THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

September 2021 No. 128

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Cover: Painting of the PA&EL Curtiss "Lark" by Dave Mork.

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Volume XXXVII, Number 3

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

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993
hargreavescp@sympatico.ca

WEBSITE - www.aerophilately.ca

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Editor - Chris Hargreaves (see contacts above)
Layout Editor - Paul Balcaen, E-mail: paulbalcaen@gmail.com
Columnist "Semi-Official Notes" - Tom Reyman, E-mail: tgraz356@msn.com
Index - Gord Mallett - (see contacts above)

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.

BNAPEX/CALTAPEX 2022, celebrating the 100th Anniversary of the Calgary Philatelic Society.
September 2 -4 2022 at the Hyatt-Regency Hotel in downtown Calgary. Dealers, Exhibits, Seminars, Awards Banquet, etc.
Additional information at www.calgaryphilatelicsociety.com

SECRETARY'S REPORT

Welcome to 2 new members:

#512 Brian Callan of Cork, Ireland
#513 Antoni Rigo of Palma De Mallorca, Spain

AMCN2 update

Unfortunately a number of graphics files were lost during the change of Publishing Editors.

Jim Roth plans to change the format and rewrite multiple sections of the Summer 2020 draft, but reckons he can still get the book out by the end of this year.

Chris Hargreaves, AMCN2 Editor-in-chief

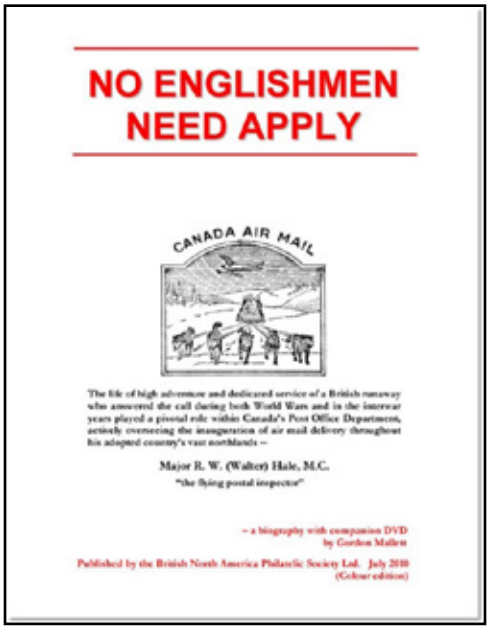
UPDATE ON CAS / BNAPS AIR MAIL STUDY GROUP MEETING DURING BNAPEX

Gord Mallett's presentation on Walter Hale: the Flying Postal Inspector of the Mackenzie River District.

BNAPS still has copies Gord Mallett's book ***No Englishmen Need Apply*** - a detailed study of the career of Major R.W. (Walter) Hale with the Canada Post Office Department and the events that led to him becoming widely known as the flying postal inspector. The British émigré's early life adventures and military service in both World Wars also receive mention. Special attention is paid to the active role he played in the inauguration of air mail service throughout his adopted country's vast northlands, most particularly the Great Bear Lake region and the 'Mackenzie River corridor' (the Athabaska/Slave/Mackenzie waterway linking Fort McMurray and Aklavik).

By the end of his lengthy career District Postal Superintendent Hale had logged more than seven hundred hours in the air, often flying to far-northern outposts in hazardous winter weather. He flew with many of the pioneer aviators including legendary bush pilots W. R. "Wop" May, C. H. "Punch" Dickins and G.W.G. (Grant) McConachie. Their signatures appear alongside his on a number of air mail covers illustrated in the book.

The biography's storyline is presented in two formats: a 160-page text and photo narrative supported by material taken from primary references, and a parallel account recorded on a companion DVD. [Note: The DVD content is formatted for use in a computer, not a television VCR.] The signed covers and the human interest stories linked to their carriage are the main focus of the study. Reference numbers in the narrative direct the reader to supporting textual and pictorial material in the Appendices and Additional Notes sections and on the disc. The rationale for the choice of the biography's unusual title is explained. Foremost among the more than 300 files on the disc are scans of vintage photographs in an album entitled Mackenzie River District Air Mail Service that Hale assembled in the mid-1930s. Scans of the biographer's collection of Hale-signed covers are also included.



NO ENGLISHMEN NEED APPLY is 160 pages, 8.5" x11" spiral bound. - And your editor thinks it's terrific!

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PRESIDENT'S REPORT

I was reminded the other day by a good philatelic friend of mine, that we hadn't seen each other in over two years! I was awestruck at that thinking how can that be possible. After a few seconds of thought, I realized he was right. Are we turning the corner? Are things going back to normal? It would seem, at least in my neck of the woods, there are some positive signs coming. As we slowly begin to open, I want to remind you like I remind myself, let's be smart and be safe so the re-opening of life can continue positively.

With a very successful Virtual Show in April, the RPSC has asked CANPEX to hold a Virtual Exhibition in lieu of a physical show. The Virtual Royal/ Royale Show will be held on October 14-17, 2021. There will be over 70 exhibits from all over the world, including some fine Air Mail exhibits. There will be seminars via zoom and dealer listings as well. The site can be found at www.canpex.ca

Speaking of exhibitions, CAPEX22 will be holding an International Single Frame Competition along with digital and print competition June 9-12 , 2022 in Toronto. See www.capex22.org

I hope everyone has had a safe summer

Steve Johnson

NOVEMBER ZOOM DAY OF AEROPHILATELY

11:30 to 1:30 Eastern Time on Sunday November 7th.

Please note this is the Eastern Time Change Day, and check what your equivalent local time will be.



Cheryl Ganz

will give a presentation on

British Airship Post: The Dream to Connect the Empire.

Cheryl was the Chief Curator of Philately at the Smithsonian's National Postal Museum in Washington, DC; is a distinguished exhibitor who has won many awards including the 2018 Single-Frame Champion of Champions Award at the American Philatelic Society's Ameristamp Expo in 2018; and is a long-term member of the CAS.

This will be a joint meeting of the CAS / BNAPS AIR MAIL STUDY GROUP, held on the traditional date for the CAS Day of Aerophilately. – If you do not receive The Canadian Aerophilatelist electronically, email hargreavescp@sympatico.ca for a zoom invite.

If things go well in Ontario regarding Covid 19, and the VGG Foundation building is open, we will try to hold both a zoom meeting and a physical meeting. – If you would like to be kept informed of any plans for a physical meeting, please email hargreavescp@sympatico.ca

LETTERS TO THE EDITOR

ADDRESSES IN GERMANY

Thanks to NINO CHIOVELLI for his comments regarding the caption for this cover shown on page 9 of the June journal, which described it as "Winnipeg, Manitoba, to Ebstorf, Kreis, Germany by Zeppelin".

The full address as written is:
DUNCAN CAMERON
c/o HILDE CARSTENS
p adr. HERRN HANS KORT
EBSTORF KREIS
UELZEN. HAN
GERMANY



The word "Kreis," loosely translated means, district, or county town. - Ebstorf is in the District of Uelezen and Han is the larger locator community abbreviation of Hanover.

Due to many villages, towns and cities in Europe having the same names it was necessary to identity the correct location by including the county or district where they were located.

The system is and has been a way to identify German City, village and hamlet locations for quite some time. However with the introduction of Postal codes, the most common areas of use are now high-way signs, legal and governmental documents

A road sign example is: "Dielinghofen Kreis Hemer". - To add a bit, road signs to Hemer read: "Hemer Kreis Iserlohn". Those communities exist in North Rhine Westphalia.

While in Germany for 5 years, I simplified Kreis by substituting the word "by" or "near." That is to say, "Dielinghofen by Hemer" or "Dielinghofen near Hemer."

The other system in Germany was to use the name of the river that the city was located on. For example: Frankfurt am Main is in the state of Hesse and Frankfurt an der Oder is in the state of Brandenburg.

AIRCRAFT DIRECTIONAL SIGNS



Hi Chris
Here's a photo of the sign on the mountain about 40 miles East of Phoenix. It was created sometime in the 1940's. I first saw it in July 1957 as my family drove towards our new home in Phoenix. There is a group of people who maintain this sign, periodically whitewashing the stones and concrete that makes up the signage. Alan Gruening, who took the photo, and I believe it was first done for aircraft coming from the East when Phoenix may have had a population of 75,000 people. Now you can easily see Phoenix from 40 miles away

Tom Reyman

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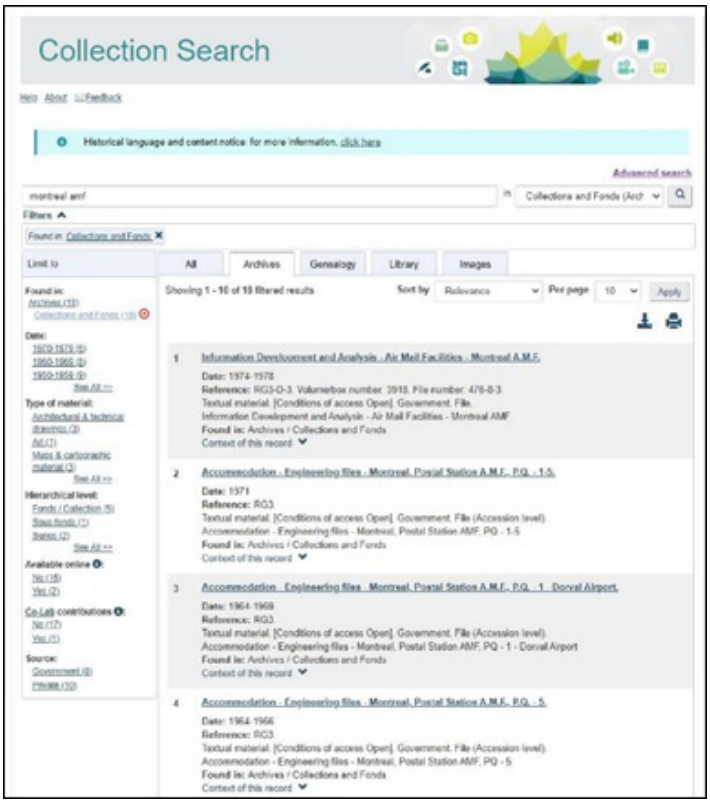


THE TITLE OF AMCN SECTION 16, "CANADIAN AIRPORT AND AIR MAIL FIELD CANCELS", IS WRONG!

Mike Street

Not long after I volunteered to look after the update to "Canadian Airport and Air Mail Field Cancels", Section 16 of the 1997 *Air Mails of Canada and Newfoundland*, hereafter AMCN1, a volume of the Sixth Edition of the *American Airmail Catalogue*, I found myself uncomfortable with the "Air Mail Field" part of the title. The choice of words just did not seem right.

A little online digging turned up the following, "With the establishment of the first air-mail route in 1918, and the later additional routes, plus the accepted use of premium priced air mail by the public, it was only natural that the Railway Mail Service (RMS), being in charge of transit mail, was assigned the task of establishing Air Mail Field (AMF) postal facilities at the major airports." [1] This confirmed that the term "Air Mail Field "originated in the United States, but did not explain how it found its way into the title of the catalogue section. Back to basics.



Section 16 of AMCN1 was compiled and edited by the late Bill Robinson with the assistance of a large number of CAS members. To help accomplish this Bill used a series of articles, "Canadian Airport Mail Facilities. Parts 1 through 8," which were published in BNA Topics [2].

Hmmm. "Canadian Airport Mail Facilities", eight times, and not one mention of "Air Mail Field" in any of the articles.

A "Eureka" moment came after an exchange with Grégoire Teyssier who, along with Luc Fèvre, has been helping me gather images of AMF cancellations, especially those from Montreal. In reply to a comment of mine about the physical location of "Montreal AMF", Gregoire did some digging and sent a link to the Library and Archives Canada (LAC-BAC) webpage shown in the accompanying figure [3]. The titles of the four sections in the image are:

1. Information Development and Analysis - **Air Mail Facilities - Montreal A.M.F.** (Date: 1974-1978) (Emphasis mine: MS)
2. Accommodation - Engineering files - Montreal, Postal Station A.M.F., P.Q. - 1-5. (Date: 1971)
3. Accommodation - Engineering files - Montreal, Postal Station A.M.F., P.Q. - 1 - Dorval Airport. (Date: 1964-1969)
4. Accommodation - Engineering files - Montreal, Postal Station A.M.F., P.Q. - 5. (Date: 1964-1966)

All of the sections above are files in Record Group 3 (RG3), the records of the Canada Post Office held at LAC-BAC. This is proof positive that "Air Mail Facilities" and "AMF" were the official Canada Post Office designations for this function, first at Montreal Airport and subsequently across Canada. As far as I can tell, the dates in the section titles are the dates during which the information included in the files was compiled. Unfortunately, thanks to the Covid-19 lockdowns, I have not yet been able to look at any of these files to see what is actually contained in them. Rest assured that, as soon as the restrictions are lifted, I will be renewing my LAC-BAC Guest card and heading there.

So, how did "Air Mail Field" find its way into the title of Section 16 of *AMCN1*? I think it was inadvertent, but we'll never know for sure. Given what has recently been discovered, however, it is certain that the title of Section 16 of AMCN2 should be changed to "CANADIAN AIRPORT AND AIR MAIL FACILITY CANCELS".

Postscript: While preparing this article I came across the solution to another question about Canadian AMF postmarks that had been bothering me. Based on the sequence of dates included in multiple individual postmarks on specific air mail covers, some did not seem to have actually originated or been applied at an airport. Bill Robinson supplied the answer in Part 5, the Ontario Listing of his eight-article BNA Topics series mentioned above. Bill wrote, "Airmail Section markings have also been reported from Burlington, Hamilton and Toronto. While not strictly airport cancellations, these have been included in the listing because of their connection with the flow of air mail."

References:
[1] [https://en.wikipedia.org/wiki/Air_Mail_Facility]
[2] *BNA Topics*, Vol 32, #10, Whole #350 (Nov/Dec 1975) to Vol 34, #4, Whole #360 (Jul/Aug 1977)
[3] Web links:
[https://www.bacac.gc.ca/fra/recherchecollection/Pages/recherchecollection.aspx?q=montreal %20amf&-DataSource=Archives%7CFonAndCol&] and
[https://www.bac-lac.gc.ca/eng/collectionsearch/Pages/collectionsearch.aspx?q=montreal +amf&DataSource=Archives%7cFonAndCol&]

IN MEMORIAM

Robert Haslewood

Robert was a long time member of the CAS, having joined the society in 1993.

Robert attended Westmount High School and later graduated from Concordia University. Upon leaving university, he worked at Standard Life Insurance in Montreal until his retirement in 2010.

Robert was an avid stamp collector and made many friends over the years through the numerous philatelic organizations to which he belonged. He spoke fondly of the annual philatelic exhibitions and conventions that he attended both in Canada and the United States.

Dr. Reuben "Ben" Ramkissoon

Ben was editor of Section 20 – Astrophilately In Canada – of *The Air Mails of Canada and Newfoundland*

He had been a foremost United States exhibitor in astrophilately for 40 years, with his gold medal award winning entry, "The Development of the United States Lunar Exploration." Other exhibits of his included, "The Mariner Missions," "Jovian Journeys and Beyond," "International Co-operation in Space Exploration," "Dr. Robert Goddard, Father of American Rocketry," "The First Man on the Moon," and "A Study of NASA VIP Post Cards."

Ben had served as Vice-president of the Fédération Internationale de Philatélie (FIP) Section of Astrophilately and was a member of the FIP Bureau of Astrophilately through 2015. He was also the President Emeritus and chair of the Space Topic Study Unit.

Ben died on Thursday, April 22, 2021 at the age of 91. He had been battling Parkinson's disease for the last 21 years

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UPDATE ON KEN SANFORD'S SEARCH FOR CRASH COVERS TO/FROM CANADA FROM FLIGHTS NOT GOING TO/FROM CANADA

Thanks to Ron Miyanishi for a copy of the illustration below, and to Michael Croy for the cover on the next page.

Illustration from the Canadian Stamp News in 1995 (undated clipping).
Cover posted in Milan, Italy, during December 1954.
Addressed to:
Messers.
WILLIAMS & WILSON LIMITED
344 Inspector Street
MONTREAL, 3
==========
(C A N A D A)


Airliner Misses Runway at Idlewild, 26 Killed, 6 Survive Crash in Bay

By JOHN C. DEVLIN
New York Times Service

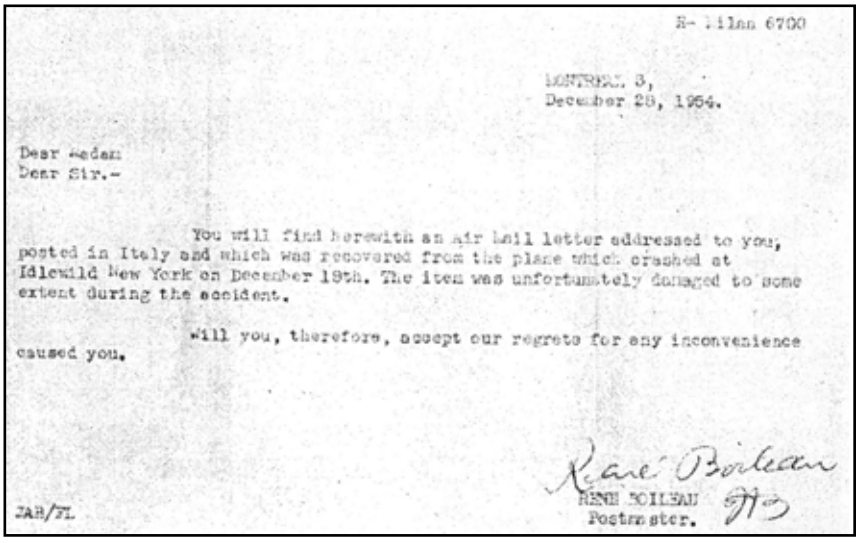
New York, Dec. 19 ... planes and was believed to be ... made the cabin section, in which most of 11 missing bodies are expected to be found. ... Attempts to raise the wreckage will be undertaken by the navy at 8 a.m. tomorrow. The shattered and charred remains of the Rome-New York airliner were found a few minutes ... The wreckage was in three ... after 8 a.m. lying in water 30 feet ... identified registration as that ... deep between two landing lights of Runway 01-Yps, one of two ... jutting out from New York International Airport at Idlewild, Queens. ... The function of the piers which are 200 feet apart, is to support the red edge line lights ... From the air when a plane is lined up with the middle of the runway, the lights form an unbroken line. If he is off center ... they present ... The plane of the 28 ... 701 p.m. making its ... at the Air ... flight path ... children aboard the plane. ... The only minor misfortune ... ranger was said to be a ... Lyra Hurst, whose body has not been found. ... Besides hats, coats and ... flags they found a doll, 18 inches ... tall, and a small ... washed up on the shore. ...

Falls Against Pier

Lifted Like Feather, Student Tossed Clear

This crash cover, posted at Milan, was destined for Montreal. The airliner carrying it crashed but the letter was recovered.

Forwarded with letter:



R- Milan 6700

MONTREAL, 3,
December 28, 1954.

Dear Madam
Dear Sir,-

You will find herewith an Air Mail letter addressed to you, posted in Italy and which was recovered from the plane which crashed at Idlewild New York on December 18th. The item was unfortunately damaged to some extent during the accident.

Will you, therefore, accept our regrets for any inconvenience caused you.

RENE BOILEAU
Postmaster.

JAR/TL

MONTREAL, 3
December 28, 1954

Dear Madam
Dear Sir, -

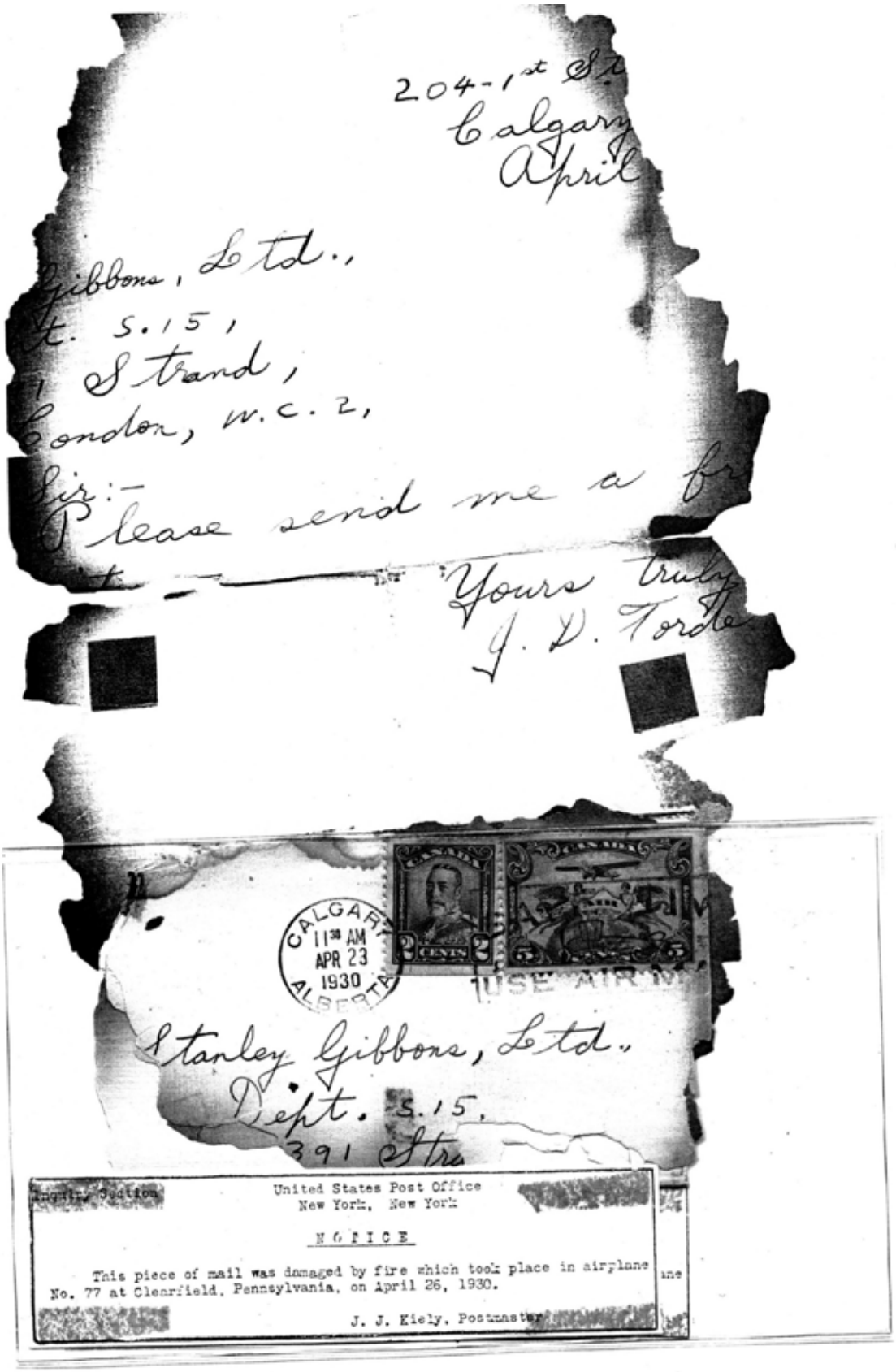
You will find herewith an Air Mail letter addressed to you, posted in Italy and which was recovered from the plane which crashed at Idlewild New York on December 18th. The item was unfortunately damaged to some extent during the accident.

Will you, therefore, accept our regrets for any inconvenience caused you.

RENE BOILEAU
Postmaster

Unfortunately there was a typo in the last issue. – If you have a crash cover addressed to or from Canada, involved in a flight that was not going to or coming from Canada, please send a scan and/or details of the cover to:

Ken Sanford at kaerophil@gmail.com



FROM CALGARY.ALB.APR.23.1930 ORIGINAL MAILED TO THE U.K. DAMAGED BY FIRE IN AIRPLANE CRASH APR.26.1930 WITH U.S.A. POST OFFICE SLIP.

; MACH CANCEL ON CRASH COVER ;

FOLLOW UP – AIR MAIL LABELS

Hugh Delaney

I enclose photo copies of cards referred to by Nino Chiovelli in the last issue. I was pleased to learn about these air mail cards

These were used in Quebec, and demonstrate the evolution of the cards from handwritten, to use of a rubber stamp, to a printed identification stamp.



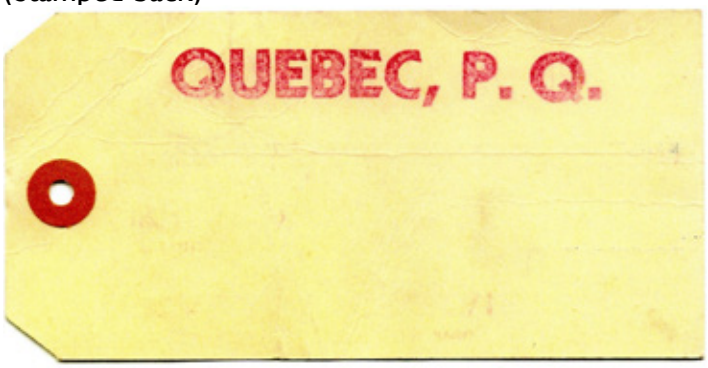
Plain back



Plain back



(Stamped back)



Actual size is 5 ½ inches wide.

Canadian Pioneer & Semi-official Airmails
Canadian S.C.A.D.T.A.

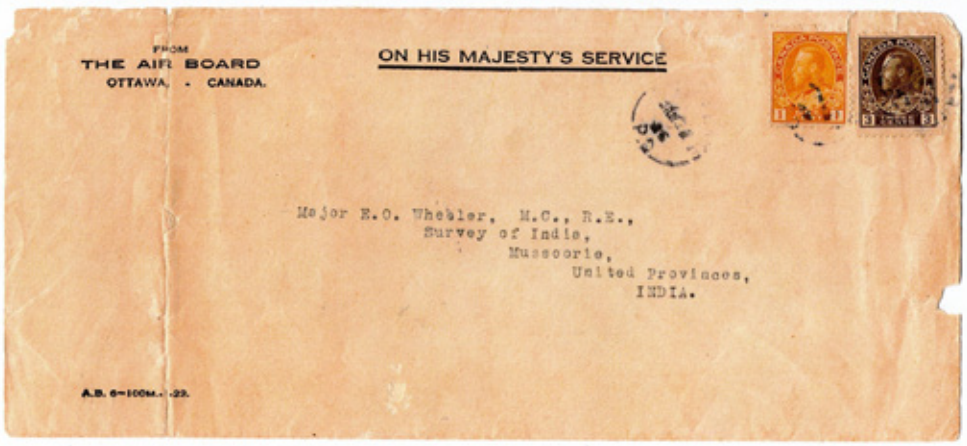
Stamps and covers for sale and wanted! Send Want list.

Ray Simrak, simrakr@hotmail.com
Text. 519-562-6627.



LAURENTIDE AIR SERVICE
SEMI-OFFICIAL COVER SENT TO INDIA

From Mike Croy



Addressed to: Major E.O. Wheeler, M.C., R.E.,
Survey of India, Mussoorie, United Provinces, India.





Cancelled ROUYN LAKE JAN 22 25 and carried on the First Winter Flight from Rouyn to Larder Lake on January 22nd 1925. (Some covers on the flight received a cachet, but many didn't.)

Then continued by surface routes to England, Bombay, Delhi, and Mussoorie (shown by arrow) where it arrived and was backstamped on March 1st 1925.



SEMI-OFFICIAL NOTES

Tom Reyman

No. 15

JACK V. ELLIOT AIR SERVICE LIMITED AND ELLIOT-FAIRCHILD AIR SERVICE LIMITED

In late 1925 into 1926, new gold fields were developed in the Red Lake area of Ontario. Jack Elliot was an experienced pilot who had been flying an airplane passenger service in the Western Ontario area for several years and was based in Hamilton. Jack realized that a flying service was needed to bring miners and equipment to the Red Lake area mines. He also applied to the Canadian Post Office for permission to carry mail to this region and was granted a Post Office contract. The new Jack V. Elliot Air Service began in March 1926. The company established its base of operations at Hudson where the post office was named Rolling Portage. The first flight occurred on March 11 from Rolling Portage to Red Lake with a return to Rolling Portage on the same day. The company started with two Curtiss JN-4 aircraft and soon added two more.

Company stamps were printed, first with a wavy line/zig zag background (CL6) and later with a swastika background (CL7).



← CL6 with Zig-Zag Background

CL7 with Swastika Background →



The CL6 stamps were used on the first flights on March 11, 1926 on flights from Rolling Portage (aka Hudson) to Red Lake, ON and return. (Figure 1 – Front and Figure 2 – Back)

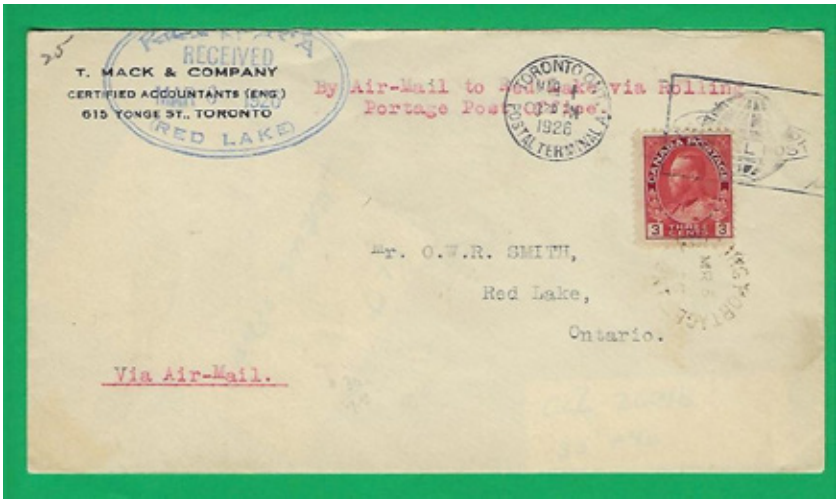


Figure 1 - First Flight cover from Toronto to Rolling Portage (Hudson) to Red Lake with CL6 stamp. The oval imprint is dated March 6, but the actual flight date was March 11.



Figure 2 - CL6 stamp on back. First Flight cancel on stamp – Hudson to Red Lake

Before the CL6 stamp was produced, Jack Elliott had commissioned the printing of a proposed stamp, now known as the "blue essay". A. Berberich, a stamp collector who lived in Kitchener, ON, paid for and obtained a number of these essays to be used on first flight covers he was preparing. In the meantime, the Post Office rejected the essay design because the stamp contained the 25-cent denomination (Semi-Official stamps were to have no stated value on the stamp). When the Kitchener postmarked covers arrived at Rolling Portage, the essay was either removed from the envelope and replaced with the official company stamp (Unitrade CL6) or the CL6 was placed over the location of the essay. The cover was then transported to Red Lake. Figures 3 and 4 show one of these essay covers.

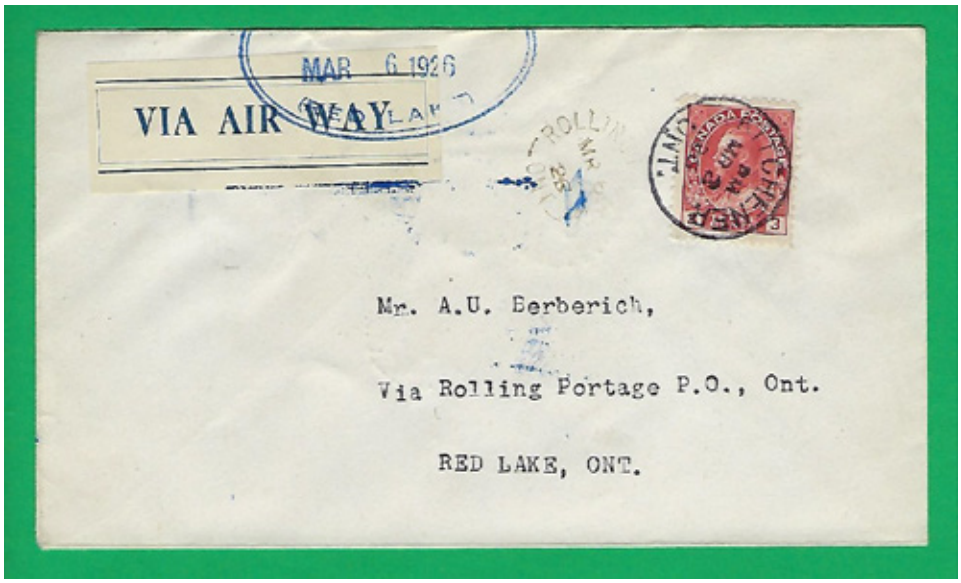


Figure 3 - Front of the cover sent by A. Berberich to himself on the March 11 First Flight. (Again, the date on the oval imprint was March 6)





Figure 4 - Essay stamp on back of cover.

Arrow points to the edge of the Essay stamp covered by the CL6 stamp

On March 25, the CL7 stamps were produced and both the CL6 and CL7 stamps were used on various flight covers in the same period. Subsequent flights continued through March and April with either the CL6 or CL7 stamp.

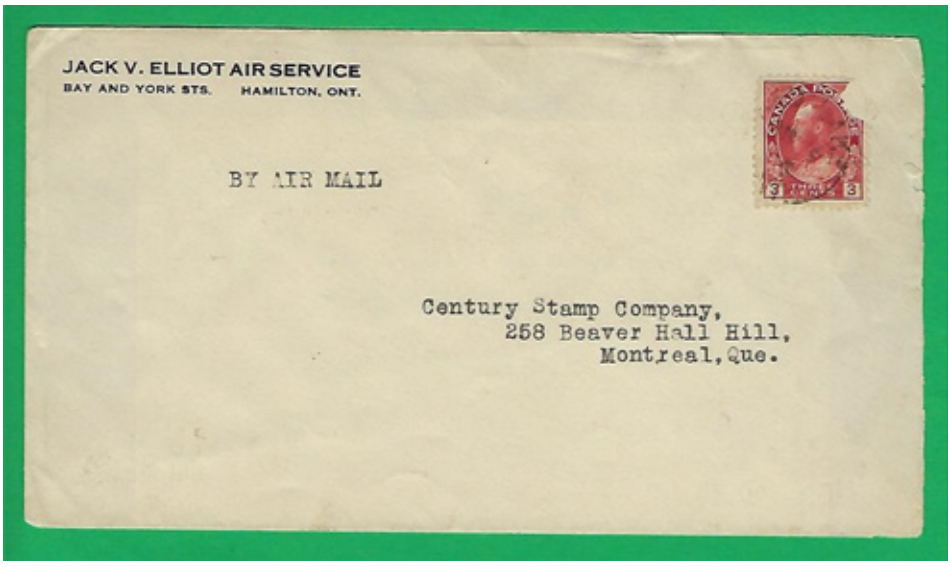


Figure 5 - Front of the CL7 cover showing the pre-printed envelope with the company address at the corporate mailing address in Hamilton.



Figure 6 - CL7 stamp on the back of the envelope cancelled at Rolling Portage.

Soon after the start of the company, Jack Elliott needed an infusion of money into the business. Sherman Fairchild was the manager of the American Fairchild Airplane Manufacturing Company, a producer of Fairchild FC-2 aircraft. Fairchild was aware that Jack Elliot had established a profitable airline company but needed assistance, so he offered financial and aircraft resources to Elliot in exchange for a partnership to which Elliot quickly agreed. The company name was changed to Elliot-Fairchild Air Service. A new semi-official stamp based on the CL6/CL7 design was ordered with the new name. This new CL8 stamp (Figure 7) was first used on the Rolling Portage to Red Lake route at the end of March 1926. Fairchild was not pleased with the CL8 design, so he had a new stamp, CL9, (Figure 8) designed and produced to replace the CL8 stamp. The new CL9 stamp was first used on April 15.



Figure 7 - CL8 stamp. Very few were used on cover



Figure 8 - CL9 stamp that replaced the CL8. The printer incorrectly added an "s" to Fairchild. Very few CL9 stamps were used before Fairchild assumed control of the company.

Fairchild soon realized that he had the resources to run the company himself and did not need the partnership with Jack Elliott. He therefore dissolved the partnership and took control of the company. Jack Elliott returned to his operations in Hamilton, Ontario. The next phase of this company will be covered in the next installment of the story of the new airline.

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1926: PATRICIA AIRWAYS & EXPLORATION LIMITED

Robert Galway

The discovery of gold in Red Lake during the summer of 1925, was followed by the famous 1926 Gold Rush. The obvious need to establish an alternative means of accessing Red Lake other than by a mixed over-land and canoe route, (The Lac Seul & Chukuni River Portage Route), led to the establishment of aviation service to the Red Lake District. However, the proponents of a Red Lake Air Service meant to carry more than men, food and equipment. They both planned on providing a sanctioned, Semi-official Air Mail Service, similar to that provided in the Rouyn gold fields in 1924-25.

Both Jack V. Elliot, and H. A. Oaks on behalf of Patricia Airways and Exploration Company, forcefully lobbied the Post office in this regard.

Jack V. Elliot AS (and merger partner S. Fairchild) became the next entity to be admitted to the "Semi- Official" Club followed by the "Doc" Oaks led Patricia Airways & Exploration Limited (PA&EL).

One unexpected side effect of the Semi-official era was to create a multi-million-dollar aerophilatelic collection among philatelic aficionado's world-wide, but particularly in North America. A major performer among the fourteen "Bush" flying outfits which issued semi-official stamps turned out to be PA&EL.

The first air mail envelopes carried by PA&EL were aboard the "Lark" during its flight to Red Lake from New York in the spring of 1926. Envelopes or ***covers***, some signed by Capt. Roy Maxwell, were taken aboard the Lark by Fred Griffin of the Toronto Star. All were addressed to him and to be redelivered to himself on arrival in Red Lake.

These covers are listed in Section 5 of *The Air Mails of Canada and Newfoundland* as:

1926,March 27 - April 12 — Toronto - Red Lake. *Postal officials authorized mail to be flown from Toronto to Red Lake by the flight of a Curtiss "Lark" en route from New York for delivery to Patricia Airways and Exploration Co., Ltd., with Roy Maxwell as pilot. All covers were marked with a 5-line cachet in green: "This mail was carried by aeroplane on Official Mail Carrying Flight from Toronto to Red Lake." Toronto covers were postmarked by machine at 8:00 a.m. and 10:30 a.m. or with a #12 handstamp on March 20; 20 pieces were signed by Maxwell.*

Additional mail was also taken on at Sudbury, Pogomasing and Sioux Lookout, but was not cacheted. Some covers bear the signature of Capt. Maxwell. An unofficial connecting mail, of which several types of covers exist, was carried from New York. There is conflicting information on whether Maxwell or Charles S. "Casey" Jones was the pilot from New York to Buffalo. Frederick Griffin, a reporter with the "Toronto Star," accompanied the plane and submitted daily reports.

A quantity of unofficial covers which had been carried through from New York without postage were postmarked at Toronto March 23. These covers bear a 5-line unofficial black cachet: "This letter was carried by aeroplane from New York via Buffalo to Toronto and were included in official air mail delivery carried by the same plane from Toronto to Red Lake."

2601 *Toronto - Red Lake, March 27 (131 pieces) 75.00*

a. *Sudbury - Red Lake, March 29 (45 pieces) 150.00*

b. *Pogomasing - Red Lake, April 6 (20 pieces) 175.00*

c. *Sioux Lookout - Red Lake, April 12 (25 pieces) 175.00*

d. *Dispatches from New York - Toronto - Red Lake, March 27 (75 pieces) 100.00*

e. *Unofficial connecting mail from New York (U.S. postage, postmarked New York, March 20) (3 known) 400.00*



Cover carried Toronto to Red Lake.

As well as preparing the covers carried on the flight, Fred Griffin sent regular progress reports to the Toronto Star, and made a movie of the flight which is described on the next page. As a result the flight achieved a lot of publicity!

These covers do not bear one of the many semi-official stamps that PA&EL printed. – The first of these was employed on a Sioux Lookout – Red Lake flight on July 7, 1926.

For further informative reading, I highly recommend an article penned by retired mining engineer Derek Rance, who managed a Red Lake Gold Mine before replacing Brian Mulroney as President of Iron Ore Co. Like myself, he is an avid collector of Red Lake Aero-philatelic material.

EARLY AIR MAIL SERVICE IN THE RED LAKE DISTRICT, 1925/26
http://www.aerophilately.ca/ca-199609-v012n03-w028.pdf

(Below)
Painting of the PA&EL Curtiss "Lark" by Dave Mork.



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NEW YORK TO RED LAKE STAR'S MOVIES SHOWN



NEW YORK TO RED LAKE
STAR'S MOVIES SHOWN

In Fox News at Hippodrome Loew's, Tivoli, Also in Window

New York to Red Lake! The thrilling and romantic 1,600-mile flight just completed by Frederick Griffen for The Toronto Star, is being shown in the Fox News reel at the Hippodrome, Loew's and Tivoli theatres this week. Mr. Griffen took the pictures himself and was so successful with them that the Fox News has incorporated them in their news reel.

After some preliminary shots the film shows Pilot Roy Maxwell changing the wheels of the plane to skiis at Sudbury. The forced landing at Pogamasing in the wildest of the wilds is interestingly recorded and also getting gasoline from a secret cache at Orient Bay, Lake Nipigon. The film concludes with actual scenes from Red Lake, showing some of the activities now going on at the gold camp.

These motion pictures were taken for The Star by Mr. Griffen on a wonderful new machine, the Eymo Automatic Camera, supplied by the Film and Slide Co. of Canada, Limited. This machine is as easily portable as a stationary picture camera, and as easy to operate.

The pictures are being shown in The Star's windows as "daylight movies" by the Capitol Continuous Projector, also supplied by the above-mentioned firm. In t[illegible] projector which is automatic, th[illegible]m is continuous without any bre[illegible]s and gives an continuous performance without attention or adjustment. A translucent daylight screen is used, and the pictures are projected through the screen rather than on it.

Considerably over a year ago The Star showed "daylight movies" in its windows for the first time in Toronto.

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Sir Hubert Wilkins and Carl Ben Eielson Polar Aviation Partnership

Brian Callan

George Hubert Wilkins, born in Adelaide, Australia (1888 to 1958) is most noted for his achievements in polar aviation. Wilkins first came to notice in polar affairs as a photographer on the controversial 1913 Vilhjalmur-Stefansson Canadian Arctic Expedition. It was Vilhjalmur-Stefansson who later recommended Carl Ben Eielson as pilot for Wilkin's first Arctic aviation expedition. Eielson, born in Hatton, North Dakota (1897 to 1929) had already distinguished himself in 1924, when flying the first airmail in Alaska from Fairbanks to McGrath. This took less than three hours, a distance by dog sled which took up to thirty days to cover. Eielson was described as an Alaskan bush pilot, routinely flying supplies, sick miners, taking expectant mothers to hospitals and transporting doctors to isolated patients. Wilkins said of him, "I shall never be able to put in words the debt I owe Stef for seeing Ben Eielson was exactly the man I needed as pilot on my first expedition to fly in the Arctic".

This was an exciting time in the history of world exploration. Robert Peary and Matthew Henson became the first to reach the North Pole in 1909, Richard Byrd and Floyd Bennett were the first to fly over the North Pole when they made a round trip in 1926 from Spitsbergen, in their trimotor airplane Josephine Ford, while 1926 was also the year that Roald Amundsen and Lincoln Ellsworth flew from Spitsbergen to Teller, Alaska (East to West) in the Norge airship captained by the Italian army officer Umberto Nobile. Wilkins and Eielson went on to share two further significant achievements in polar aviation; the first of these was the 1928 First Trans-Arctic flight from Point Barrow in Alaska to Spitsbergen, Norway, which led to Wilkins, as a Commonwealth citizen, being knighted later that year and Eielson being awarded the Distinguished Flying Cross. They continued their polar partnership by being the first to fly over Antarctica the following year, taking off from their base on Deception Island and flying 1200 miles round trip over a mainly unexplored area of Antarctica.





George Hubert Wilkins (left) and Carl Ben Eielson (right), 1973 British Antarctic Territory and 1973 Australian Antarctic commemoratives featuring the Lockheed Vega aircraft they flew from Point Barrow to Spitsbergen and for the first aircraft flight over Antarctica.







Wilkins- Detroit News Arctic Expedition (1926-1928)

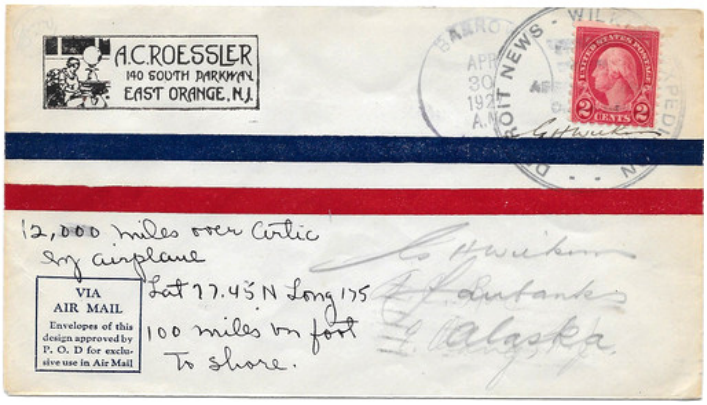
Wilkins's first Arctic Aviation Expedition was sponsored primarily by the Detroit Aviation Society and the *Detroit News*. The expedition eventually acquired the additional sponsorship of the American Geographical Society and the North American Newspaper Alliance. Thousands of schoolchildren had also chipped into a fund for Wilkins promoted by the *Detroit News*. Wilkins's aim was to explore the unknown region north of Alaska and make a flight across the Polar Ocean to Spitsbergen. Two Fokker

planes , the Detroiter and the Alaskan, were purchased for the expedition, both of which crashed on their first flights on 11 and 12 March 1926. Fortunately, neither Wilkins nor Eielson were badly hurt.

Three new planes were purchased the following year, a tri motored Fokker and two new Stinson biplanes with Wright engines. Wilkins and Eielson were more successful on 10 March 1927, when they flew approximately 550 miles north of Point Barrow in the Stinson aircraft *Detroit News* No. 1 and became the first to land an aircraft on Arctic ice, having mapped and sketched previously unknown territory on the journey. The first part of the expedition plan had been to fly to the Arctic blind spot at 78 degrees north latitude and 180 degrees longitude, to land and take soundings of the depth of the Arctic Ocean at this point. After landing, he broke a hole in the Arctic ice and detonated two charges, establishing a depth of three miles and proving there was no land in this area.

The plane then had engine trouble and was forced to land a further two times on the return trip, before Wilkins and Eielson had to abandon the plane. They sheltered from a storm for 5 days and then hiked for 13 days (100 miles) to a settlement at Beechey Point, during which time they were presumed dead. Eielson's hands froze during this hike, after being exposed while trying to repair the aircraft engine, and he subsequently lost part of two fingers. They were rescued from Beechey point by the back-up Stinson *Detroit News No. 2*, flown Alger Graham, who had patrolled the coast dropping notes to Eskimos to look out for Wilkins and Eielson.. Wilkins had participated in three previous polar expeditions but this was the first in which he had issued philatelic mail. He signed the covers for this flight as G.H. Wilkins, but dropped the G (George) on all subsequent philatelic items.

Wilkins sold the remaining Stinson and the larger Fokker aircrafts and bought a VEGA monoplane from the Lockheed Aircraft Company, Los Angeles. He had fortunately witnessed a trial flight of this monoplane from Los Angeles to San Francisco and was determined that this was the plane for his attempt to cross the Polar Ocean from west to east. They named the plane *Detroit News* and both this name and *Wilkins Arctic Expedition* were painted on the side of the plane. The plane was also painted bright orange so it would be easier to locate if forced to land. Wilkins and



*(Above) Cover carried on the failed 1927 flight to measure depth of the Arctic Ocean, cancelled at Barrow on 30 April 1927. Cover bears a "***WILKINS-DETROIT NEWS EXPEDITION***" large circular magenta cachet, which is signed by G.H. Wilkins, with the initial G. being dropped from future philatelic signatures. The handwritten details may have been added by A.C. Roessler, who serviced these covers for Wilkins and are incorrect for distance travelled, as plane flew only 550 miles on outward journey before attempting to return to base. There were 240 covers carried on this flight, the first philatelic item to record Wilkin's polar expeditions.*

Eielson were successful with their flight from Barrow to Spitsbergen on 15 April 1928. Their coast to coast flight covered 2200 miles in 20 hours and 20 minutes. The plane then landed in a storm with winds over 70 miles per hour, on Dead Man's Sands, a few miles from Kings Bay, Spitsbergen. The plane lost radio contact on landing and was forced to sit out the storm for five days and nights. When the storm subsided, they dug the plane out of the snow and flew the short distance to Green Harbour, making contact with the outside world on 21 April 1928. The philatelic covers to mark this historic flight were cancelled at Barrow on 14 April, the day before the flight and on 21 April on reaching the SVALBARD Radio Station, the latter being a dated signature by Wilkins alongside the radio's rubber stamp.

Wilkins and Eielson were paraded through the streets of Oslo before having dinner with King Haakon VII of Norway. They were then presented with the Norwegian Air Club's Gold Medal of Honour, by the famous explorer Roald Amundsen, who had earlier that year flown across the North Pole in the Italian airship Norge. This was the first of many celebrations in Berlin, Paris, London and New York as the pair travelled back to the US. Wilkins was also included in Great Britain's official King's birthday honours on 4 June and he became Sir Hubert Wilkins when he was knighted by King George V at Buckingham Palace on 14 June 1928. As well as being the longest distance anyone at that time had flown

across the high Arctic by aircraft (almost 2200 miles), about half of which had never been seen before, the achievement was particularly hailed as a wonderful piece of precision navigation by Wilkins. To compensate for the magnetic deviation of the curved path across the polar region, it was necessary to change directions some fifty times to maintain the required course and at one point, changes were required every five minutes. Eielson was also recognised for this flight, being awarded the Distinguished Flying Cross in December 1928, the citation for which read in part "The severity of the weather, the storm area passed through with no hope of outside aid in case of a forced landing and the complete success of the enterprise, distinguishes this as one of the most extraordinary aerial accomplishments in history". Eielson also received the First Flier of 1928 trophy by the International League of Aviators, at Paris, France.



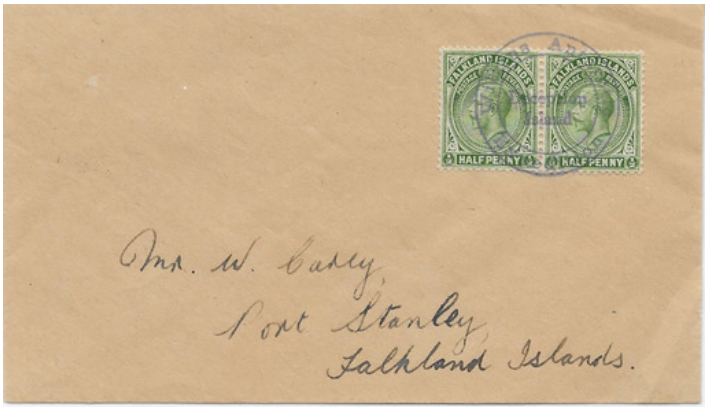
(Above) Cover carried on successful flight from Barrow to Spitsbergen on 15 April 1928. This is one of 96 covers carried on the flight, cancelled at Barrow on 14 April, receiving a "cancel" at Svalbard Radio on landing in Spitsbergen when cover was also signed by Hubert Wilkins on 21 April 1928. Many of these covers were given as gifts, so did not end up in the hands of philatelists. Cover is annotated as No. 55 on reverse.

Wilkins-Hearst Antarctic Expedition (1928-1929)

After his Arctic flight to Spitsbergen, Wilkins had no difficulty getting sponsorship for his Antarctic trip. William Randolph Hearst, the newspaper giant, paid $25,000 for exclusive press and radio rights. No plane had ever flown in the Antarctic and Wilkins and Eielson set out to change this. They set sail from Montevideo on 28 October 1928, along with a new back-up pilot called Joe Crosson. Sir Hubert also brought the Lockheed-Vega monoplane, renamed as the *Los Angeles* and an identical plane bought at cost from Lockheed Aviation and named the *San Francisco*. They sailed aboard a whaling vessel called the *Hektoria*, stopping off at the Falklands. It was here that Wilkins reportedly received a secret message from His Majesty's government, authorising him to make territorial claims on behalf of the British Government, which he subsequently did.

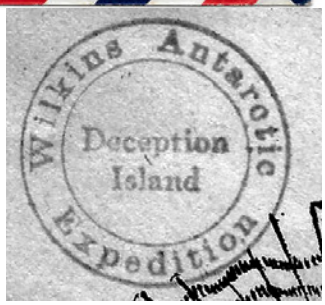
Wilkins and Eielson arrived at the whaling station on Deception Island on 4 November 1928. The expedition achieved the first Antarctic flight in the *Los Angeles* when they flew for 20 minutes on 16 November. However, the major achievement of this expedition was the almost 9 hour and 20 minutes flight (600 miles to point estimated as 71 degrees 20 minutes south and 64 degrees 15 minutes west) by Eielson and Wilkins on 20 December 1928, in the *San Francisco*. Wilkins sketched more land (and settled more problems) than any previous expedition to the Antarctic. Most importantly, Wilkins claimed that Graham Land was actually two islands which had previously been regarded as a peninsula from the mainland of Antarctica. This was ultimately proved to be incorrect as a later Australian expedition found that what appeared to Wilkins from the air as islands were actually glaciers extending from one end of the peninsula to the other.

Wilkins named many features in this new land, in recognition of the sponsorship and support he had received; Hearst Land, Lockheed Mountain, Cape Northrop (Lockheed designer), Casey Channel, Stefansson Strait, Wilkins Coast and Eielson Peninsula.



(Above) Cover sent from expedition member on Deception Island to Port Stanley, bearing Falkland Islands KGV ½d pair tied by "Wilkins Antarctic Expedition/Deception Island" expedition cachet in violet, with receiving cancel at Port Stanley on reverse (30 April 1929). Violet colour cachet was used on mail actually cancelled on Deception Island as opposed to green on the pre-cancelled mail at Port Stanley. Cover not recorded in American Airmail Catalogue.



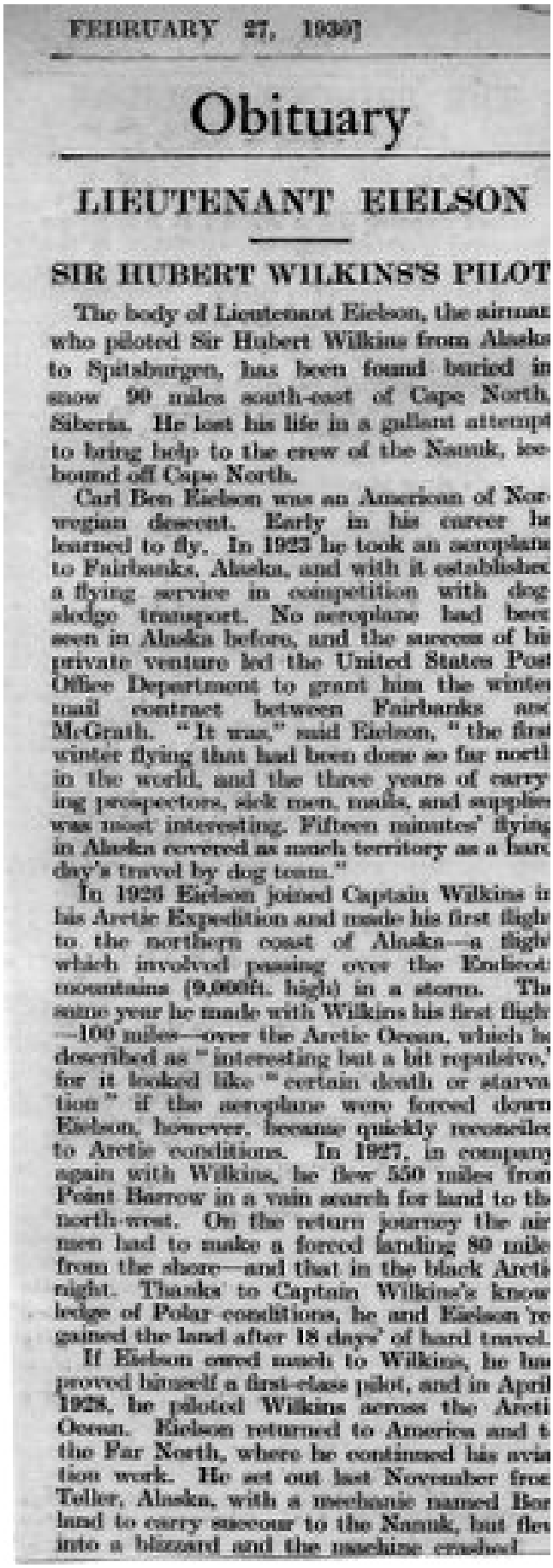


(Above) One of 150 covers carried by Wilkins on his 20 December 1928 Antarctic flight; cover bears green, double circle "Wilkins Antarctic Expedition/ Deception Island" cachet. Cover has 1d Falklands KGV definitive postmarked on 29 October at Port Stanley, Falkland Islands, in preparation for the first Antarctic flight. These Antarctic covers were intended for sale but an agreement on price could not be reached with his philatelic agent (Roessler). Cover is signed by Wilkins and Eielson and all were subsequently carried on 1931 voyage to North Pole and are known as pole to pole mail. The cover has 2 cent US definitive postmarked on 1 June 1931 three days prior to start of the Arctic submarine voyage, and on 5 October 1931, in London, after completion of voyage to North Pole. Covers originally had a rubber stamp address to "A.C.Roe, Orange, New Jersey" (Roessler's address). A number of unsigned covers (estimated at 49) were also carried on the North Pole voyage, these being postmarked London 29 October, 1929.

Wilkins Second Antarctic Expedition (1929-1930)

The second Wilkins-Hearst Antarctic expedition was well sponsored, setting out in November 1929. The British government had given £10,000 sponsorship as well as the use of the research vessel R.R.S *William Scoresby*. Wilkins had left the aircraft at Deception Island after his earlier expedition ended. There were at least three separate expeditions working in the Antarctic at this time, the first led by Admiral Byrd, the second by Sir Douglas Mawson in the Shackleton ship *Discovery* and this one by Wilkins, who had a new team of pilots, as Eielson was under contract in Alaska.

Wilkins found that the ice had retreated sixty miles since the previous year and the higher unseasonable temperatures meant the ice was thin and unsuitable for aircraft take off. Wilkins most significant flight of this expedition was a 450 mile trip in the *Los Angeles* on 30 December 1929, where he charted coastline for 300 miles along the Antarctic continent and discovered that Charot Land was actually an



FEBRUARY 27, 1930]

Obituary

LIEUTENANT EIELSON

SIR HUBERT WILKINS'S PILOT

The body of Lieutenant Eielson, the airman who piloted Sir Hubert Wilkins from Alaska to Spitsbergen, has been found buried in snow 90 miles south-east of Cape North, Siberia. He lost his life in a gallant attempt to bring help to the crew of the Nanuk, ice-bound off Cape North.

Carl Ben Eielson was an American of Norwegian descent. Early in his career he learned to fly. In 1923 he took an aeroplane to Fairbanks, Alaska, and with it established a flying service in competition with dog sledge transport. No aeroplane had been seen in Alaska before, and the success of his private venture led the United States Post Office Department to grant him the winter mail contract between Fairbanks and McGrath. "It was," said Eielson, "the first winter flying that had been done so far north in the world, and the three years of carrying prospectors, sick men, mails, and supplies was most interesting. Fifteen minutes' flying in Alaska covered as much territory as a hard day's travel by dog team."

In 1926 Eielson joined Captain Wilkins in his Arctic Expedition and made his first flight to the northern coast of Alaska—a flight which involved passing over the Endicott mountains (9,000ft. high) in a storm. That same year he made with Wilkins his first flight—100 miles—over the Arctic Ocean, which he described as "interesting but a bit repulsive," for it looked like "certain death or starvation" if the aeroplane were forced down. Eielson, however, became quickly reconciled to Arctic conditions. In 1927, in company again with Wilkins, he flew 550 miles from Point Barrow in a vain search for land to the north-west. On the return journey the airmen had to make a forced landing 80 miles from the shore—and that in the black Arctic night. Thanks to Captain Wilkins's knowledge of Polar conditions, he and Eielson regained the land after 18 days' of hard travel.

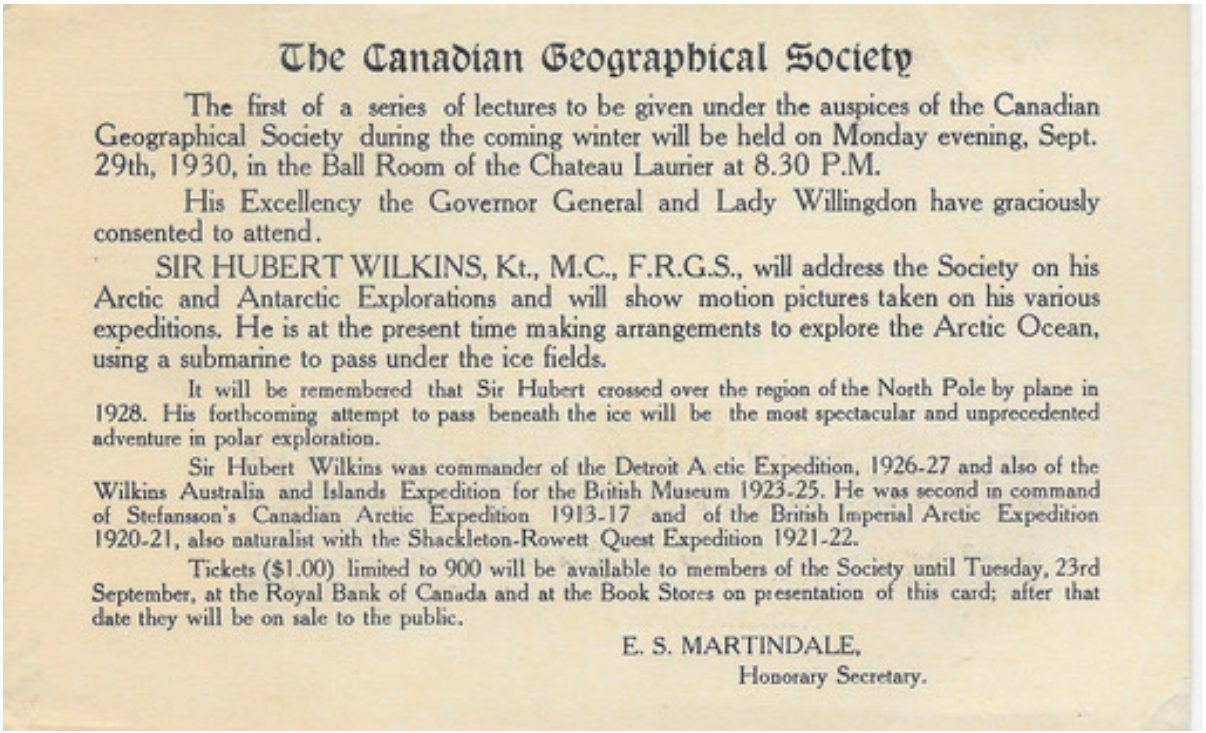
If Eielson owed much to Wilkins, he improved himself a first-class pilot, and in April 1928, he piloted Wilkins across the Arctic Ocean. Eielson returned to America and to the Far North, where he continued his aviation work. He set out last November from Teller, Alaska, with a mechanic named Borland to carry succour to the Nanuk, but flew into a blizzard and the machine crashed

island. Just prior to this flight, Admiral Boyd's team became the first to actually fly over the South Pole, achieved on 29 November 1929, flying the *Floyd Bennett*.

As Wilkin's team prepared to fly, he received a radio message informing him that Carl Ben Eielson had taken off on a mercy mission in the Arctic on 9 December 1929, to locate the stranded fur trading vessel *Nanuk* and that he had failed to return. The *Nanuk* was owned by the Swenson Fur Trading Company, the only American Fur Trading Company having a concession to trade furs in the Soviet Union. This was a 2250 mile round trip to rescue the 15 people and their cargo of fur stranded in their ice-locked ship in Siberia. An extensive Arctic aerial search began for Eielson and his mechanic, Earl Borland, which involved search teams from the US, Canada and Russia. The plane wreckage was found seventy seven days later, with Eielson and Borland's bodies found after searching for a further 24 days (19 February 1930). The remains of Eielson's Hamilton aircraft were eventually returned to Fairbanks, Alaska, in March 1991, aboard a Russian aircraft.

The Wilkins Sound, Wilkins Coast and the Wilkins Ice Shelf in Antarctica are all named after Sir Hubert Wilkins, as are the airport at Jamestown, South Australia and a road at Adelaide Airport. Wilkins went on to attempt to sail a submarine below the North Pole in September 1931 but this enterprise was not successful. When Wilkins died in 1958, the US navy took his ashes aboard the US nuclear submarine *USS Skate SSN 578* and scattered them at the North Pole. This single fact speaks to the impact of the man.

Similarly, Eielson Air Force Base in Alaska, the Liberty ship SS Carl B. Eielson, Mount Eielson and the Carl Ben Eielson Memorial Building in the University of Alaska, all commemorate the memory of Eielson. He was inducted into the North Dakota Aviation Hall of Fame in 1997.



The Canadian Geographical Society

The first of a series of lectures to be given under the auspices of the Canadian Geographical Society during the coming winter will be held on Monday evening, Sept. 29th, 1930, in the Ball Room of the Chateau Laurier at 8.30 P.M.

His Excellency the Governor General and Lady Willingdon have graciously consented to attend.

SIR HUBERT WILKINS, Kt., M.C., F.R.G.S., will address the Society on his Arctic and Antarctic Explorations and will show motion pictures taken on his various expeditions. He is at the present time making arrangements to explore the Arctic Ocean, using a submarine to pass under the ice fields.

It will be remembered that Sir Hubert crossed over the region of the North Pole by plane in 1928. His forthcoming attempt to pass beneath the ice will be the most spectacular and unprecedented adventure in polar exploration.

Sir Hubert Wilkins was commander of the Detroit Arctic Expedition, 1926-27 and also of the Wilkins Australia and Islands Expedition for the British Museum 1923-25. He was second in command of Stefansson's Canadian Arctic Expedition 1913-17 and of the British Imperial Arctic Expedition 1920-21, also naturalist with the Shackleton-Rowett Quest Expedition 1921-22.

Tickets ($1.00) limited to 900 will be available to members of the Society until Tuesday, 23rd September, at the Royal Bank of Canada and at the Book Stores on presentation of this card; after that date they will be on sale to the public.

E. S. MARTINDALE,
Honorary Secretary.

(Above) Sir Hubert Wilkins made extensive tours during 1930, primarily to raise funds for his next and most ambitious expedition, a voyage by submarine to the North Pole. 1 cent stamped to order KG V postal stationery card from Canada, announcing he will address the Canadian Geographical Society on his Arctic and Antarctic expeditions, on 29 September 1930.

Epilogue

As seen in this article, Albert C. Roessler, the well known stamp dealer specializing in pioneering aviation covers, had serviced covers for a number of Hubert Wilkin's arial expeditions. He also serviced covers on the attempted submarine journey to the North Pole in 1931, which included the flown covers from the 1928 first Antarctic flight. The demand for submarine covers exceeded what Roessler could supply so he fraudulently created his own covers, for the Bergen and Spitsbergen legs of the expedition. None of the faked covers were ever carried on the Nautilus submarine but these forgeries are now rarer than the genuine covers for these scheduled stops.

A.C. Roessler was arrested in January 1933

and charged with fraudulent use of mail, specifically because he had used the facsimile of the New York cancel. He subsequently pleaded guilty and was sentenced to one year and one day for each charge. The sentence was suspended and he was placed on probation for three years. Barry Newton's A.C.Roessler Photo Cachet Catalogue reproduces two newspaper articles that more fully describe Roessler's legal problems.

(Below) Fake cover created by A.C. Roessler. The easiest way to spot these fakes is from the submarine cachet; conning tower missing, portholes missing and cachets stamped in red rather than original magenta. Both the New York and Bergen cancels are also bogus, and the cachet of Hubert Wilkins holding a mail bag is also indicative of these being fake. Finally, the addressee Fred Bennet is also indicative of the fake covers. A similar cover was illustrated in June 2005 Canadian Aerophilatelist by Jonathan Johnson.

HELD IN STAMP FRAUD

NEWARK, N. J., Jan. 30 — Albert C. Roessler, stamp collector and dealer, was arrested today at his home, 140 South Parkway, East Orange, on a bench warrant under an indictment by the Federal grand jury, charging fraudulent use of the mails. He was released in $1,000 bail taken by United States Commissioner A. L. Friedman.

The government charged that Roessler entered into an agreement with Sir Hubert Wilkins, polar explorer, giving Roessler exclusive rights to mail sent on the Nautilus, the submarine used in 1931 by Sir Hubert on an Arctic exploration trip which failed. Finding a greater demand for stamps canceled on that trip than he could meet, it was charged, Roessler used a facsimile of a New York cancellation to cancel mail which actually never was taken on the trip and represented this as genuine Wilkins trip mail.

New York Times, Jan. 31, 1933

Roessler Pleads Guilty

A letter from Tom C. cargill, U. S. Postoffice Inspector, Elizabeth, N. J., states that "on June 21st, 1933, Albert C. Roessler, 140 South Parkway, East Orange, N. J., appeared in Federal court, Newark, N. J., and pleaded guilty to two indictments; one charging the use of the mails in the furtherance of a scheme to defraud, and the other that he caused to be printed and did use prints in similitude of obligations of the United States."

"Federal Judge Guy L. Fake imposed a sentence of one year and one day in the Atlanta Penitentiary on each charge, then suspended the sentence and placed Mr. Roessler on probation for three years."

Linns, July 15, 1933



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WINTER AIR MAIL SERVICES IN NEWFOUNDLAND 1947 – 1949: Part 4

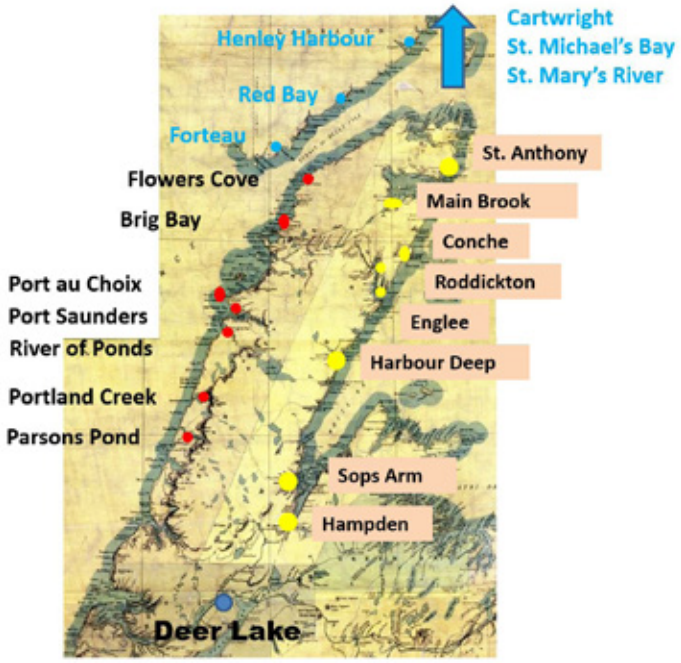
Follow Up to the articles by TERRY JUDGE in the July 2019, January 2020 and June 2020 journals.

In December 1947 an experimental winter airmail service was announced. There would be two flights per week: one traveling up the West side of the Peninsula from Deer Lake to Flowers Cove, and the other traveling up the east side of the Peninsula from Deer Lake to St. Anthony. (See map for the landing sites.)

The service operated from the beginning of January to the middle of April 1948, and carried up to 70 bags of mail per flight. There was no extra charge for the airmail service, and no special markings were required on letters or parcels.

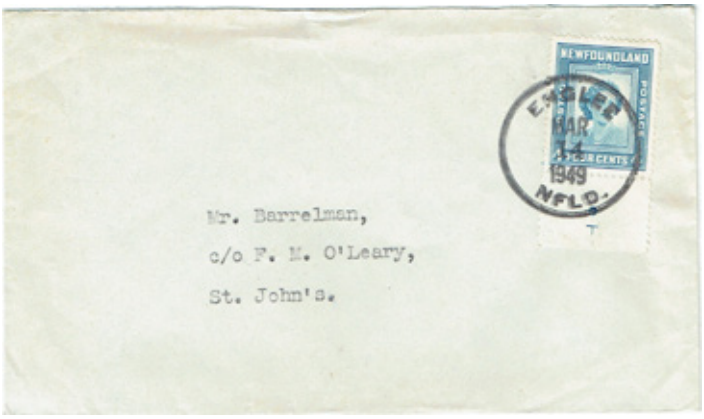
The service was repeated from January to mid April in 1949, and extended to include monthly flights to the Labrador coast

Many thanks to BRIAN STALKER for the scans of these covers. – The postmarks show that they had to have carried by the winter airmail service. They have no special markings, and there are no backstamps.





From H.V. MacIntyre, Grenfell Mission, St. Anthony, Nfld.
Postmarked ST. ANTHONY.I.C.A. FE 12 49



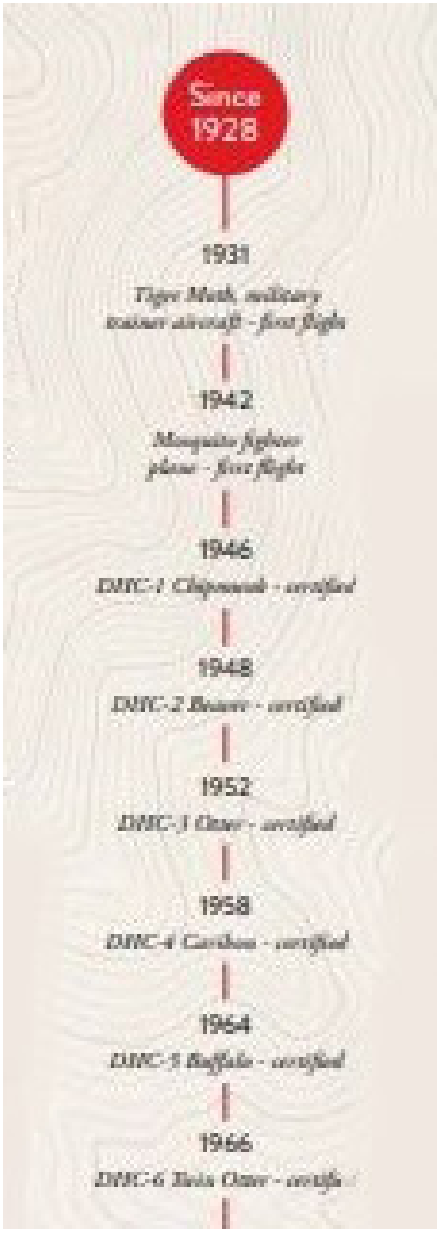
Postmarked ENGLEE MAR 14 1949



DE HAVILLAND AIRCRAFT OF CANADA LIMITED "FLIES AGAIN"

Extracts from a company history / advertisement published in The Globe and Mail, 17th July 2021.





The De Havilland history was given new life beginning in 2003 when a proud Canadian family with a long view on life and business purchased Viking Air Limited, a Victoria-based aircraft parts and service company that specialized in De Havilland aircraft.

With a long-term view measured in generations not quarters, a deep passion for aviation, and a fundamental pride in Canada, this family has steadily and with great determination reassembled all of the pieces of De Havilland. In doing so, it has re-created a true icon of Canadian – and global – aviation.

And with it a bold new ambition has taken shape.

This small but ambitious company began acquiring utility aviation and turbo prop assets. An early step was the acquisition of the complete parts supply for all out-of-production De Havilland aircraft, including all of the classic animal-named bush planes, as well as the Dash 7 commercial aircraft. While all of these planes have deep historical significance, these are not museum pieces. In fact, these aircraft define sustainability, as they are built to last rather than be replaced. Currently there is an active fleet of thousands around the world, and they are supported to current aviation standards through constant updates in avionics and the ongoing manufacture of new parts to ensure the continuation of what are some of the safest, most rugged and most dependable airplanes ever built.

In 2010 the family's vision was given a bold new expression when it brought the Series 400 Twin Otter back into production at facilities at the Victoria and Calgary airports. This was an unprecedented feat of deep commitment and engineering excellence – the only company ever to successfully re-launch an out of-production aircraft. To-date, more than 130 new Series 400 Twin Otters have been delivered to customers in 32 countries around the world. All of these have been sold to customers outside of Canada, generating significant economic activity here at home.

The vision did not end there.

In 2016, the family acquired the CL-215/415 water bomber program, also known as the Canadair or the SuperScooper. This aircraft redefined aerial firefighting, creating a new global benchmark – a plane that drops to a body of water while still in flight and scoops up more than 6,100 litres of water in 12 seconds, enabling continuous firefighting, without the need for a nearby airport and refilling capabilities. Today it is still a crucial piece of infrastructure for combating wildfires all over the world. This is another feat of Canadian engineering, developed in the 1960s but had fallen out of production under its previous owner. Now, against the backdrop of climate change, De Havilland Canada is actively working to bring an updated version of this powerful workhorse back into production and serve the global demand for firefighting aircraft.

Further acquisitions included the Shorts Brothers Skyvan 330 and 360, as well as the rear-door opening ramp Sherpa, a military and cargo workhorse capable of lifting five United Nations relief containers in one load.

In 2019, the final piece to the puzzle was added with the acquisition of the Dash 8 aircraft program, formerly known as the Q400. This is the world's most advanced turbo prop aircraft, a vital part of fleets of many of the world's most prominent airlines. Beyond acquiring a category-defining aircraft, this was another bold expression of ambition, adding facilities, employees and reach that tripled the size of the company overnight.

It also was an expression of reverence for the past and belief in the future – this acquisition reunited the entire original product line of the De Havilland aircraft company for the first time in decades.



Thanks to Mike Street for a copy of the advertisement.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December.
The next issue will be our annual SEASONAL SPECIAL. - All members are invited to send Seasons' Greetings to other members. - Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a copy of it to the editor - Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 (hargreavescp@sympatico.ca) **to arrive by November 1st.**

FIRST JET FLIGHT AND AIR MAIL ACROSS THE ATLANTIC

Ian Macdonald



(Above) An Air Mail cover bearing both United States and British stamps mailed to Glasgow from Emsworth, Hampshire, 2nd November 1948. Endorsed "First Atlantic Crossing By Jet Propelled Aircraft. No 54 Squadron R.A.F. De Havilland Vampire Fighters. Carried By Courtesy Of Wing Commander DS Macdonald DSO DFC" and signed "Wilson Macdonald". "First" has been rather emphatically crossed out. Emsworth was the closest post office to RAF Thorney Island.

The event was the first Europe to North America transit by jet aircraft the previous July by six Vampires of 54 Squadron led by the CO, S/L RW Oxspring DFC**, with eight pilots drawn from 54, 72 and 247 Squadrons. The Vampires were English Electric-built F3s with which the squadron had re-equipped the previous April.

Support was provided by three Mosquitos and three Yorks under the command of W/C DS Wilson- Macdonald DSO DFC. The Yorks, from 24 Squadron, transported ground crews and equipment. The Mosquitos scouted weather and provided navigational aid were reported as B35s but the two identified, PF620 & PF621, were PR34s. One Mosquito flown by S/L HB Martin DSO DFC and Navigator 2 W Simpson stayed about three hours ahead of the Vampires relaying meteorological information to them by VHF. A second Mosquito, F/L PS Anderson and F/L EEB Simms, navigated for the Vampires while the third, F/L RL Bartley and F/L EC Warterer, followed to provide extra communications and escort in the event of a Vampire leaving the formation. ASR coverage was provided at various times by RAF Lancasters, USAF B-17Hs and Danish Cansos. During June the Vampire pilots had been flown over the route in a York to give them some idea of what to expect.

The Vampires departed Odiham on 1st July but en-route weather held them at Stornaway for over a week before they eventually departed for Keflavik (585 miles) 12th July and then to Bluie West 1 (654 miles) arriving Goose Bay (678 miles) on 14th July. The legs were flown at 30,000'+ and cruise was held to about 300 mph to accommodate the Mosquitos. At Bluie West 1 they witnessed the arrival of 16 USAF



(Above) Vampire "O" and one of the PR blue Mosquito PR34s, PF620, date and location unknown. The ferry tanks were removed for air shows

Lockheed P-80As heading in the opposite direction continuing the first west-east Atlantic jet transit. The last leg into Goose Bay was a race against darkness and bad weather moving in but all landed safely. After an aerobatic display at Goose Bay on the 15h July the formation continued to Mont-Joli, for fuel and following a flyby at Quebec requested by the mayor and a stop at St-Hubert continued to Trenton. Following a display at Trenton the squadron moved to Downsview on the 22nd for a formation aerobatic display and solo aerobatic show over Toronto watched by 20,000 citizens on the waterfront and also the Department of Transport who promptly issued a warning for low flying over downtown that in turn provoked a prickly response from RCAF Trenton claiming that the Chief of Air Staff had issued special dispensation for the team to violate local air regulations over cities. The next day they returned to St-Hubert to perform.

The US tour began with a display on arrival at Andrews Field, Washington on the 25th. While they were there another Vampire briefly made the news



(Left) Mosquito navigator's view of the final practice formation flight. Earlier practice photos show the Vampires wearing the briefly used red and blue post war Type B roundels and fin flashes, by the time this picture was taken those had been replaced by the red, white and blue Type D roundels.



(Above) Pilot 2 Roy Skinner is welcomed to Andrews AFB by General Hoyt S Vandenberg. Skinner was one of hundreds of Warrant Officer aircrew recently downgraded by the new NCO rank system, in his case demotion to the equivalent of Sergeant. Interestingly, all other ranks support personnel on this detachment were listed as Corporals, possibly for messing or pay reasons. Note that the Vampires appear to have acquired squadron badges.

when a Royal Navy Sea Vampire made an emergency landing at Portland ME due to a cracked canopy while en route Halifax to New York for the International Air Exposition. It was the first Sea Vampire F20, VF315, converted from an F3, issued to 806 Squadron for display purposes and had arrived in Halifax on HMCS Magnificent the previous month.

The following day the Vampires, two Yorks and one Mosquito continued to Greenville SC where the Vampires operated interception missions with an F-84 unit and also put on an aerobatic display before departing for Langley on the 29th and yet another display. The final US stop was Mitchel Field on Long Island to participate in the International Air Exposition marking the opening of Idlewild Airport and to perform interceptions of B-29s.

A return was made to Trenton on the 10th August before departing for Mont-Joli and Goose Bay on the 16th at the start of the return journey to Bluie West 1 the following day. A safe return was made although one Vampire was left at Stornaway awaiting an engine change. Two AFCs (Air Force Cross) and one AFM (Air Force Medal) were awarded.

Was the envelope flown on the North American trip? There is no reason to doubt that it was flown, most likely in one of the Yorks. Why was it not mailed from North America and then not sent until November? Forgotten, most likely.

Peter Robertson wrote an illustrated article, "Ocean Hop", about the flight that appeared in the *Canadian Aviation Historical Society Journal* Volume 6 #2 (Summer 1968).

A detailed first hand account of the flight by William C Wood appeared on a now removed website may be viewed on the Wayback Machine Internet archive: https://web.archive.org/web/20100416163617/http://www.3bktj.co.uk/

ROYAL-2021-ROYALE
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Lockheed P-80A Shooting Star arriving at RAF Odiham. The badge is that of the 56th Fighter Group

AND THE AMERICANS HEADING THE OTHER WAY?

Colonel David C Schilling led 16 56th Fighter Group Lockheed P-80A Shooting Stars from their base at Selfridge Field MI on 12th July 1948 to Dow Army Field At Bangor ME and then on to Goose Bay where they held for better weather. Support aircraft were two C-54s, a C-47 and two WB-29s.

Routing was the reverse of 54 Squadron. On arrival at Bluie West 1 they were greeted by the RAF group and both units departed hurriedly as fog began forming. Arrival at Stornaway was on 20th July and the flight ended at RAF Odiham the following day.



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:
#203 John Bloor,
#242 Jacques Bot,
#340 Harold Brosseau,
#322 David G. Brown,
#172 Ivan Burges,
#270 Earle Covert,
#336 George Dresser,
#406 Louis-Georges Dumais,
#312 Barry Frost,
#171 Albert N. Leger,
#449 Ken Lemke,
#484 Peter Lepold,
#81 Stephen Reinhard,
#417 Stephen Rose,
#286 Jean Rowe,
#222 Douglas M. Smith,
#9 Geoffrey Thompson,
#496 Tom Watkins

Advertising members:

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

Pioneer & Semi-Official Airmails of Canada

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