



THE CANADIAN AEROPHILATELIST

#53

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
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FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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DECEMBER EDITORIAL - *This issue continues the tradition of our "Seasonal Special" newsletter, emphasizing short items sent in by members specially for this issue, or during the year. Many thanks to everybody who contributed. - To include as many items as possible, most of the regular sections have been omitted, and my own greetings are being delivered by this editorial.*

**VERY BEST WISHES TO ALL READERS FOR THE HOLIDAY SEASON AND
NEW YEAR,**

Chris

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

PRESIDENT'S REPORT

I regret to have to inform the CAS membership of the death of one of our most dedicated members, Nelson Bentley, after a ten year battle with cancer and a sudden heart attack, on Tuesday, 12 November 2002. Nelson was one of the founders of the Canadian Aerophilatelic Society in 1984, and its treasurer from 1984-1996. He was always available to man our membership table at the Ottawa ORAPEX shows, and to exhibit his favourite subject - helicopter flight covers and stamps depicting helicopters. Several of our local aerophilatelists paid their last respects to Nelson by visitation, and by attending his inspiring funeral on Monday, 18 November 2002: one of Christian love and respect celebrating a life of 85 years well lived. Over 100 mourners attended the farewell to Nelson. I was honoured to contribute an aerophilatelic tribute and farewell to Nelson as he departed on his last helicopter flight to meet his Lord.

Nelson had a remarkable aviation career and totaled almost 15,000 flying hours on Marauder bombers in the US Air Corps during WW II and after the war on all types of helicopters during a 30 year period. I have submitted a request to Canada's Aviation Hall of Fame for an application to submit a posthumous recommendation to install our dear friend in this prestigious Hall of Fame. A separate obituary will appear in the Canadian Aerophilatelist in Nelson's memory. The CAS is also establishing a complimentary membership in Nelson's name for four Ottawa Schools Stamp Clubs organized by Tom and Jill Hare of the RA Stamp Club. It is our hope that from this group younger stamp collectors will wish to become aerophilatelists.

The Snowbird Covers flown on 1 July 2002 are now ready for distribution. If you wish a set of 9 individually autographed for \$45.00 or one cover signed by all the 9 pilots for \$25.00, plus a 2002 Snowbird brochure please let me know.

Two hundred Canadian aviators and enthusiasts of Canadian Aerobatic Teams attended the book launch recently at the Canadian Aviation Museum of Major Dan Dempsey's 700 plus paged tome A Tradition of Excellence. Those that ordered and paid \$85.00 Canadian for the book 2 years ago received a bargain as the enlarged book now sells for \$115.00 Canadian. The book is a must at this new price for any enthusiast of Canadian Aerobatic teams from the Siskins of the 1930's to the present day Snowbirds. Hundreds of photos in black and white and in colour depict Canada's aviation story on aerobatic teams. Most book stores should have the book for sale now.

Our project is progressing well for our souvenir cover commemorating the introduction of the Comet into the RCAF. We have contacted 6 members of the original crews that flew the Comets and we have permission from the Department of National Defence to use two DND photographs of the Comet. Canada Post is designing a special cancel for the event and I will soon order 300 personalized stamps of the Comet for use on the postage for the souvenir envelopes. An insert will be prepared describing the Comet story in the RCAF and next is to obtain permission to have the envelopes flown by 412 Squadron at 8 Wing Trenton, Ontario. The event is to take place next May 2003.

Nino Chiovelli by personal effort has sold to libraries and museums in Alberta five of our air mail catalogues. He has suggested that all of our members contact their local libraries to see if they are interested in purchasing a copy at \$75.00 Canadian post paid.

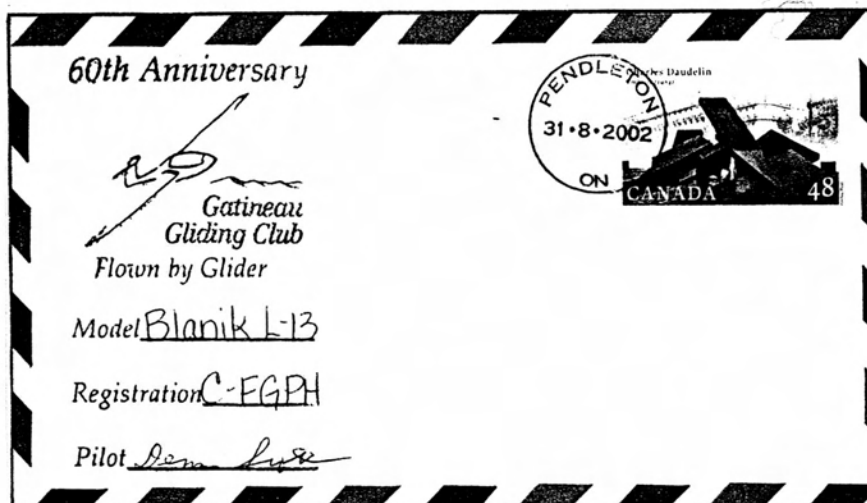
To assist my wife in recuperating from her various ailments caused by osteoporosis, we will be in Naples, Florida from 3 January to 28 February 2003. I am having my mail forwarded to Naples for the two months. I can be contacted directly at Apt. 136 The Mariner, 1295 Gulf Shore Blvd South, Naples, Florida, 34102-7226, USA or Telephone 239-261-2464 or E-mail rmalott@magma.ca.

The annual ORAPEX show at the RA Center will be on Saturday and Sunday, 3 and 4 May 2003. A meeting of the CAS will be held on Sunday, 4 May 2003 at a time yet to be set. A Society table will be in the usual position overlooking the stamp show. For exhibiting details please contact me.

To all our members and their loved ones enjoy a Merry Christmas or whatever your personal faith observes at this time of year. May peace, good health and prosperity bless you in 2003.

Dick Malott, President CAS

In Memoriam: Nelson Bentley, 1917 - 2002



I received the above cover from Nelson in September. - It seems to me significant that at a time when he was battling severe health problems, Nelson was also actively engaged in other activities, such as preparing a commemorative cover for his gliding club. He will be missed by many people.

Chris Hargreaves

Nelson was born on 29 December 1917 in Batavia, New York. During WW II he flew the B-26 Martin Marauder with the United States Army Air Force. The B-26 was a difficult aircraft to fly, particularly as a tactical daylight bomber with the enemy shooting at you. Nelson survived, and retired as a 2nd Lieutenant.

Nelson used his Veteran's credits to learn flying a new contraption, the helicopter, from Robinson's Helicopter School of Rochester, New York. After WW II helicopters were barely known, and helicopter pilots were few indeed. He first flew for the Iron Ore Company of Canada, that was building a railroad from Sept Isles to Knob Lake (later Schefferville), Quebec. He obtained a more permanent job with Spartan Air Services of Ottawa, involved in air survey work using helicopters for topographic surveys of the Federal Department of Mines and Technical Surveys.

For the next 30 years Nelson flew helicopters under all sorts of conditions, for whomever, wherever and whenever a need arose. He flew extensively delivering cargo for the famous Mid Canada Radar Line. No job was too difficult for Nelson. He was noted for his quiet, efficient, and cooperative manner. His honesty, integrity, and Christian ethics made him a leader in his aviation work. After he retired from flying helicopters, Nelson took up gliders and conventional aircraft. All told he flew or glided for 14,399.20 hours, 12,000 of which were in helicopters.

Nelson was a quiet gentleman who did not publicize his aviation accomplishments. Somewhere along the line as he flew helicopters, he began to commemorate certain flights by preparing and canceling special flight covers. This interest grew to his becoming an aerophilatelist, collecting anything to do with helicopters on stamps and on flight covers. He was an active member of the RA Stamp Club in Ottawa, and treasurer of the CAS from its foundation in 1984, to 1996.

Nelson was also a collector of Inuit art from the early 1950's, before the carvings started to be mass produced. Before he died, Nelson and his family donated his extensive collection to the Museum of Civilization. In the future a special exhibit will be shown in Nelson's memory. Included in the exhibit will be a marvelous oil painting done some years before, of Nelson in his full helicopter flying gear. He also loved the music of Glenn Miller, Tommy Dorsey and all the rest of the dance bands of the 1940's and 1950's; and was an accomplished photographer of nature, particularly of birds.

Nelson was married to Vera Spies from Finland. He was the father of two daughters, Lizabeth and Carolyn, and predeceased by an infant son Stephan. Nelson and Vera were soul mates and entirely devoted to one another throughout their long life together. In particular they loved bird watching wherever their journeys took them. His two nephews Christopher and Daniel Rousseau greatly admired "Grandpa Helicopter".

Nelson died on 12 November 2002 with his family and minister at his side. May he forever rest in peace.

Dick Malott

NEWS - NEWS - NEWS

Congratulations - Queen Elizabeth Golden Jubilee Medals:

I am delighted to announce that our President, **Dick Malott**, has been awarded a Queen Elizabeth Golden Jubilee Medal. - This award was announced by David Pratt, M.P. for Nepean-Carleton.

Dick received his Jubilee Medal for 50 years of dedicated service to Canada in the RCAF/CAF, the Canadian War Museum and military museums in general, local community activities, including the Royal Canadian Legion, Boy Scouts of Canada and Nepean Hockey organizations, and for aerophilatelic achievements in research, exhibiting and judging in aerophilatelic and postal history at local, national and international levels. Dick is the president of the Canadian Aerophilatelic Society, and the Coordinating Editor of the gold awarded AAMS/CAS catalogue The Air Mails of Canada and Newfoundland.

Four more members of the CAS, are among the ten members of the Royal Philatelic Society of Canada selected to receive a Golden Jubilee Medal:

John I. Jamieson, who "is recognized nationally and internationally expert and authority on Canadian stamps";

Kevin O'Reilly, "the first name that comes to mind when talking of the philately of the Yukon, the North West Territories, Nunavut and the Eastern Arctic Patrol",

Col. William G. Robinson, "a former President of the Postal History Society of Canada, the British North American Philatelic Society and The Royal Philatelic Society of Canada";

Charles J. G. Verge, "the current President of The Royal Philatelic Society of Canada"; participant in the organization of many philatelic events; philatelic writer; and Coordinator of *Reflections of Canada: The National Stamp Collection*.

A fifth nominee of the RPSC, **Cimon Morin**, is "Chief of the Canadian Postal Archives", and editor of section 27 (Bibliography), of The Air Mails of Canada and Newfoundland.

According to a press release by the RPSC:

A commemorative medal for Her Majesty Queen Elizabeth II's Golden Jubilee is part of the usual celebration of this momentous occasion. The medal will be awarded to Canadians who, over the past 50 years, have helped create the Canada of the present, including young Canadians who are actively contributing to our future.

The program is an opportunity to recognize citizens for outstanding and exemplary achievement or service to their community, organization, or to Canada as a whole. The Queen has indicated the awarding of the medal should be inclusive and wide-ranging. About 46,000 medals, which have been produced by the Royal Canadian Mint, will be distributed.

On behalf of the Society, I would like to congratulate all these recipients of the Golden Jubilee Medal. - If anybody knows of other members of the CAS who are receiving a Golden Jubilee medal, please will you inform the editor, so that they can be recognized in the next newsletter.

PIPEX

Congratulations to the CAS members who were among the award winners at PIPEX, held in Richmond, B.C. at the end of September.

Jim Brown received both a Gold medal, and the *American Air Mail Society Medal*, for his AIR MAIL POSTAGE CREATED WITH AIRCRAFT OVERPRINTS; and **Nino Chiovelli** progressed to Silver-Bronze with his BALLOON POST - A CANADIAN LINK.

Charles LaBlonde won a Gold medal and the *American Philatelic Society 1940-1980 Medal of Excellence* for WORLD WAR II SWISS MAIL TO GB, CANADA, AND THE USA; **Ian M. Mowat** won a Gold medal, and the *American Philatelic Society 1900-1940 Medal of Excellence* for EASTERN ARCTIC MAIL 1876-1964; and **Bill Robinson** won a Vermeil for PRISONERS OF WAR AND INTERNEES, 1914 TO 1920.

Wow!

American Air Mail Society website

The AAMS website has been completely redesigned, and is most interesting. It is at:

<http://www.AmericanAirMailSociety.org>

Congratulations to their new webmaster, Andrew McFarlane.

A CAS website?

The upgrading of the AAMS website, has lead to a renewed discussion among the CAS executive, as to whether our society should have a website. This discussion tends to revolve around four overlapping questions:

1. *What would the purpose of a website be?* Since the AAMS membership has, unfortunately, been declining at the same rate as our own membership over the last few years, it seems that a website would not lead to a significant number of new members. As a website is therefore likely to be an additional expense to the CAS, what would we get out of it? We might decide that a website would be a "public service", making information on Canadian aerophilately more readily available, but are there many members of the "public" who are looking for this information?
2. *What would a website cost?* We may need to register a domain name, and "rent" space on the server that hosts the website. Are there other costs involved?
3. *Who would create the website?* We would need somebody with both the knowledge and time to create a website. The key requirement here is computer skills. - The content of a website could be obtained from our existing publications: the *Short Guide to Canadian Aerophilately*, the list of publications and services of the CAS, and our membership form.
4. *Who would maintain the website?* While the person who creates the website would be the prime candidate for this job, we also need to consider how many other people would have to be involved in getting information to the "webmaster", so that the site stays up to date.

If any member is interested in creating a website for the CAS, please contact the editor, at hargreave@king.igs.net

If anybody would like to join in the discussion regarding a CAS website, please send your comments to the editor, either by e-mail to the above address, or by traditional mail to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

DAY OF AEROPHILATELY in Toronto, 27th October 2002



Neil Hunter Murray Heifetz Derek Rance
Chris Hargreaves Ed Matthews Jack Ince

Photograph by Ron Miyanishi.

Dick McIntosh was busy co-ordinating the day.

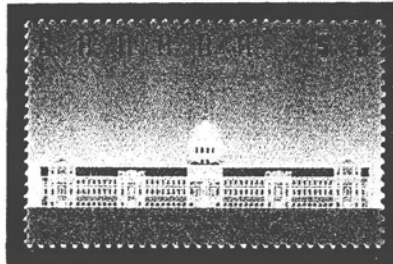
Eight members enjoyed some very interesting displays:

Early Canadian Aviation Postcards, Murray Heifetz;
Aerial Mail Postmarked To or From Kingston, Ontario, Chris Hargreaves,
The Visit of The R-100 to Canada, 1930, Dick McIntosh,
Overseas Mail to the U.S.A. by FAM 22, Jack Ince,
Early Airmail To and From the Dutch East Indies, Ed Matthews.

We also had a good time trading and chatting, and are looking forward to our 9th Day of Aerophilately at the end of October next year. - We hope that more members will join us then.

SEASON'S GREETINGS

A SLEEPER OF SORTS



Montreal's magnificent Bonsecours Market located on Rue Saint Paul facing the harbour was selected to adorn the third in a series of high value definitive stamps issued in 1990 celebrating Canada's architectural heritage. Designed by William Footner and constructed from 1842 to 1845, the building actually inaugurated in 1847 served as a market, town hall, police station, public library, and for a brief period after 1848 as the House of Parliament for the Province of Canada. In its one hundred fifty-seven year history the grand old building saw many more uses and went through various stages of disrepair including fire damage on several occasions. The City of Montreal restored the market as an historical site where it is presently used for some municipal offices, private shops, and exhibition halls

Perhaps one of the overlooked aspects is that the Bonsecours Market can be considered Canada's first aircraft factory. Monsieur and Madam Eugene Godard the famous French balloonists touring Canada and the United States hired fifty local seamstresses to construct the balloon that they would use on this tour. Named "Le Canada" the completed balloon was put on public display in the market's Concert Hall 4 September 1856.

The balloon was taken to the Ste. Anne gas works to be inflated 8 September 1856. An orchestra playing popular music entertained a crowd of 20,000 spectators while Eugene Godard supervised the inflation procedures. That evening Godard launched the first successful voyage of an aircraft built in Canada from the Wesleyan Methodist Church yard in Griffintown, Montreal, Canada East. Accompanying him were Alexandre Edouard Kierzkowski, Alfred Xavier Rambau (is this the real RAMBO?), and captain David S. Ramsay. Godard made two more flights (15 and 22 September) each of which were cut short due to bad weather thus finalizing the Canadian tour.

A plaque has been placed in the room where the balloon was constructed commemorating the event. Many aerophilatelists are aware of the story, and many fixed wing aficionados may never have bothered to go back that far. The latter being very understandable as the fact is all but ignored in most aviation books and periodicals. However it remains true that the five-dollar Bonsecours Market stamp is a sleeper in that it provides an important historical aspect to aviation history in this country.

Season's Greetings from Nino Chiovelli

Bibliography: Canada Post Year Album 1990
 Canada Post Philatelic Service Presentation Folder
 125 Year of Canadian Aeronautics a Chronology 1840 - 1965
 Goggles, Helmets, & Airmail Stamps

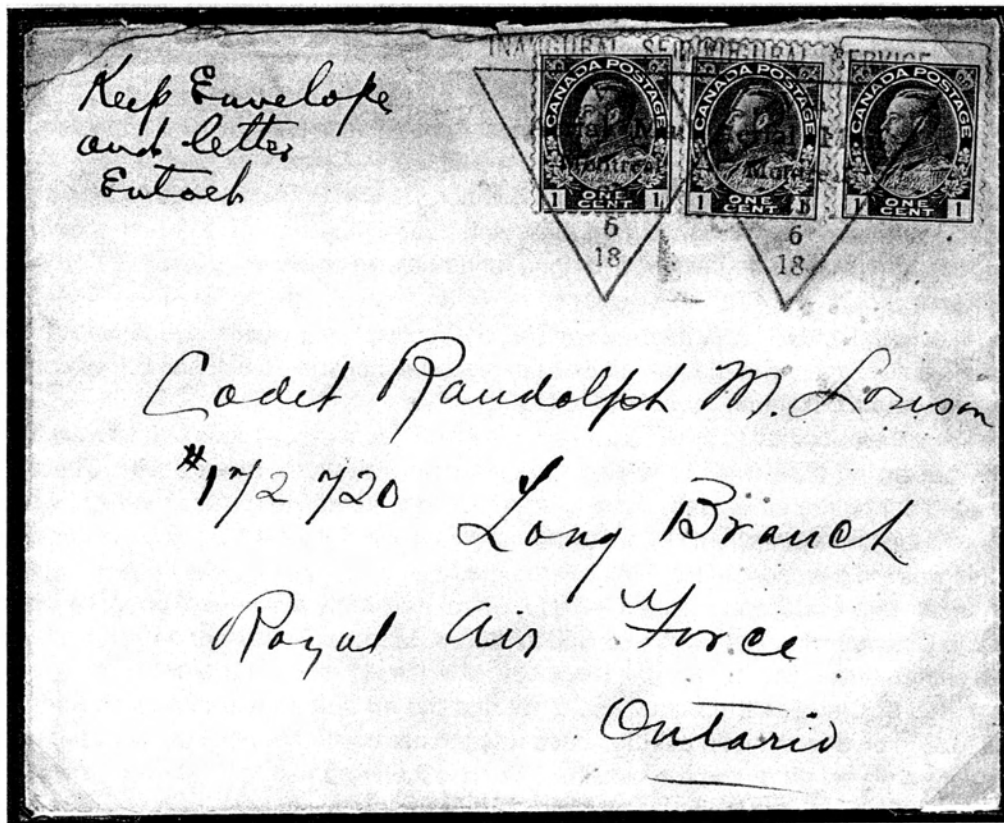
Canada's first official airmail flight
Montreal, Quebec to Toronto, Ontario, 24 June 1918

This was the first officially authorised airmail flight in Canada. It was performed by Captain Brian Peck and Corporal C.W. Mathers, both of the Royal Flying Corps.

The arrival of these flyers in Montreal in their Curtiss JN-4, and the desire of the local branch of the Aerial League of the British Empire to provide an event which would help recruitment for the R.F.C. inspired the idea of achieving Canada's first airmail flight.

It was planned that the flight would take place on Sunday 23rd June. However the flight had to be postponed until the following day as a result of bad weather. Despite continuing poor weather conditions, the plane took off from the Bois Franc Polo Grounds for Toronto (a distance of 340 miles) during the Monday morning. The range of the aircraft was such that it required a refuelling stop at Deseronto, but an additional stop had to be made at Kingston due to strong headwinds. The flight arrived at Camp Leaside, Toronto, at 4:55 p.m.

It is believed 124 letters were carried, of which about half were registered. They were cancelled by Mr Edmund Greenwoods, Treasurer of the Aerial League of the British Empire and Acting Aerial Postmaster for the flight. A special mail bag suitable for carrying letters by air was supplied, and a triangular cachet made for cancelling the stamps. The sealed bag of mail was handed over to Captain Peck on the Sunday afternoon. Upon arrival, the mail was handed over to the Postmaster of Toronto General Post Office who after accepting it, presented the mail bag to the pilot as a memento.



Season's Greetings to all, from David Granger, UK

1919 - Admiral Kerr

Thanks to DON LUSSKY, who after sending me a large number of unlisted covers, this year sent me an intriguing newspaper clipping, about a flight that is not mentioned in the American Air Mail Catalogue:

EXPRESS PLANE RELEASED

After Federal Duty Is Paid - Flight
To Begin To-Day

New York, November 6th. - All hindrance to the nonstop flight from Mineola to Chicago of Vice Admiral Mark Kerr's bombing plane were

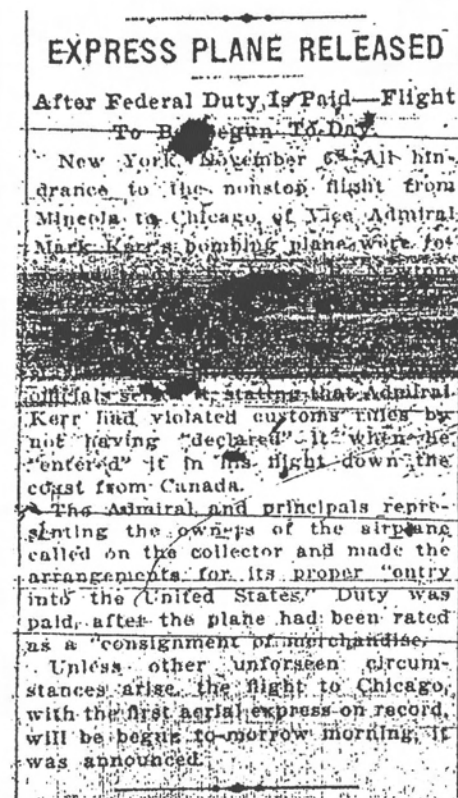
micro-film unfortunately illegible

officials settled, stating that Admiral Kerr had violated customs rules by not having "declared" it when he "entered" it in his flight down the coast from Canada.

The Admiral and principals representing the owners of the airplane called on the collector and made the arrangements for its proper "entry into the United States". Duty was paid after the plane had been rated as a "consignment of merchandise".

Unless other unforeseen circumstances arise the flight to Chicago, with the first aerial express on record, will be begun to-morrow morning, it was announced.

Cincinnati Enquirer, 8th November 1919.



Admiral Kerr was one of the contenders for the first trans-Atlantic flight in 1919. Checking the reports on the trans-Atlantic attempts, led to the story behind the Mineola - Chicago flight.

His plane was one of fifty Handley Page V1500 bombers, built in Britain towards the end of World War One. These aircraft were 64 feet long, 32 feet high, and had a wingspan of 166 feet. Powered by four engines in tandem-pairs, they were designed for long range attacks on Berlin. (Illustration on next page.)

Admiral Kerr's aircraft, the ATLANTIC, was converted to carry enough fuel for a trans-Atlantic crossing, and shipped to Newfoundland in 1919. It arrived on May 11th, but took four weeks to reconstruct. A trial flight on June 9th was unsatisfactory, and the aircraft was not ready by the time Alcock and Brown completed the first non-stop trans-Atlantic flight on June 14th/15th.

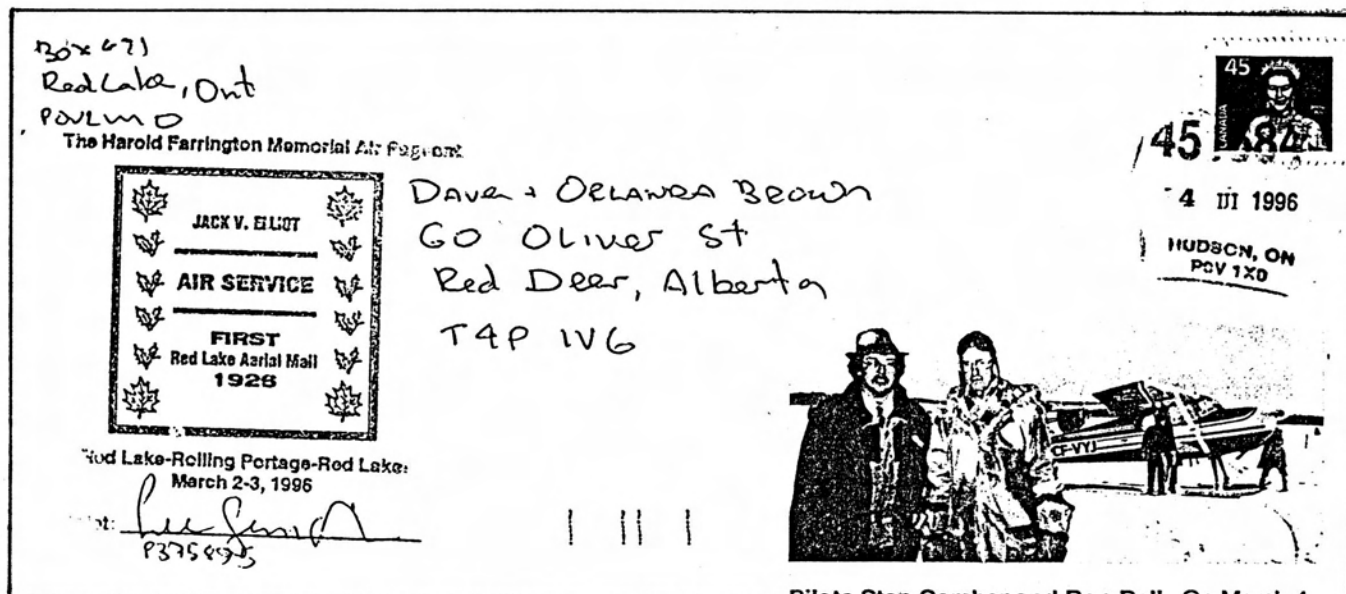
Handley Page then decided to fly the aircraft to New York for demonstration and air mail flights. It set out on July 4th, but an oil leak forced the plane to land near Parrsboro, Nova Scotia. The aircraft was seriously damaged during the emergency landing, and took four months to repair. The flight was resumed on October 9th, and the aircraft reached Greenport, Long Island, after flying for twelve hours and one minute. At that time, this was the second longest flight ever made.

The American Express Company then asked Admiral Kerr to fly a shipment of packages and mails from New York to Chicago. The flight was intended to start at 3a.m. on November 14th, but they could not get the engines started until 6.30a.m. due to intense cold at Mitchell Field. This delay meant that the aircraft had to make a stop at Cleveland, but they could not find the air field in the increasing darkness. They therefore tried to land on a race track, but the space was too narrow for the huge aircraft, and thirteen feet of both wings were sheared off during the landing. The crew then returned to England by ship: the aircraft was dismantled and eventually scrapped.

It is uncertain whether any mail from this attempted New York - Chicago flight survives.

This account is based on three sometimes conflicting sources: *Newfoundland Air Mails: 1919-1939* by C.H.C. Harmer, (published by the AAMS); *Canada's Flying Heritage* by Frank Ellis (available from CANAV Books, Toronto); and "The Pioneer 1919 Air Mail Flight of the Handley-Page ATLANTIC" by R.W. Murch, *The Airpost Journal*, Feb. 1969.

If anybody can provide more information regarding this flight, please contact the editor.



Pilots Stan Comber and Ron Bell. On March 4, 1995, dressed in period costumes, a group of Red Lake aviation enthusiasts flew their bush planes to Hudson, retracing the heritage route to commemorate the 70th anniversary of Red Lake's first air mail delivery.

70 Years Later-The Harold Farrington Memorial Air Pageant

On March 3, 1926, Captains Harold Farrington and Jack Elliot, along with passengers J. Rogers and J. Adair made the first commercial flights into the Red Lake mining camp. The two pilots, in Curtiss JN4 Canucks G-CAEI and G-CADW respectively, departed Rolling Portage (now called Hudson) and successfully completed the round trip by following the steady stream of prospectors' dog teams below them. This flight marked the first time that aircraft were used in a gold rush and the last for the dog teams.

To re-create this historic event in Canadian aviation, a commemorative cavalcade of single-engine skiplanes will fly the route in reverse - from Red Lake to Hudson and return. The trip is dedicated to the memory and achievements of A.H. (Harold) Farrington, the "Iron Man of the North", whose aviation career was spent primarily in Northwestern Ontario, Manitoba and included historic first airmail flights on the prairie air mail runs. Red Lake considers Harold as one of its own as he began and ended his flying career here.

The cavalcade will also be doing an honour to the memory of all those pilots, engineers, and freighters who supplied the northern mining camps with necessities under almost impossible conditions. Hudson was called "The Biggest Little Town in Canada" in the 'Twenties and 'Thirties because of its being the railhead for freight and passengers heading north. It saw the birth, in addition to J.V. Elliot Air Service, of Western Canada Airways and later, Starratt Airways. It was home to General Airways, Henessy & Henessy and others. It was a base for such aviation notables as Al Cheesman, Fred Stevenson, Bernt Balchen, Rod Ross, Hump Madden, Doug Pickering, Dale Atkinson, Tommy Siers, Art Jervis, Ethan Crann, Tim McCoy, Cliff Mills, Ernie Favreau, Shorty Holden, Stu McRorie, Bud Starratt, Jake Siegel, Walter Davidson, Cy Berry, Stan Johnson, George Campbell, Doc Oaks, Leigh Brintnell, and the names go on and on.

Special commemorative air mail letters will be carried and signed by the pilots carrying them. Each aircraft will temporarily bear the civil registration of those aircraft which were instrumental in opening up the North. Each pilot will temporarily assume the identity of one of "those magnificent men in their flying machines".

If you wish to be a part of this event, the requirements are few. If you have a skiplane, fill every seat with an aviation enthusiast and join us for the whole trip, half of the trip, part of the trip, or just a hamburger in Rolling Portage. Everyone, get those air mail letters written, ready to be flown away on the weekend of March 2-3. So dust off your goggles, dig out the leather helmet, and fire up your blowpots. We'll have more airplanes on the ice than Hudson has seen since 1942.

All enroute pilots are asked to dip a wing over Bruce Lake to the memory of Bud Starratt who died there in the crash of CF BGY, January 7, 1941, and in tribute to all others who have made the "last portage".

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Fellow Aerophilatelists

Thank you for your
Encouragement,
and support in my
first year as a member.

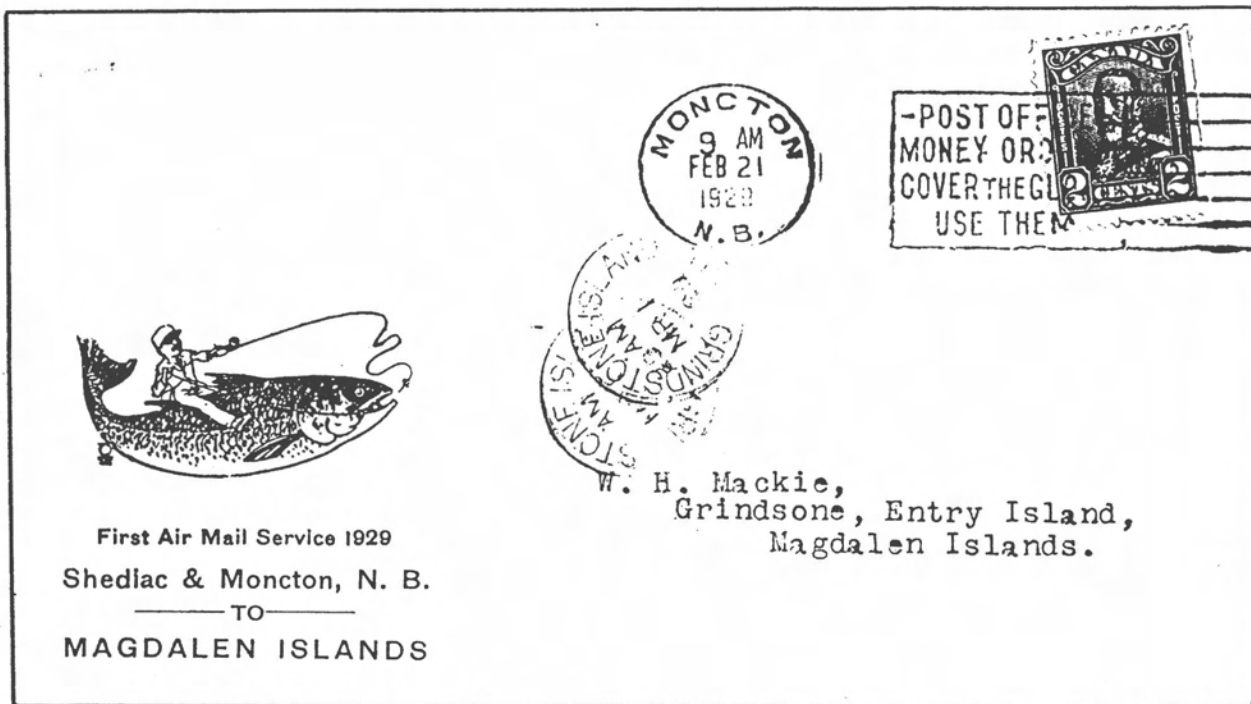
Wishing you all the best
this Christmas and in the
New Year. I hope to get
to know more of you
in the next year.

Dave Brown

davori@shaw.ca
address is on the above cover.

1928 - "FOOL'S GOLD"

Thanks to JOHN JOHNSON, who sent me this nice example for our occasional series on "covers which either looked or were claimed to be exciting, but turned out not to be":



Postmarked: MONCTON 9 AM FEB 21 1929 N.B.

Receiver cancellation on front: GRINDSTONE ISLAND AM MAR 1 29 P.Q.

Backstamped: MONCTON 5 PM MAR 1 1929 N.B.

This looks like a First Flight Cover, but according to the Air Mails of Canada and Newfoundland, the First Flight from Moncton to Grindstone Island took place on March 11th 1928. (#2807d)

The solution to this "puzzle" is in the wording of the cachet. - The flights to Grindstone Island were a seasonal, winter only service, and this cover is from the first flight of the 1929 season!

(Since the editors of AMCN decided to adopt an "inclusive" policy, and give information about covers which looked like First Flight Covers but weren't, this cover is included in AMCN as # 2911.)

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¹⁷⁹³
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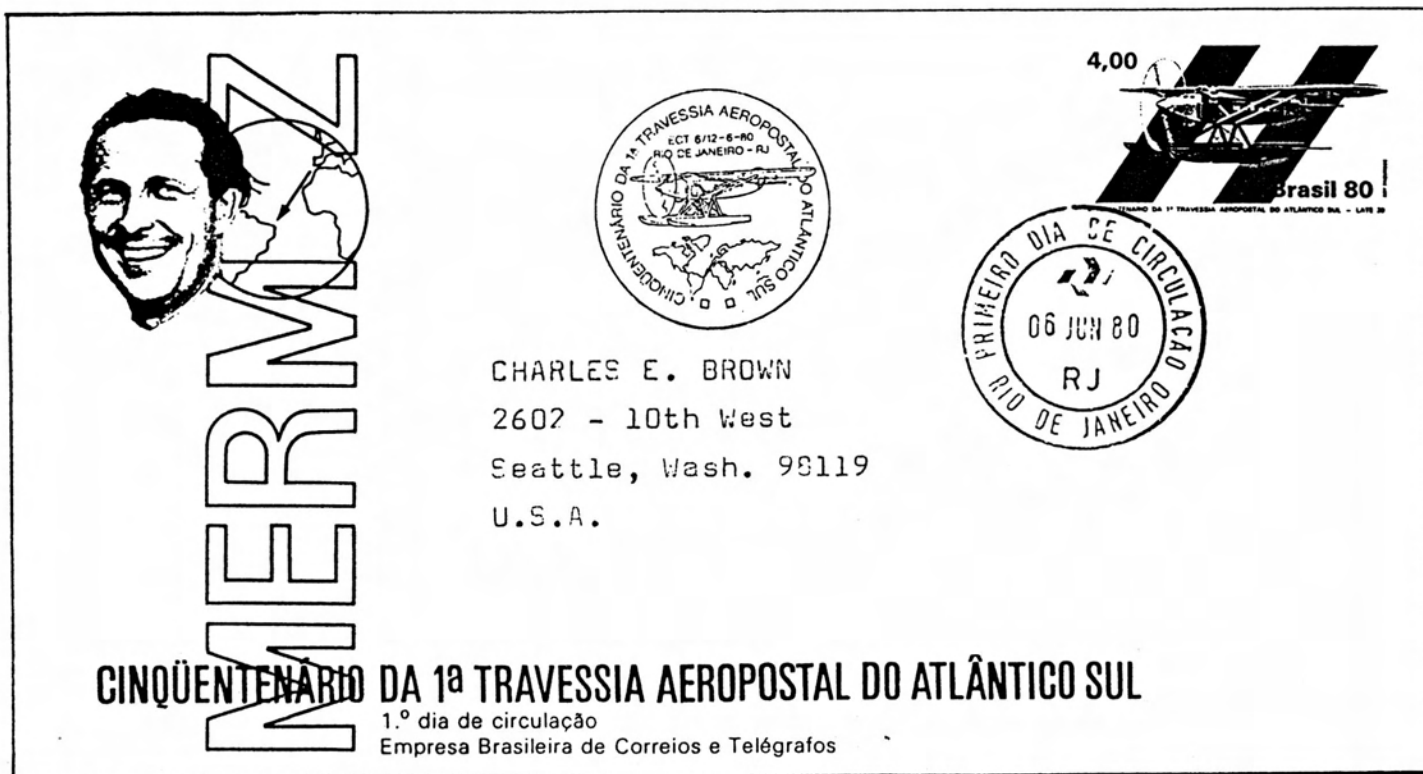
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1930/1980
**50th ANNIVERSARY OF THE FIRST AIR MAIL
 CROSSING OF THE SOUTH ATLANTIC**

Season's Greetings from Bob Terry



First Day of Issue of Brazilian stamp commemorating the first air mail crossing of the South Atlantic by Jean Mermoz. The stamp pictures the aircraft used, the Latecore 28 hydroplane "Comte de la Vaulx," on a blue, white and red background reminiscent of the French Tricolor. The stamp was issued on 6 June 1980. His flight left St. Louis du Senegal, Senegal, on 12 May and arrived at Pernambuco, Brazil, on 13 May at 8:10AM after a flying time of 21 hours and 10 minutes. One of history's greatest long-distance aviators, Mermoz is not even listed in the Encyclopedia Britannica anymore! His co-pilot Dabry and radioman Gimié were forgotten long ago.

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SEASON'S GREETINGS
 from BRIAN WOLFENDEN,
 who found this description of
 Canadian Air Mail Routes from 1931.

(The original was a feint
 duplicated copy on 8 1/2" x 14" paper.)

POST OFFICE DEPARTMENT.

Edmonton, Alta.,
September 16, 1931.

The attention of all concerned is directed to the great improvement in air mail service from an Edmonton standpoint since night flying commenced between Edmonton and Calgary.

The following Air Mail Schedule is given as an illustration using Wednesday, for instance, as the day of mailing of outgoing and the day of arrival of incoming mail at Edmonton. Air Mail closes in the General Post Office at 6:30 p.m.

To Edmonton	Office	From Edmonton.
6:15 M.T. Wednesday	Arr. Edmonton	Lv. 19:00 M.T. Wed.
4:10 " "	Arr. Calgary	Arr. 20:45 " "
2:45 " "	Arr. Lethbridge	Arr. 22:05 " "
1:25 " "	Arr. Medicine Hat	Arr. 23:25 " "
22:40 " Tuesday	Arr. Moose Jaw	Arr. 1:55 " Thur.
21:50 " "	Arr. Regina	Arr. 2:40 " "
13:00 C.T. " "	Arr. Winnipeg	Arr. 7:00 C.T. " "
12:10 " "	Arr. Pembina, N.D.	Arr. 13:55 " "
11:25 " "	Arr. Grand Forks, N.D.	Arr. 15:00 " "
10:35 " "	Arr. Fargo, N.D.	Arr. 15:50 " "
8:10 " "	Arr. Minneapolis, Minn.	Arr. 17:55 " "
4:05 " "	Arr. St. Paul, Minn.	Arr. 18:30 " "
3:50 " "	Arr. Minneapolis, Minn.	
24:40 " "	Arr. Milwaukee, Wis.	Arr. 21:50 " "
23:50 " Monday	Lv. Chicago, Ill	Arr. 22:45 " "
<hr/>		
19:20 E.T. Monday	Arr. Chicago, Ill.	Lv. 24:00 E.T. Thur.
18:25 " " Ar. So. Bend, Ind.	Toledo, O.	Arr. 3:05 " Fri.
17:40 " " Ar. Kalamazoo, Mich		
16:40 " "	Arr. Detroit, Mich.	Arr. 4:40 " "
15:55 " "	Arr. Windsor, Ont.	Arr. 5:10 " "
14:55 " "	Arr. London, Ont.	Arr. 7:00 " "
13:55 " "	Arr. Hamilton, Ont.	Arr. 7:50 " "
13:30 " "	Lv. Toronto, Ont.	Arr. 8:15 " "
<hr/>		
Daily		Daily
19:02 " "	Arr. Chicago, Ill	Lv. 24:00 " Thur.
16:26 " "	Arr. Cleveland, O.	Arr. 3:58 " Fri.
12:15 " "	Lv. New York, N.Y.	Arr. 8:06 " "
<hr/>		
22:15 C.T. Monday	Arr. Chicago, Ill	Lv. 24:00 C.T. Thur.
17:15 " "	Arr. Omaha, Neb.	Arr. 4:16 " Fri.
11:00 M.T. " "	Arr. Cheyenne, Wyo.	Arr. 9:56 " "
6:00 P.T. " "	Arr. Salt Lake City	Arr. 14:20 M.T. "
23:45 " Sunday	Lv. San Francisco,	Arr. 21:20 P.T. "

NOTE: "To Edmonton" read up "From Edmonton" read down.

Under this schedule an urgent letter to Calgary sent "Special Delivery" could be mailed in Edmonton at 6:30 p.m. and a reply received in Edmonton at 6:15 the following morning.

Air Mail Postage.

Canada, Great Britain, Irish Free State) 6¢ first ounce.
 Newfoundland & United States) 10¢ each additional ounce.
 Europe.....10¢ each ounce.
 West Indies, Mexico, Cuba, Central America,)
 Asia, Africa, Australasia) 15¢ each $\frac{1}{2}$ ounce.
 South America.....45¢ each $\frac{1}{2}$ ounce.

Continued

Schedule Showing Time of Arrival of Mail
Sent by Air Service and by Rail; also Gain
in Time of Delivery by Air Service Closing
Time at Edmonton 6:30 P.M.

Mails for	Arr. by Air	Arr. by Rail	Gain in Delivery
Brandon, Man.	12:10 pm (2)	3:35 am (3)	18 hours
Charlottetown, P.E.I.	10:25 pm (4)	6:30 pm (6)	48
Fredericton, N.B.	10:35 am (4)	8:15 am (6)	45
Fort William, Ont.	9:50 pm (2)	9:50 pm (3)	24
Hamilton, Ont.	7:50 am (3)	9:10 pm (4)	48
Halifax, N.S.	10:45 pm (4)	5:35 pm (6)	48
Hull, P.Q.	6:30 pm (3)	6:00 am (5)	24
Lethbridge, Alta.	10:05 pm (1)	1:10 pm (2)	6
London, Ont.	7:00 am (3)	7:10 pm (4)	48
Levis, P.Q.	6:15 am (4)	4:55 pm (5)	48
Medicine Hat, Alta.	11:25 pm (1)	8:10 pm (2)	24
Moose Jaw, Sask.	1:55 am (2)	4:55 pm (2)	24
Montreal, P.Q.	8:25 pm (3)	7:00 am (5)	24
Moncton, N.B.	3:15 pm (4)	10:10 pm (6)	27
Ottawa, Ont.	5:50 pm (3)	5:15 am (5)	24
Port Arthur, Ont.	11:10 pm (2)	11:10 pm (3)	24
Portage la Prairie, Man.	10:40 am (2)	6:39 am (3)	21
Quebec, P.Q.	6:15 am (4)	4:55 pm (5)	48
Regina, Sask.	2:40 am (2)	6:20 pm (2)	24
Saint John, N.B.	11:00 am (4)	5:10 am (6)	42
Sydney, N.S.	7:35 am (5)	7:35 am (7)	48
Toronto, Ont.	8:15 am (3)	10:20 pm (4)	45
Weyburn, Sask.	12:10 pm (2)	3:30 pm (3)	27
Winnipeg, Man.	7:00 am (2)	7:30 am (3)	24

UNITED STATES POST OFFICE

(Close)				
Akron, Ohio	6:30 pm	8:15 am (3)	10:15 pm (4)	45 hours
Albany, N.Y.	6:30 pm	10:31 am (3)	3:29 am (5)	45
Albuquerque, N.M.	6:30 pm	3:09 pm (3)	6:50 pm (5)	48
Amarillo, Texas	6:30 pm	1:17 pm (3)	9:15 pm (5)	66
Ann Arbor, Mich.	6:30 pm	6:57 am (3)	4:40 pm (4)	48
Atlanta, Ga.	6:30 pm	11:46 am (3)	8:55 am (5)	45
Austin, Texas	6:30 pm	10:25 am (4)	3:10 pm (5)	45
Baltimore, Md.	6:30 pm	10:45 am (3)	12:00 am (5)	48
Birmingham, Ala.	6:30 pm	8:55 am (4)	8:13 am (5)	27
Brownsville, Texas	6:30 pm	2:05 pm (4)	8:15 am (6)	51
Boston, Mass.	6:30 pm	10:05 am (3)	10:45 am (5)	48
Big Spring, Texas	6:30 pm	10:44 am (4)	5:45 pm (5)	45
Buffalo, N.Y.	6:30 pm	7:00 am (3)	9:41 pm (4)	48
Charlotte, N.C.	6:30 pm	3:30 pm (3)	7:25 pm (5)	48
Chattanooga, Tenn.	6:30 pm	10:39 am (3)	5:22 am (5)	45
Chicago, Ill.	6:30 pm	10:45 pm (2)	6:30 am (4)	24
Cincinnati, Ohio	6:30 pm	4:15 am (3)	6:05 pm (4)	48
Cleveland, Ohio	6:30 pm	3:58 am (3)	5:50 pm (4)	48
Colorado Springs, Colo.	6:30 pm	5:50 pm (3)	3:55 pm (5)	48
Dallas, Texas	6:30 pm	8:18 pm (3)	8:10 am (5)	27
Denver, Colo.	6:30 pm	12:30 pm (3)	8:55 am (5)	45
Detroit, Mich.	6:30 pm	4:40 am (3)	5:20 pm (4)	48
Douglas, Arizona	6:30 pm	2:39 pm (4)	7:05 am (6)	42
El Paso, Texas	6:30 pm	12:34 pm (4)	8:45 am (6)	45
Elko, Nev.	6:30 pm	4:12 pm (3)	3:37 pm (5)	48
Evansville, Ind.	6:30 pm	00:45 am (4)	5:40 pm (4)	24
Fargo, N.D.	6:30 pm	3:50 pm (2)	9:00 pm (3)	24
Fort Worth, Texas	6:30 pm	7:58 pm (3)	7:55 am (5)	24
Galveston, Texas	6:30 pm	11:30 am (4)	8:45 pm (5)	42
Greensboro, N.C.	6:30 pm	2:35 pm (3)	11:25 pm (5)	48
Hartford, Conn.	6:30 pm	12:20 pm (3)	11:10 am (5)	48
Harrisburg, Pa.	6:30 pm	12:37 pm (3)	12:45 pm (5)	48
Houston, Texas	6:30 pm	10:50 am (4)	7:00 pm (5)	45
Indianapolis, Ind.	6:30 pm	2:00 am (3)	2:40 pm (4)	48

Continued

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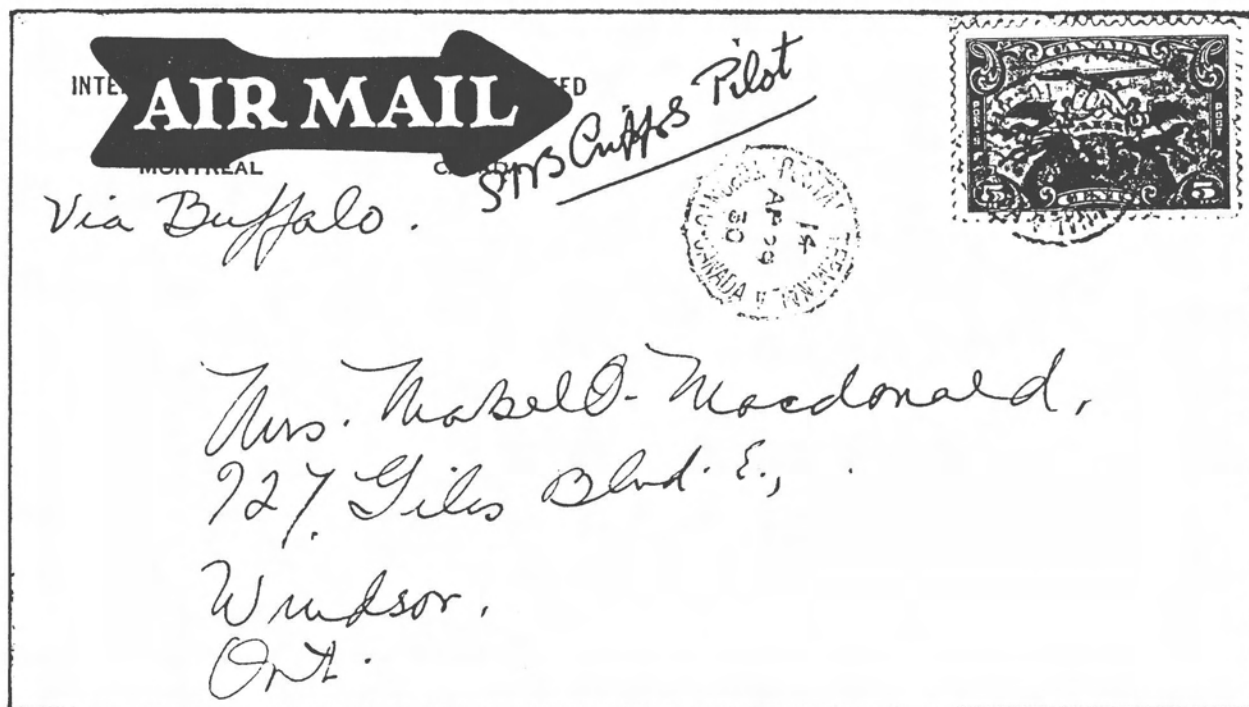
Mails for	Close	Arr.by Air	Arr.by Rail	Gain in Delivery
Iowa City, Iowa.	6:30 pm	4:40 pm (3)	10:22 am (4)	3
Jackson, Miss.	6:30 pm	2:55 pm (3)	3:05 pm (5)	48
Jacksonville, Fla.	6:30 pm	10:00 am (4)	7:30 pm (5)	45
Kalamazoo, Mich	6:30 pm	9:35 am (3)	2:00 pm (4)	27
Kansas City, Kansas	6:30 pm	2:45 pm (3)	3:30 pm (4)	24
Las Vegas, Nev.	6:30 pm	3:45 am (4)	2:40 pm (5)	42
Los Angeles, Cal.	6:30 pm	6:12 am (4)	9:15 am (5)	27
Louisville, Ky.	6:30 pm	7:59 am (3)	7:00 pm (4)	45
Macon, Ga.	6:30 pm	7:40 am (4)	11:35 am (5)	30
Madison, Wis.	6:30 pm	11:55 am (3)	9:50 am (4)	21
Milwaukee, Wis.	6:30 pm	9:50 pm (2)	4:30 am (4)	24
Memphis, Tenn.	6:30 pm	12:50 pm (3)	8:00 am (5)	45
Miami, Fla.	6:30 pm	1:45 pm (4)	7:10 am (6)	42
Minneapolis, Minn.	6:30 pm	5:55 pm (2)	5:20 pm (3)	24
Mobile, Ala.	6:30 pm	9:01 am (4)	4:55 pm (5)	45
Moline, Ill.	6:30 pm	11:55 am (3)	2:20 pm (4)	24
Nashville, Tenn.	6:30 pm	9:31 am (3)	1:35 am (8)	45
New Orleans, La.	6:30 pm	4:43 pm (3)	7:50 pm (5)	48
New York City	6:30 pm	8:06 am (3)	6:50 am (5)	45
North Platte, Neb.	6:30 pm	7:46 am (3)	3:55 pm (4)	48
Ogden, Utah	6:30 pm	3:50 am (4)	6:00 am (5)	48
Oklahoma City, Okla	6:30 pm	4:07 pm (3)	7:35 am (5)	24
Omaha, Neb.	6:30 pm	4:16 am (5)	7:40 am (4)	24
Orlando, Fla.	6:30 pm	11:45 am (4)	8:10 am (6)	42
Phoenix, Ariz.	6:30 pm	4:44 pm (4)	9:55 pm (5)	24
Pittsburg, Pa	6:30 pm	9:20 am (3)	9:00 pm (4)	45
Rochester, N.Y.	6:30 pm	7:58 am (3)	11:05 pm (4)	45
Pueblo, Colo.	6:30 pm	7:00 pm (3)	5:00 pm (5)	48
Reno, Nev.	6:30 pm	6:54 pm (3)	10:37 pm (5)	48
Richmond, Va.	6:30 pm	12:45 pm (3)	4:05 pm (5)	42
Rock Springs, Wyo.	6:30 pm	12:25 pm (3)	2:56 am (5)	42
Salt Lake City, Utah	6:30 pm	2:20 pm (3)	7:15 am (5)	45
San Antonio, Texas	6:30 pm	11:20 am (4)	6:15 pm (5)	42
San Francisco, Cal.	6:30 pm	9:20 pm (3)	6:50 pm (4)	24
Schenectady, N.Y.	6:30 pm	10:12 am (3)	6:25 am (5)	45
Spartanburg, S.C.	6:30 pm	4:20 pm (3)	5:30 pm (5)	48
Springfield, Ill.	6:30 pm	9:41 am (3)	2:35 pm (4)	27
Springfield, Mo.	6:30 pm	1:09 pm (3)	1:45 am (5)	42
St. Louis, Mo.	6:30 pm	10:25 am (3)	4:41 pm (5)	45
St. Paul, Minn.	6:30 pm	6:30 pm (2)	5:35 pm (3)	24
Syracuse, N.Y.	6:30 pm	8:47 am (3)	12:33 am (5)	45
Tampa, Fla.	6:30 pm	12:50 pm (4)	6:30 am (6)	42
Tucson, Ariz.	6:30 pm	3:40 pm (4)	6:45 pm (6)	48
Tulsa, Okla.	6:30 pm	2:58 pm (3)	7:00 am (5)	24
Utica, N.Y.	6:30 pm	9:26 am (3)	1:40 am (5)	45
Waco, Texas	6:30 pm	9:20 am (4)	11:40 am (5)	27
Washington, D.C.	6:30 pm	11:20 am (3)	12:45 pm (5)	48
Winslow, Ariz.	6:30 pm	4:32 pm (3)	1:25 am (6)	48
Toledo, Ohio	6:30 pm	3:05 am (5)	2:25 pm (4)	30

* Figures indicate day of arrival including day of mailing.

Thanks Brian.

For a free copy of Brian's latest list of
air mail covers and related items for sale, write to
Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
or e-mail: bjnepean@trytel.com

1930 - TORONTO to WINDSOR via BUFFALO



J.P. Oliver
S.T.B. Cripps

April 29, 1930 Toronto Canada Postal Terminal A. Apparently to Windsor via Buffalo but no transit or receiver. Nothing on the back except the signature shown at left. Signed S.T.B. Cripps Pilot. Air Mail sticker covers up "International Airways of Canada Limited" and a Montreal address. Unlisted in "The Airmails of Canada & Newfoundland" or in the AAMC FAM routes. The only mention of Cripps in any of the references that I have is in flight 3029 of "The Airmails of Canada & Newfoundland". Can anyone add information?

Thanks to MIKE PAINTER for sending in this cover.

The signature and indirect routing suggest this is a specially created commemorative cover, but for what event? - The first flight from Toronto to Buffalo was on July 15th 1929, (AMCN # 2943). Since that service was inaugurated with Sikorsky S-38 flying boats, one possibility was that this cover marked the start of the 1930 season. However, further research showed that the Toronto - Buffalo air mail was a year round service, operated by landplanes in 1930. - In the article *Buffalo - Toronto By Air* by C.D. Long, reproduced in the September 2000 issue of this newsletter, it stated that:

It was obvious that it wouldn't be feasible to operate from the water through the winter, so the Sikorskys were taken from the run at the end of September.

On 30th September, the air mail part of the service was put on to a small fleet of Fairchild FC-2W2's: CF-AHG and G-CAVN, which operated once each weekday between Leaside and Buffalo airport.

Can anybody provide more information regarding the pilot or the flight?

A Christmas Quiz!

My thanks to MIKE SHAND for the quiz on the next page.

Please send your answers directly to Mike:

1183 Agincourt Road, Ottawa, Ontario K2C 2H8

CHRISTMAS (2002) GREETINGS!

This year, Xmas with a quiz. What would Xmas be without a puzzle? Everyone knows (well me and maybe one other) that planes are much more important in Aerophilately than rates and obscure postal markings.

So I want you to tell me the names of the planes shown and in the case of the photo to the right, what is the name of the pilot as well as her plane (now that's a toughie!) That's ten questions, nine planes and one pilot.

Send me your answers/guesses and the firstest with the mostest will get a goodie or two from my surplus box. Answers will be provided in the next "Aerophilatelist".

2002 was for me a fine year with three great shows but perhaps especially Canada's first aerophilatelic show in Edmonton. When is the next one Gord? I would encourage all of you to try exhibiting, you meet great people and get enormous help in your specialty. Many of our members are never seen or heard from. Make 2003 your year to jump in. The Wright Bros did so 100 years ago.

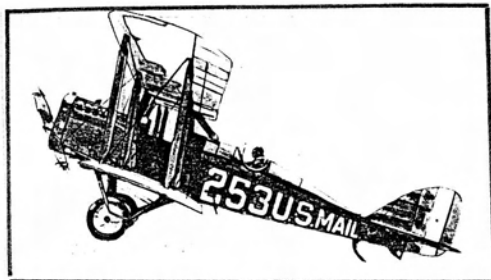
Very best Seasons Greetings.



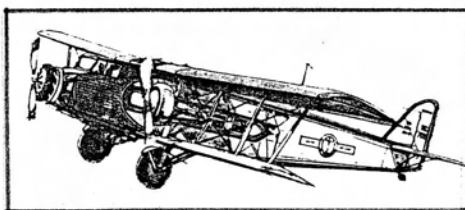
MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONT CANADA
K2C 2H8



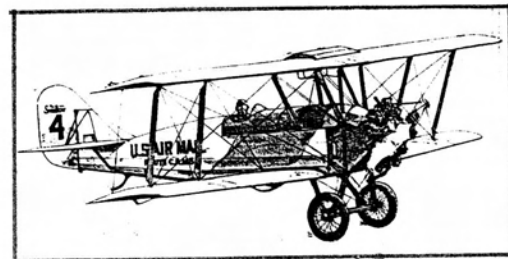
① AND ②



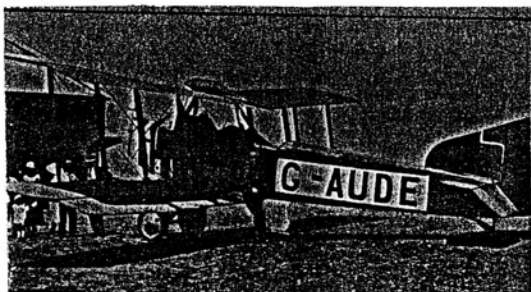
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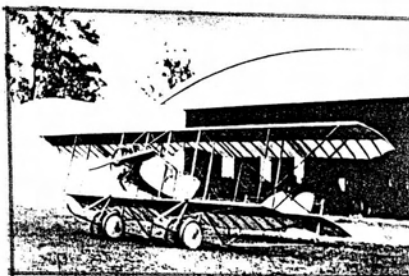
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⑤



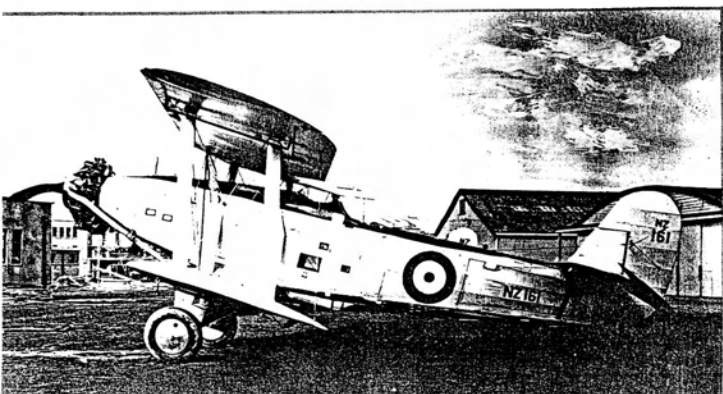
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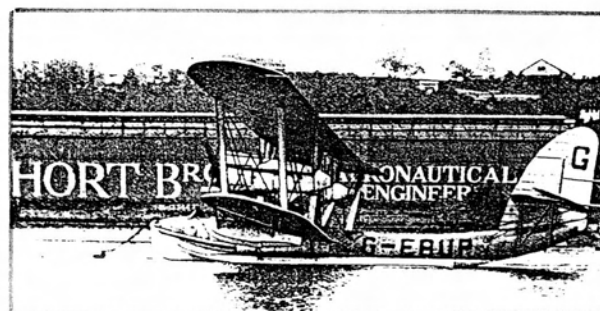
⑦



⑧



⑨



⑩

1932 / 2002 - The Dornier DO-X



According to Newfoundland Air Mails:

With the newspapers full of details of long-distance flights taking place in many parts of the world, the arrival of the world's biggest heavier-than-air machine in Newfoundland attracted great attention.

The German Dornier DO-X flying boat, 130 feet long and with a wing spread of 160 feet, was equipped with 12 Curtiss "Conqueror" engines and carried a crew of 14. She had a lifting power of 50 tons and on one of her trial flights had carried 169 people.

On the morning of May 21 at 3.25 a.m., the DO-X left for the Azores. Horta was reached the same evening. The following day, the giant machine flew on to Spain and touched down at Vigo. The next day, May 23, the third leg was to Calshot near Southampton and on May 24 the final phase was to Berlin.

The trans-Atlantic flight of the DO-X was described in detail in the April 1974 Airpost Journal, as part of a series of articles by George W. Hoffman:

Early coastal morning fog suggested a gradual climb of the **DO-X** out of Conception Bay. St. John's to starboard could not be seen. Within a few minutes the heavily loaded airship reached a safe cruising altitude out of the coastal waters with their considerable fishing trawler traffic. Commander Christiansen took one last inspection tour through the ship. Capt. Merz was relaxed, his eyes fixed through the wide command bridge windows, his fingertips only touching the big steering wheel. The compass in front of him pointed south-east. A light southwesterly breeze assured a steady, quiet flight. Capt. Merz hummed an old seaman's song: "Home - home - goes the sailor . . ." Capt. Diel in the co-pilot's bucket seat next to him nodded as the Commander passed by. Capt. Niemann was bent over his navigator's table, covered with maps on which the flight route was drawn in straight lines. He called compass directions to the pilot while navigation instruments were sliding over his map of the north Atlantic. Engineer Eitel faced the instrument panel and engineer Brewton of Curtiss-Wright had his eyes on the motor control panel. Then the wide shoulders of the stern Commander squeezed through the small metal door in back of the "bridge" into Capt. Kiel's radio control room. Little lights flickered, tickers tapped away all around him and, wearing a tight fitting skullcap with a set of built-in earphones, he anticipated the Commander's question he could not hear and reported that all contacts with European as well as American senders were in operation.

While Capt. Merz eased the airship slowly down to only fifteen feet over the ocean waves, rolling smooth and oily underneath, the **DO-X** settled to a steady eastward course and all was well aboard. Hour after hour ticked by. "Krischans," a big pair of binoculars in his hands, searched the ocean for icebergs but only the plumes of a couple of big whales broke the blue monotony of the waters.

About five hours out of port the white billowing sails of a three-mast schooner came into sight. Capt. Merz pulled the rudders slightly to a slow rise and, reaching the sailship, circled her in a seaman's salute while at achtern the ship raised, then lowered and again raised the red and white colors of her homeland, Denmark. Her crew waved from deck, and back on her eastern course the **DO-X** resumed her homeward-bound flight.

Mrs. Strassmann fed the crew every two hours with a light snack. The sun was now warming the quarters comfortably — then some bright yellow object was sighted floating ahead. Capt. Merz changed course only slightly to get a better look and found the canvas of a seaman's coffin, perhaps the burial of an old "salt," still floating on a few air bubbles under the canvas — by nightfall it would have sunk down into the ocean for an eternal rest. Outside all of the twelve power plants hummed in sweet harmony.

Just twelve hours after takeoff two rocks raised their black heads out of the rapidly darkening waters. The flight proved to be on a perfect straight course with the passing of the first rocks of the archipelago of the Azores,

Continued

**1932 / 2002 -
The Dornier DO-X,
continued:**

the Corvo and Flores on the map. After sunset it seemed as if the night had fallen instantly. Capt. Merz took his airship to a higher altitude and after another hour and a half the silhouette of the Azor mountains were sighted through the darkness of the night. Fog billowed up from below. Lighthouse flares were piled, first one then another, and from the steady count of the flares Captain and navigator checked their position relative to the Fayal Canal which could not be seen.

After 14½ hours' flying time Capt. Merz glided the **DO-X** to a smooth landing in the total darkness of the open Atlantic ocean. With only the two furthest out back and starboard side motor tandems running, he taxied carefully toward an unseen destination. Then, suddenly, out of the clouds there broke the huge bulb of a full moon, silhouetting the cone-shaped outline of Mount Pico. Then the first glimmer of distance lights appeared and Capt. Merz had reached the Fayal Canal, the harbor of Horta, just as accurately as if the light of the day had guided him. While Capt. Diel was taking over, Capt. Merz reached for his flight log and entered: "Horta Azores — arrival 23.15 (11.15 P.M.) all gas tanks almost empty — flying time 14½ hours — distance 2,324 Km (about 1,400 Miles)."

A light signal swung from ashore and the **DO-X** taxied slowly toward it. A Portuguese customs launch was waiting there indicating the location of an anchor buoy, and for an extra-special greeting the old harbor captain Pinto came out to greet his friend Capt. Merz who had been his guest about five years before when he crash-landed his Heinkel D-1220 on an east-to-west transatlantic flight attempt in 1927.

But there was little time for sentimentalities. Out of the darkness the bulk of two barges emerged, loaded with gasoline drums. After some hot coffee and a bite to eat, the pilots climbed into their sleeping bags while the crewmen who slept during the day started pumping gas.

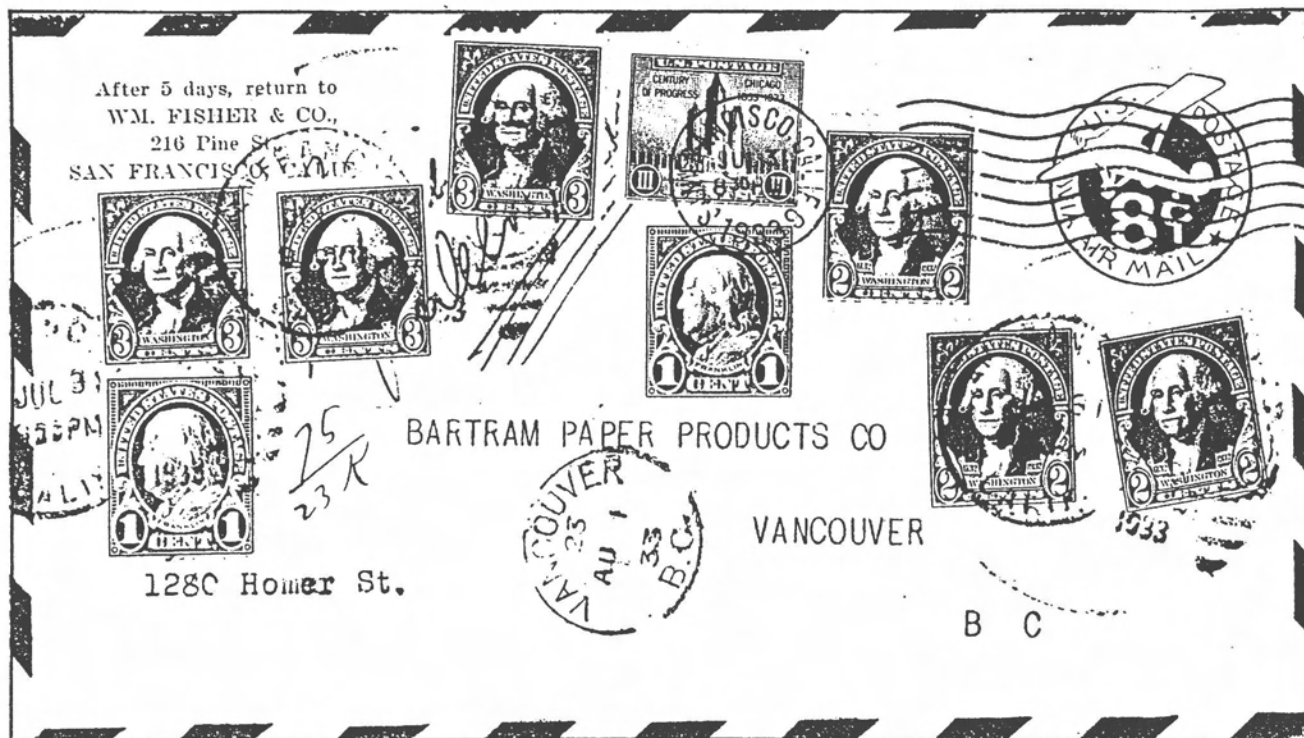
Sunday, May 22. Krischan's "rise and shine" sounded over the intercom at 4:30 A.M. sharp. The last gasoline canister had been loaded in the old salon. Rich, hot coffee smelled in the galley and soon the whole crew was back around the common breakfast table. At 6:25 Horta central Atlantic time, the first tandem of engines started humming, but not until 8:19 did the **DO-X** taxi for a short takeoff race out of the Fayal Canal into the open Atlantic ocean on a straight course toward Vigo on the coast of Spain.

Now there was busy action aboard. Carpets were laid down; seats and tables were screwed back into their respective bases in preparation for receptions in Europe. At 11 A.M. Capt. Merz reported from the bridge: "All is well — flying height six feet." On and on, every hour was marked as so many more miles closer to Europe and home. The members of the crew, although visibly tired and spent, were getting more talkative, and smiled and lined up for half an hour each in the washroom for a shower and their first shave since New York. At 4 P.M. land was sighted — Europe. In the magnificence of a Sunday evening sunset the white amphitheater of the city of Vigo shone as a promising and happy "Welcome Home" to the transatlantic fliers. As the airship made a roaring salute flight low over the city and harbor, every human being seemed to have gathered around the bayshore streets.

When they arrived in Germany, the **DO-X** aircraft and crew were celebrities. From June to November they made a tour from Berlin, along the north coast of Germany, and down the Rhine valley to Switzerland. - My thanks to GUNTER RENNEBEK for the cover below, commemorating the 70th anniversary of this tour.



1933 - AIR MAIL TO VANCOUVER



Manuscript registered cover, postmarked: SAN FRANCISCO JUL 31 8.30 PM 1933
 Receiver on front and back: VANCOUVER 23 AU 1 33

This cover was sent in by TONY KERSHAW, in connection with the question in the September 2000 newsletter regarding a United Airlines service between Seattle and Vancouver. - In his book Pioneering in Western Canadian Air Transport, Ken Molson states that United Airlines had an air mail contract between Vancouver and Seattle, before the Canadian Airways inaugurated their service on October 1st 1935. However, no other references to such a service have been found.

Tony commented that this cover had made an extremely quick journey from San Francisco to Vancouver, and wondered whether this would have been possible without an air mail connection to Vancouver?

According to the American Air Mail Catalogue, Volume-Two, this cover would have flown from San Francisco to Seattle by the U.S. Contract Air Mail Route #8. - CAM 8 was inaugurated by Pacific Air Transport on September 15th 1926. The first northbound flight left San Francisco at 5.00am, and Portland at 11.30am.

- Does anybody have a FFC backstamped in Seattle, which would tell when the flight from San Francisco arrived there?
- Does anybody know whether the same schedule was operated in 1933 as in 1926?
- If we can establish when this cover arrived in Seattle, does anybody have information about railway services from Seattle to Vancouver, that would establish whether this cover could have reached Vancouver by rail at 23.00pm?

Thanks Tony.

CHRISTMAS SPECIAL

The remainder of the CAS Cinderella stamps produced for "Royal 2002 Royale" are being offered at \$2.00 per miniature sheet of six stamps until March 2003.

To order, or obtain more information, please contact Nino Chiovelli,
 14419 - 87 Street, Edmonton, Alberta T5E 3G6 [E-mail: nchiovel@telusplanet.net]



Happy Holidays from Ken Sanford

Editor's Note: congratulations to Ken on his new book -
AIR CRASH MAIL OF IMPERIAL AIRWAYS & PREDECESSOR AIRLINES

by Kendall C. Sanford

A new publication by the Stuart Rossiter Trust Fund

The Rossiter Trust is pleased to announce an important new book "Air Crash Mail Of Imperial Airways & Predecessor Airlines". This 225 page book lists all the known crashes, interruptions and forced landings of Imperial Airways and its predecessor airlines. This is the first time a book has been published detailing the crash mail of a single airline. The book includes a photo or illustration of nearly every Imperial Airways and predecessors' aircraft that crashed or had a forced landing, and shows a cover and every known variety of cachet, label, manuscript marking or post office explanation, where mail has been recorded. There are 187 aircraft photos, 96 covers and 174 cachets shown, plus reproductions of newspaper clippings about Imperial Airways crashes.

The book lists 100 additional crashes and forced landings, and 46 additional cachet varieties not previously recorded by philatelic books and publications. This is based on the author's extensive collection of Imperial Airways crash mail, as well as years of research by the author in archives, newspaper libraries, early aviation magazines, and consulting over fifty books, magazines, and other publications.

The same numbering system has been used as in "Recovered Mail" by Henri Nierinck, published in 1992 & 1995. For the additional cachet and label varieties not previously recorded, the letters (identifying each type) not used by Nierinck have been used to avoid confusion between the Nierinck books and the new book. Thus, the numbering system used in the new book is an extension of the Nierinck numbering. The listings are shown chronologically by date.

The new book includes four Appendices-A. Identification of Covers Without Clear Postmarks, B. Imperial Airways & Predecessors Aircraft That Crashed or Were Interrupted, C. Imperial Airways & Predecessors Pilots Involved in Crashes or Interruptions, and D. an extensive Bibliography.

A Pricing Guide is included as a separate supplement. This is based on the current market for Imperial Airways crash covers, and will be an invaluable reference for collectors, dealers and auction houses that are buying and selling such covers.

The author plans a CD-ROM version of the book, which will be available in the near future.

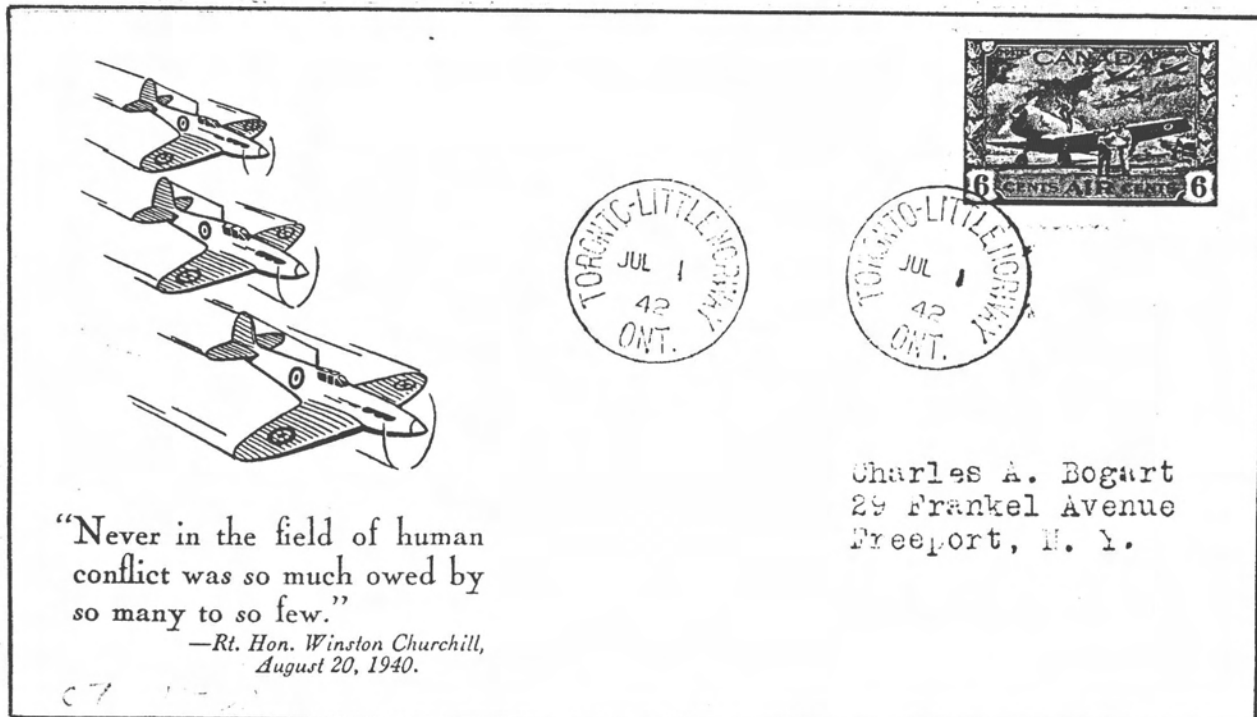
The author is taking advance orders for the new book, which will be available by the end of the year, and will cost UK£30.00 or US\$46.25 plus postage. Postage will be UK£2.50 - US\$3.85 surface, or UK£3.60 - US\$5.50 airmail. For customers in Switzerland, the book will cost CHF 75.00 including postage. Order from:

Ken Sanford, Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland

(Fax +41 22 774 2472 Email: aerophil@ch.inter.net)

Payment can be made by "PayPal", or make UK£ or US\$ check payable to: "Ken Sanford".

WORLD WAR 2 - LITTLE NORWAY



FIRST DAY COVER for the WAR ISSUE AIR MAIL STAMP, SCOTT C7

POSTMARKED: TORONTO-LITTLE NORWAY JUL 1 42 ONT.

My thanks to SUSAN SHEFFIELD for the article on the next two pages, which describes the two Little Norway's operated by the Royal Norwegian Air Force during World War Two.

The Postal History of the Free Czechoslovak Forces in Great Britain: 1940 - 1945

by Richard Beith

Last December's newsletter included a page from Richard Beith, showing a cover sent by a member of the Czechoslovak Independent Armoured Brigade in Great Britain to Edmonton.

Richard has now completed a monograph on the postal arrangements made for the Free Czechoslovak Forces (soldiers and airmen) in Great Britain from summer 1940 onwards. - The 11 main sections include: The Escape from France; Military locations; Depots and Training centres; the Military Field Post; Registration; Censorship; Overseas mail; Commemorative postmarks; and Czechoslovaks in the RAF. Included in the seven appendices are lists of patriotic postcards, and patriotic folders.

The monograph is A4 size, approximately 100 pages, and well illustrated. It is published by the *Czechoslovak Philatelic Society of Great Britain*, and is intended to complement an earlier monograph by Roy Reader, which covers the periods in France, 1939-40 and 1944-45.

Price (including postage and packing) is: 14 Pounds UK, within the UK; 14.50 Pounds surface mail anywhere; 17 Pounds air mail outside Europe. - Payment options include MasterCard or Visa, quoting card number, expiry date and confirming registered cardholder address.

To order a copy, or obtain more information, please contact: Richard Beith (Publications Officer CPSGB), 14 Middlecroft, Guilden Sutton, Chester, England CH3 7HF

Historic Muskoka

The Vikings in Muskoka

1941 and after...

"If there is anyone who still wonders why this war is being fought... let him look to Norway. If there is anyone who has any delusions that this war could have been averted... let him look to Norway. And if there is anyone who doubts the democratic will to win, again I say... let him look to Norway. He will find in Norway, at once conquered and unconquerable, the answer to his questioning."
— Franklin D. Roosevelt

"Little Norway" In Pictures, R.N.A.F. in Canada, is a quaint photo/propaganda book depicting the courage and determination of the Norwegians who trained in Canada during the Second World War. I had the great good fortune at a used book sale several years ago to discover a rare copy of it from which the following pictures originate. My copy originally belonged to Captain Odegard Omejer, R.N.A.F., Consul of Norway.

There is an indelible bond between Norway and our district of Muskoka. After the fall of Norway to Nazi Germany in the spring of 1940, the Royal Norwegian Air Force evacuated to England, considered relocating to France until the fall of the Maginot Line, and eventually came to Canada.

Toronto Island Airport became the first home of the exiled Norwegian airmen with a camp located at the foot of Bathurst Street near the old Maple Leaf ball park, officially contracted from the Toronto Harbour Commission in September of 1940. The hard-working, hard-playing Norwegians soon became legends in Toronto for their bravery, skill and love of life and freedom. It was not long before it became apparent that the inherent dangers of training young fighter pilots in a city environment were only exacerbated by the

attractions of city nightlife.

"There is always the danger to the public in the event of a crash," said Lieutenant Colonel Ole Reistad, former Olympic ski champion and Air Officer Commanding of the Norwegian forces. "In Muskoka those dangers do not exist... In addition, the boys at Little Norway have a great many diversions from their work, such as

entertainment and social life. At Muskoka they make their own fun and the rugged countryside lends itself to it nicely. They can ski to their hearts' content and practice shooting." And so the fighting Norsemen came to Muskoka.

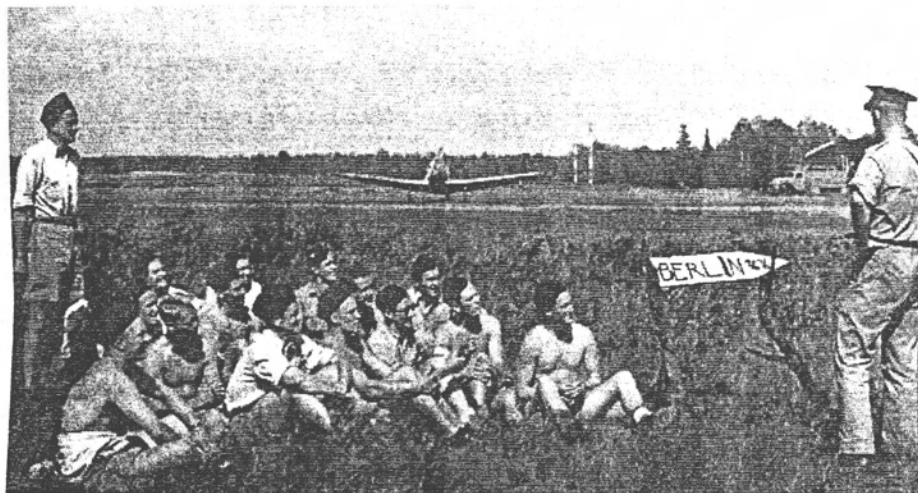
Property was located between Bracebridge and Gravenhurst at a Canadian government aerodrome. Muskoka Airport was leased from the Department of Transport to the Royal Norwegian Airforce at the beginning of January, 1941, and the adjacent farm was purchased for expansion. Costs of operating the Norwegian forces were borne by the



For the Future of Norway

Norwegian merchant marine, one of the largest in the world.

By spring of 1941, the Norwegians had purchased a summer camp property between Oxbow and Long lakes on Limberlost Road near Huntsville. The 430-acre recreational site was financed by a wealthy Norwegian plantation owner living in Central America and the



Above: Norwegian pilots in training at Muskoka Aerodrome know just where they're going: Berlin, 3,676 miles to the east.

Below left: Vesle Skaugum, now Olympia Sports Camp in Huntsville.

canteen fund from "Little Norway" at Toronto. The former summer camp, renamed Vesle Skaugum for the residence of the Crown Prince near Oslo, was expanded for use as a recreation camp and recruitment centre when Jan Engh, a Norwegian architect and second lieutenant with the R.N.A.F. in Canada, designed and built Scandinavian-style log buildings with the assistance of Finnish and Canadian craftsmen. That same year, elementary flight training was begun at the Emsdale airfield north of Huntsville.

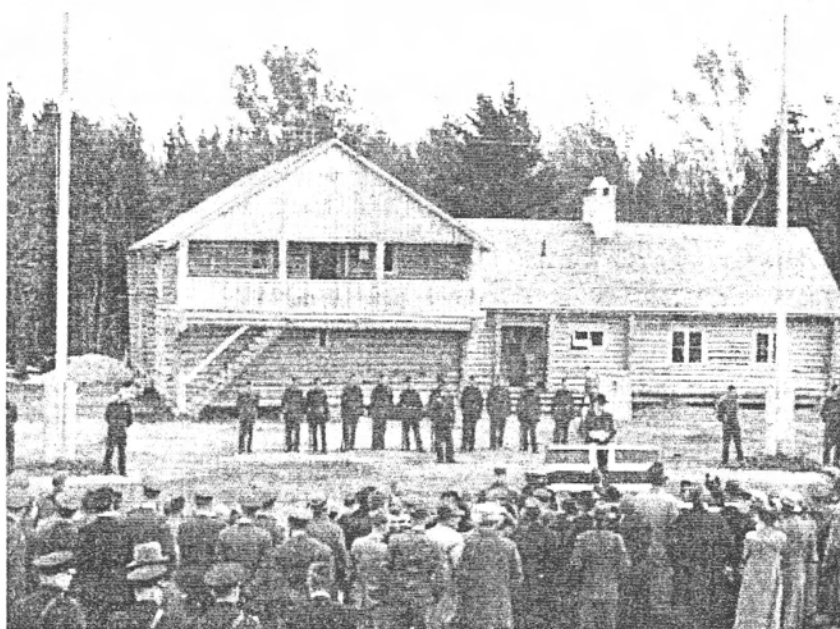
Crown Prince Olav and Princess Martha of Norway officially opened the Muskoka Aerodrome on

Muskoka), whose job it was to help young Norwegians escape via Sweden, Siberia, the Pacific Ocean and across the United States. Today, this journey would be daunting for even the most intrepid travellers.

When the Vikings left our area officially, in 1945, many took a piece of Muskoka with them in their hearts. And their memory has lingered on here, as well. Others remained or returned to Muskoka in the turmoil of post-war Europe.

In 1995, fifty years after the end of hostilities, Muskoka remembered our own veterans and the hundreds of brave Norwegians who trained here with "High Hopes 1995," a tribute to the invaluable part Muskoka Airport played in the success of Allied forces in the Second World War. Each year since then, an air show has been held at the site of the former Norwegian training base.

Below: Crown Prince Olav, standing behind Norwegian flag, officially opens Muskoka Aerodrome, May 4th, 1942.



This article is reprinted from
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Vintage
muskoka

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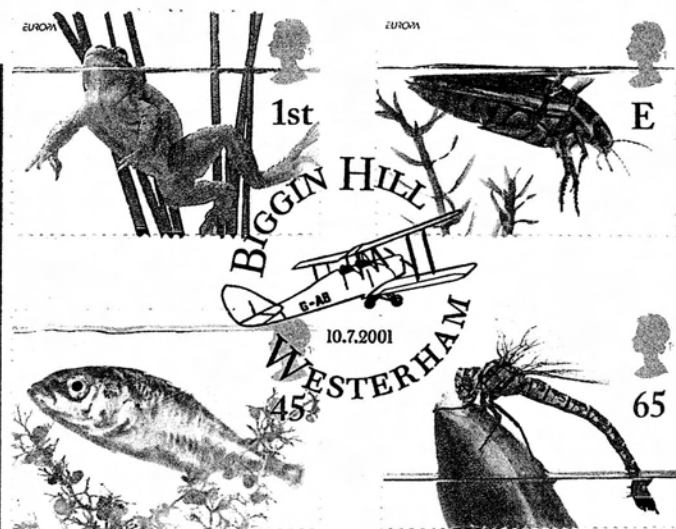
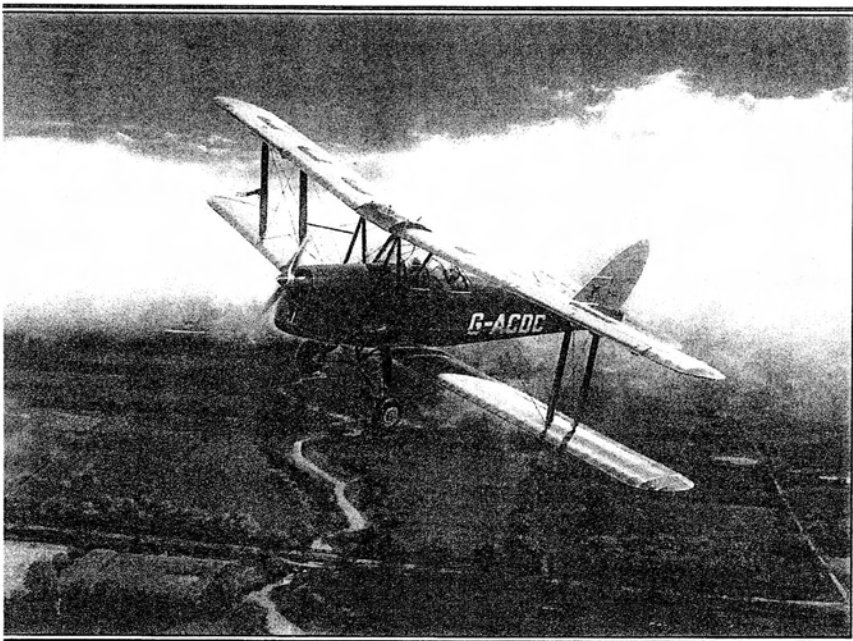
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1940 - THE BATTLE OF BRITAIN



Alan Wright
92 Sqn Biggin Hill
14/40/41

Geoffrey Wellum.
92 Sqn.
Biggin Hill 1940/41

ON WINGS OF SILVER

BHC 136 Sandgate Rd. Folkestone Kent CT20 2BY BHC(3)09

I know that RAF covers are essentially souvenirs, but as an American living in Britain, I came to appreciate these covers as I learned more about the events and individuals they celebrate.

A few months ago, an ex-pilot loaned me a new book about a Battle of Britain pilot stationed at Biggin Hill. The book was written by the B-O-B pilot, now retired and living in Cornwall. My initial reaction was "another Battle of Britain story".

At random I picked out one chapter. - That one chapter was so well written, I knew I'd have to go for more: ultimately, the entire book.

It turned out to be one of the best, if not the best, aviation book I have ever read.

Geoffrey Wellum, the author, has the unique gift of being able to report what it was like to fly the aircraft, while at the same time reporting what his "mind games" were in the heat of the moment - when the numbers were like 100 German aircraft against ten on twelve Squadron 92 Spitfires.

The dust jacket reviewer says "A work of exceptional quality . . ." I agree, and found myself writing to Mr. Wellum to tell him so.

I asked him to sign this Tiger Moth cover, which had previously been signed by Allan Wright, a Sqn. 92 mate of his. He graciously agreed. Added pleasure is the fact that both Wellum and Wright began their flight training as 19 year olds in 1939 in the Moth.

Season's greetings from Donald Holmes

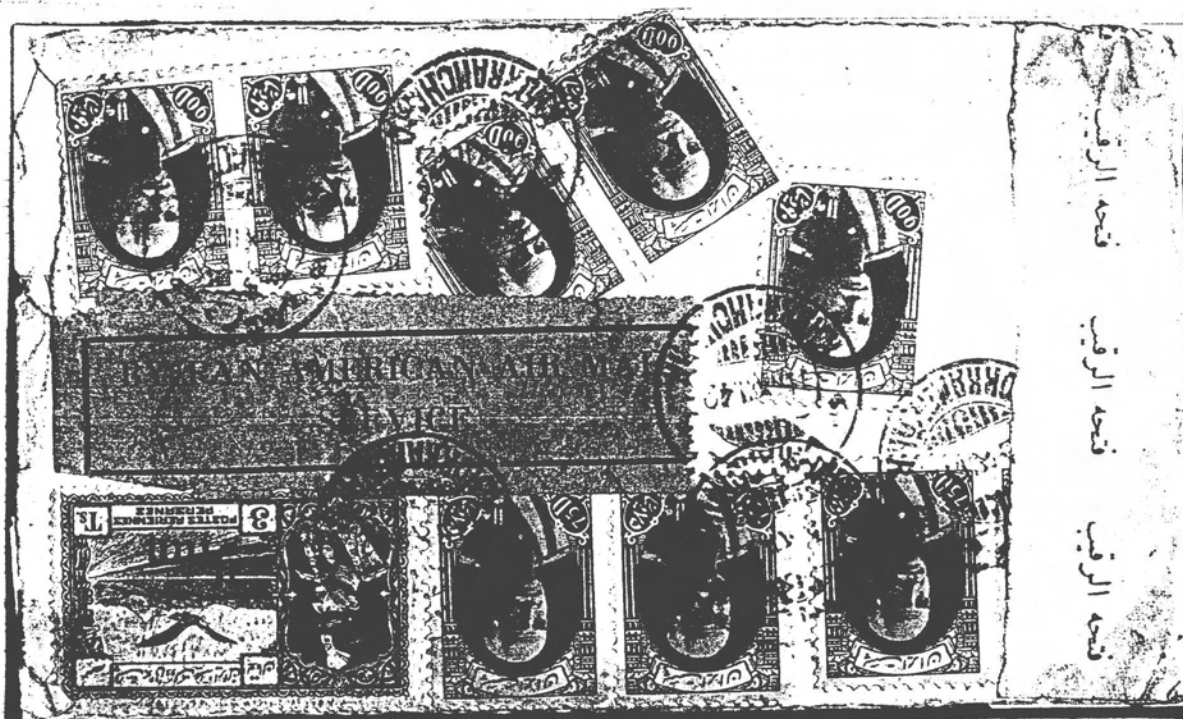
Recommended:

"FIRST LIGHT"

by Geoffrey Wellum

Published by Penguin Group of Viking Press in 2002.

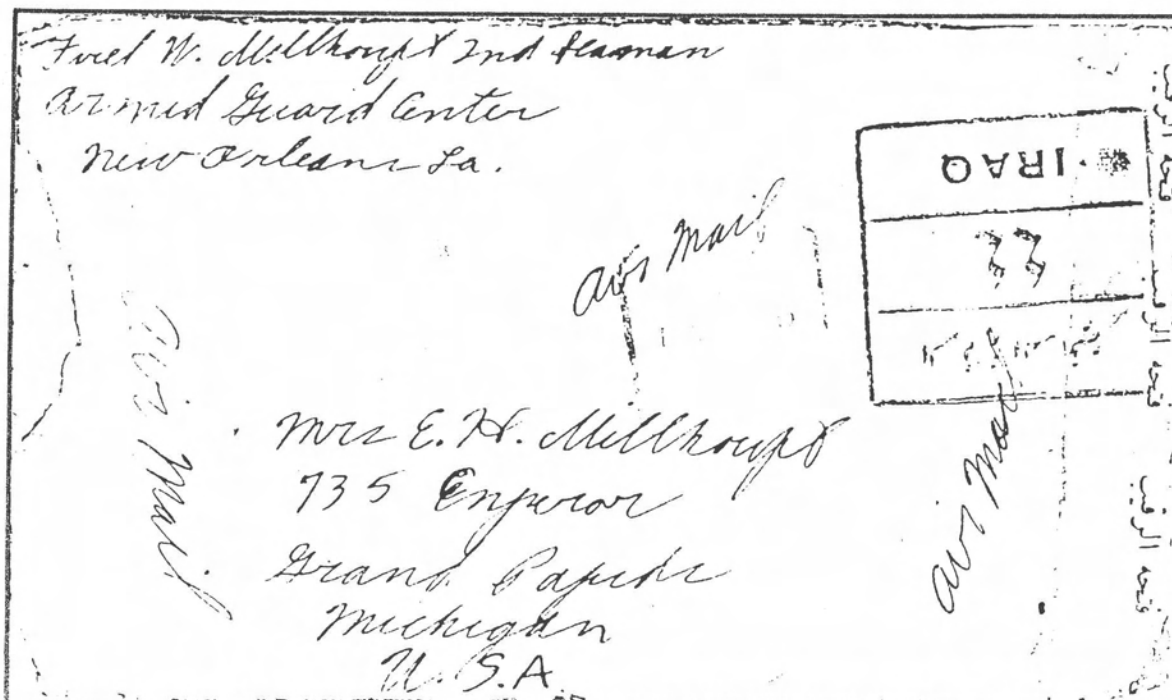
ISBN 0-760-91248-4

TRANS ATLANTIC - SOUTHERN ROUTEPAN AM F.A.M. 22 - DEC. 1942IRAN - U.S.A.

Cover from Persian Gulf to Michigan with adhesive of T.F. 9.75 / SG 786.823
 824) paying airmail postage & tied by cds. -


15. XII. 42 / KHORRAMSHAHK

with adhesive cachet BY PAN AMERICAN AIR MAIL / SERVICE



Continued

TRANS ATLANTIC, SOUTHERN ROUTE - PAN AM F.A.M. 22, DEC. 1942 - IRAN to U.S.A. continued:

Censor: 1) Opened & sealed in IRAQ with continuous tape printed in arabic and tied, on reverse by boxed IRAQ H/s 
 2) Passed, unopened, at Lydda, Palestine, by British Imperial censor with hexagonal H/s. "CROWN/PASSED/KK."

Route 1) By Pan American Airways Africa Ltd. Basra, Lydda, Khartoum
 2) By Pan Am FAM 22 Lagos - Miami to Lagos.
 3) By domestic airline Miami to Michigan

Note 1) The writer (endorsed on reverse) is F.W. Mollhough "2nd Seaman"
 2) U.S. bases were established in Iran from 11th Dec 1942, four days prior to C.D.S.
 3) Khorramshahr is located at head of Persian Gulf.
 4) P.A.A. Africa, a subsidiary of Pan Am, continued to extend its route progressively across central Africa using primarily Imperial Airways staging ports, during 1942. As had been agreed in Dec 41, finally via Khartoum, Cairo & Bagdad it reached Basra. The initial flight schedule was 3 flights a week.

Greetings and good wishes for Christmas and 2003,
 Jack Ince

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1958 - THE AVRO ARROW

First Flight AVRO CF-105 ARROW Flown From <u>TORONTO ONT.</u> To _____ Date of Flight <u>26 March 58</u> Plane Number <u>25201</u> Pilot <u>J. ZURAKOWSKI</u> Remarks <u>VIA AVRO CF-105 "ARROW"</u>	  ★ JET TEST FLIGHT ★ BY AIR MAIL PAR AVION HARRY A. GORDON 795 GARDEN ST. NEW YORK CITY, 60, N. Y.
---	--

SEASON'S GREETINGS from RON MIYANISHI

EDITOR'S NOTE: The Avro Arrow first flew in March 1958; exceeded Mach 1.5 in April 1958; and was scrapped amongst great controversy in February 1959.

I recently received details about another book on the Arrow, but have yet to find a cover flown on the Arrow at a bourse. - Thanks for sharing this cover Ron.

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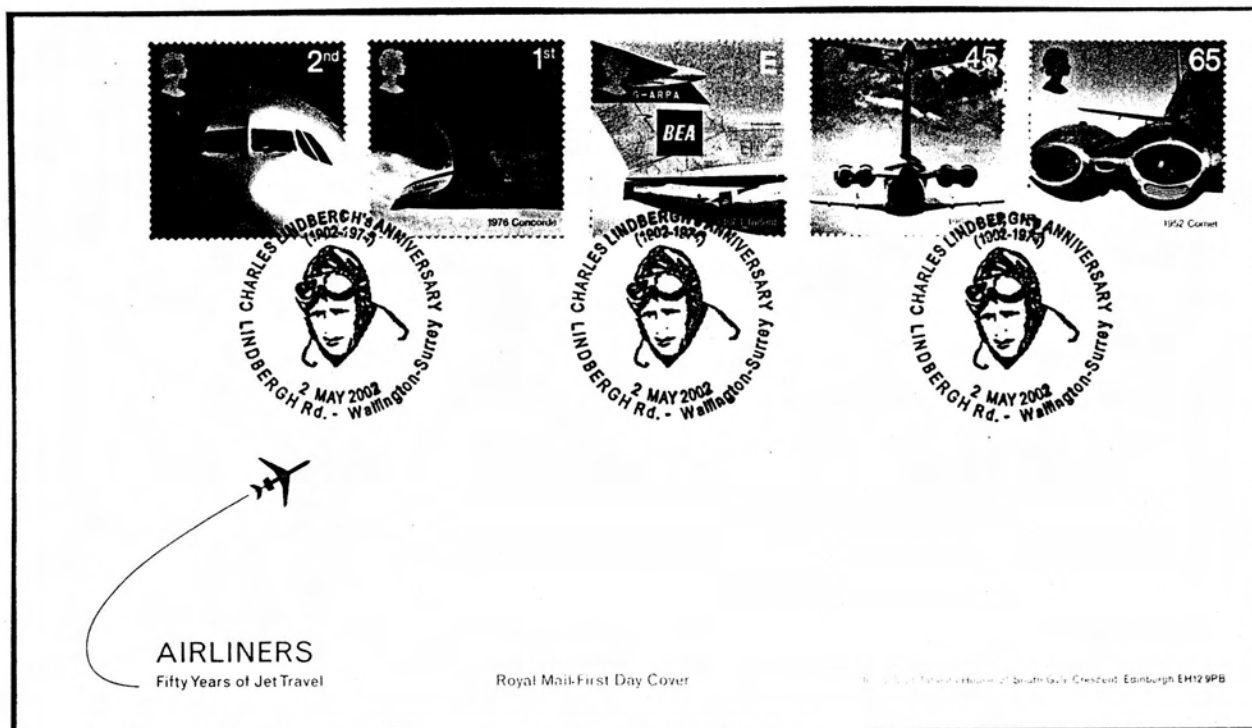
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SEASON'S GREETINGS from HERBERT LEALMAN



The British "Airliners" stamps were mentioned in our last newsletter.

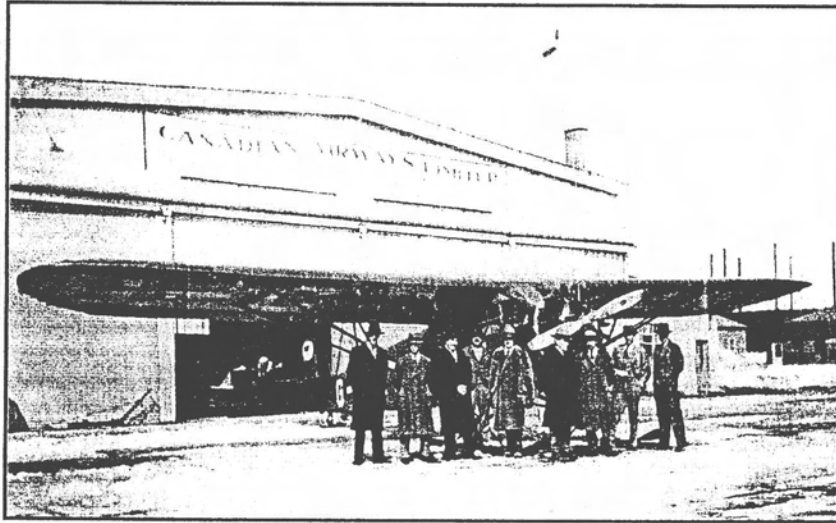
The First Day Cover above shows the full set of these stamps. - The postmark commemorates the 50th Anniversary of Charles Lindbergh's first solo flight across the Atlantic.



Herbert also sent me some additional commemorative covers, produced by the British Forces Post Office during 2002.

Thanks Herbert.

FOLLOW UP - WHERE WAS THIS PHOTO TAKEN?



This photograph first appeared in the Information Wanted section of the June 1998 newsletter. - It was taken outside a hangar with a large CANADIAN AIRWAYS LIMITED sign, with a gas storage tank intriguingly visible in the background. The owner thought the location "*suggestive of Toronto*"; that the photograph was taken during the 1929-32 period because of the Fairchild's "G" registration", ("G-C" can be made out under the "left" wing, and "AR" under the right); and that "*the two men in front of the prop. blade are Stuart Graham (left) and J.A. Wilson*". He wondered both where the photo was taken, and what the occasion was?

The next, October 1998, newsletter included some research by Mike Painter, who had "showed this photograph to a friend who used to work for Canadian Airways in their Western Division, and he didn't recognize it." Mike also checked some early Canadian Airways bulletins, and "the only CAL Fairchild with a registration that fits was an FC2W2 registration G-CART", which was based in Quebec from April 1932 to March 1933.

Ed Matthews has recently looked into the suggestion that the photograph was taken in Toronto, and has written that:

The gas storage tank is the kind of tank in which manufactured watergas was stored; this is well before the time natural gas became available in Eastern Canada.

I had to go to my eye doctor in Toronto and since it was only another mile or so to the Toronto Archives I went and spent a few hours looking through microfilmed maps of the city. These are very detailed maps for insurance purposes. Gas in those days was manufactured and distributed by the Consumers Gas Company who had their plants on the lakeshore, not surprising since the coal used in the process was all imported from the U.S. by lake steamers.

My conclusion is that this picture is unlikely to have been taken in Toronto, assuming the air field was still at Leaside. (I do question seriously the wisdom of putting an air field next to a gas plant - one skewed plane crash and the resulting explosion would have made the history books!).

The presence of the gas plant indicates a town of some size, no village would qualify. With this we are still no closer to which place it is, but at least one possibility has been eliminated.




Thanks Ed, and thanks again for your earlier research Mike.

CAS ANNUAL GENERAL MEETING - Sunday May 4th 2003

ORAPEX 2003, the 42nd annual RA Stamp Club Exhibition & Bourse,
will be held on Saturday May 3rd and Sunday May 4th
in the Curling Rink of the RA Centre, 2451 Riverside Dr., Ottawa.

The Annual General Meeting of the CAS will be held as usual on the Sunday
afternoon of ORAPEX.

2002 GREY CUP COVERS

		GREY CUP 2002 SNOWBIRDS FLYPAST COUPE GREY 2002 DÉFILE DES SNOWBIRDS		 	
Snowbird 1. _____					
Snowbird 2. _____		Snowbird 6. _____			
Snowbird 3. _____		Snowbird 7. _____			
Snowbird 4. _____		Snowbird 8. _____			
Snowbird 5. _____		Snowbird 9. _____			
COORDINATOR / HARRATOR - COORDONNATEUR / HARRATEUR					
Snowbird 10. _____		Snowbird 11. _____			
PUBLIC AFFAIRS OFFICER - OFFICIER DES AFFAIRES PUBLIQUES					
Snowbird. _____					

These covers were flown by the Snowbirds, during their flypast at the Grey Cup game in Edmonton on November 24th. The covers are franked with a .36 cent Grey Cup commemorative stamp and a .12 cent Parliament Hill stamp, and signed by the Snowbirds.

The covers are \$15.00 each plus \$1.25 postage.

To order, or for more information, please contact:

Nino Chiovelli, 14419 - 87 Street, Edmonton, Alberta T5E 3G6

(e-mail: nchiovel@telusplanet.net)

Editor's accolade:

Congratulations to Nino Chiovelli, Dick Malott, Cecil Stoner, NORTHGATE Stamp Shop, ARISTOCRAFT Printers, Royal Rubber Stamp, and everybody else involved in organizing the production and flight of these covers.

NEXT ISSUE DEADLINE

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

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 1st.

Don't stop reading! - PLEASE check the next page, to see if your membership is due for renewal!

MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

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

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

The annual membership dues are: **\$20.00 CDN in Canada,**
 \$22.00 CDN (\$15.00 US) in U.S.A.,
 \$25.00 CDN for members Overseas.

Payable to: The Canadian Aerophilatelic Society.

If you would like to join, please send the following information with your dues to:

Ron Miyanishi, Secretary - CAS, 124 Gamble Ave., Toronto, Ontario M4J 2P3

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____

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 Ron Miyanishi as soon as possible, in order that the next newsletter is sent to you without delay.**

13 Weinstock Janice E.	174 Poirier Louis	276 Allen Richard S.
14 Heifetz Murray	180 Cleary Elmer W. A.	277 Matthews Ed
17 McIntosh Richard J.	193 Gadoury J. P.	289 Giguere André
65 Mowat Ian	194 Rance Derek C.	300 Campbell Bob
67 North Robert Sr.	207 Oakley Charles W.	306 Mallett Gordon G.
69 Amos Don	217 Stoner Cecil G.	310 LaBlonde Charles J
106 Malenfant Maurice G.	219 Noble William C.	311 Wichern Hans
109 Lyon Gary J.	220 Whalley Richard	312 Frost Barry
111 Kobelt James Larry	222 Smith Douglas M.	320 McDonald Gordon F.
135 Bachmann Beatrice	243 Miller Jim	321 Mrozowski Andrew
136 Egger Friedel	260 Dietz Fred C	322 Brown David G.
171 Leger Albert N.	275 Shaw Thomas W	323 Holmes Donald B.

To all members listed above, who have renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.