THE CANADIAN AEROPHILATELIST

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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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CAS CALENDAR - WE HOPE!

EDMONTON SPRING NATIONAL SHOW 2021. Usually held at the end March. For more information see www.edmonton-stampclub.com

ORAPEX 2021 - May 1st and 2nd at the RA Centre, 2451 Riverside Dr., Ottawa. The theme for ORAPEX 2021 is *"Topicals, Thematics and Illustrated Mail"*. For more information see www.orapex.ca THE ANNUAL GENERAL MEETING OF THE CAS WILL BE HELD DURING ORAPEX.

ROYAL 2021 ROYALE - will be held in Peterborough, Ontario, June 25th - 27th. See www.rpsc.org for further information.

BNAPEX 2021 - will be held in Winnipeg, September 3rd - 5th, 2021. It is being organized by the Winnipeg Philatelic Society, which has invited the CAS to meet during the show.

CAPEX 22 - June 9th -12th 2022 in Toronto. This will be an International One Frame Stamp Exhibition. See page 7 of this journal for more information.

AEROPHILATELY 2022 - October 21st - 23rd 2022 at the American Philatelic Society headquarters in Bellefonte, Pennsylvania. This is an all-air-mail exhibition being organized by the American Air Mail Society. It has been approved as a one time World Series of Philately show.

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PRESIDENT'S REPORT

Usually, the last report of the year reflects on the ups and downs of the previous 10 months and looks forward to the New Year. I am sure many will agree that the past 10 months have been unforgettable for all the wrong reasons. To say 2020 has been a challenge is an understatement. The global pandemic has made the simplest of pleasures- seeing family, having a coffee with friends almost impossible.

Our hobby was not immune to these challenges. Shows around the world were cancelled. Local club meetings unattended and there is no timetable when these events will return to normal.

It is at times like this, I am thankful to have this hobby. With the use of technology, the stamp community is turning to online shows, and online presentations. The CAS had its first successful zoom meeting at The Day of Aerophilately in November. This shows the resolve and spirit of this wonderful community.

So instead of looking back and wondering what could have been, and fearful of what lies ahead in 2021, I will lean on that resolve and be positive that we can overcome all these challenges.

As we head into the holiday season, I want to wish you all a very safe Happy Christmas and New Year.

Steve Johnson

ZOOM DAYS OF AEROPHILATELY

Our first Zoom Day of Aerophilately was held on November 1st, and replaced the meeting normally held at the Vincent Graves Greene Foundation in Toronto, which is still closed for meetings due to COVID restrictions.

The meeting was held in conjunction with the BNAPS Air Mail Study Group, which provided the Zoom network. - Many thanks to Charles Livermore and Dave Bartlet for their organization.

Several other societies also participated, including members of the Metropolitan Air Post Society, and the West Toronto Stamp Club.

Using the Zoom system turned out very well, as the meeting attracted 35 participants. - In addition to the usual participants from around Toronto, the meeting attracted aerophilatelists across Canada from British Columbia to Newfoundland, as well as several in the USA, one in Scotland, and one in France.

To try and maintain the social aspect of the Day of Aerophilately, the meeting began with each participant introducing themselves, followed by responses to a pre-meeting invitation to find an airmail cover from as close as possible to November 1st.

We then enjoyed several presentations:

- A collection of November Air covers. - Simon Claughton
- The American Export Airlines crash at Botwood on Oct. 3, 1942 - Ken Sanford
- FAM No. 2: Seattle-Victoria. Recent Findings. - Gray Scrimgeour
- The First Trans-Canada Flight 1920, and its commemoration 2020 - Dave Bartlet

At the end of the meeting there were many requests to hold another meeting in a couple of months' time.

A second Zoom Day of Aerophilately is now planned for Sunday February 7th 2021, at 11.30 EST.

Members who receive the electronic version of this journal will be sent more information regarding the speakers at the meeting once details have been finalized. - Everybody is welcome and invited to participate: if you would like to receive more information and a Zoom invitation but don't receive the election journal just send your email to hargreavescp@sympatico.ca

SECRETARY'S REPORT

Welcome to three new members:

#502 James Bisset of Glasgow, Scotland
#503 Roberto Gottardi of Arcore, Italy
#504 Hugh Rathbun of Waverley, Nova Scotia

AMCN2 - DELAYED

Report by Matt Heller, Publications Chairman, American Air Mail Society

Greetings, Canadian aerophilatelists! Let me introduce myself: my name is Matt Heller, and I'm the recently appointed head of the Publications Committee of the American Air Mail Society. I have taken over responsibility for shepherding the second edition of The Air Mails of Canada and Newfoundland to press, and wanted to give you folks an update. I'm thrilled and delighted to announce that there will be a delay in publication of uncertain duration.

Wait, what? Let me explain!

When I agreed to take responsibility for publishing the catalogs for the American Air Mail Society, I had a goal: to completely overhaul the way we present that trove of information, updated to modern data presentation design methods and editorially scrutinized from top to bottom.

The Board of Directors authorized me to apply my vision, including to products already in the pipeline. Author/editor Chris Hargreaves was admittedly very reluctant to see such an overhaul applied at this stage of the game, but he has agreed to allow AMCN2 to be the first of our reference products implementing these improvements.

There are four main intertwining elements that need to be addressed: 1) the "voice" of our catalogs; 2) the clarity of the visual presentation of our data, including creating a clear information hierarchy; 3) the consistency, completeness, and accuracy of our information (factually, grammatically, and visually); and 4) the usability of the catalog from the end-user's perspective. Draft designs of this new format have been developed, and are looking great. I'd show samples, but too much is yet to be finalized.

At the time I came aboard, about 90% of the data for AMCN2 had been gathered, vetted, and laid out. To implement my goals, I am thus rereading, editing, and asking questions for the entire manuscript, even the parts that are ostensibly unchanged from the prior edition, while applying the new design elements to the prose sections, and parsing out the data for, and creating, charts for every entry. Truly a lot to bite off.

Why should you have faith that I can achieve this ambitious goal in a reasonable time? Here's my backstory, briefly: a stamp collector since about 8 or 9 who would "just read" my dad's Scott catalogs; editor/writer/layout and production artist for various high school and college publications, as well as a law journal while attending Duke Law; left the law and made extra curriculars my new career. Started on the editorial side, becoming head proofreader for a textbook publisher, switched to the art side, becoming the main template designer for the same company.

After some other stops, including returning to school to get a graphic design degree, my day job for the better part of the last 15 years has been as a graphic designer and layout artist for Whitman Publishing, working on The Guide Book of United States Coins, known as the Red Book, and many other numismatic catalogs. While my job title is an "artist" title, my responsibilities have long included editorial tasks, both minutiae-level proofreading and high-level organizational problems.

It's that combination of analytical skills, editorial skills, proofreading skills, design skills, and production skills that keeps me undaunted in the face of an awful lot of work to do. But unfortunately for you, the collector, the fact that "90% of the information has been written up" no longer means "the catalog is 90% ready for press".

To the extent that you had been receiving more promising sounding updates on the progress of this, I am truly sorry. I ask for your patience, for myself, Chris, and all the contributors who may be asked to revisit their work. Each section presents

unique challenges, and since this is the prototype, the design is undergoing growing pains, especially since it needs to account for the fact that it will be used for other AAMS catalogs.

Thus, it's hard to put a time-frame on how long it will take to get to completion, and I won't hazard a guess. But I deeply believe that the resultant product will be beyond all expectations, and I'm confident you will agree once you have it in your hands.

If anyone wants to know more details, they are welcome to contact me at pshead@mindspring.com, or look for a longer piece that expands on the above in the Air Post Journal in the next month or so. Thanks again to Chris for putting his trust, and by extension the trust of the Canadian aerophilatelic community, in me; I'm deeply committed to not letting him or you down!

Matt Heller
Chair - AAMS Publications Committee

Matt is preparing a draft of the Semi-Official section to show his proposed new format. - If you would like to be sent a copy of this draft when it is available, email the editor: hargreavescp@sympatico.ca

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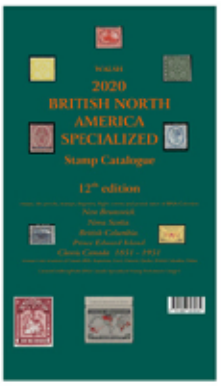


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AMCN2 Section 16 Update – The Ultimate AMF!

By Mike Street



CAS Members know from previous newsletters that I am assisting with the update of Section 16, Canadian Airport and Air Mail Field Cancellations, for the new second edition of the Air Mails of Canada and Newfoundland (AMCN2). In this issue I would like to mention a spectacular addition to the study.

In response to a request, Gary Steele of Halifax sent a scan of the Air Mail bag tag shown here (above):

Sent from A.M.F. MONTREAL, P.Q. to Victoria, B.C., the tag carries a MONTREAL ·A.M.F. over P.Q. circle date stamp cancellation dated 4 December 1939. What immediately caught my eye was the device attached to the lower left corner of the tag, which was explained by the second and third scans Gary had sent.

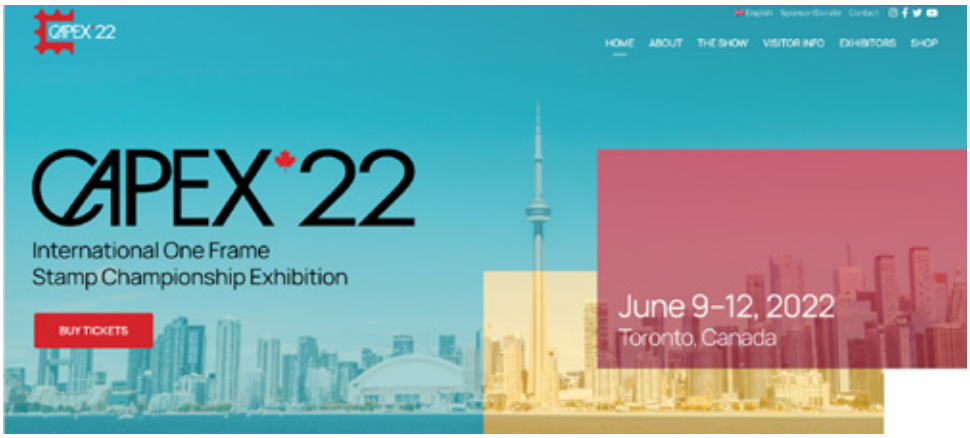
As can be seen from the images (below left, top right), the device is a lead seal. But it's not JUST a lead seal. Impressed on the surface shown at left is "CANADA / Crown symbol / P.O." The impression on the other





side, shown above right, is "MONTREAL / AMF". Has anyone ever seen a "lead" cancellation before?

The Section 16 update work continues. What I need are scans of ANY and ALL air mail related cancellations that were or appear to have been applied at a Canadian Airport, Air Mail Facility/Section or other postal facility. I am especially looking for postmarks from smaller airports like Brantford, ON, Lethbridge, AB and Whitehorse, YT, all of which were identified in AMCN1 but without illustrations. Please email scans to me at mikestreet1@gmail.com . If you have a large number of scans, please contact me first for a different method of sending them over the Internet all together in one step. If you have postmarks but lack scanning capability, please let me know and we'll work something out. THANKS for any and all assistance.



CALLING ALL AEROPHILATELISTS

Its Official - CAPEX 22 International One Frame Stamp Championship Exhibition will be held in Toronto, June 9-12, 2022.

Hosted by the Royal Philatelic Society of Canada (RPSC), CAPEX 22 will be held under the patronage of Federación Interamericana de Filatelia (FIAF) and the recognition of the Federation Internationale de Philatélie (FIP). All federation members of FIAF and FIP will be invited to participate, including Canadian exhibitors.

CAPEX 22 will be the **world's first** fully international One Frame exhibition. It is anticipated to be the largest showing of one frame exhibits at one exhibition with 400 frames, providing an opportunity for up to 400 exhibitors to participate. In addition, CAPEX 22 will host exhibits in the literature class competition in both print and electronic media.
A full bourse of Canadian and international dealers is expected, as are seminars, society presentations, receptions, club tables, as well as an evening auction by a major auction house.

CAPEX 22 will be held at the Metro Toronto Convention Centre (MTCC) in the heart of Toronto's downtown entertainment district. The Constitution Hall in the 100 level of the MTCC's North Building (255 Front Street West) will be the site of the exhibition and bourse.

Interested in Attending?

- Plan to spend a full day or more at the exhibition.
- Staying overnight? - Special rates at nearby hotels are being negotiated.
- Registration? – Information about a full exhibition registration package will be released closer to the exhibition date. Save time and money by pre-registering for the exhibition.
- Transportation? – Interested members might consider contacting their transportation company of choice to arrange convenient shuttle service to and from the exhibition. The exhibition site is also just 1-1/2 blocks from the Go Transit Union Station rail terminal.
- Other Family Activities? – Combine your exhibition visit with other attractions. The Ripley's Aquarium, CN Tower, Hockey Hall of Fame, Rogers Centre and ScotiaBank Arena are all less than three blocks away.

Interested in Exhibiting?

Aerophilatelic exhibits are strongly encouraged. One-Frame exhibits from exhibitors that have previously been awarded at least a vermeil medal in any Canadian national show, any APS WSP show, any national show in another FIP-member country, or at any international (FIP) exhibition are eligible for application. Frame fees will be announced shortly. The literature competition has no pre-qualification requirements, and further details on literature categories are to be announced shortly.

Further updates, including registration forms and exhibit application forms will be posted on our website, www.capex22.org. Follow us on Twitter and Facebook for more updates.

Join us June 9-12, 2022 in Toronto.

Plan to exhibit at CAPEX 22 in Toronto.

Be part of the first International One Frame Stamp Championship exhibition.

LETTERS TO THE EDITOR

An explanation as to why only some covers received a "D.w." handstamp

I agree with your broadly researched argument that the handstamp was used to divert airmail letters to rail services from Winnipeg to speed delivery.
I may be able to help regarding the question of why only some of the letters addressed to Alameda, Saskatchewan received a "D.w." handstamp.

On the sorting cases a minimum of five letters would be required to form a bundle known as a straight to a specific city or town. Rather than apply the handstamp to each letter the hand stamp would be applied to the top letter in the bundle and to the facing slip that is placed on the back of the straight. The facing slip would also have a post office handstamp applied showing Winnipeg, the date, time and the postal clerk's number. The time would be changed every hour and recorded on all individual record sheets completed daily for all machine and hand cancel devices.

Fewer than five letters to a community would each be hand stamped "D.w." and would be placed in the railway mail service "forward bundle," to be processed on board the train.

It stands to reason that individually applying the hand stamp to large volumes of letters going to any community would be time consuming and defeat the speed up process. Therefore only the top letter of each bundle or the four or less letters being sorted into town or city straights on board the train would have the handstamp applied.

In an office like Winnipeg there are several primary cases to process mail to major cities like Saskatoon. Therefore with thirty primary cases up to thirty bundles would be produced and it is logical thirty top letters would show the hand stamp. Probably each of those primary cases would produce up to ten bundles each four hours daily circa 1931 business and population guesstimates.

After mail is broken down on the Primary, the mail in larger provincial slots is sent to each provincial Back Case for further breakdown to high volume communities and their respective Forward Bundles. For example: Weyburn Forward, Regina Forward, Saskatoon Forward. The Primary would work a full shift sorting incoming Winnipeg mail and incoming Rail, Highway Service and Air Mail. The Back Cases would be sorted by clerks specialized in each province. These clerks would work breakdown tables for incoming local and out of town mails and later work finalizing mail for dispatch on the Back Cases. The clerks would be required to pass case exams with a 99 per cent accuracy each month and would also be subject to fines regarding sortation errors. The Back three case system would consist of two first class units and one third class and newspaper unit. (In some offices the newspaper unit would be in the News and Parcel Section).

It is possible that there were up to three back cases for each province where mail was sorted to smaller cities and towns. That at times could separate letters being addressed to the same person thus having more than one letter arriving at the same address each bearing the handstamp. That could also produce a bundle where only the top letter has the handstamp. I believe that this happened with the dispatch to Alameda and your analysis is bang on.
I also have a statement signed by Ihor Rudyk, a stamp dealer who now lives in Edmonton, stating that he had bought and sold facing slips with the "D.w." handstamps applied to them.

Hopefully this information will help.

Nino Chiovelli

Thanks Nino. This is indeed helpful.

Creation of a blog for the Aerophilately Commission of FIAF - Federación Interamericana de Filatelia

Dear aerophilatelists:

I am pleased to inform you about the creation of the blog by the Aerophilately Commission of FIAF.

To get in touch with this blog you should go to: https://aerofilatelia-fiaf.blogspot.com

Best regards

Enrique Lewowicz
President of the Aerophilately Commission of FIAF.

Commemorating The Trans-Canada Flight of 7-17 October 1920

Dave Bartlet



CAS cover: Front (signed by WestJet pilots) and reverse

In 1920, a Trans-Canada flight was organized by the government to prove air flight from Halifax to Vancouver was viable. This original flight was done by Air Services from Halifax to Winnipeg, and the Canadian Air Force covered the leg from Winnipeg to Vancouver. The planning for this flight included staging supplies and even airplanes at point along the route. The flight departed Dartmouth on 7 October 1920 and ended in Richmond (Vancouver) on 17 October. While the trip did take 10 days, it did prove that with preparation flights across the country could be done.

The 100th anniversary was done at the prompting of John Orr from the Shearwater Aviation Museum in early August of 2020 when Chris Hargreaves of the Canadian Aerophilatelic Society (CAS) was contacted for assistance. Chris contacted Dave Bartlet to work on the commemoration event for the CAS and helped John Orr design the museum postcard. Initial plans were slow in getting off the ground, however in early September Picture Postage stamps were ordered for the CAS to be used on

commemorative covers.

With Covid-19 restrictions in the Maritimes requiring visitors to quarantine for 15 days, it became apparent that to successfully deal with cover cancellation etc we needed some people with philatelic knowledge on the ground for the event. In mid September Hugh Rathbun who is very familiar with making cover and picture postage stamps was engaged to assist Dave with covering the events in Halifax.



Shearwater Museum postcard: the front shows the cover carried from Halifax to Vancouver in 1920

Hugh got together with John Orr and reviewed the cancellations available and determined that a special cancel should be made. With the input from John, a special cancel was designed and ordered for the Shearwater post office and a photo selected to make a stamp. The museum had designed a post card to commemorate the event and the stamps would be used on the cards. By the beginning of October with little time to spare, the CAS covers, stamps, and the Museum cards, stamps and postmark were ready.

With the CAS covers and stamps delivered to Hugh, he got together with John Orr and they cancelled the covers and cards. Since Dave could not easily travel to Halifax to get the material, Hugh used Fedex Express to make a next day air delivery to him. The cancel for Shearwater (Halifax) was dated 7 October. The Shearwater museum had a "socially" distanced commemoration at the museum at 1030 on 7 October with a specific group of invited guests. Speeches were made, the canceller presented to the Post Office representative along with a mail bag.

Without the ability to going to all the intermediate points the original flight took, Dave took the covers and went to Winnipeg on 10 October which was when the 1920 flight had arrived there. Cancels were applied to the covers and cards at a Selkirk post office which was the end of the Halifax leg. Subsequently the material was taken to Winnipeg to a post office near where the St Charles aerodrome was in 1920 and cancelled there.



CAS stamp showing the Fairey IIIc which began the Trans-Canada Flight in 1920.



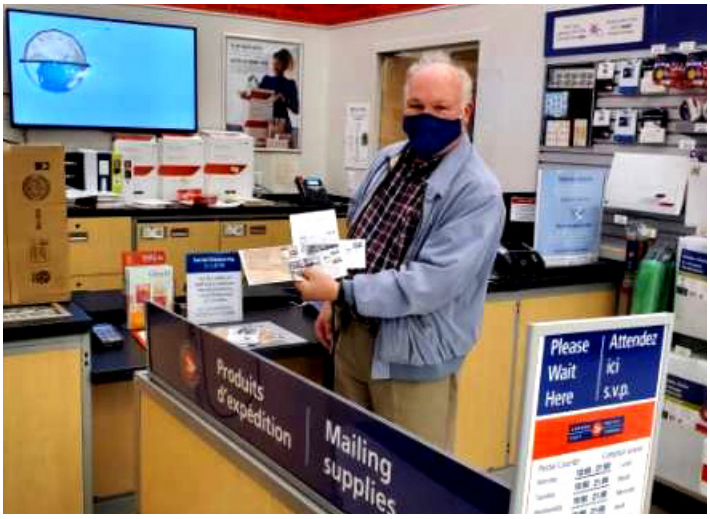
CAS stamp showing one of the De Havilland DH9A bombers used between Winnipeg and Vancouver.



Shearwater Museum stamp showing one of the De Havilland DH9A bombers.



Minoru Park today



Dave at the Richmond Post Office

The original flight left Winnipeg early in the morning on 11 October, and was able to get to Calgary that evening. Weather delays prevented the original flight from leaving until 13 October, so Dave had all the material cancelled in Calgary on 13 October. In 1920 due to bad weather, it took from 13 October to 17 October to get to Vancouver. Naturally today that same flight takes about an hour. On Saturday 17 October Dave flew to Vancouver and went to Richmond BC which is within a mile of Minoru Park where the 1920 flight landed on the airfield there. The covers, cards and other material were all cancelled at a Richmond BC post office and some pictures taken.

If you are interested in any of the commemorative items, please contact Dave at dave.bartlet@shaw.ca.

ITEMS AVAILABLE ARE:

- CAS Cover with Fairey IIIC or DH9A stamp - $5 (25 avail of each)
- CAS Cover with Museum stamp - $5 (7 avail)
- CAS Cover with both CAS stamps - $8 (12 avail)
- CAS Booklet with single stamp - $5 (3 avail each design)
- CAS Booklet with DH9A or Fairey IIIC stamp - $25
- CAS Info Sheet - cancels in Shearwater, Calgary and Vancouver - INCLUDED with any CAS cover or Museum cover
- CAS Info Sheet with CAS stamps cancelled - $5
- Museum Postcard (no stamp) - $3 (17 avail), Museum Postcard stamped - $5 (11 avail)
- Museum Postcard stamped with additional cancels - $10 (5 avail)
- Museum Booklet - $25 (on request with minimum of 3 orders)
- Museum Info flyer - $2, Flyer with CAS stamp - $5 (6 avail)
- Museum Cover Museum stamp - $5 (3 avail), CAS Stamp - $5 (1 of each stamp)
- Pilot signed CAS covers, Museum postcard – $double the unsigned price (2 avail each design)

Prices are destination related – for Canada these are $CDN, for elsewhere $US

Shipping in Canada $1 first item, $2 for 2+ items, US $2 for 1 item, $3 for 2+ items, outside North America $3 first item, $4 for 2+ items.

Many thanks to Dave and Hugh for all the work they did producing commemorative covers for the CAS.

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The Baghdad Air Mail: 1921 - 1927

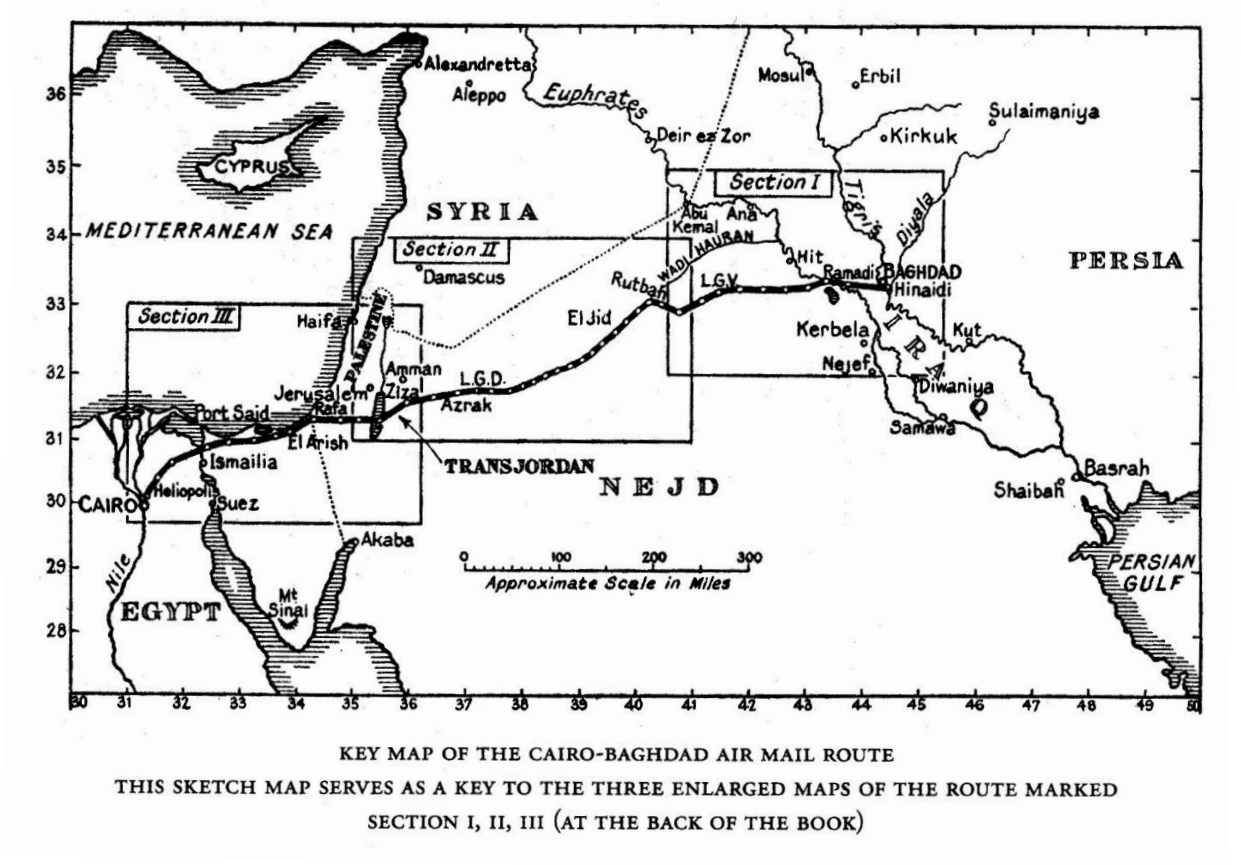
– A Summer Book Report by Ken Snelson

When in school it was common for the teacher to assign pupils the task of writing a report on a book they had read over the summer holidays. This summer I have read The Baghdad Airmail by Wing Commander Roderick Hill. I have a 2005 reprint of the original 1929 book which I purchased on eBay a few months ago.

The air mail route between Baghdad and Cairo (866 miles) was one of the first long distance routes to have regular air mail service. The normal route for mail from Baghdad to the UK was south on the Tigris River to Basrah on the Persian Gulf and by sea to Bombay. In Bombay the mail joined the Indian mails and came back by sea via the Suez Canal and the Mediterranean. It was a very long route and took on average 28 days. A shorter route would be to head towards Palestine or Syria. The obstacle was the "Syrian Desert" which had no established roads and very little in human habitation except for some nomadic Bedouin. The air mail route was established by the RAF in 1921 and cut two weeks or more off the transit time for mail.

The British administered Iraq after WW1 and had several RAF squadrons in the area that could provide the air mail service. This link was to be part of the main air mail route from the UK to India, the Far East and Australia which was developed by Imperial Airways from the late 1920s.

My interest in this arose from my collection and exhibit of *British Underpaid Intercontinental Air Mail to WW2* which includes two covers that were carried by the RAF service.



KEY MAP OF THE CAIRO-BAGHDAD AIR MAIL ROUTE
THIS SKETCH MAP SERVES AS A KEY TO THE THREE ENLARGED MAPS OF THE ROUTE MARKED SECTION I, II, III (AT THE BACK OF THE BOOK)

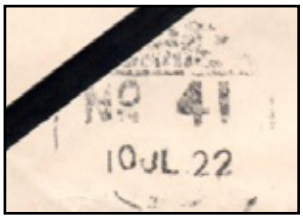
Although this book has nothing to do with Canadian aero-philately, I thought it might be of interest to Canadian aero-philatelists as a record of the difficulties of pioneer airmail in a very different environment to Northern Canada.

Roderick Hill was stationed as a pilot in Iraq from October 1924 to September 1926, before he became a Wing Commander. His book is a very personal account of his experiences.

He points out that the "Syrian Desert" is really a "steppe", a dry, treeless grassland, but he keeps the usual designation as desert.

The route across the desert was marked by land vehicles. A convoy of "two Rolls armoured cars, two Rolls tenders and six Crossley desert tenders" set out heading east from Amman and a similar convoy set out heading west from Ramadi. The convoys were accompanied by DH9a aircraft which reconnoitered to advise the land party of the nature of the terrain ahead. The convoys also had surveyors who made maps of the route for the use of pilots.

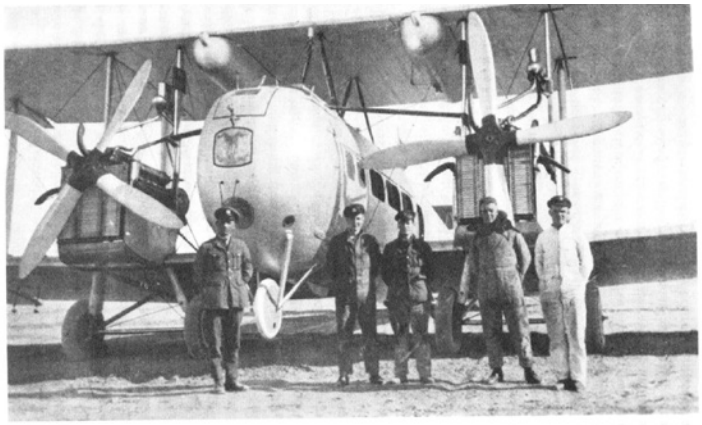




Our Editor, Chris, points out that reports in early air mail history mention RAF pilots "flying the furrow". Hill refers to this "It was found that the track most visible from the air was that made by the wheels of cars as they followed each other across the desert. Over certain portions of the route a Fordson tractor was used with plough attached which made a plough track as well. Where the track twisted for example to negotiate an obstinate wadi, an arrow would be ploughed for extra guidance." Hill consistently refers to the route as the "track" rather than the "furrow".

Large parts of the track were also used by Nairn Transport who started an overland service on 30 Aug 1923 in competition with the RAF air service.

About 25 places, at 15 to 30 mile intervals along the track, were identified as "landing grounds" for scheduled and emergency landings. Most of these had no facilities. They were just flattish parts of the desert without too many boulders etc. They were marked by ploughing a circle about 20 yards in diameter and inside the circle ploughing a letter or number. Two of these had petrol (not gasoline – this is British) tanks, which could be replenished by ground transport or by air. Precautions had to be taken to avoid theft of the petrol as the landing grounds had no personnel most of the time. He describes many of the features of the landscape giving them his own somewhat fanciful names – e.g. *Kingdom of what wasn't and Plain of unfulfilled desire*.



VALKYRIE READY FOR THE MAIL

He was flying Vickers Vernons initially and later a bigger version, Vickers Victoria. His Victoria was called Valkyrie which is shown in the photo. (The photos in the book are rather grainy reproductions from the original 1929 book) These planes were used for freight e.g. mail, troop transport and sometimes passengers. In 1923 Vernons were used to airlift nearly 500 troops to Kirkuk in northern Iraq to quell a rebellion by Kurdish forces, one of the first strategic airlifts of troops. The planes usually had a crew of pilot, copilot, wireless operator and mechanic. The mechanic was very necessary as they often had to make unscheduled landings to fix engine and other problems.

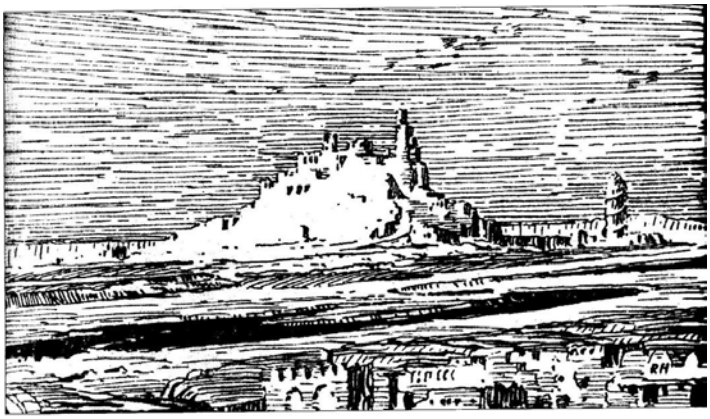
The air mail flights were every two weeks. At this time the average weight of the mails was 200 to 350 pounds but at Christmas it could reach 700 pounds. The mail was carried by one aircraft which was usually accompanied by a second plane which could assist if for some reason the mail plane got into trouble. The second plane could note the location of a forced landing, it could land, pick up the mail and continue and call in further assistance if necessary. I doubt that the bush pilots carrying mail in Northern Canada could afford a second plane as an escort.

Flying was challenging as they had to deal with high temperatures, head winds and poor visibility.

Sometimes they had to land and spend the night sleeping in the desert alongside their aircraft. On one occasion they made a forced landing to avoid bad weather. As they slept beside their planes it became torrential rain and the firm land they landed on turned into a sea of mud. They had to try and move the aircraft to higher ground before they could take off. You would not expect that there would be a flood in a desert!

Occasionally there would be a major engine failure and it was necessary to change an engine in the desert. The Vernon could carry a replacement engine strapped to one of the wings. Sheer legs and a trolley could be carried inside the hull.

On another occasion he had a flight to rescue a pilot who had crashed between Baghdad and Basrah. The pilot and his wireless operator had been stranded for several days and were running low on food and water. By the time Hill arrived a ground rescue mission had reached them.



A CITY OF MESOPOTAMIA

Hill describes in great detail many of the flights he undertook and illustrates them with sketches such as A City of Mesopotamia. He recounts his visits to cities such as Jerusalem and Sulaimaniya and being treated right royally by a Sheikh after making a forced landing near his "castle", actually a fortified farm.

His descriptions of the weather conditions and scenery at times verge on "purple prose" e.g.

The lower sky was amber and copper; the ground green, old gold and madder. The whole was a very rich and soft colour harmony. There was a "Cherub" cumulus sky. All the broken cumulus was like leaping cherubim, dynamic, and full of life and intense rhythmic movement. There was also a light pink flush on the far cliffs beyond the Dead Sea; then in front showed the clear-cut, picked out shadows in two tones, the soft flat lighted planes and the deeper tones without detail and indued with throbbing colour – of range upon range of escarpments coming down from the sea.

Hill returned to England in September 1926. Imperial Airways took over the route in January 1927 using larger planes with more range and payload. The RAF had done its job of pioneering this route and preparing it for civilian use. Churchill described this as a first step in stitching the Empire together with air mail.

Ken Snelson

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June, September and December.

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

(for images, make high res tifs/jpegs - 300 dpi)

Chris Hargreaves

4060 Bath Road, Kingston,

Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by February 1st.

INDEX to THE CANADIAN AEROPHILATELIST

The Index catalogues the contents of The Canadian Aerophilatelist, beginning with the July 1985 inaugural issue.

By using the Find function any name, keyword, phrase or The Air Mails of Canada and Newfoundland catalogue number can be utilized to locate pertinent articles.

The most recently updated Index is available from Gord Mallett [gdmall@telus.net]. There is no charge for the index.

Unfortunately there was a mix-up in the illustration for the item on page20 of the last journal.
The item should have been:

LATE USE OF WCA SEMI-OFFICIAL STAMP



WCA CL40 obliterated with CANCELLED handstamp
Postmarked JACKSON MANION FE 13 28
Backstamped Hawkesbury FE 25 28

This is a legitimate use of the CL 40, even though it is a philatelic cover addressed to A.C. Douglas - a well-known philatelist in Hawkesbury, Ontario - and the CL 40 was used over two weeks after the Post Office began an Air Stage service to Jackson Manion!

Since the Post Office's Air Stage service only operated once a week, but Western Canada Airways was flying in the area throughout the week, WCA was allowed to carry mail on other than regular mail days, and to continue charging for doing so.

The announcement in the February 1928 *Monthly Supplement to the Post Office Bulletin* stated that:

(2) **Air Mail Service to Red Lake Mining District, Ontario.**—Dating from the 23rd January, 1928, a weekly air mail service will be in operation between Rolling Portage and Red Lake via Gold Pines and from Red Lake to Gold Pines, Woman Lake and Narrow Lake, returning via Woman Lake and Gold Pines to Rolling Portage

All classes of mail matter prepaid at the regular rates of postage may be accepted for transmission by this air mail service, **with the exception** that parcel post parcels must be prepaid at the rate of 12 cents for each pound or fraction thereof up to 10 pounds and $1.50 per parcel over 10 pounds and up to 15 pounds. Postage as indicated above will cover all charges.

In addition to the weekly contract air mail service mentioned above the Western Canada Airways will convey to these points, at frequent intervals, such mail as is offered by the public on which the regular postage has been prepaid and on which a special fee of 10 cents per ounce represented by an aerial sticker issued by the Company, has been placed—the senders to assume all risk. Such special air mail in addition to bearing an aerial sticker, should be endorsed "Via Air Mail".

WCA was give similar permission to keep using its semi-official stamp after the Post Office took over the air mail service from Lac du Bonnet in October 1927, and from The Pas to Kississing on August 31st 1928,.

The illustration on page 20 of the September Canadian Aerophilatelist was the front of the cover shown below:





On the back of the cover is a WCA Lac du Bonnet handstamp dated OCT 4 1927, and a LAC DU BONNET post office cancellation dated OC 10 27. There is a similar post office cancellation on the front, but no date in the cancellation of the 2 cents stamp. - It looks like the cover was carried on the first government Air Stage flight from Lac du Bonnet to Wadhope on October 4th. Why it was not returned to Lac du Bonnet until October 10th is a mystery.

Post Office BY AIR MAIL Labels

The June 2019 *Canadian Aerophilatelist* included the question: "When did the Post Office introduce BY AIR MAIL labels?" - The September 2019 issue summarized the responses received to this question, and illustrated several covers from January 1928 onwards

I recently came across the page below in Alex Newall's *British External Airmails* until 1934 (Christie's Robson Lowe, 2nd. Edition 1996), which gives a short history of the mail labels. - It indicates that they were being used in Britain considerably before 1928

Chris Hargreaves.

APPENDIX IX

British Air Mail Labels

The British Post Office summer service leaflet of June 1925 states the following on page 635:

> Any packet, letter or postcard intended for transmission by Air Mail, besides conforming to the ordinary regulations of letter post, must bear an "Air Mail" label or an equivalent manuscript . . .

In 1919 airmail letters required hand endorsement. The first British "BY AIR MAIL" labels (see 1 below) were issued on 13 August 1920. Rubber AIR MAIL stamps were issued in January 1921.

In all, five types had appeared by 1934:

1. 1920 Black serifed letters on blue-green background, perforated.
2. 1920 Black block letters on blue-green background, perforated.
3. 1923 Similar to type 2, but deep black letters on deep blue, perforated.
4. 1928 White letters on blue background, rouletted.
5. 1934 BY AIR MAIL/PAR AVION white and black on blue background, rouletted.

Specialist approach will find many varieties of shades, also, type 1 which was stamped by control number P25 is known with and without a stop after the number.



1



2



3



4



5

SEMI-OFFICIAL NOTES

Tom Reyman

No. 12

WESTERN CANADA AIRWAYS – THE MACKENZIE RIVER FIRST FLIGHTS

In the early months of 1929, Pilot "Punch" Dickins began planning for a series of flights to follow the Mackenzie River to Aklavik, NWT and to visit the communities along the river to explore the possibilities for trade of goods and furs. Several survey flights were initiated in Edmonton by Dickins and flight engineer Lew Parmenter in January and February and these flights reached as far as Hay River. Some covers were posted with the Western Canada Airways (WCA) CL40 stamp, but others were not. Figure 1 is one of the covers with only the C1 regular air mail stamp. On the return flight the aircraft had mechanical problems at Fort Resolution and further flying was suspended until repairs could be made.

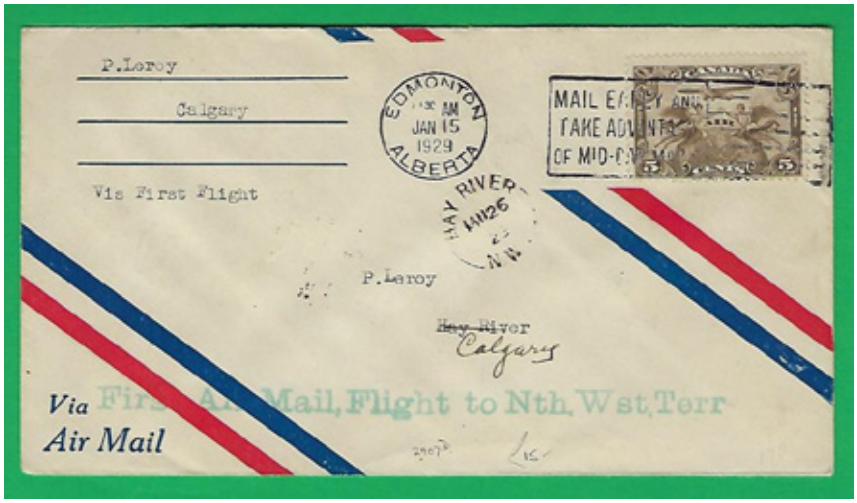


Figure 1 – Cover from Edmonton to Hay River posted January 15 and received on January 26. Notice the "First Air Mail Flight to Nth West Terr." Imprint. No CL40 stamp on back.

On March 5, another attempt was made by Pilot Dickins to extend the survey flights, this time reaching as far as Fort Good Hope near the Arctic Circle. (Figures 2 and 3). These successful flights were authorized by the Canadian Post Office and, therefore, no WCA stamp was required.



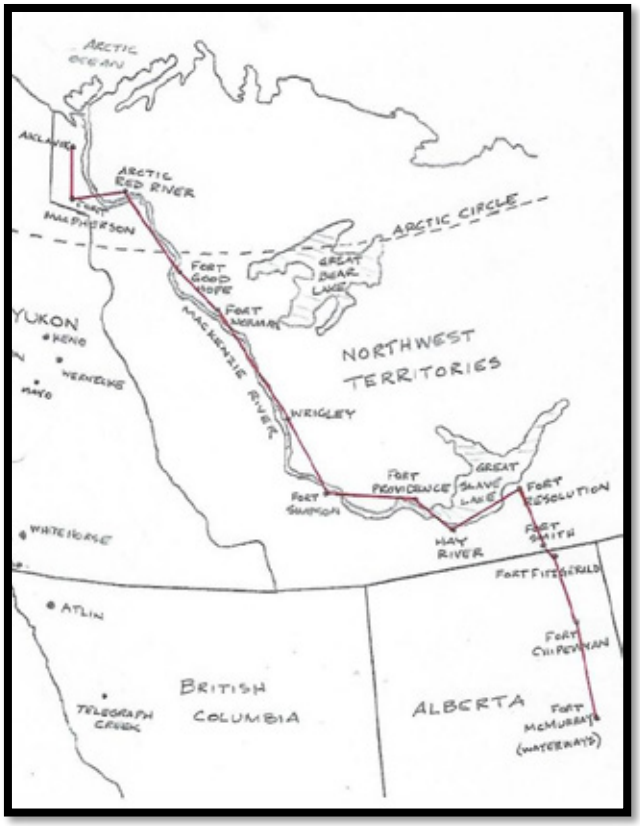
Figure 2 – This cover left Ft. McMurray on March 1 and arrived at Fort Good Hope on March 6. No CL40 stamp on the back.



Figure 3 – This Southbound cover was signed by Pilot "Punch" Dickins. It left Fort Norman on March 6 and arrived back in Fort McMurray on April 10. No CL40 stamp.

As a result of these successful flights, Western Canada Airways applied for and received permission in March to begin air mail service using the company's stamp on flights in April and May 1929. When these flights began, "Punch" Dickins was the pilot. The starting points for the flights were Ft. McMurray (a railroad terminus) or, at just 5 km away, Waterways, an air station on the river. The total distance from Ft. McMurray to Aklavik was over 2,450 km (1,500 miles) but the plan was to start on May 28 and 29 with a shorter flight to Ft. Chipewyan, Ft. Fitzgerald, and Ft. Smith and return.

The stopping points/communities between Ft. McMurray/Waterways and Aklavik included Ft. Chipewyan, Ft. Fitzgerald, Ft. Smith, Ft. Resolution, Hay River, Ft. Providence, Ft. Simpson, Wrigley, Ft. Norman, Ft. Good Hope, Arctic Red River, and Ft. McPherson. Many of these were Hudson's Bay Company trading posts. Mail was flown between most of these communities resulting in a possible 182 origination/destination combinations. Most (if not all) of the First Flight covers were philatelic and many received a green hexagonal imprint dated June 29 for the entire Ft. McMurray to Aklavik journey.



General map of the Mackenzie route from Ft. McMurray/Waterways to Aklavik along the Mackenzie River.

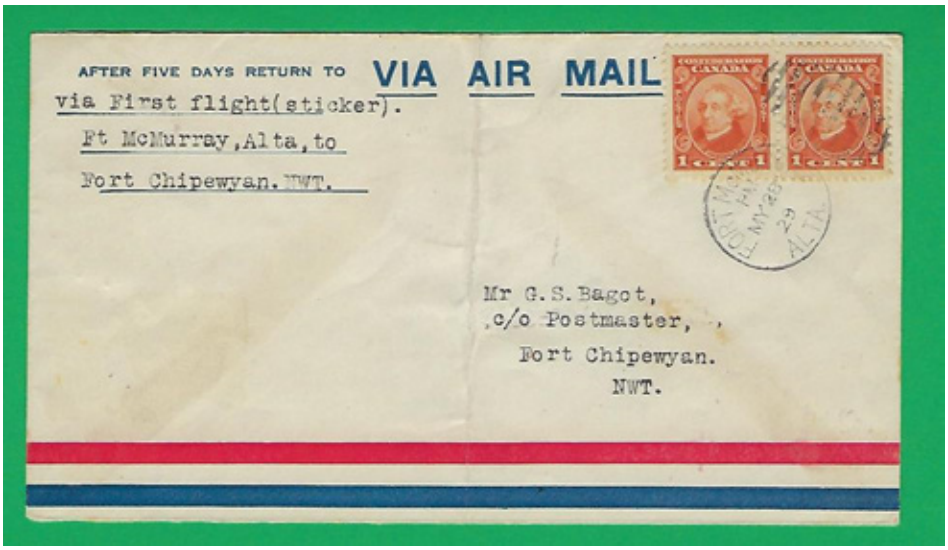




Figure 4 (front) and 4a (Back) – this is a May 28 Northbound flight cover from Ft. McMurray to Ft. Chipewyan. Flight distance is approx. 225 km (137 miles). This cover did not get the hexagonal First Flight imprint but did receive an alternate imprint on the back.



Figure 5 – This is a Southbound cover from Ft. Resolution to Waterways on May 30. The distance is Approx. 510 km (312 miles). This cover has the same First Flight back imprint as Figure 4a.



Figure 6 – From the June 14 Northbound flight from Waterways to Ft. Simpson. The distance was approx. 950 km (580 miles). This cover has the octagonal First Flight imprint on the front. Company stamp is on the back.

The fifth series of flights included this Northbound flight on July 1 which started at Ft. McMurray and ended at Aklavik. There were five intermediate stops and one of these stops was at the First Nation community of Arctic Red River, a Hudson's Bay Company trading post (Figure 7). As with many of the Mackenzie River locations fur trapping and trading was an important source of revenue for the inhabitants. During the Summer, steamer ships used the Mackenzie to move goods. In the Winter, dog sleds were a primary means of transportation between sites. Air transportation to these communities would provide faster and more frequent movement of goods and supplies.



Figure 7 – From the July 1 Northbound flight stopping at Arctic Red River. The total flight distance from Ft. McMurray is approx. 2,200 km (1,350 miles). Company



Figure 8 – This cover completed the entire trip from Ft. McMurray to Aklavik, NWT. The approx. distance is 2,450 km (1,500 miles). The company stamp is on the back.

On August 24, 1929 an inspection flight was made from Aklavik, Northwest Territory above the Arctic Circle to Dawson, Yukon Territory. (Figure 9). The reason for the flight is unknown.



Figure 9 – Pilot W.L. Brintnell completed this inspection flight from Aklavik to Dawson. WCA stamp on back.

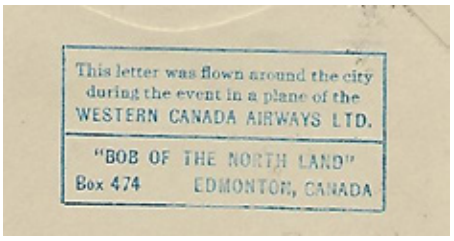
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THE EDMONTON AIR SHOW-17th September 1930



Commemorative cover listed in AMCN1 section 5 #3049f



Cachet on the back of the cover



The Edmonton Air Show was held as part of the Ford Reliability Tour, or to give it its full name "The National Air Tour for the Edsel B. Ford Reliability Trophy". The Ford Reliability Tours were held annually from 1925 to 1931, to demonstrate the reliability and usefulness of airplanes.

The 1930 tour began in Detroit on September 11th, and ended there on September 27th. In between it visited 14 American states and 3 Canadian provinces. Stops were made in Canada at Winnipeg, Brandon, Regina, Moose Jaw, Saskatoon, North Battleford, Edmonton, Calgary, and Lethbridge.

The stop by the Tour was considered a big event in Edmonton, as can be seen from the comments by the Mayor in the official program shown on the next page.

A Great Civic Event

ENTERING upon an era of new and greater civic attainments that will be climaxed with the First Annual Edmonton Air Show on September 17th, 1930, the City of Edmonton plays host this year to the 1930 International Air Tour.

Perhaps never before has this city been identified with such an outstanding civic venture as the Air Show program presents. The citizenry of Edmonton have been aware of the importance of this undertaking and have worked untiringly to make it a success.

To the many guests here from all quarters, Edmonton extends its greetings. Your faith in this great commonwealth is evinced by your presence here, and all of Edmonton hopes that this outstanding classic of the sky will meet with your favor.

The staging of this mighty aeronautical pageant marks an epoch in Edmonton's history. Literally nothing was spared in preparing the program for Edmonton's First Great Air Show, and reception in this city of these internationally known experts in aviation. Not only have the greatest figures in Canadian and American aviation been assembled for you, but former members of the British Air Force also contribute their quota to the program. Here you will see the largest number of aircraft and flyers ever assembled in Canada for a single occasion. Here you will see the newest and fastest types of aircraft known to mankind.

A potpourri of flying activity, the Edmonton Air Show in conjunction with the 1930 International Air Tour, presents to you Edmonton's contribution to the further development of aviation. It is a program that has been developed and guided by the city's civic and business leaders, who laid aside other tasks to make this the cornerstone of a great shrine of civic achievement.

J. K. Douglas

Mayor.

(From http://peel.library.ualberta.ca/bibliography/10320/1.html)

Programme of Events

EDMONTON AIR SHOW

From 11.45 to 12.15 a formation of Bellanca and Fokker seaplanes of approximately eight aircraft will fly over the city. These aircraft are now operating in the McKenzie River District and will be brought out to Edmonton for this purpose by the Commercial Airways Limited and Western Canada Airways Limited, the owners of the said aircraft.

1. 1.30 p.m.—AEROBATICS

Exhibition of aerobatic flying by:—

1. Capt. Parkinson in a Reid Rambler.
2. James Holly in a Fleet.
3. Flight Lieut. Shaw in a Fairchild Aircraft.

2. 2.00 p.m.—AEROBATIC COMPETITION

This competition open to all except the pilots taking part in Event No. 1.

First prize: $50.00
Second prize: $25.00

3. 2.20 p.m.—BALLOON BURSTING COMPETITION

Open to members of light aeroplane clubs.

After each contestant takes off, a hydrogen filled balloon will be released from the ground and the contestant will endeavor to burst it with the propeller of his aircraft. The pilot who bursts his balloon in the shortest length of time after it has left the ground will be declared the winner.

First prize: $25.00
Second prize: $15.00

4. 2.30 p.m.—EXHIBITION

A special exhibition by Capt. Frank Hawks, famous pilot, in his Travelair "Mystery Ship."

5. 2.40 p.m.—BOMBING

Each entrant will be given bombs and will endeavor to make a direct hit upon a moving object on the aerodrome. The pilot may take another person with him as his "bomber."

The pilots for this event will be chosen from the following:

W. R. May	C. H. Dickins
W. N. Sherlock	W. E. Gilbert
Glyn Roberts	J. E. Buchanan
A. McMullen	Capt. M. Burbidge

6. 3.00 p.m.—PARACHUTE JUMP

The height of the jump and the name of the jumper will be announced.

7. **3.10 p.m.—RELAY RACE**

Open to members of light aeroplane clubs.

The race will consist of two teams of three aircraft to a team and each aircraft will carry a pilot and passenger. The aircraft flying the first lap for each team will be lined up for the take off with the pilots aboard and the passenger standing alongside. A man will stand at a distance behind each machine holding a message bag and, at a signal from the starter, each passenger will run and obtain the message bag for his aircraft, return to his machine and the aircraft will then take off and fly once around the course. While the first lap machines are in the air, aircraft for the next lap will line up. When the first lap machines complete the course the passenger will then drop the message bag as close as possible to the next machine in his team. The passengers for the second lap machines will follow a similar procedure as at the commencement and the third lap machines will then continue in the same way. On completion of the course by the third lap machines the passenger must return the message bag to the man originally holding them. The winning team will be that one which returns its message bag first.

First prize $30.00 Second prize $20.00

ARRIVAL OF NATIONAL AIR TOUR

About 3.20 p.m.

Special Exhibition by William S. "Billy" Brock
Special Exhibition by Lee Schoenhair in Goodrich Lockheed

8. **4.45 p.m.—EXHIBITION**

A special exhibition will be given by Mr. George Haldemane in a Bellanca "Sky Rocket."

9. **5.00 p.m.—AEROBATICS**

Exhibition of aerobatics singly and in formation by Canada's most skilled and expert aerobatic pilots.

1. Flight Lieut. Shaw.
2. James Holly.
3. Capt. Parkinson.

10. **5.30 p.m.—SPECIAL EVENT BY MAJOR ORGAN P. GOLLEY, of Croydon, England.**

World famous pilot and authority on flat spinning.

11. **5.45 p.m.—OPEN RACE (Handicap)**

Open to all.

The aircraft entered in this event will take off fifteen seconds apart and will fly three times around the course fixed, which will be announced. The handicaps will be fixed by the judges.

First prize, $50.00
Second prize, $25.00

12. **6.10 p.m.—BOMBING OF FORT**

JUDGES

M. Burbidge W. R. May C. Becker C. H. Dickins

The comments in the programme were not just boosterism by the Mayor. - There was huge public interest in the Air Show:

In 1930, Edmonton, Calgary, and Lethbridge were included for the first time. In Edmonton, excitement mounted for the tour's arrival on 17 September. The pilots and their planes were featured in newspaper articles. Merchants were urged to dress up their windows to take advantage of the out-of-town visitors. Ads hawking everything from dry cleaning to car repairs, café meals to movies, took advantage of the aviation theme. Woodland Dairy came up with an "Armada Special" ice cream in honour of the flying racers, a blend of peaches and cream. School trustees were the only group to put on a dour face: school children would not be given a half holiday to watch the show.

Advance ticket sales were going like wildfire, according to the ads. A ticket got you a reserved parking spot around the field, and pedestrian access to the airplanes once they had all landed. The ads promised "50 Airplanes in Stunts and Thrills that will make you Gasp." According to the *Edmonton Journal*, over 35,000 people crammed the airfield to watch the show. A loudspeaker installed in the hangar kept everyone informed of the arrival of the planes, and then of the events.



A Ford Trimotor surrounded by admirers at the air show in Edmonton. Provincial Archives of Alberta, A5288

(From Sky Riders - an illustrated history of aviation in Alberta, 1906-1945 by Patricia A Myers.)

The ads had promised, "50 airplanes in Stunts and Thrills that will make you Gasp". - According to a report on the show in the *Edmonton Journal* the crowd would indeed have gasped!

Sept. 17, 1930: Edmonton cheers its first air show

THIS DAY IN JOURNAL HISTORY

Edmonton Journal 17 Sep 2012



Maurice (Moss) Burbidge thrilled audiences at Edmonton's first air show.

Flying Club instructor Maurice (Moss) Burbidge thrilled spectators at Edmonton's first air show.

Jumping into a Moth biplane, he roared across Blatchford Field as the crowd cheered below.

"Oh, just loosening up, nothing really worthwhile, you know," the ace of the Edmonton Aero Club explained when he brought his aircraft down after its dizzy gyrations.

Burbidge made his little machine waltz and dip. One swoop took him within three metres of a long row of parked cars along the side of what's now known as the City Centre Airport.

Aircraft from all over Canada participated. The 27 pilots of the National Air tour showed off their skills in several relay races; other competitions included parachute jumping and bombing skills.

All the arrivals were enthusiastically greeted, but it was American aviatrix Nancy Hopkins in her pale blue Kittyhawk who really wowed the crowd.

Long before she arrived, the 21-year-old Hopkins was anticipated by hundreds of spectators hooked by the drama of her pitting her powers against the cream of American pilots.

Her appearance over the field drew a volume of applause that rivalled the receptions of even the first craft in.

(From https://www.pressreader.com/canada/edmonton-journal/20120917/281573762893234).

Many thanks to Doris Mallett, Gord Mallett, Denny May and Tom Reyman for the items used in this article.



Lockheed Constellation L-049 of El Al Israeli Airlines Registration number 4X-AKC, the plane that was shot down

EL AL CONSTELLATION FLIGHT 402, SHOT DOWN OVER BULGARIA 1955

James R. Taylor FRPSC

El Al Israeli Airlines Flight 402 was an international passenger flight from London to Tel Aviv with station stops in Vienna and Istanbul. On July 27, 1955, the Lockheed Constellation registered as 4X-AKC (Figure 1), started its routine, weekly, scheduled flight from London and departed Vienna's Wien-Schwechat Airport bound to Tel Aviv's Lod Airport via Istanbul.

El Al Flight 402 inadvertently miscalculated its position as it intended to follow the Amber 10 airway through Yugoslavia and cross the border to Greece en route to Istanbul. Instead, the flight strayed east and entered Bulgarian airspace (Ref. 1). The Bulgarian military detected the aircraft's entry across the western Bulgarian border near the town of Tran. The Bulgaria Air Force launched two MiG-15 jet fighters with pilots Petrov, team leader, and Sankiisky, by order of General Velitchko Georgiev.

The MIG-15s (Figure 2) took off from the Dobroslavtsi Airbase, located north of Sofia, the capital city. According to Bulgarian Air Defence, the pilots were Petrov and Sankiisky. Spotting the errant airliner, Sankiisky first attempted to warn the El Al plane that it was intruding on Bulgarian territory, by shooting signal rounds in front of the Constellation's nose; Petrov repeated the warning shots. The El Al plane neared the border of Bulgaria with Greece and the near-border Bulgarian city of Petrich. According to the Bulgarian pilots, the Constellation initially appeared to follow the instructions and preparing to land. It deployed its flaps and landing gear, but then suddenly retracted them and changed direction to cross into Greece, apparently hoping to escape the MIGs (Ref. 2).

The pilots' accounts have subsequently been challenged. The crash location near Petrich, a Bulgarian town a few kilometres from the Greek border, implies that the El Al flight had been pursued by the MIGs for some distance, without firing a shot, until the Constellation's very last moments over Bulgarian territory. General Velitchko Georgiev gave the final shoot-down order. The airliner was struck by the MiG-15's guns and then lost altitude, broke apart, and crashing in flames north of Petrich near the Yugoslav-Greek border. The seven crew and 51 passengers on board Flight 402 died.



Maximum card showing a MIG-15 of the Bulgarian Air Force.

Why Flight 402 changed its intended course was never established, with highly conflicting opinions from Israeli and Bulgarian investigators. One possibility is that using non-directional beacon (NDB) navigation with lightning in the area (Ref. 1) might have disrupted the NDB navigational equipment so that the crew believed they were over the Skopje, Yugoslavia radio beacon, and turned to an erroneous outbound course. The Bulgarian military disputes this version for the shooting. It is only firmly established that the El Al flight, flying at an altitude of approximately 18,000 feet, strayed off the Amber 10 airway into Bulgarian airspace near Tran. Flight 402 travelled a total of 200 km over Bulgarian territory at a 120 km distance from the Yugoslav-Bulgarian border that it initially crossed, before being shot down (Ref. 1).

The initial assumption was that the El Al aircraft was not brought down by jet fighters but by surface anti-aircraft artillery. The next day, the Bulgarian government admitted that its MIGs had shot down the unarmed airliner. They expressed regrets and arranged for an official inquiry but refused to allow a six-man crash investigative team from Israel to take part. This refusal was subsequently criticized both by the Israelis and by Bulgarian sources within the crash investigation.



Petrich

Airmail carried on this flight originated in Germany, the Netherlands, Romania, and the USSR. A small quantity of mail survived and was salvaged from the fiery crash. When the surviving mail was recovered from the wreckage site and forwarded to Tel Aviv, it was hand stamped with a Hebrew instructional marking before being forwarded on to the addressees within Israel. The boxed instructional marking, in violet ink (Figure 3), translated from the Hebrew reads, "This piece of mail survived in El-Al airplane that was shot down over Bulgaria on 27.7.1955."



Cover salvaged from the wreck of El Al 402 that strayed off course and was shot down by the Bulgarian Air Force. Postmarked Lupeni, Romania, July 19, 1955. Rectangular crash instructional marking in Hebrew (Author's collection).

The Flight 402 incident took place during the height of the so-called "Cold War." Each side interpreted the incident as a dangerous provocation. The Bulgarian government saw the episode as a political negative in the détente in East/West relations. Both pilots were considered for reprimand but were subsequently found to have followed the orders of superiors. Although the Bulgarian government blamed the Israeli airliner for violating its airspace without

authorization, it eventually issued an apology, stating that the fighter pilots had been "too hasty" in shooting down the airliner, and agreed to pay compensation to the victims' families (Ref. 3).

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Pioneer Aviation in the Channel Islands

by Roger E. Harris



1935 Guernsey Airways Ltd. Windhover in St. Peter Port Harbour



Location of the Channel Islands

This is the first comprehensive history of aviation in the Channel Islands, spanning the period from the dawn of aviation with balloon flight, through two World Wars to the nationalisation of the commercial air industry in 1947 and the last pioneer flight to the Islands in 1952.

The author's intention has been to record every known flight to, or within the Islands, with descriptions of the aircraft flown and each pilot and passenger identified. There are biographies of the more famous or infamous characters involved including celebrated pilots and lady aviators, honoured war heroes, brave experimenters, entrepreneurs and even a treacherous aristocratic spy, Lord Sempill, a friend of the Dame of Sark who was saved from prosecution by Sir Winston Churchill. One of the most interesting people recorded is a Jersey resident, Lady Houston, who was Britain's richest and possibly most beautiful and eccentric woman: she started life as a show girl but went on to be one of the first five women to be awarded the title of Dame of the British Empire. Her philanthropic financing of the development of the Spitfire helped save the R.A.F. in the Battle of Britain.

Over 1,100 original photographs and images from the author's own lifetime collections illustrate the two volumes of the book. These include postcards, photographs, posters, timetables, tickets, ephemera and airmail letters; many of which are very rare or even unique. As a novel addition and an aid and encouragement to collectors, the author has awarded each of these illustrations a "Collector's Value" at 2020 market prices.

For convenience and cost, this large 584-page A4 work has been divided into two continuous volumes: Vol. 1: *The Dawn to 1933* (278 pages). Vol. 2: *1934 – 1947* (306 pages). Both volumes are priced at £30 each plus £5 post and package per volume. Overseas buyers will pay the appropriate overseas postage rate.

The book is being published by the Channel Islands Specialist Society. - To order contact C.I.S.S. Secretary Richard Flemming via e-mail secretary@ciss.uk or write to: 64 Falconers Green, Burbage, Hinckley, Leicestershire LE10 2SX, U.K.

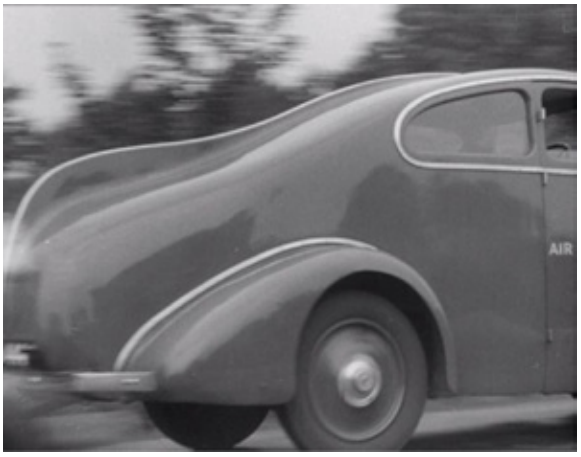
For more information see the C.I.S.S. website: https://www.ciss.uk/publications/

A CHRISTMAS GIFT FOR THE PERSON WHO HAS EVERYTHING?

ROYAL AIR MAIL SERVICE VAN







The vans were light blue in colour, and used in London, England, during the 1930's to collect mail from the special air mail pillar boxes, which were also pale blue in colour.

Many thanks to Ian Macdonald for the photographs.
The photos appealed to Ian for no particular reason. - The title for this page appealed to your editor.

BEST WISHES TO ALL READERS FOR THE HOLIDAY SEASON,

FROM THE ELVES AT THE CANADIAN AEROPHILATELIST:

CHRIS HARGREAVES (TEXT) PAUL BALCAEN (LAYOUT) TOM REYMAN (COLUMNIST)

GORD MALLETT (INDEX) IAN MACDONALD (FREQUENT CONTRIBUTOR)

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 our journal The Canadian Aerophilatelist which is published quarterly.

The CAS runs the website www.aerophilately.ca which provides extensive information about Canadian air mail

We also provide a question-and-answer service for mystery air mail stamps and covers; a library that can be searched for information on particular topics; and representation of Canadian aerophilatelists at national and international levels.

Membership rates based on current exchange rates

The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

1 year - $15.00 Canadian or US$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
2 years - $25.00 Canadian or US$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

1 year - $25.00 CDN in Canada, $30.00 CDN in U.S.A. (or $24.00 US),
$35.00 CDN for members Overseas, (or $28.00 US, or 24 Euros, or 22 Pounds Sterling)

2 years - $45.00 CDN in Canada, $55.00 CDN in U.S.A. (or $44.00 US)
$65.00 CDN for members Overseas, (or $52.00 US, or 44 Euros, or 40 Pounds Sterling)

Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by cheque in Canadian $, U.S.$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, 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: _____ Date of birth: _____
Period and Type of membership: _____
E-mail: _____
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

All memberships were extended for six months from March 2020 at no charge, while everybody was adjusting to the era of COVID 19.

The following members are now 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. PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

Regular members:
#475 Robert Ascah,
#193 J.P. Gadoury,
#434 Robert D. Galway,
#364 David Kelly,
#111 James Larry Kobelt,
#109 Gary Lyon,
#329 Denny May,
#17 Dick McIntosh,
#476 Mike McNeill,
#243 Jim Miller,
#321 Andrew Mrozowski,
#474 Ted Nixon,
#212 Harold J. Petoskey,
#446 Norman Pike,
#466 Alan Spencer,
#445 Robert Timberg,
#390 Dr. Hal Vogel,
#473 Jane Wilson

The dues for Advertising Members are $25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

Advertising:
#363 Ray Simrak

To all members listed who have already renewed their membership, thank you for doing so.

SPARKS AUCTIONS

Sparks Auctions is proud to announce that our Winter sale will include an attractive selection of Canadian and Worldwide Air Mail stamps and postal history. Of note you will find:

- a nice selection of pioneer and other Canadian flight covers
- a large selection of sought-after Canadian semi-official air mail stamps and covers, with many not-often seen items
- a large selection of worldwide air mail covers and cards
- a large selection of worldwide Zeppelin post covers and cards



1918 Aero Club of Canada Semi-Official on Registered Cover Ottawa to Toronto



Argentina 1930 Graf Zeppelin Cover Flown to Germany



Canada #CL21bii
Descending Type D
Overprint in Violet



Canada #CLP3P
Proof of Frame Design
in Black



Russia 1931 Graf Zeppelin Polar Post Card with Imperforate Set of Russian Stamps



Canada #CLP7 Mint *



Canada #C2DP
Die Essay in Black

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