean@trytel.com

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.**

#314 Glenn Baechler	#290 Michael Deal	#228 William J. McCann
#313 Alastair Bain	#238 Cheryl Ganz	#368 Andrew McFarlane
#237 Michel Brisebois	#226 David Granger	#234 Kevin O'Reilly
#335 Peter Bulloch	#183 Robert A. Haslewood	# 95 Michael F. Painter
#172 Ivan R.W. Burges	#361 Walter Herdzik	#267 James H. Parker
#230 Canada's Aviation Hall of Fame	#347 Marge V. Hunt	#124 Reuben A. Ramkissoon
#348 Canada Aviation Museum	#284 John Irvine	#360 Stephen C. Robbins
#353 Chris Carmichael*	# 49 Jonathan L. Johnson Jr.	#363 Raymond Simrak*
#266 John F. Church	#149 Frank Kendle	#235 Dominique Tallet
#318 Martin S. Cole*	#324 H.Lealman MBE	#315 Reginald Targett
#345 David Coogle*	#308 Don Lussky	#254 John Webster
	#177 John Masella	

(* 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.