



THE CANADIAN AEROPHILATELIST

#72

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

September 2007

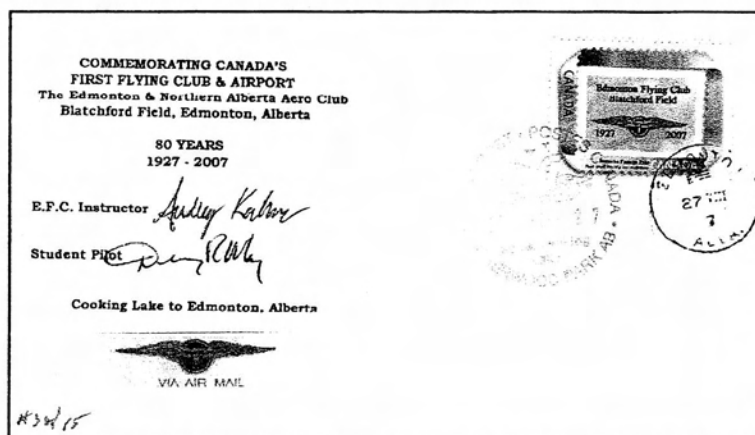
Volume XXIII, Number 3

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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PRESIDENT'S REPORT

Dear Aerophilatelists of the CAS :

Welcome to the Fall Season of CAS activities and the September issue of the Canadian Aerophilatelist, edited by our indefatigable Editor and Vice-President, Chris Hargreaves. Each issue brings forth new and interesting facts on Canadian Aerophilately. To all who supply Chris with the amazing array of researched stories on Canadian air mail history a sincere thank you. Each issue of the Canadian Aerophilatelist contains data well worth keeping for future reference. If you do not have a complete set of the Canadian Aerophilatelist, copies of back issues can be obtained from Gord Mallett for just the cost of photocopying and postage. Further details are available within the pages of this issue of our newsletter. (See page 4. Ed.)

The cause of the crash of the Snowbird Tutor aircraft at Great Falls, Montana, on May 18, 2007, in which Captain Shawn McCaughey, who flew position No.2 - Inner Right Wing was killed, was reported to be the seat belt buckle holding the pilot in position, becoming undone. Since Captain McCaughey was flying inverted for a special manoeuvre he fell out of his seat, lost control of the aircraft and crashed. This malfunction had happened previously to other pilots without an accident. Captain McCaughey was not as fortunate. He was killed in the crash. Shawn flew and autographed 30 of our 2006 Snowbird envelopes as pilot of No. 2 aircraft, Inner Right Wing. This was an unnecessary tragedy. The buckle has now been redesigned and replaced in all Tutor aircraft. We salute Captain McCaughey's memory.

Our 2007 autographed Snowbird covers were flown over the Peace Tower, Ottawa, Ontario at 12 noon on Sunday 1 July 2007. They should be returned to me by late October after the Snowbird Team returns to their home base at Moose Jaw, Saskatchewan. The prices are the same - a group of nine envelopes each autographed by a different pilot for \$55.00, and a single envelope signed by all nine pilots for \$30.00 Canadian. Each envelope depicts the formation of nine Tutors flying in a tight frontal approach formation. The crests of the Air Demonstration Squadron, the Snowbirds and the CAS are depicted on each envelope. A pair of the .52 cent Snowbird stamps, issued in 2006 commemorating the 35th Anniversary of the Snowbirds, is used on each envelope and hand stamped by the special Canada Post Snowbird cancellation. Those members interested in purchasing any of the Snowbird covers are invited to send in their order and cheque to me, payable to the CAS. Packaging and postage are included in the price of the Snowbird covers. There are 30 sets of nine covers prepared and 80 single envelopes with the nine signatures. Thanks for your support. Money raised is put towards the cost of printing the Canadian Aerophilatelist.

I wish all Aerophilatelists attending the unique "World Series of Philately Exhibition" at *Aerophilately 2007* at the American Philatelic Center, Bellefonte, Pennsylvania, the very best for their get together. Chris Hargreaves will be leading a delegation of CAS members to the Exhibition. I look forward to reading their report on the event.

Dick Malott

TORONTO DAY OF AEROPHILATELY

Saturday October 13th

Starts 12 noon at ROYAL*2007*ROYALE



The annual *Toronto Day of Aerophilately* is being held earlier this year, as part of ROYAL*2007*ROYALE, so that out-of-town members visiting the show get a chance to meet some of the Toronto area members, and we get to meet them.

We will have a room with display frames at the show from 12 to 1, and also plan to go somewhere for our usual eat-and-chat after the show.

ALSO: Brian Wolfenden is going to have a stand at ROYAL 2007, and is happy to act as "CAS co-ordinator" for the show. - If members say "Hi" to him when then arrive at the show, (particularly on Friday), he'll help members make contact with other members who they may not have met before.

ROYAL*2007*ROYALE is being held in the Queen Elizabeth Building at Exhibition place. It will be open from 10am to 6pm on Friday October 12th, 10am - 5pm on Saturday October 13th, and 10am to 4pm on Sunday October 14th. - Admission is \$5 per day, or \$10 for three days, but children under 16 are free.

The show is being organized by the Greater Toronto Area Philatelic Alliance, the Canadian Stamp Dealer's Association (CSDA), and The Royal Philatelic Society of Canada.

Events will include a Canada Post Breakfast on the Friday morning at 8:30 am, which includes the launch of a new set of stamps; a Court of Honour with 40 frames of great Canadian, award-winning collections, including CAS member Doug Lingard's *The 1939 Royal Train Postal Markings and Their Majesties' Tour of N.A.*; competitive exhibits, including Dave Hanes' *Canadian Air Mail Labels and Markings*, Neil Hunter's *Evolution of Airmail - Toronto, Canada*, and David Whiteley's *Airmail Services Available to the Canadian Post Office to Overseas Destinations Outside North America and Mexico 1927-1945*; and a Dealer Bourse of over 40 dealers from Canada, the US, and the UK.

And - Planning Ahead:

Royal 2008 will be held on May 16-17-18 2008 in Quebec City,
at the Hotel Gouverneur, 3030 Boulevard Laurier, Sainte Foy.

A number of Western CAS members are planning to visit ROYALE*2008*ROYAL, and to exhibit in the show. - The CAS will be organizing some aerophilatelic activities for the show, and we hope that many of our eastern members will visit it too.

For more information on ROYALE*2008*ROYAL go to their website at <http://www.royale2008.org/> or contact Royal 2008 Royale, Societe Philatelique de Quebec, Box 2023, Quebec, Quebec G1K 7M9

AEROPHILATELY 2007

Aerophilately 2007 is a one-time all Airmail, World Series of Philately exhibition that is being held October 19-21 at the American Philatelic Center in Bellefonte, PA.



SCHEDULE OF MEETINGS & TALKS/DISPLAYS - AEROPHILATELY 2007 - 19-21 OCTOBER

Thursday 18 October - Nutmeg Stamp Auction - Viewing of lots at Holiday Inn Express, State College					
Friday 19					
Show hours - 10:00 a.m. - 6:00 p.m. - Opening Ceremony at 9:45 a.m.					
10 - 11	11:15 - 12:15	12:30 - 1:30	2 - 3	3:15 - 4:15	4:30 - 5:30
Covers Across the Canadian-American Border Chris Hargreaves	Early Trans-Atlantic Airmail Developments David Crotty	Irish Airmails Karl Winkelmann	Fundamentals of Collecting Balloon Mail Maureen & Chris Lynch	East African Airmails Paul Magid	"The Jenny"- Production Variations of America's First Airmail Stamp Don David Price
Wine & Cheese Party - Hosted by Nutmeg & American Air Mail Society - 6:30 p.m. - Nutmeg Stamp Auction at Holiday Inn Express					
Saturday 20					
Show hours - 10:00 a.m. - 6:00 p.m.					
10 - 12		12:30 - 2:30	3 - 4:30	4:45 - 5:45	
FISA Congress Delegates should bring proxies by 9:30 a.m.		FISA Lunch - Gamble Mill, Bellefonte Tickets must be booked in advance by Sep. 20 th with Jackie Bekaert. Cost for spouses & non-FISA Delegates is \$27.00 per person	Judges' Critique	Air Crash Mail of Pan American World Airways Ken Sanford	
Awards Banquet - 7:00 p.m. - Nittany Lion Inn - tickets @ \$45.00 available in advance from kaerophil@gmail.com or at AAMS table FISA Lunch - Booking with Jackie Bekaert, Belgiëlaan 87, B-9070 Destelbergen, Belgium - Telephone & Fax +32 9 228 68 66					
Sunday 21					
Show hours - 10:00 a.m. - 3:00 p.m.					
10 - 11	11:15 - 12:15	12:30 - 1:30		1:45 - 2:45	
Astrophilately - China in Space Stefan Bruylants	FIP Aerophilatelic Judging Stephen Reinhard	Spanish Air Mails 1939-1946 Richard Saundry		The U.S. Beacon Air Mail Stamp -- Production and Usage Kent Kobersteen	

There will also be 200 frames of exhibits, as well as 12 dealers specializing in Airmail.

Would everybody who is reading this newsletter, and who is going to be at AEROPHILATELY 2007, please introduce themselves to your editor, Chris Hargreaves, at the show. - I would be delighted to meet you, and will also be pleased to help you meet up with other CAS members and readers.

I will be at the AAMS table from 1.30 to 2.00 on Friday October 19th, to facilitate making connections.

For more information about the show, check out the website at

http://www.americanairmailssociety.org/html/aerophilately_2007.html

or contact either the Show Coordinator - Jeff Shapiro, P.O. Box 3211, Fayville, MA 01745-0211, USA (email: coverlover@gmail.com), or your editor.

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett will supply a detailed index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or WordPerfect format, or by email) at no charge!

He will also supply copies of articles and/or back issues of the newsletter for the cost of the copying and postage.

For more information contact: Gord Mallett, #2 - 6909 Manning Place, Vernon, B.C. V1B 2Y6
Tel. (250) 549-6896. Email: gdmall@telus.net

WEBMASTER'S REPORT

There are a number of additions to the webpage since the June report:

- Dick Malott's exhibit "*Canadian Interrupted (Crash) Covers to, from, and within Canada, 1905-1984, by Canadian and Foreign Airlines*" has been added to the Members' Exhibits link.
- The CAS library has been added to the page.
- New material can be found in the CAS price list link.
- A new link to ROYALE 2008 ROYAL in Quebec City has been added.
- A new section of members classified ads is being added. These ads will duplicate those that currently appear in the newsletter, but will remain on the website for a year. Please check the site for details.

Our webcounter now stands at 826: it was at 662 in my last report

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

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

Steve Johnson

WESTERN CHAPTER REPORT

Eight people met for a meeting at CALTAPEX in Calgary on September 1st, including Basil Burrell who was visiting from the US, and was a most welcome guest.

Denny May described his successful earlier in the week, with the Edmonton Flying Club Anniversary covers. (See pages 12 and 13 in this newsletter for more details. Ed.)

The next major Anniversary coming up is the 80th anniversary of Prairie Airmail in 2008. There was a discussion about a Chapter project to commemorate this.

There was also talk about ROYALE 2008 ROYAL in Quebec, as many of the group plan to be there.

Our next scheduled meeting will be March 29th 2008 at the home of Jack McCuaig, in conjunction with the Edmonton Stamp Show.

There may also be a meeting in January. - For more information about this, and other Western Chapter activities, please contact Dave Brown: PO Box 2446, Blackfalds, AB T0M 0J0 - phone (403) 885-2744 - email: dgbrown_id@shaw.ca

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NEW BOOK

At the End of the Final Line by Patrick Campbell

There have been thousands of books written about airplanes, about their design, their operation, or about the people involved. Any number of anecdotes have been recounted, but it seems that few books have ever described the actual manufacture of aircraft.

This brief history of aircraft manufacture at Canadian Vickers, and its successor, Canadair, is a step toward redressing this omission.

The period covered is from 1923 to around 1984, so the Canadair Challenger is included, but not the later versions - the Regional Jets or the CL415.

This work was prepared as an input to a larger volume issued for the 50th anniversary of Canadair Ltd. The present book covers the manufacturing aspects up to the end of the final line. Photographs have been selected to illustrate the early years. (*From the Preface.*)

Patrick has decided to address a glaring omission in the literature of Canadian aviation history in describing the technology and processes used to manufacture aircraft from the early wood and fabric aircraft of the 1920s, up to the technology of the 1980s where aluminum and advanced metals, plastics, and composites are used.

Patrick has over 60 years experience in the building of aircraft in Britain and Canada, and remains active today in the Canadian Aviation Historical Society and the Canadian Aviation Heritage Centre, where aircraft that had a significant impact on Canadian aviation history are being re-built, and in some cases built from scratch according to the original blueprints. (*See story in our last newsletter. Ed.*)

I believe he is uniquely qualified to write the story of the manufacturing history of aircraft at Canadian Vickers and Canadair and hope that this book serves to inspire a new generation with its examples of world-class Canadian ingenuity, skills and workmanship. (*From the Foreward, by Jack Anderson.*)

Patrick is also CAS member #1! This book is a very enjoyable read, (48 pages), and view, (the text is followed by 58 large, nicely annotated photographs). It is available from Shoreline Press, 23 Ste-Anne, Ste-Anne-de-Bellevue, Quebec H9X 1L1, or at www.shorelinepress.ca - The book is \$21.95: postage in Canada is \$2.85.

EXPONET

According to the organizers:

The internet address <http://www.exponet.info> includes a permanent, international, non-competitive exhibition named EXPONET. It is intended as a public display of high quality exhibits of all philatelic areas and time periods.

The aim of the organizers of EXPONET is to provide a permanent presentation of high quality exhibits so as to facilitate on-line study for visitors throughout the world. We do not intend to compete with traditional classical exhibits, but rather to enable on-line viewing to everybody, regardless of distance, and thus take part in the support and propagation of philately.

The site currently contains 278 exhibits from 33 countries.

However, they are organized by the country of the exhibitor.

If anybody checks out the website, and finds some nice aerophilatelic exhibits, please tell your editor.

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!
203A Woodfield Drive, Nepean, Ontario K2G 4P2 (Email: www.brianwolfenden.com)

More Sources of Information

On Airmail Routes and Rates from Canada:

David Whiteley has done a lot of research on these topics, and summarised his findings in two monographs:

A Survey of Airmail Services Used by the Canadian Post Office from Great Britain and the United States: 1925 - 1942

The availability of air mail services to most parts of the world is taken for granted to-day. Many people do not realize that until 1935, North Americans had no access to regular air mail services to any countries other than the Caribbean and South America. Prior to 1935, North Americans wishing to communicate with their correspondents overseas were faced with surface transportation to Europe or to other countries that had domestic air mail services. Great Britain, France, Germany, Italy and the Netherlands were all actively developing long haul passenger and airmail services to most parts of the world. On the North American continent Pan-American Airways was developing services to the Caribbean, Central and South America, and on November 22nd 1935 Pan American Airways commenced its trans-Pacific service to the Far East, and eventually to New Zealand and Australia. Therefore persons in North America wishing to correspond with correspondents in Europe, Africa, the Middle East Asia, Australia and New Zealand by airmail could only do so through the developing long distance routes being pioneered by European airlines.

The Outbreak of the Second World War caused a rapid technological advance in aircraft design and ingenious and creative development of air transportation including airmail routes to service the needs of the war effort.

It is the purpose of this monograph to pull together much of the existing documented information which heretofore could only be found scattered amongst many primary sources, in house histories, and secondary material, into one place where the aero-philatelist can find the relevant information on routes available from Canada and the applicable rates. (*From the Introduction.*)

This monograph is 15 pages long, and includes several maps and illustrations of covers.

Airmail Routes and Rates from Canada during the War Years and Immediate Post War Period: 1939 - 1946

This article is a survey of the availability of airmail service from Canada to overseas destinations from 1939 to 1946, based mainly on information in the Canadian Post Office Monthly Supplements and Weekly Bulletins. Both commercial and military airmail routes and services are discussed. Airmail rates for first class mail have also been tabulated as has the availability of service during the allied advances and the immediate post war period. It should also be noted that from 1943 onwards as the allied forces advanced surface mail services from the U.K. were made available to liberated territories and to enemy territories as they were occupied by the allies.

The monograph includes a *Chronology of the Introduction of Airgraph Service from Canada: 1941-1945.*

This monograph is 36 pages long.

David has very kindly donated copies of these monographs to the CAS library.

He is also willing to sell copies of these monographs on a CD, price \$12.50 each, plus \$2.00 postage and handling. (Paper copies of the articles can be printed from the CD.)

For more information, please contact: David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6. (Email: davidwhiteley531@hotmail.com)

Questions about Underpaid Air Mail to Canada from Britain?

UK Tax Marks for International Mail 1875-2000 Usage and Listing

By Ken Snelson

This new book is being published by the author in association with the Postage Due Mail Study Group. This book is the first comprehensive study of the tax marks of the UK applied to underpaid international mail to meet Universal (originally General) Postal Union requirements. It covers the period from the formation of the GPU in 1875 to the late 1990s when the British Post Office stopped using tax marks. The book contains 180 pages (80 in colour) each 8 1/2 x 11 inches. It has plastic laminated covers with a spiral binding allowing it to sit flat when open for easy reference.

Part A describes the postal union regulations for underpaid mail, the application of these regulations by the British Post Office and the evolution of tax marks to indicate tax amounts to foreign postal authorities. This part includes colour illustrations of 128 covers at 70% full size, each with an explanation of the calculation of the tax amount in the UK, and the due amount in the country of destination. It consists of:

- Chapter 1 General Postal Union Period: 1875-79
- Chapter 2 Mail From Outside the Union
- Chapter 3 UPU Mail to World War II
- Chapter 4 Airmail to World War II
- Chapter 5 Usage from May 1, 1940 to October 2, 1966
- Chapter 6 Usage of Fractional Tax Marks from 1966

Part B lists all known UK tax marks.

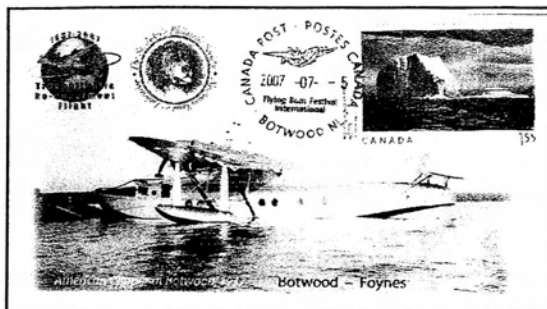
Part C includes tables of postal rates and tax indications, a bibliography and the index.

The price of this book is \$60, including postage within Canada. To order a copy, or to obtain information about distribution outside Canada, please contact:

Ken Snelson, 1000 King Street West #205, Toronto, Ontario M6K 3N1.

UPDATE:

70TH ANNIVERSARY OF THE FIRST TRANSATLANTIC COMMERCIAL FLIGHT



The planned re-enactment flight from Botwood to Foynes, described on page 30 of our last newsletter, had to be cancelled due to mechanical problems with one of the engines the Consolidated Canso aircraft. It is hoped to eventually replace the engine and complete the flight.

The two commemorative festivals, in Botwood and Foynes, went ahead. The pilot and event organizer went over to Ireland for the celebration, and took over the covers. The Foynes postmaster canceled them with a special cancel they had made for the event. The Botwood cancel is fancy as well. The covers look great, but they are not autographed.

They are now being sold for \$10 each, or three for \$25, plus a postage and handling charge of \$1.00 Canada; \$1.50 USA; \$2.00 International. - Payment by cheque to the St. John's Philatelic Society.

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]

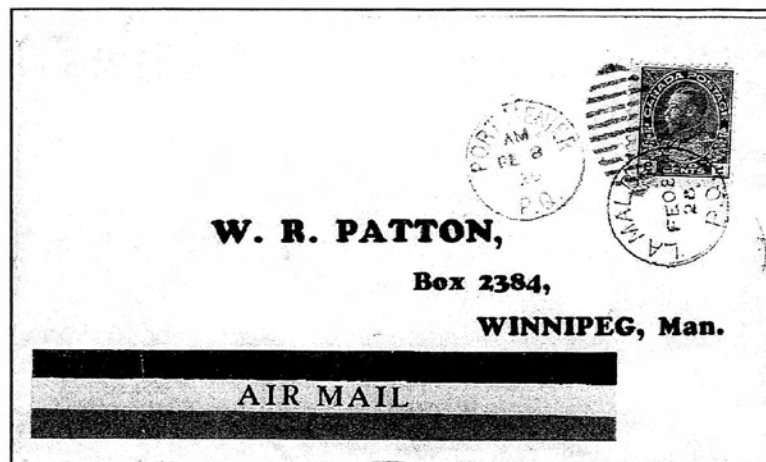
NEW CANADIAN DEFINITIVE STAMPS



A new series of low value definitive stamps featuring "Beneficial Insects" is going to be issued on October 12th. - The insects depicted are a ladybug, lacewing, bumblebee, dragonfly, and moth.

I think this is the first time that our low value definitives will not include a 2 cents stamp!

Things have changed a lot from the years when a 2 cents stamp would pay for an airmail letter:



AMCN #2805a - Flown from LA MALBAIE on the North Shore of the St. Lawrence River, via SEVEN ISLANDS, to PORT MENIER on Anticosti Island - February 8th 1928.

Backstamps indicate this cover flew back from Port Menier to La Malbaie on February 11th 1928, and it would then have continued from La Malbaie to Winnipeg by rail.

This was one of the early Canadian Post Office airmail services, to locations that were otherwise cut off during the winter. - No extra charge was made for any Post Office airmail services until August 1928.

When looking at this type of cover, I have sometimes wondered:

WHAT IS THE AIRMAIL COVER THAT HAS FLOWN / TRAVELLED THE FURTHEST DISTANCE FOR THE LEAST AMOUNT OF POSTAGE?

To mark the passing of the 2 cents definitive stamp, I invite all readers to send me a copy of their cover that has flown/travelled furthest for least.

Since the next newsletter is our annual **SEASONAL SPECIAL** issue, which normally features lots of short items, I would be delighted if members and readers would prepare a page featuring their furthest-for-least, add their name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a photocopy of it to me at 4060 Bath Road, Kingston, Ontario K7M 4Y4, to arrive by December 1st.

NEW CANADIAN FLIGHT COVERS

Nino Chiovelli recently arranged for some covers to be carried on the Snowbirds flypast for the Edmonton Grand Prix on July 22nd 2007.

He is currently waiting for some covers from the "Total" Arctic Expedition that were flown on the Russian built airship. Nino is also planning some covers as a souvenir of Col. M. Fournier's high altitude balloon jump, which will test an escape system being developed for astronauts aboard vehicles encountering problems while re-entering the earth's atmosphere, that is now scheduled for 2008.

These covers are all being given out as Member's Benefits to paid up members of Klondike Balloon Safaris (Club) or donated to local museums.

For more information about the covers, and/or joining Klondike Balloon Safaris (Club), please contact:

Nino Chiovelli, Secretary -Treasurer Klondike Balloon Safaris (Club), 14419 - 87 Street, Edmonton
Alberta T5E 3G6 (Email: nchiovel@telusplanet.net)

A TRADITION OF EXCELLENCE - 2nd Edition

Dan Dempsey's book A Tradition of Excellence - Canada's Airshow Team Heritage has been released in a second edition. This edition is essentially a reprint of the first edition, with 32 new pages that include the 2003 to 2007 Snowbirds as well as Canada's Hornet demonstration teams. Several civilian teams have also been added, including the Canadian Harvard Aerobatic Team, Victory Flight Formation Team, Fraser Blues and a tribute to the Canadian Warplane Heritage Museum that has been providing aircraft to airshows for 35 years.

The new book now features 768 pages and over 1,800 photos. Full details are on Dan's website.

For more information, contact:

Dan Dempsey, High Flight Enterprises Ltd., 1174 Sloan Terrace, Victoria, BC V8Y 3C4
www.CanadasAirshowHeritage.com

MEMBERS' FORUM 3 (iv)

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 and June 2007 newsletters.

I was very pleased to receive the following letter from Ken Sanford, to continue and expand the discussion:

Dear Chris,

I was interested in your article on the definition of crash covers in the June issue of *"The Canadian Aerophilatelist"*.

In my book *"Air Crash Mail of Imperial Airways & Predecessor Airlines"*, I included the following:

What is an air crash cover? There have been conflicting definitions written by different people over the years. Some aircraft have mishaps which result in delay or damage to the aircraft, but which cannot really be considered a crash, and the mail they are carrying is undamaged. Other aircraft have crashes, bad landings, fires, etc. where the mail may be damaged, but sometimes it is not. Such mail sometimes receives special markings by postal authorities, but sometimes it does not. For the purposes of this monograph, I have decided to closely follow the definition promulgated by the American Air Mail Society a few years ago. It is broken down into two slightly different situations, as follows:

Continued

MEMBERS' FORUM 3 (iv) - AMCN SECTION 7 - INTERRUPTED &**CRASH COVERS OF CANADA AND NEWFOUNDLAND, Letter from Ken Sanford continued:**

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

Interrupted Flight — A flight which is interrupted or delayed en route, resulting in an unscheduled or forced landing, usually due to adverse weather conditions or an aircraft mechanical problem. Flight continued later by the same aircraft, or to expedite mail, another aircraft.

Collectable mail from crashes or interrupted flights is that which is capable of identification by postmark(s) and routing, physical damage, special cachets, labels or official memoranda.

Old Definition — An Air Crash or Interrupted Flight Cover is one from a flight that crashes or has a mishap which damages the aircraft, to the extent that it cannot fly until repairs are made, or the aircraft has an interruption, delay or diversion which causes the mail to be damaged or delayed.

In your article, Mike Shand asks if covers from the 1,000th flight by Imperial Airways, which were on the "Castor", which collided with a yacht, should be considered "interrupted" mail. Under my definition, yes they should, and I did include the Castor incident in my book.

You also raised the question of whether the Alcock & Brown flight which ended up "nose down" in a bog can be considered a crash. Yes it can because the aircraft was damaged and was unable to continue, and they did not intend to crash land in a bog. They were intending to either land at an airport, or at least in a flat field where they wouldn't damage the aircraft.

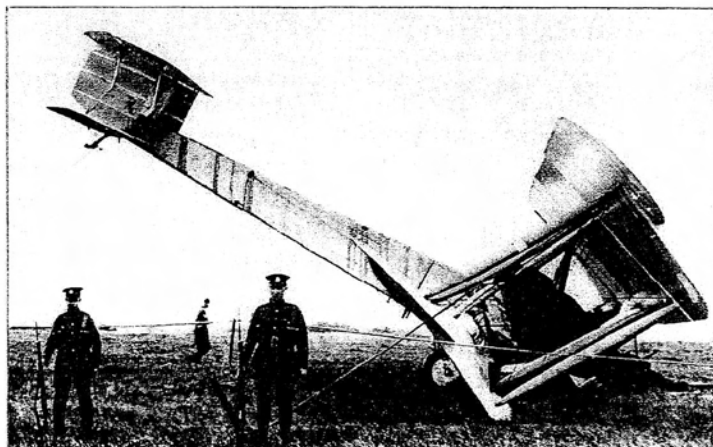
You also mentioned that the Alcock & Brown trans-Atlantic flight in June 1919 is not listed in Nierinck, but it is--in his second edition, volume 1, page 43.

And finally, regarding the aircraft CF-AAO going through the ice while taxiing for take-off from a frozen lake and, the flight was carrying mail but no covers have turned up in collectors' hands. It should be listed in "The Air Mails of Canada and Newfoundland", but in a section like that in the American Air Mail Catalogue, Volume one, starting on page 286, where crashes are listed from which no mail is known in collectors' hands.

Best regards,

Ken Sanford

**Alcock and Brown's
Vickers Vimy aircraft
after landing in Ireland,
after the first non-stop
Trans-Atlantic flight,
15th June 1919.**



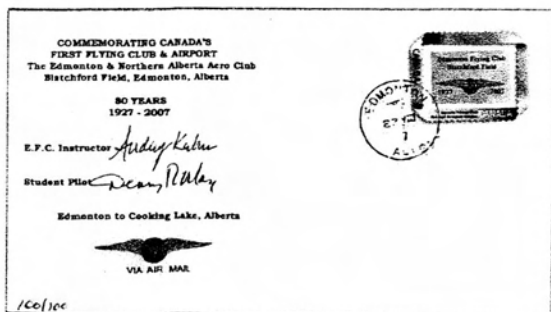
Some of Ken's comments that I found particularly interesting, were those about Alcock & Brown's flight. - Ken comments that this was a crash, and explains why. However, I think that since this was the intended end of their flight, (they thought that the people on the ground were waving them towards a good landing site, when they were actually waving them away from a bog), and the delivery of the mail was not affected by the rather vertical position their aircraft ended up in, I do not think this should be considered either a crash or an interruption!

So, it seems that there will still be discussions as to "What is a crash cover?", even if somebody came up with a definition that was universally accepted!

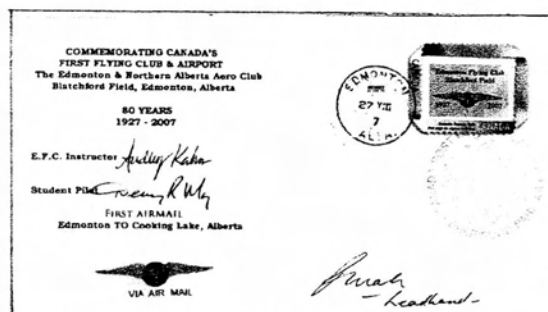
Many thanks to Ken Sanford, Jim Graue, and Mike Shand for their contributions to this Forum. - MORE OPINIONS ARE STILL MOST WELCOME.

COMMEMORATIVE COVERS for the 80th ANNIVERSARY of the formation of the *Edmonton & Northern Alberta Aero Club* and *Blatchford Field*, Edmonton.

→ On August 27th a commemorative flight took place to recognize the 80th anniversary of the formation of the Edmonton & Northern Alberta Aero Club and the 80th anniversary of the first flight into Blatchford Field in Edmonton. A special "picture post" stamp was produced using the original wings of the flying club, and a limited edition of 100 covers were carried on the first airmail flight between Edmonton's Blatchford Field and the Cooking Lake Float Plane Base 20 miles SE of Edmonton. EFC Instructor Audrey Kahovec & Denny May (son of W.R. "Wop" May - founder & first president of the ENAAC) flew the EFC Cessna 172. The covers were actually flown in both directions. A few extra covers were produced (with double face cancels) as presentation items to the Edmonton Flying Club, the Alberta Aviation Museum, key volunteers and Postmaster signed covers were presented to the Edmonton Post Office and the South Cooking Lake Post Office.



Flown Cover 100/100



Signed by Edmonton P.M. Poy Ling

One of the covers with double face cancels is shown on the cover of this issue of our newsletter.

PRODUCING THE COVERS, AND SOME BACKGROUND INFORMATION - comments by Denny May:

We had hoped to mail some covers directly from Cooking Lake but as the post office there is a Sub-Post Office of Sherwood Park it was very likely that they would all then get another Sherwood Park Cancel which would ruin the look of the covers. The Cooking Lake Postal Cancel was a special one produced for the 100th anniversary of the Province of Alberta. The Edmonton Postal Cancel is one of the old, original, Hammer Stamps - it will soon be removed from use due to the condition of the replaceable date stamps that are wearing badly.

100 of the first airmail covers (plus a few extras that were given as presentation items) were flown from Blatchford Field in Edmonton to the Cooking Lake airport. The Cooking Lake airport is located about 20 miles South East of Blatchford Field. These two airports were in use in 1927 - Cooking Lake Airport was the seaplane base.

Blatchford Field was first used as a landing field in the early 1920's - it was located on Portage Avenue (now Kingsway Avenue) and at certain times of the year was not as muddy as May Field (1 ½ miles to the West). In 1924 negotiations were started by the city of Edmonton to purchase the Hagman Farm for use as an airport. Ken Blatchford persuaded politicians to locate the Edmonton Aerodrome (the first licensed airfield in Canada) on the Hagman Farm. - The airport was named in his honour.

The field was licensed June 16, 1926 and the first official landing on the new airport was by "Punch" Dickins flying his Siddeley "Siskin" which landed on January 8, 1927 - it was one of two sent by the RCAF from High River for Cold Weather testing.

Continued

NOTES ON PRODUCING COVERS FOR THE 80TH ANNIVERSARY OF THE FORMATION OF THE EDMONTON & NORTHERN ALBERTA AERO CLUB AND BLATCHFORD FIELD, EDMONTON, by Denny May, continued:.

On August 27th 1927 a meeting was held to inaugurate the Edmonton and Northern Alberta Aero Club - my Dad Wilfrid R. "Wop" May was elected as the first President. This was Canada's First Flying Club!

A Group of forty-five men gathered at the MacDonald Hotel - among the group were a number of notable pilots including "Wop" May who was elected President, Jimmy Bell, Simon Yorke and John Sydnie were elected as Vice Presidents and Enoch Loveseth as Treasurer & James Bill as Recording Secretary. Edmonton East Liberal M.P. Ken Blatchford (former Edmonton Mayor) ran the meeting.

The first aircraft operated by the club was a D.H. "Cirrus" Moth which is now on display at the Alberta Aviation Museum at Blatchford Field in Edmonton.

As early as 1926 the west end of Cooking Lake was being used as a seaplane base and the shore of the lake as a place for floats, skis and wheels.

This first ever airmail flight between these two communities took place on August 27th 2007. - On the plane were Margaret & Denny May and Edmonton Flying Club Instructor Audrey Kahovec - I was the student pilot - I got my license in 1952 and let it lapse in 1983 - so this was a good opportunity for some dual flying time - I can still handle an aircraft!

At Blatchford Field that morning the ceiling was 300 feet & it was raining. Our 10:30 departure was delayed so we took off 1:20 PM in the cloud but it was sunny at Cooking Lake as we landed, and long enough for a photo, then we headed back to Edmonton & cloud - but it was a lovely flight in the Edmonton Flying Club Cessna 172 C-GVOR.

The mail was passed to me at the Edmonton Flying Club by Teresa Williams of Canada Post and received at Cooking Lake by Postmaster Debbie Cameron. All of the mail was returned at Cooking Lake and was flown back to Edmonton where it was received again by Teresa Williams.



On final to Cooking Lake



Debbie Cameron & Denny May at Cooking Lake



On Final to Blatchford Field

There are still a few covers left for sale, at \$6.00 each, including postage.

To order, or for more information, contact : Denny May, PO Box 53083, RPO Glenora, Edmonton, Alberta B5T 5N4A8 (E-MAIL: maycroft@shaw.ca) Payment can be made by cheque, payable to Denny May, or by PayPal - email Denny for details.

The description on the previous page is from the updated version of Denny May's book: **AIR MAIL IN ALBERTA 1918 TO 2007** This book is 36 pages, 8 1/2 x 11 inches, well illustrated with airmail covers & a few photos + an index, and was glowingly reviewed in our December 2006 newsletter. - It documents airmail flights in Alberta from the first on July 9th 1918 by Katherine Stinson, until the latest in August 2007. The book also contains information on flights not catalogued before, as well as those identified in other sources.

The book is available in 2 different formats:

Prices include first class postage

	Canada	USA	International
* A CDR with a pdf in full color - you can print your own copy @	\$ 6.00	US \$ 7.00	US \$ 10.00
* A full color printing - wireless bound @	\$ 40.00	US \$ 45.00	US \$ 55.00

Order from Denny May at the address above.

70th ANNIVERSARY of AIR CANADA

Happy Birthday!

The April 2007 edition of Air Canada's in flight magazine, enRoute, contained some special anniversary articles. This section was introduced with the comments:

Fast-Forward: Celebrating 70

How time flies! Back in 1937, Trans-Canada Air Lines launched its first commercial flight when a Lockheed 10A Electra took off from Vancouver bound for Seattle, carrying just two passengers and mail. Seventy years later, Air Canada looks forward to the launch of the newest aircraft to join its fleet, the state of the art Boeing 777-333 ER.

The Boeing 777-333ER can carry 349 passengers over a range of 14,594kms! - There were some very nice pictures of the BOEING 777 in the magazine, but in a blue ink that won't reproduce in this newsletter.

Forward Thinking



1930s / Années 1930

Trans-Canada Air Lines was one of the first airlines to outfit its entire fleet of unpressurized aircraft with **fixed oxygen systems** - rebreathing bags - for its flight crew and passengers. → Les Lignes aériennes Trans-Canada sont une des premières à équiper tout leur parc d'appareils non pressurisés d'un **système d'oxygène fixe** (sacs à recirculation d'air) à l'usage de l'équipage et des passagers.

1958

The **multichannel flight recorder** was pioneered by Trans-Canada Air Lines and installed on DC-8 and Vanguard aircraft. It led to the development of the more powerful multichannel recording system, commonly known as the black box.

→ L'enregistreur de vol multivoie est mis au point par les Lignes aériennes Trans-Canada et installé sur des DC-8 et des Vanguard. Ce dispositif, développé et amélioré par la suite, est l'ancêtre de ce qu'on appelle aujourd'hui communément la boîte noire.



1960

Trans-Canada Air Lines was the first carrier to use the super-efficient **bypass engine** in civil aircraft operations.

→ Les Lignes aériennes Trans-Canada sont les premières à utiliser le très efficace **réacteur à double flux** dans l'aviation civile.

1961

Reservations were on their way to becoming fully automated; the airline implemented the first stage in the **automation of the reservation inventory**, a world first. → Les Lignes aériennes Trans-Canada donnent le coup d'envoi à l'**informatisation des réservations**, une première mondiale qui fera tache d'huile.



1963

Cargo gets moving as Trans-Canada Air Lines' DC-8 aircraft becomes the world's first **jet freighter**. → Premier avion-cargo à réaction au monde, le DC-8 est d'abord exploité par les Lignes aériennes Trans-Canada.

1963

Productivity goes up and maintenance costs go down as Trans-Canada Air Lines becomes the first major carrier to boast a highly efficient **all-turbine fleet**. → Les Lignes aériennes Trans-Canada sont la première grande société aérienne au **parc aérien entièrement turboréacteur**, d'où une maintenance moins chère et une productivité accrue.



1987

Butt out! Air Canada is the first airline in the world to introduce a systemwide **non-smoking policy**. → Air Canada est la première société aérienne à déclarer l'**interdiction de fumer** sur tous ses vols.



70th ANNIVERSARY OF AIR CANADA continued:

From the very beginning, Trans-Canada Air Lines and Air Canada have been at the forefront of the airline industry, leading the way with dozens of industry firsts. From multichannel flight recorders to multi-trip flight passes, innovative ideas have kept the airline on the industry's leading edge. Take a look at some of the highlights.

**1990**

The **Airbus A320** takes off in Canada as Air Canada becomes the first Canadian carrier to operate the aircraft. → L'A320 d'Airbus prend son envol. Air Canada est le premier transporteur aérien au pays à mettre cet appareil en service.

**1999**

Check-in becomes that much easier as the first **self-service check-in kiosks** are unveiled at Canadian airports. → S'enregistrer devient un jeu d'enfants quand les premières **bornes libre-service** sont installées dans les aéroports canadiens.

1992

Reach out and call someone: Air Canada is the first airline to offer **telephones within arm's reach** aboard all aircraft to all its customers. → Allô, c'est moi! Air Canada est la première société aérienne à offrir le **téléphone de bord à portée de la main** à tous ses clients, dans tous ses appareils.

**2000**

Air Canada and Star Alliance member United Airlines team up to introduce the world's **first interline electronic ticket**. → Air Canada et United, membre Star Alliance, proposent conjointement le tout premier **billet électronique intercompagnies**.

2003

Air Canada is the first North American carrier to **simplify its fare structure** for bookings made online across its entire domestic network. → Air Canada est le premier transporteur nord-américain à **simplifier sa tarification** pour les réservations faites en ligne sur l'ensemble de son réseau au pays.

1995

The **electronic ticket** makes its Canadian debut as Air Canada tests it on select domestic routes. By 1996, it's phased in across Canada and on transborder routes. → Air Canada teste le **billet électronique** sur certains vols intérieurs. En 1996, son usage est généralisé à toutes les destinations canadiennes et aux liaisons transfrontalières.

**1996**

Air Canada is the first North American carrier to operate the **Airbus A319**. → Air Canada est le premier transporteur nord-américain à mettre en service l'A319 d'Airbus.

2004

Air Canada's conveniently self-managed online **multi-trip flight passes** are an industry first, leading to the recent creation of the first-ever fixed monthly payment subscription passes for unlimited travel. → Commodément gérées en ligne, les **passes multivols** d'Air Canada, une première dans le milieu, débouchent sur les toutes premières passes pour voyages illimités à facturation par abonnement et à paiements mensuels fixes.

**1997**

Air Canada **webSaver™** introduces e-mail sell-offs – last-minute booking deals – becoming the first airline to offer this service. → Avec ses **cyberAubaines™**, Air Canada est la première société aérienne à proposer des liquidations par courriel, ou aubaines de dernière minute.

**2005**

Air Canada is the first carrier to introduce **personal seatback entertainment systems** in smaller jet aircraft for short-haul flights. → Air Canada est le premier transporteur à proposer un **système de divertissement individuel** dans ses petits appareils affectés aux vols court-courrier.

1997

Air Canada is a founding member of **Star Alliance™**, the first truly global airline alliance. Star Alliance celebrates its 10th anniversary in 2007. → Air Canada est membre fondateur du réseau **Star Alliance™**, première alliance planétaire de sociétés aériennes, qui fête aujourd'hui ses 10 ans.

2006

Air Canada's innovative **la carte fare options** available at aircanada.com™ allow customers to fly their way: you can pay for the extra perks you want and get discounts for those you don't. → Les **options tarifaires à la carte** proposées à aircanada.com™ vous permettent de voyager à votre gré: vous payez pour les extras que vous voulez et profitez de remises pour ceux que vous ne voulez pas.

Continued

70th ANNIVERSARY OF AIR CANADA continued:

The enRoute magazine also included this intriguing copy of the TCA schedule from November 1939:

> canadian and transborder routes: 1939
> vols intérieurs et transfrontaliers: 1939

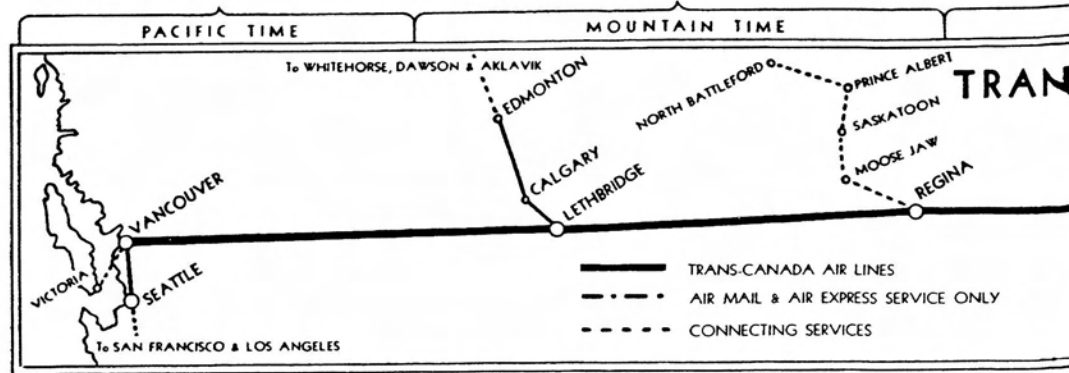
Crossing Canada La traversée du Canada

After launching commercial service on September 1, 1937, between Vancouver and Seattle, Trans-Canada Air Lines was looking to expand and began transcontinental passenger service with the 14H-2 Super Electra on April 1, 1939. Eastbound and westbound flights between Montreal and Vancouver included stops in Ottawa, North Bay, Kapuskasing, Winnipeg, Regina and Lethbridge. → Après avoir assuré leur première liaison commerciale le 1^{er} septembre 1937, entre Vancouver et Seattle, les Lignes aériennes Trans-Canada, souhaitant prendre de l'expansion, ont inauguré le 1^{er} avril 1939 un service transcontinental sur un Super Electra 14H-2. Les vols entre Montréal et Vancouver faisaient escale à Ottawa, à North Bay, à Kapuskasing, à Winnipeg, à Regina et à Lethbridge.

1939	Distance*	Duration Durée	Flights Daily Vols/jour.	Aircraft Appareils
Vancouver Seattle	190 km 120 mi	55 min	2	Lockheed 14H-2 Super Electra
Montréal Vancouver	3800 km 2400 mi	17 h 10 min	1	Lockheed 14H-2 Super Electra
Toronto Winnipeg	1800 km 1100 mi	7 h 55 min	1	Lockheed 14H-2 Super Electra
Montréal Toronto	500 km 300 mi	2 h 45 min	2	Lockheed 14H-2 Super Electra

2007	Distance*	Duration Durée	Flights Daily Vols/jour.	Aircraft Appareils
Vancouver Seattle	190 km 120 mi	50 min	5	Dash 8
Montréal Vancouver	3700 km 2300 mi	5 h 15 min	4	Airbus A320, A321, Boeing 767
Toronto Winnipeg	1500 km 900 mi	2 h 30 min	9	Airbus A319, A320, CRJ705
Montréal Toronto	500 km 300 mi	1 h 10 min	Up to 25 Jusqu'à 25	All types Tous types d'appareils

* Distances vary according to flight path (actual route).
* Écarts dus à des trajectoires de vol différentes.



MONTREAL-WINNIPEG-VANCOUVER-VICTORIA TRIP SCHEDULES—DAILY

Westbound—Read Down				Eastbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 1	Time	Trip No.	Trip No.
1	1	1	0	Lv Montreal	Ar EST	12.15 PM	2
9.00 PM	110	Ar Ottawa	Lv	11.15 AM	11.25 AM	11.25 AM	3
9.50 PM	307	Ar North Bay	Lv	9.50 AM	9.50 AM	9.50 AM	4
10.00 PM	575	Ar Kapuskasing	Lv	7.50 AM	7.50 AM	7.50 AM	5
11.25 PM	870	Ar Winnipeg	Lv	6.41 AM	6.41 AM	6.41 AM	6
11.40 PM	1242	Ar Regina	Lv	3.25 AM	3.25 AM	3.25 AM	7
1.25 AM	1575	Ar Lethbridge	Lv	12.20 AM	12.20 AM	12.20 AM	8
1.35 AM	1942	Ar Vancouver	Lv	10.05 PM	10.05 PM	10.05 PM	9
3.20 AM	2411	Ar Victoria	Lv	9.50 PM	9.50 PM	9.50 PM	10
4.55 AM							
5.10 AM							
6.25 AM							
6.35 AM							
8.55 AM							
9.10 AM							
11.10 AM							

TORONTO-WINNIPEG-VANCOUVER-VICTORIA TRIP SCHEDULES—DAILY

Westbound—Read Down				Eastbound—Read Up			
Trip No.	Trip No.	Trip No.	Miles	Table No. 2	Time	Trip No.	Trip No.
21	21	21	0	Lv Toronto	Ar EST	11.15 AM	22
10.00 PM	187	Ar North Bay	Lv	9.55 AM	9.55 AM	9.55 AM	23
11.20 PM							
1.10 AM							
1.25 AM	455	Ar Kapuskasing	Lv	7.50 AM	7.50 AM	7.50 AM	24
1.35 AM	750	Ar Winnipeg	Lv	6.41 AM	6.41 AM	6.41 AM	25
3.20 AM	1122	Ar Regina	Lv	3.25 AM	3.25 AM	3.25 AM	26
4.55 AM	1455	Ar Lethbridge	Lv	12.20 AM	12.20 AM	12.20 AM	27
5.10 AM	1822	Ar Vancouver	Lv	10.05 PM	10.05 PM	10.05 PM	28
6.25 AM	2291	Ar Victoria	Lv	9.50 PM	9.50 PM	9.50 PM	29
6.35 AM							
8.55 AM							
9.10 AM							
11.10 AM							

TRAVEL BY AIR—SEE MORE—DO MORE
TCA Schedule Nov. 1, 1939

VANCOUVER-SEATTLE TRIP SCHEDULES—DAILY

Southbound—Read Down				Table No. 3	Time
Trip No.	Trip No.	Trip No.	Miles		
6	4	0	Lv Vancouver	Ar PST	
7.05 PM	11.45 AM	122	Ar Seattle	Lv	
8.00 PM	12.40 PM				

EDMONTON-CALGARY-LETHBRIDGE TRIP SCHEDULES—DAILY

Southbound—Read Down				Table No. 4	Time
Trip No.	Trip No.	Trip No.	Miles		
8	10	0	Lv Edmonton	Ar MST	
6.40 AM	7.35 PM	175	Ar Calgary	Lv	
7.50 AM	8.45 PM				
8.00 AM	8.55 PM				
8.50 AM	9.45 PM	288	Ar Lethbridge	Lv	

MONCTON-MONTREAL-OTTAWA TRIP SCHEDULES—DAILY

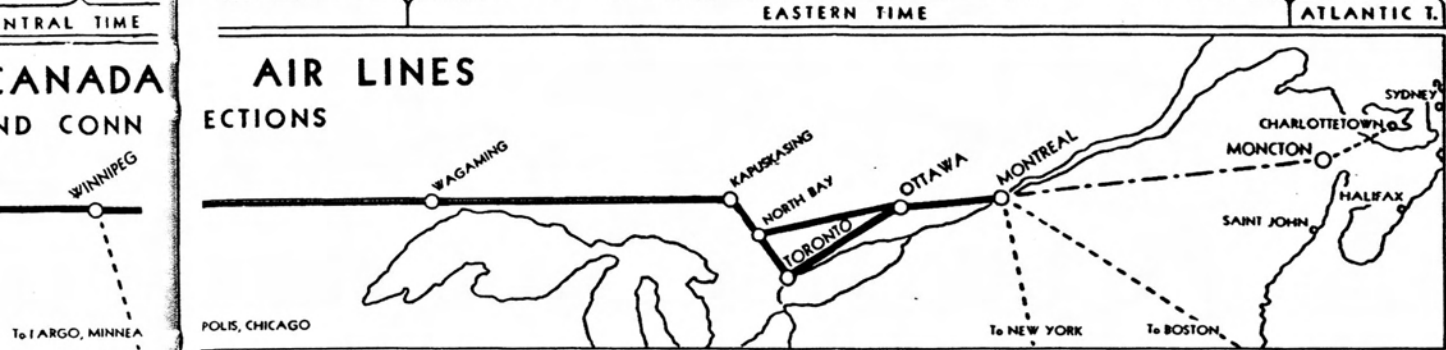
Westbound—Read Down				Table No. 5	Time
Trip No.	Trip No.	Trip No.	Miles		
23	22	11	0	Lv Moncton	Ar AST
13.00 PM		428	Ar Montreal	Lv	EST
14.45 PM		538	Ar Ottawa	Lv	
6.00 PM	8.30 AM				
6.50 PM	9.20 AM				
7.00 PM	9.55 AM				
8.45 PM	11.15 AM	764	Ar Toronto	Lv	

Direct connection is made for passengers from Provinces at St. Hubert Airport (Montreal) National Railways' "Ocean Limited" to for Ottawa and Toronto. The "Ocean" stop at the Airport to discharge through.

* Flag stop only.
Or after arrival of Trans-Canada Air Lines
X Air Mail and Air Express only between Montreal.

AIR EXPRESS SAVES DAYS

70th ANNIVERSARY OF AIR CANADA continued:



CONDENSED SCHEDULES — Table No. 6

AIRLINE CONNECTIONS IN CANADA

TO AND FROM — VANCOUVER — EDMONTON — REGINA — WINNIPEG — MONTREAL

FOR TRANS-CANADA AIR LINES' SCHEDULES SEE TABLES 1, 2, 3, 4 and 5.

VANCOUVER—Connect with Canadian Airways, Yukon Southern Air Transport Ltd. and Ginger Coote Airways for: Victoria and other Vancouver Island and B.C. Coast Ports of call, also Zeballos, Williams Lake, Quesnel, Prince George, Fort St. John, Whitehorse, Dawson, Germansen Landing-Fort St. James and Ware.

EDMONTON—Connect with Mackenzie Air Service, Canadian Airways and Yukon Southern Air Transport Ltd. for: McMurray - Goldfields - Ft. Smith, Resolution - Yellowknife - Port Radium - Coppermine, Resolution - Simpson - Norman - Aklavik - Herschel Is. - Gordon Lake, Peace River - Vermilion, Fort St. John (Connect with Ginger-Coote Airways from Vancouver - Prince George) Ft. Nelson, Whitehorse (connect with White Pass & Yukon Route for Dawson, Fairbanks and Yukon).

REGINA—Connect with Prairie Airways for: Moose Jaw, Saskatoon, Prince Albert and North Battleford. Connect at Prince Albert with Canadian Airways and M. & C. Aviation Co., for: Lac La Ronge, Ile a La Crosse - LaLoche, Fond du Lac - Goldfields - Ft. Smith (Connect with Canadian Airways, Mackenzie Air Service, Yukon Southern Air Transport).

WINNIPEG—Connect with Canadian Airways Ltd., Wings Limited and Starratt Airways and Transportation Ltd., for:

Berens River - Cross Lake - Island Lake - McKenzie Island - Gods Lake - Ilford - Sachigo River, Beresford Lake, Red Lake - Kenora - Goldpines - Hudson - Uchi Lake - Sioux Lookout - Central Patricia & Pickle Crow and other Central Manitoba and Northern Ontario mining centres.

Also connect at Winnipeg with Canadian National Railways for The Pas or Flin Flon, Man., connecting with Arrow Airways for: Cumberland House - Sturgeon Landing, Herb Lake, Sheridan, Cranberry Portage, Pelican Narrows and Island Falls.

Connect with Northwest Airlines for Fargo, St. Paul - Minneapolis and Chicago.

MONTREAL—Connect with Canadian Airways and Dominion Skyways for service to all Northern Quebec mining centres, also Quebec Airways weekly service to Rimouski in connection with incoming and outgoing ocean liners.

Connect with Canadian National Railways for Moncton thence Canadian Airways for Summerside, Charlottetown, Saint John and Halifax. (Service Saint John-Halifax direct via Maritime Airlines).

Connect with Canadian Colonial Airways for New York, also Central-Vermont Boston-Maine Airways for Burlington, Barre-Montpelier, Concord, Manchester and Boston.

Note:—Schedules and fares to various points mentioned on other Canadian airlines will be furnished at any Trans-Canada Air Lines office upon request.

AIR LINE CONNECTIONS IN THE UNITED STATES

TO AND FROM AIRPORTS AT CITIES LISTED

Table No. 7. Via Seattle, Wash.

READ DOWN		Via Trans-Canada Air Lines to Seattle Also service by United Air Lines.		READ UP	
7.05 PM	11.45 AM	Lv. VANCOUVER.....(PST) TCA Ar.		10.55 AM	5.40 PM
8.00 PM	12.40 PM	Ar. SEATTLE..... " " Lv.		10.00 AM	4.45 PM
8.50 PM	3.00 PM	Lv. SEATTLE.....(PST) UAL Ar.		7.52 AM	6.37 PM
9.55 PM	4.05 PM	Ar. PORTLAND..... " " Lv.		6.47 AM	5.30 PM
2.33 AM	8.35 PM	Ar. SAN FRANCISCO... " " Lv.		2.11 AM	(Oakland)
5.34 AM	10.55 PM	Ar. LOS ANGELES.....(PST) UAL Lv.		11.05 PM	

Via Winnipeg, Man.

From Vancouver	From Montreal	(For Complete Trans-Canada Air Lines' Schedules, see Tables 1, 2, 3, 4 & 5.)	For Montreal	For Vancouver
3.10 AM	4.55 AM	Ar. WINNIPEG.....(CST) TCA Lv.	3.25 AM	5.10 AM
5.00 PM	5.15 AM	Lv. WINNIPEG.....(CST) NWA Ar.	3.55 AM	9.55 AM
8.45 PM	9.00 AM	Lv. MINNEAPOLIS.....(ST. PAUL) " " Lv.	12.10 AM	6.15 AM
11.40 PM	11.25 AM	Ar. CHICAGO..... " " Lv.	9.30 PM	3.30 AM

Via Montreal, Que.

From Vancouver		(For Complete Trans-Canada Air Lines' Schedules, see Tables 1, 2, 3, 4 & 5.)				For Vancouver	
12.15 PM		Ar. MONTREAL (EST) TCA Lv				9.00 PM	
2.00 PM	7.00 PM	Lv. MONTREAL (EST) CCA Ar				8.30 PM	5.10 PM
4.10 PM	9.30 PM	Ar. NEW YORK (Newark Airport) (EST) CCA Lv				6.20 PM	3.00 PM
9.00 AM		Lv. MONTREAL (EST) BME Ar				4.57 PM	11.52 AM
11.30 AM	5.15 PM	Ar. BOSTON " " Lv				2.30 PM	9.25 AM

AIR MAIL

Air Mail is fast and economical. In less than twenty-four hours, a letter can travel from East or West, the full span of the Dominion, for only 6¢ an ounce. Connecting air lines are available to fly it to any corner of Canada, or to many cities of the United States.

Air Mail letters do not have to be posted in a special letter box, but may be dropped in the same receptacle as ordinary letters. Simply mark your envelope "Via Air Mail" and affix ordinary postage stamps.

SEND YOUR LETTERS VIA AIR MAIL

ASK FOR AIR MAIL REPLY

Continued

70th ANNIVERSARY OF AIR CANADA continued:

Looking back, but also looking forward 60 years ago! - Many thanks to Steve Neulander, who sent me this article from Air Transport, December 1947, written for the 10th Anniversary of Trans-Canada Air Lines:



At TCA School. War veterans study radio directional equipment at Winnipeg training headquarters. A major job has been done in training veterans, women as well as men, for various duties with the Canadian airline.

Chosen Instrument Makes Good—In Canada

VISITING THE AIRLINES XVII

Our good neighbor seems satisfied that a monopoly airline controlled by a government railroad is the answer for air transport—So Trans-Canada marks a Tenth Anniversary with world-wide expansion plans.

By James Montagnes

AIRLINES IN THE U. S. are perturbed over three special bogeys—government ownership, chosen instruments, and railroads (or other surface carriers) in the air transport business. Trans-Canada Air Lines, which seems to have made good with the Canadians, is a combination of all these favorite fears of U. S. operators. It was incorporated by Act of Canada's Parliament in Apr. 1937. A majority of the

stock must be held by the government-owned Canadian National Railway System. Actually, the railroad is still the only shareholder, since Canadian Pacific Air Lines refused to have any stock when it was offered. To complete the surface-air tieup, the CNR and TCA share a number of important administrative officers. They have the same company secretary, treasurer, comptroller, public relations director, chief architect, general manager of express, and chief medical officer.

TCA's growth since its inception is

in line with long-range planning. First a solid inter-city service was built. Then there was a branching out to cover routes into the U. S. Wartime necessity, however, started operation of a trans-Atlantic service ahead of schedule, hastening expansion to other continents. Sometime in the early months of '48, service to Bermuda, the West Indies, and South America is expected to start, in addition to flights to Australia and New Zealand via Honolulu.

No Competitors

This is an airline that can plan its expansion because it knows exactly where it wants to go—and is going. It has no competitors when asking for a new route at Ottawa. It is the sole operator of international air services originating in Canada. When Canada discusses reciprocal air arrangements with other countries, Canadian spokesmen make the arrangements for TCA.

CHOSEN INSTRUMENT MAKES GOOD IN CANADA, *Air Transport* magazine, December 1947, continued:

◆ **Stewardess Class.** School for stewardesses at Winnipeg is continually filled. This group is first postwar class to be graduated. Many of girls served in Canada's armed forces.

ment was then, and has been since, American-born C. D. Howe, then Minister of Transport. During the war he was Minister of Munitions & Supply and is now Reconstruction & Supply Minister. He has retained control over airline as well as radio developments, despite his frequent changes in the Canadian cabinet, and the fact that both services come under the Department of Transport, where Deputy Minister Commander C. P. Edwards keeps a close check on aviation and radio for his former chief. Howe, before he came into the government, was a successful engineer and builder of many grain elevators throughout the world.

While the seven-man board of directors is chosen by the government and the CNR, first operational officers were United States airline executives who had to start from scratch to put the airline on a transcontinental basis. The late Philip G. Johnson became first operations vice-president and brought with him other leading American airline men, including D. B. Colyer and O. T. Larson, both of whom succeeded him when he returned to the U. S. to take over Boeing Aircraft at Seattle after getting TCA on its way. All top operations executives of the company now are Canadians.

Original planning has paid off in a well-organized government-owned airline which shows no signs of the usual unimaginative, unbusinesslike government service. TCA is definitely on its toes to improve services and equipment, despite the fact that it has a near monopoly on air service. Perhaps this is partly because it knows that many Canadians can still go south of the border to take transcontinental air trips to reach Canadian cities. But it is also aware that its service can compete for American air travelers on the same long transcontinental hops between cities close to the border.

Romantic stories of the growth of other airlines—stories of pioneering by barnstormers and bush pilots—naturally are missing from the history of TCA, which sprang full-grown in

Continued



Mainspring of TCA. Emerging from cabin is American-born C. D. Howe, Minister of Reconstruction & Supply, who has always taken a special interest in TCA. Hatless passenger just ahead of him is TCA's president, H. J. Symington. At left is First Officer R. B. McWilliam. Right, Capt. R. E. McGregor; W. S. Thompson, public relations director; and Miss D. J. Dudley, former head of interior accommodations engineering, who designed DC-4M interiors.

Other Dominion airlines are authorized to operate in Canada with scheduled services, but no others are authorized to operate outside Canada. While this is a form of monopoly, government policy protects private enterprise airlines within Canada up to a certain point. There are no competing air routes. And as feederlines, now operated by private enterprise, become important enough to be considered standard routes, TCA is empowered to take them over. This will occur to the present service from Edmonton to White Horse and Fairbanks, Alaska, now operated by Canadian Pacific Air Lines for TCA, which holds the international franchise. The route is on expansion plans, but no date has yet been set for taking it over.

When TCA was legislated into existence back in 1937, there were no important inter-city air routes operating. Applicants could not obtain franchises

for such routes as the new busy Toronto-Ottawa-Montreal service. There were a few inter-city routes in the west, but major Canadian air development had been in the North country, beyond the railways. There had been a few inter-city runs in eastern Canada, mainly with mail, none offering scheduled passenger service. But south of the border, scheduled passenger service was well-established in 1937, and Canadians had begun to clamor for a similar air service. Many took trains to the nearest U. S. airports to fly to distant Canadian cities. This was the scene into which the government stepped with an airline a decade ago.

U. S. Men Start TCA

Finally Ottawa put into operation its long-planned airline policy, and brought leading American Airline executives to Canada to put TCA on its feet. Mainspring of the TCA develop-

CHOSEN INSTRUMENT MAKES GOOD IN CANADA, *Air Transport* magazine, December 1947, continued:

plans, at least, from government legislation. But a number of men have played major roles in keeping the airline up-to-date and progressing. President is H. J. Symington, a Montreal attorney, appointed to his post by the government. No pilot or previous airline executive, he stepped directly into his present job, combining it during the war with the job of electric-power controller. He is enthusiastic about air transport and is to be found on about every first flight over a new route. He has also played a leading part in ICAO deliberations.

Operational vice-president today is William F. English, also a non-flyer,

but a transportation man with Canadian National Railways for many years. There are a number of former bush pilots and World War I pilots holding top positions. Included are J. H. Tudhope, general manager of operations; D. R. MacLaren, passenger service superintendent; and E. W. Stull, western region operations manager. Heading engineering is J. T. Dymont, a member of a number of ICAO and IATA committees. Communications are in charge of S. S. Stevens, and maintenance in the hands of J. T. Bain. The latter two men also serve on IATA committees.

About half of TCA's staff personnel

are war veterans. These include top men as well as salesmen. A major job has been done in training veterans, women as well as men, for jobs on the government airline. Pilots who pass a screening at Winnipeg headquarters are given a thorough pre-flight training. If they graduate, they go on scheduled routes as copilots for at least half a year. They can be dropped at any stage of the course. Many ribbons worn by TCA chief pilots attest to the vets' success in the training and to the prime role they are playing on the line's transports. Incidentally, TCA's accident record on scheduled flights has only one listing, involving a smaller plane at Armstrong, Ont., in the early days of the organization. There have been some forced landings, but without fatalities.

In the veterans training schools at Winnipeg, TCA also has courses for maintenance men, radio and navigation officers, salesmen, and traffic and passenger handling personnel. The school for stewardesses is continually filled.

Cold Weather Operation

Climatic problems not faced by other North American transcontinental airlines have had to be overcome. Winter operations have been a major problem, and numerous operational experiments have been conducted. For instance, icing conditions were found to be bad on flights across the Rocky Mountains, both in winter and summer. A method was devised to keep propellers from icing by using leading edge rubber "shoes" extending to within 4-in. of the blade tip, and also alcohol was sprayed automatically to stop ice forming. Alcohol is also used to keep windscreens, pilot masts, and carburetors from freezing. Amber floodlights were installed on wings to illuminate leading edges, enabling pilots to determine the rate of ice build-up and behavior of conventional rubber pneumatically operated wing de-icers. Aircraft are not permitted to take off with snow or frost on wings. When aircraft are moved out of warm hangars into temperatures of less than 40 deg. F., a sail silk covering is slipped over wings to prevent condensation forming into ice. On aircraft parked outside, engines are shielded by a flax cloth cover, and heaters are installed in the nacelles, oil tanks, and below the blower and accessory sections. Cabin heating facil-

A Decade of Growth By a "Chosen Instrument" Airline

- 1937**—Trans-Canada Air Lines established as government operation by Act of Canadian Parliament. Incorporated for \$5,000,000. Takes over 122 route miles of a small airline operating between Seattle and Vancouver. Fleet consists of 5 Lockheed Electras. Total employees at start, 71; but by year end, 331.
- 1938**—Reported first full operating year: Carried 2,068 passengers and flew 1,122,179 revenue miles. Nine Lockheed 14s added to fleet. In December, first airmail contract at 60c. a mile.
- 1939**—First transcontinental passenger service inaugurated between Montreal and Vancouver, with a northern feeder between Lethbridge and Edmonton. Six more Lockheed 14s added; 5 Electras sold. Employs radio ranges and emergency landing fields previously set up by Department of Transport.
- 1940**—Transcontinental service is extended to Moncton, N.B., where hangar is built. Route opened between Toronto and Windsor to connect with U. S. airlines at Detroit. Six Lockheed Lodestars added. TCA base at Winnipeg is expanded for military overhauls.
- 1941**—Transcontinental route is extended eastward to Halifax and Toronto. New York service is inaugurated. Hangar completed at Montreal's Dorval Airport. Winnipeg and Toronto bases expanded for military overhauls serving Atlantic Ferry Command. Airmail payments reduced to 48.16c. a mile.
- 1942**—Sydney, N. S., and St. Johns, Nfld., added to routes. Trans-Atlantic familiarization flights started. Six more Lodestars bought. P & WA 1,200-hp. Wasps replace 850-hp. Hornets in Lockheed 14s. Airmail subsidy is cut to 45.57c. a mile.
- 1943**—Trans-Atlantic contract flights made for CATC. Western route extended to Victoria, B. C. Trans-Canada Atlantic, Ltd., formed to handle overseas army contracts. Airmail rate goes down to 42.90c. a mile.
- 1944**—Transports are taxed to capacity with wartime passenger travel, and no additional aircraft are available. Airmail rate cut to 42.03c.
- 1945**—By Act of Parliament, capital of TCA is increased to \$25,000,000. Arrangements completed with U. S. for alternate route in bad weather between Toronto and Winnipeg, via Chicago, Minneapolis, and Fargo. Total employees up to 3,272. Airmail is down to 41.90c. a mile.
- 1946**—Fourth daily transcontinental service inaugurated and reciprocal routes to U. S. cities set up for Toronto-Chicago, Toronto-Cleveland, Fort William-Duluth, and Victoria-Seattle runs. Weekly flight made between Montreal and Goose Bay (Labrador). Six converted Lancaster bombers for 10 passengers each used on trans-Atlantic service. Receives part of order for 21 DC-3s converted from C-47s. Revenue miles flown are 14,300,000. Airmail put on basis of 1.5 mills per pound-mile.
- 1947**—Balance of DC-3s received and first Canada-made DC-4Ms go into transocean service with Rolls Royce Merlin engines. Tenth anniversary of airline is celebrated. Airmail is cut to 1.3 mills per pound-mile. (Rate is to be reduced to 1.1 mills in 1948 and to 0.9 mills per pound-mile in 1949).

CHOSEN INSTRUMENT MAKES GOOD IN CANADA, *Air Transport* magazine, December 1947, continued:

ities were redesigned to give more passenger comfort. These and many other methods were devised to increase operation efficiency of aircraft in winter weather.

Many labor-saving and time-saving methods have been introduced in main overhaul plants, and maintenance has been standardized. Latest radio aids, including radar, have been installed at Winnipeg and there is a VHF network in eastern Canada, radio instrument approach throughout the system, and trans-Atlantic high speed radio teletype service handling all traffic for all international airlines flying the north Atlantic route. This radio service is given to U. S. air services operating in other parts of Canada.

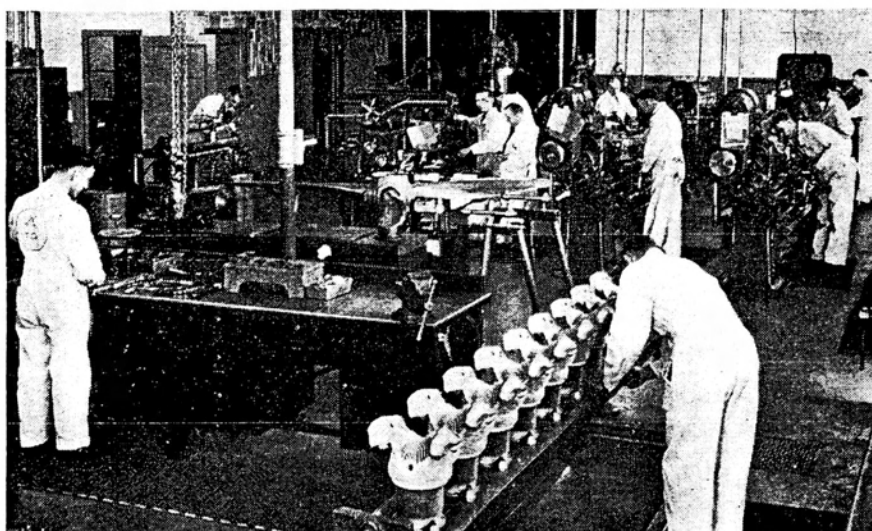
Preparations are being completed for operation of larger aircraft. Already holding a high reputation among air travelers, TCA has stressed the need for even greater courtesies to meet peacetime traffic competition with other transport services. It has redesigned traffic and reservations departments to make it easier for passengers to obtain tickets. Offices throughout Canada have been remodelled, and new ones opened in Seattle, Duluth, Chicago, Cleveland, New York, and Boston, as well as in London, England.

New Services

Service within Canada was speeded up this year by flying a short route from Toronto to Winnipeg across the Great Lakes, with a stop at Sault Ste. Marie, Mich.

Flying the Canada-made DC-4M aircraft, when available, this route is expected to cut 2-hr. off the longer overland route by way of North Bay, Kapuskasing, and Armstrong to Winnipeg. A service from Winnipeg to Edmonton via Saskatoon was also begun July 1. Internationally, a service began April 1, from Halifax to Boston. The Montreal-Bermuda run is next, after which the bigger expansion to the West Indies and South America by way of Trinidad. As DC-4Ms, built at Montreal by Canadair, Ltd., become available, they will be added to transcontinental routes and the busy international services. Production of these aircraft was about three a month early this year.

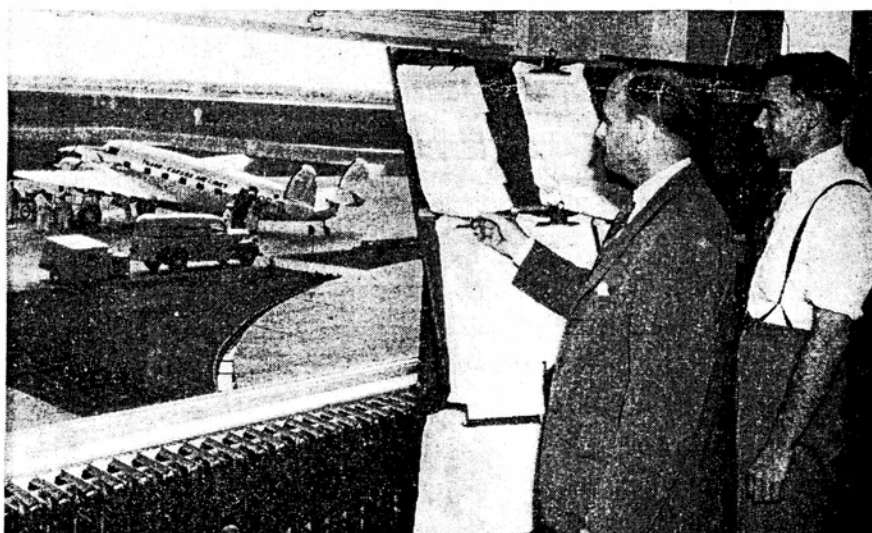
While TCA is not primarily a profit-seeking airline, it has only shown a deficit in the first three years



Winnipeg Overhaul. Part of machine shop at main overhaul base. TCA has had only one accident. It occurred at Armstrong, Ont., early in the airline's career.



Modern Airports. This administration building at Regina, on main line, is an example of how Canada keeps its air facilities up-to-date.



Watching the Weather. Capt. J. M. McGregor, operations superintendent of central region, studies latest weather reports while a Lodestar is being loaded on apron. Weather has been somewhat more of a problem in the higher-latitude Dominion than it is for airlines in the United States.

FOLLOW UP - Signatures Identified

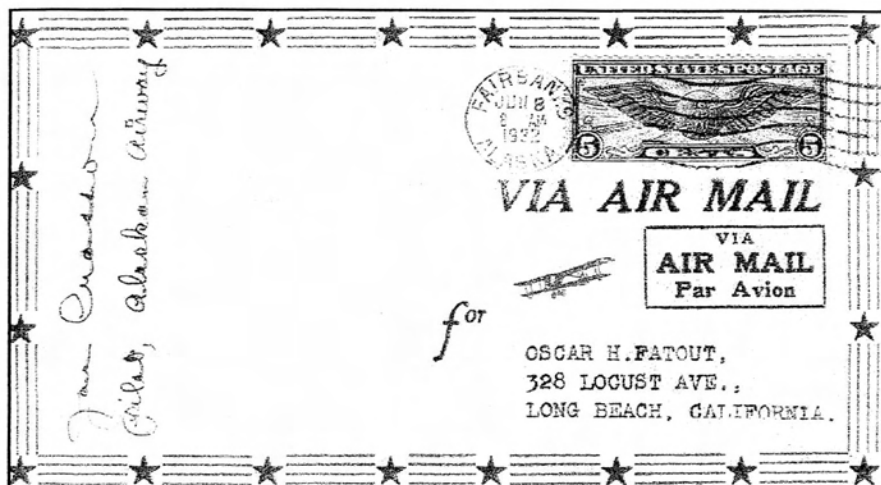
Our June 2005 newsletter contained illustrations of 5 signed covers, with the comment that "the sender thinks they may belong to pilots, but isn't sure".

Thanks to **BARRY COUNTRYMAN**, **ANDY MROZOWSKI**, and **MIKE PAINTER**, three of the signatures have been identified.



Joe Crosson

Andy had a great way of identifying this signature: another cover on which Joe had identified himself:



Joe Crosson was:

- Born in 1902.
- Grew up on a farm in Kansas. First saw an aircraft at a county fair when he was eleven years old. He and his sister, Marvel, (three years older), promptly decided to become pilots. They later bought a wreck of a Curtiss -9 seaplane, repaired it, learned to fly, and barnstormed together for several years. Hired by the Fairbanks Airplane Company in 1926, to serve as a pilot and mechanic in Alaska. Made the first commercial flight from Fairbanks to Barrow in 1927, in a Swallow - a small open-cockpit plane: "a 1,580 mile circuit over strange territory. This trip lifted him from the ranks of the barnstormers into the world's small select group of flying explorers. His caliber was promptly recognized by Wilkins and Eilsen, who took him on their Antarctic expedition the following year." (From The Flying North by Jean Potter, 1947.)
- is mentioned in Molson's Pioneering in Canadian Air Transport as a pilot who "ferried a Fokker Universal from factory to Winnipeg in the spring of the year [1928] and stayed during the summer to work for the Company [Canadian Airways]. He then left to join Wilkins' first Antarctic Expedition as second pilot and later became one of the foremost pilots in Alaska".

Continued

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SIGNATURES IDENTIFIED - JOE CROSSON continued:

- is one of sixteen "Air Heroes" featured in Captain Midnight's Stamp Album, that was produced in 1939 by the Skelly Oil Co. - He appeared on the same sheet of four stamps as Wilbur Wright, Amelia Earhart, and Jack Knight, and was described as: *Alaska's Mercy Flyer. In addition to his regular job of flying the frozen Northland, Crosson always finds time to aid the needy. Flights with serum and medicine to isolated communities . . . successful search for the body of his aviator friend, Carl Ben Eilsen . . . combing the wastes of the Arctic for the lost Russian flyers . . . returning the bodies of Will Rogers and Wiley Post to grief-stricken America - these are a few of the exploits that have earned him the title of "Mercy Flyer". Manages Alaska Service of Pan American Airways.*
- Resigned from Pan Am in 1944 after a policy conflict. Became manager of Northwest Air Service, an aircraft and parts supply business in Seattle. Died of a heart attack in his office, in June 1949.



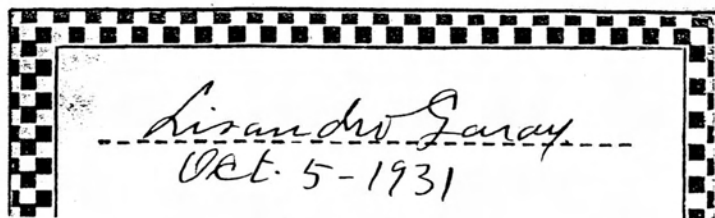
The Captain Midnight radio serial began as a syndicated radio program in 1938 under Skelly Oil sponsorship. The show was aviation oriented. (Skelly owned Spartan Aircraft, and the Spartan School of Aeronautics, which still exists). This booklet was offered in 1939. - It is for Air heroes, not War heroes. In 1940 Ovaltine took over sponsorship, and the show was broadcast nationally.

The title character, Charles James Albright, was a World War I pilot. His Captain Midnight code name was given by a general who sent him on a high-risk mission, when the aviator returned at the stroke of 12. When the show began in 1938, Albright was a private aviator who helped people, but his situation changed in 1940. When the show was taken over by Ovaltine, the origin story explained how Albright was recruited to head the Secret Squadron, an aviation-oriented paramilitary organization fighting sabotage and espionage during the period prior to the United States' entry into World War II. The Secret Squadron acted both within and outside the United States.

When the United States was attacked at Pearl Harbor, the show shifted the Secret Squadron's duties to fight the more unconventional aspects of the war. Besides the stock villain, Ivan Shark, the war years introduced Axis villains. The Secret Squadron wartime activities were usually outside the continental United States, and included the theft of an experimental Flying Wing aircraft, radar coupled antiaircraft guns, jet aircraft, and other weapons.

The show was very popular, and led to special offers such as these stamps, and a decoder ring; comic books; and a television series from 1954-1956. (*Information from Andy Mrozowski, and Wikipedia.*)

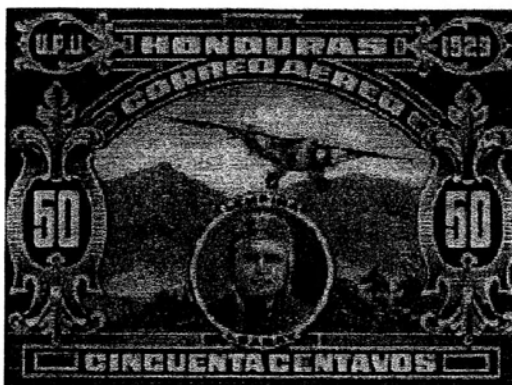
SIGNATURES IDENTIFIED continued:



Captain Lisandro Garay

The following information is based on an article *Honduras Forgotten Hero* by Tulio R. Soto, at the *Latin American Aviation Historical Society* website: <http://www.laahs.com>

- Born July 5, 1889 in San Sebastian, Honduras. His father was an Architect, who worked under contract with the Honduran government in the construction of roads and bridges.
- Enrolled in school when he was seven years old. During the early 1900s, only five years of schooling were required. Lisandro "graduated" in 1911, and shortly after his graduation, his family moved to the town of San Pedro. The neighborhood teacher, a Mr. Medina, came to Lisandro's house and asked his parents if Lisandro could help at the school, teaching the children. With his parents approval, Lisandro then became a teacher! Mr. Medina took a leave of absence for two months, and Lisandro was left in charge of the school!
- Lisandro later worked as a carpenter, then trained as an automobile mechanic and driver.
- Emigrated to the U.S.A. in 1920.
- Enrolled in a City of New York school to learn radio repairs, general mechanics and aviation. Claimed he was from Puerto Rico, in order to meet a U.S. citizenship requirement. The U.S. Navy took over the school in 1922, and Lisandro became enrolled in the Navy. After the theoretical learning, Lisandro learned to fly on float equipped airplanes. He was officially sworn as a U.S. citizen in 1925.
- After discharge from Naval service in 1926, Lisandro decided to continue his flying career as a civilian. He was issued pilot's license #169, signed by Orville Wright, and worked as a pilot in New York. He then bought two old World War I airplanes with some friends, and they began "barnstorming" across parts of the U.S.A.
- In 1928 Lisandro made a trip to Honduras. According to the article by Tulio Soto, "During his trip to Honduras, he is awarded a medal by President Miguel Paz Barahona, and is also given a post stamp that has been issued to honor him and the fact that he was the first Latin American from Honduras, to be officially recognized as an aviator in the USA." *However, the design of the stamp seems inappropriate for 1928, and will be reviewed at the end of this biography.*



- As he was returning to the USA, Garay told a friend, Ingeniero Felix Canales Salazar, that he dreamed of flying non-stop from New York to Tegucigalpa, Honduras, even though this seemed impossible due to the limited range and performance of the aircraft of that time. Canales started a public campaign to raise the money to buy an aircraft to make this flight.
- Over US\$25,000 was collected, and entrusted to Doctor Ernesto Argueta, the Honduran Ambassador in Washington.

Continued

SIGNATURES IDENTIFIED - CAPTAIN LISANDRO GARAY continued:

based on the article *Honduras Forgotten Hero* by Tulio R. Soto, posted at the *Latin American Aviation Historical Society* website: <http://www.laahs.com>

- Garay selects a Bellanca Pacemaker aircraft, powered by a 9 cylinder radial Wright J-5 engine, of 225 HP and equipped with a 360 gallon fuel tank, for the flight. Lisandro and Mr. Bellanca come up with an idea to make the airplane safer, by having a valve that would dump the fuel from the tank, and then would shut close, thus making the empty tanks, flotation devices.
- Ambassador Argueta refused to release the money to purchase the aircraft. The press then started questioning Lisandro, as to why the planned flight has not taken place. Lisandro blamed Ambassador Argueta, who in turn said he needed permission from the President of Honduras to release the money. The press began asking questions from the President.
- Lisandro is asked to go to Washington to see the Honduran ambassador. When Lisandro gets to Washington, he is showed in to the ambassador's office and told that there is a cable from the President of Honduras, indicating that Guatemala will attack Honduras the next day, and asks for Lisandro to sign off the money collected for the airplane, to be used to purchase weapons. He refused.
- The aircraft purchase eventually took place on December 15, 1930 at the Bellanca Aircraft Corporation factory in New Castle, Delaware. The airplane was baptized with the name of the Honduran national hero, the indigenous chief "*Lempira*."
- Meanwhile in Honduras, General Gregorio Ferrera launched an insurrection against the government. The government wanted Garay to fly to Honduras at once, so the Bellanca could be employed as a bomber to subdue the rebels. Garay tried to point out that the airplane was ill-suited for that task and refused to comply with the orders. He was accused by the Honduran government, of cowardice and refusal to obey orders.
- On 26 May, 1931 the Honduran Embassy asked the U.S. Government to cancel the flight permit for Captain Garay. The Department of Commerce issued an order forbidding the airplane to be flown. The Honduran delegation also hired another pilot, (a Canadian named Reed), to ferry the airplane to Honduras.
- Two months go by, and finally Lisandro decides that he will steal the airplane and complete the flight for which it was built. On 9 August, 1931 and with the help of Bert Acosta, they manage to get the Lempira out of the hangar, with the pretext of a test flight. They land in Floyd Bennett Field, N.Y. and fill up the gas tank.
- Lisandro takes off, secretly bound for Tegucigalpa, at 16:45 P.M. He was attempting to keep his plans secret, since the police were already looking for him, for stealing the airplane in Delaware. This also prompted a change in the flight plan, as instead of flying over land, where the progress of the flight could be easily tracked, he decided to fly over water. When he took off from New York the weather was perfect. However, meteorological forecasts were almost unheard of in 1931, and without knowing it, Garay was headed towards a hurricane.
- As his flight progressed, a headwind of 50 miles per hour made his advance difficult, and he struggles to make headway for 7 hours. Around midnight and off the coast from Cape Hatteras, North Carolina, the storm throws the light airplane up and down, and side to side. Effective control is impossible.
- Lisandro decided to ditch the aircraft, after dumping the fuel. The airplane capsized when it hit the water, but floated. Garay managed to break windows and get out from the cockpit. He suffered injuries to his left wrist, and has a broken jaw and cuts in his face. Garay hauled himself up to the tail section, since the airplane was floating on the empty fuel tanks, and the tail section was sticking upright. This enabled him to escape from two sharks, that at one time were bumping against the fuselage of the airplane. He survived, clinging to the aircraft, for 36 hours, until rescued by a Brazilian steamer, "*El Biboco*", which took him to Savannah, Georgia. (The floating airplane was also rescued, but later destroyed in a fire at the Bellanca factory.)
- When he was being taken from the ship to land, the people at the port gave him a hero's welcome. Everyone thought that he had died in his attempt, but news of his heroic survival spread like wildfire and photos and articles appear in newspapers in America and Europe. Five days later, he is honored at a banquet offered to him as recognition for his valor and tenacity.

Continued

SIGNATURES IDENTIFIED - CAPTAIN LISANDRO GARAY continued:

based on the article *Honduras Forgotten Hero* by Tulio R. Soto, posted at the *Latin American Aviation Historical Society* website: <http://www.laahs.com>

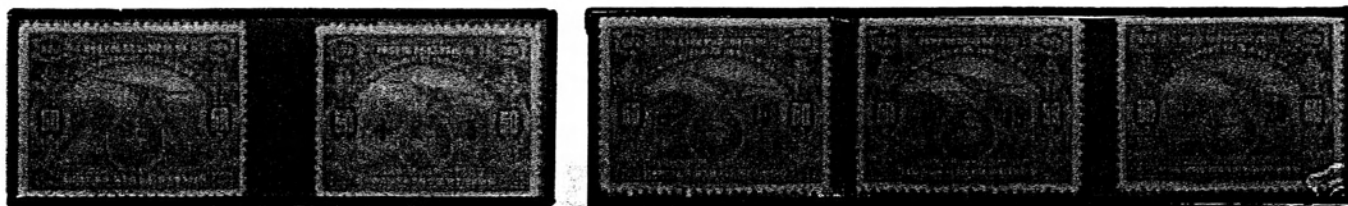
- Lisandro went back to New York. On September 6, 1931, when he is walking out of his house, two government officials are waiting for him, and he is placed under arrest. He is taken to the immigration department, where he is told that they have in their possession a document where Lisandro renounced his U.S. Citizenship. The Honduras Government recognizes in this document, that Garay is a Captain with the Honduran Army. Garay recognizes that his signature has been forged, but to no avail.
- He is deported to Honduras. Upon arrival six days later, he is interrogated by the police. He refuses to talk, remaining silent. Finally in frustration, they released him around midnight, but confiscated all his personal documents, including his passport, making him effectively, a prisoner in his country of birth.
- As time goes on, Lisandro agrees to teach new recruits how to fly, but takes no payment for his work. Life kept going on, and he eventually retired from aviation. By 1952, he was employed as a driver at the Honduran Civilian Aviation Directorate. He spent many years struggling to survive, and when he was too old to work, had to live in poverty and with many limitations.
- Honduras had border disputes with Nicaragua, and things became really tense in April of 1957. It was then, that Garay in a letter to the Military Junta of that time, expressed feelings of love for his country:
"Many years ago, when I was young, I risked my life in several occasions in order to achieve a dream; nowadays even though I am an old man, but aware of the danger that our beloved country is facing, I offer the sacrifice of my life. Since my body doesn't work well enough for me to take an airplane and go into combat, I offer myself to fly an airplane and crash it against the military objective that the Honduran High Command indicates. With the greatest respect to God and the deepest love to Honduras, I remain at your orders."

He made a similar offer in 1969, when Honduras went to war with El Salvador:

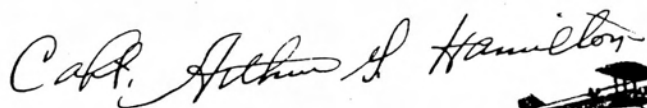
- The Honduran government announced in 1978, that he would be provided with a pension, but two years later, this had not happened.
- Garay moved back to the United States, where his children lived. By 1997 was living at a nursing home in Las Vegas, Nevada. He died there on 15 February, from complications arising from pneumonia.
- He was buried wearing his Honduran Pilot's uniform and his Cap, on 5 March, 1997 at the Veterans Cemetery in Boulder City, Nevada.

The Lisandro Garay stamp.

- According to the article by Tulio Soto, Garay was "given a post stamp that has been issued to honor him", during his visit to Honduras in 1928.
- However, Scott lists the stamp as #C13C, and says it was issued on June 5th 1929. (There is no C13A or C13B).
- The stamp itself shows the year 1929, and the aircraft *Lempira*, which doesn't feature in Tulio Soto's article until December 1930.
- The stamp is not listed in Stanley Gibbons *Collect Aircraft on Stamps*.
- Barry Countryman found a set of five Garay stamps, (the original and four overprints: + 5, + 10, + 15, + 20), offered on eBay. I could not find the overprints listed in Scott.



If anyone can provide information about the Lisandro Garay stamp(s), please send it to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada. (Email: hargreavescp@sympatico.ca)

SIGNATURES IDENTIFIED continued:

**Capt. Arthur G. Hamilton**

Mike suggested that Capt. Arthur G. Hamilton is the same person as Lieutenant Arthur Hamilton, who set the world record for a parachute jump on March 23rd 1921, when he jumped from 24,400 feet over Illinois. - That achievement would explain why he is the same group of autographs as Joe Crosson and Lisandro Garay.

Barry then managed to find a newspaper article about this jump:

Drops From an Airship 24,400 Feet Up; Landing Safely With His Parachute

Special to The New York Times.

CHANUTE FIELD, Rantoul, Ill., March 23.—A new world's record for parachute jumping was established today when Lieutenant Arthur G. Hamilton, one of the Air Service's crack jumpers, leaped from the cockpit of a De Havilland airplane at 24,400 feet above sea level. The pilot landed safely after drifting eight miles. The previous record was 22,000 feet, made in Texas on Feb. 22.

Lieutenant Hamilton, one of the men who took part in a triple jump at Chanute Field, went to sleep on the long, slow climb to the position of his leap. Lieutenant Harry Weddington, head of the Air Service Mechanics' School, piloted his pet De Havilland, "Jeremiah Second."

When the altimeter showed they had reached 24,400 feet Lieutenant Weddington turned in his cockpit and found his companion in a doze. He awakened the jumper.

"Good luck," Weddington shouted above the roar of the motor as the jumper slipped sleepily over the side.

Down shot Lieutenant Hamilton. He

said after landing that he had just enough strength to pull the cord, releasing the chute. The pilot chute opened and dragged out the big chute. The rush of the fall was checked after a drop of 200 feet. There was little wind when he jumped and indications were he would light in the centre of Chanute Field.

About 1,300 feet up he struck a strong air current which carried him beyond the field and eight miles north of Rantoul.

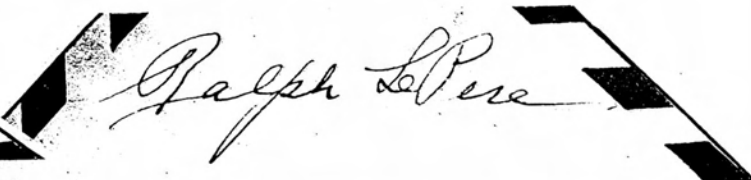
While Hamilton was floating down with the wind Weddington landed, got another ship, took off, and flew to the field where Hamilton landed, reaching there about the time the jumper's feet touched the ground.

The record for the jump is official. Lieutenants J. L. Strohme and H. A. Shevlin sealed the barograph, which registers the altitude, before the ship took off. They took charge of the instrument the minute the ship landed and verified the record.

According to Lieutenant Weddington, the 22,000 foot jump in Texas was not recorded by a barograph, but merely by the ordinary altimeter.

The New York Times, March 24th 1921, page 1.

Two Remaining Mysteries:

These signatures are probably not Canadian pilot signatures, as Mike doesn't recognize them; nor are they likely to be US airmail pilots, air race pilots, or Trans-Oceanic pilots, as Andy doesn't recognize them.

Thanks again to BARRY COUNTRYMAN, ANDY MROZOWSKI, and MIKE PAINTER for identifying three of the mystery signatures.

Can anybody help with the remaining two?

INFORMATION WANTED

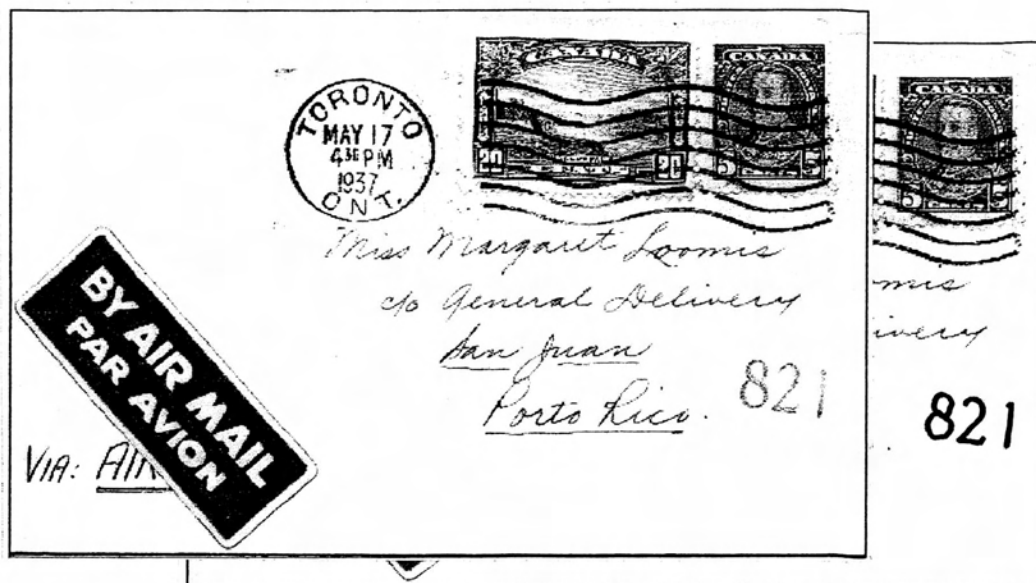
Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

"821" and "821A" HANDSTAMPS

TORONTO to
PUERTO RICO

Postmarked:
May 17 1937

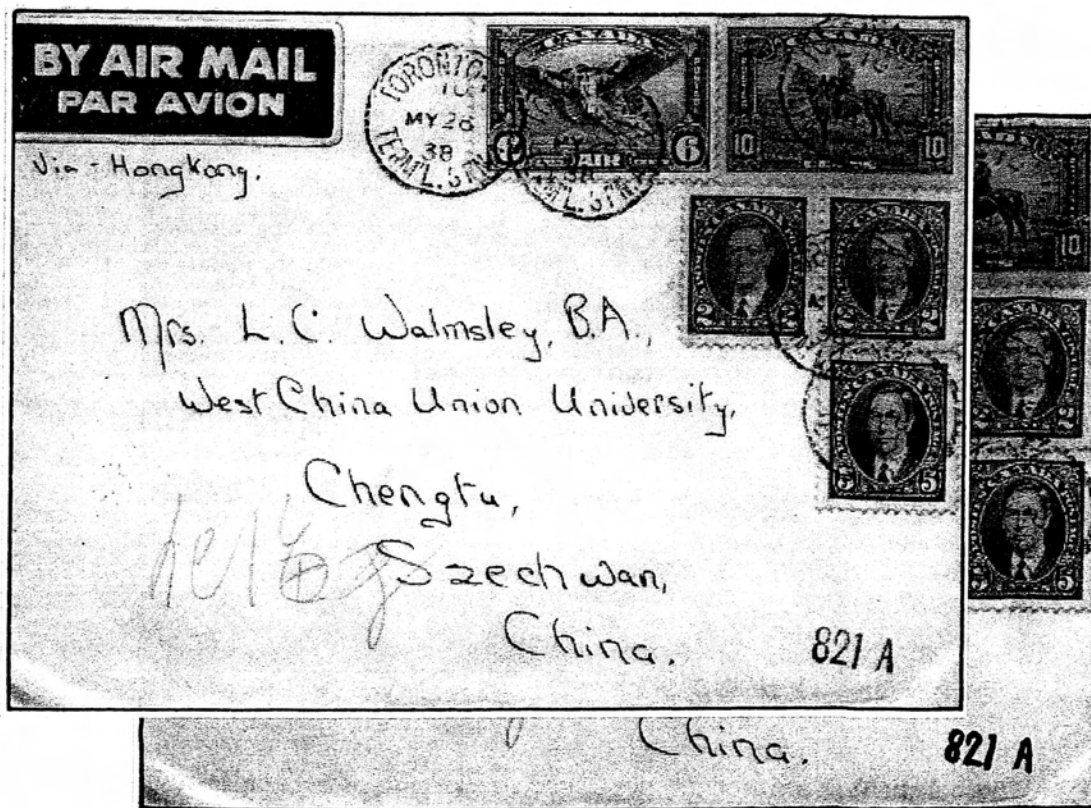
821
Handstamp



TORONTO to
CHINA

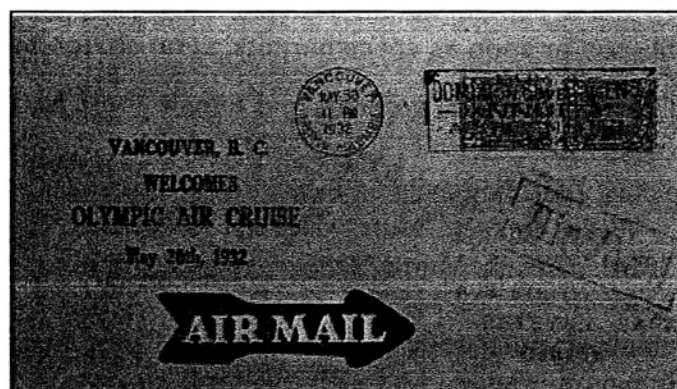
Postmarked:
May 28 1938

821A
Handstamp

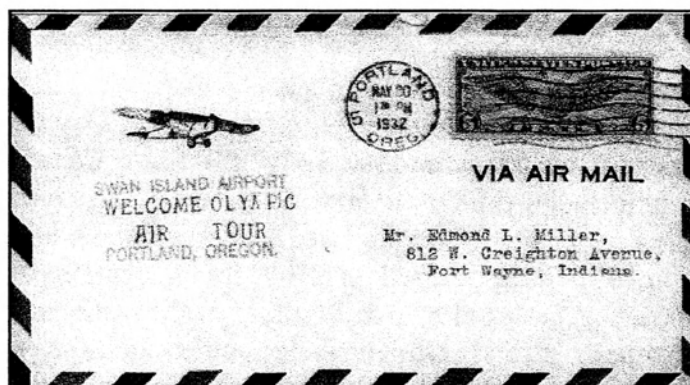


During his research on airmail to overseas destinations, David Whiteley has come across many covers during the 1930s with a purple 821 or 821A handstamp the front of the cover. - I have enhanced these on the "lower" copies above.

Does anybody know the explanation for these handstamps?

INFORMATION WANTED continued:**OLYMPIC AIR CRUISE COVERS**

Postmarked: VANCOUVER 1 PM May 30 1932

Cachet: VANCOUVER, B. C. WELCOMES OLYMPIC AIR CRUISE MAY 30th, 1932

Postmarked: PORTLAND OREGON 1.30 PM May 30 1932

Cachet: SWAN ISLAND AIRPORT WELCOME OLYMPIC AIR TOUR PORTLAND, OREGON

The top cover is listed in The Air Mails of Canada and Newfoundland as #3213:

1932, May 30 - Vancouver. Commemorative cachet in purple: "Vancouver, B.C. Welcomes Olympic Air Cruise / May 30, 1932." Commemorating the arrival of aircraft on route to Olympics in Los Angeles.

3213

Vancouver

20.00

However, I've been asked whether "Olympic" actually has anything to do with the Olympic games in Los Angeles that year, or does it refer to the Olympic Mountains?

Can anybody provide more information about these covers/flight?

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

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SALES AND WANTS

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

The ads will also be posted on our website, and remain there for up to one year.

Wanted - postcards depicting Canadian aviation theme or Canadian aviation personality, postally used prior to 1915. - Please contact: Murray Heifetz, 75 Wynford Heights Cres. Apt. 2106, Don Mills ON M3C 3H9. (Email: MurrayHeifetz@rogers.com)

Wanted - airmail covers franked with the 50c munitions stamp. - Please contact: Steve Johnson, 15 Markham Street, Brampton, Ontario L6S 3P2. (E-mail: steverman@rogers.com)

Wanted to Buy: Canadian interrupted (crash) air mail covers to, from or within Canada carried by Canadian or foreign air lines, 1915 to the present. Dick Malott, CAS #2, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. (Email: rmalott@magma.ca)

For Sale: A fifty year accumulation of Canadian philatelic material: Canadian Forces Air Letter Forms mint & used; Canadian Aerograms mint, used and First Day Cancellations; Canadian assorted Postal Stationery, including the 1991 Tokyo FIP Show Canadian stationery; Canada Post Presenting Cards, including the Youth Cards; Snowbird .52 cent uncut stamp sheets; FDCs of Canadian Olympic Stamps for 1976 addressed to all the international cities that have held Olympic Games up to 1976 (back stamped on arrival for all locations except the USA); FDCs of all of the aviation stamps designed by Bob Bradford of the National Aviation Museum with many autographed by the artist; and FDCs of whole booklets and souvenir sheets. Available as separate lots or selected items. Dick Malott CAS No. 2, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1; Tel: (613) 829-0280. (Email rmalott@magma.ca)

Space Stamps and Covers - I've been sent an email about a catalogue at <http://www.espacelollini.com/startpageUS.phpkaty-cc@espacelollini.com>. The catalogue is mainly in French, but has lots of nice coloured pictures. - If you email katy-cc@espacelollini.com you can put on their email list too.

Let's see how this works out - Wanted: airmail covers postmarked from, or addressed to, Kingston, Ontario. Please send details to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 (E-mail: hargreavescp@sympatico.ca)

4420-1 A.A.P.S. Convention, Windsor Canada Multi-Colored Airmail
 Where did we get the 9,000 lots we sold last month?
 Cover (Printed by The Modern Press) w/ Crossed Canadian and
 from the 1931 Exhibition Slogan Machine cml. Violet & Blue Show h/s.
From collectors just like you!
 "AUG 21/1931" Exhibition Slogan Machine cml. Violet & Blue Show h/s.
 addr Topk. King. B.C. (B.C. Stamp Co. B.C. Stamp Co. B.C. Stamp Co.)
Call Nutmeg Stamp Sales at
 4421-141 Operations Harrow Cover 3000 by Eff. 1931 by "AUG 21/61"
 N.W.T. pink, the letter was all dropped to the ice cap and then trans-
 ported by dog team to Harrow. Came there by 11:00 am. Airmail to
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1-800-522-1607
to discuss the future of your collection.
 • P.O. Box 4547 Danbury CT 06813 • Fax: 203-798-7902 • Email: info@nutmegstamp.com

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NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in
March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL!**

All members are invited to contribute to each newsletter, but particularly this issue.

Just prepare a page featuring any favourite stamp or cover,
or a copy your cover that has flown/travelled furthest for least, as discussed on page 9
of this issue of the newsletter, add your name, and/or address, and/or Seasons'

Greetings to other members, and/or any other information you like,
and send a photocopy of it to the editor to arrive by

December 1st.

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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 \$21.00 US),

\$25.00 CDN for members Overseas, (or \$24.00 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.**

#276 Richard S. Allen

#203 John H. Bloor

#242 Jacques Bot

#130 Basil S. Burrell

1 Patrick Campbell

#271 Nino F. Chiovelli

62 Gary Coates

#352 Tony Conyers

#304 James Davidson

#369 Hugh Delaney

#336 George B. Dresser

55 J.M. Ellis

#182 Robert Footitt

#211 Carl Freund

#273 Denice C. Guimond

#371 Geoff Green

#215 Jack Ince

#132 John I Jamieson

#319 Donald Kaye

54 Norbert E. Krommer

2 R.K. Malott

#155 Larry Milberry

#170 Kenneth G. Mitchell

#214 Trelle A. Morrow

#350 Bill Pearce

#212 Harold J. Petoskey

81 Stephen Reinhard

#370 David G. Reynolds

56 William G. Robinson

#286 Jean Rowe

6 Ken C. Sanford

4 Michael Shand

#295 Gloria Shaw

20 Gibson B. Stephens

#189 Jacky Stoltz

9 Geoffrey Thompson

(* 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.