THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2021 No. 129

IN THIS ISSUE:

- NEXT ZOOM MEETING SUNDAY FEBRUARY 6TH 2022
- CAS TO HOST F.I.P. AEROPHILATELIC COMMISSION MEETING DURING CAPEX
- DENNY MAY: 1935 - 2021
- ELLIOT-FAIRCHILD AIR TRANSPORT LIMITED



Cover: A Piper Cub coming in for a landing.

AVAILABLE IN A FULL COLOUR PDF

This full colour edition is available as an emailable PDF file.
Email Brian Wolfenden at bjnepean@trytel.com for yours now!

Volume XXXVII, Number 4

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

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

EXECUTIVE COMMITTEE and RESPONSIBILITIES

President:
Steve Johnson, 1230 Sandford Street - Apt. 19, London, Ontario N5V 2J7 Telephone: 226 927 2732 steverman@rogers.com
Vice-President: Tony Hine, 155 Chaplin Crescent, Toronto, ON M5P 1B1, Telephone: 647 519 1442, tonyhn6@gmail.com
Secretary-Treasurer: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2, Tel: 613 226 2045, bjnepean@trytel.com
Western Chapter Representative: Gord Mallett, #202 - 1966 Durnin Road, Mission Creek Towers, Kelowna, BC V1X 7Z2, Tel: 250 868 8848, gdmall@telus.net

Members at Large:
David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A., Tel: 859 360 0676, decrotty@yahoo.com
Walter Herdzik, 104 Cantrell Drive S.W., Calgary. Alberta T2W 2M6, Tel: 403 238 7845, herdzikw@shaw.ca
Sandy Freeman, 161-900 Arbour Lake Rd. N.W., Calgary, Alberta T3G 5J1, Tel: 403 241 9280, freemangs@shaw.ca
Tom Reyman, 2943 N 82nd St., Scottsdale, Arizona 85251, U.S.A. Tel. 602-359-4804. tgraz356@msn.com

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

Webmaster - Steve Johnson (see contacts above)

The Canadian Aerophilatelist:
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

ORAPEX 2022 - New dates new dates April 23rd -24th and a new location: Nepean Sportsplex, 1701 Woodroffe Ave, Nepean, ON. 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

INTERNATIONAL FEDERATION OF AEROPHILATELIC SOCIETIES
F.I.S.A. is planning to hold its 50th Congress & General Meeting Saturday, June 11th 2022 in Antwerp, during the Belgian National Exhibition ANTVERPIA 2022.
For more information about ANTVERPIA 2022 and the FISA Congress contact Stefan Bruylants, Secretary General of F.I.S.A. at sbruylants@gmail.com



Aerophilately 2022

An APS World Series of Philately Show
October 21-23, 2022
APS National Headquarters
Bellefonte, Pennsylvania

Exhibits must be aerophilatelic or astrophilatelic in nature or have an airmail or astro theme

For Exhibit Rules & Entry Forms:
stephenreinhard42@gmail.com
For Dealer Table Reservations:
wcfortiii@aol.com

Deadline for receipt of entries: Aug. 1, 2022

Sponsored by:
American Air Mail Society
American Philatelic Society
Daniel F. Kelleher Auctions

PRESIDENT'S REPORT

Can it be another year already? The snow on the ground here in London reaffirms that winter is around the corner and another year soon to pass. I hope by this time next year, our lives will have returned to normal, and that philatelic adventures are open without restrictions.

Having said that, I want to remind everyone that there are plans to have an in person show at ORAPEX 2022 in Ottawa Ontario. The CAS will be having our AGM with the hope of having virtual capabilities. This is an exciting prospect.

The recent Virtual Royal/Royale 2021 show produced a number of interesting aerophilatelic exhibits. While we miss the social experience of in person shows, the virtual show allows viewers to see exhibits they wouldn't ordinarily get a chance to view. I want to congratulate all the exhibitors for their fine efforts! The exhibits can still be seen at www.canpex.ca

Some sad news to pass along. Denny May, a long time member of the CAS and Executive, passed away this past October. His name, along with his father Wilfrid "Wop" May, is synonymous with aviation in the Province of Alberta. A long time champion of airmail, historian and writer, he will be missed. On behalf of the Canadian Aerophilatelic Society, we send our deepest sympathies to his family.

With this being the last report for 2021, I want to wish everyone a Merry Christmas and Happy Holidays. Please celebrate safely.

Steve Johnson

NEXT ZOOM MEETING ABOUT AEROPHILATELY

11:30 to 1:30 Eastern Time on Sunday February 6th.

Alec Globe

Will give a presentation on

How Research Furthers Knowledge about Canada's Semi-Official Airlines, 1924-1934,



"An accountant's comment in 1926 and 27 covers shows that Elliot Fairchild Air Service flew mail into Red Lake from May 24-30, 1926."

Alec Globe's exhibit on The Development of Pioneer and Semi-Official Air Mail Within Canada 1918-1934, was displayed in the Court of Honour at the Postal History Society of Canada Symposium in 2019.

This will be a joint meeting of the CAS and the BNAPS AIR MAIL STUDY GROUP. - If you do not receive The Canadian Aerophilatelist electronically, email hargreavescp@sympatico.ca for a zoom invite.

SPARKS AUCTIONS
1770 Woodward Drive, Suite 101, OTTAWA, CANADA, K2C 0P8
Phone +1-613-567-3336 email: info@sparks-auctions.com
www.sparks-auctions.com

We hold several very diverse sales per year, each featuring an industry-leading 10,000+ photos and live online bidding at StampAuctionNetwork.com

We are always looking for great consignments. Contact us at consign@sparks-auctions.com

AMCN2 UPDATE

Jim Roth had to deal with a number of non-philatelic problems over the summer, and then quit as Publication-Editor for AMCN2.

Vickie Canfield-Peters has been brought back as Publication-Editor for AMCN2, so we should now be able to get the catalogue published next summer.

Chris Hargreaves
AMCN2 Editor-in-Chief

BNAPEX 2021 - VIRTUAL EXHIBITION

CONGRATULATIONS TO THE AEROPHILATELIC EXHIBITORS:

Ian McMahon, *Air Letters and Aerogrammes of Canada* - Vermeil, and Canadian Aerophilatelic Society Award, presented to the **Best Aerophilatelic Exhibit**

Steve Davis, *Canada Jet Plane Stamps of 1964: Rates & Usages* - Silver

Chris Hargreaves, *Winnipeg's Airmail: From Fantasy to Buenos Aires* - Silver

AND THANKS TO

Gord Mallett for his presentation on *Walter Hale: the Flying Postal Inspector of the Mackenzie River District*, during the CAS / BNAPS Air Mail Study Group zoom meeting

Dave Bartlet and **Charles Livermore** and for hosting the zoom meeting

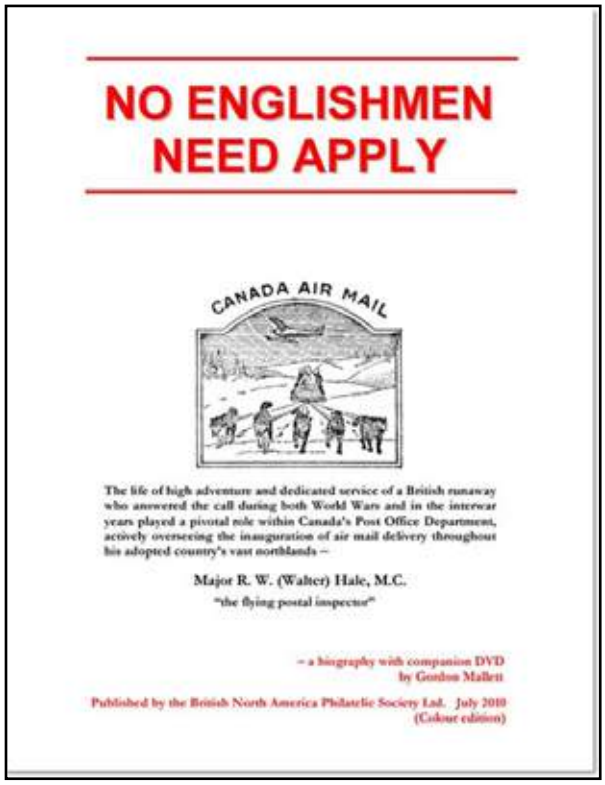
Leo Beaudet for his web work for BNAPEX

WALTER HALE'S PHOTOGRAPH ALBUM

A great feature of Gord Mallett's presentation was the photographs he reproduced from a photograph album kept by Walter Hale. A complete copy of the photograph album on a DVD is included with Gord Mallett's book about Walter Hale - NO ENGLISHMEN NEED APPLY.

Since DVD's are now obsolete, Gord will send a cyber copy of the photograph album to new purchasers of his book, and also to people who have purchased a copy in the past.

NO ENGLISHMEN NEED APPLY is 160 pages, 8.5" x11" spiral bound, and available from BNAPS books c/o Bill Longley at Bill Longley at bill@longleyauctions.com Price is Colour C$ 35.00, B&W C$



19.00 + Shipping

For information on shipping and details of all BNAPS books see the Longley Auctions website: https://longleyauctions.com/product-category/bnaps-books/

To contact **Gord Mallett** email him at gdmall@telus.net

Vance Auctions Ltd.
Postal auctions every seven weeks.
Call 905 957 3364 for a FREE catalogue
or view it online at www.vanceauctions.com
We can make home visits to purchase collections.



ROYAL 2021 ROYALE - VIRTUAL EXHIBITION

CONGRATULATIONS TO THE AEROPHILATELIC EXHIBITORS:

Brian Callan (Ireland) with his exhibit: *Graf Zeppelin DZ-127 South America Airmail 1930-1937* won the CAS Best Airmail Award. He also won the Multi-Frame Reserve Grand. The exhibit received a Large Gold with 94 points.

Neil Donen (Canada), Exhibit: *Mail related to the ill-fated 1935 Trans-Tasman Jubilee flight*, receiving a Large Gold with 91 points. Neil also won the AAPE Award of Excellence for best Epilogue.

Tom Watkins (Canada), Exhibit: *Earliest and Latest Commercial Usages of Canada's Semi-Official Airmails*, receiving Gold with 85 points

Antoni Rigo (Spain), Exhibit: *PEGASUS: Rockets Launched From Airplanes*, receiving Large Vermeil with 83 points. Antoni also received the APS Medal of Excellence for Post 1980.

Chris Hargreaves (Canada), Exhibit: *Winnipeg's Airmail: From Fantasy to Buenos Aires*, receiving Large Vermeil with 82 points.

Ravindra Ratnapala (Sri Lanka), Exhibit: *Ceylon in the Empire Airmail Scheme*, receiving Vermeil with 77 points

Ravindra Ratnapala (Sri Lanka), Exhibit: *Indo Ceylon Air Mail Flight - December 1936*, receiving Vermeil with 76 points.

Denis Doren (Canada), Exhibit: *Jean Mermoz et L'Aéropostale*, receiving Large Silver with 74 points

Bhavana K Baglodi (India), Exhibit: *Airmail Etiquetts on Travelled Covers*, receiving Bronze with 57 points

AND THANKS TO

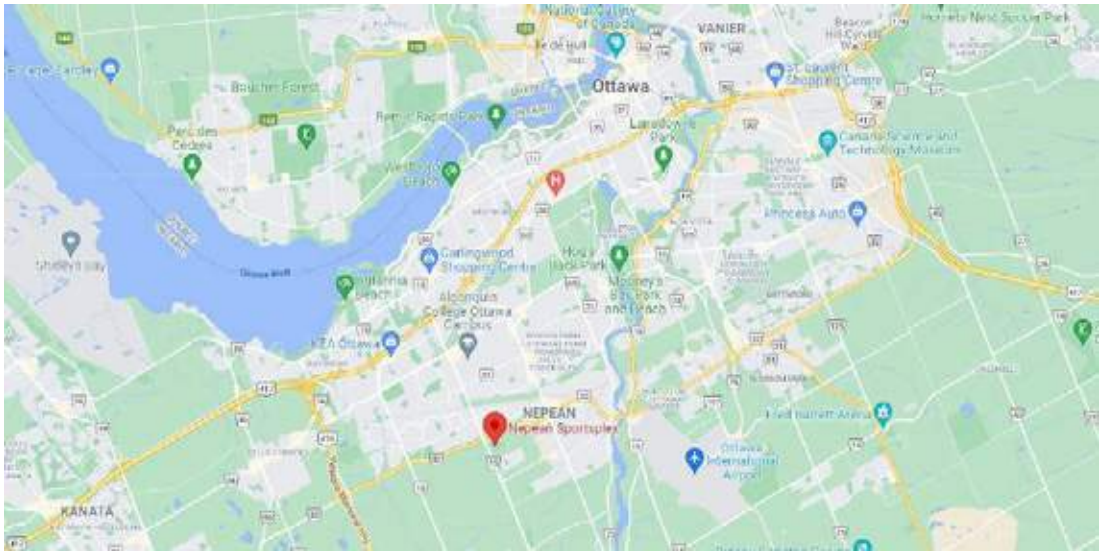
Steve Johnson who was the Exhibits Chair for ROYAL 2021 ROYALE.

ORAPEX 2022

ORAPEX will return next year, but on new dates:

April 23rd -24th

And at a new venue: Nepean Sportsplex, 1701 Woodroffe Ave, Nepean, ON.



We plan to hold a CAS meeting at the "traditional" time on Sunday afternoon, and hope that we will be able to set up a zoom link so that members/zoomers who are not at ORAPEX can participate.

CAPEX 2022
June 9th-12th - TORONTO



CAPEX 22 International One Frame Stamp Championship Exhibition will be held June 9-12, 2022 at the Metro Toronto Convention Centre (MTCC) in the heart of Toronto's downtown entertainment district and with 400+ frames CAPEX 22 will also be the largest showing of one frame exhibits at any exhibition, ever. The exhibition will also have a wide array of philatelic literature exhibits both in traditional print format and with four categories of digital literature including philatelic websites. The exhibition's bourse area will consist of more than 80 Canadian and International dealers, providing a full range of philatelic material for exhibition attendees. CAPEX 22 is pioneering the first internationally-recognized philatelic exhibition to be fully dedicated to one-frame stamp exhibits, and has drawn exhibitors from five continents in participation.

Full information about CAPEX 22 is available at https://capex22.org/

Commission for Aerophilately
Fédération Internationale de Philatélie

The Canadian Aerophilatelic Society will be hosting a meeting of the FIP Aerophilatelic Commission from 12 noon to 2:00 PM on Saturday June 11th at the CAPEX 22 venue. – The meeting will include a presentation produced by Norman Banfield, Acting Chairman of the FIP Aerophilatelic Commission, about developments in the guidelines for aerophilatelic exhibiting. We will be making arrangements so that people who are not at CAPEX can participate in the meeting by Zoom.

QUESTION and ANSWER

The Berkshire Exchange Catalogue

QUESTION: Do you have information on the Berkshire catalogue showing the air mail stamps/ covers of Canada? There was a reference to the catalog again in a recent Ebay item. I have never seen a Berkshire catalogue but understand that many semi-officials were listed. What can you tell me about this subject?

ANSWER: The catalogue referred to is THE STANDARD AIRPOST CATALOG that was edited by Donald Dickason, and published by The Berkshire Exchange in 1933 and 1934.

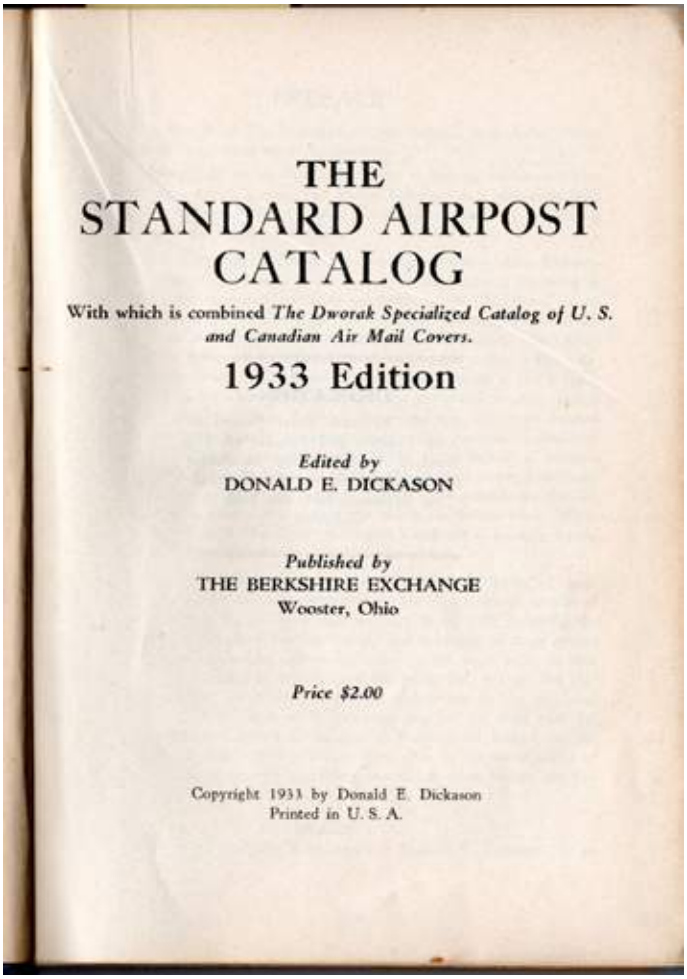
I've illustrated the first page of the catalogue, and their listing for Cherry Red airline, which is typical of the flight listings in the catalogue.

While it was published, additions and revisions to *The Standard Airpost Catalog* were featured in *The Airpost Journal* published by the American Air Mail Society.

When the new *American Air Mail Catalogue* was published in 1940, the format and listings were very similar to those in The Berkshire Exchange *Standard Airpost Catalog*, but there does not seem to have been a formal link between the two catalogues.

Reference: "AAMS 75th Anniversary 1923-1998: Part III: the Conrath Decade 1931- 1942" by Dan Barber, published in *The Airpost Journal August* 1998.

Chris Hargreaves



THE
STANDARD AIRPOST
CATALOG

With which is combined *The Dworak Specialized Catalog of U. S. and Canadian Air Mail Covers.*

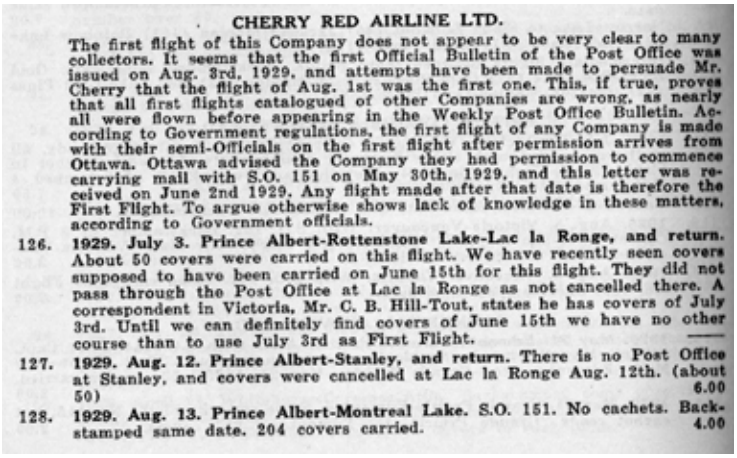
1933 Edition

Edited by
DONALD E. DICKASON

Published by
THE BERKSHIRE EXCHANGE
Wooster, Ohio

Price $2.00

Copyright 1933 by Donald E. Dickason
Printed in U. S. A.



CHERRY RED AIRLINE LTD.

The first flight of this Company does not appear to be very clear to many collectors. It seems that the first Official Bulletin of the Post Office was issued on Aug. 3rd, 1929, and attempts have been made to persuade Mr. Cherry that the flight of Aug. 1st was the first one. This, if true, proves that all first flights catalogued of other Companies are wrong, as nearly all were flown before appearing in the Weekly Post Office Bulletin. According to Government regulations, the first flight of any Company is made with their semi-Officials on the first flight after permission arrives from Ottawa. Ottawa advised the Company they had permission to commence carrying mail with S.O. 151 on May 30th, 1929, and this letter was received on June 2nd 1929. Any flight made after that date is therefore the First Flight. To argue otherwise shows lack of knowledge in these matters, according to Government officials.

126. **1929. July 3. Prince Albert-Rottenstone Lake-Lac la Ronge, and return.** About 50 covers were carried on this flight. We have recently seen covers supposed to have been carried on June 15th for this flight. They did not pass through the Post Office at Lac la Ronge as not cancelled there. A correspondent in Victoria, Mr. C. B. Hill-Tout, states he has covers of July 3rd. Until we can definitely find covers of June 15th we have no other course than to use July 3rd as First Flight.

127. **1929. Aug. 12. Prince Albert-Stanley, and return.** There is no Post Office at Stanley, and covers were cancelled at Lac la Ronge Aug. 12th. (about 50) 6.00

128. **1929. Aug. 13. Prince Albert-Montreal Lake.** S.O. 151. No cachets. Backstamped same date. 204 covers carried. 4.00

129. **1929. Aug. 15. Montreal Lake-Prince Albert. S.O. 151. No cachets. Backstamped same date. 179 covers flown.** 4.00

NOTE: It is stated that covers were carried to and from Flights 128-129 before this date. As no person has ever been able to show these earlier flights, and from all information received we are obliged to consider this a First.

130. **1929. Dec. 25. Prince Albert-Ile a la Crosse. S.O. 151. No cachet. Backstamped Dec. 25th or 26th. (749) Pilot E. Holmes.** 1.25

131. **1929. Dec. 25.** Intermediate covers were also flown as follows: Montreal Lake-Ile a la Crosse (273) Lac la Ronge-Ile a la Crosse (225) Lac la Ronge-Montreal Lake (141) Ile a la Crosse-Montreal Lake (280) Ile a la Crosse-Lac la Ronge (181) all backstamped same date. No cachet. 2.25

NOTE: Covers are known Montreal Lake-Lac la Ronge. These covers were fakes. Five still exist and five destroyed by Mr. Cherry. The person who cleverly put these covers through by trickery has recently disappeared.

132. **1930. Feb. 3. Ile a la Crosse-Prince Albert. S.O. 151. No cachet. Backstamped Prince Albert Feb. 4. Pilot J. H. Hay. (1048)** 1.00

133. **1930. Mar. 10. Prince Albert-Christopher Lake. S.O. 151. No cachet. Backstamped Mar. 11. Pilot J. H. Hay. (737)** .85

134. **1930. Mar. 11. Christopher Lake-Lac la Ronge. S.O. 151. No cachet. Backstamped Mar. 11. Pilot J. H. Hay. (635)** .85

135. **1930. Mar. 11. Lac la Ronge-Christopher Lake.** Same remarks as Flight No. 134. (635) Backstamped Mar. 12. .85

136. **1930. Mar. 12. Christopher Lake-Prince Albert.** Remarks as No. 134. (737) .85

137. **1930. Aug. 29. Prince Albert-Waskesiu Lake. S.O. 151. No cachet. Backstamped same date. (296)** 2.50

138. **1930. Aug. 29. Waskesiu Lake-Prince Albert.** Same remarks Flight No. 137. (297) 2.50

139. **1931. April 11. Princ Albert-Pelican Narrows.** (309 covers) All covers have vertical pair of S.O. 151. Backstamped with rubber stamp (No P.O.) "Received, Pelican Narrows, Sask.-Apl. 11th 1931, 11 A.M. W. C. Rothnie." Rubber-stamped on front in red by Pilot I. B. Home-Hay. 1.50

140. **1931. April 11. Pelican Narrows-Prince Albert.** (314) Postage stamp is cancelled same as the backstamp of Flight 139. Backstamped Prince Albert 4 P.M. April 11th. Vertical pair of S.O. 151 used. No cachet. Has same red rubber stamp of Pilot's signature as Flight 139. 1.50

SALES AND WANTS

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

LOOKING FOR a LARK delivery flight cover postmarked Pogamasing, April 6, 1926, of which there are supposed to be about 20 copies. If you can help, please contact John Lewington mj.lewington@sympatico.ca



IN MEMORIAM – JEFF DUGDALE

Jeff Dugdale was the editor of ORBIT, quarterly journal of the Astro Space Stamp Society with which the CAS has exchanged journals for over twenty years. Many articles from Orbit on various topics related to astrophilately and space exploration have been reprinted in this journal over the years.

Jeff had been editor of *ORBIT* since 1995, and developed it into a very informative and attractive publication of international repute. He also wrote articles on astrophilately, Scottish history on stamps, and several other topics for a variety of publications including *STAMP Magazine* and *Gibbons Stamp Monthly*.

Jeff had a wide range of interests, and it was very interesting and enjoyable to correspond with him. He died peacefully but unexpectedly in September.

For information on The Astro Space Stamp Society see **www.astrospacestampsociety.com**

BEST WISHES TO ALL READERS FOR THE HOLIDAY SEASON,

FROM THE ELVES AT

THE CANADIAN AEROPHILATELIST:

CHRIS HARGREAVES (TEXT)
PAUL BALCAEN (LAYOUT)
TOM REYMAN (COLUMNIST)
GORD MALLETT (INDEX)
IAN MACDONALD
(FREQUENT CONTRIBUTOR)

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.



NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

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

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

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

Chris Hargreaves
4060 Bath Road, Kingston,
Ontario K7M 4Y4
Email: hargreavescp@sympatico.ca
by February 1st.

IN MEMORIAM: DENNY MAY

By John Chalmers



Denny was a great guy, and a major participant in Canadian aerophilately and aviation history. He was the CAS Western Chapter Representative for many years, a regular contributor to this journal, and in February gave a presentation for our Zoom Day of Aerophilately about his father "Wop" May and Commercial Airways Limited. The following tribute is a slightly modified version of the eulogy for Denny given by John Chalmers at a memorial Service held for Denny at the Alberta Aviation Museum in Edmonton. Ed.

We are gathered here today to pay tribute to our beloved Denny May, who is remembered from coast to coast by more people than we could ever know. Denny left us suddenly and unexpectedly at the age of 86, in October 2021, and we have now come together to celebrate his life.

Denny Reid May was the only child born to his parents Wilfrid Reid May and Violet Aileen Bode on May 15, 1935. Wilfrid May, named for prime minister Sir Wilfrid Laurier, became labelled with the childhood nickname of "Wop," a name that stayed with him for a lifetime, a name that is still used today.

The first comments I received from a mutual friend when we learned the news of Denny's passing was the statement that, "He was truly a good steward of his father's memory."

Denny did not know that he would lose his father when Denny himself was only 17 years old. So he became a researcher and a scholar about Wop May. Denny has been involved with the publication of two books about his dad. One book, written by Denny's sister-in-law, Sheila Reid, is a biography appropriately called ***Wings of a Hero***, published in 1997. Denny then worked with Sheila to publish an updated version of the book in 2014.

Here in this building, in 2011, during the annual convention of the Canadian Aviation Historical Society held in Edmonton that year, Denny rolled out another book, ***More Stories of Wop*** May, in which he wrote about his father's aviation experiences. Denny contacted many people who knew his father personally and asked them for stories about Wop, which comprise a section of the book that makes fascinating reading.

You may also know that Denny produced a web site, wopmay.com, called The Wop May Chronicles, in which he has documented his father's achievements. But Denny did not just record his father's amazing history. Denny himself lived it, and re-created it, and immersed himself in it in so many ways, from countless speaking engagements to being a Life Member of the Canadian Aviation Historical Society. One of the famous events in Canadian aviation history occurred in January 1929 when Wop May and Vic Horner flew in an open cockpit biplane in freezing weather to deliver diphtheria serum to Fort Vermilion. Fifty years later, in 1979 as a pilot himself, Denny flew in an open cockpit biplane with Vic Horner's son, Bob, and flew the same route from Edmonton to Fort Vermilion, but with no medical emergency, as they were able to make the flight in June (below).



Another instance of retracing history was when Denny went with Marg, his son David and wife, Kimberly, to visit the exact area in France where Wop May and Roy Brown were involved in the famous aerial dogfight with Baron Manfred von Richthofen. Recreating special flights were important events for Denny, but not his biggest adventures. His biggest and longest adventure was his marriage to Marg, which lasted for 40 years after they were married on March 17, 1981. Today we are pleased have Jon Hall with us, who was the best man at the marriage and has come from Nova Scotia to be with us today.

Jon and Denny had known each other for nearly 60 years, as Jon was only 12 when he first knew Denny. Jon recalls that in 1975 when he came to Edmonton to take on a job, he called to say hello to Denny at his Scouts Canada office, and was promptly recruited for volunteer work with Scouts, and then Jon soon found himself working full-time with Denny in Scouts Canada.

For Denny himself, working with Scouts Canada was a career lasting some 40 years. His travels for Scouts took him far and wide, and Marg would often travel with him, and attended jamborees with Denny. At other times, Denny would rent an airplane to fly with someone to attend meetings or events. Denny's sense of humour was evident on those flights, because at the end of the flight Denny would give his passenger a certificate from Fly By Night Airlines, and it was signed by Captain Hardly Able!

Another friend, Danielle Metcalfe-Chenail, also now living in Nova Scotia, sent this comment for us. "Denny was a generous and helpful colleague. He and Marg were warm and welcoming to this Edmonton newcomer back in 2010, and I am so glad they stayed in touch even after I moved away". Danielle went on to say, "Denny looked up to his father immensely, but he never let the legend eclipse the man."

Denny's interest in aviation was evident when he attended the Southern Alberta Institute of Technology in Calgary to study aeronautical engineering, knowledge that would serve him well. But he was soon hired by the Boy Scouts of Canada. Before long, he had become the Executive Director of Scouts Canada for Northern Alberta and the Northwest Territories. His interest in scouting had begun when as a young lad, Denny had been a Boy Scout himself.

Denny had a particular interest in air mail, and was a member of the Canadian Aerophilatelic Society. The first air mail in western Canada was flown by a young woman named Katherine Stinson, who flew her one-of-a-kind biplane from Calgary to Edmonton on July 9, 1918, bringing 259 specially stamped letters. Volunteers here at the Alberta Aviation Museum built an exact replica of that unique aircraft in a project that took over 20,000 hours. Today, as you enter this museum, you can see that aircraft displayed with the likeness of Katherine Stinson. The replica aircraft was ready to be rolled out to meet the public on July 9, 2006. But the rollout would not be just an airplane shown to the public. It was decided to re-enact that famous flight of 1918.

So Denny and his friend, Gordon Mallett, went to work to produce 259 specially stamped envelopes for letters to be carried on a flight in a Cessna light aircraft from Calgary to Edmonton. We recruited Audrey Kahovec, then a flying instructor at the Edmonton Flying Club, to be the stand-in for Katherine Stinson.

Audrey flew the mail from Calgary to Edmonton in her Cessna and then the vintage mail bag with all the letters was placed in the replica aircraft. Volunteers who helped build it then pushed the biplane out to a large and welcoming crowd and delivered the mail to representatives of Canada Post.





(Top) June 9th 2006: Audrey Kahovec arrives in Edmonton (Above) then roll out of the Curtiss Special replica

The rollout was so successful, that Denny and Gordon did it again! On July 9, 2018, again with 259 letters and specially-stamped envelopes that Denny helped create (below), the flight was re-enacted using a twin-engine WestJet regional carrier, a Bombardier Q400 – flown by a woman pilot and a woman first officer.



Gordon recalls what a great help Denny was to him in special projects. "Denny was so generous," says Gordon, "both with his time and his willingness to share valuable artifacts in his possession, and has donated many of his father's possessions to museums and archives."

Next time you are passing through the Edmonton International Airport, look for a display case with Wop May's parka, helmet and gloves that he used in bush flying, which are there as a result of Denny's generosity. Other donations have been made to City of Edmonton Archives, and a great many to Canada's Aviation Hall of Fame, of which Wop May is an original member.

Besides writing and publishing, Denny's talents included his ability as an artist. He has created dioramas depicting historical events in aviation. His paintings have been used on the Christmas cards of Canada's Aviation Hall of Fame, which both Denny and Marg served as members of the Hall's operations committee.

And now, Denny is remembered in yet another way. A prize-winning 20-minute film about his father, called *Blind Ambition – The Wop May Story* was recently produced in Edmonton and shown at the Edmonton International Film Festival. Denny encouraged production of that film, visited the set with Marg, and even appears in the film. The film is about Wop, and is now dedicated to Denny. At the end of the Festival, the film received the jury award for Best Documentary Short Film (Alberta).

We can give thanks for being here today in this temple of aviation, a building where Wop May worked and where Denny May remembered his father, and we can give thanks for having Denny May in our lives. In closing, I will share a story with you that you may have heard before. In 1952, Denny was hiking in Utah with his father. At one point on the trail, Wop paused to rest, and told Denny he wasn't feeling well. He told Denny to go on ahead and finish the hike. As he was about to go, Wop asked Denny to take a photo of him. It was the last photo ever taken of Wop May, because when Denny returned, his father had passed away at the young age of 56.

Last Wednesday a friend of Denny said to me, "Maybe Denny and his dad can finish that hike together now."

Boy Scout leader, husband, family man, pilot, friend, collector, artist, writer, historian, and a good son, Denny May knew his way around the trails, both on land and in the air, and has now he has joined his father on his final flight.

Happy trails, Denny, we remember you as your spirit soars among the heavens

John Chalmers



(Above) Watercolour "Coming Home" by Denny May from the programme for the 75th Anniversary Re-enactment of the May - Horner Mercy Flight to Fort Vermilion

Many thanks to JACK FORBES for passing on this article about another distinguished pilot with the surname "May".

Legendary Inuk bush pilot, 76, flies past aviation milestone with 40k hours of flight time

CBC News · Posted: Oct 09, 2021 4:00 AM CT | Last Updated: October 10



Legendary Inuk bush pilot Johnny May Sr. crossed a flying milestone few pilots achieve in their careers, having recently surpassed 40,000 hours of flight time. And the 76-year-old from Kuujjuaq, Nunavik, has no plans of stopping yet. "I'll Just keep on flying as long as I'm able to because I enjoy it a lot," he said.

May, who has been flying for 59 years, is best known as the first Inuk pilot from the eastern Arctic. He posted his recent flying accomplishment on Facebook and received many congratulatory messages.

"It was nice," said May, who is the brother of Governor General Mary May Simon.

May obtained his pilot licence in 1962, and through his company, Johnny May's Air Charters, has flown countless clients.

These days, he says, he's been flying caribou hunters. "I've been flying a lot of them out, and then I fly to some exploration camps. So it's sort of mixed flying, different customers every day," he said.

Over the years, May has also medevaced many people between Inuit villages and to hospitals further south, and he's also flown search-and-rescue missions.

He is credited with saving many lives. "I found a lot of lost people over the years, and when you find them, you're OK. It's a big satisfaction," he said.

May says sometime likely in 1972, he found someone from a helicopter who had been lost for a month and a half. "He was still alive, [so I] brought him back to Kuujjuaq. So occasions like that have given me a lot of pleasure," he said, adding he has a lot of sad stories, too.

In November 2010, May was inducted into the Aerospace Hall of Fame of Quebec. Three years later, the National Film Board of Canada co-produced a documentary about his life entitled "The Wings of Johnny May".

May is also well known for the annual Christmas candy drop in Kuujjuaq.

Every year at Christmas, from 1965 until 2019, he would fly his plane above the community and drop candies, toys and clothes for the children and other residents.

A children's book about the annual event was published in 2015, and then two years later, a short cartoon called The Great Northern Candy Drop based on the book was produced by the CBC.

"When [my grandchildren] see that, I get a lot of joy out of watching them watch it as a cartoon," May said. "So yeah, a lot of good pleasures."

"The Wings of Johnny May" is available on the internet, and gives a lot of information about life in the Nunavik region of Quebec, as well as the career of Johnny May.



AMELIA EARHART in TORONTO

Thanks to RON MIYANISHI for sending this photograph of a historical marker he came across while walking on Sherbourne Street in Downtown Toronto:.

I didn't recall hearing about Amelia's Toronto connection before, so Googled it and am very impressed by what she did:

https://definingmomentscanada.ca/wp-content/uploads/2018/06/Amelia_Earhart.pdf

Most people are familiar with the famous American aviatrix, Amelia Earhart. In 1937, she mysteriously disappeared in the South Pacific with her navigator, three-quarters of the way through their flight circumnavigating the globe. Earhart had risen to fame during the early 1930s after becoming the first woman to fly solo across the Atlantic. A lesser known detail is that she served as a nurse's aide in the Voluntary Aid Detachment (VAD) in Toronto from 1917 to 1919, caring for wounded and infirm servicemen during the First World War and later the influenza epidemic.

Earhart was born in Atchison, Kansas on July 24, 1897. As the daughter of a railway lawyer, she had a very comfortable upbringing. After completing high school, she studied at the Ogontz School, a finishing school in Philadelphia. She travelled to Toronto during her Christmas break in 1917 to visit her younger sister Muriel, who was attending St. Margaret's College on Bloor Street East. While sightseeing in the city, Earhart was moved by the injured veterans she encountered. "For the first time I realized what the World War meant," she later remarked. "Instead of new uniforms and brass bands, I saw only the result of four years of despair and struggle; men without arms and legs, men who were paralyzed and men who were blind." These wounded warriors inspired her to drop out of school and secure a position that would enable her to use her energies to help care for these veterans.



Amelia in her uniform standing on a balcony in Toronto, ca. 1918. Schlesinger Library, A-129, 3-23-3

Since she didn't have any professional training or experience, Earhart signed on as a nurse's aide with the Voluntary Aid Detachment (**VAD**). Most of the women who belonged to this organization were affluent Anglo-Protestants who wanted to contribute to the war effort. Unlike nurses who had completed at least a couple years of training in their field, these volunteers typically received two to three days of instruction in first aid from the Red Cross or St. John Ambulance.

Once Earhart finished her course, she became a nurse's aide at the Spadina Military Hospital, located on the University of Toronto campus. Amelia resided at the St. Regis Hotel, on Sherbourne Street. She likely took the Carlton streetcar to get to and from work each day.



Postcard of the St. Regis Hotel, 392 Sherbourne St., ca. 1910

Amelia and the other volunteers at the hospital wore a uniform that included a three-quarter length white cotton dress with a cap in the form of a triangular white veil. The patients referred to them as "sister". She worked at the hospital from 7 a.m. until 7 p.m., with a two-hour break. The work entailed a variety of tasks, from scrubbing the floors to playing tennis with the ambulatory patients.



Photo of Knox College which housed the Spadina Military Hospital during the war, by T.A. Reed, 1913. Toronto Public Library, item E8-221.

Earhart also spent considerable time assisting in the kitchen and the medical dispensary. Historian Linda Quiney revealed that Earhart was likely regarded by her superiors as a reliable individual, since those working in the dispensary were entrusted with the supply of whiskey kept in stock for medicinal purposes.

Amelia and her sister soon became acquainted with some of the Royal Flying Corps (RFC) officers headquartered at Wycliffe College at U of T. During the war, Toronto was one of the major training hubs for the RFC, boasting two airfields, in Leaside and Armour Heights. The sisters would frequently venture to the aerodrome to watch the young pilots practice their manoeuvres. Earhart later revealed that these airfields were where she caught the "aviation bug" that became the all-consuming passion in her later life.

At the end of September, 1918, Toronto was struck by the horrendous influenza pandemic plaguing the country. It quickly spread through the city, infecting 150,000 people and resulting in 1,750 deaths. All of the hospitals, including Amelia's, were inundated with patients. The staff did their best to provide them with the care and the treatments that they required. Since the flu was extremely communicable, a number of caregivers – including Earhart — caught the virus. Amelia came down with pneumonia along with a severe sinus infection that required surgery. Her illness necessitated a year-long recovery period.



Amelia Earhart at the propeller of her aircraft, ca. 1921. Schlesinger Library, Harvard University, series 3, file 23, item 11

Amelia convalesced during the summer of 1919 at Lake George, New York. She eventually moved to California, where she learned to fly and purchased her own small plane in 1921. She quickly translated her passion into international fame, becoming a female role model to women around the world. While some may dismiss her experience in Toronto working at the Spadina Military Hospital as short and insignificant, Earhart had been part of a mighty army of volunteers who filled an important void in caring for wounded and infirm patients during the war and the influenza epidemic. In this brief span, she effectively caught two infectious conditions: influenza and a passion for flying. The plaque below, produced by Heritage Canada, commemorates Earhart's experience in Toronto.



This Toronto Legacy Plaque was produced by Heritage Toronto to pay homage to Amelia Earhart and to identify the site where she lived in Toronto from 1917 to 1919. It is located where the St. Regis Hotel was situated on Sherbourne Street. It was demolished during the 1960s and replaced with an apartment building.

SEMI-OFFICIAL NOTES

Tom Reyman

No. 16

ELLIOT-FAIRCHILD AIR TRANSPORT LIMITED AND FAIRCHILD AIR TRANSPORT LIMITED

Even though the Elliott-Fairchild part of the name was the same, this version of the company did not involve Jack Elliott. Sherman Fairchild kept the name on the stamp the same to take advantage of any good will that was associated with the previous Elliott-Fairchild partnership. Fairchild was solely in control of the company at that time. From April 1926 through September 1926, the Elliott-Fairchild name was used. In October 1926, Fairchild changed the name to Fairchild Air Transport Limited. The company had given up its charter to service the Red Lake area, but it continued to service the Rouyn, Quebec to Haileybury, Ontario route.

Sherman Fairchild commissioned the production of a new company stamp with a new design for his new company. In August 1926, the CL10 stamp in red for the new Elliott-Fairchild was used for the first time. Later, blue CL11 and CL12 stamps of the same design but with only the Fairchild name began use in October. Examples of the three designs are shown here.



CL10 Red CL11 Dark Blue CL12 Ultramarine

August 12, 1926 was the date of the first flight using the CL10. (Figures 1 and 2)



Figure 1 - The First Flight of the new company was August 12, 1926. This is a flight from Haileybury, Ont. to Rouyn, Que.



Figure 2 - The back of the cover shows the new CL10 stamp and the signature of one of the company pilots, Glynn R. Burge.

Companies such as Elliott-Fairchild used accounting firms to periodically provide reports to auditing companies regarding the company finances. On October 19, 1926 Elliott-Fairchild sent the following mailing to the Canadian Accounting and Auditing Company in Montreal. The mailing traveled from Rouyn to Haileybury and then on to Montreal. This mailing was the first flight using the CL11 stamp for the newly named Fairchild Air Transport Limited organization. (Figures 3 and 4)



Figure 3 - First Flight on October 19 using the CL11 stamp. Inspector Street in Montreal is now named Rue de L'Inspecteur



Figure 4 - The back of the cover shows the CL11 blue "Fairchild" stamp as well as the signature of Glynn R. Burge, the pilot on this flight.





Figures 5 and 6 - This is a return First Flight on October 20 from Haileybury to Rouyn with the signature of Glynn R. Burge.

It is reported that 5,000 CL12 stamps were printed and issued on October 20, 1926 but there are no known covers bearing this stamp. This is an example of a CL12 pair in the tete-beche configuration.



A flight from Rouyn to Haileybury on October 27 carried covers that had a CL10 stamp on the front of the envelope. The envelope itself was pre-printed with the company name on the front left corner and a winged logo with the company initials on the back.



Figure 7 - The company logo is shown on the back of the envelope.



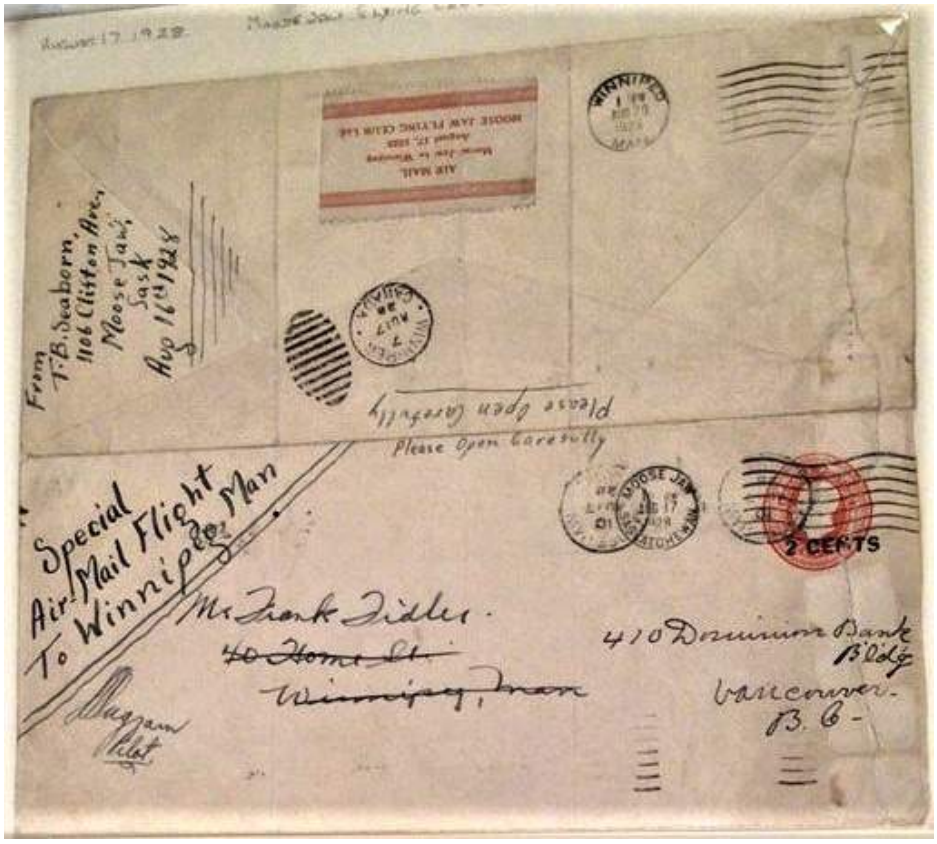
Even though the airline company was profitable, the arrival of the Canadian railroad system at Rouyn reduced the need for air service. The airline shut down October 31 after having delivered 576 passengers and over 24,000 pounds of freight from May to October 1926.

References:

- *Air Mails of Canada and Newfoundland*; Sixth Edition:1997, Pages 47-49.
- Milberry, Larry*; Aviation in Canada*: *The Formative Years*; CANAV Books, Toronto: 2009, Page 66-67.
- Longworth-Dames, C. A.; *The Pioneer and Semi-Official Air Mails of Canada 1919-1934*: The Unitrade Press, Toronto, 1995. Pages 63-72.
- *Unitrade Specialized Catalog of Canadian Stamps, 2019*: The Unitrade Press, Toronto, 2019, Pages 600-602.
- En.wikipedia/wiki/Sherman_Fairchild

1928 – MOOSE JAW FLIGHT TO WINNIPEG

Is this a commercial cover?



Question from Peter Edwards:

Hi Chris,
Here's a photo of my grotty copy of the Moose Jaw flight which as you can see was rudely treated even with the instruction "Please open carefully", Pilot signed and forwarded to Vancouver and with folds as if been filed, so could it be commercial?

Response from your editor:

Hi Peter.
I think your Moose Jaw cover is great!

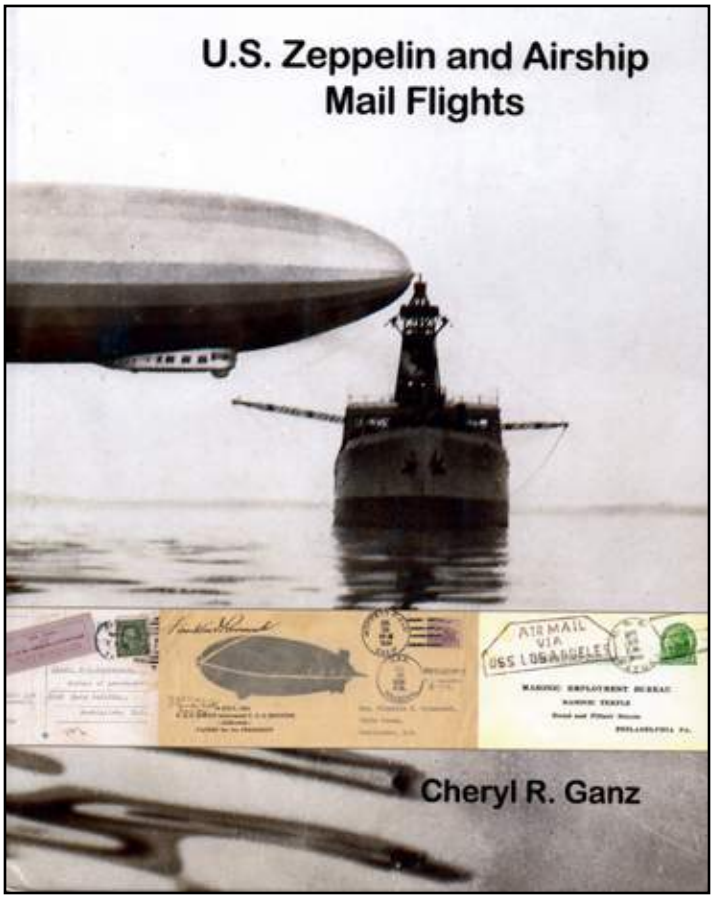
I am not a good person to ask whether a cover is "commercial" as I often have issues with the definition of "commercial covers". I reckon commercial mail would have traveled by the fastest possible route, and since Winnipeg was only 14 hours from Moose Jaw by rail, I find it difficult to imagine circumstances in which it was quicker to send a letter to Winnipeg by the August 17th flight than if it was put in the regular mail the night before.

However, you have a very unusual cover! Most of the Moose jaw CLP7 covers I have seen are both unaddressed and pristine.

What do readers think? How does one define a "commercial cover?

Please send responses to hargreavescp@sympatico.ca

BOOK REVIEW



*Published by author, 2021, 279 pages, 8 ½ inch format, hard cover. Available from: **lassic.stamps.org/Publications** $80.00. 10% discount to American Philatelic Society members, plus $5.08 media rate postage within the USA and $37.60 Global Priority mail outside the USA.*

Reviewed By Ken Sanford:

This book is all about U. S. Zeppelin and airship mail flights and Cheryl is the perfect person to write it. She has collected, exhibited, researched, lectured and written about airships for many years. Each chapter covers a different airship, starting with the "Shenandoah", and continuing on through the ZR-2, ZR-3, ZRS-4 "Akron", and ZRS-5 "Macon". There is background information on each airship with lots of historic photos of the airships and the people connected with them. Then all types of known covers are shown in color, followed by a flight log of all the flights by that airship. There is also a special event cover list for the "Akron". The final chapters cover Navy airship bases & squadrons, Army airships, and shows covers from those bases, and finally a section on private & commercial airships, which shows all known souvenir covers carried by them, also in color.

There is an extensive list of references and a comprehensive index.

The book is well done and will be essential for the library of collectors of airship and Zeppelin covers.

Thanks again to Cheryl for a great presentation at our November Zoom meeting.

Eastern Auctions Ltd.
Would like to showcase your collection.

Since 1980 we have steadily built a reputation for outstanding realizations. Numerous record prices have been achieved for superior quality stamps. Take advantage of our friendly and professional service. Your collection will be described by our expert lotters and lavishly illustrated in our deluxe catalogue. Commission rates are very competitive and prompt payment is always guaranteed.

Contact us today for further details.

PO Box 250 . Bathurst . New Brunswick . E2A 3Z2 . Canada
(506) 548-8986 . (800) 667-8267
www.easternauctions.com . easternauctions@nb.aibn.com



Canada's most trusted auction house

SWITZERLAND TO CANADA - GRAF ZEPPELIN – 1929

Tom Reyman and Bill Woytowich





The *Graf Zeppelin* German airship began its around the world tour on August 7 at 11:42 P.M. from Lakehurst, New Jersey in the United States, flying Eastward to Europe, Asia, and beyond. Lakehurst was the starting point of the tour because the flight was primarily financed by the United States newspaper publisher, William Randolph Hearst. He financed the flight on the condition that the tour be a Lakehurst-to-Lakehurst flight and that he would have special publishing and publicity rights. To get to Lakehurst, the airship had flown from Friedrichshafen, Germany on August 1 and arrived at Lakehurst on August 5, 1929. Some mail was carried on the Westward journey.

The subject mailing was among the transported mail on the Westward trip. This patriotic postcard, showing two Swiss youths raising the Swiss flag, had been purchased by the sender for 40 centimes. To pay for the zeppelin air fee, Swiss postage stamps totaling 2.25 Swiss francs (Scott numbers C9, C11, and C12) were added to the postcard at Mammern, Switzerland and postmarked on July 30, 1929. Mammern is located just across Lake Constance from Friedrichschafen, and the postcard could travel by local ferry crossing the lake to arrive in Friedrichschafen the next day (August 31). It was then postmarked in time to be placed on the airship. This mailing is stamped front and back with a special blue flight cachet, NORDAMERIKAFAHRT 1929. The postcard arrived at Lakehurst and received the New York postmark at 3 A.M. on August 5.

There is no indication of the means or the arrival date to reach its intended destination of Edmonton, Alberta, Canada. One possibility is that a FAM 1 flight from New Brunswick, New Jersey to Montreal by Colonial Airways would have placed the postcard into the Canadian Post Office system. Since the mailing is addressed to Herr Walter Griesser at the Canadian National Railroad (C.N.R.), it is likely that the mailing would have been transported on the C.N.R. system to Edmonton, one of the destinations for the railroad.

References:

American Air Mail Catalogue, Sixth Edition, Volume 3; Edwards Brothers, Ann Arbor, Michigan; 2004; Pages13-15.

The Historical Guide to North American Railroads, Third Edition; Kalmbach Books, Waukesha, Wisconsin; 2014; Pages 56-66.
Scott 2019 Classic Specialized Catalogue; Amos Media, Sydney, Ohio; 2018; Page 1208.

www.Airships.net/blog/Graf-Zeppelin-Round-The -World-flight-August-1929/

www.blimpinfo.com/wp_content/uploads/2012/01/Article-the -Graf-Zeppelin-Around- the-world-.pdf
https://info.mysticstamp.com/

This-Day-In-History-August-8-1929-2/
https://en.wikipedia/wiki/lz_127_graf_zeppelin

ROESSLER'S BOGUS STAMPS AND COVERS



The above covers is listed in Section 5 of ***The Air Mails of Canada and Newfoundland*** *as:*

1933, October 14 - Gogama. *This was a non-flown cover created by dealer A.C. Roessler with a "Canadian Airways Limited" green and orange cinderella stamp and 6 cent air mail postage.*

3345 *Gogama - 75.00.*

My thanks to DIANA TRAFFORD who sent me a scan of the letter below, with a note: *"This stamp dealer's name seems to come up often in the aerophilatelic community so when I saw this memo warning of a phoney Canadian Airways sticker stamp, I thought you'd like to have a scan. The letter is in the Archives of Manitoba, Canadian Airways fonds, M-93-4-3/16".*

CANADIAN AIRWAYS LIMITED

FROM: Wilfred C. Sigerson, TO: All Company Personnel

AT: Montreal. DATE: April 5, 1934.

SUBJECT: Air Mail Sticker Stamps.

Mr. A.C. Roessler, stamp dealer, 140 So. Parkway, East Orange, New Jersey, is advertising and selling a sticker stamp bearing the name of Canadian Airways Limited, and "Special Air Mail Service". The general idea of the design is the same as the design printed on the envelopes in which "The Bulletin" is mailed. The Company's insignia (Canada Goose) and an aeroplane on floats are shown facing the right of the design. This stamp is being advertised and sold without the permission of the Company. The Company has only one official stamp. It is printed in the Company colors. The design shows a city at the base with water and hills in the background, Junkers CF-AQW in flight toward the right, and the Company insignia encircled at each lower corner. The Company's name is shown at the top, and at the bottom the words "Air Mail - One Oz." To date the use of the sticker stamps has been approved only for certain runs or operations in the Western Lines, based upon special approval of the Post Office Department. (Government approval is, of course, required in connection with the sale of any stamp which refers to "Air Mail").

Whenever you receive personal enquiry regarding the stamps described herein will you please advise the enquirer of the facts. All written enquiries on the subject should be forwarded to my office, since it is desirable in a contentious matter of this kind that all correspondence should be handled at one point and officially.

The illustration of the cover above is from Gary Dickinson's book A.C. Roessler's Canadiana. – Gary wrote about the cover:

Roessler printed two varieties of his Canada Airways label. The more common with 200 copies had green trees with light brown on the rest of the label. The less common had the colours reversed and only 20 copies were printed. Roessler advertised these plus an imperforate label in issue 154 of his Air Plane Stamp News:

The colour reversals on the label were advertised by Roessler as an ``error", but it is an error he could easily have fixed had he wished to do so as he was in full control of its printing and use.



Canadian Air Covers

Canadian Airways poster stamp cancelled Gogama **$1.00**

Same, but error in colors. The colors are reversed. Only two covers in stock. Each..... **$2.50**

The Canadian Airways stamp IMPERF on cover, cancelled Gogama Only one in stock..... **$2.50**

Thanks also to DAVID REYNOLDS for sending this scan of another bogus cover from Gogama, this time with one of Roessler's Maritime and Newfoundland Airways labels.



This cover is not listed in AMCN, but is illustrated in Gary Dickinson's book, with a comment that:

As was the case with the Canadian Airways covers shown earlier, Roessler's Maritime and Newfoundland Airways covers shown here were entirely his own creations as the company didn't receive authorization for flights carrying airmail.

The cover was a late use of his first flight covers from the Fort Resolution to Rae leg flown on December 6, 1932.

I have always wondered how much trouble the Gogama Postmaster got into for processing Roessler's covers with bogus stamps. – It appears that it was probably not much, as according to Gary Dickinson:

The Postmaster at Gogama, Joseph Honore Arthur Labbe, served in that capacity from 1919 until his retirement in 1957."

Gary Dickinson's A.C. Roessler's Canadiana is available from BNAPS publications: see https://bnaps.org/books/bookresults.php for more information.

1944 CHRISTMAS AIR LETTERS

Brian Wolfenden



In 1944 four types of Armed Forces Air Letters were Issued free of charge to Canadian troops so that they could send postage free greetings to family or friends. for Christmas.

All are shown above and identified by Kessler's Aerograms catalogue numbers:

- Top left 101M-A which is the scarcest and was given to troops in Canada to send overseas. "POSTAGE FREE" is underlined.
- The next 3 were given to troops overseas to mail home to Canada:
- Top right 102 M-B which only has 3 address lines
- Bottom right 103 M-C with 4 address lines & the space between "To & "transmission" is 5.5 mm.(to Taylor)
- Bottom left 104 M-C with 4 address lines & the space between "To" & "transmission" is 7 mm. (to Johnson)

All are scarce to rare.

Merry Christmas & a Happy New Year

Brian

FOLLOW UP – FIRST JET FLIGHT AND AIR MAIL ACROSS THE ATLANTIC

Many thanks to DON LUSSKY for these scans of covers carried on the First Trans-Atlantic jet flights. – The flight, by a formation of RAF Vampires, were described in an article by Ian Macdonald in the last issue of this journal.



First crossing Westbound – July 1948

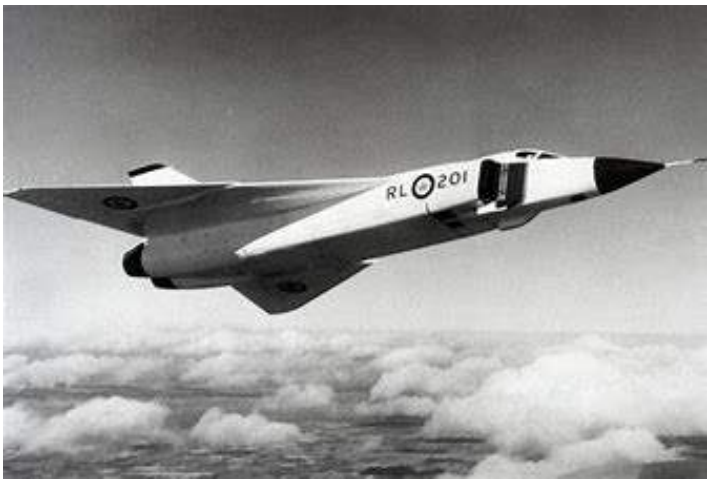


Return crossing Eastbound

I am particularly intrigued by the top cover. - It is signed by Flt. Lt. E.W. Wright, D.F.C., D.F.M., who was one of the pilots on the flight, and I have no doubt it was flown across the Atlantic. However, it has a printed label saying it was carried on "one of six RAF meteors"! It is also postmarked in WASHINGTON on July 19th, but the Vampires give a formation aerobatic display in Downsview, Toronto, on July 22nd. - I assume the reference to Meteors not Vampires was due to some mix-up in the pre-flight publicity; and that after being flown across the Atlantic it was given to somebody in an advance party going to Washington to prepare for the displays there, and so was posted in Washington while the Vampires were still in Canada.

Can anybody provide more information about these covers and/or the flights?

AVRO ARROW – 1958



The Avro Arrow may have been cancelled over 60 years ago, but it continues to generate a lot of interest.

Thanks to DAVE BARTLET for passing on the listing of this cover, which sold on eBay in June this year for $950 Canadian ($733.89 US)$



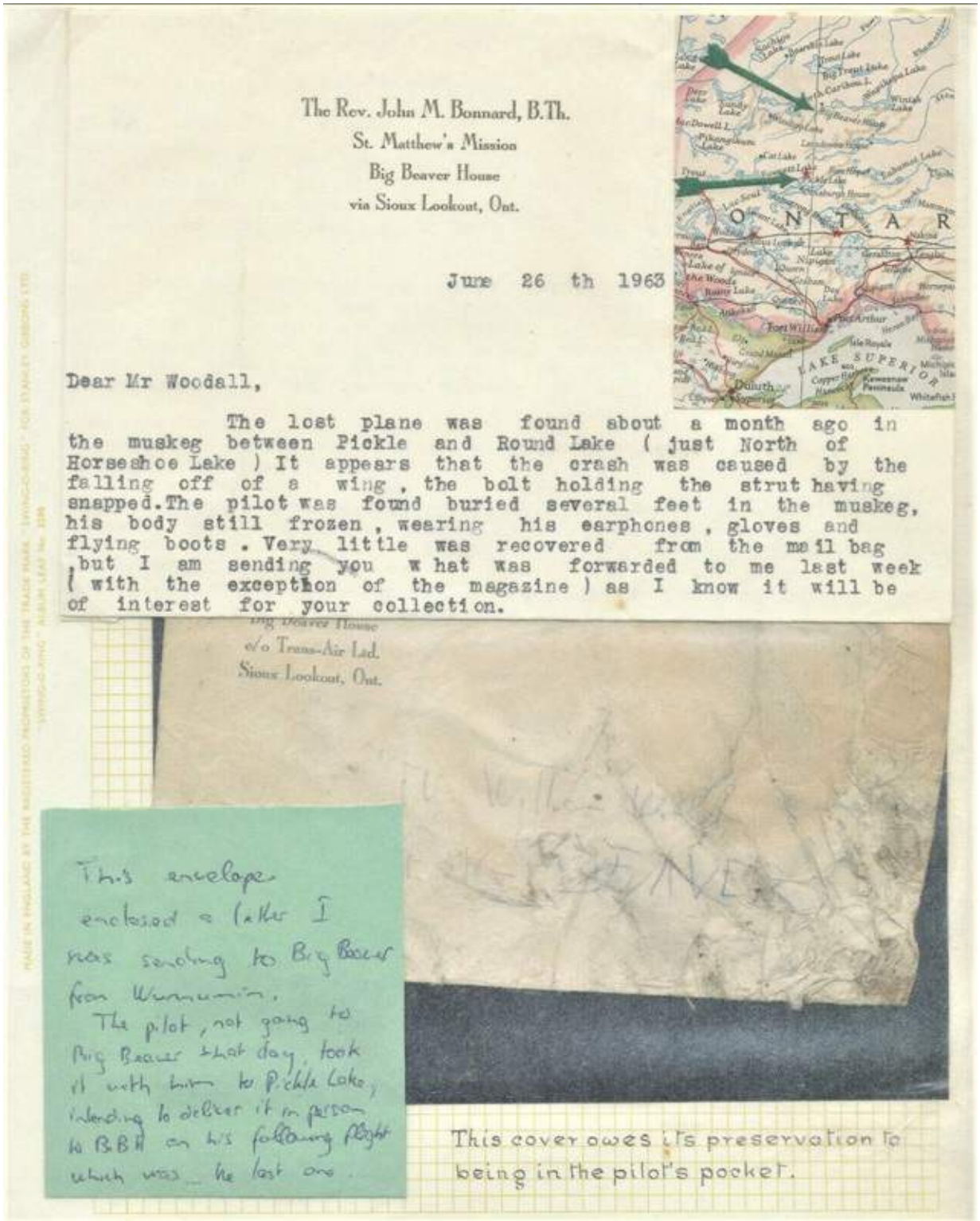
The cover was flown on a "Local Test flight" on 28 Sept. 1958.

It's condition was described as, "Minor corner dings, diagonal bend at left."

HUGO DESHAYE (Philatelist) Inc.
HUGO DESHAYE, MMM CD
BRITISH NORTH AMERICA AND CANADIAN POSTAL HISTORY
While shows and exhibitions are on a pause, we can still fill your postal history needs. A quick email gets a return scan of what we have available.
P.O. BOX 88250, QUEBEC CITY, QC, CANADA G3J 1Y9
WWW.HDPHILATELIST.COM | HDPHIL@VIDEOTRON.CA
HUGO@HDPHILATELIST.COM | 418 655-4132
CSDA · BNAPS · PHSC · RPSC · SHPQ · PSSC · TPC · CCQ · CAS · USPCS · APS · CCNY · CPS · RPSL
shopify VISA

UNLISTED CRASH COVER – MAY 1963

Ken Sanford

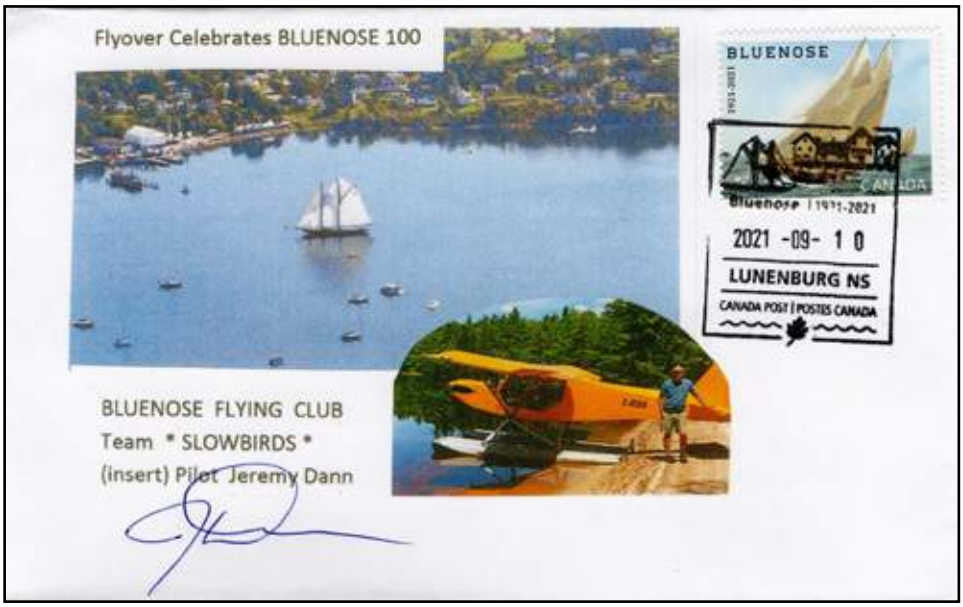


The item shown was sold on eBay in September 2021.

The corner card on the cover is "Big Beaver House, c/o Trans-Air Ltd., Sioux Lookout, Ont." – It's unusual to see an airline as the postal address, but that reflects Big Beaver House being a fly-in community. It is now part of the Wunnumin Lake First Nation. Ed.

THE CANADIAN SLOWBIRDS

Cheryl Grantham



South Shore flying club takes to the skies after Snowbirds cancel visit

A flying club on Nova Scotia's South Shore took to the skies on Wednesday to perform an impromptu flyover after the Canadian Forces Snowbirds cancelled their Lunenburg visit. "The club has its heart and home near Lunenburg … so it was just something that felt right," said Jeremy Dann, the president of the Bluenose Flying Club. The Snowbirds cancelled their flybys for Halifax and Lunenburg after "unforeseen circumstances" delayed their transit schedule. Dann said the club heard about the cancellation on Tuesday afternoon.



A small passenger plane is seen flying over Lunenburg on Wednesday.

Jeremy Dann, the president of the Bluenose Flying Club, led the formation during the flyover. "We were really looking forward to seeing them but we were obviously disappointed," Dann said Thursday. "We understand, though, that they had some mechanical issues at their home base and it messed up the schedule."

The cancellation was still on Dann's mind when he attended the weekly barbecue in Mervin Zinck`s hangar put on by the club that evening. "It became a discussion over hamburgers, actually, on the barbecue, that maybe we could do something to fill in," he said.

The next morning — after numerous phone calls and discussions about safety — six pilots with the club were preparing to perform their flyover. Dann said the team met north of Mahone Bay to practise their formation only 20 minutes before heading toward Lunenburg. "All of us have done something like this before, but certainly not like that, with that large a group so it was a little bit nerve-racking," he said. Dann led the formation and the team did several loops of the Lunenburg area.

On the last pass, the team dipped a bit lower and came up the harbour by the Bluenose, in honour of its 100th anniversary.



Lunenburg harbour is seen from above during a flyover on Wednesday August 24th.

Despite their lack of practice, Dann said the flyover was successful and the team had a lot of fun. "The Snowbirds are very accomplished. We're used to seeing their wonderful diamond formations in the air. I'd say we had a very loose diamond formation," he said with a laugh.

Dann said so far the response from the community has been positive. He's even received "wonderful feedback" from the Lunenburg organizing committee. The flyover was also in honour of the 100th anniversary of the Bluenose. "One of the committee members said it made her heart sing, so we feel really good about that," he said. Dann said the club would be willing to do another flyover, but next time with more notice, planning and practice.

"We're all great fans [of the Snowbirds] and lifelong aviation fans," he said. "Some of us have been flying all our lives and it's just great to be part of all this.

The six pilots from the Bluenose Flying Club were Harry Balcome, Jeremy Dann, Ralph Keeping, Raphael Schaefer, Nick Wilson, and Mervin Zinck. - They call themselves *The SLOW BIRDS*

Cheryl's husband Charlie is a member of the Bluenose Flying Club. After the flypast, Cheryl prepared ten sets of covers as a fun activity to record the BLUENOSE 100 celebrations. Each cover has a picture of one of the aircraft involved, and is signed by the pilot of that aircraft. They were cancelled with the pictorial Bluenose cancel for Lunenburg and one of the new Bluenose stamps.

Thanks to CHERYL GRANTHAM and CHRISTIE DANN for the story and photographs.

CANADA REVENUES • DUCKS
SEMI-OFFICIAL AIRMAILS
Lavishly illustrated *ReveNews* on request
or see in full color at
www.canadarevenuestamps.com



E.S.J. van Dam Ltd.
P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

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:
#135 Beatrice Bachmann,
#468 Douglas Becker,
#477 Simon Claughton,
#461 Michael Croy,
#488 Ron Coughlin
#477 Barry Countryman,
#436 Peter Edwards,
#475 Gordon Easton,
#342 Mrs. Sandy Freeman,
#482 Brainard Fitzgerald,
#506 Michael Gill,
#469 Alec Globe,
#507 Cheryl Grantham,
#361 Walter Herdzik,
#24 Neil Hunter,
#284 John Irvine,
#49 Jonathan L. Johnson Jr.,
#359 Steve Johnson,
#364 David Kelly,
#497 Sam Kloda,
#111 James Larry Kobelt,
#416 Charles Livermore,
#505 David Lu,
#418 Ian M. MacDonald,
#155 Larry Milberry,
#321 Andrew Mrozowski,
#212 Harold J Petoskey,
#446 Norman Pike,
#504 Hugh Rathbun,
#463 Mike Street,
#445 Robert Timberg,
#499 Len Townsend,
#428 Michael F Valenti,
#425 Paul Varty,
#390 Dr. Hal Vogel

Advertising members:
#363 Ray Simrak,
#353 Chris Carmichael,
#443 Eastern Auctions,
#262 ESJ van Dam

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.