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June 2022 No. 131



IN THIS ISSUE:

HIGHLIGHTS INCLUDE:

- CAS to host FIP Aerophilatelic Commission meeting during CAPEX

NEW INFORMATION ON:

- Airmail from Victoria BC - 1919
- Laurentide Air Service
- World War II crash covers

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Volume XXXVIII, Number 2

Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Sociétés Aerophilateliques) - Club Member
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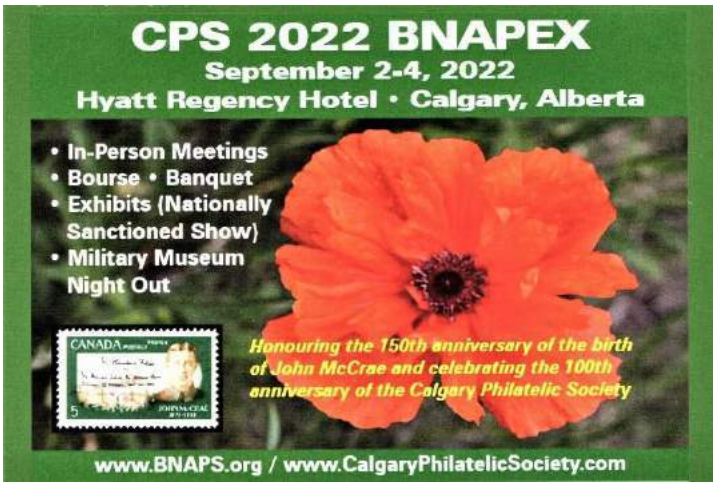
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CAS CALENDAR



Aerophilately 2022

An APS World Series of Philately Show
November 4-6, 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

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ORAPEX2023– Will be held on May 6th –7th 2023 at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2. The theme will be "Marcophily/Postmarks". See www.orapex.ca for more information.





The CAS has donated an award for THE BEST AIRMAIL EXHIBIT at CAPEX.

It shows a
Fairchild FC2-W2
of Canadian Airways Limited.

The ZEPPELIN & AIRSHIP COLLECTORS are holding a meeting on Friday, June 10 at 2PM, to which all are invited. It will include a talk on "U.S. Airships - Canadian Dispatches and Destinations" by Bob Helms, and an open session for any zeppelin questions.

THERE WILL BE A CASUAL DINNER WHERE AEROPHILATELISTS CAN MEET AND CHAT ON FRIDAY EVENING. IF YOU ARE INTERESTED IN PARTICIPATING PLEASE EMAIL HARGREAVESCP@SYMPATICO.CA

Commission for Aerophilately
Fédération Internationale de Philatélie

The CAS will be hosting a meeting of the FIP Aerophilatelic Commission from 12 noon to 2:00 PM on Saturday June 11th. – 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. People who are not at CAPEX can participate in the meeting by Zoom. – See www.aerophilately.ca for the zoom link or email hargreavescp@sympatico.ca

CAS PRESIDENT'S REPORT

A return to a taste of normalcy, as we had our first live AGM at ORAPEX held in Ottawa. It was wonderful to finally see old friends, and meet new ones in person. My thank you to the executive for continuing their service to the society for another two years. I would like to thank Charles Livermore and Dave Bartlet for setting up the Zoom portion of the meeting. Despite the technical issues, I think it was a wonderful attempt and something we should be doing more in future!

Technical issues aside, Charles and I redid my Yukon Airways presentation through Zoom, and a fresh link will be provided for viewing.

Some very good news to share. The Canadian Aerophilatelist won a Silver medal at the London 2022 International Stamp exhibition! My congratulations to Chris and all the contributors who make our journal a fabulous read.

Stay safe everyone.

Steve Johnson

(Steve's presentation can now be viewed at https://1drv.ms/v/s!AkOhdTVHRqpghoxjg1bKHD0DtpDNMw?e=lEgYpE)

SECRETARY'S REPORT

Welcome to another new member:
#516 Bernard Cantin of Pueblo West, Colorado

Brian Wolfenden

CANADIAN AEROPHILATELIC SOCIETY AGM MINUTES

Meeting held at ORAPEX in Ottawa, April 24th 2022

In attendance: Steve Johnson, Chris Hargreaves, Charles Livermore, Brian Wolfenden, Dave Bartlett, Denice Guimond, Mike Street, Doug Lingard, Terry Wilson, Ken Snelson & guest Terry Judge, plus 14 other attendees on Zoom.

Steve Johnson called the meeting to order at 2.30 p.m. & welcomed all to the meeting.

There was minutes silence for 7 absent friends who had passed away since our last meeting in April 2019. They were Dick Malott, Basil S. Burrell, Thomas Shaw, Herb Lealman, John McCuaig, Robert Haslewood & Denny May.

There were no past minutes from our April 2019 meeting.

Elections: There being no new volunteers or nominations from the floor, on a motion from Doug Lingard, seconded by Brian Wolfenden & passed unanimously, the current executive were all re–elected to another term of 2 years each.

President's Report: Steve reviewed the current state of the society & asked the membership to consider volunteering for the presidency to bring some new blood to the executive.

Steve offered the society's thanks to Joan Hafer for helping to keep the society's records up to date.

Secretary & Treasurer's reports: Brian Wolfenden reviewed both of the reports that had been printed in the March Canadian Aerophilatelist.

Chris Hargreaves presented the Canadian Aerophilatelist editors award to:

For 2020 to Terry Judge

For 2021 to Dave Bartlett

For 2022 to Tom Reyman

Web Site: We will be using the web site to host cover scans that will not be in the new catalogue

New edition of "The Air Mails of Canada & Newfoundland": Chris reported that the latest edition of the catalogue should go to the printers sometime in May. Pricing, distribution info etc. to follow. New catalogue has all the sections that were in the old version. Many of the sections have expanded considerably as new information has come to light. Some of the sections will simply refer you to volume one. Volume one in its entirety is posted on the AAMS web site, and is searchable.

Nino Chiovelli emailed in a suggestion that we change the society's name to the "Canadian Aerophilatelic Historical Society" to take advantage of tax breaks available, such as being able to give tax receipts for charitable donations etc. After some discussion including Steve Johnson relaying info on what the RPSC went through to apply, only to be turned down, on a motion by Brian Wolfenden, seconded by Doug Lingard & passed unanimously, it was agreed not to proceed with this suggestion. We thank Nino for bringing this matter to the AGM.

The meeting closed at 2.55 p.m. & the group then watched a very enjoyable presentation by Steve Johnson on Yukon Airways.

Brian Wolfenden

AMCN2 EDITOR'S REPORT

AMCN1 is online at the American Air Mail Society website, with open access to all:

Go to www.AmericanAirMailSociety.org , then choose the Resources tab, then the Publications tab.

AMCN2 should go to the printers in May.

Chris Hargreaves

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

EMIRATES 2022 DUBAI was held from 19–23 January 2022.

Multi Frame

Michael Croy, "The History of Canadian Aviation and Pioneer Air Mail 1906 to 1934" –Large Vermeil

Single Frame

Steve Johnson, "The Postal History of Yukon Airways & Exploration Company Limited" – Gold

LONDON 2022 INTERNATIONAL STAMP EXHIBITION – 19–26 February 2022

Philatelic Literature

The Canadian Aerophilatelist, edited by Chris Hargreaves and Paul Balcaen – Silver

ORAPEX 2022 –NATIONAL–LEVEL PHILATELIC EXHIBITION
Ottawa –April 23 and 24 2022

Multi Frame

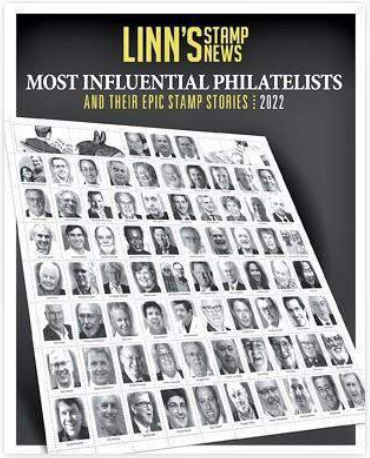
Leslie Selby, "The Golden Age of the Rigid Airship as Illustrated by Stamps and Covers" – Large Vermeil and RPSC Novice Award

Single Frame

Douglas Irwin, "Canada's Last Airmail Stamp" – Gold and CAS Best Airmail Exhibit Award

Chris Hargreaves, "Winnipeg's Airmail: From Fantasy to Buenos Aires" –Large Vermeil

CONGRATULATIONS TO CHERYL GANZ AND GARY LYON



Cheryl and Gary are among the philatelists featured in a special edition of Linn's Stamp News recognizing The Most Influential Philatelists and Their Epic Stamp Stories.

The issue features 76 individuals from around the world who have had an impact on the hobby in the past couple of decades.

Cheryl was included for the impact she had in creating public exhibitions as Chief Curator of the Smithsonian National Postal Museum. She has been a member of the CAS for many years, and gave a very memorable presentation on "British Airship Post: the Dream to Connect the Empire" for our Zoom Day of Aerophilately in 2021.

Gary was recognized as a "dealer and auctioneer in business since the 1970s". He is the head of Eastern Auctions, and one of the early members of the CAS who joined in 1988.

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SWITZERLAND TO CANADA – 1908

By Tom Reyman

The German Zeppelin airships were built and tested in Friedrichschafen on the shore of Lake Constance (aka Bodensee) on the Germany and Switzerland border. In July of 1908, a visitor to Lucerne, Switzerland was surprised to see an airship passing overhead and marveled at the sight. The subject postcard was available for purchase in 1908 and shows what appears to be the LZ–4 airship (based on the tail configuration). On July 1, 1908, the LZ–4 began a flight over Switzerland to show its capabilities to the German Government. The writer of the postcard apparently saw the LZ–4 during this flight.

The writer sent the mailing from Lucerne, postmarked on July 5, 1908, to a person in Toronto, Canada. The text reads:

> Thought this might interest you. I was standing directly below this huge airship as it passed over the other day. It was such a pretty sight! It is a great success I hear.

The person added "Graf Zeppelin l.7.O.S. Luzern". Count (Graf in German) Ferdinand von Zeppelin was the designer and constructor of the "Zeppelin" airships. The meaning of the "l.7.O.S." notation is unknown. The name "Graf Zeppelin" was not applied to the airships until the LZ–127 in September of 1928.





References:

- HTTPS://Airships.net/Zeppelins (The First Zeppelins: LZ–1 through LZ–4)
- Davies, R.E.G., Lufthansa; An Airline and its Aircraft; Orion Book, New York, 1991, Pages 40–41.
- Frost Special Airship Mail and Postcard Catalogue; Frost Publishing Co., Petersburg, Virginia, 2004, Page 31.

Victoria, British Columbia –Airmail in 1919

Wings Across The Water: Victoria's Flying Heritage 1871–1971 by Elwood White and Peter L. Smith gives a great description of the aviation scene in British Columbia after World War I:



Officers and Directors of the Victoria Branch, Aerial League of Canada, pose in front of their Curtiss JN-4 biplane, recently named *Pathfinder*. The photograph was taken at the Willows Aerodrome, probably on May 7, 1919.

Within months the armistice on November 11, 1918, both Vancouver and Victoria witnessed a flurry of aeronautic activity. The main impetus, naturally enough, was provided by the large group of former wartime pilots who flocked to the west coast. A few of these were new immigrants from Britain, or transplants from other parts of Canada. The great majority, however, were homecoming British Colombians, including a surprising number of native Victorians. Many appeared eager to help Canada develop new opportunities in civil aviation, even if that required some prodding.

A Canadian flying boom was fostered by the availability and low cost of reliable aircraft. Almost without exception, the machine of choice was the versatile Curtiss JN–4 Canuck, known affectionately (like other Curtiss JN models) as the "Jenny". Over 1,200 of these biplanes were manufactured during the war by Canadian Aeroplanes Ltd. of Toronto, and had proven highly successful, in both Canada and the USA, in training recruits the Royal Flying Corps. With the surplus stock of this aircraft now a glut on the market, a new or almost new Canuck could be bought for as little as $2,000.

Almost no veteran could ever have managed such a purchase on his own. Fortunately, the Government helped create a national organization – the Aerial League of Canada – that enabled eager ex–military pilots to band together to form local branches, collectively buying these aircraft so as to polish and exploit their flying skills.

The Aerial League had already been active in Montreal and Toronto; but two branches created in Victoria and Vancouver were the first in Western Canada. The League's first and most important goal was "to demonstrate the dependability of flying, viewed from a commercial standpoint". This statement expresses the League's deep faith in the future of commercial aviation, a conviction not shared in early 1919 by all members of the population.

However, there is no sign that even sceptical Victorians disapproved of the fledgling Aerial League. With the help of frequent and positive newspaper support, Victoria branch took just two months (March and April 1919) to make its dream a reality. The business community was warmly sympathetic, though there was no immediate offer of financial help. The Premier encouraged a League suggestion that the Forest Branch might develop a program of fire detection from the air.

When League members bought their first aircraft with their own money, local citizens applauded and eagerly awaited the plane's arrival. Victoria City Council gave cautious approval for "Willows Camp" –its wartime label –to become an aerodrome, with part of the Horse Show building to be remodeled as a hanger.

On Monday, April 28 the Victoria Aerial League's first aircraft was towed from the steamer Charmer through the seats of the city to be assembled and rigged at the Willows. A test flight was made in the evening of Friday, May 2nd.

The Victoria Air League planned to make the first flight from Victoria to Vancouver on Tuesday May 13th. The flight was carefully organized, and letters of greeting were collected from various organizations and individuals, including one from Premier John Oliver.

However, on the day before the flight, an aircraft from the Vancouver Air League made a surprise flight from Vancouver to Victoria!

Pilot Capt. Alfred Eckley and an unidentified passenger arrived in Victoria at 4.45 p.m. on Monday March 12th. They delivered a letter from Vancouver Mayor Gale to Victoria Mayor Porter, and messages to the managers of the Victoria Times and Daily Colonist newspapers; had dinner at the Empress Hotel; and returned to Vancouver that evening.

This flight was not listed in AMCN1, but is being added as PF–11A in AMCN2. (No mail from it is known to have survived.)

The Victoria Air League flight to Vancouver was made the following day. –A newspaper report from May 14th is reproduced in Wings Across the Water:

TUESDAY, MAY 13, 1919

Victoria pilots strike back in *Pathfinder*, claiming at least four new records. Lieut. Jack Clemence and Lieut. Sandham Graves fly from Willows Aerodrome to Minoru Park and back. The one-way record is reduced to 42 minutes; the round trip flying time, to 158 minutes. They also set records for Vancouver to New Westminster and New Westminster to Victoria. The validity of these records was immediately challenged in Vancouver.

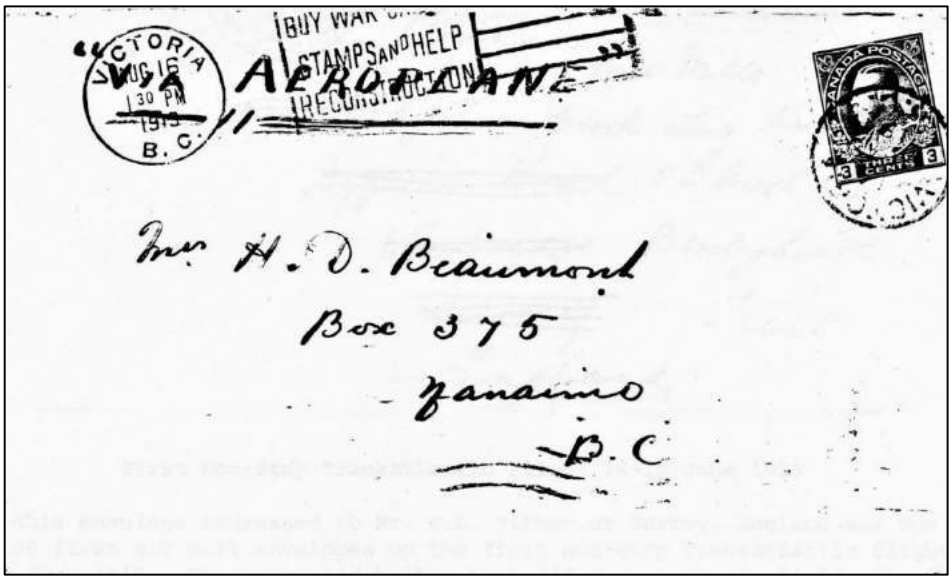
The fact that Clemence and Graves carried a great many formal letters of greeting from various organizations and individuals (including Premier John Oliver) is proof of their carefully laid plan to conduct such an historic flight, and confirms the fact that they had been boldly upstaged by Captain Eckley the previous day. There was also a letter from Victoria Postmaster H.F. Bishop to Vancouver Postmaster Macpherson, and this is claimed to be "the first time that any aerial mail has passed between postmasters in Canada" (*Times* 1919.05.14: 7).

There was another significant "first" that occurred shortly after takeoff from Willows:

The flight is listed as PF–13 in AMCN1, but the date is given as May 31st not May 13th! –This repeated a long–standing error from way back in 1931, when Ian Morgan listed the flight in his Specialized Catalogue of Canadian Airmails as occurring on May 31st! The wrong date was carried forward since then in each edition of the American Air Mail Catalogue.

The date and description of the flight have been corrected for AMCN2, but the PF–13 catalogue number has been retained to minimize confusion that could occur when all the listings and auction catalogues are consulted.

PF–17 Victoria – Nanaimo and return: August 16th 1919



Cover from a photocopy of Dick Malott's collection of "Pioneer and Semi–official Canadian Air Mail Covers 1853 to 1934" held by Library and Archives Canada.

This flight is currently listed in AMCN1 as:

> **1919, August 16 — Victoria – Nanaimo.** The "Pathfinder II" left Victoria at 7:55 a.m. and arrived Nanaimo at 8:45 a.m. The pilots were Capt. James Gray and Lt. Gordon Cameron. Ninety–six covers were inscribed "Via Aeroplane" and were backstamped the same date. Mail was to have been on the return flight but through error, the bag was left behind. One such cover is known. The aircraft was a Curtiss JN–4 "Canuck."

PF–17 Victoria –Nanaimo, Aug. 16 (96 pieces) 500.00

However, according to Wings across the Water: Victoria's Flying Heritage, 1871–1971:

> "Leaving Willows at 1:20 p.m., Pathfinder II reached Nanaimo at 2:15 with one bag of mail containing 96 covers, having flown the 74 miles in 55 minutes. The return flight to Victoria was completed in 50 minutes (7:55 to 8:45 p.m.)."

This was quoted from the Daily Colonist, 17th August 1919.

The Daily Colonist times are much more consistent with the covers known from the flight to Nanaimo, which were postmarked 1.30 PM in Victoria. The writeup for PF 17 in AMCN is being changed to match the times stated in the newspaper.

> **Wings Across The Water: Victoria's Flying Heritage 1871–1971 by Elwood White and Peter L. Smith was published by Harbour Publishing Company Limited, Park, BC. –It has terrific information, lots of illustrations, and is still available for only $28.95. Contact: https://harbourpublishing.com/collections/aviation or 1–800–667–2988 for more information.**

Many thanks to Alec Globe for pointing out these errors in AMCN1, and directing me to the correct information about flights from Victoria.

Halifax, Nova Scotia –St John's, Newfoundland January 20th 1922

Research by Alec Globe



Figure 1: 34¢ postage, illegible postmark
FIRST AIRMAIL HALIFAX TO ST. JOHN'S JANUARY 1922 cachet
Backstamped Halifax, Jan. 20, 1922.

WWI Captains Laurie E. DeVere Stevens and Lieutenant I. Logan Barnhill had formed Eastern Canada Air Lines, Ltd., in 1920 at Truro NS through an amalgamation of Devere Aviation Co., which they created, and Prince Edward Island Aerial Transport Co., Ltd. Because they were interested in all aspects of flight in the area, they would have heard about the flight planned by Captain Bennett from St John's Newfoundland to Halifax on December 10, 1921. Covers required 35¢ postage. That trip was postponed, then eventually abandoned.

It made sense for Stevens and Barnhill to promote air travel to Newfoundland, just as they had earlier initiated flights to Prince Edward Island in September 1919. The pilots planned an 883–km(477–mile)flight from Halifax to St John's, Newfoundland. The distance over open water was heroic, considering the primitive planes involved. A 7–line cachet was produced for the trip and covers were franked with 34 cents of handsome Admiral stamps. Tragically, their Curtis JN–4G–CAAV, transferred from Devere Aviation, crashed. Eastern Canada Airlines was out of business by 1924, when G–CAAV was scrapped.

I have found details of five covers which were either backstamped at Halifax on January 20 and returned to senders, (like Figure 1) or sent to St John's by ship and backstamped there on January 24, 1922.

Of these five covers, one is postmarked in Halifax, two are postmarked in Saskatoon, and two postmarks are illegible. – They show that news of the planned flight was widespread, and not just confined to Halifax.

I also found three covers where the stamps were canceled with the flight cachet, but the covers have no post office markings. – See Figure 2.



Figure 2: franked 34 cents: stamps are canceled with the flight cachet but no postmarks or backstamp.

These covers all have A.C. Roessler's return New Jersey address sticker in the upper left, though is largely obscured in Figure 2 . The covers were franked 30 cents, 31 cents and 34 cents . – There are no Postage Due stamps correcting the insufficient franking on the underfranked covers, and they all lack Post Office datestamps.

There are untraceable rumours that the cachet was circulating in the east after its January 1922 use in Halifax. Longworth–Dames comments in his Pioneer and Semi–official Air Mails of Canada 1918–1934 that some covers for this flight have the 5c violet and 10¢ blue Admirals issued in February 1922, the 2¢ yellow green issued in April 1922, or the 1¢ orange yellow issued in June 1922.

The irregularities condemn these concoctions as Roessler fakes produced for unsuspecting air mail fanciers.

Editor's note: covers produced for the 1922 Halifax St. John flight were not included in Section 1 –Pioneer flights –of AMCN1, but will be included in AMCN2 as PF–26A.

Full descriptions of the covers examined by Alec will be included in his book Speedy Delivery: The Development Of Airmail In Canada To 1934 that is being published by the Vincent Graves Greene Philatelic Research Foundation.

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History of Laurentide Air Service

Research by Alec Globe

Editor's note: in his Zoom presentation on the Day of Aerophilately in February, Alec described his research into the companies which carried semi-official mail in Canada, particularly Klondike Airways, and Elliot-Fairchild Air Service.

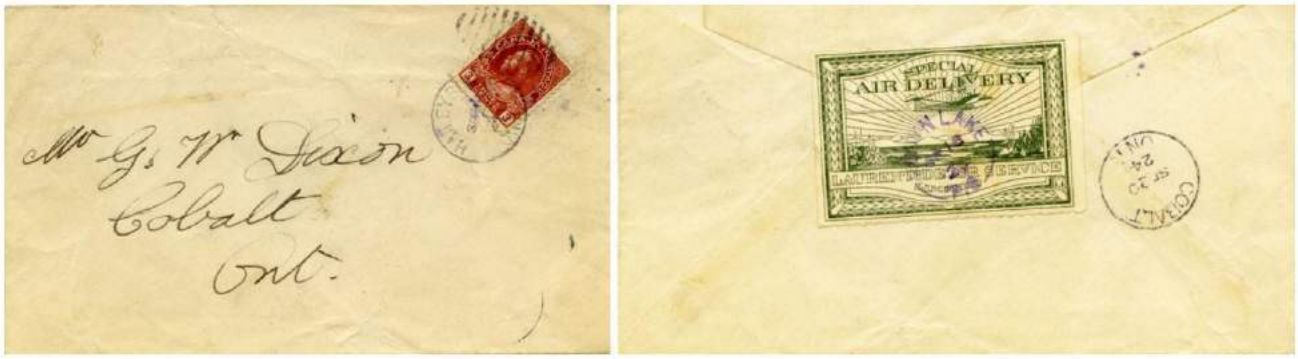
A summary of Alec's research into Klondike Airways, complete with copies of telegrams from the Canadian Post Office Department which established that it was authorized to carry mail and issue stickers, was published in the March Canadian Aerophilatelist.

Key findings from Alec's research into Laurentide Air Service regarding the first and last covers with that company's stickers are given below.

Full details of Alec's research into the various companies that carried semi-official mail will be shared later this year in his book Speedy Delivery: The Development of Air Mail in Canada to 1934, being published by the Vincent Graves Greene Philatelic Research Foundation in Toronto

Alec's research was done using company records; archival documents; copies of the Post Office Weekly Bulletin and Monthly Supplement to Canadian Official Postal Guide; the annual Report on Civil Aviation published by the Canadian Department of National Defence between 1923 and 1931; newspapers; and old philatelic and auction catalogues. There will be numerous references to precise sources of information in Alec's book.

LAURENTIDE AIR SERVICE



Cover cancelled in Rouyn on Sept. 18 and reached Cobalt on Sept. 20.

The Montreal Gazette newspaper of September 5, 1924 ran a story on page 14 titled "Rouyn Gold Area Has Aerial Mail." Pilot H.D. Wilshire explained that Laurentide Air Service had been carrying mail free to outlying districts in the Rouyn area. The Post Office had just given permission to the airline to charge 25 cents per letter. The start date was described as imminent but not yet fixed.

Covers dated September 21, 1924 are listed as CL1-2400 and CL2-2400 in AMCN1, and described as, "The first official flights of the company carrying the Semi-official stamp". However, earlier covers have been recorded dated September 11th, September 16th and September 18th 1924.

The covers dated September 21st are to known philatelic dealers and collectors. The duplication by stamp dealers indicates a desire for air mail souvenirs. When Laurentide started flying around September 10, it did not realize that there was a philatelic market to be courted. Once the proprietor of Montreal's Century Stamp Company learned about Laurentide's flights with Semi-official stickers, he approached the airline to arrange souvenir flight covers.



CL1–2400September 21, 1924

The face of the cover above has the simple direction "By Air Mail" and nothing about a first flight. No auction catalogue has a note about an inscription "First Flight" on the face of any September 21 cover. Before the existence of covers from flights of September 11 to 18 were known, it was assumed that the September 21 trip was the "official first flight". They actually represent the discovery of Laurentide's service by air mail dealers.



CL3–2501.–Flight was not cancelled due to problems with the aircraft.

The cover above is described in AMCN1 as: "1925 Trans–CanadaCachet — In anticipation of a flight from Vancouver to Montreal to ferry a Vickers Viking aircraft, a rectangular cachet was applied to a number of covers. The flight was cancelled due to problems with the aircraft. Most covers were addressed to Prof. R. de L. French at McGill University and have uncancelled Canadian postage pulled off the front of the envelope."

However, Pilot C.S. "Jack" Caldwell tells what actually happened in his article, "Freelancing in the Air," in the Canadian Aviation Historical Society (CAHS) Journal, 33 (1995): pp. 46–49.–From June 1 to August 31, 1925, American prospectors chartered Laurentide Air's Vickers Viking IV to embark on "the first aerial mining exploration trip in the history of aeronautics." Caldwell was one of the pilots involved. They surveyed several remote areas of northern BC and the Yukon. By the beginning of September, the airline could not justify the expense of a trans–Canadaflight. The Viking was shipped by rail to Sault Ste. Marie, where it was stored until sold in 1926.

Alec Globe's exhibit Pioneer Mail Flights, the Semi–Official Air Post, and Canada's Air Mail Development, 1918–1934,is also being published this year as #114 in the British North America Philatelic Society's exhibit series.

WINNIPEG –FARGO AIRMAIL: July 15, 1927



Printed corner card:
FIRST MAIL CARRIED BY AIRPLANE FROM FARGO N.D SPONSORED BY FARGO AERONAUTICS CLUB
Postmarked WINNIPEG 3:30 PM JUL 15 1927
Addressed to: JAMES H. BAXTER, MARMARTH, N. DAK.
Backstamped: MARMARTH, JUL 16 6:30 PM 1927N.DAK

AMCN1 lists covers flown by the Fargo Aeronautics Club to Winnipeg as #2701 in the Government Flights Section, but does not mention covers carried on the return flight from Winnipeg.

The cover above was reported in the March 2014 Canadian Aerophilatelist, following a discussion I had with Doug Lingard.

Since then I have obtained a Waghorn's Guide with railway timetables for Western Canada, and searched for other timetables and maps of railway networks.

It turns out that the railway service south from Winnipeg went to Minneapolis, not to Fargo.

A train left Winnipeg at 18.05, and arrived in Minneapolis at 08.00 the next morning. But from Minneapolis to Marmarth took 13 hours 55 minutes by rail, according to a 1955 timetable!

To reach Marmarth by train on the evening of July 16, this cover would have been flown from Winnipeg to Fargo, and then sent him by train to Ortonville, where it could be transferred to a train to Marmarth.



The flights to and from Winnipeg in July 1927 will be listed as PF–29C in the Pioneer Flights section of AMCN2. Section 5 –Government Flights –will begin with the Rimouski flights of September 1927, as these were first flights that the Canadian Post Office Department paid for.

Chris Hargreaves

WESTERN CANADA AIRWAYS FLIGHTS TO FAVORABLE LAKE AND CAT LAKE.

Research by Derek Rance in the WCA records in the Manitoba archives.



This cover is listed in AMCN1 as CL40–2801 and described as:

> On June 4 C. H. "Punch" Dickins made a flight from Gold Pines to Favourable Lake and return. Covers received a double-lined circular marking and a diamond-shaped marking, both in violet. This was the official date of the first flight as authorized by the Post Office Department in April 1928, but Western Canada Airways had already been flying the route. Earlier dated covers than June 4 are known. There was no post office as yet at Favourable Lake. The flight may have originated at Rolling Portage.

CL40-2801 Goldpines - Favourable Lake, June 4, 1928 (259 pieces) 35.00
a. Favourable Lake - Goldpines, June 4, 1928 (359 pieces) 35.00

It has a Rolling Portage postmark front and back.

Although the cover is addressed to Favorable Lake, and cacheted for the First Flight from Gold Pines to Favorable Lake, Derek Rance has by written that

My research into the WCA archives did not show any flights to Favourable Lake as such, but to Setting Net Lake, where major prospecting was then taking place. Setting Net Lake lies 12 miles ESE of Favourable Lake.

Derek suggested that at that time, permissions for airmail service were being sought simply by naming generic geographical areas, and that the same may have happened for Cat Lake (CL40–2905):

Cat Lake is a small Indian Reservation in the Red Lake Area. Total population now less than 600. Pickle Lake is 100 km to the ESE.

These two areas were the boundary points of intensive gold exploration activity during the late 20's and early 30's.

As gold is found in greenstone (andesite) belts the two main areas were around the Uchi Lake and Woman Lake which lie within the aforementioned boundary. Cat lake was not prospected as it lies in a granitic belt.

Apart from Jackson–Manion, (referred to as Woman Lake), WCA records many flights to mining companies within this belt such as Dunkin mines, Bathurst lake, Consolidated lake , Babjo mine, Osnaburgh House, Rainbow lake and Clearwater Lake. The mail carried to and from these points in the late 1920's and early 1930's was small, usually less than 3lbs

When I examined the WCA records in the Manitoba archives, there was no record of actual flights to Cat Lake, but such may have occurred. I believe that the Cat Lake reference was simply a generic term for the flights that did occur within this belt.

Further research showed Derek was correct, as an announcement in the Canada Official Postal Guide, March 1929 Supplement, stated that:

> **"Permission has been granted the Western Canada Airways, Limited, operating a semi-weekly air service between Allanwater Ont., and the Pickle Lake and Cat Lake mining areas to convey such mail as is offered by the public for conveyance by this service, provided the senders assume all risk."**

The AMCN1 listing also states that, "There was no post office as yet at Favourable Lake." This made me curious about CL40-2801a which is listed as Favorable Lake –Goldpines, and I wondered what the postal cancellations on it are?

I asked Tom Reyman if he would check in his collection of First Flight Covers. He wrote back that he has six different covers with the circular Favourable Lake handstamp of June 4 1928 and the diagonal cachet, but none of them have a Favorable Lake postmark or backstamp. It therefore looks like the CL40-2801 and CL40-2801a coverswere all carried on the same round-trip flight from Rolling Portage to the Favorable Lake area.

The listing for CL40-2801 also says that June 4 1928 was the official date of the First Flight as authorized by the Post Office Department in April 1928, but Western Canada Airways had already been flying the route: "Earlier dated covers than June 4 are known."

Derek also sent me a copy of this cover addressed to Mr. S. Tanner Green, Favorable Lake, (Via Gold Pines), Ontario, Canada, with the explanation:



Permission was granted to WCA to fly mail from Goldpines to Favourable Lake, on March 14, 1928.

First flight with 500lbs of express was flown to Setting Net lake by Andrew Cruikshank in G-CAIV on April 6, 1928. Note Setting Net Lake lies 12 miles ESE of Favourable Lake. No flights ever went to Favourable Lake. No mail was carried on this flight.

S. Tanner Green, the District Superintendent of Postal Services , knowing about these initial flights prepared the to be flown on the next flight (with a CL-40 stamp on the cover's reverse) which was on April 8, 1928.

This flight was curtailed en-route and landed at Wanesaga Lake to help Farrington who had been forced to land there. The contained express was unloaded and Farrington's two passengers were flown back to Goldpines. As break-up then occurred all flights were subsequently curtailed.

Back stamps on this Green cover are Goldpines April 7 and Quebec Aril 12. It is obvious that this cover was never flown, but sent directly to Quebec City.

The first subsequent flight to Setting Net Lake was on June 4, 1928. This flight by Punch Dickens piloting G-CAIZ carried 518 lbs of express, but none of the mail bearing the circular and diamond shaped markings touted by Western Airways, as being a First Flight. This marked FIRST FLIGHT mail was only subsequently flown on July 27, 1928. The mail carried 4 lbs of mail.

At the normal conversion of 30 letters to one pound, "4lbs" of mail would be about 120 covers: much less than the 718 pieces in the AMCN1 listing!

CL40-2801 is a legacy listing that was carried forward from Morgan's Specialized Catalogue of Canadian Airmails published in 1931, through the Fourth and Fifth editions of the American Air Mail Catalogue to AMCN1. – It will be changed for AMCN2.

Many thanks to Derek Rance for his research, and to Tom Reyman for his assistance.

RED BAY AIR MAIL FLIGHTS, 1932

with thanks to Charles Livermore



Figure 1 – Postmarked OTTAWA 1 AM Jul 12 1932
Backstamped BRADORE BAY P.Q. 12 JUL 13 32 and REGINA 9.30PM JUL 28 1932

Many thanks to Charles Livermore who sent me photographed copies of some correspondence Dick Malott had with the pilots who flew the Red Bay Air Mail service in 1932, together with some photographs of the operation.

This service was part of the Canadian Government's plans for the Imperial Economic Conference being held in Ottawa in July 1932. There were great hopes that this conference would end the Depression by increasing trade within the Empire, and by raising tariff walls against trade from outside the Imperial bloc. –"Canadians were encouraged to believe that out of the conference would come the long–promised recovery, and Sunday, July 17, was declared a 'National Day of Prayer' for the success of the negotiations." [1]

The Post Office organized a series of flights to carry mail to and from Trans–Atlantic steamships as they passed through the Strait of Belle Isle, and provide a very fast mail service from London, England, to Ottawa. –See map in Figure 2.

- Mail from England was flown in a Westland Wessex from Croydon, just south of London, to Cherbourg, France, and transferred to a Trans–Atlantic liner after it had left Southampton, England
- the liner carried the mail across the Atlantic, and transferred it to a Royal Canadian Navy minesweeper in the Strait of Belle Isle
- the minesweeper took the mail to the sheltered waters of Red Bay, and transferred it to a Bellanca floatplane.
- the mail was then carried to Ottawa in a series of aircraft flown by R.C.A.F. pilots. –The Bellanca flew it to Havre St Pierre; a Vancouver flying boat flew it from Havre St Pierre to Rimouski; and a Fairchild 71 landplane flew it from Rimouski to Ottawa.

The Post Office also issued four stamps to commemorate the Imperial Conference, including an overprinted version of the C2 air mail stamp which became Scott C4. – They were issued on July 12th, and are the left and central stamps on Figure 1.

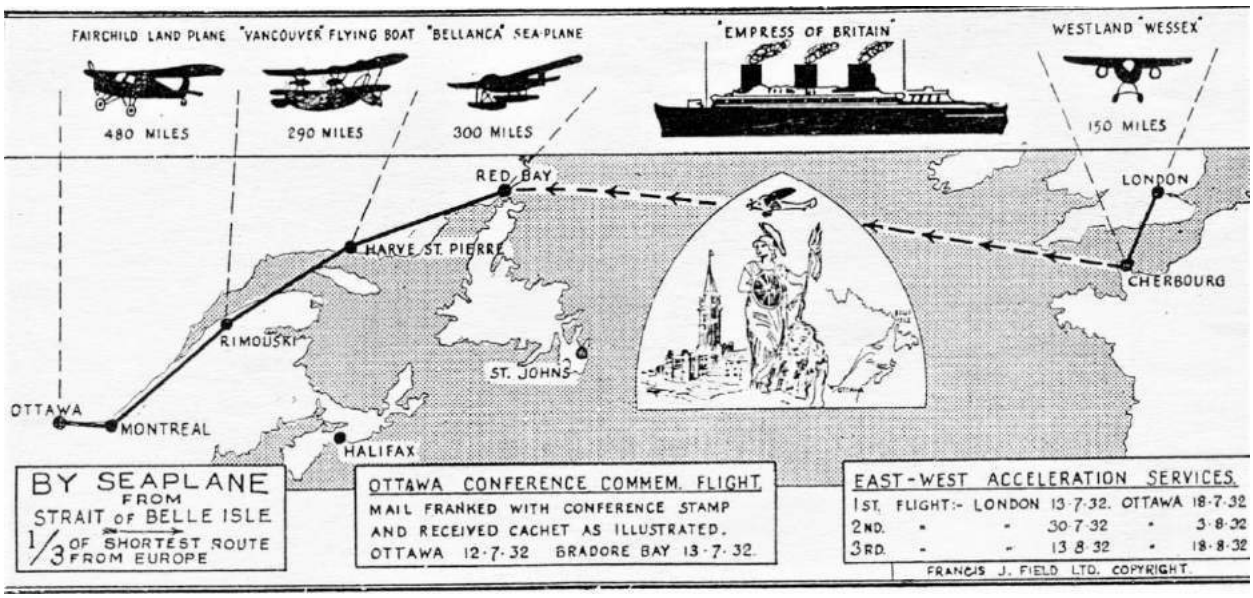


Figure 2 –Map produced by Francis J. Field Ltd.

The Post Office arranged a demonstration flight from Ottawa to the Strait of Belle Isle on the same day as the stamps were issued, and offered a souvenir cachet for mail carried on the flight. – 40,000 covers were carried on the demonstration flight, including Figure 1.

The transfer of mail from the liners took place in Red Bay, which is shown on Figure 2. However, Red Bay is in Labrador, and Newfoundland was a separate country until 1949. The Canadian mail was therefore processed at Bradore Bay in Quebec, which was the closest Canadian post office to Red Bay. Figure 1 is endorsed "Via Air Mail Ottawa –Bradore Bay" in accordance with the Post Office instructions

When the circumstances were right, mail could be sent from London to Ottawa in just 4 or 5 days! – See for example Figure 3.



Figure 3: Postmarked LONDON F.S. 1.45PM 13 JY 1932 Backstamped OTTAWA JUL 18 2 AM 1932

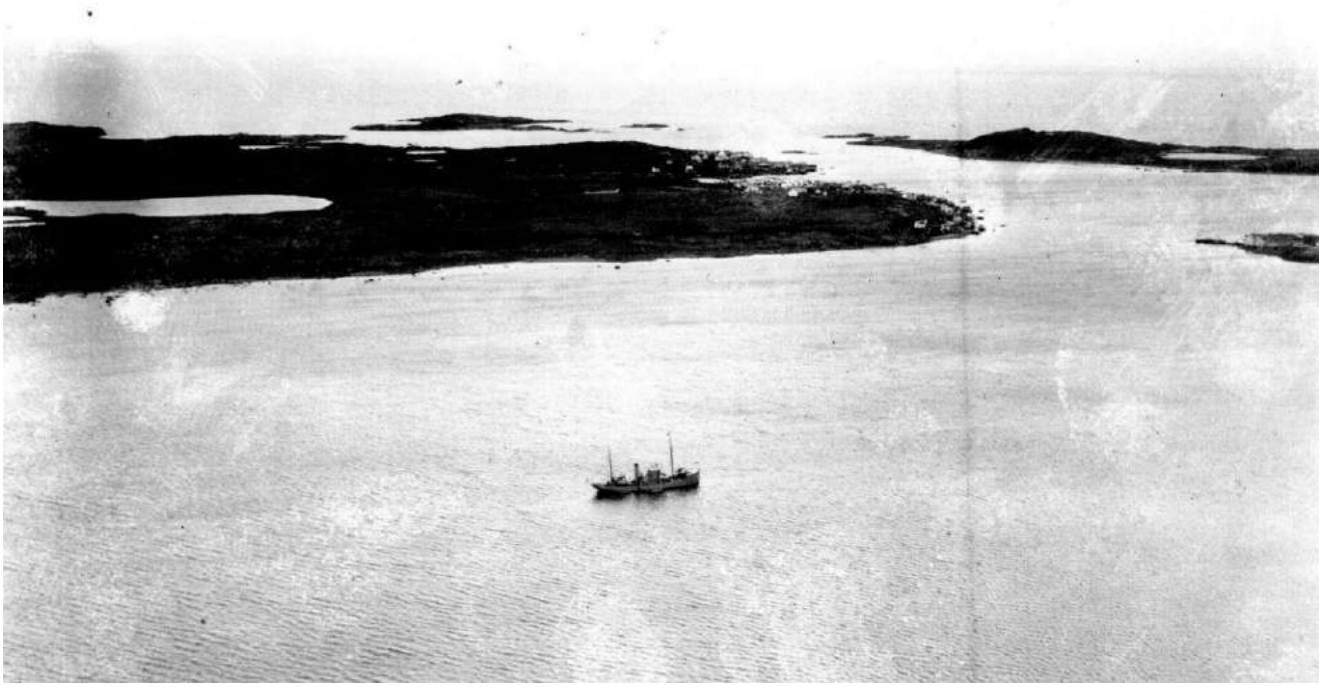
However, circumstances were often not right, and getting the mail through was a big challenge!

When Dick Malott started collecting Canadian airmail in the early 1960s, he contacted the pilots from the Red Bay operation to obtain more information about the service, and to see if they had any covers. He commented

several times that the old pilots who became senior officers, were delighted that a junior officer was interested in their past exploits which had been largely forgotten, and glad to share information. [2]

One of the letters I received from Charles was written by Group Captain R.S. Grandy who had been the CommandingOfficer of the Red Bay airmail operation. Part of his letter, written on October 13th 1961, read:

> Dear F/L Malott:
>
> Am enclosing autographed copies of photos, as you requested.
>
> Glad you were able to obtain a copy of my report re. Red Bay mail operation. It was good to see Ogilvie–Forbes name again. He was on exchange from the R.A.F at that time –a real good guy with guts galore.
>
> I will never forget the day Pacquet and I landed at Havre St. Pierre in a Bellanca and transferred the first bag of mail to Ogilvie–Forbes flying boat. The clouds were about 3 –500 feet, raining cats and dogs, blowing a gale of wind from the S.E., with some fog patches out to sea.
>
> Forbes asked if he should take off for Rimouski, the next western base. I told him to use his own judgment. He took off and made it without any wireless or radio aids whatever. Remember me to him if you meet again.



One of the minesweepers in Red Bay used to transfer the mail to and from the incoming steamers, usually the Empress of Britain, during the Red Bay to Ottawa experimental airmail flights 1932.
(Dick Malott's photograph captions.)

Another of the letters was from Group Captain D.A. Harding. –I am transcribing his letter in full to give the tone of the correspondence as well as the facts.



Red Bay, Labrador from the air. (July 1932.)



Red Bay, Labrador from the ground. (July 1932.)

460 Denise St.
Sarnia –Aug 8th 1960

To Flt. Lt. R.K. Malott
R.C.A.F. Officers Mess – Aylmer, Ont.

Very sorry to have been so delinquent regarding airmail envelopes, but they took a trip south by mistake with a friend who stops with me now and then. He was off to his place in Florida in a hurry and gathered up everything insight. He had a severe eye operation and in consequence I had to go and make a search myself. In any case, I was due to make him a call and thank goodness it all worked out satisfactory.



The inland wireless base at Allard Lake, Québec. Weather reports were telegraphed to the pilots before taking on a flight. No further contact with made with the ground for the aircraft contained no radio equipment.

The envelopes (12) of them are signed and now registered back to you.

I could give you some of the highlights of that operation if you so desire. It was a most interesting and adventuresome job. It was a wheel –float, and boat operation, making the changeover at Rimouski, thence across to Seven Islands and east along the North Shore. There were many odd experiences. We flew as far as weather permitted and then off and away at the first opportunity to the next landing.

One day a flying boat was turned into the air by a whale. We often flew just over the water and under the fog, passing ships at anchor and under bridges. We took our forward weather information signs placed on the ground by rail station agents and other reliable interested people. Forced landing spots were kept in order by farmers mostly and they did a good job of it. If we had to land there was a small fee which we paid gladly. Of course, we were the honoured guests, "the flying postman" was a most sought for fellow and often was the excuse for a neighborhood "shindig".

Most of our flying was low level because up and over the clouds and into overcast was pretty much on the doubtful side, and if in doubt we were wrong and no argument – icing –sudden fog –blinding rain etc we had to meet on the way and handle the best we could. In fact, it was the R.C.A.F. very close to a bush operation.

We had few if any of the modern aids – instrument flying just beginning, weather forecasting, Control Tower operation practically nil. We went where we could and kept out of danger or away from it. Our objective was to get the mail thru to its destination with as little delay as possible, all else being incidental.

It was really amazing how the plan worked out. We flew an almost perfect schedule, often times flying the mail when other operational lines were grounded by weather.

I am interested in the exhibit and would like to know more about it.

Sincerely,

D.A. Harding

P.S. I believe there are some stamps also envelopes hereabouts. Will try and locate them for you.

The Red Bay airmail service impressed the delegates to the Imperial Economic Conference. For example Stanley Baldwin, a past and future British Prime Minister, "congratulated the minister of National Defence for a feat that had brought mail from Britain in 98 hours." [3].

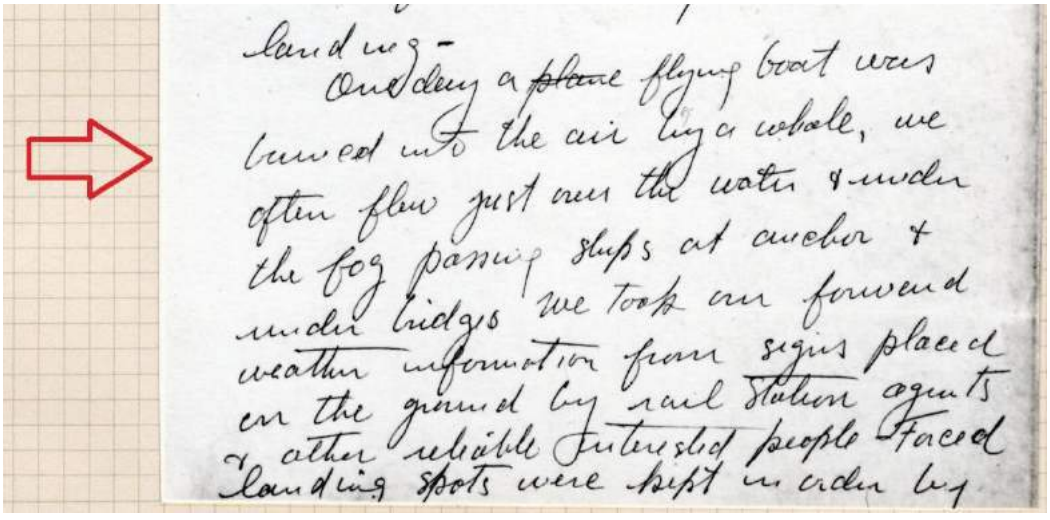
This 4 or 5 days air–sea service accelerated the mail by 48 hours compared to the sea trip from Montreal. It also gave the combined air–sea service from Montreal a one–day advantage over the rail–sea route from Montreal via New York that was usually used for Trans–Atlantic mail. However, fog and other problems made the service erratic, and it was not repeated after 1932.



Vancouver flying boat

What Happened With The Whale?

Group Captain Harding's writing was sometimes difficult to read, and the reference to the whale shown below was intriguing and challenging!


landing –
One day a ~~plane~~ flying boat was
turned into the air by a whale, we
often flew just over the water & under
the fog passing ships at anchor &
under bridges we took our forward
weather information from signs placed
on the ground by rail station agents
& other reliable interested people Faced
landing spots were kept in order by

The transcription had to fit the length of the mystery word, G/C Harding's writing, and the context of the sentence.

For a long time "tossed by a whale" looked like the most likely transcription, but flying boats are big aircraft, and "tossed by a whale" didn't make sense!

So what had happened?

I contacted Hugh Halliday, who's article about the Red Bay airmail is the best I've come across, but he didn't know anything about an incident with a whale.

I then consulted several other people, and eventually Bruce Pollock suggested "turned by a whale" which also fits the space and is much more likely than "tossed".

But what did happen? –If anybody knows anything about an incident with a whale, or has a better alternative transcription for the sentence, please let me know.

ACKNOWLEDGMENTS

Thanks again to Charles Livermore for sending me the copies of Dick Malott's letters and photographs.

Many thanks to Diana Trafford, George Fuller, Greg Langston, Hugh Halliday, Ian MacDonald, and the members of the Muffin Break Stamp Club in Victoria B.C., for their most enjoyable emails and discussion about the mystery sentence.

REFERENCES

[1] Details of the Imperial Economic Conference are from Canada 1922–1939 by J.H. Thompson.

[2] A copy of Dick Malott's biography is on the CAS website at www.aerophilately.ca

[3] Hugh Halliday's article "Up With Mail: Air Force, Part 12" which described the R.C.A.F. mail carrying flights was originally published as part of a series of articles in the Canadian Legion's magazine. It was reprinted in The Canadian Aerophilatelist, September 2006, pages 18 –20.

Chris Hargreaves

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SELF SEAL CANADIAN AIR MAIL COVER 1939 (PATENTED 1937)

Duff Malkin







I thought that there was not much to write up about this envelope which was another one that was saved by my uncle, who died in World War Two. It was a rather nice airmail envelope sent across from Toronto on December 4th, 1939, via the recently opened airmail route of Trans Canada Airlines with the 6c airmail rate paid for by six one cent 1939 Royal Visit commemorative stamps showing Princess Elizabeth and Princess Margaret. It was sent to my great grandfather in Vancouver but there isn't any indication as to who it was sent by. At the time World War Two was three months and 3 days old (a little less for Canada because we went to war on September 10th).

I fumbled around with it and then decided, for no particular reason, to check and see the insides and lo;

SELF SEAL ENVELOPE
DO NOT LICK
TO SEAL TURN THIS FLAP UP – PRESS TOP FLAP DOWN
PATENTED 1937
OTHER PATENTS PENDING
W.J. GAGE & COMPANY LIMITED

Now I had seen fairly early self seal envelopes from the sixties and 1970's but I was not aware that they went back to 1937. So to research and see if the company was Canadian and it is (under a different name now)

W.J. Gage began as a little factory and store established in Montreal by Robert and Adam Miller. It was founded in 1844 to manufacture and sell books and stationery. In 1871 Adam Miller moved the company to a larger premises at 11 Wellington Street in Montreal. He died in 1875 and a William Gage bought his partnership. In 1880 he purchased complete ownership and the firm became W.J. Gage and Co. Limited and a lot of the business seems to have transferred over to Toronto after a branch opened there in 1860. Sir William Gage died in 1921 and was succeeded by his son–in–law Harry Love.

From the Paper Trade Journal of 1937:

"A new type of envelope designed to eliminate moistening the envelope flap has been introduced by W.J. Gage & Co. Ltd. Toronto. The new envelope, which is available in sizes 7, 8, 9 and 10's is known as Self Seal. The manufacturers have planned a series of folders showing printed samples of the new Self Seal envelope for distribution in the printing and stationery trades. The new envelopes are packed 250 and 500 to the box and are proving practical for commercial use."

I don't recollect seeing any other such item, but then I haven't peered into too many envelope insides.

Rather nice to see that the inside overlay pattern is a view of a period airplane from above.

I rather suspect that the production of these envelopes may have been temporarily suspended or reduced during World War Two (1939–1945),

In general what we used to see in the realm of self seal envelopes were large sized brown paper ones, and, like this item, the sealing material always left a stain which we kind of thought was not good for the cover.

Duff Malkin

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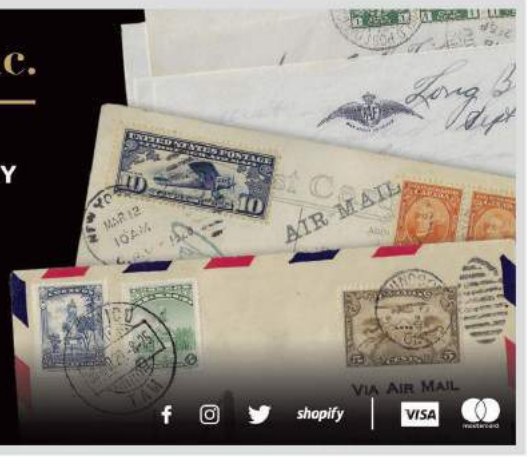
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World War II Crash Covers – 1944–1945

Jon Johnson, Ken Sanford, Chris Hargreaves

A number of crash covers are found from the 1944–1945 period, many with a similar SALVAGED FROM AIR CRASH handstamp. The dates of these covers, and directions in which they were traveling, indicate that a number of crashes were involved. Some of the incidents were listed in AMCN1, and/or Henri Nierinck's catalogues Courrier Recoupere: Recovered Mail, 1910–1936 (published 1992), and Courrier Recoupere: Recovered Mail, 1937–1988 (published 1995). Nierinck's catalogues are currently being updated by Ken Sanford, and will be published by the AAMS as Air Crash Mail of the World.

The following crashes will be listed as part of section 7 of AMCN2. – More information regarding the handling of recovered mail, and markings applied to it, will be available in Air Crash Mail of the World.

440300 - 1944, March. SALVAGED FROM AIR CRASH. Covers posted in Canada for Italy are known. Some covers posted in Great Britain are also known. All are to Canadian Forces personnel stationed around Sicily. The crash likely occurred in Italy. (Listed in *AMCN1* and *Nierinck*.)



440300 – Postmarked BATTLEFORD SASK. MR 14 44. Addressed to CAO CMF (Canadian Army Overseas Central Mediterrean Force). Handwritten note at bottom, "Arrived May 21/44."

A number of covers have been identified that seem to come from a single incident:

Postmark	From	To	Cachet	Fire damage
1944 Mar 10	Ottawa, ON	Cdn Army, Italy	Salvaged	Fire
1944 Mar 11	Trail, BC	PPCLI, Italy	Salvaged	
1944 Mar 14	Battleford, SK	Cdn Army, Italy	Salvaged	Fire
1944 Mar 18	Yorkton, SK	East Africa	Salvaged	
1944 Mar 20	London, England	Cdn Army Overseas	Salvaged	

However, there are also two covers from the same period but heading in the opposite direction:

1944 Mar 20	FPO 312, Italy	Elrose, SK	Salvaged
1944 Mar 21	FPO 313, Italy	Kingston, ON	Salvaged

The dates and direction of these covers coincide with the crash of a Flying Fortress from R.C.A.F. 168 (Heavy Transport) Squadron at Prestwick in Scotland. –The squadron had been specially formed to carry mail to and from Canadian Forces in Europe, and was often referred to as the "Mailcan Squadron".

The crash in Scotland will be listed as 440402:

440402 - 1944, April 2, Prestwick, Scotland, SALVAGED FROM AIR CRASH. RCAF No. 168 (Heavy Transport) Squadron "Mailcan" unarmed Flying Fortress #9204 crashed on take-off. The crew of five were killed and the mail heavily damaged by fire. It was suspected that the cargo shifted on lift-off so all other Mailcan aircraft had their cargo restraints strengthened.



440402 – postmarked MR 21 44, Field Post Office 313 which was in the Ortona area of Italy.

Nierinck includes a listing for two months later but gives no details of the item this is based on:

440600 - 1944, June. SALVAGED FROM AIR CRASH. Canadian military. The flight met with an accident at an unknown location. (*Nierinck*)

This is being carried forward in Air Crash Mail of the World, so is also included in AMCN2 to keep the two catalogues consistent.

In January 1945 there was a crash at Goose Bay in Labrador:

450113 - 1945, January 13 — Goose Bay, Labrador. A U.S. Air Transport Command plane from England crashed at Goose Bay on a flight to the U.S. The plane was carrying mail from US Army and Navy personnel stationed in and around England. Most recovered mail was processed by the New York, NY post office, and bear a label printed in red stating "This letter was recovered from a mail-carrying airplane that was in an accident."



450113. Cover mailed from a U.S. Navy FPO, 29th December 1944.
Covers from this incident are not like the to be confused with those from the other crashes of 1944/45.

12 days later on January 25th 1945 there was another crash of a plane carrying mail, this time involving an R.C.A.F. Dakota of 168 (Heavy Transport) Squadron at Biggin Hill in England:

450125 - 1945, January 25 — Biggin Hill, England. An RCAF Dakota of 168 (Heavy Transport) Squadron [the "Mailcan Squadron"] crashed and burned on take-off at Biggin Hill. The crew survived. The aircraft was en route to Antwerp, Belgium carrying Canadian armed forces mail, much of which was destroyed or severely damaged by fire. Some recovered mail was handstamped SALVAGED FROM AIR CRASH.

The January 25th crash is listed in AMCN1 and in Nierinck, but they both describe the aircraft as flying to Canada! This is a strange error, as Dakotas did not fly the Atlantic from England to Canada! (The aircraft was in fact heading to Antwerp in Belgium: the incident was described by John Harding in his book The Dancin' Navigator. His account will be reproduced in a future journal.)

However, the following covers which were described as coming from 450125, both look they were indeed flying from England to Canada:



"This letter, mailed from London, ON on 27 August 1944 and readdressed to Canada on 14 November, was involved in an air crash at Biggin Hill, England on 25 January 1945. It was handled at FPO 247 on 18 January 1945. The damaged envelope, forwarded to the addressee in Melville, SK on 21 March 1945 in an official Canada Post Office envelope, was received by the CQMS L.J. Mieyette on 26 March 1945."



This badly damaged envelope from a Canadian Armed Forces Service air crash on 25 January 1945 at Biggin Hill, England, was salvaged, marked with the "SALVAGED FROM AIR CRASH" cachet, and forwarded to the addressee, Major S.K. Wetmore, #15 Base Company, Canadian Dental Corps, Canadian Army Overseas. The contents included newspaper clippings about Canadian military heroes.

The ADDRESSEE RETURNED TO CANADA handstamp on the Wetmore cover looks like it is definitely underneath the SALVAGED FROM AIR CRASH handstamp!

It therefore looks like there was an additional crash of an aircraft heading west across the Atlantic in January 1945 that has not been recorded!

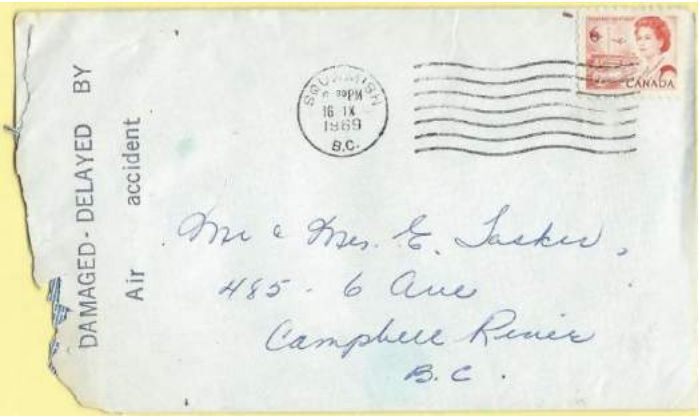
AMCN2 will therefore include an extra listing:

450125X - 1945, January - SALVAGED FROM AIR CRASH addressed to Canada or the U.S.A. These covers have the same handstamp as 450125 but were addressed to travel in the opposite direction! No information regarding another crash at this time has been found.

If anybody has more information about these aircraft crashes in 1944–1945, please send it to the editor at hargreavescp@sympatico.ca –I'd also like to receive scans of additional covers from these crashes, which might help establish how many crashes there were.

1969 – CRASH AT CAMPBELL RIVER, BRITISH COLUMBIA

Ken Sanford



On September 17th 1969, a Convair CV–640 of Pacific Western Airlines, on a flight from Vancouver to Campbell River, crashed while approaching the airport in bad weather. Two crew members and two passengers killed: 13 people survived

According to the report on Aviation Safety Network:

> The Convair approached Campbell River with the weather just above minima (2-2.5 miles visibility, 400 feet broken ceiling and wind 110 degrees with gusts to 20 mph). The crew positioned the aircraft visually 2nm south of the airfield on a westerly heading preparatory to attempting an approach to the west. This would involve a right hand circuit flown above the broken cloud south and west of the airport employing DME and ADF information. This improvised approach was not in accordance with published approach procedures under instrument conditions. After flying for 1 minute and 40 seconds the crew turned right. A few seconds after the captain expressed concern, the Convair struck a 1047 feet hill at 932 feet.
>
> PROBABLE CAUSE: "Non-compliance with the approved instrument approach procedure."

For more information see https://aviation-safety.net/database/record.php?id=19690917-1

This incident will be listed as 690917 in section 7 – Crash Covers – of AMCN2.



A Convair CV–640 of Pacific Western Airlines.

Vancouver A.M.F. Discovery

Mike Street



Handstamp VANCOUVER A.M.F. 21 4 1980

SInce the CAS annual meeting in 2018I have been helping to update Chapter 16 –Canadian Air Mail Facility Cancels –of the Air Mails of Canada and Newfoundland .

As aircraft came into general use for the transportation of mail in Canada, most major airports (and a few minor ones) have at some time operated postal facilities known as Airport Mail Facilities (AMF). These facilities varied from a "Way Mail" receptacle with the mail cleared and post–marked by a clerk shortly before a flight departed, to full–service postal stations or sub–offices at Montreal, Toronto and Vancouver. The cover shown illustrates that services offered at the Vancouver Air Mail Facility in April 1980 included actual post offices boxes that could be rented.

Of the thousands of AMF covers I have viewed since taking on the updating assignment, this is the first I have seen addressed to a PO Box at an AMF. In this case, an ambulance envelope sent by the Vancouver Undeliverable Mail Office with a Postage Due charge of 10¢ was addressed to the holder of PO Box 23151 at Vancouver AMF. At the AMF the required postage due stamps were duly affixed and cancelled with the Vancouver AMF device in use at the time. **Mike**

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 at hargreavescp@sympatico.ca or to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 by August 1st.

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

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

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

Membership rates based on current exchange rates

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

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

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

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

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

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

Dues can be paid by cheque in Canadian $, U.S.$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN $ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:
Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____
Address: _____
_____
Telephone: _____ Date of birth: _____
Period and Type of membership: _____
E-mail: _____
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

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

The following members are now due for renewal before publication of the next newsletter. - Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay. PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

Regular members:

#475 Robert Ascah,
#502 James Bisset,
#242 Jacques Bot,
#471 Steve B. Davis,
#501 David DuBois,
#193 J.P. Gadoury,
#434 Robert Galway,
#503 Roberto Gottardi,
#364 David Kelly,
#500 Piyush Khaitan,
#111 James Larry Kobelt,
#450 Ed Kroft,
#449 Ken Lemke,
#432 John Lewington,
#109 Gary J. Lyon,
#476, Mike McNeill,
#243 Jim Miller,
#321 Andrew Mrozowski,
#474 Ted Nixon,
#435 Thomas Reyman,
#286 Jean Rowe,
#466 Alan Spencer,
#445 Robert Timberg,
#473 Jane Wilson

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

Advertising members:

#353 Chris Carmichael

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

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