THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

September 2022 No. 132

IN THIS ISSUE:

HIGHLIGHTS INCLUDE:

- AMCN2 IS AT THE PRINTERS!
- 1920 - the Canadian Aero Film Company
- 1936 - Cairo, Egypt, to Estevan, Saskatchewan
- 2021 – a cover to the International Space Station



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 XXXVIII, Number 3

Royal Philatelic Society of Canada – Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Fédération internationale des sociétés aerophilatéliques) – Club Member
WEBSITE – www.aerophilately.ca

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

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 complication in which the reprinted material appears the editor.

EXECUTIVE COMMITTEE AND RESPONSIBILITIES

President: Steve Johnson, 1230 Sanford Street – Apt. 19, London, ON, N5V 2J7 Tel: 226 927 2732 steverman@rogers.com
Vice-President: Tony Hine, 155 Chaplin Crescent, Toronto, ON, M5P 1B1, Tel: 647 519 1442, tonyhn6@gmail.com
Secretary-Treasurer: Brian Wolfden, 203A Woodfield Drive, Nepean, ON, K2G 4P2, Tel: 613 226 2045 bjnepean@trytel.com
Western Chapter Representative: Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, gdmall@telus.net

Members at large:
David Crotty, P.O. Box 16115, Ludlow, KY, U.S.A. 41016-0115, Tel: 859 360 0676, decrotty@yahoo.com
Walter Herdzik, 104 Cantrell Dr. S.W., Calgary, AB, T2W 2M6, Tel: 403 238 7845, herdzikw@shaw.ca
Sandy Freeman, 161-900 Arbour Lake Rd. N.W., Calgary, AB, T3G 5J1, Tel: 403 241 9280, freemangs@shaw.ca
Tom Reyman, 2943 N 82nd St., Scottsdale, Arizona, U.S.A. 85251, Tel: 602 389 4804, tgraz356@msn.com

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

Webmaster:
Steve Johnson (see contacts below)

The Canadian Philatelist:
Editor – Chris Hargreaves (see contacts above)
Layout Editor – Paul Balcaen, labriseman@pm.me
Columnist - Tom Reyman (see contacts above)
Index – Gord Mallett (see contacts above)

CAS CALENDAR

CPS 2022 BNAPEX

September 2nd -4th 2022
Calgary Hyatt Regency Hotel, 700 Centre St SE, Calgary, AB, T2G 5P6
There will be a meeting of the BNAPS AIR MAIL STUDY GROUP from 10.00 -11.30 on Saturday September 3rd. Please contact Dave Bartlet at dave.bartlet@shaw.ca for more information.

CAS Day of AEROPHILATELY in Toronto

A live meeting is back!
Sunday October 30th 2022 11.15 a.m. to 4.00 p.m.
At the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - The first part of this meeting from 11.15 to 1.00 PM will be broadcast on Zoom.
For more information see page 3, or contact Chris Hargreaves: hargreavescp@sympatico.ca

AEROPHILATELY 2022

Presented by the American Air Mail Society
November 4th – 6th at the American Philatelic Society headquarters in Bellefonte, Pennsylvania.
This is a World Series of Philately exhibition, with both the multi-frame and single-frame Grand Award winners invited to participate in the next Champion of Champions exhibition.
Additionally, the three-day show will feature dealers, seminars, an awards banquet and other activities—all with the backdrop of the wonderful American Philatelic Research Library.
For more information see https://www.americanairmailsociety.org/aerophilately-2022

ORAPEX 2023

To 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.

AMCN2 - ALMOST READY!

It's at the printers!

It should be in Canada in time for a celebration during the Day of Aerophilately in Toronto on Sunday, October 30th.

A final decision on pricing and arrangements for distribution will be made once the books have actually arrived in Canada.

CAS DAY OF AEROPHILATELY in Toronto

A live meeting is back!

Sunday October 30th 2022 11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station.

The first part of this meeting from 11.15 to 1.00 PM will be broadcast on Zoom.
https://us06web.zoom.us/j/86545305291?pwd=Z2w1bytVS3ZqUS9MT1BiMWZiUEVpUT09
The meeting has been set up with a "waiting room" so you do not need a password to get in. (If attending by telephone, find your local number at
https://us06web.zoom.us/u/kdYcdJjteP Meeting ID: 865 4530 5291 Passcode: 546722 }



The first part of the meeting will include a presentation by **Dr. Robert Galway** on **BRITISH COLUMBIA AIRWAYS.**

The second part of the meeting will involve lunch and a celebration of the publication at long last of AMCN2.

For more information contact Chris Hargreaves: hargreavescp@sympatico.ca

For more information contact Canadianairmail@gmail.com

CAS Secretary's Report

Welcome to two new members:
#517 Les Selby of Richmond Hill, ON
#518 Douglas Irwin of Niagara Falls, ON

CAPEX'22
June 9-12
Toronto Canada

Commission for Aerophilately
Fédération Internationale de Philatélie

REPORT ON FIP AEROPHILATELIC COMMISSION MEETING
organized by the Canadian Aerophilatelic Society
Held in Toronto on JUNE 11th 2022 during CAPEX 2022

PRESENT:

Chris Hargreaves, FIP Delegate – Canada; Mark Banchik, FIP Delegate – USA; Charles Livermore; Doug Lingard; Mike Street; Ron Miyanishi; Tony Hine

PARTICIPATING BY ZOOM:

Dharman Maurya, India; Dick McIntosh, Toronto, Canada; Dickson Preston, Washington, USA; Gord Mallett, British Columbia, Canada; Jon Wynns, Arizona, USA; Karl Winkelman, France; Pascal Lablonde, Montreal, Canada; Roger Skoyles, USA

REGRETS RECEIVED FROM

Filip Van Der Haegen, FIP Delegate - Belgium
Norman Banfield, Acting Chairman FIP Aerophilatelic Commission, New Zealand

GREETINGS WERE READ OUT FROM NORMAN BANFIELD, ACTING CHAIRMAN FIP AEROPHILATELIC COMMISSION

GREETINGS!
Firstly I regret not being with you today. However Chris will deliver my Powerpoint presentation on the new Aerophilately Guidelines. They have been approved by the FIP Board and are on the Aerophilately Commission website - I hope you will find the presentation useful.
It is good to see Aerophilately exhibits at exhibitions this year -
- LONDON 2022 - 32 multiframe exhibits with 5 Large Gold and 7 Gold
- HELVETIA 2022 - 27 exhibits with 1 Large Gold and 8 Gold.
For CAPEX 2022 - 31 exhibits.
It is also good to see airmail stamps and stationery being exhibited in the Aerophilately class.
To Canadian Aerophilatelic Society members - keep up the good work - Canada has a rich airmail history and your journal is first class.
My Good Wishes for a successful meeting and exhibition. I still have fond memories of CAPEX'96 in Toronto.
Norman Banfield
Acting Chairman, FIP Aerophilately Commission.

BUSINESS

Mark Banchik offered to stand for the "Representative for the Americas" (FIAF) position on the Aero Bureau. - There will be elections at the Commission meeting during INDONESIA 2022.

PRESENTATION

The PowerPoint presentation on "Aerophilately: New Guidelines – Exhibiting & Judging" by Norman Banfield was shown and discussed.

Mark Banchik, (who is an FIP level judge and FIP Jury Trainer), and Doug Lingard and Mike Street, (who are both very experienced National Level judges), were invited and encouraged to comment on the new guidelines, the difference between the International and North American guidelines for exhibiting, and on exhibiting in general. The new guidelines can be seen on the FIP Aero Commission website at https://www.fipaero.org/

MANY THANKS TO CHARLES LIVERMORE FOR MAKING THE ZOOM ARRANGEMENTS.

THE MEETING ENDED AT 1 PM

Report by Chris Hargreaves

CAPEX 2022 AEROPHILATELIC RESULTS

Plaque donated by the Canadian Aerophilatelic Society and presented to the



BEST AEROPHILATELIC EXHIBIT AT CAPEX

won by **Damian Läge** for his exhibit

"The Pigeon Mail of Great Barrier Island - stage setting the first airmail stamps of the world",

which also won the **Grand Prix de Toronto** for the best overall single frame exhibit.

ENTRIES		POINTS IF PUBLISHED
	BRAZIL	
Wady Vidal	From Brazil by the May 1930 Zeppelin Flight	83
	CANADA	
Neil Donen	Mail related to the ill-fated 1935 Trans-Tasman Jubilee flight	93
Wladyslaw Dziemianczuk	Poland Illustrated Airgraphs	72
Alexander Globe	The Contribution of Patricia Airways and Exploration Limited to Canadian Semi-Official Air Mail in 1926-1927	85
Alexander Globe	Jack V Elliot's Contribution to Canadian Semi-Official Airmail in 1926	90
Raymond Simrak	The SCADTA System from Canada to Columbia, South America	93
Raymond Simrak	Canadian Pioneer Airmails 1918 -1922	94
	and Asociación Filatelia de Rio Grand Special Prize	
Tom Watkins	The Earliest and Latest Recorded Examples of Canada's Commercial Semi-Official Air Mail	81
	COSTA RICA	
Alvaro Castro-Harrigan	SCADTA. Its presence in Costa Rica	88
Pablo Sauma	Overprint "1944" on 1934 1 colon official airmail stamp	85
	INDIA	
Piyush Khaitan	The Birth of Airmail – The First Aerial Post at Allahabad - 18 February 1911	88
Piyush Khaitan	Indian mail via Airship & Catapult flights	88
	ISRAEL	
Izhak Barak	VARIG - Pioneer flights in Brazil	77
	NEW ZEALAND	
Rick Oxenham	Motorcycle Courier Service CAM1 USA	82
Rick Oxenham	Chile - The Airmails 1927 – 1937	86
	PAKISTAN	
Muhammad Arif Balgamwala	Afghanistan Airmails 1928-1948	82
	PARAGUAY	
Dulce Correa	German Airmail to Paraguay "Zeppelin"	-
	SRI LANKA	
Ravindra Ratnapala	Indo Ceylon Special Air Mail Flight - December 1936	-
Ravindra Ratnapala	Ceylon in the Empire Air Mail Scheme	-
	SWITZERLAND	
Damian Läge	The Pigeon Mail of Great Barrier Island - stage setting the first airmail stamps of the world	95
	Grand Prix de Toronto and Best Aerophilatelic Awards	
	UNITED ARAB EMIRATES	
Khaled Abdul Mughni	IA First Flight Through Kuwait 1932 – 1934	80
	UNITED KINGDOM	
Brian Callan	Graf Zeppelin LZ-127 1929 On Board Mail	87
Gregory Spring	Empire of the Air: The Imperial Airways Route to the Far East, 1929-1939	Absent
	UNITED STATES OF AMERICA	
David S Ball	Pushing The Envelope: Pioneer Rocket Mail 1928-1963	77 (Astrophilately)
Cheryl Ganz	Zeppelin LZ-129 Hindenburg Onboard Postmarks	93
Cheryl Ganz	British Airship R100	90
Vitaly Geyfman	Second Non-stop Transatlantic Flight from New York City to Lithuania, September 21, 1935	85
Robert Helms	International Destinations for Flugpost am Rhine und Main – June, 1912	Absent
James Hill	Graf Zeppelin Iceland Flight	90

Peter Jeannopoulos	Haiti's Early Air Mail, 1921-1925	85
Semyon Melamed	Identification Marks of Zeppelin Board Mail 1908 – 1929	83
Stephen Suffet	Foreign Air Mail Route & Rate Usages of the US 30c Winged Globe Air Mail Stamp of 1939	82



CAPEX MEDAL

CAPEX 2022 LITERATURE COMPETITION

I'm very pleased that

The Canadian Aerophilatelist scored 80 points and received a Vermeil medal

in the Literature Competition.

This is particularly satisfactory because of the caliber of the publications which received a similar result:

- *Postal History Society of Canada Journal - 82 points*
- *American Air Mail Society's Airpost Journal - 80 points*
- *Canadian Philatelic Society of Great Britain's Maple Leaves - 79 points.*

Congratulations to Cheryl Ganz who received 90 points and a Gold medal for her book *US Zeppelin and Airship Mail Flights* which was reviewed in the last issue of this journal.

FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES
INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
INTERNATIONALER VERBAND DER AERO-PHILATELISTEN-VEREINE
FEDERACION INTERNACIONAL DE SOCIEDADES AEROFILATELICAS

50th Congress &General Meeting Antwerp, Belgium - June 11th 2022

President Wolfgang Porges gave a report on the last three years. Due to the Covid pandemic and the absence of aerophilately in the Hungarian exhibition, F.I.S.A. accepted the offer of the Secretary-General to have the 50th Congress in Antwerp during the ANTVERPIA 2022 National exhibition

President Wolfgang Porges and Treasurer Peter Beer wanted to stop their career within F.I.S.A., both for personal reasons.

The dissolution of F.I.S.A. was discussed. A majority of member societies voted 15 – 3 to continue with F.I.S.A., as F.I.S.A. has a dedicated target in supporting aerophilately and astrophilately.

Following an unanimous vote, the new Directorium was elected:

President	Bedřich Helm /CZ
Vice-President	Dominique Petit /F
Treasurer	Eckhard Förster /CH
Secretary-General	Stefan Bruylants /B

It was then proposed to give the title of Honorary President to Wolfgang Porges.

The new directorate thanked Wolfgang Porges for 16 years of loyal service in F.I.S.A.

Board member	2007-2009
Secr. General	2009-2015
President	2015-2022

and Peter Beer for the 9 years of loyal service in F.I.S.A.

Board Member	2013-2015
Treasurer	2015-2022

F.I.S.A. is proud to announce the admission of two new societies, both astrophilately:

- Association Astrophilatélique de France (2AF) is the French astrophilatelic society, represented by Jean-Pierre Leclercq.
- Astrophil is the French astrophilatelic society represented by Yves Monier. More information on both societies on our website.

F.I.S.A. is also waiting for the Sociedad Argentina de Aerofilatelia to become a member, after they have been recognized as an active Civil Society by Argentine Justice.

A FISA Gold Medal was awarded to Dr. Jerzy W. Kupiec-Weglinski for his book "*The History of Airmail in Poland and Its Contribution to Airmail Services of Europe (1914-1939)*".

Dr. Bedřich Helm proposed the 51st F.I.S.A. Congress to take place in Prague, Czech Republic. A date is not yet available.

After the official part of the Congress, there were discussions regarding:

- the need for an own astro-jury at national and international exhibitions: especially in Germany it is very difficult (read impossible) to get a sincere appreciation for an astrophilatelic exhibition.
- One of the tasks for FISA is to have more jury members in aero- and astrophilately: although national judges can be found, only a few and always the same are FIP judges on international exhibitions, with only specific knowledge on American and/or Russian spaceflight.
- How to ensure the survival of both Aerophilately and Astrophilately? Both are seen by FIP as a cost (Organizational cost, Commission cost, Juror cost, etc,) in a context (Far East) where there is little Aero and even less Astro (except in China) and where FIP managers don't understand, for example, the difference between Astrophilately and Thematic, and repeatedly tried to cancel Astro and merge it with Thematic.

•

Summary of a report from Stefan Bruylants - Secretary General.

For more information about FISA see the website www.fisa-web.com.

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

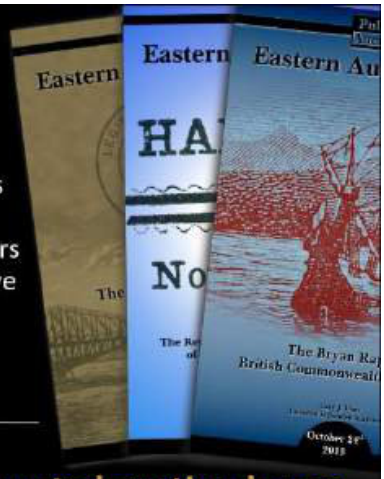
We are always looking for great consignments. Contact us at consign@sparks-auctions.com

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

EMAILS, UPDATES and NEWS

ZEPPELIN Postcard – 1908

This postcard was shown in our June journal.
It shows the LZ-4 airship, and was mailed from Lucerne, Switzerland, to Toronto on July 5th 1908.

Cheryl Ganz has suggested that the text message 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!*
> *Graf Zeppelin 1.7.08.Luzern*
> *It is a great success I hear!*

1.7.08 would be the European short form for the date 1 July 1908, which was the date or on which LZ-4 began a flight over Switzerland.
Thanks Cheryl.



AIR MAIL FACILITY POST OFFICES

Our last journal also reported a cover addressed to "P.0. 28151, A.M.F., Vancouver B.C., V7B 1V6".
Thanks to Ian Macdonald for the following comments:

> *The Vancouver A.M.F. Discovery on page 31 struck a chord. I had a box at that office in the 1970s. The box number was in the 20,000 series similar to the one in the picture. I recall a notably rude postal clerk employed there.*
> *And that reminds me that when I arrived in Toronto in the 1960s it was a "known fact" among the public that overseas mail taken to the airport and mailed at the AMF would arrive quicker than if mailed downtown. I don't know if that was true and never tested it as I had no car, and the TTC ride involved two buses and the subway and - horrors- the airport was in the additional fare zone.*

American Air Mail Society - Aerophilately 2022

The Canadian Aerophilatelic Society is sponsoring one of the handcrafted wood boxes being awarded as special prizes at Aerophilately 2022.

For more information on Aerophilately 2022 see page 2 of this journal, and the AAMS website at www.americanairmailsociety.org

CANADA POST'S PICTURE POSTAGE STAMP PROGRAM CANCELLED!

The latest information, as reported by CANADIAN STAMP NEWS on August 2nd:

Canada Post has announced its plans to scrap Picture Postage later this summer, giving collectors and other customers six weeks to submit designs before the program ends after 22 years.

Since 2000, Picture Postage has allowed collectors and non-collectors alike to create personalized stamps and postcards with custom images for use on mail in Canada. Often used by collectors to mark personal events and by show organizers as souvenirs for upcoming events, the program also had clients in various small towns and businesses, non-profit organizations and charities, historical societies, museums and the general public.

A July 18 press release from Canada Post – titled "Picture Postage program update" – explained the Crown corporation will end the program on Sept. 1 "after careful consideration."

"While relatively unique when it was introduced in 2000, numerous options are now available online for users to create customized items," added the press release.

"This is a timely change as we continue to focus our efforts on telling powerful Canadian stories through the national stamp program. Our stamp program is uniquely positioned to showcase the important people, places, events, and achievements that have helped shape our country. Telling these stories is a tremendous responsibility, but one we embrace as Canada's postal service."

Canada Post will process requests for new Picture Postage products until the program winds down on Sept. 1.

As of press time, Canada Post did not respond to further questions about the program, its potential successes and failures, plus its upcoming cancellation and instead redirected CSN to the July 18 press release.

"My first reaction was disbelief," said Peter Lepold, the publicity chair of the Kelowna & District Stamp Club in Kelowna, B.C. "Why would Canada Post cancel the Picture Postage program? I always thought Canada Post made money selling Picture Postage stamps."

When Canada Post announced it would end its 22 year electronic mail service "epost" effective this December, the Crown corporation provided more than a year's notice.

The picture postage announcement, on the other hand, came only six weeks before its planned conclusion.

"Whoever is in charge in making this decision appears to have no idea what is involved in the design process", said Lepold. "Some of my designs were for non-profit societies and villages, and dealing with committees and councils usually takes a fair bit of time."

"You would have thought after 20 years of being in existence, Picture Postage deserved an appropriate six months, not six weeks, notice in the *Details* magazine announcing that the program would be scrapped."

Lepold is also eager to hear more about what Canada Post described as the "numerous opportunities now available online for users to create customized items".

"I thought Canada Post has a monopoly on postage stamps - unlike Deutsche Post in Germany!" Lepold contacted several people to Canada Post and Lowe-Martin, the security printer tasked with producing Picture Postage products, before receiving an email reply from stamp services director Bronwyn Graves, who failed to respond to CSN.

"The message is it's a done deal, it's not possible to extend the program four months - no reason given why there is a panic to do it now", said Leopold.

One of Peter Lepold's recent designs, for the 90th Anniversary of Wolfgang von Gronau's 1932 Around-the-World" Flight is shown later in this issue.

WOMEN PILOTS ON STAMPS -

99s Stamp Program Forced To End

The 99s were formed in 1929 after the first Women's cross-country air race. From August 18 to 26, 1929, 19 women flew solo from Santa Monica, California, to Cleveland, Ohio, a distance of more than 3,000 miles. By the end of the race most of these women had developed a comradeship which led to the formation of the Ninety-Nines on November 2, 1929, named for the number of its charter members. During the past 90 years, the 99s have grown to an organization of more than 6,000 members in several different countries.

Each year the East Canada Section of the 99s used Canada Post's Picture Postage program to produce a

2018
Captain Mary Cameron-Kelly



Captain Mary Cameron-Kelly was the first female captain of the Aurora aircraft and has accumulated more than 7,000 hours on type while serving at home and abroad.

2020
Emily Crombez



Emily Crombez is the first Canadian female pilot to crew the CL-415 waterbomber to fight forest fires.

2021
Hella Comat



In 1980 Hella Comat was the first Canadian woman to win a Canadian National Aerobatic Championship at the Sportsman level, and progressed to Intermediate and Advanced level competitions. She flies a Pitts Special S-1T.

postage stamp to celebrate a female Canadian pilot. These stamps often included images of the aircraft flown by the pilot. Since 2008 the East Canada 99s have produced 14 stamps.

As a result of Canada Post's termination of the Picture Postage program, the 99s stamp program has had to close. There can be no new issues, and they can no longer reprint stamps from previous years.

If you wish to see what stamps are still available, go to their website http://canadian99s.com/stamps/

For more information contact Marilyn Dickson at midickson@bell.net

HUGO DESHAYE (Philatelist) Inc.
HUGO DESHAYE, MMM CD
BRITISH NORTH AMERICA AND CANADIAN POSTAL HISTORY
SIGN UP → HDPHILATELIST.COM
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

FOLLOW-UP: AIRMAIL FROM VICTORIA, BRITISH COLUMBIA -1919

Bruce Pollock

An article in the June *Canadian Aerophilatelist* described early aviation in Victoria, a feature of which was the JN-4 Curtiss Canuck purchased by the Victoria branch of the Aerial League of Canada. This aircraft was named *Pathfinder*, and made the first airmail flight from Victoria to Vancouver on May 13th 1919.

Pathfinder was meant to be Victoria's entry in a major air show being held at the Willows Aerodrome in Victoria on Saturday June 11th 1919, but was seriously damaged in Vancouver that morning. The Victoria flyers borrowed another JN-4 in Vancouver, flew it with good results in the air show, and then purchased it from Ericson Aircraft Ltd., who were the authorized dealers for surplus military aircraft. This aircraft was named *Pathfinder II*.

Pathfinder II, flown by Capt. James Gray and Lt. Gordon Cameron, made the first airmail flight from Victoria to Nanaimo and return on August 16th 1919, which was also described in our June Journal.

Thanks to Bruce Pollock for sending this additional information and photographs regarding the *Pathfinder II*:

I enjoyed the article about the *Pathfinder II,* and have a tenuous family connection to that aircraft.

My family has deep pioneer roots in the Cowichan Valley of Vancouver Island. My great great grandfather John Evans and three of his brothers immigrated there in the late-1860s. I came across this article from the 27 Sep 1919 edition of the *Victoria Daily Times*:

As it turns out, *Pathfinder II* operated out of one of the fields of the farm owned by James Evans (older brother of my GGGrandfather) for the few days it was in Duncan. Another coincidence is that my great-uncle on the other side of the family was a budding photographer and took a number of photos of the aircraft while it was in town. The negatives have been handed down to me and I scanned them at high resolution. I'm attaching a few here - they are quite high quality.

"For the first time in the history of this province an airplane has been successful in detecting a forest fire and reporting the location to the fire ranger. While the airplane Pathfinder No. 2 was flying over Duncan, Pilot Brown caught sight of a large amount of smoke issuing from a densely wooded country. He immediately proceeded to the spot, and on circling overhead ascertained the extent of the blaze and the exact location. On returning to Duncan he reported the matter to the fire ranger who took steps to check and extinguish the blaze.

"For some time past the Provincial Government has been asked by the Aerial League of Canada to institute an aerial forestry patrol, but so far nothing has been done. When Pilot Brown saw the fire he decided to show how quickly a fire could be located and information given for expeditiously subduing the flames."

As it turns out, *Pathfinder II* operated out of one of the fields of the farm owned by James Evans (older brother of my GGGrandfather) for the few days it was in Duncan. Another coincidence is that my great-uncle on the other side of the family was a budding photographer and took a number of photos of the aircraft while it was in town. The negatives have been handed down to me and I scanned them at high resolution. I'm attaching a few here - they are quite high quality.



My great uncle Claude Bell standing beside Pathfinder II.





Photographs of the *Pathfinder II* by Claude Bell.
With additional information from *Wings Across The Water: Victoria's Flying Heritage 1871-1971* by Elwood White and Peter L. Smith, published by Harbour Publishing Company Limited, Park, BC . - https://harbourpublishing.com/collections/aviation

THE CANADIAN AERO FILM COMPANY
Background to Pioneer Flight PF-21A

Dr. Robert Galway.

The Canadian Aero Film Company's flights to Moose Factory in 1920 were described in the September 2017 issue of this journal, and are listed in *The Air Mails of Canada and Newfoundland* 2nd edition as:

1920, August 17 - September 12 — Remi Lake, Ontario - Moose Factory, Ontario. Mail was carried by the Canadian Aero Film Company on five round-trip flights between Remi Lake, near Cochrane, and Moose Factory on James Bay. According to Ken Molson, these were the first mail flights in northern Canada and the first time in Canada that aircraft carried comparatively large loads of mail. ("Flying Boat Operations in Northern Ontario," *Canadian Aviation Historical Society Journal* # 11, Fall 1973.)

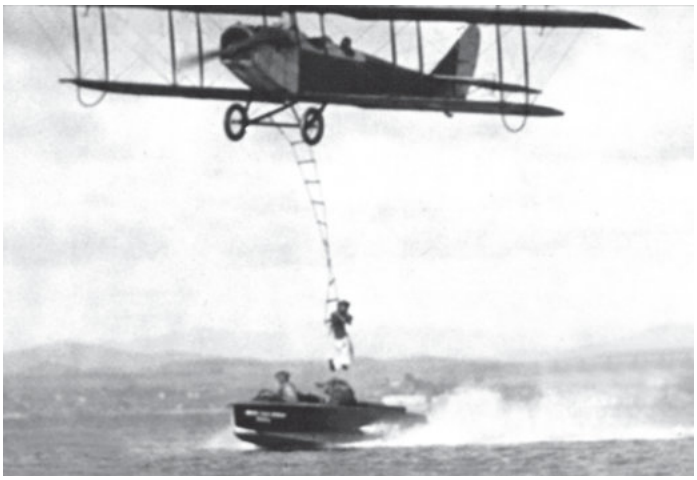
The Canadian Aero Film Company was hired by the Ontario Government to make a series of motion pictures covering, "Available water powers, Timber resources, Agricultural possibilities, Fishing, The Fur industry, The Possibilities of the country for sportsmen and tourists, Native life, etc." The pilot was William Roy Maxwell. The aircraft used was a Curtiss HS-2L.

The aircraft saved two weeks over the time taken for mail on the surface route organized by the Hudson's Bay Company and Revillion Frères. The mail was recorded in the official report on the flights, but unfortunately none of it has survived. (See *TCAP* September 2017, pp.10 - 15.)

PF-21A Remi Lake - Moose Factory

Roy Maxwell, who piloted the aircraft, learned to fly in 1915, and joined the Royal Flying Corps in 1917. In the RFC hte was attached to the School of Special Flying at Armour Heights Aerodrome in Toronto, where he was involved in the instruction of flying instructors.

After the war, Roy Maxwell formed a partnership with H.A. Wilshire. They purchased three war surplus JN4 "Canucks" which were used for "barnstorming". Flying out of Burlington and Hamilton they attracted the attention of the fledgling Canadian Aero Film Company formed by Irwin Proctor and Blaine Irish, and were hired to carry out aerial stunts that were captured on celluloid.



Man transferring from a boat to a plane, filmed from a second aircraft by the Canadian Aero Film Company.

At the end of the 1919 season Maxwell and Wilshire were giving passenger and demonstration flights from St. Lambert, near Montreal. In the autumn, they flew over Montreal Island during the visit of the Prince of Wales, and performed over the area to promote the sale of Victory Bonds.

When winter shut down flying operations, Wilshire joined with Adelard Raymond to form R & W Air Service in Montreal.

Maxwell stayed involved with the Canadian Aero Film Company and purchased a World War I US Navy surplus Curtiss HS-2L flying boat, G-CAAZ, through the used aircraft company formed by Fritihof G. Ericson, formerly head of aeronautic design for Canadian Aeroplanes Ltd.

By this time CAF was competing with Pathé Films for contracts to produce documentaries for the Ontario Film Board, an agency of the Ontario Government. The ownership of CAF included Irwin Proctor, the Sifton family, and included Blaine Irish and Roy Tash, both of whom are now in the Canadian Cinematography Hall of Fame. In the spring of 1920, The Ontario Film Bureau contracted with the Canadian Aero Film company to produce an airborne

documentary of the geography and indigenous people of the James Bay Lowlands. That led to the series of flights to Moose Bay in August and September 1920 that are listed as PF-21A.

At the end of the 1920 flying season, Roy Maxwell left the Canadian Aero Film Company. He accepted an invitation to join the Flight Training Staff of the Canadian Air Board (CAB) at Camp Borden.

Early in 1921 Maxwell joined the flying staff at the Laurentide Company, doing forestry surveys. When the Laurentide Company decided to get out of aviation at the end of 1921, they offered to turn all their infrastructure over to Roy Maxwell. Maxwell contacted his old barnstorming partner H.A Wilshire, and they arranged financial backing for a new company, Laurentide Air Services. This company thrived for several years flying timber survey contracts for the Ontario Government. Then, when the government decided to form its own air service, Maxwell was invited to be general manager of the Ontario Provincial Air Service.

Meanwhile, things were not going well for the Canadian Aero Film Company. In spite of a good launch into the Canadian commercial aviation sector, CAF faced strong headwinds. There were internal conflicts, sharp edged competition from Pathescope, and a watchful budgetary eye from the Ontario Film Bureau. As a result, CAF never achieved the profitable return that it originally envisaged. By late 1922 their film productions had been reduced to a trickle, and their feature production series had fizzled out.

However, the financial stability of CAF had been under siege at a far earlier date. A fire in the hangar in Burlington that destroyed their three aircraft in September 1921 raised more than eyebrows! A subsequent fire involving their associated Filmcraft Studios in Toronto in September 1923 led to a Fire Marshall's inquest that proved inconclusive. Finally, the unexpected and tragic death of Blaine Irish at age 32 on October 27, 1923 stripped CAF of its creative genius. Both The Canadian Aero Film Company, and its subsidiary, Filmcraft industries, exited the film world before the end of the year.

Aircraft destroyed in the hangar fire in Burlington, September 12th 1921:

- *G-CABK Curtiss JN-4 registered to Canadian Aero Film Co / Toronto*
- *G-CAAZ Curtiss HS-2L registered to Canadian Aero Film Co / Toronto*
- *G-CABL Curtiss JN-4 registered to Irwin Proctor / Hamilton Ont*

ACHIEVEMENTS OF THE CANADIAN AERO FILM COMPANY

Filming Charles Stephen's attempt to go over Niagara Falls in a barrel.

Reported in The Toronto Daily Star, July 13th 1920

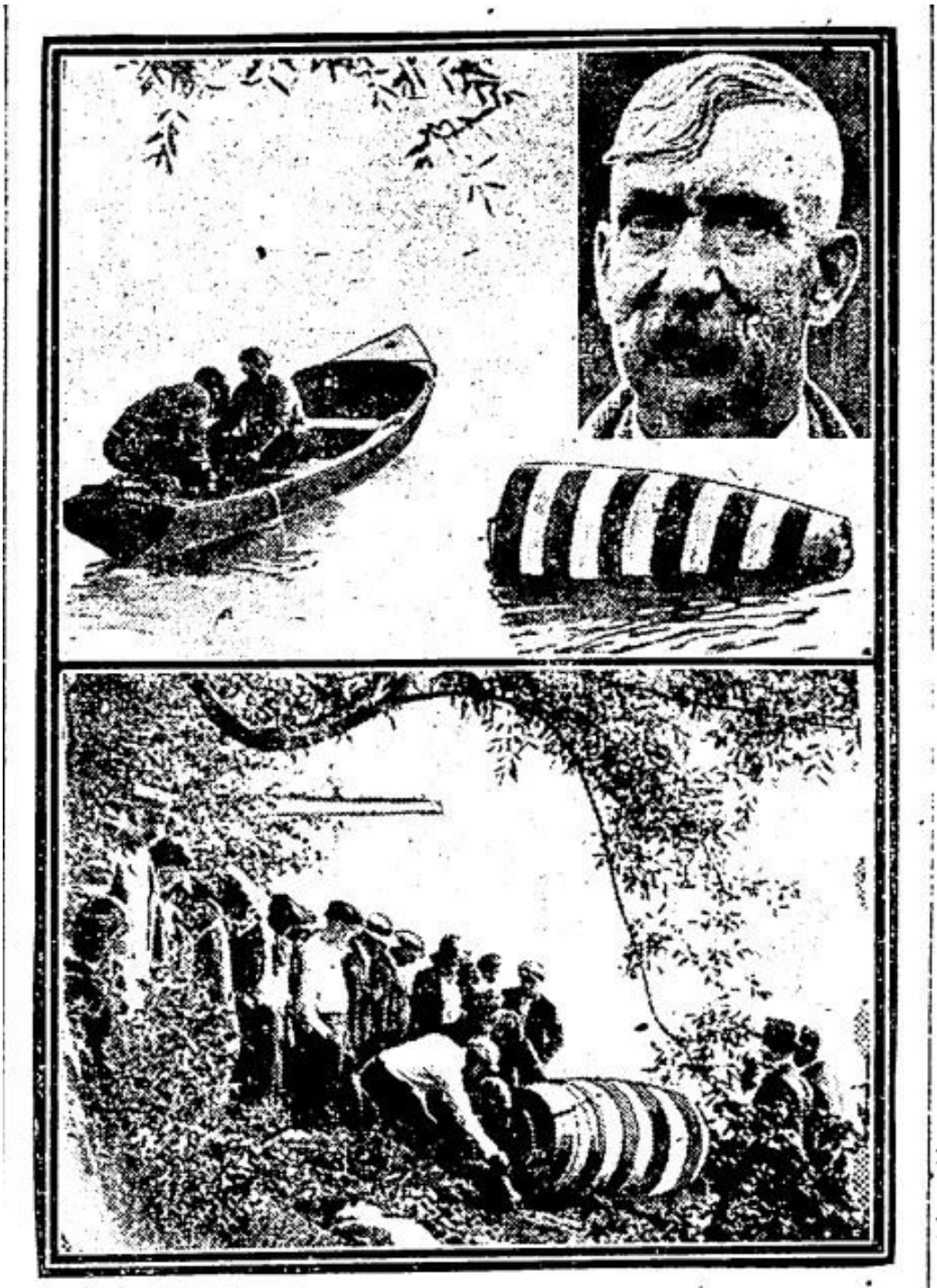
By Robert Galway

CAF also filmed an eclipse of the sun



SUN'S ECLIPSE AS TORONTO SAW IT TO-DAY.

On the left is a close-up view of the sun as it appeared to-day through the big telescope of the Metereological Bureau on Bloor street, half an hour after the moon's first contact. The white bean is the sun; the missing part of the circle is the moon's bite. This view was obtained by fixing a prism on the telescope which reflected the setting unto a sheet of paper which was then photographed. The view on the right is the sun as it appeared at the same time to the naked eye. These unusual photographs were taken by Roy Tash of the Canadian Aero Film Company. **This is said to be the first time an eclipse of the sun has ever been caught for the "movies."**



STEPHENS STARTING ON FATAL TRIP.

In the above pictures, "stills" made from the motion picture film taken by the Canadian Aero Films Company, is shown Chas. George Stephens, the Bristol barber, starting his fatal trip over Niagara Falls in a barrel. The upper picture was taken at 3.30, three miles above Chippawa, and shows the barrel, containing Stephens, being towed into the rapids when it was released in the current. In the lower picture the barrel is shown on the shore. Stephens has just entered it, after telling friends and the shore party he would be back with them in a few minutes. Members of the shore party are to be seen adjusting the head of the cask. Inset is Stephens as he last appeared before entering the vessel which was dashed to pieces below the Falls.

STEPHENS DETERMINED, CONFIDENT OF SUCCESS

Was Urged by Movie Manager Not to Make the Trip.

"So long, Miss."

"Good-bye Mr. Stevens."

Don't say 'good-bye' say 'so long'."

These were the parting words of Charles G. Stephens, the Bristol barber, who lost his life in an effort to navigate Niagara Falls Sunday morning to one of the girls in the office of the Canadian Aero Film Company, Limited, 39 Queen street west, just before he left for the Falls. When asked by one of the photographers if they would buy him a one way ticket he answered "No, buy a return." And so a return ticket was bought. One of the camera men brought it back to the office yesterday.

As evidence that Stephens was sure of success he left this message for his wife and children in Bristol. "Feat accomplished—Tell Dan." The message which, however, was sent was—"Professor Stephens lost in attempt."

Mr. Blaine Irish, general manager, urged Stephens to give up the attempt, but Stephens replied he was not taking advice.

Although it appeared that Stephens was not nervous when entering the barrel it was evident that he did not go at the attempt in a light way as he read passages from the Bible before leaving his hotel.

Roy Tash, a camera man, had a narrow escape from death as the motor boat in which he was in came near being sucked over the falls by the undercurrent. Realizing the danger the boat was immediately headed for shore.

"Before entering the barrel Mr. Stephens pulled a roll of money from his pockets and asked some person to look after it for him," said Mr. Tash. "The Mayor of Niagara Falls was standing near and so he took charge of it. He also kept other valuables for him. The first intimation we had that he had not come through all right was when we saw his shoe floating in the water beneath the Falls. Then we saw parts of the barrel and his vest. Mr. Stephens was a fine type of man and all the boys liked him very much. He had a bright jovial disposition. He maintained right up to the last that he would be successful in the plunge. Nothing that we could say would make him believe otherwise. He seemed to have absolute confidence in his barrel."

The movie men who snapped the unfortunate man were Harold Brown, Roy Tash, Sidney Mautner and Hugo Keurston. The still camera man was Charles Blackburn. Mr. Blaine Irish, the manager, was on the scene throughout.

WOLFGANG VON GRONAU - 1932 AROUND THE WORLD FLIGHT

Peter Lepold

Background Information for 90th Anniversary

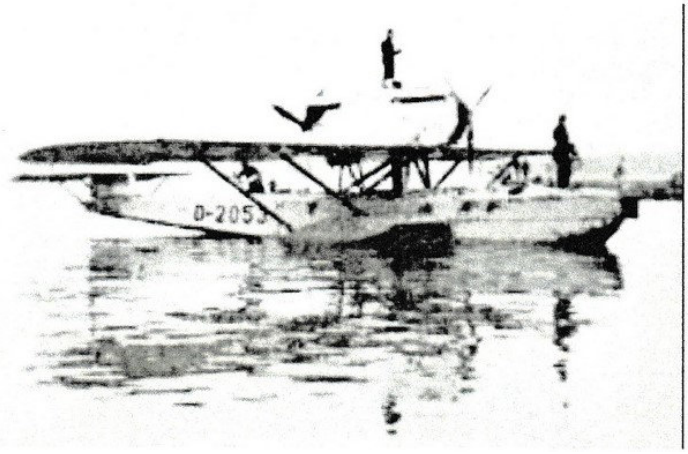
Wolfgang von Gronau became famous as an aviation pioneer. During the First World War he was in charge of a flying boat squadron of the Imperial German Navy. With DORNIER flying boats known as Dornier Wals he achieved pioneer flights in 1930 and 1931. The Wal was a twin-engine German flying boat of the 1920 designed by Dornier Flugzeugwerke.

In August 1930 Gronau flew with a Wal, D-1422, in an East –West Direction from Sylt, Germany to New York in 47 hours, landing on the Hudson River. The City of New York gave the crew a Ticker Parade and President Herbert Hoover invited them for lunch in the White House to honour their achievement. In 1931 he made another transatlantic flight from Sylt via Ottawa to Chicago.

The following year on July 22, 1932 von Gronau flew from Germany around the world in a Dornier Wal Do J flying boat, known as the "Grönland Wal" (Greenland Whale), D-2053. His flight was one of the first flights around the world, and the first with a flying boat. The crew consisted of three people, Eduard Max Zimmer was the co-pilot, Franz Hack the mechanic and Fritz Albrecht the radio operator. Von Gronau was convinced that the Wals could be used to establish commercial air routes. His flights demonstrated that regular airmail service first over the south Atlantic and later over the north Atlantic would be possible.

1932 Route - Around the World Flight

List (Island of Sylt) Germany, July 22, 1932 - , Seydis Fjord, Island- Reykjavik, Island - Ivigtuut, Greenland - Cartwright, NL 26 July 1932 , Montreal, PQ, , Ottawa, ON, 30 July 1932 - Lake St. Clair Detroit, MI , - Chicago, IL, August 2 1932 - Milwaukee, - Minneapolis, - Lac Du Bonnet (near Winnipeg), MB – Cormorant Lake, MB - Lac la Biche, AB – Prince Rupert, BC – Juneau, AK – Yakutat, AK - Cordova, AK -- Dutch Harbour, Aleutians – Kanaga Island, Aleutians – Attu, Aleutians, – Paramushiro, Japan, now Russia – Nemuro, Japan -Tokyo, Japan Sept. 4, 1932 - Nagoya, Japan –Kagoshima, Japan – Shanghai, China - Hong Kong – Manila, Philippines – Zamboanga City, Philippines – Tarankan – Salikpapan – Surabaya, Indonesia – Batavia (now Jakarta), Indonesia – Port Swettenham - Mergui – Rangoon, Burma Oct. 17, 1932- Akyab, Burma - Chilka Lake, India – Cocanada – Colombo, Sri Lanka – Mangalore – Bombay, India – Karachi, Pakistan – Hengiam – Bandar Abbas, Iran, Basra, Iraq – Bagdad, Iraq – Limassol – Athena, Greece Nov. 3 1932 – Roma, Italy – Genova, Italy – Altenrhein – Friedrichshafen, Germany Nov. 9 1932 – List, Germany 23 Nov. 1932 - Total distance flown was approximately 44,000 km



Von Gronau's Dornier Wal flying boat



Commemorative stamp produced by Peter Lepold. - For information about all of Peter's commemorative stamps and covers,

email him at lepold@telus.net

CAIRO, EGYPT TO ESTEVAN, SASKATCHEWAN, CANADA

By Tom Reyman

This cover has a lot going on and it needed some Post Office intervention to make sure it arrived at its correct destination.

In 1936, the 15th Agricultural and Industrial Exposition convened in Cairo, Egypt and, in honor of this event, a set of five stamps (Egypt Nos. 198 to 202) were issued on February 15, 1936. These are the stamps applied to this First Day Cover for a total postage of 63 mils and postmarked at Cairo. The cover was also registered and was to be sent via Air Mail to Estevan, Saskatchewan "USA"! **(Figure 1)**

From London, it is likely that the cover was sent by train to Liverpool to meet the ship that would take it to New York. This is possibly where someone noticed the incorrect "USA" address and properly routed the cover so it would go to Canada. Since the cover was Registered Air Mail, it was probably sent by air from New York to Chicago (likely on AM 1 – formerly CAM 17) and from there by AM 3 (formerly CAM 9) to Winnipeg, Manitoba via Northwest Airlines. It arrived at Winnipeg on February 28 (per the backstamp, Figure 2). There is a Canadian Pacific Railway route from Winnipeg to Moose Jaw, Saskatchewan and Estevan is a stop on the Norport (North Portal) and Moose Jaw R.P.O. section (R.P.O. – Railway Post Office backstamp on February 29). The arrival in Estevan was on February 29 (Backstamp, Figure 2). The total transit time from Cairo was 14 days. The addressee for the mailing, A. Stewart, was an active philatelist who resided in Estevan.



Figure 1

Since the Province of Saskatchewan is in Western Canada and is not in a state of the United States, the cover needed to be properly redirected to the transportation needed to get the cover to its destination.

In 1936, the usual routing to London from Cairo was:

Imperial Airways airplane from Cairo to Alexandria, Egypt, then on to Athens, Greece, and Brindisi, Italy.

From Brindisi, mail travelled by rail to Paris, France.

Imperial Airways airplane from Paris to London.

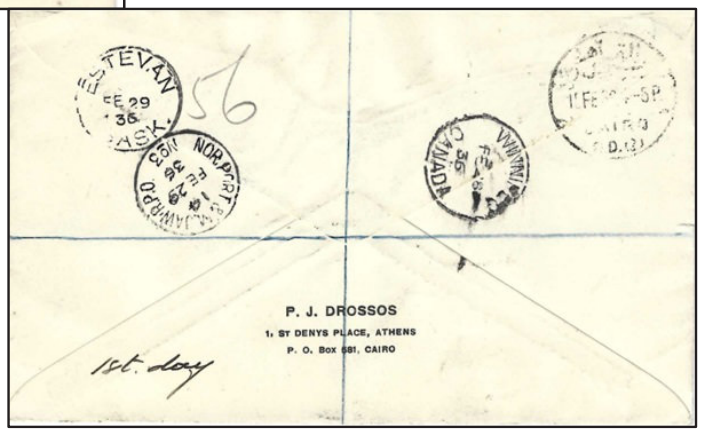


Figure 2, Back

References:

American Air Mail Catalogue, Volume 1, Seventh Edition; Mineola, New York, 2014; Pages 3, 54, 60, 61, 96.

The Historical Guide to North American Railroads, 3rd Edition; Kalmbach Books, Waukesha, Wisconsin, 2014; Pages 62-65,

Https://Estevan.ca/history-and -overview

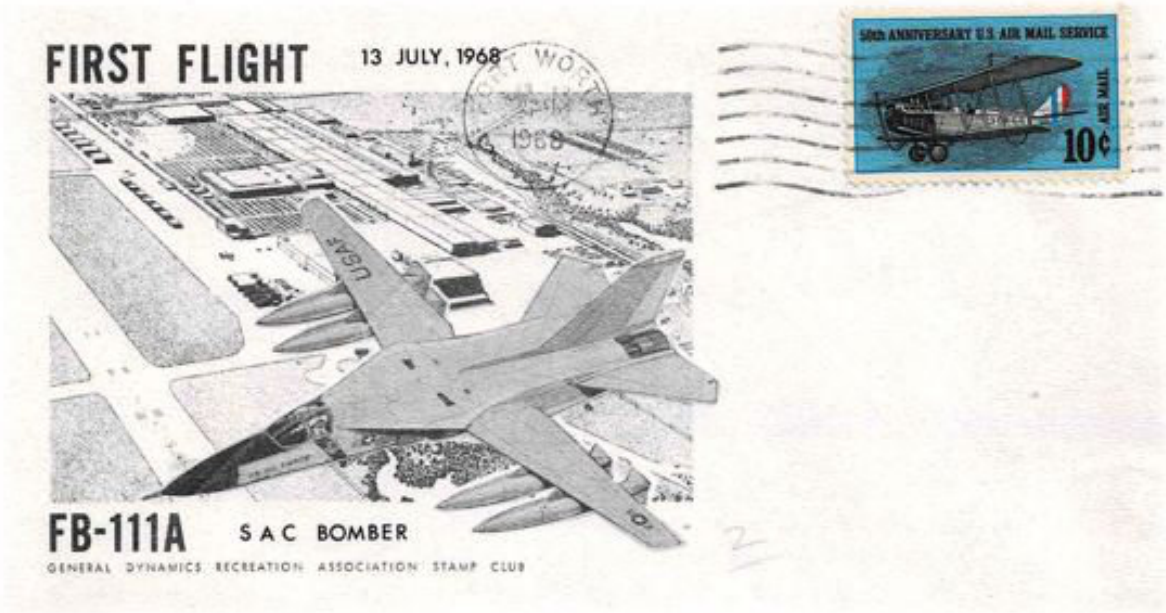
Canadian Airways Bulletin, August 1935.

THE WARBIRDS OF AIR FORCE PLANT #4 - FT. WORTH, TEXAS

Ray Cartier

EDITOR'S NOTE: the covers in this article are part of a six frame exhibit prepared by Ray Cartier about Air Force Plant #4 in Fort Worth, Texas, and the aircraft it produced.

Ray worked at General Dynamics Ft. Worth Div. for 17 years in the Purchasing Dept.



The above cachet is the only philatelic item known which pictures Air Force Plant #4.

The purpose of this display exhibit is to illustrate the growth of military aviation technology at Air Force Plant #4 in Ft. Worth, Texas through its history. On April 19, 2022 it will have been 80 years since the first B-24 Liberator Bomber made its initial Texas appearance as it rolled out of the plant.

Through stamps, cancellations, meter cancels and a variety of ephemera from patches and labels to news clippings and post cards this is the story of the people, the plant and its products.

Viewers will find that a lot of personal research has been done throughout this exhibit as it is the only one which covers all facets of this story and meant that the exhibitor had to search independent of checklists and catalogs to locate the materials contained herein. Some of those items will have a small red dot, like this ● adjacent to the upper right hand corners of items which are particularly difficult to find.

Air Force Plant #4 1939-1941





In 1939 most U.S. manufacturing defense plants were located along our sea coast. The possibility of war caused Congress and President Roosevelt to suggest that these companies expand with facilities far inland. Meanwhile men like Frederick Rohr formulated new concepts for the mass production of aircraft sub-assembled components such as advanced drop hammer forging, over-pressed forming of parts, & the use of stainless steel and honeycomb construction which gave impetus toward building new plants to incorporate the new ideas.

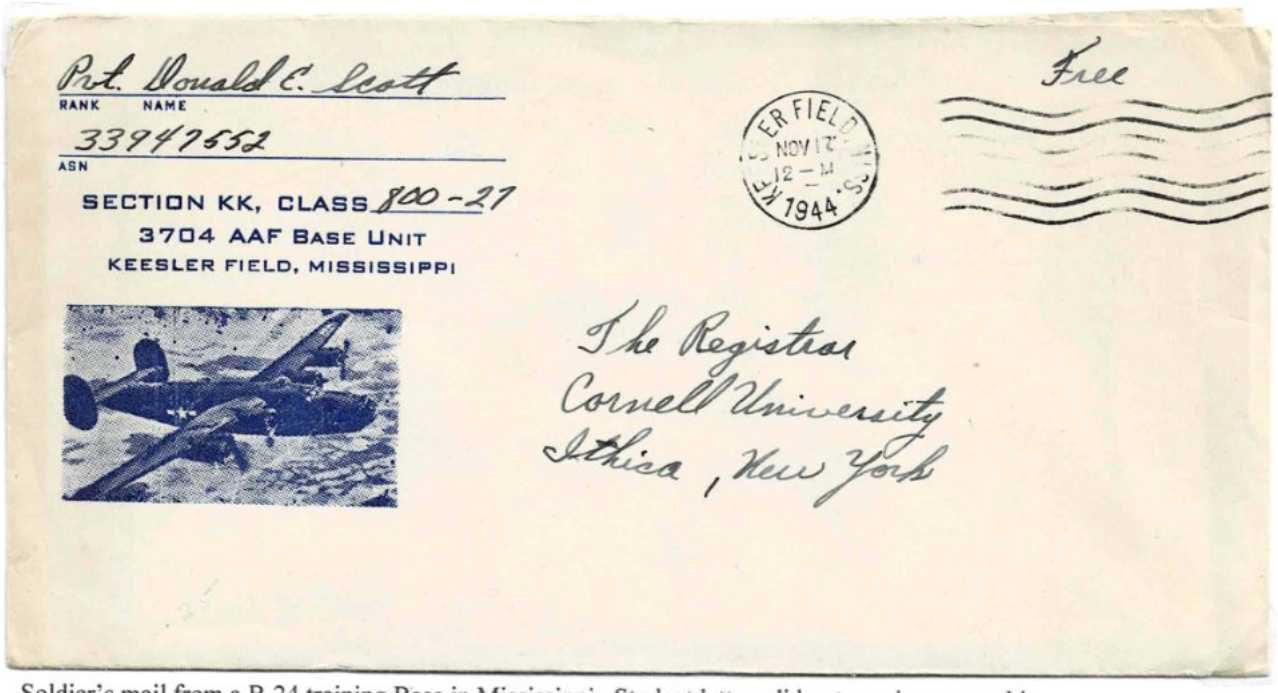
(Above: Rohr and a B-24 Bomber engine) This 1980 cachet design was re-used to create a 1995 stamp from Micronesia)..



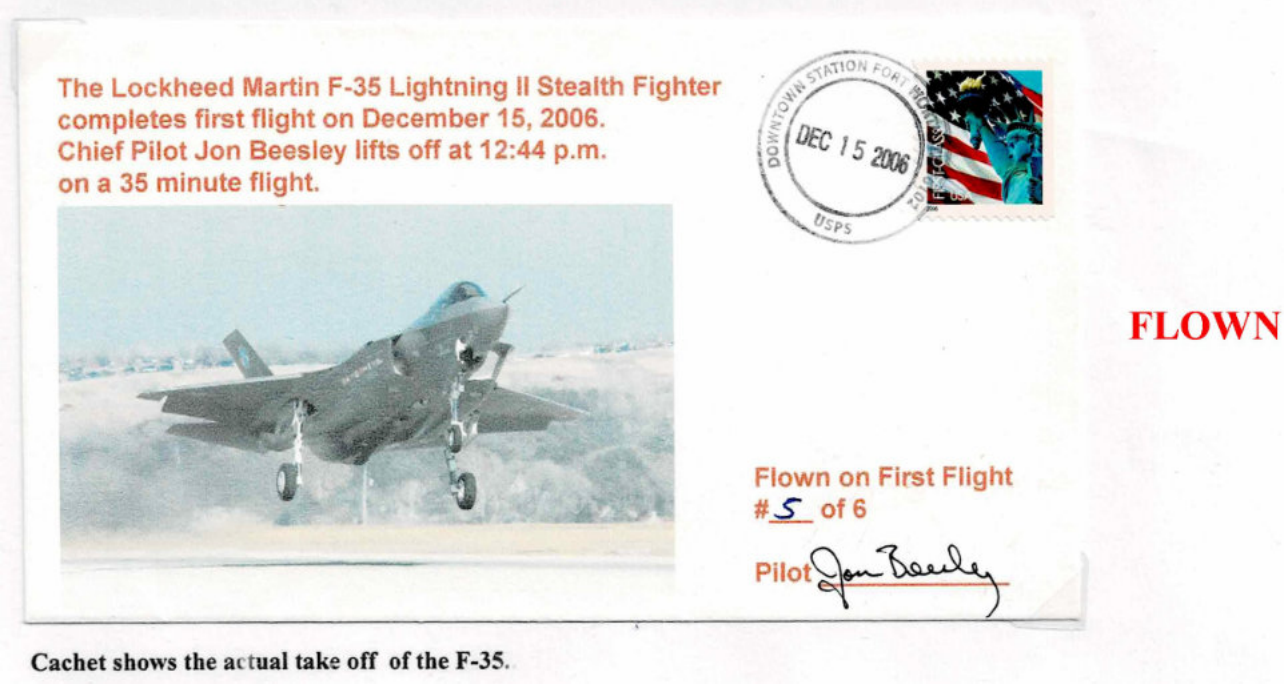
Consolidated Aircraft *(*later *Consolidated Vultee*) was located in San Diego, California. They wanted a plant in Dallas, Texas or Tulsa, Oklahoma, but wanted the government to build it and lease it to them. It was a political question as to whether to locate it in Dallas, Texas or Tulsa, Oklahoma. The cities fought for the jobs that would be created and the economies that would follow. Meanwhile, Amon G. Carter, Sr. of Ft. Worth invited Roosevelt to go sailing with him on Lake Worth in Ft. Worth, Texas. Roosevelt loved sailing & Carter was a slick salesman. Carter ramrodded a blitz to lobby Washington and Consolidated Aircraft Co, to build their plant in Ft. Worth.

The new plant, with its one mile long assembly line - the longest in the world - rolled out its first B-24 Bomber on April 17, 1942. This was 100 days ahead of schedule.

Ray's exhibit includes stamps, covers, and collateral material, illustrating the aircraft produced in Air Force Plant #4 from the original B-24 Liberator bomber, to the current F 35 Lightning stealth fighter.



Soldier's mail from a B-24 training Base in Mississippi. Student letters did not require censorship.

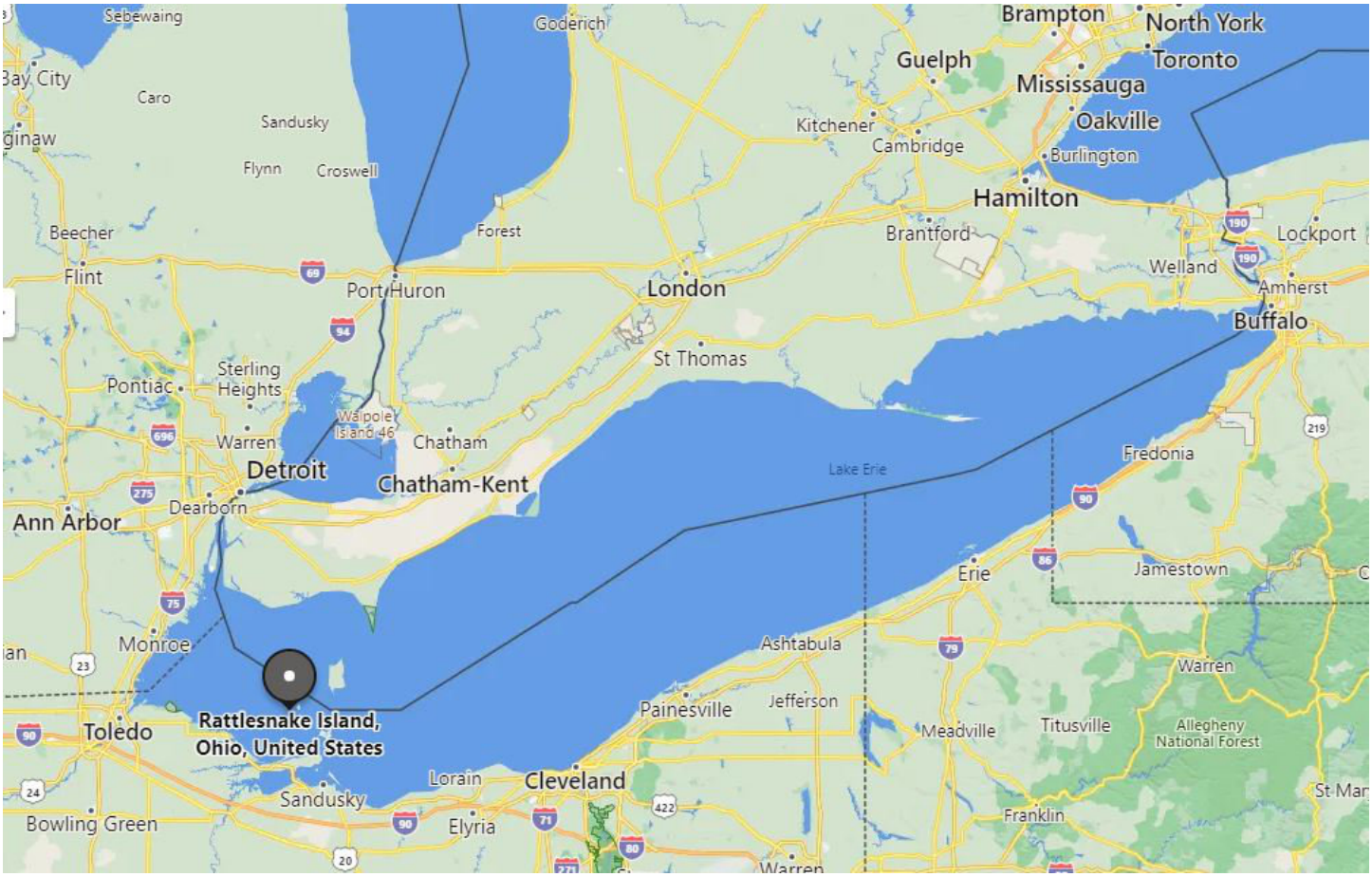


Cachet shows the actual take off of the F-35.

THANKS RAY. Readers who would like to see the full exhibit can contact Ray at raycartier09@gmail.com

THE RATTLESNAKE ISLAND LOCAL POST

By Rick VanGorder



North of Sandusky Ohio are 11 islands in Lake Erie south of the Canadian border. One of these is Rattlesnake Island, named for its apodal reptilian occupants. Human activity on the island can be traced back to the 1500s and by the 20th Century it was privately owned and a lodge was built for tourist and sportsman use. Dr. James Frackelton MD and his associates bought the island around 1960 and he owned the Cleveland Stamp and Coin Company. The doctor wanted postal service to and from the island but the United States Postal Service (USPS) continually refused his requests to initiate an airmail or water-borne service.

Dr. Frackelton noted that Herman Hearst had begun his Shrub Oak Local Post in New York under Title 18 of the US Code (1862), so he pursued that route to get a postal service for his island. In 1966 the USPS granted his request and the Rattlesnake Island Local Post was born. Air service between the island and Port Clinton Ohio was the primary mode of transport for the mail. On August 27, 1966, the first stamps were issued, placed on the lower left-hand corner of the envelop and canceled per USPS requirements. However, the USPS immediately took issue with the stamps, claiming they resembled their postage stamps, as did the cancel they had approved. In the meantime, Dr. Frackelton was not happy with the colors of the first stamp printing so a second printing was undertaken, darkening the colors.

In response to the USPS objections, Dr, Frackelton designed the second set of stamps as triangles and created a diamond shaped cancel, countering any USPS objections to the stamp shape and cancel. The second set was issued in January 1967 and all subsequent stamps were triangles. All sets of stamps were issued perforated and imperforated. No proofs or errors were issued or found, yet later there would be such items offered for sale by various stamp dealers – all being forgeries. The stamps were printed by the Great Lakes Lithography Company of Cleveland, in batches of 20 to 32 thousand stamps for each set. Most stamps were bought by collectors with the minority actually used on island mail.



Figure 1 - 1967 cover with the Ford trimotor aircraft imprint

Rattlesnake Island Local Post stamps were designed by Dr. Frackelton from 1966 through 1972 with subsequent stamps being designed by a number of other people. Transport was frequently by a historic Ford Tri-motor airplane, the Tin Goose, which carried guests, supplies and the mails between the island and Port Clinton, site of the closest USPS post office.

shown above was one of these, showing a set of four perforate stamps. The standard diamond cancel is included as is the special event rattlesnake cancel on the USPS stamp (Scott #4073). Most island mail included a red stamped airplane insignia as shown above.

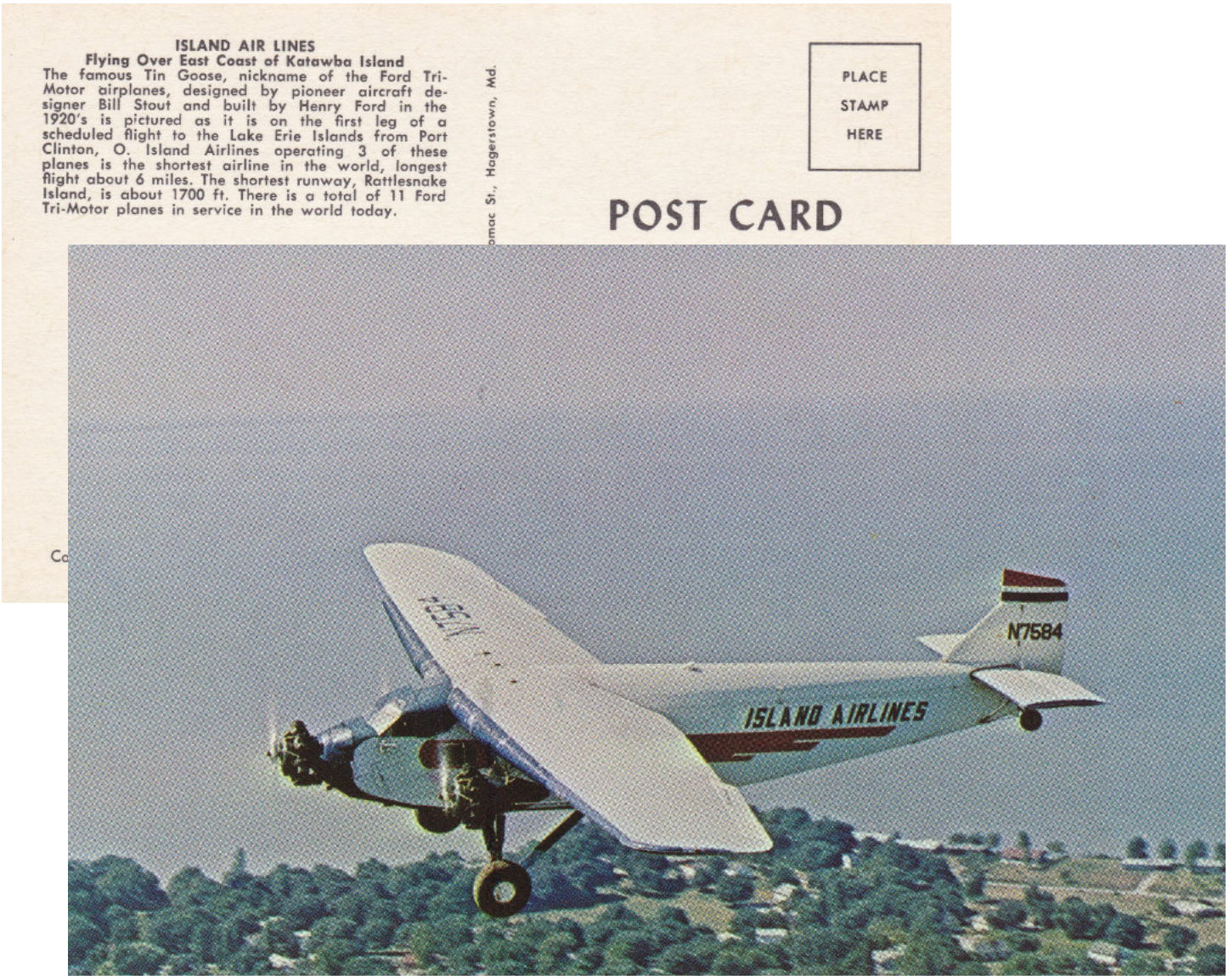
References:

- Fritz, Bob; *Beyond the Scott Catalogue: The Local Post Stamps of Rattlesnake Island*, Scott Stamps Monthly; September 1996
- Grow, John R.; *Rattlesnake Island Local Post*, American Philatelist; December 2005
- Wells, John; *The History & Local Post of Rattlesnake Island Lake Erie*, Able Publishing, Knebworth, Hertfordshire, England; t2003



Figure 2 – A later cover with an imprint of a later aircraft being used (Possibly a Fairchild F-27)

In the 21st Century the post was taken over by the Griffing Air Service, located at the airport of Sandusky Ohio – southeast of Port Clinton at the mouth of Sandusky Bay. This company continued to issue stamps and operate the service through 2010, at which time the Local Post was ended. In total 91 stamps were issued in the 44 years that the Local Post was in existence. All sets consisted of three stamps with two exceptions. The 40th Anniversary issue



Postcard of the Ford Trimotor plane used to fly to and from the island.

Thanks to Rick VanGorder for this article, and to Tom Reyman - editor of the Arizona Philatelic Society's newsletter - in which this article previously appeared.

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

WHAT IS /WAS THE SHORTEST AIR MAIL ROUTE IN THE WORLD?

The caption on the back of the postcard on the previous page states:

ISLAND AIR LINES
Flying Over East Coast of Katawba Island

The famous Tin Goose, nickname of the Ford Tri-Motor air planes, designed by pioneer aircraft designer Bill Stout and built by Henry Ford in the 1920's is pictured as it is on the first leg of a scheduled flight to the Lake Erie Islands from Port Clinton, O. Island Airlines operating three of these planes is the shortest airline in the world, longest flight about 6 miles. The shortest runway, Rattlesnake Island, is about 1700 feet there is a total of 11 Ford Tri-motor planes in service in the world.

The Rattlesnake Island Local Post is one of several services which claimed to be the shortest airmail route in the world, that were described in the December 2016 issue of The Canadian Aerophilatelist.

According to the Guinness Book of Records, the shortest scheduled passenger flight in the world is actually between Westray and Papa Westray in the north of Scotland. - The service is operated by Loganair on behalf of the Orkney Highlands Council, and provides one round trip per day. Flights between Westray Airport and Papa Westray Airport occur daily in both directions. The distance between the airports on Westray and Papa Westray is 1.7 miles (2.7 kms.)! The flight is scheduled to take 2 minutes, including taxying, but actual duration depends on wind conditions, and the quickest flight took 47 seconds!





The cover shown (bottom left) is one of a small number of souvenir covers that were carried by the operator, Loganair, on the inaugural flight of the service on November 24th 1970.

The December 2016 article also looked into the possibility that there was an even shorter flight, as when Denny May described the Peace River - Carcajou - Fort Vermillion - North Vermilion airmail route in his book Air Mail in Alberta 1918 – 2006, he had written

> North Vermillion and Fort Vermillion are half a mile apart across the Peace River. There is a bridge across now, but even in the mid 1960's during early winter and spring break up one had to fly between the two communities.



(Above) Fort Vermilion was originally established in 1788, as a trading post where European settlers traded furs with trappers from the local Dunneza, Dene and Cree first nations. It became the site of a major Hudson's Bay Company post, and a regional centre. The surrounding area is some of northernmost land in Canada suitable for agriculture.



(Bottom left) In October 1930, the Post Office announced that an air mail service between Peace River and North Vermilion, via Carcajou and Fort Vermilion, would be inaugurated early in December 1930. The inauguration was later postponed, and took place on January 31st 1931.

I asked Denny May if he had any additional information, and he replied that:

> *The only time I flew that route was May 5, 1966 with Lloyd Northey of Fort Vermilion Air Service. The ice on the Peace River was in the process of breaking up which it did that afternoon - the effect was spectacular and noisy. I think the actual flight from the time of engine start, take off, 1 minute across the River, landing and shut down was probably 10 minutes maximum, but the take-off to landing flight would have been less than 5 minutes. I am unable to determine where the airstrips on each side of the river were in those days - certainly not where the Fort Vermilion airport is today.*

Since the 1.7 miles from Westray to Papa Westray is the airport to airport distance, a comparison with the distance flown between Fort Vermilion and North Vermilion becomes very difficult. However, 47 seconds between airports definitely makes the Westray - Papa Westray service the "World's Shortest Air Mail Route" by duration of flight.

Chris Hargreaves

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.



SUPERLATIVE POST OFFICES

From the highest post office in the world to THE INTERNATIONAL SPACE STATION

Gerhard Freund



After sending covers from the southernmost civil post office in Port Lockroy (British Antarctic Territory) and the northernmost post office in the world in Ny Alesund (Spitsbergen) to the International Space Station, the idea arose to also send a letter from the highest post office in the world to the post office of the International Space Station, which is located in the Russian part.

The world's highest post office is located in India, in a mountain village called Hikkim in the Lahaul and Spiti district in the northern Indian state of Himachal Pradesh at an altitude of 4,400 meters. It is 46 kilometers from the nearest town called Kaza and accessed by a gravel road. It is one of the most highly inhabited places in India all year round. The residential buildings are between 4,330 and 4,400 meters. The village and its surroundings remain cut off from the outside world for 6 months due to the heavy snowfall in winter.

The post office in Hikkim also connects other villages in the area with the rest of the world, as the villagers can receive and send letters and parcels. It is also a savings bank for the villagers The post office is also a special highlight for tourists, who can send postcards.. The post office's zip code or PIN is 172114.

Rinchen Chhering has been the postmaster since the post office was founded in 1983.

Ms. Appelt Sarah from India (originally from Germany), who runs a travel agency (Chalo Reisen) in India, helped me to realize the project. In spring 2021 I asked her to post 2 letters for me at the highest post office in the world on her next trip to Hikkim. I sent her two ready-made letters, but unfortunately they didn't arrive. So I sent an e-mail with the text of the letter and described the procedure regarding the address on the envelope, etc. On 09.09.21 the time had come and Ms. Appelt started the trip to Spiti. By



mountain bike she rode from the city of Kaza the 46 kilometers and about 600 meters in altitude to Hikkim to send the two letters.



Sign in Hikkim village



Hikkim village



Hikkim post office



Cancelling covers

The postage stamps were canceled by post office clerk Rinchen Chhering with the postmark Hikkim - Lahaul Spiti and the date 11/09/21. In addition to the postmark, it also brought the cachet "India Post - World's Highest Post office-Hikkim 4440 meters 14567Ft. Distt. Lahaul Spiti Himachal Pradesh "and put his signature on it. The postman was very helpful.

The letters arrived in Moscow on October 20th, 21st and were ready for the last leg of the journey. Igor Rodin, who handed the letters over to





Many thanks to Gerhard for this information.

Gerhard is a member of ASITAF (Italian space philately society) which has a website at **http://www.asitaf.it/en**

The philatelic magazine of ASITAF is also published in English.



the cosmonauts, helped me with this.

Letters to Russian cosmonauts on ISS may be sent only by relatives and good friends. There is not any official address to send a letter to the ISS. Only with the help of space philatelists who know cosmonauts can you send a letter or receive a letter from the ISS. There are no official prices from Russian side. In the philatelic market in Europe the price is between 200 and 500 Euro, depending on whether you want a flown cover in the ISS with autographs, a letter send to the ISS with photo in the ISS cupola and/or receive a handwritten letter from a cosmonaut with signature.

A handwritten letter can be send to earth on a Soyuz or a Dragon spaceship.

The letters were brought on board the Soyuz MS-20 spacecraft and flew to the ISS with the Russian cosmonaut Misurkin Aleksandr Aleksandrovich and the two Japanese space tourists Maezawa Yusaku and Hirano Yozo. This was the first time a tourist was brought to the ISS since September 2009 with the spacecraft TMA-16. The current launch to the ISS took place on December 8th, 2021 from the spaceport in Baikonur (Kazakhstan) at 7:38 a.m. Universal Time. The spaceship successfully docked with the International Space Station at 1:40 p.m.

The undocking took place on December 19th at 23:50 UTC. At 3:13 all three entered terrestrial ground again. On Board the ISS, the letters traveled about 7.600.000 Kilometer in this short time.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December.

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

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.



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:

#439 David Bartlet,
#369 Hugh Delaney,
#495 Gordon Easton,
#401 Tony Hine,
#319 Donald Kaye,
#367 Doug Lingard,
#212 Harold J. Petoskey,
#499 Len Townsend,
#254 John Webster

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:

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