THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

June 2021 No. 127



Cover: A. Roy Brown after the Red Baron, who was chasing Wop May in WWI

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FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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CAS CALENDAR

BNAPEX 2021 VIRTUAL - Thursday to Monday, 2 - 6 September
Organized by the British North America Philatelic Society and the Winnipeg Philatelic Society.

Because of the COVID-19 pandemic, BNAPS has replaced the convention planned for Winnipeg with its first virtual one. The five-day convention will feature an online competitive exhibition, study group seminars, and a virtual bourse that will allow "attendees" and dealers to meet online.

Both BNAPS members and non-members are welcome. Attendance is FREE, but registration is required. Access to the exhibition, seminars, and bourse is restricted to registered attendees. Registration begins in July. Once registered an attendee will have access to the various meetings using links on the BNAPEX meeting webpage.

See https://bnaps.org/ for more information.

ROYAL 2021 ROYALE - VIRTUAL SHOW - October 14 – 17 2021. Will be organized by CANPEX: See https://www.canpex.ca/ for future information.

ORAPEX 2022 - It is hoped to hold the show at the beginning of May 2022 at the RA Centre, 2451 Riverside Dr., Ottawa. See www.orapex.ca for future information.

CAPEX 22 - June 9th -12th 2022 in Toronto. This will be an International One Frame Stamp Exhibition. See www.capex.org for more information.

AEROPHILATELY 2022 -
October 21st - 23rd 2022 at the American Philatelic Society headquarters in Bellefonte, Pennsylvania. This is an all-airmail exhibition being organized by the American Air Mail Society. It has been approved as a one time World Series of Philately show. See https://www.americanairmailsociety.org/about/conventions/ for more information.

PRESIDENT'S REPORT

The Covid-19 pandemic is still raging in many parts of the world. It seems like returning to normal is further and further away. However, as more vaccines are distributed, perhaps normality can return sooner than we think.

In the meantime, I want to thank the work of Chris Hargreaves and Paul Balcaen for producing our wonderful Journal. Also a note of thanks for all the contributors who supply a wide range of interesting articles. When I receive my copy of The Canadian Aerophilatelist , I breathe a sigh of relief knowing that this is part of my normal.

I would like to thank Joan Hafer for helping Brian look after the CAS membership and finances.

While physical shows are not on the horizon in Canada, I am happy to say CANPEX 2021 (which I am co-chair) held a very successful national virtual single frame exhibition in April. I am happy to report that there were a few aerophilatelic exhibits and one very interesting astrophilatelic exhibit. With that success, I can report that CANPEX will be hosting the Virtual ROYAL/ROYALE 2021 National Show held on October 14-17,2021. Please refer to https://www.canpex.ca/

As always, please stay safe and follow social distancing where applicable. Together we can come through this stronger.

Steve Johnson

EDITOR'S REPORT

Brian Wolfenden only received some of the emails I sent him recently. The others disappeared into cyberspace and Bell can't explain why! - If you are wondering why I haven't responded to something you sent me, please email me again or call 613 389 8993.

Chris Hargreaves

NEXT CAS / BNAPS AIR MAIL STUDY GROUP ZOOM DAY OF AEROPHILATELY

12 noon to 2 pm Eastern Time - Saturday September 4th.

Gord Mallett will give a presentation on Walter Hale: the Flying Postal Inspector of the Mackenzie River District.

This Zoom meeting will be held as part of the virtual BNAPEX: a five-day convention that will feature an online competitive exhibition, study group seminars, and a virtual bourse that will allow "attendees" and dealers to meet online.

Both BNAPS members and non-members are welcome to attend the virtual BNAPEX. Attendance will be FREE, but registration is required.

Registration will begin in July on the BNAPS.ORG website.



SECRETARY'S REPORT

Welcome to 5 new members:

#507 Cheryl Grantham of Cookville, NS
#508 Hedley Ault of Winnipeg, MB
#509 Peter Evenson of Greensboro, NC
#510 Frank Wheeler of Morganton, NC
#511 Roger Stanley-Smith of West Sussex, UK

AMCN2 update

The American Air mail Society is keen to have the revised edition of the Air Mails of Canada and Newfoundland published soon.

Matt Heller has resigned as Chair of the AAMS Publications Committee.

Jim Roth has taken over as Publication Editor for AMCN2.

I am optimistic that AMCN2 could now be published this year.

Chris Hargreaves, AMCN2 Editor-in-chief

CONGRATULATIONS TO CANPEX EXHIBITORS

Brian Callan	**Graf Zeppelin DLZ-127 Mail from North Africa,** Gold and Canadian Aerophilatelic Society Best Airmail Award
Antoni Rigo	**Rockets Launched From Airplanes,** Silver
J-Jacques Tillard	**Saint-Pierre-et-Miquelon - "The Fox" of 1952 The first two stamps issued for Air Mail rates,** Large Gold

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)

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by August 1st.

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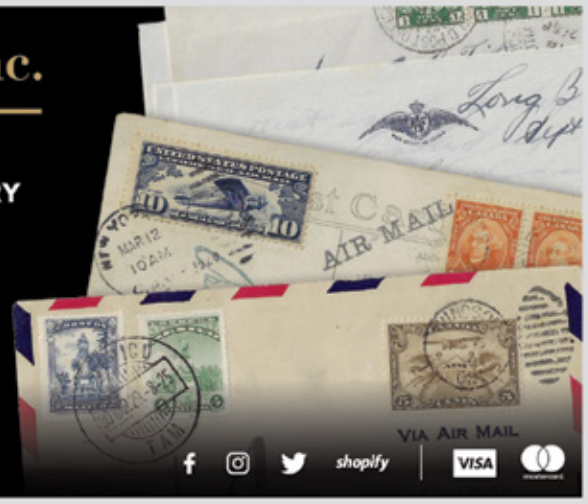
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The Curious Tale of Two Roy Browns

Which one signed this cover? Which one shot down the "Red Baron"?

Based on an article by Carol Bennett McCuaig, published in
the February-March 1997 issue of *The Beaver* (renamed *Canada's History* in 2010.).



In June 1975 a man named Roy Brown was elected to the Canadian Aviation Hall of Fame. Eager for a story, Ottawa journalists wrote him up as the man who shot down the German flying ace Baron Manfred von Richthofen during the First World War. They were wrong; Roy Brown of Winnipeg, although a distinguished aviator in his own right, was not the man who defeated the "Red Baron". That exploit was performed by a different Roy Brown, from Ontario. This was just the latest episode in a case of mistaken identity which dogged the pair throughout their flying careers, and the confusion persists to this day.

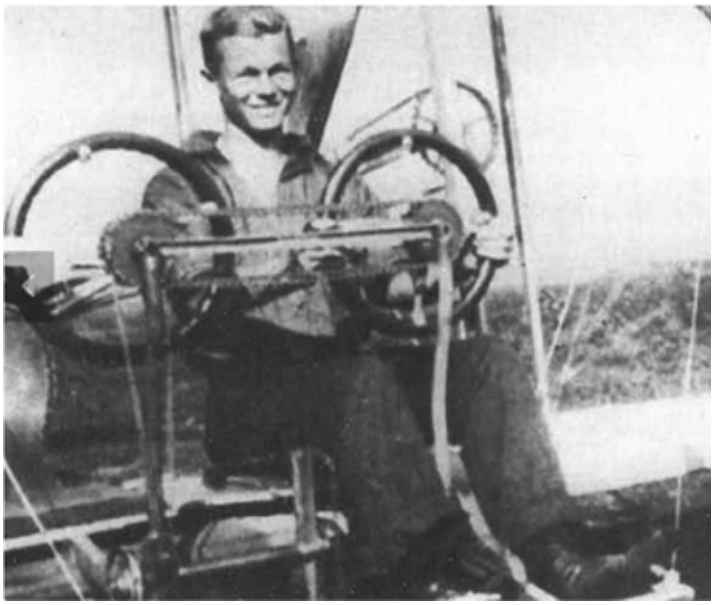
To those "in the know" it is easy to see how the muddle came about. There were many parallels in the lives of the two men, who were much of an age. Arthur Roy Brown was born at Carleton Place, Ontario, 23 December 1893, the eldest child of Mr. and Mrs. J. Morton Brown. He was always known as Roy. Three years later, Francis Roy Brown was born at Stockton, Manitoba. He, too, used his second name.

From an early age the Ontario Brown was intrigued by the idea of flight. He and some friends were responsible for what may have been the first UFO sighting in the neighbourhood when they managed to attach lights to a kite which they flew above the community at night, to the amazement of the townsfolk.

At the outbreak of the First World War, A. Roy Brown, an excellent athlete, wanted to join the air service but at that time he did not possess the private pilot's certificate which was a prerequisite. Determined to be accepted, he learned to fly at the Wright Brothers' flying school in Dayton, Ohio, qualifying as a civilian pilot in 1915.

He frequently had to shoo cows away from the air strip before his aircraft could take off. Being airborne in the pioneer era was a risky business; during his flying career he suffered 27 fractures, and he once lay for hours on a slab in the morgue, officially ticketed as dead.

When Brown first volunteered for war service, he failed the medical and was rejected. Refusing to give up, he persisted until he was finally given a commission as a Flight Sub-Lieutenant in the Royal Naval Air Service. His dream almost ended during his training at Chingford, England, when back injuries, caused by another crash-landing, kept him in hospital for some time.



Arthur Roy Brown at the Wright Brothers' flying school, 1915.



Francis Roy Brown Western Canada Airways

He reached France in 1917, having been posted to No. 9 Squadron, Royal Naval Air Service, flying Sopwith Pups and Triplanes. In the summer of 1917 he also served with Squadrons No. 3 and No. 11, participating in missions to protect the British Navy from enemy air attack. As time went on these operations were extended to include reconnaissance work.

Meanwhile, young Francis Roy Brown also volunteered for service when war broke out. As a member of the Canadian Cycle Corps he soon found himself in Europe, where he saw service at Ypres, Vimy Ridge and Passchendaele.

In 1917 he transferred to the Royal Flying Corps for pilot training and, having qualified, went into action once more as a member of No. 204 Squadron. His new career was shortlived. He was shot down over Belgium in 1918, shortly before the Armistice was signed.

No. 9 Squadron had been attached to the Royal Flying Corps and issued with Sopwith Camels. Back in Carleton Place the anxious family of A. Roy Brown learned from his letters home that the fighting, both on land and in the air, had escalated to serious proportions. They were glad to know that their son was equipped with what he described as "the best machines we could possibly get. We can keep the Hun pretty well in his place in the air."

In the thick of vicious air fighting in 1917-1918, A. Roy Brown distinguished himself by downing at least 12 enemy aircraft. In addition to putting these out of action he also managed to save the life of a comrade who was under attack by four enemy pilots. He was awarded the Distinguished Service Cross for gallantry.

The official citation noted that:

On the 3rd September, 1917, he attacked a two-seater Aviatick, in company with his flight. The enemy machine was seen to dive down vertically, the enemy observer falling over on the side of the fuselage, shot.

On the 5th September, 1917, in company with formation, he attacked an Albatross scout and twoseater, driving them away from our lines. One machine was observed to go down apparently out of control.

On the 15th September, 1917, while on patrol, he dived on two Aviaticks and three Albatross scouts, followed by his flight. He dived several times and picked out one enemy scout, firing about 200 rounds, when the enemy machine went down out of control, spinning on its back.

On the 20th September, 1917, whilst leading his flight, he dived on five Albatross scouts. Flight Lieut Brown picked out one enemy machine and opened fire. One of his guns jammed, but he carried on with the other. The enemy machine went down out of control and over on its back, and remained in that position for about thirty seconds, whilst Flight Lieut Brown continued firing until his other gun jammed. The enemy machine then disappeared in the clouds, still on its back.

Another officer of the same patrol was later

followed by four enemy machines, as he was separated from the formation. Both Flight Lieut Brown's guns were jammed, but he dived on the enemy machines and drove them off, thus undoubtedly saving the pilot's life.

Intense air fighting took place in the spring of 1918, and it was during that time that A. Roy Brown engaged in his famous aerial battle with Baron Manfred von Richthofen, a member of the renowned "Flying Circus".

The official award for the defeat of von Richthofen was given to Captain Brown who later received a Bar to his DSC, although not specifically for that achievement. His success was hotly contested by Australian machine gunners who had been shooting into the air from ground level.

Brown said later that there wasn't much glamour in the fight which vanquished the Red Baron. During the "dog fight" he had already downed one aircraft when, pulling out of a dive, he noticed that one of his friends was being chased by a German fighter, red in colour. Brown rushed to the rescue. The comrade he saved was his friend, "Wop" May who later achieved fame back in Canada as a bush pilot.

At the time. Brown didn't know that his adversary was Germany's leading knight of the air, the daring aristocrat who had shot down 80 Allied aircraft. Describing the adventure years later. Brown commented "I never saw Richthofen until ten minutes before I shot him down. Then, he was to me merely a begoggled unknown, hunched in the cockpit of his red triplane."

The defeat of the glamorous von Richthofen was a real morale booster for the Allied airmen. It was then that Francis Roy Brown began receiving congratulations from people who assumed that he was the fearless Canadian who had just put the Red Baron out of action. At that point, of course, both men were attached to the Royal Flying Corps.

After the war, the two Roy Browns returned to Canada, where each man continued with his flying career in civilian life. At that point they had never met.



Arthur Roy Brown



Francis Roy Brown

F. Roy Brown served with Western Canada Airways at The Pas and Cranberry Portage, Manitoba, later becoming superintendent and chief pilot of their prairie airmail operations, working out of Moose Jaw, Saskatchewan. When the government cancelled that service he became chief pilot for Canadian Airways Limited in the Lac du Bonnet region of Manitoba.

In 1934, together with J. Moar, Milt Ashton and Ted Stull he organized Wings Limited. This was a bush-flying outfit which was later re-organized as Central Northern Airways.

A. Roy Brown also took up bush-flying work, in Northern Ontario. He, too, later owned his own company. This coincidence led to further confusion in the minds of his fellow Canadians. On one occasion a prospector, who had been flown into the North by

the Manitoba Brown, boasted to friends that he had traveled with the man who shot down von Richthofen. They pointed out his mistake, but he insisted that he was right; the pilot had mentioned his wife, Edith, and everyone knew that this was the name of the Carleton Place flier's wife. As it happened, both women were called Edith.

In 1929, an aircraft containing important mining officials was lost in the Northwest Territories. A rescue operation was mounted by Western Canada Airways and F. Roy Brown and eight other pilots spent ten weeks searching in the remote Baker Lake and Bathurst Inlet regions of the Northwest Territories. It so happened that Brown's aircraft was also forced down in this rugged terrain. He spent three weeks on a remote lake in the Barrens, trying to survive in temperatures which went as low as -50°F.

The story had a happy ending when both groups of missing men were found alive. This time it was an amused A. Roy Brown who received the good wishes of an admiring public.

Finally the two men ran into each other at a convention, where they discussed the situation. They laughingly agreed that they even looked somewhat alike. They became friends, but it reached the point where the Manitoba man, on being introduced to new people, would immediately say "I didn't shoot down von Richthofen!" which also led to misunderstandings because of the controversy that had arisen since the war, with the Australians claiming that honour.

The trauma of his early flying experiences and the many crashes he suffered had taken their toll on the health of Arthur Roy Brown, who died in 1944 at his home in Stouffville, Ontario, at the early age of 50 years. As the word of his death spread, wreaths and tributes poured into the home of Francis Roy Brown.

He, however, was far from dead. At the time of the Second World War he went on to have a distinguished career as a test pilot, working for MacDonald Brothers Aircraft at Winnipeg. During that period he tested more than 2,500 aircraft.

After the war he entered the realm of Provincial politics. From 1953 to 1958 he served as a Liberal member in the Legislative Assembly of Manitoba, representing the constituency of Rupertsland. He died in 1960.

In 1969, a plaque, one of a series set up throughout Ontario by the Department of Public Records and Archives, was dedicated at Carleton Place, home town of the late Captain Arthur Roy Brown, DSC. There was no chance of any confusion on that occasion; guests of honour included Brown's widow and his brother, local historian Howard M. Brown. It seemed as if the curious story of the two Roy Browns had, once and for all, been laid to rest, yet there was still another chapter to be played out.

Fifteen years after his death, Francis Roy Brown was elected to the Aviation Hall of Fame, with the following citation: "His contribution as a bush pilot, airmail pilot and World War Two test pilot, coupled with his total commitment to encourage a younger generation of airmen to make substantial contributions to the development of northern flying, has been of outstanding benefit to Canadian aviation."

As soon as this honour was announced, the story of his famous namesake and the encounter with the Red Baron hit the headlines again.

In Canada today there are people who believe that Arthur Roy Brown also deserves a place in the Aviation Hall of Fame. If this ever comes to pass the confusion will undoubtedly continue. The saga of these two heroes has been a case of mistaken identity all the way.

Carol Bennett McCuaig, 1997.

Thanks to Denny May for sending me a copy of the original article, Gord Mallett for the scan of the Bissett – Wadhope FFC, and Tom Reyman for co-ordinating the information on pilot signatures for the revised edition of The Air Mails of Canada and Newfoundland.

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The Kitten that flew the Atlantic

Jim Bisset

It is generally well known that Germany were pioneers in the development of the airship. The first commercial airship service was launched in 1910 and airships were used as bombers and scouting purposes during World War I At the end of the war, Germany had to hand over their airships to the Allies and restrictions were imposed on the manufacture . These restrictions were lifted in 1926 and, with the help of donations from the public, LZ127 "Graf Zeppelin" was constructed. This airship together with the larger LZ129 "Hindenburg" made many successful transatlantic flights to North America and Brazil in the early 1930s.

Due to the success of these flights, the "Hindenburg" commenced a scheduled service between Frankfurt, Germany, and Lakehurst, New Jersey, USA in 1936. A total of 10 round trips were successfully completed and many covers were carried on these flights, including this example in Fig 1.

An expanded schedule of 17 round trips was planned for 1937, but the first flight of the season, whilst landing at Lakehurst, caught fire and was completely destroyed with the loss of 36 lives. This tragedy brought to an end the use of airships for carrying passengers.



Fig 1. 9 May 1936. Winnipeg, Manitoba, to Ebstorf, Kreis, Germany by Zeppelin.

But less well known is the fact that the first airship to successfully fly the Atlantic was British, indeed, built in Scotland. His Majesty's Airship (HMA) R34 Airship was built by William Beardmore & Co, at Inchinnan, near Glasgow in 1919, Fig 2. Beardmore were better known as shipbuilders and heavy engineers. HMS Benbow , Fig 3,, is an example of their engineering skills during World War I

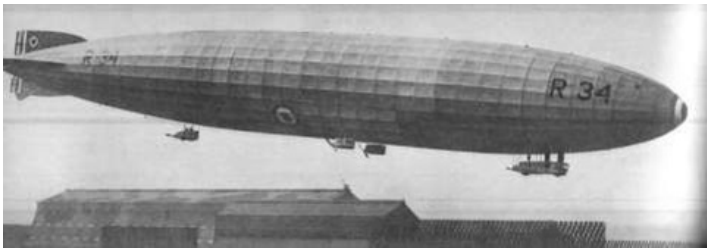


Fig 2. HMA R34 built at Inchinnan, Glasgow March 1919.

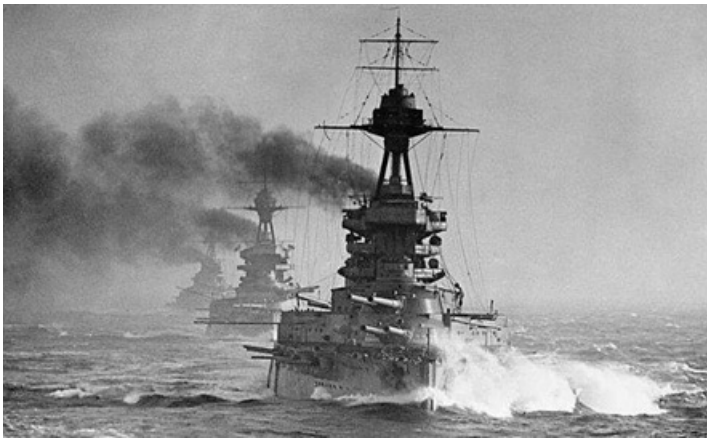


Fig 3. HMS Benbow, built by William Beardmore & Co., 1913.

After proving flights, the R34 was transferred to the Royal Navy Air Station at East Fortune Aerodrome, near Edinburgh. She carried out a successful endurance flight over the Baltic on 17 to 20 June, and it was then decided to attempt the first return Atlantic crossing. Commanding the flight was Major George Scott, with the crew of 26 including representatives of the US Navy. The R34 left East Fortune at 3.00am on 2 July and arrived at Mineola, Long Island, New York on 6 July after a flight of 108 hours. As the landing party did not have any experience of handling large rigid airships, one of the crew, Major E. M. Pritchard, jumped by parachute to supervise the landing procedure. The R34 had experienced head winds on the trip and despite starting off with 4000 gallons of fuel, reached Mineola with only 40 minutes of fuel remaining. This crossing, the first successful East to West trip came only 3 weeks after Alcock & Brown's West to East trip by aeroplane, however, as their plane

landed upside down in a bog in Ireland, it could not be claimed that it was completely successful! R34 later made the return trip safely in 75 hours to Royal Navy Air Station Pulham in Norfolk.

At least one letter was carried on R34, Fig 4. The Chaplain to the Royal Navy Air Station, Reverend George Davys wrote a letter to his sister in Bournemouth, England, which was dropped from the airship on 5 July while flying over Nova Scotia. The envelope was eventually discovered four months later by Milton Weldon of Selmah, N.S. on 8 November and handed into the local post office where it was franked Selmah N.S. 8 November. It was then forwarded to Halifax where it was further franked on 9 November and finally delivered to Bournemoth later that month.



Fig 4 "This letter dropped by HM Airship R34on July 5th. 1919 and picked up by Milton Weldon on November 8th 1919 at Selmah." Note Selmah and Halifax post marks.

Transcript of letter from Rev. Davys shown in Fig 5.
(Sent from *Officers Mess*, Royal Naval Air Station East Fortune, Drem, Near Edinburgh
2.7 19

Dear Donie,

I write this at 12.45 am on Wednesday morning. We are staying up till about 3 o' clock am when the Super Airship R34 is to leave in the attempt to cross the Atlantic. I intend to give this letter to an officer on board the ship who will post it in or near New York to you. It will be interesting for you to get a letter which will be one of the first to cross the Atlantic by an airship and to cross from East to West. I hope it gets to you alright. There is every chance of them having a good voyage though the weather reports are not of the best. We are all agog though. It is the greatest event in the history of the Station and we are all praying for success. There will be 30 people on board.. The ship is 650 feet long , diameter 78 feet at her widest. It carries 6000 gallons of petrol. There are numerous reporters about. The whole Station turns out to get the ship out of the shed. To take our toy out of the box, as the man said. It will be an historic coup if it succeeds. I shouldn't mind going a bit but they didn't want a chaplain. They are not even taking a doctor. I have written several letters which will be posted on the other side. I am not going to write at length at this hour of the night. Let me know if you get this.

Yours ever
George



Fig 5. Letter written by Rev. Davys.



Fig 6. William Ballantyne and "Wopsie"

Rev Davys, sister, Donie, wrote to him acknowledging receipt and complaining that she had to pay 3d. postage due (being double the deficiency of 3 cent rate to UK).

There were two stowaways on the flight! William Ballantyne, one of the regular crew, was ordered to stay behind to save weight (perhaps to make up for the US top brass who did accompany the flight). But William did not wish to miss out on the adventure and stowed away together with a kitten called "Wopsie", Fig 6. They appeared when it was too late for him to parachute to land and they both made the trip to the US. "Wopsie" therefore has the honour of being the first "civilian" to fly the Atlantic. Isn't it amazing where research into a stamp cover can lead to?

With acknowledgment to National Museums of Scotland and Museum of Flight, East Fortune.

Jim Bisset

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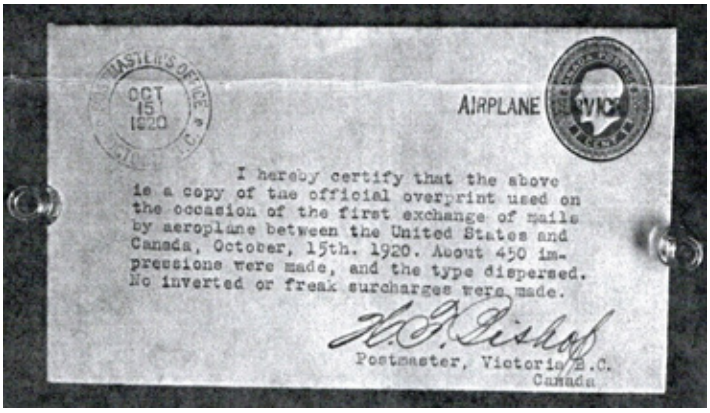
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FOLLOW UP on FAM-2 COVERS



First Flight Cover from Victoria, B.C., to Seattle, Washington - October 15, 1920 (AMCN PF-24) Cover has the straight line AIRPLANE SERVICE hand-stamp over the stamps.

This cover from John Lewington was illustrated in the March 2021 Canadian Aerophilatelist. - The handstamp on it is described in this card sent to me by Michael Croy:



1 cent postal stationary card, with AIRPLANE SERVICE straight line cancellation over stamp. Handstamp: POSTMASTER'S OFFICE VICTORIA B.C. OCT 15 1920 in top left. Text reads:

I hereby certify that the above is a copy of the official overprint used on the occasion the first exchange of mails by aeroplane between the United States and Canada, October, 15th, 1920. About 450 impressions were made, and the type disbursed.

No inverted or freak surcharges were made.

(Signed) *H.F. Bishop* Postmaster,
Victoria B.C. Canada

However, the following cover was illustrated in a catalogue from Eastern Auctions:



Franked with a 3 cent brown Admiral and 10 cent green Special Delivery stamp

Cancelled by an AIRPLANE SERVICE straight line handstamp.

Postmarked VICTORIA BC NOV 2 1920 10 AM postmark. Backstamped in Pittsburgh on November 7th.

Can anybody provide information about this late use of the AIRPLANE SERVICE handstamp?

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FAM No. 2: Seattle Victoria, Recent Findings

Gray Scrimgeour

Editor's note: Gray gave a very interesting presentation about FAM2 during the first CAS/BNAPS Air Mail Study Group Zoom Day of Aerophilately on November 2nd 2020.

The following is a selection of very unusual covers he presented. – Gray's presentation was recorded, and arrangements are currently being made for it to be available on the web.

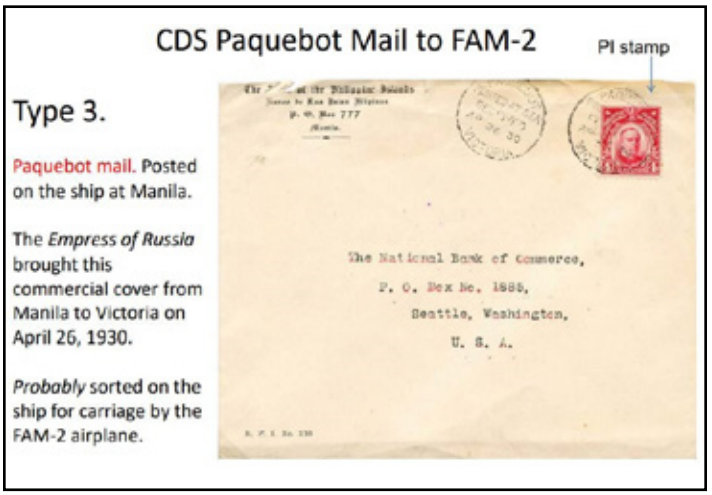
The primary role of FAM-2 was to expedite Mail between Seattle and trans-Pacific steamships arriving at and leaving from Victoria. This was an American Foreign Air Mail route: no extra postage was needed, and most of the mail was carried in sealed bags.

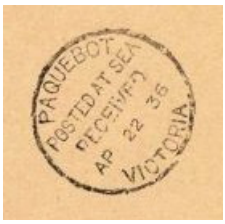
Covers carried on FAM-2 come into four types:

1. Favour or contrived mail, carried on a flight but not by steamship. Many of these covers were sent by A.C. Roessler (A.C. Roe) 1925.
2. Commercial covers that can be identified by endorsement or postmark.
3. Paquebot covers which were posted on board, and received a Victoria circular datestamp.
4. Commercial covers carried on steamships which fit Australian criteria for priority handling so were likely flown.

Most flown covers are Type 1. – Types 2 and 3 are rare. Type 4 will be difficult to verify.

Type 3 - Paquebot





(Left) Favour strike on a facing slip of Victoria Paquebot CDS dated AP 22 1936.

Selected ship mailed (Paquebot) letters were postmarked at the Victoria Wharf with this CDS by Victoria Post Office clerk Lester Small, and carried to Seattle by the FAM-2 plane. The remaining US Paquebot mail received machine cancels at the Victoria PO and went by steamer.

Type 2 - Commercial mail - endorsed



Type 4 – Commercial covers with priority handling.

In the Australian Archives, Michael Eastick and Len Piszkiewicz found a large file regarding contemporary sorting schemes that were used in major Australian post offices.

In the Sydney PO 1927 worldwide distribution scheme, there are 2 types of air mail to the USA (via Victoria) listed:

- AIR MAIL to contain special fee letters for USA [i.e., mail prepaid for air mail service in the US].
- ** SEA-PLANE SERVICE ** not to carry more than 80 lbs of letters addressed to "capital cities" (distribution centres) in the USA.

- The Sea Plane (i.e., FAM-2) was

a distinct separation with a separate bag. Therefore, the mail in these baps would go directly from a ship to the FAM-@ plane and would not receive a Victoria postmark.

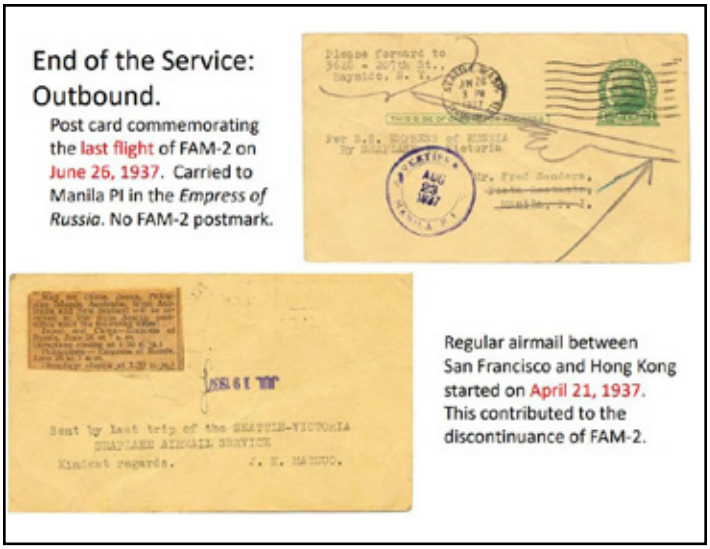
- Len Piszkiewicz has found no criteria or regulations regarding FAM-2 mail in the US postal archives, but he did find these comments in newspapers:
- General: "specified business letter mails." "The [outbound] letters are usually made up completely of financial and commercial correspondence for foreign ports."
- Specific: "organized to hasten the receipt of inbound documents covering raw silk shipments from the Far East."

Likely Candidate for FAM-2 TYPE 4



Commercial mail. Sydney May 28, 1930. To Virginia. No backstamps. The *Niagara* arrived at Victoria on June 20th.

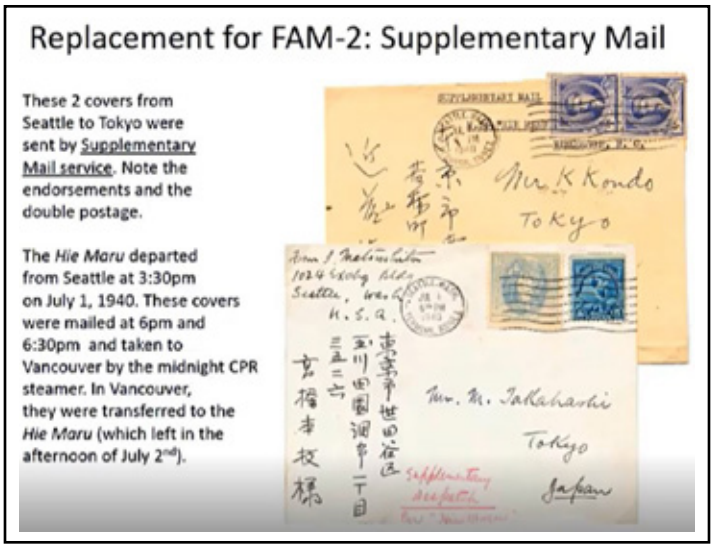
1937: the end of FAM-2



After FAM-2:

Len Pisckiewicz is in California. He is a great researcher. His early book on Chicago postal history is now a classic. His later book is the definitive work on US Supplementary Mail. It ties in with FAM-2.

A supplementary mail service was established for Seattle after FAM-2 ceased. The NYK steamship for Japan stopped in Vancouver after departing from Seattle. Late (supplementary) mail from Seattle could catch up to the ship in Vancouver if it was carried on the coastal steamer. Double postage was needed. There is no documentation on this service, and only 3 covers are known.



Len's current project is a book on the dispatching of inbound foreign mail to the US. I understand the sorting procedures quite well. One of my summer jobs at the Vancouver PO in the 1950s was sorting the British & Foreign case for a few weeks. I had to learn the sortation (British counties, European countries, etc.). Seeing the Australian sortation lists is wonderful. They are available for all major offices: Perth, Adelaide, Melbourne, Sydney, Hobart and Brisbane. Sorted mail for North America went to either a Canadian Australian Liner to BC or to a steamship going to California. Those 6 cities were distribution points. They collected mail and forwarded it to Sydney for the CAL ships. Similarly, they bundled mail for several major US cities (e.g., Seattle, San Francisco, Chicago, New York, Boston, etc.). Mail from Asia underwent similar sorting. I haven't seen the Japanese scheme past the early 1900s.

Gray Scrimgeour

For more information on FAM-2, the slides from a presentation given by Gray can be viewed on the Victoria Stamp Clubs website www.vicstamps.com

SEMI-OFFICIAL NOTES

Tom Reyman

No. 15

NORTHERN AIR SERVICE

When the Laurentide Air Service ceased operations in 1925, the commercial operations at Rouyn and Haileybury were without airplane transportation and airmail service. B.W. "Bill" Broatch, a former Laurentide pilot, purchased two of the Laurentide Curtiss HS-2L flying boats and formed a new company, Northern Air Service, to resume the business abandoned by Laurentide. On May 18, 1925 the first flights of the new airline flew from Haileybury to Rouyn and return to prove the capability of the new airline. On these flights, which occurred before the company stamps were available, the company carried fewer than 10 covers on each flight.

Shortly thereafter the Post Office granted Mr. Broatch a charter to carry mail between Rouyn and Haileybury using the company stamp, CL5, attached to the back of the letters. The first mail flight with this stamp was June 27, 1925. Most of the 450 covers flown each way in this group carried the signature of Mr. Broatch (Figures 1 and 1a). About 50 covers each way did not have the signature of Mr. Broatch but were imprinted with the words "FIRST FLIGHT" on the back. (Figures 2 and 2a). These are examples of both types.



Figure 1 - First Flight cover from Haileybury to Rouyn. Bill Broatch signature and CL5 stamp on back



← Figure 1a - Stamp and signature on back.

Figure 2a - Stamp on back but no signature. "FIRST FLIGHT" imprint. →



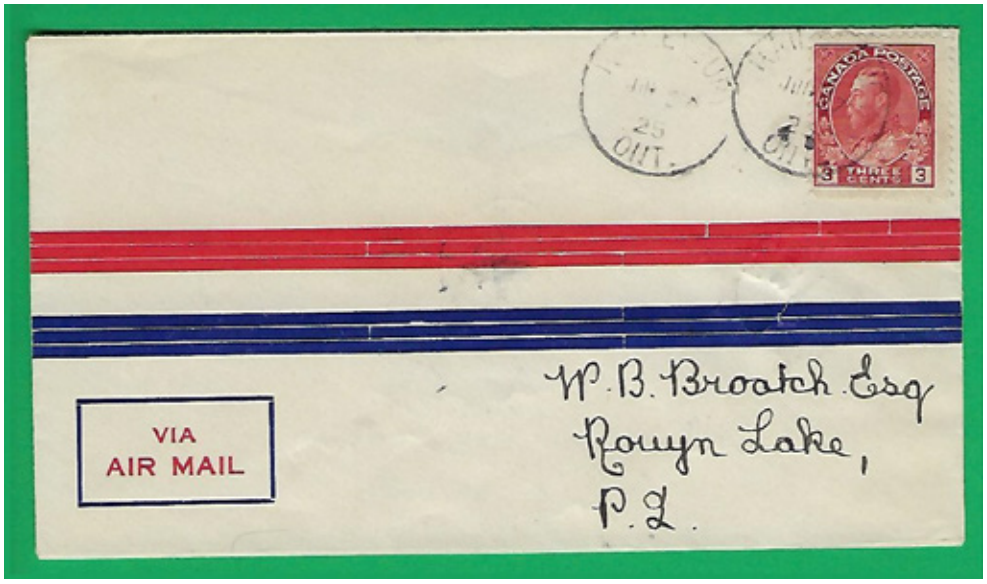


Figure 2 - First Flight Haileybury to Rouyn. No signature but with "FIRST FLIGHT" imprint

During the printing of the new CL5 stamp, an error occurred where a small dot of ink appeared next to the intertwined company logo of "NAS". Figure 3 is a first flight cover from Rouyn to Haileybury with a stamp that exhibits this flaw.(Figure 3a)

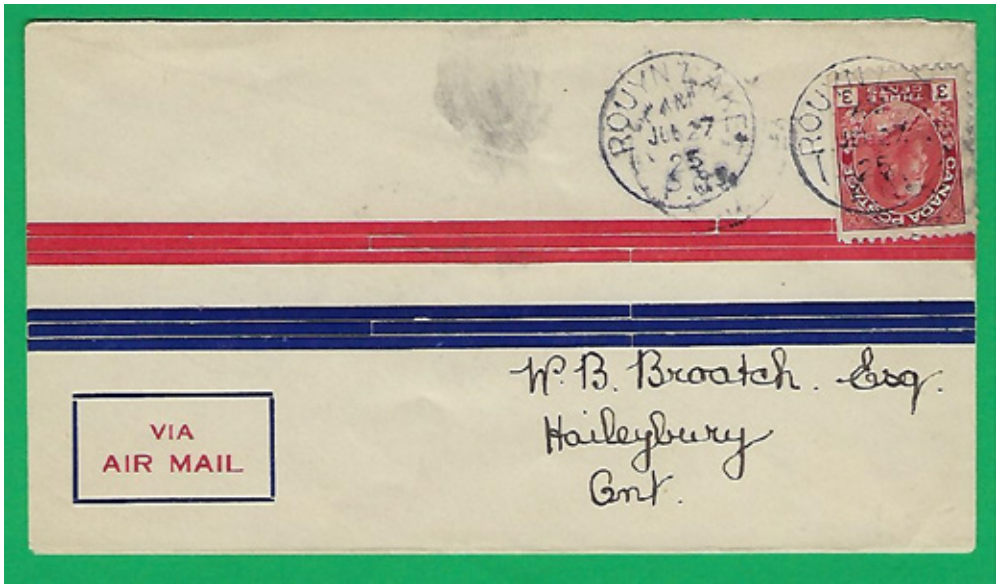


Figure 3 - Rouyn to Haileybury first flight cover with the CL5 stamp showing the dot on the stamp.

Figure 3a - Small dot to the left of the "NAS" logo.



On June 27, one of the first flight covers was sent from Rouyn to the Laurentide offices located at Three Rivers P.Q. (Quebec), now known as Trois Rivieres. The reason for this commercial mailing is unknown but may have concerned issues or information regarding the two airplanes that Northern Air Service had purchased from Laurentide.

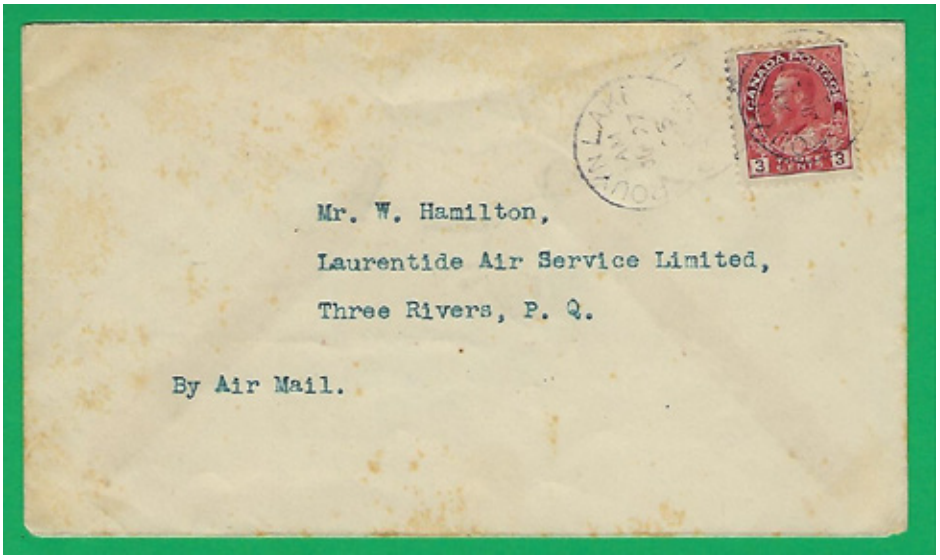


Figure 4 - Commercial cover to Laurentide Air Service on June 27. The CL5 stamp and signature of Bill Broatch are on the back.

Northern Air Service continued to provide air transportation between Rouyn and Haileybury during the Summer and Fall of 1925. The usual schedule was to fly the route five times a week. During that time Northern carried 1,030 pounds of mail in addition to 470 passengers and 22,580 pounds of needed equipment to the commercial operations at the goldfield locations.

Covers dated after June 27 are difficult to find according to Longworth-Dames (Page 62). Here are two covers dated after June 27. The cover to Century Stamp Co. may be philatelic but does carry a Unitrade #138 imperforate "Admiral" stamp featuring type D "lathework" engraving at the bottom of the stamp.



Figure 5 - August 9 cover from Rouyn to Montreal with Unitrade #138 imperforate stamp.

CL5 stamp on the back.

This cover dated September 2 is thought to be one of the last flights made by the company. It was sent to one of the mines at Haileybury. In this case the CL5 stamp was placed on the front.



Figure 6 - September 2 cover from Rouyn to one of the mining companies at Haileybury. This mailing had the CL5 stamps on the front.

Northern Air Service continued serving the two destinations until October 22, 1925 when the last aircraft was destroyed in a fire.

References:

- *Air Mails of Canada and Newfoundland*; Sixth Edition: 1997, Page 46.
- Longworth-Dames, C. A.; *The Pioneer and Semi-Official Air Mails of Canada 1919-1934*: The Unitrade Press, Toronto, 1995. Pages 59-62.
- Milberry, Larry*; Aviation in Canada*: *The Formative Years*; CANAV Books, Toronto: 2009, Page 57.
- *Unitrade Specialized Catalog of Canadian Stamps, 2019*: The Unitrade Press, Toronto, 2019, Pages 88 and 600.

Air Mail

BOXED AIR MAIL" HANDSTAMP

I am doing some "house cleaning" regarding my collections. I have about 30 covers with the Canadian "Boxed Air Mail" handstamp that I am declaring as available to someone who wants them. A collector can have them for the cost of postage. Please contact me directly at tgraz356@msn.com or write to the address on page 2 of this journal.

Tom Reyman

CRASH COVERS TO/ FROM CANADA FROM FLIGHTS NOT GOING TO/FROM CANADA

I am making a list of crash covers addressed to or from Canada, involved in crashes where the flight was not going to or coming from Canada. So far I have recorded covers from the following flights:

- 1929 03 11 – Park City, Utah - A Boeing Air Transport aircraft on US Contract Air Mail Route 18 (CAM-18) flying from San Francisco to Chicago crashed in a blinding snowstorm
- 1931 01 22 – Washougal, Washington – A Varney Airlines aircraft on CAM-32 from Seattle to Pasco struck the peak of Baldy Mountain
- 1937 12 05 – Brindisi, Italy - An Imperial Airways S.23 Empire flying boat flying from Karachi to England, overturned while taking off. A cover is known addressed to Montreal.
- 1939 0612 – Calcutta, India – An Imperial Airways S.23 Empire flying boat on a flight from Sydney to Great Britain, crashed while alighting on the Hoogly River. A cover is known from Australia to Trenton, Ontario.
- 1951 09 02 – Kingston, Jamaica – A P.A.W.A. Convairert 240 crashed while landing in Kingston Bay.
- 1954 12 25 – Prestwick, Scotland – A B.O.A.C. Boeing Stratocruiser flying between London and New York, crashed while landing at Prestwick Airport.- A large amount of mail addressed to Canada was recovered from this flight.
- 1978 04 29 - Bogota, Colombia - An L.A.C. Douglas DC 6A, on a flight from Bogota to Baranquilla, crashed a short time after takeoff from Eldorado airport at Bogoata. (See illustration above.)



Cover from L.A.C. Douglas DC 6A crash in Bogota, April 29th 1978, listed in Nierinck: Courrier Recupere - Recovered Mail 1937- 1988 as #780429

If anybody has crash covers addressed to or from Canada, involved in additional flights that were not going to or coming from Canada. , please send me a scan and/ordetails of the cover

Thanks, Ken Sanford – aerophil@gmail.com

MORE INFORMATION FROM NINO CHIOVELLI ABOUT MAIL HANDLING



AIR MAIL BAG LABELS

I am now a retired Postal Clerk. Regarding the Air Mail Bag Label on page 6 of the December issue of *The Canadian Aerophilatelist*, the design is from the early days of developing Air Mail Services in Canada. (The illustration is repeated above. Ed.)

By my time of employment at the Edmonton Post Office in 1967 the bag label system had been revised as all First Class Mail was carried by air. There were two classes of Air Mail:

1. First Class Air Mail Labels, and
2. Air Stage Bag Labels. These were used to fly mail to Arctic communities where items involving parcels were subject to price reductions as part of the then Canadian Food Mail Program. Magazines, Newspapers and all categories of Air Stage parcels were processed in what was called "The News and Parcels Section."

All First Class and Air Stage mail was bagged in blue cloth or nylon bags for easy identification. The difference is that the First Class Air Mail was dispatched from the Air Mail Section, located directly behind the Primary Sortation Area.

All Air Mail bag labels were strung with an approximately 18 inch strong twine. The top of the Air Mail bag was then tied with a double wrap and a lead seal was applied knotted in place and crimped. That humble attempt at security was the old adage that, a lock does not keep a thief out it just keeps an honest man honest! The crimping device in Edmonton showed the Crown and Canada PO on one side and the other side read Edmonton P O. - Although the lead seals are rarely found nowadays, a large number used to be used. When a bag was opened, the lead seal was discarded with the string: at that time there was no attempt at recycling.

When a flight arrived for example from Saskatoon the dispatch bill would indicate: Ten bags Edmonton City, four bags Edmonton Forward. Bags 1 to 10X Edmonton City. Bags 1 to 4X Edmonton Forward. Weight in would be compared to the weight listed on the dispatch bill. - When the bag number had an "X" after the number it signaled that it was the last bag in that dispatch.

After all bags were dumped a security clerk would list the incoming weight checked against the dispatch weight. All labels and dispatch bills were bundled and filed. There were times that these careful processes did indicate incomplete receipt of the total shipment or possible mail theft.

The bag label above was created during the pioneer years of AIRMAIL services in Canada. Security of the mail required a method of control therefore serial number 248 would have satisfied that aspect. A later label design that had a space for bag numbers.

The marking in the "Gross weight" section of the label is intriguing, as it could be either a slash or the number 1. A "1 pound" bag would be unusual, but it might contain a small Registered Letter package, or simply a Registered Letter Bill that would signify: No Registered Mail.

Prior to making the Post Office a Crown Corporation it was a Government Department. As such all employees had to pass a Civil Service Exam and when hired had to sign the Official Secrets Act. At that time all money packets sent from and to the Bank of Canada, diamond shipments from trade houses, gold bullion being shipped from mines, private and commercial funds as well as legal documents plus military communications were in the Registered Mail Arena. That is why the control system was necessary. In the mid 1990s modern electronic changes allowed all government departments to handle their own inhouse messaging, DND included. The Bank of Canada distribution, gold bullion, and diamond shipments now go by private armored car companies. Registered Letters now are processed with letter mail. If lost or pilfered Canada Post feels it's quicker to pay the insured value of the letter than to pay a specialist staff in a security room documenting the items. This change makes sense as it saves millions.

BACK STAMPS





With regard to Mike Street's question In the March 2021 journal about the cover above having three Air Mail Field backstamps:

MONCTON A.M.F. over N.B.-1946Apr27 (0100)
MONTREAL A.M.F. over P.Q.-1946Apr27 (1400)
TORONTO, A.M.F. over REGISTRATION 1946Apr27-(time uncertain)

All first class mail deemed suitable for upgrading to Airmail Services processed on the Sydney, N.S, R.P.O. would have been placed in a bag or bags addressed to Moncton, A.M.F. The Registered Mail depending on volume (package or bag/s. NO VOLUME = Letter Bill,) would have been placed in the "X" bag and/or descending higher numbered bags if volumes dictated. That policy would eliminate lost time processing and provide added security for the mail in transit. "This comment is bang on and you may use it if you wish."

Passionate R.P.O. collectors like to have entire route back stamps on their covers. In the main that is not possible because the mail is processed into Direct Bags or Forward Bags. Further, back in the day volumes of mail processed from incoming bags and Rail Car Drop Boxes demanded time saving procedures. Some letters in R.P.O. Forward bundles would have one or more R.P.O. back stamps due to final grabs where less than five letters to a single community did NOT constitute making a straight bundle.

Thanks Nino



Toronto

June 9th 12th 2022

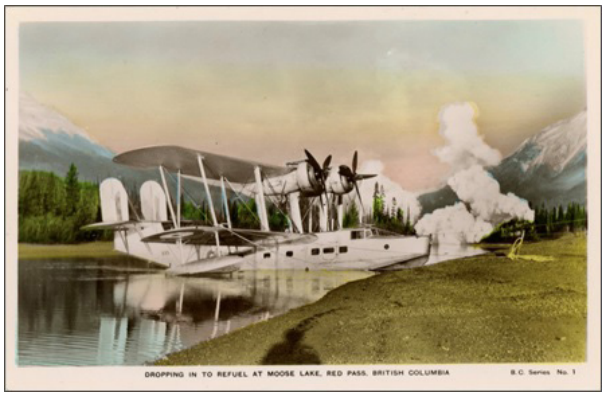
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STRANRAER DELTIOLOGY, PHILATELY AND ARCHAEOLOGY

Ian Macdonald



Post Card published by John Frederick Spalding's The Camera Products Co, 1731 Dunbar Street, Vancouver, 1942

Camera Products produced attractive English-manufactured post cards 1926-1958 using Spalding's photographs, some, such as this one of RCAF Stranraer 935 and an ostentatiously flatulent locomotive, were colour tinted by his wife Ida Merle, a talented watercolourist. Prudently, she did not attempt to colour the roundel. Despite wartime shipping perils and priorities Spalding continued to have cards produced in England during the war. http://www.maltwood.uvic.ca/spalding/spalding.html

Moose Lake is 70km west of Jasper beside Highway 16 and the CNR line. Red Pass Junction was the junction of the Grand Trunk Pacific and Canadian Northern. 935 was probably photographed in October 1941 during delivery from Ottawa to 13 (OT) Squadron at Patricia Bay. Pilot was F/L Austin, either C.C. or E.R, Austin, both were with13 at that time.



Post Card, publisher and date unknown

'Red Pass' is written on the back of this unused post card. CF-BYI (RCAF 907, the first Canadian Vickers-built Stranraer) lasted a little over four months with Queen Charlotte Airlines before an inflight fire led to destruction, 25th January 1948.



IMM Collection

With lakes frozen a later delivery of three Stranraers (908, 956 & 957) to the west coast was routed south to Pensacola FL on 7th December 1941 (!), west to California and north up the coast arriving at 3 Repair Depot, Jericho Beach, Vancouver on 21st December. This envelope, which may or may not have been flown on one of the Stranraers and may even have been concocted after the event is an unusual souvenir. The Norfolk postmark is on the reverse. Routing was Ottawa, Norfolk VA, Pensacola FL, Elephant Butte NM, Roosevelt Lake AZ (near Phoenix), Terminal Island NAS (Los Angeles), Alameda NAS (San Francisco, Bodega Bay CA, Astoria OR, Vancouver. Details of the flight may be found in Larry Milberry's *Aviation In Canada, Evolution Of An Air Force*.



IMM Collection

Dinosaur bones. An undated found slide, a grab shot from a car, perhaps. CF-BYC (RCAF 953) and another of Siple's abandoned Stranraers, presumably somewhere in the Tampa area.

Thanks Ian.

First Flight from Argentina to Antarctica 1952

James R. Taylor FRPSC FRPSL

On February 7, 1952, The Argentina Navy made the historic first dual Flight from Argentina to the Antarctic. The flight originated at Comandante Espora Air Naval Base in Bahía Blanca. The three aircraft then flew via a fuel stop at Rio Grande, Tierra del Fuego and two aircraft terminated at the Antarctic Naval station at Deception (Decepción in Spanish) Island, Antarctica (Figure 1, Ref. 1).

A map of Deception Island is in Figure 2. The island is a volcanic caldera enclosing a harbour that can accommodate flying boat landings. The flight was made by Consolidated PBY Catalina flying boats 2-P-3 and 3-P-5 of the Argentine Navy (Figure 3, Ref. 2).

The return flight retraced the same route, bypassing Espora and terminating at the Jorge Newbery Airport Buenos Aires. Catalina 3-P-6 served as a backup in case of problems (Ref. 1).

During the post-war 1950s, the Argentine Government was determined to validate its Antarctic territorial claims. The Argentine Navy had established Antarctic bases for scientific studies and to promote national sovereignty. The Aeronaval service planned to test a direct airmail link of the Argentine mainland with the Antarctic. The Argentinian Antarctic sector lacked runways. For this reason, the amphibious Consolidated PBY-5A Catalinas (Figure 4 shows 2-P-3) were proposed for the inaugural flights.

Three obstacles had to be overcome for the realization of an air connection. The first was the distance of about 1000 Km to cross the Drake Strait. The second was the Southern Ocean climate – the stormiest in the world. The third was the navigation problem in the area - naval and air traffic represented a risky compromise in the ice-filled storm-prone waters. Any emergencies that might arise might be far from rescuers.

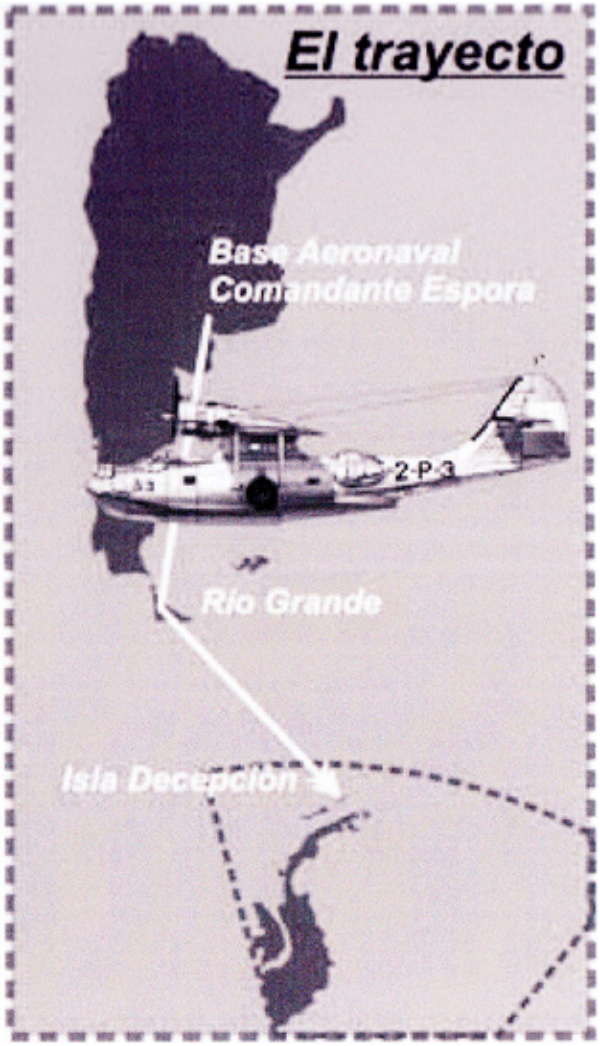


Figure 1 - Map of flight route, February 7th 1952



Figure 2- Argentine stamp showing Deception Island, 1988 (Scott 2456)



Figure 3- PBY 5A 2-P-3 and 3-P 5 crossing Drake Strait, 7th February 1952



Figure 4 – Plan PBY 5A 2-P-3

Flight Preparation

The aircraft crews were subject to rigorous special training in operation and maintenance, both in flight and water and emergency maneuvers. They were trained in ditching in ice-cold water in special anti-exposure suits. The PBYs were subjected to 400-hour inspections. Detailed verification of hulls, engines and equipment was carried out, culminating with exhaustive test flights. The fuel flow in the 6400-litre tanks had to be checked with a full load and in severe turbulent conditions. The standard aircraft de-icing equipment essential in Antarctic conditions was flight tested.

Aviation fuel was transferred from Rio Gallegos, Patagonia, and communications equipment was synchronized with the support frigates and other stations. The 3-P-5 aircraft was equipped with an X-band APS / 4 type exploration radar.

Considering the need for water takeoff on the return flight with 3,900 litres of fuel and fully loaded, JATOs (jet assist takeoffs) were installed to increase power significantly. They functioned like two rockets placed on both sides of the plane's structure, and at a critical moment, they are fired from the cockpit to increase the engines' power by 330 horsepower per side (Ref. 1).

Two Argentina Naval frigates, Sarandí and Hercules, were stationed along the flight route in the storm swept Drake Strait, one located 150 miles south of Ushuaia and the other 150 miles north of Deception Island (Ref. 1). The ships provided meteorological information and broadcast signals at the aircraft's request for their radio compasses. These were the only instruments for radio navigation that the planes were equipped with. For 24-hour transmission of communications and weather reports, the Río Grande Naval Air Station radio operators were reinforced with personnel posted from other stations.

The Flights

Two Argentina Navy Consolidated PBY Catalinas, 2-P-3 and 3-P-5, were assigned to make the flight. Catalina 2-P-6 would serve as a backup in case of problems (see the sidebar – 'The Aircraft'). They departed from the Comandante Espora Air Naval Base in Bahía Blanca, heading to Río Grande, Tierra del Fuego, on January 30, 1952. The two of the amphibious aircraft departed from the Río Grande Naval Air

Station, then a gravel, unpaved runway, on February 5, but due to bad weather, they had to return to the Rio Grande base (Ref. 2). On the morning of February 7, 1952, the meteorological station at Río Grande reported that conditions would be favorable for the next twelve hours. At 9:50 AM, the two planes, according to the plan, would complete the crossing of the Drakes Strait set off.

The planes crossed the final hills of the Cape Horn islands (Figure 3) an hour later. Instrument flying, 300 meters high, kept the aircraft in the cloud cover. Upon reaching the Drake Strait's mid-point, the two planes emerged from the clouds, descended to 240 meters, and continued the journey below the clouds and within sight of the water surface. There was no wing icing and no turbulence; A gentle north-east wind was blowing, rippling the sea surface.

The radiotelegraphic connection with the frigates and the Deception Base, Melchior, Río Grande and Ushuaia radio stations was constant and without problems. At 2:10 PM, the radar detected Smith Island 75 miles away; The Flight continued normally. After flying over the Boyd Strait, they continued to Deception Island, where they landed at Media Luna Bay in Port Foster (also called Whalers Bay) just after 3:00 PM, having completed 5 ½ hours in the air. The planes moored at the buoys anchored in the waterfront near the Deception Base buildings.

Mooring Problems

The weather forecast had promised twelve hours suitable for flying, and so it had. At 6:00 PM, high winds and snowstorms began to be experienced in Deception. Attached to their buoys, the planes faced the gusts that made their wings shake. As night fell, the storm increased, the 2-P-3 cut its moorings in the choppy seas and was dragged in the shore's direction. It brushed against the other plane 3-P-5 on its way, producing and receiving damage. The frigate Sanaviron sent several sailors in a motor launch to the rescue. Fortunately, the 2-P-3 Catalina had beached at high tide, and her position onshore would facilitate the execution of necessary repairs.

During the next day, February 8, the bad weather persisted, and the 3-P-5 also cut the cable that held it to the buoy and drifted to the shore. The frigate launch was dispatched and came to help again. The wind and the storm surge forced strenuous efforts to avoid the loss of the plane. Sailors from the Sanaviron did not hesitate to wade, waist deep, into the icy water to facilitate the rescue. Finally, by combining muscle and courage, 3-P-5 was brought back to the buoy and reattached. The motor launch itself also had its problems. As a result of an engine failure, probably due to seawater reaching the electrical circuits, the launch was thrown against the beach, where she lay aground. There were no injuries by chance, and all the sailors got was a cold soaking (Ref 1).

The following day the amphibian 3-P-5 was brought ashore to be repaired (Figure 5). In the afternoon, the frigate Hercules entered the port, carrying technical personnel from Naval Aviation. The damage to the two aircraft had been slight, and in a few hours, both planes were in good condition, were tethered securely to their buoys, ready to start the journey north.

Return flight

On February 10, the two Catalinas took off, with favourable weather prospects. The return trip was excellent; On Lennox Island, the standby 2-P-6 Catalina was waiting for them; it had flown to that area to provide timely weather reports. Shortly after 10:00 AM, the three PBYs landed at the Río Grande Naval Air Base and refuelled. They then set off northward, overflying the Comandante Espora Naval Air Base, heading towards Buenos Aires, arriving at the airport at 11:30 PM the same day. Despite a few adventures, the project had managed to join Deception, Antarctica, with the Federal Capital by air. On February 13, the crew members were invited to a reception in their honour hosted by the Argentine President Juan Perón at Government House (Ref. 3, 4, 5).

Flown Airmail

On January 22, 1952, the Navy Minister requested the Argentine Post Office to create the First Naval Air Station - Argentine Antarctica Post Office. The Argentine post agreed to the request and prepared a steel postmark hammer showing the PDY aircraft silhouette. Many mailing pieces, official and private, and abundant amateur radio notice cards were dispatched in two bags on the flight (Ref. 6).

Almost all the postcards and envelopes were each franked with two 20-cent stamps of the 'Centennial of the Death of General Dn. José de San Martín'. The flight and base personnel cancelled all the

correspondence with the metallic postmark that read, in a circular inscription, E.A. PRIMERA ESTAFETA AERONAVAL - ANTARTIDA - ARGENTINA, and that contained the date -7. FEB 52. 15 ¼ (3:15 PM) in its centre, as well as the profile of the planes. Figure 6 illustrates a flown first flight cover (unaddressed as usual).

The mail also received the circular backstamp of Deception Island dated 7.FEB 52. The design featured an anchor with the sun off the Argentinian flag and stars of the Southern Cross (Figure 7). The official Antarcticpostal activities in that area of the Argentinian claim were inaugurated with the first airmail. Collectors highly prize the flown covers from this inaugural flight. They are the first Argentine and world air-link from the South American continental territory transporting airmail into Argentine Antarctica.

Controversy

The provision of Post Office service and the cancellation of flight covers was not without controversy. There was much secrecy surrounding the plans of this first flight from Buenos Aires to Antarctica. This was understandable because of the military involvement in the flight. Argentina's claim to the Antarctic islands and peninsula was challengedby the British. The only shots fired in anger on Antarctica happened on February 1, 1952, at Hope Bay when staff at the British Base "D" encountered the Esperanza Base's Argentine team.



Figure 5 - PBY 5A 3-P-5 on the beach at Deception Base undergoing repairs.



Figure 6 – FFC Rio Grande to Deception Island



Figure 7 - FFC Rio Grande to Deception Island backstamp



Figure 8 - Consolidated PBY flying boat: Scott 1758 issued April 27 1985

The Argentinians fired a machine gun volley over the heads of a British Survey team who were unloading supplies from the John Biscoe (Ref. 7). The international incident made headlines. Later the Argentines extended a diplomatic apology.

Taking advantage of the secrecy, a Post Office employee, who had heard of the flight through confidential Naval Aviation channels, came up with the idea of preparing a limited quantity of philatelic covers and then selling them to collectors for the benefit of the Fundación Eva Perón charity. Post Office officials hastily turned down this proposal that violated procedures.

However, postal officials allowed an undetermined quantity of covers to be prepared almost in secret and without any advance public notice. Air transport of philatelic correspondence to Antarctica was exclusive to Post Office officials, which meant that no collector could prepare and send his own covers. As a result, almost all the covers were prepared by Post Office officials. Envelopes and amateur radio notice cards that existed in quantity in Central Post Office stocks in Buenos Aires were all franked with a pair of 20 cents stamps from the 'Centennial of the Death of General Don José de San Martín' series (Ref. 8).

Most of the controlled mail was legitimately postmarked but unaddressed. Many covers subsequently had addresses added when they fell into collectors' hands, written months or years after the flight (Ref.8). Many of the postmarks applied on the back of covers have blurred inking or miss-struck postmarks applied by untrained personnel at the Deception Island Base. Covers were prepared by crew members of Catalina 2-P-3 and base scientists. These were usually addressed and franked with a single 40c definitive stamp. Such prepared covers addressed by the military and scientists are rare. A low-resolution scan of a flown cover is shown in Reference 8. It is dated February 7, 1952, prepared by a crew member of the Catalina 2-P-3. The postmark ties a single 40 cents sugarcane definitive issue Sc. 443. The authenticity of flown covers has been questioned. The postmark 'Primera Estafeta Aeropostal' struck on the front of these covers, with the two cancellations, one next to the other; it can be seen in the second, which has a free strike away from the postage stamps, verifying legitimacy (Ref. 8).

Postage Stamps

Figure 8 shows a 1985 Argentina stamp with the Catalina 2-P-3 in flight from Argentina to the Deception Island. The inscription reads in Spanish 1ª ESTAFETA AERONAVAL A LA ANTÁRTIDA.

A postal history covers set included the first flight cover as Figure 9 in miniature (unaddressed as usual). The actual first flight full size cover the design is taken from is in Figure 6.

Figure 10 shows the stamp issued for the 60th anniversary of the flight in 2012 It featured Catalina 2-P-3 in a JATO assisted take off from Port Foster, with the steep hills of Deception Island in the background. The design is by Carlos A. García and Mosca Ochenta, and printing was by Letra Viva of Buenos Aires (Ref. 5). The stylistic design features one of the Catalina planes from 1952 on a background of the original airmail postmark and the Argentine Base buildings. A map on the upper left of the Antarctic Peninsula locates Deception Island (Ref. 5).

Conclusions

In 1952 the historic first flight of two Argentina Navy Consolidated PBY-5A Catalina amphibious flying boats, 2-P-3 and 3-P-5, crossed the treacherous, 1000 Km wide Drakes Strait in the storm-prone Southern Ocean. The southern flight route from Rio Grande, Tierra del Fuego, Argentina, to Deception Island Base in Antarctica took 5 ½ hours.

This inaugural airmail flight connecting Argentina with its Antarctic base and its territorial claim is celebrated in Aerophilatelic circles and Spanish-language philatelic literature in South America. Still, it is little known to English-speaking aviation and airmail enthusiasts. Perhaps this article will correct this oversight.

The Aircraft

The two amphibious Consolidated PBY aircraft and the backup machine were initially built in Canada for the Royal Canadian Air Force (RCAF), known as a 'Canso.' The PBY-5A had a crew of nine. Propulsion was from two Pratt engines & Whitney R 1830-92 1425 HP Twin Wasp engines with variable pitch three-blade propellers. Wingspan measured 31.72m, length 19.38 m, height 6.14 m and weight: empty 6,465 Kg Maximum 16,066 Kg. The maximum speed was 304 km/h to 3,200 m elevation. The 17 planes were purchased from Canada as surplus after World War II, either directly or through brokers, by the Argentine Navy. Twelve were flown, and five were used for spare parts (Ref. 4). The histories of three aircraft involved in the February 7, 1952 aircraft are summarized below (Ref. 1).



Figure 9 - Argentine stamp showing one of the First Flight Covers from February 7 1952.: Scott 1784 issued 10th August 1985.



Figure 10 - Argentina stamp showing an artist rendition of the 2-P-3 taking off from Port Foster, Deception Island: Scott 2736 issued March 9th 2012 on the 60th Anniversary of the flight.

The PBY-5A designated 2-P-3 was manufactured by Boeing Canada and is known as 0261 RCAF PB2B-1 Canso 9775. It was assigned on March 15, 1943, to Eastern Air Command (EAC) for anti-submarine patrol work. The plane was deactivated on February 20, 1947, assigned to the Argentine Navy on March 4, 1948, and transferred on August 6, 1949, to the Patrol Squadron / Naval Air Squadron No. 2 as 0261/2-P-3. 2-P-3 was deactivated on November 15, 1971, and reserved for transfer to the Argentine National Naval Museum. The PBY was seriously damaged on December 8, 1974, at the Punta Indio Naval Air Base due to a storm, which led to its final discharge on April 30, 1976.

The PBY-5A designated 3-P-5, known as 0291 RCAF PBV1A Canso 9828, was built by Canadian Vickers Limited. It was assigned to the Operational Training Unit (OTU) on July 26, 1943, accidentally damaged on December 14, 1944, and repaired. The RCAF deactivated the plane on February 20, 1947. The PBY arrived in Argentina, March 1949, assigned to the Patrol Squadron / Naval Air Squad N "3 as 0291/3-P-5 in June 1949 and re-assigned to the Antarctic Aero Group for the 1951-52 Campaign. The Navy deactivated 3-P-5 by Resolution Naval Bulletin No. 20 "C" in 1958 (Ref. 1).

The PBY-5A designated 2-P-6 known as 0238 RCAF PBV1A Canso 9841 was also built by Vickers Canada. RCAF Canso 9841 was assigned to EAC on April 10, 1943. The RCAF deactivated it on January 30, 1947. The aircraft was used for operational tests of the JATO system at Cartierville Air Base near Montreal. It arrived in Argentina on October 31, 1947. The PBY suffered damage during a forced landing at the Comandante Espora Air Naval Base on September 30, 1948, and was repaired. On August 8, 1949, the aircraft was assigned to the Patrol Squadron / Naval Air Squadron No. 2 as 0238/2-P-6. 2-P-6 was deactivated No. P793 "R" / 64 in 1964.

References (in Spanish unless indicated, retrieved January 18, 2021)

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Jim Taylor

INFORMATION WANTED:
St Hubert Airport oval cancellation

St. Hubert Airport outside Montreal was the first civil airdrome to be built by the Canadian Government. It was established primarily to serve the planned airship service from England to Canada. It was also to provide a base for the air mail service between Montreal and Rimouski which connected with ocean liners sailing between Canada and England. It was soon also used for services to Toronto, and to Albany and New York.

The first aircraft landed at St. Hubert on November 1st 1927. In 1929, the first hard surfaced runways in Canada were built at Saint Hubert. -They were 1800 and 2000 feet (549 and 609 meters) long.

An oval cancellation from Saint Hubert has been found on Montreal- Charlottetown flight covers dated 25 April 1930.







It is also found on souvenir postcards produced when the R-100 airship visited Saint Hubert in August 1930. – The cards were signed by St. Hubert Airport postmaster Georges Faille who backdated the cancellations.

Does anybody know of other items with the oval St. Hubert cancellation? - If you can help, please send details/scans to the editor at hargreavescp@sympatico.ca

BNAPEX 2021
Thursday to Monday,
2 - 6 September
The virtual exhibition will feature exhibits, seminars, and a bourse. The show is open to everyone free of charge, but you have to be registered. See https://bnaps.org/ for more information.

NEW PUBLICATION

Australian Airmails Across the Pacific Ocean, 1937 – 1951, by Laurence Kimpton Reviewed by Ken Sanford

Published May 2021. 140 pages, over 220 illustrations (almost all in colour), A4, laminated card cover.

Price: UK£20.00. Order from Laurence Kimpton
l.j.kimpton@blueyonder.co.uk
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Payment by bank transfer, £ Sterling cheque or by PayPal (outside UK only).

Over the past 35 years or so there has been increased interest in the airmails of the Second World War, encouraged by the research of various aerophilatelists and postal historians. About 20 years ago Bill Legg, member of The British Society of Australian Philately (BSAP) and the British Air Mail Society, acquired copies of various *Tables of Air Mail Charges, Air Mail Schedules* and *Air Mail Notices* of the Australian Post Office dating from 1939 to 1945. It then became possible to work out air mail rates on covers flown across the Pacific and Atlantic Oceans, often with high frankings. This led the author to write articles for the BSAP's *Bulletin* (in 2006) and the British Air Mail Society's journal *Air Mail News* (in 2016 and 2017) on Australian airmails across the Pacific Ocean to North America and Europe between 1937 and 1945.

This book is a revised and considerably expanded version of the articles in *Air Mail News*, with much additional information and many more illustrations. Much more consideration is given to incoming mail and mail in transit through Australia. Content also includes mail which was sent across the Pacific to USA or Canada by ship and then forwarded by air to Europe. Also, the subject has been extended to consider mail carried on survey and other special flights, American forces mail and the restoration and development of trans-Pacific services from Australia in the immediate post war period.

The book is very well written and will be essential for collectors of trans-Pacific airmails for the period covered.

Royal Philatelic Society of Canada

The Royal Philatelic Society of Canada, Canada's national society supporting the collection, exhibiting, trading and enhancement of stamp collecting as a profession, hobby and art form, invites you to become a member.

Benefits of Membership in the RPSC:

- Six Issues (four print + two electronic) of The Canadian Philatelist (TCP) Journal.
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HELPING AND HINDERING EARLY PILOTS FIND THEIR WAY

The September 2013 Canadian Aerophilatelist included a series of articles describing different methods of helping early pilots find their way. One method widely used in the United States during the 1930s was to write the name of a town on the roof of a prominent building. However, after America entered World War II in December 1941, many of these markings were blacked out for security reasons.

Many thanks to IAN MACDONALD for this information about the marking and blacking out of town names, and about Blanche Noyes who was a leading figure in both processes.

Blanche Noyes was born on June 23rd 1900. She started flying in 1929, and received her pilot's license in June that year. She was among the first ten women to receive a transport pilot's license.

She entered the inaugural Women's Air Derby in August 1929, one of twenty competitors attempting to fly from Santa Monica, California to Cleveland. During the race she had to make a forced landing when her plane caught fire in mid-air near Pecos. – She landed, put out the fire, made repairs and resumed the race. She ended up placing fourth overall in the Derby.

The following year Blanche Noyes was part of a group of women who boycotted the women's events during the 1930 National Air Races, because the women's events were specified to be flown by aircraft with size and horse-power restrictions. Blanche Noyes, Louise Thaden , Elinor Smith, Ruth Nichols and Amelia Earhart declined to participate, citing concerns that their skills with larger aircraft were just as good as those of the men. The women also objected to the addition to the flying personnel with the race of two army pilots and a flight surgeon to accompany the planes on their flights. Although this was recognized as admirable from a safety standpoint, similar precautions were not taken with the men's races.

In 1936 she teamed up as co-pilot to Louise Thaden, and the pair won the Bendix Trophy Race in the first year women were allowed to compete against men. They set a new world record of 14 hours, 55 minutes flying from New York City to Los Angeles, California, in a Beech C17R Staggerwing biplane.

In July 1936 Blanche Noyes went to work for a Works Progress Administration effort under the auspices of the Air Marking Group, part of the Bureau of Air Commerce. The group's job was to paint town names on the roofs of prominent buildings, with directional arrows to the nearest town or airfield. These signs were painted at approximately 15 mile intervals across the country. She and her team painted thousands of names and arrows. She also became a member of the Woman's Advisory Committee on Aeronautics.

When WWII broke out she was tasked with removing the painted markings for security purposes. She used her own Cessna to fly grid patterns and identify any town names remaining on the roofs. After that she contacted local authorities to have the name removed. Then she flew the grid again to verify removal.

An article in *Flying Magazine*, July 1942, described the removal process: "Whenever possible, the CAA has attempted to screen the markers rather than obliterate them entirely. Properly obscured, they reveal no information to an enemy pilot. This involves complete screening, however, since a rectangular covering, for example, over an arrow, would give an intelligent pilot an indication of direction even if the arrow was not visible. Even the number of letters in a town's name, if they are individually obscured, will give some information, and thus required considerable thought as to the manner of screening or obliterating signs.

"On flat roofs, and in some cases on the ground, markers can be obscured by piling a layer of sand on them. Weatherproof paper can also be fastened over some markers. Where markers are of the built up type, it is necessary to remove them entirely, or construct a temporary shed over the whole name. Painted signs are obscured by repainting the whole section of the roof which they cover, and not the individual letters. On concrete highways, the markers can be removed using wire brushes or obscured by two coats of paint the same colour as the background."

Within 26 days, all the markers on the west coast, about 1,000 in all, were deleted and obliteration of east coast markers was about completed. But, at the same time the army was ordering the removal of markers in the coastal defence zones, officials asked for more markers within a 50 mile radius of primary and basic training fields, none of which was situated in defence zones.

After the war, as head of the Air Marking Division of the Civil Aeronautics Administration, Blanche Noyes oversaw the restoration of signs and added further navigational aids.

Blanche Noyes was inducted into the Aviation Hall of Fame in 1970. She passed away on October 6th 1981.

This article is based on information found in:

- https://en.wikipedia.org/wiki/Blanche_Noyes
- Flying Magazine, July 1942, page 107. Past issues can be viewed at https://books.google.ca/books?id=8B-VI6sNpT4wC&source=gbs_all_issues_r&cad=1&atm_aiy=1940#all_issues_anchor
- An article by Gary Hyatt in the American Aviation Historical Society Journal, Summer 2018,

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:

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$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

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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:
#493 Bruce Charkow,
#458 Dr. Sammy G. Chiu,
#62 Gary Coates,
#266 John F. Church,
#389 Barry Douch,
#273 Denice Guimond,
#319 Donald Kaye,
#420 Allen Klein,
#381 Daniel Michaud,
#491 Bob Parsons,
#370 David G. Reynolds,
#6 Ken Sanford,
#465 Andrew Selbie,
#460 Diana Trafford,
#465 Al Urbonas,
#472 Terry Wilson

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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.

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

The D'Arcy Mosher Collection



Autumn 2021

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