THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2023 No. 134

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AND MUCH MORE!



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Volume XXXIX Number 1

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

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Index – Gord Mallett (see contacts above)

CAS CALENDAR

EDMONTON STAMP CLUB – 2023 SPRING NATIONAL STAMP SHOW

Saturday March 25, 10:00am to 5:00pm
Sunday March 26, 10:00am to 4:00pm
Central Lions Recreation Center, 11113-113 Street, Edmonton, AB
For more information see https://www.edmontonstampclub.ca/

Saturday May 6th 10am-6pm - Sunday May 7th 10am-4pm
Nepean Sportsplex, 1701 Woodroffe Avenue, Ottawa, Ontario K2G 1W2
Free admission and parking.

For more information see **www.orapex.ca**

THE 2023 CAS AGM will be held during ORAPEX 2023

BNAPEX 2023 – DARTMOUTH, NOVA SOTIA – September 15th – 17th.

BNAPEX 2023 will be held at the Best Western Dartmouth located at 15 Spectacle Lake Drive, Dartmouth NS, B3B 1X7. Study Group meetings, Seminars, Dealers, and 160 frames of exhibits.
For more information see the www.BNAPS.org .

Royal *2023* Royale – LONDON, ONTARIO - October 13th – 15th

The RPSC will hold their annual show in conjunction with CANPEX - The Middlesex Stamp Club.
October 13-15, 2023 at The Hellenic Community Centre, 133 Southdale Rd. West London, Ontario.
For more information see https://www.canpex.ca/

PRESIDENT'S REPORT

In my last report, I mentioned "snow was everywhere". I guess Mother Nature was listening and went "Oh ya! I'll show you snow!" Needless to say I will not be complaining about snow in November again, as it piled everywhere here in Ottawa.

I want to remind members, and invite everyone, to our Annual General Meeting in Ottawa at ORAPEX 2023, on May 6-7, held at the Nepean Sportsplex, 1701 Woodroffe Avenue. I will be judging exhibits at the show and hope to see a few aerophilatelic exhibits. The AGM will be on Sunday May 7, 2:30-4pm.

I want to thank Chris Hargreaves and Paul Balcaen for continuing to put out what I consider one of the finest Journals in Canadian philately. Your dedication is much appreciated.

Let's hope for a safe happy and healthy 2023!

Steve Johnson

CAS SECRETARY'S REPORT

Welcome to three new members:
#523 Dave McGill of Sarnia, ON
#524 Roger Day of Mineville, NS
#525 Larry Brown of North Bay, ON

AMCN2 EDITOR'S REPORT

I'm very pleased to say that the catalogue has received great reviews, and is selling well.

Of the 250 copies printed:

- 34 were given by the AAMS to section editors and major contributors, in appreciation of the hours of work they put in to make in the catalogue possible
- 39 copies have been sold by the American Philatelic Society in the USA
- 68 copies have been sold by the CAS to purchasers in Canada and overseas.

The catalogue is being sold for $50 dollars US / $65 Canadian. Copies can be picked up in Victoria, Calgary, Toronto, Ottawa and Kingston.

It can also be ordered by mail, with a flat charge of $10 for postage to anywhere. Payment can be sent by Interac e-Transfer to canadianairmail@gmail.com by PayPal to hargreavescp@sympatico.ca or by cheque payable to Chris Hargreaves mailed to 4060 Bath Road, Kingston, Ontario K7M 4Y4

In the USA, orders should be placed with the American Philatelic Society: http://stamps.org

Chris Hargreaves



THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2023

will be presented to **Robert Galway** for his research into early Canadian airmail flights of the 1920's.

The Editor's Award is presented each year to a person chosen by the editor to recognize "an outstanding contribution to the journal or aerophilately". - The Award was created as a way for the editor to recognize current achievements, in addition to writing obituaries which record past achievements.

Bob Galway has done extensive research on the early airmail flights, and provided many items for this journal, on topics including Roy Maxwell's flights to James Bay in the summer of 1920, (published in September 2017), and Patricia Airways and Exploration Ltd (September 2021). Last year he gave a presentation about British Columbia Airways at the CAS Day of Aerophilately, which lead to the re-evaluation of that airline published later in this issue. Many thanks for your outstanding research and contributions Bob.

Chris Hargreaves

In Memoriam - Beatrice Bachmann

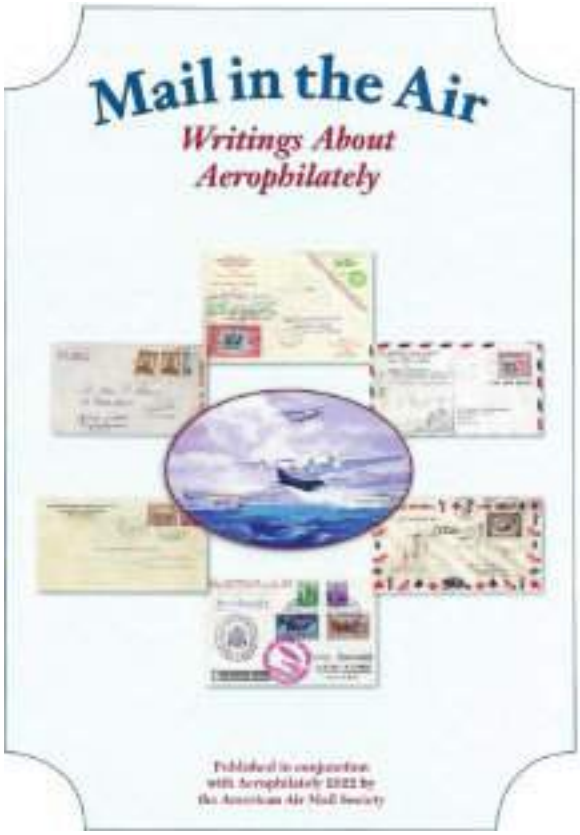
Beatrice Bachmann passed away on 19th November 2022. She had been a member of the CAS for over 30 years.

Beatrice was the driving force behind the establishment of Astrophilately as a class at FIP. She became the inaugural Astrophilately Chairperson in 1985, a position she held until 2000. Her exhibit "*From the Beginning of Space Exploration to Space Mail*" was awarded Large Gold medals and was in the court of honour at the Washington 2006 International Stamp Exhibition. In 2018 Beatrice received an F.I.P. Lifetime Achievement Award for her services to Astrophilately.

NEW PUBLICATIONS –

AVAILABLE FOR FREE DOWNLOAD ON THE INTERNET

MAIL IN THE AIR - Writings About Aerophilately



This booklet was published by the American Air Mail Society to accompany the live presentations at Aerophilately 2022. The booklet is 60 pages, and contains seven articles:

- Pushing the Envelope: Pioneer Rocket Mail, 1928-1959 *by David Ball*
- The Veil is Lifted: PAA Builds a Seaport in the Jungle: Fisherman's Lake *by David Crotty*
- Restarting Pan Am's Commercial Transpacific Airmail Service After WWII *by William Fort*
- SCADTA and the 1934 *Von Krohn* Air Crash *by Alfredo Frolich and Santiago Cruz*
- Canadian Airmail Services in 1932: A Look Back to 90 Years Before Aerophilately 2022 *by Chris Hargreaves*
- Collect Zeppelins and join the Fun *by Jim Hill*
- Romance of the Flying Boats *by Jon Krupnick.*

The booklet can be downloaded at https://www.americanairmailsociety.org/aerophilately-2022/

CAS SECRETARY'S REPORT

As of January 4th 2023 the Society has a total membership of 134. This is a decrease of 1 from January 17th 2022. The breakdown of the membership is as follows:

CANADA: 2023

Alberta	9
British Columbia	19
Manitoba	1
New Brunswick	4
Newfoundland	1
Northwest Territories	1
Nova Scotia	3
Ontario	42
Quebec	9
Saskatchewan	1
Total	**90**

USA: 2023

Arizona	1
California	2
Colorado	2
Connecticut	2
Illinois	3
Kentucky	1
Maryland	1
Massachusetts	1
Michigan	1
New Jersey	1
New York	3
North Carolina	2
Ohio	1
Oregon	1
Texas	2
Virginia	2
Total	**26**

INTERNATIONAL: 2023

Australia	2
Cayman Islands	1
France	1
India	1
Ireland	1
Israel	1
Netherlands	1
New Zealand	2
Sweden	1
U.K.	7
Total	**18**

GRAND TOTAL: 134

Brian Wolfenden
Secretary, CAS

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

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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.



CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

CAPE TOWN 2022 INTERNATIONAL EXHIBITION

CAPE TOWN, SOUTH AFRICA - NOVEMBER 8-12, 2022

Michael Croy	The History of Canadian Aviation and Pioneer Air Mail	Large Silver

AEROPHILATELY 2022

AT THE AMERICAN PHILATELIC SOCIETY BELLEFONTE, PENNSYLVANIA, NOVEMBER 4 - 6 2022

H.R. Harmer Grand Award (multi-frame)

Cheryl Ganz	Zeppelins & the United States also Large Gold medal, and Germany Philatelic Society	Gold medal

Single-Frame Medals - Large Gold

Brian Callan	929 Graf Zeppelin LZ-127 On-board Mail

Gold

Ray Simrak	The 1927 Historic Attempted Transatlantic Flights by The Sir John Carling and The Royal Windsor Aircrafts

Multi-Frame Medals - Large Gold

Brian Callan	Graf Zeppelin LZ-127 South America Airmail 1930-1937 also American Philatelic Society Award for Excellence in Exhibit Text and Germany philatelic Society special Award
David Crotty	Transatlantic Air Mail Services 1939-1945: The Veil is Lifted and American Philatelic Society Research Award
Ray Simrak	United States Airmail Service via the S.C.A.D.T.A. system, 1920-1931, to Colombia, South America and AEROPHILATELY 2022 Special Award



CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2021 AND 31 DEC 2022

	2021	2022
Opening Bank Balance	26,481.10	25,971.33
INCOME		
Accounts Receivable at Previous 31 Dec	0.00	0.00
Income Generated During the Year		
Dues – new members & Renewals	2,435.49	3,229.07
AMCN 2- sales less expenses	0.00	2,818.01
Other Sales – includes e.g. books, pins & advertising	150.00	20.00
Donations – from members	5.00	0.00
Income Generated and Received during the Year	2,590.49	6067.08
Less Accounts Receivable at 31 Dec	0.00	0.00
Opening Bank Balance & Income Received During the Year	**29,071.59**	**32,038.41**
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	0.00	0.00
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	53.00	163.72
CAPEX meeting	250.00	0.00
Office Supplies	101.34	94.28
Postage-such as for CAS journal, covers & books	761.38	619.43
Printing and Photocopying – such as journal and catalogue	887.77	780.20
Journal Exhibit Fees	0.00	100.00
ORAPEX sponsorship	1,000.00	250.00
Book purchases	0.00	130.00
AMCN 2	0.00	4,002.00
New C.A.S. catalogue	0.00	471.44
Engraving – presentation plaques/donations	46.77	291.87
Expenses Incurred during the Year	3,100.26	6,902.94
Less Accounts Payable/Outstanding cheques at 31 Dec	0.00	0.00
Expenses Incurred in Previous and Current Years but paid in Current Year	3,100.26	6,902.94
Closing Bank Balance	25,971.33	25,135.47
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	**25,971.33**	**25,135.47**

BRIAN WOLFENDEN
Treasurer – CAS

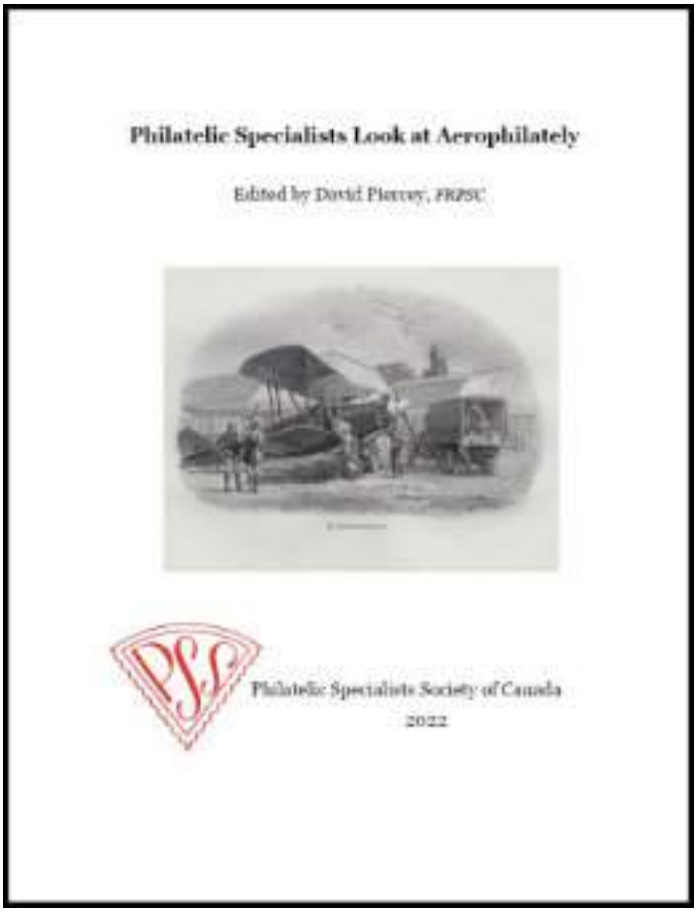
PHILATELIC SPECIALISTS LOOK AT AEROPHILATELY

Published by the
Philatelic Specialists Society of Canada

This is the third anthology produced by the PSSC, for which members have contributed articles on a wide variety of topics:

- Cheryl R. Ganz - Uruguay Zeppelin Agency Cachets
- James R. Taylor - 1931 Flight Sydney to St. Pierre - Miquelon turns into an International Incident
- Ken Snelson - UK Empire Air Mail Scheme - Underpaid Mail
- Chris Hargreaves - Postal Geography: Why the First Airmail Routes Paid for by The Canadian Post Office Department Operated Where They Did
- Gregg Redner - Belgian Airmails: The 1946 and 1950 Skymaster Airmail Stamps
- James R. Taylor - Air France Cinderellas: Non-Postal Labels circa the 1940s-1950s
- Les Selby - Big Airships as Big Business
- David K. Foot - Australia's First Multi-Stage Airmail by Western Australia Airways, 1921-1936
- Gray Scrimgeour - The FAM 2 First Flights
- David Hanes - Astrophilately - Canada in Space
- Ingo Nessel - Hong Kong Jusqu'a Mails
- Frank Alusio - The 1911 World's First Official Airmail Flights
- James R. Taylor - Aerophilately of the ill-fated Latécoère 631 Hydravion

For more information, and a link to download a copy of the anthology for no charge, see:
https://www.philatelicspecialistssociety.com/publications.php



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INFORMATION WANTED



No cancellations on reverse.

The incomplete year in the 8 APR roller cancellation indicates that this cover was mailed in St. John's. - The purple handstamp reads “The Imperial Life Insurance Co. of Canada”.

There is a handstamp ST. JOHN’S NFLD APR 9 1944 AIR MAIL, but there was no airmail service from St. John's to St. Pierre et Miquelon in 1944. - The cover would have traveled by Air Mail from St. John's to Sydney, Nova Scotia, and then by sea to SPM.

Can provide information about its route from Sydney to St. Pierre et Miquelon?

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 MAY 1ST.

Patrick Wolff -Select Stamps and Covers



I am selling on ebay the Wop May and Denny May Collection of Canadian flight covers under seller “select”.
I will donate 3% of the purchase price of any cover bought by a BNAPS member to BNAPS.

5-8 Ave SW, Unit 107B, Calgary, Ab, T2P 2T3 Tel. 403-264-1551 selstamp@telus.net

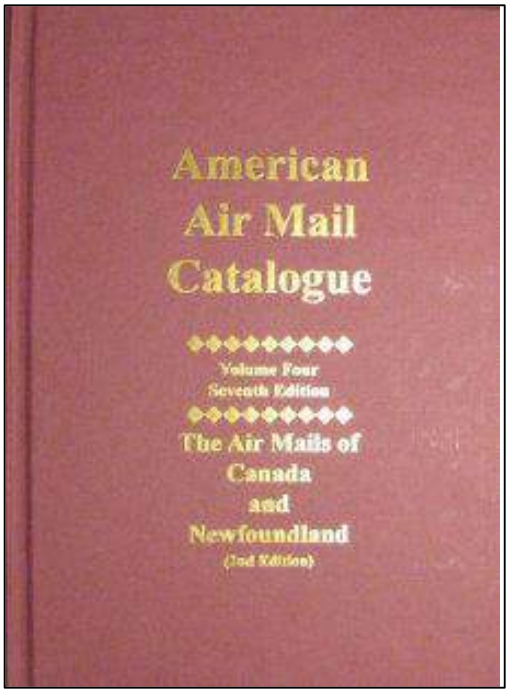
AIR MAIL – The Board Game

Gord Mallett

In December 2022, Christmas gifts were exchanged between my son Jonathan in Stony Plain, Alberta and myself in Kelowna, British Columbia. Upon delivery, we were both surprised!



The AIR MAIL (Canada and USA) board game, created by Barcelona Spain's well-known game designer Toni Lopez



The Air Mails of Canada and Newfoundland, edited by Chris Hargreaves of the Canadian Aerophilatelic Society

Neither one of us had communicated that our gift ould be related to my retirement hobby – researching and collecting airmail covers these last thirty years. We've not yet been able to meet for a good conversation about the catalogue as well as its coloured illustrations and wide-ranging content, outlined in the Canadian Aerophilatelic Society's Journal 133.

What will be examined here however are a number of facts about the AIR MAIL board game he sent, recommended for adults and youngsters aged 10 and above. It has an approximate playing time of forty minutes. The aim of the game is to achieve the highest possible income for your airline company, more than the other players are able to generate. There are three ways to acquire income: transporting Packages between different divisions of the country, complying with Postal Service Decrees and making Express Deliveries.

The Canadian board game is for two or three players, while the USA game is for up to five. Both the planes and box-shaped parcels to be delivered are of the same company colour.

The game consists of players taking turns clockwise, choosing between two possible options: playing a permit card from their hand or asking for a grant. The large-sized game board is pictured unfolded in the photograph overpage. For the USA game, the reverse side of the board is used. Game instructions and strategies are available by clicking here.

In 1925, the American Congress approved the "Kelly Air Mail Act", in which the Postmaster General received authorization to contract commercial aviation companies to carry mail.

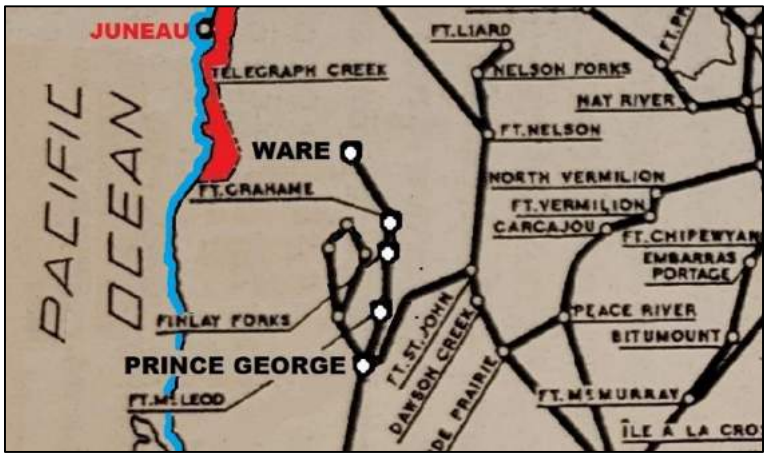


In Canada, somewhat similar mail delivery was initially established in 1924 when the Canadian Post Office Department authorized a number of like companies to print semi-official stamps and charge a fee for the carriage of mail, most usually to northern mining firms.

The game allows players to step into the shoes of aviation tycoons and to then manage one of these companies competing for various contracts to establish and operate air mail routes. Obviously, the greater the distance between a transported package's origin and its destination, the greater the profit. Airline profits back then were very small compared to today's bottom lines. The first USA air mail contractors in 1925, for example, were paid only $3.00 per pound of mail carried the first 1,000 miles!

Game designer Toni Lopez labelled a couple of centres that aren't linked by regular aerial service. Ware, an aboriginal community in northern British Columbia, is one of these. It has no such contract with Juneau, Alaska. Formerly, there was a Prince George to Ware route, thru Ft. McLeod, Finlay Forks and Ft. Grahame. The Air Mails of Canada and Newfoundland 635-page catalogue lists this earlier route (item #3897) inaugurated by Grant McConachie's United Air Transport on March 12 - 14 1938. Chief pilot E. R. R. "Ted" Field made the flights.







This reworked map and the flight cover cachets are from the recently-published catalogue's Section 5 – *Government Air Mail Covers*.

Gord Mallett Cdn.Airmail@gmail.com

BRITISH COLUMBIA AIRWAYS RE-EVALUATED

With information from BOB GALWAY



BC Airways is often regarded as a minor part of the history of semi-official airmail: an airline which issued one stamp, flew for a month, and ended operations when its aircraft crashed in questionable circumstances.

However, while it operated, the airline's service was far ahead of other airmail services in Canada!

BC Airways was a big deal in the summer of 1928, as shown by the newspaper headline below from July 23rd [1]:



WEATHER FORECAST

Victoria Daily Times

TIMES TELEPHONES

VOL. 73 NO. 18 VICTORIA, B.C., MONDAY, JULY 23, 1928—20 PAGES PRICE FIVE CENTS

PLANE ARRIVES TO START NEW SERVICE

ACCIDENTAL DEATH IS THE JURY FINDING

Inquest Held To-day Over Body of Douglas Peterson, Bank Teller

Found Dead in Room Over Bank Premises; Accounts in Order

TRI-MOTORED FORD MONOPLANE OF TYPE ENTERING SERVICE BETWEEN SEATTLE, VICTORIA AND VANCOUVER

Big Ford Plane For B. C. Airways Gulf Service Here After Flight From Detroit

BISHOP OF BUDAPEST IS NOW IN CITY

Count John Mikes Bound to Australia to Attend Eucharistic Congress

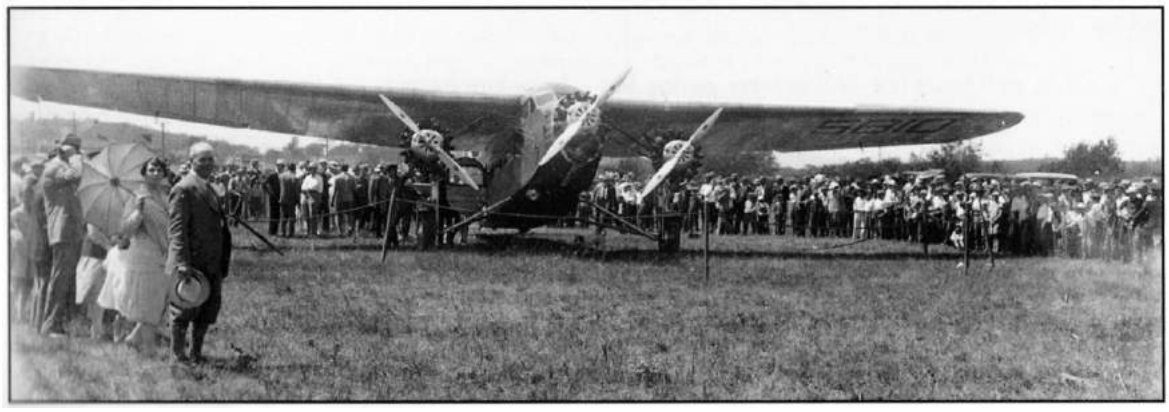
Victoria is One of Most Beautiful Cities He Has

Pilot Herold Walker Brings Trimotored Monoplane to Earth at Aerodrome at 1 p.m., Completing Hop From Seattle After 2,700 Miles Flight; Mayor Pendray and Mayor Taylor, of Vancouver, Make First Trip With Other Passengers; Service to Vancouver and Seattle Will Start This Week

By Times Staff Representative

Flying history was made in Victoria to-day with the arrival of the new Ford passenger air liner for the B.C. Airways Limited gulf service. The huge trimotored plane was brought to a gentle landing at the Lansdowne Aerodrome at 1 p.m., with Pilot Herold Walker at the controls. A crowd of several

There was great public interest in the new service, and a crowd of several thousand people gathered at Lansdowne Field to watch the aircraft arrive from Seattle [1]:



The Trimotor then flew to Vancouver and returned that evening. – The reception in Vancouver, described on the next page, shows that the new service was a big deal in that city too!



Will Meet Mayor At Island Airport

Representatives of the Board of Trade and several aviation organisations will be on hand at the temporary landing field, Lulu Island, Monday at 3:30 p.m. to witness the arrival of the 16-passenger Ford monoplane of B. C. Airways Limited on its first trip into Vancouver.

Mayor J. Carl Pendray and Mrs. Pendray of Victoria will accompany Mayor L. D. Taylor to Vancouver in the plane and will be his guests at dinner Monday night.

The plane will leave Seattle at 10 a.m. Monday. The flight to Victoria is expected to take 45 minutes.

After luncheon in the capital city the plane will take off for Lulu Island at 2:30. This hop is expected to take one hour.

The plane is on the way to Seattle from Detroit and left Idaho on the final lap of the journey this morning. Arrival in Seattle is scheduled for tonight.

The Vancouver Sun: July 21, 1928, Page 28

Representatives of the Board of Trade and several aviation organisations will be on hand at the temporary landing field, Lulu Island, Monday at 3:30 p.m. to witness the arrival of the 16-passenger Ford monoplane of the B.C. Airways Limited on its first trip to Vancouver.

Mayor J. Carl Pendray and Mrs. Pendray of Victoria will accompany Mayor L. D. Taylor to Vancouver in the plane and will he his guests at dinner Monday night.

The plane will leave Seattle at 10 am. Monday. The flight to Victoria is expected to take 45 minutes.

After luncheon in the capital city, the plane will take off for Lulu Island at 2:30. This hop is expected to take one hour.

The plane is on the way to Seattle from Detroit and left Idaho on the final lap of the journey this morning. Arrival in Seattle is scheduled for tonight.

The Trimotor then flew to Vancouver and returned that evening. – The flight is listed in AMCN2 as:

July 23, 1928, Victoria-Vancouver. In July an experimental flight was made from Victoria to Vancouver before the company received its own stamps. Of the approximately 396 covers carried, 200 were for the Chamber of Commerce and 100 for a collector, C. S. Ernst. (Previous listing CL44-2800)

BC2801 Victoria - Vancouver, July 23, 1928 (396 pieces) **40.00**

This repeats the listing from AMCN1, and Longworth-Dames is emphatic that, "no letters originated in Vancouver for the return" [2]. However, an earlier listing in *The Specialized Catalogue Of Canadian Airmails* by Ian Morgan, published in 1931, listed the flight as:

Victoria-Vancouver. 23 July, 1928.
Flown by British Columbia Airways Limited. 7c rate was at first announced, but letters later accepted at 2c rate.
Black cachet: "FIRST FLIGHT AIR MAIL, VICTORIA-VANCOUVER, B.C."

Cover: to Vancouver, 7c rate	5.00
a. To Vancouver, 2c rate	5.00
b. Vancouver to Victoria, no cachet	7.50

Barry Douch has sent me scans of a pair of covers which show that Morgan was correct, as the bottom cover was carried on the Vancouver – Victoria flight:





The B C Airways flight was integrated with other mail services. - The article below refers to mail that missed the midnight boat still getting to Vancouver the next morning, and mail on the afternoon flight catching early trains to the East:



PLANE NOW TAKES MAILS TO VANCOUVER

B.C. Airways Limited Sends New Stamp Issue Out To-day; Service To-morrow

Air mail from Victoria to Vancouver will be carried by the passenger monoplane of the B.C. Airways Limited with the issuance of the stamps to-day. For the first time in history in this Province, air mail will roar between the capital city and the British Columbia mainland, for to-day the plane which recently inaugurated the passenger service between these points will take a supply of air mail stamps to the post offices on the other side of the Gulf of Georgia.

Lithographers delivered the stamps to the operating company last night. They will be on sale at the Post Office to-day. Later they will be distributed to hotels and elsewhere in the city. These stamps are artistically designed, in two shades of blue and white, and represent the intercity mail plane flying over water. The name of the operating company is on the stamp.

CLOSING TIME

Mails close at the Victoria Post Office at 10.10 o'clock in the morning and at 3.30 o'clock in the afternoon, G. H. Gardiner, postmaster, announced last night. A special automobile will carry it to the B.C. Airways Limited hangar, and there it will be loaded for Vancouver. From the time it leaves Victoria until it is at the Vancouver Post Office, only about fifty-five minutes will have elapsed.

Mr. Gardiner has emphasized the value of the air mail to Victoria business men. It will give them a much faster service and a better service than ever before, for mails that miss the midnight boat will still be delivered in Vancouver before noon and those that go by the afternoon plane will catch early trains out of the city to the East and reach Vancouver business men before 6 o'clock the same day.

TWO DELIVERIES

The Vancouver air mail will arrive at the Victoria Post Office at 1.05 p.m. and 6.20 p.m. The morning air mail from Vancouver will thus be on time for deliveries both in the business and residential districts, and will catch outbound stages and trains for northern Island points.

The air mail stamp must be affixed to the back of the envelope with a colored sticker on the front. Before

50 Victoria Daily Times: August 3, 1928, Page 20

PLANE NOW TAKES MAILS TO VANCOUVER

B.C. Airways Limited Sends New Stamp Issue Out Today: Service To-morrow

Air mail from Victoria to Vancouver will be carried by the passenger monoplane of the B.C. Airways Limited with the issuance of the stamps today. For the first time in history in this Province, air mail will roar between the capital city and the British Columbia mainland, for today the plane, which recently Inaugurated the passenger service between these points, will take a supply of air mall stamps to the post offices on the other side of the Gulf of Georgia.

Lithographers delivered the stamps to the operating company last night. They will be on sale at the Post Office. Later they will be distributed to hotels and elsewhere in the city. These stamps are artistically designed in two shades of blue and white and represent the Intercity mall plane flying over water. The name of the operating company is on the stamp.

CLOSING TIME

Mails close at the Victoria Post Office at 10.10 o'clock in the morning and at 3.30 o'clock in the afternoon, G. H. Gardiner, postmaster, announced last night. A special automobile will carry It to the B.C. Airways Limited hangar, and there it will be loaded for Vancouver. From the time It leaves Victoria until It Is at the Vancouver Post Office, only about fifty-five minutes will have elapsed.

Mr. Gardiner has emphasized the value of the air mall to Victoria businessmen. It will give them a much faster service and a better service than ever before, for mails that miss the midnight boat will still be delivered In Vancouver before noon and those that go by the afternoon plane will catch early trains out of the city to the East and reach Vancouver businessmen before 6 o'clock the same day.

TWO DELIVERIES

The Vancouver air mall will arrive at the Victoria Post Office at 1.05 p.m. and 6.20 p.m. The morning air mail from Vancouver will thus be on time for deliveries both in the business and residential districts and will catch outbound stages and trains for northern Island points.

The air mail stamp must be affixed to the back of the envelope with a colored sticker on the front. Before stickers are available it is sufficient to write in bold characters "Via Air Mail" on the envelope. The mail goes for 5 cents for the first ounce or any fraction thereof, and 5 cents additional for each ounce over that weight. This rate is added to the regular postal charge. We expect the air mail business to grow very rapidly," Postmaster Gardiner said today.

This integrated service operated before the daily Toronto - Montreal airmail service, and before the Montreal - Albany flights linking Canada to the US airmail network started on October 1st 1928!

Unfortunately the whole venture collapsed when the Trimotor crashed into the sea between Victoria and Seattle!

According to AMCN2: "The company had a poor safety record, often carrying more passengers than the 12 seats available in the aircraft, and flying in dubious weather conditions. It ceased operations on August 25, 1928, after its aircraft crashed into the Strait of Juan de Fuca while flying through dense smoke from a forest fire".

However, this summary was based on Longworth-Dames [2]. - The circumstances of the crash were more complex: according to *Wings Across The Water: Victoria's Flying Heritage 1871-1971* [1]:

You can still get an argument about what really happened on the fateful Saturday. The enquiry revealed that, although the Seattle weather bureau had reported fog and low ceiling, it had not recommended cancellation of the flight. There are some who have said that Ernie Eve was always too quick to discount safety concerns, but there is no evidence that he disregarded advice on this occasion. Years later, Ted Cressy said that "Hal" Walker had been goaded into taking off by the imperious former M.P., Alexander MacCallum Scott:

> "The story of that accident was that we got a telegram giving us the weather, and it was not very good. Walker had decided not to go when a passenger by the name of Scott said to him that he had been flying with Imperial Airways when you couldn't see your hand in front of your face. He said, 'What's the matter with you? Can't you people fly an airplane?' and Walker said, 'Get in.' And they took off."
>
> —*The Magnificent Distances* (1980): 38

No one knew the flight path better that Herold Walker, a pilot with impeccable credentials. He would have been familiar with the late-summer smoke hazard from forest fires, which compounded the problem of low-lying fog. (His successor on the airmail run, Percy Barnes, had twice landed his flying boat earlier that morning, before turning back to Seattle.) Hal Wilson and other experts suggested that Walker, as a flying-boat veteran, may have been in the habit of keeping too close to the water, with the result that he caught a wing-tip when banking in order to return to Lansdowne Field. Years later Wilson casually revealed that neither he nor Walker had ever learned to use the Ford's bank-and-turn indicator (Wilson 1965: 68).

Whatever happened that day, B.C. Airways was completely exonerated from blame in a September 1928 enquiry. That commission recommended the use of seaplanes or amphibians on routes between Victoria and the mainland, adding fuel to a continuing controversy in the autumn. Two veterans of the Royal Naval Air Service, Hal Wilson and Sydney Pickles (next page), spoke out as champions of land planes and seaplanes, respectively. Wilson may have been right, but it would be fifteen years before another land-based commercial air service linked Vancouver Island and the mainland of North America. Now that their confidence was shaken, it is doubtful that Victorians would have used such a service, had it existed.

ACKNOWLEDGEMENTS

Many thanks to Gr. Robert Galway for his great presentation on British Columbia Airways during the Day of Aerophilately in Toronto in November 2022, and for finding and transcribing the newspaper stories in this article. A recording of Bob's talk can be viewed at:
https://1drv.ms/v/s!AkOhdTVHRqpghp1oFrT4V00OuSx52g?e=oZHiGn
Thanks also to Barry Douch for the scan of the unlisted Vancouver-Victoria July 23rd 1928 cover.

REFERENCES

[1] *Wings Across The Water: Victoria's Flying Heritage 1871-1971* by Elwood White and Peter L Smith ((Harbour Publishing, 2005). – A terrific book with lots of information and terrific illustrations. (Still in print: https://harbourpublishing.com/products/9781550173550)

[2] *The Pioneer and Semi-official Air mails of Canada 1918-1934* by C.A. Longworth Dames (Unitrade Press, 1995).

The curious case of the first airmail stage flight to Casummit Lake, Ontario on December 12th 1934. [AMCN2 #3435]

Simon Claughton

The Canadian Post Office established a new post office on this date to coincide with the extension of the air stage flights from Sioux Lookout through Narrow Lake. The official opening date was Dec 12th 1934.

Winnipeg was the regional office for this new office and two proof strikes of the canceling device were provided, one to be held at Winnipeg and one at the stage post office.

The post office promoted this first flight of air stage service for December 12th 1934. The FFC [First Flight Cover] is so post-marked. The flight left Sioux Lookout in the morning and returned later in the afternoon.



Fig 1- FFC cover front.



Fig 2- FFC cover back.

Fig 1 is the FFC for the second leg of the flight with the Cachet for the return flight. The cancel date is the afternoon of Dec. 12th 1934.

Fig 2 is the back of the cover with the receiving cancel in Souix Lookout on the afternoon of Dec. 12th 1934.

Philatelic first flight covers were processed at the district offices where the cachet was only applied to the Air mail covers paid with stamps at the air mail rate [6 cents].

Gus Knierim of the Postal History Society of Canada has a very strong suspicion that the covers received their cachet in Winnipeg and that they were also postmarked in Winnipeg both with the dispatch cancel as well as the receiving cancel. The whole bag was flown to the settlement without any further processing.

Therefore the cancels applied on the covers would have been the ones held at the Winnipeg office.

The sealed bags would have been flown to Casummit Lake and just turned around to be on the return flight.

Regular air stage mail would have been processed at the terminal offices for the flight.

Fig 3 is the First Flight post card for the first leg of the flight from Sioux Lookout. The cancel date is on Dec. 10th 1934.

Fig 4 is the back of the post card with the receiving cancel in Casummit Lake on the afternoon of Dec. 10th 1934. [Reported as the earliest post mark for this office].



Fig 3- Early flight card front.



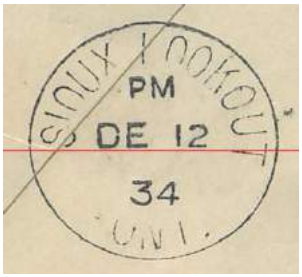
Fig 4 - Early flight card back

This seems to indicate that a flight took place on Dec 10th 1934 from Sioux Lookout to Casummit Lake.

A careful examination of the cancels would seem to bear out Gus's assumption that the FFC was processed in Winnipeg and the 3rd class post card was processed in Sioux Lookout and Casummit Lake.

First Flight Cancels likely processed in Winnipeg.

- Sioux Lookout - The "S&T" in **S**ioux Lookou**t** is in line with the "DE 12" of the dater.
- Casummit Lake - The "A&E" in C**a**summit Lak**e** is in line with the dater.





The First Flight post card likely processed at the stage post offices.

- Sioux Lookout - The "I&U" in S**i**oux Looko**u**t on the card is in line with the "DE 10" of the dater.
- Casummit Lake - The "A" in C**a**summit Lake is above the line with the dater. The "E" in Casummit Lak**e** is below the line with the dater.





Definitely two different canceling devices!

Likely explanations;

1. The Dec 10th 1934 date at both Sioux Lookout ONT and Casummit ONT could have been due to an undocumented early survey flight required and used for the non Cachet first flight mail?

2. The Dec 10th 1934 receiving mark date at Casummit ONT 2 days before the official opening could have been due to the postmaster being present at the arrival of the survey flight and processed the mail received due to the expected high volume on the 12th?

References;

The Air Mails of Canada and Newfoundland 2. - a joint production by the Canadian Aerophilatelic Society (CAS) and the American Air Mail Society (AAMS), 1997,2022.

AMCN2 3435 Sioux Lookout ONT – Casummit Lake ONT

Dispatch

Sioux Lookout ONT - Dec 12 1934.

Receiver

Casummit Lake ONT Dec 12 1934.

AMCN2 3435a Casummit Lake ONT – Sioux Lookout ONT

Dispatch

Casummit Lake ONT Dec 12 1934.

Receiver

Sioux Lookout ONT Dec 12 1934.

The Airpost Journal of the American Air Mail Society. February 1935, Volume 6, No5, Issue 58, Page 15

The Canadian Aerophilatelist of the Canadian Aerophilatelic Society. September 2002 Volume 18, No3, Issue 52, Pages 24-26

Air Mails of Canada, 1925 - 1939 by George Arfken and Walter Plomish, (published by Charles G. Firby).

Gus Knierim of the Postal History Society of Canada. - Currently researching the discrepancies between first flight postmarks.

The Canada Official Postal Guide 1934.

The Monthly Supplements to the Canada Official Postal Guide 1934.

Vincent Graves Greene Philatelic Research Foundation - The Harry Sutherland Philatelic Library.

Library and Archives Canada - Philatelic Collections.

See also "A Puzzling Item from Canada's 1 cent First Flight Air Mail" by Simon Claughton in the December 2022 *Canadian Aerophilatelist*, for information about Ruben Aretz and the one cent franking on postcards

IF ANYBODY CAN PROVIDE MORE INFORMATION TO ESTABLISH WHICH OF THE EXPLANATIONS IS CORRECT, OR HAS ADDITIONAL EXAMPLES OF DUPLICATE CANCELLATIONS, PLEASE CONTACT THE EDITOR.

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1933-Erroll Boyd visits Toronto



BRIAN WOLFENDEN sent me a scan of the above cover, and commented that it is listed in AMCN2 Section 5 as #3328, but there is an error as the listing describes the flight as going from New York to Montreal. - I checked with TOM RUSSELL who is revising the Trans-oceanic Flights section of the American Air Mail Catalogue - he will be describing this cover as:

T-546 1933, June 10: Boyd and Lyon *Colombia* Flight
(1178) **New York – Haiti – Washington – New York - Toronto**

Capt. J. Errol Boyd, co-pilot Robert G. Lyon and passenger Harold Palmer Davis left New York for Haiti on a paid flight to promote Haiti tourism. After flying nonstop 2,471 miles in the trans-Atlantic plane Columbia they were forced down by bad weather at St. Marc, about 50 miles shy of their Port-au-Prince destination. After the weather improved, they proceeded on to Port-au-Prince on June 11. The return flight did not occur until July 6. After a brief stop in Savannah, Georgia due to high winds they arrived in Washington. After they returned to New York Boyd and Lyon flew on to Toronto on July 15 where the flight ended. This was the last major flight of the Columbia which was destroyed by fire on January 25, 1934 while undergoing repairs at the Bellanca plant in Newcastle, Delaware.

Covers from the flight from New York are cancelled on June 10 and received an unboxed six-line red handstamp with details of the flight. A few covers received this handstamp in black over a large 75 mm. circular magenta cachet of a small plane, a double globe of the world and descriptions of the various flights of Boyd and the Columbia. Some covers were backstamped at Port-au-Prince on June 12 or 14. Those backstamped in New York on June 19 received Haitian franking and were delivered by ship from Haiti.

Mail carried on the return trip is additionally postmarked at Port-au-Prince on July 6. Haiti overprinted the 20-centime stamp (Scott #317) in red, showing an airplane and five-line inscription: "Columbia- / Vol-Direct- / N.Y.- P-au-P / Boyd-Lyon- / 60C." While intended for use on the return flight, most covers received a copy of Haiti Scott #316, the 10 centimes Citadel stamp. Covers carried on the flight to Washington do not appear to have been put in the mail there. Rather, they were backstamped in New York on July 7 or 10.

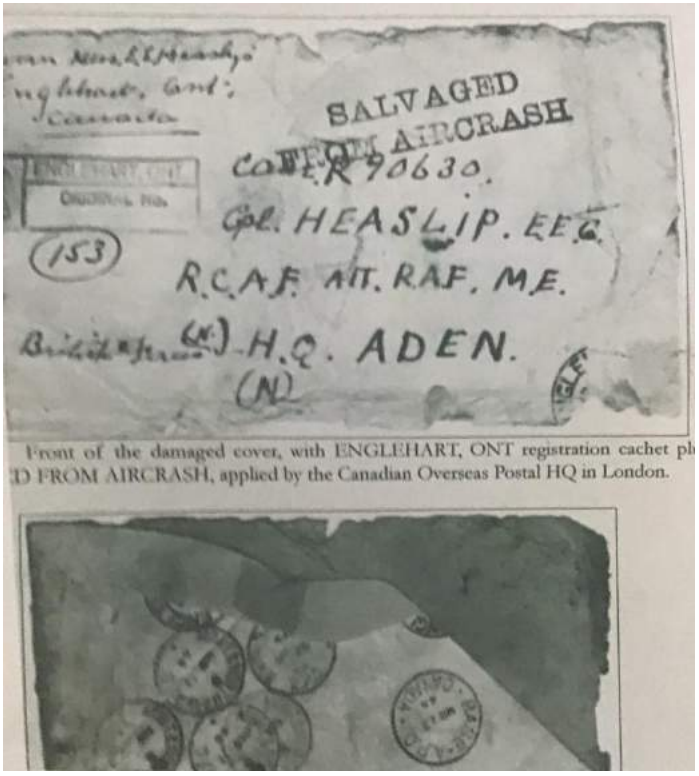
The flight to Toronto was postmarked on July 15 at both New York and Toronto. An additional six cents Canadian postage was affixed in Toronto. These covers received an eight-line unboxed magenta handstamp "Colombia / Complimentary Flight / To Toronto, Canada / July 15th, 1933" with four more lines describing the aviators and preceding flights. Boyd and Lyon signed many of the covers carried on all legs of the flight to Haiti to Toronto.

- New York, Jun. 10 – Port-au-Prince June 12 or 14 – New York, Jun. 19
- a. New York, Jun. 10 - Port-au-Prince, Jul. 6 – New York, Jul. 7 or 10
- b. as above, with Haiti overprinted stamp C4A
- c. as above, with both cachets
- d. New York, July 15 – Toronto, July 15

Thanks Brian and thanks Tom.

Update on World War II Crash Covers – 1944-1945

Chris Hargreaves



Front of the damaged cover, with ENGLEHART, ONT registration cachet pl
D FROM AIRCRASH, applied by the Canadian Overseas Postal HQ in London.

FIGURE 1: Illustration from Ken Sanford – original source not known.

An article in the June 2022 *Canadian Aerophilatelist* looked at crash covers from the 1944-1945 period. A number of covers are known, 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. However, information about the incidents is very limited, and the number of crashes that occurred is not known.

The cover in Figure 1 was travelling from Canada to Aden, and there is a BASE APO back stamp from March 12 44.

The date and direction fit the listing for 440300 in section 7 of AMCN2:

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*.)

However, the cover raises several issues:

- it was heading to Aden, but the listing says all covers known are to Canadian forces personnel stationed around Sicily. - This is a shortcoming of the listing, as a list of covers from this crash in the June 2022 article included one from Saskatchewan to East Africa.
- The original listing says that the SALVAGED FROM AIRCRASH handstamp was "applied by the Canadian Overseas Postal HQ in London". – This is probably an incorrect assumption based on limited information available in the past, as mail from the crash would have been dealt with in Italy.
- the handstamp is in a serif font, and quite different to the handstamp on other covers linked to this crash, such as the one illustrated in the June 2022 journal: see Figure 2.

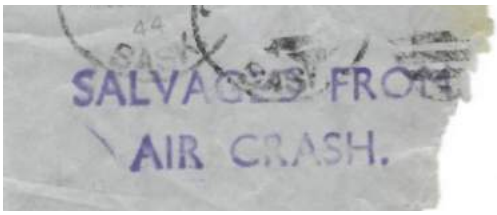


Figure 2: 440300 from June 2022 journal.

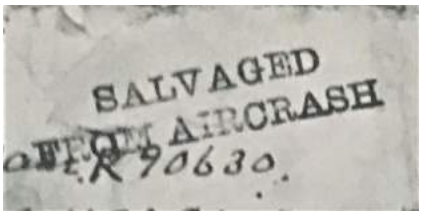


Figure 3: Enlarged from Figure 1.

Cachets from the crash at Biggin Hill - January 25th 1945

This crash is listed in AMCN2 as:

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.

It is also listed in Henri Nierinck's *Courrier Recoupere: Recovered Mail, 1937-1988,* but that listing also raises several issues:

- the aircraft is described as flying to Canada, but it was actually heading to Antwerp in Belgium. (See following article.)
- Nierinck illustrates two cachets applied to mail from this crash – Figures 4 and 5 – but all the covers I have seen from this crash have the Figure 4 cachet.



Figure 4

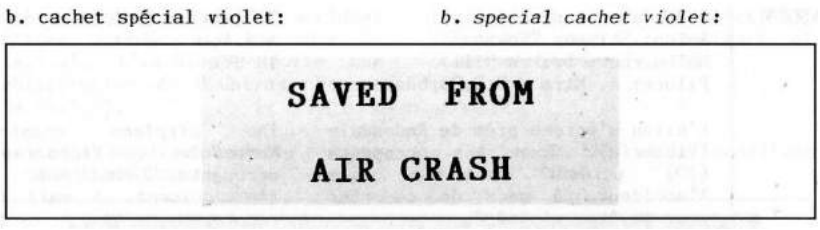


Figure 5

Given the error in Nierinck's description of the incident, was the Figure 5 cachet applied to mail from the Biggin Hill crash, or to mail from another incident?

If anybody has covers from either of these crashes, or from other crashes in 1944-45, please send a scan to the editor at hargreavescp@sympatico.ca

Any other information related to these crashes would also be much appreciated.

Henri Nierinck's catalogues *Courrier Recoupere: Recovered Mail, 1910-1936* (published 1992), and *Courrier Recoupere: Recovered Mail, 1937-1988* (published 1995) are currently being updated by Ken Sanford, and will be published by the AAMS as *Air Crash Mail of the World.* For more information contact Ken Sanford at kaerophil@gmail.com

January 25th 1945 the crash at Biggin Hill and afterwards

John Harding was a navigator on the Dakota which crashed at Biggin Hill.

He was born in London, Ontario in 1919, and enlisted in the RCAF in 1941. He served as a navigator with RAF Bomber Command from the end of 1942 to mid-1944, rising from the rank of sergeant to Flight Lieutenant, doing two tours on Lancasters at 103 Sqdn. and 550 Sqdn, after which he was awarded the Distinguished Flying Cross. Seconded home in August 1944 he was attached to 168 Sqdn. RCAF in Ottawa, flying Canadian Forces mail across the Atlantic and up to the front lines. Leaving the airforce in November 1946 he joined Air Canada as a line navigator on trans-Atlantic and Caribbean duties where he served for 30 years.

Jon Harding wrote a very interesting book about his experiences, called *The Dancin' Navigator,* which I came across on a sales table at a Canadian Aviation Historical Society convention. It contains the following account of the crash at Biggin Hill and what happened to John afterwards:



We were nearing the end of our tour of duty on Dakotas (DC-3s) at Biggin Hill. Bill Anglin had been asked by S/Ldr. Knowles if our crew would help in familiarizing an incoming crew with the route on Jan.25th. F/Lt. Harry Zumar, our current co-pilot and W/O Jack Demaine, W/Op. were to be excused the duty and then on the 26th. we would return to Ottawa and resume trams-Atlantic duties.

Takeoff at 0850 hrs. appeared to be routine. Anglin stood between the two operating pilots, F/O Hibbert in the left seat and F/O Marcotte, D.F.C., co-pilot, I busied myself back beside the navigator's table with F/Lt. Gordie Fowlkes, making suggestions wherever I could. We were carrying a large load of mail destined for Antwerp.

Biggin's topography is such that the aerodrome sits on something shaped like an inverted dinner plate. Both ends of the main runway fall away slightly. The control tower stands at the high point . . . the center. Weather conditions were as they'd been for several days. The airport was covered by an icy ground fog to a depth of 200 to 300 feet. Forward visibility was limited. We had experienced the same conditions on other mornings. We knew that once aloft, we would break out in in seconds to a perfectly sunny sky above. We were using the full runway.

About half-way down on the take-off roll, Hibbert, restricted by his forward visibility, must have felt he was quickly running out of useable runway. He'd only used half. To everyone's surprise, with only 90 knots on the clock, he hauled back and we staggered off, our port wing trailing low, heading straight for the control tower. Narrowly averting the tower and our speed dropping, we fell,careening into a Spitfire parked near its protective blast wall. We then bounced up to about 50 feet and fell again. This time on a young woman's NAAFI wagon where she was serving refreshments to a group of ground crew.

Inside the aircraft, Bill Anglin, sensing we were "goin in" came rushing back pushing me ahead of him shouting "Get back, we 're going to crash." We both fell headlong, past the main bulkhead, on the stacked mall bags. All I can recall was that giant blow-torch effect' as the port inner fuel tank burst inside the fuselage. I can remember trying to shield my face with my hands . . . I had on neither gloves nor helmet.



Jan./1945 Dakota crash at Biggin Hill.

Luck was with us to some extent that day as the aircraft broke completely in two on final impact, just aft of the main plane. Like peas from a pod we were nearly all shunted out, along with the hundreds of mail bags. I regained consciousness only moments later to find myself face down in the burning mail.

The radio officer and I took cover behind a nearby brick dispersal wall. His face and hands were burned black. His words to me, “Jack, I'm never going to fly again." I didn't realize I'd been burned but imagined somehow that I'd been scraped by the rough, unfinished interior of the aircraft. Blood was coursing down my right cheek from a laceration near my ear. Violent body trembling began to set in as shock took hold of us. Arriving ambulance men wrapped us in blankets. Bewildered, we were laid on stretchers in the snow and sedated.

Without protective gear of any kind, one of the ground crew fellows climbed up and pulled F/O Hibbert out of the still burning wreckage through the cockpit window. He was later decorated for his bravery. The young woman in the tea wagon, sadly, later died from burns.



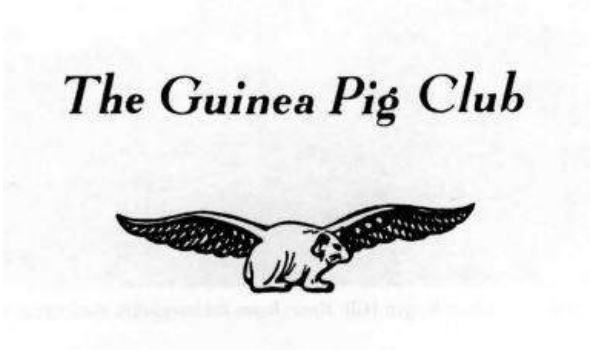
Jan./1945 Dakota crash at Biggin Hill. Note: foam on wreckage, used to extinguish blaze.

All seven men of the two flight crews involved were taken by ambulance to a civilian hospital in nearby Orpington. There I was operated on to close my facial gash and they began to treat our hands with the outdated gentian violet. Its effects would have been to eventually cause our hands to stiffen and set.

Several days later we were visited by Canadian plastic surgeon, W/Comm. Ross Tilley, who immediately had us all moved to the Canadian wing of the Queen Victoria Hospital in East Grinstead, Sussex. It was a hospital primarily for the treatment of burned airmen.

We had all been burned to varying degrees. Some of our people were discharged within days of admittance. Bill Anglin arid I, it appeared, were the worst of our group. Hibbert lost his spleen shortly after.

The atmosphere in the "Guinea Pig" wards was completely different to any other military hospital. The aircrew patients, with the doctors, had formed an Association earlier in the war to bind themselves together. Plastic surgery was in its formative stages and we were just that . . . Guinea Pigs . . . to the brilliant and innovative surgeons who, in many cases, were feeling their way.



With our heads heavily swathed in surgical dressings and bandages, leaving only two eyelets and a small hole to eat and drink through, we must have presented a strange sight. Our hands too were heavily dressed and bandaged. We couldn't bear to have them below the heart line, as the pain was intense. So sitting or standing, our hands were always held high, at chest level.

All the hair on my head had been completely burned away. I had no eyebrows or lashes. My ears were like two potato chips. I had no distinct lip line. Most of my burn areas were first and second degree, the most painful I later learned, but the most responsive to repair with adequate treatment. I must admit that the pain was such that during the earlier days in hospital, my will to live was very low.

At first we were kept four in a room, hand-fed and allowed to drink any and all liquids we requested. A barrel of beer was kept handy in all wards. Liquid intake was of the utmost importance in treating burns.

Sleeping and waking hours became a blur as our bodies began to mend. Every day we were put naked into large saline baths to ease the pain. Male attendants sloughed off any dead, scaling skin from our burn areas with tweezers. This treatment originated early in the war when it was discovered that downed allied fighter pilots, rescued from the waters of the English Channel, found their burned areas to be eased by contact with the Channel's salt water.

On one occasion, after being gently helped out of the bath, I sat shivering, naked, on a wide board across the bath's lower end waiting to be towelled off. In my weakened condition, I must have fainted and only the quickness of the male attendant kept me from falling face first back into the tub.

On warm sunny days, hospital doors would be opened and we'd be rolled outside, on the lawn, still in our beds, for an hour's fresh air.

Occasionally, a group of newly inducted Allied service doctors would visit the hospital wards to view procedures. The disturbing part was that our burned areas would be completely unwrapped so they could view our progress. Each time the burn areas were exposed to the air, the pain began all over again.

As the weeks passed, I was moved a few yards from our room to a larger ward and encouraged to eat in the dining room, even though I still couldn't feed myself. Patients were encouraged to help feed one another. To make beds if they could manage it.

Almost a week after our accident occurred, my wife, who had only been in Canada 3 months, had that devastating telegram delivered! It was a bitterly cold January afternoon. Olwen was home alone with only our baby daughter as company. The telegram, addressed to my mother, indicated in very terse terms that I was critically injured in a crash. No details.

Olwen immediately phoned my mother who was at work and she took a cab home.

A quick telegram was sent to Olwen's sister, Wyn, living in Chichester, Sussex, about 35 miles S.W. of East Grinstead. Wyn, her husband Ben, and Olwen's mother, who was visiting at the time, all came to visit me.

They were taken aback at the sight of some of the lads, as they walked through the wards leading to our room. Although the extent of my injuries wasn't apparent, with all the bandaging, they could sense my spirits had picked up and that I hadn't lost any limbs. This information they quickly passed on to my wife, putting her mind somewhat more at ease.

The crash inquiry's final verdict was "aircraft swung on takeoff." No blame was ever apportioned

After three weeks in hospital, the Surgeon-in-charge, New Zealand born, Dr. Archibald Mclndoe, while on his morning rounds, examined my affected areas. He was at that time, the leading doctor in his field in all of U.K. In his informal manner, he told me that on the following morning, a Thiersch graft would be taken from my left thigh, applied in the form of stamp grafts, under pressure bandaging, to the stubborn sections of my hands that weren't healing. Areas that I suspected were third degree burns, where even skin roots were burned away.

The operation was performed by W/Comm. Tilley, the senior RCAF Medical Officer in the anesthesia handled by another Canadian, S/Ldr. Park

The Thiersch method was to literally “plane" a thin sheet or strip of skin from a healthy area on one's body to be used as a graft on the affected parts. It was perfected by a German surgeon Dr. Carl Thiersch and introduced to the medical world in 1874.

Sadly only 10% of this first attempt on myself was successful and ten days later the operation was repeated by Dr. Tilley and Dr. Park with my right thigh as the donor area. This time 100% "take" was achieved. My donor areas now looked as raw as the original burns but they too began to heal quickly.

Many kindnesses were shown to us as patients. Red Cross women and local volunteers came around several times a day. They’d write letters for you, read to you, supply you with magazines or craft materials. One retired British General who lived nearby, like nothing better than to take a recuperating group out in his car for a tour of the area, in spite of gas rationing.

February turned into March and I became anxious to leave hospital and see my family again. Finally I was discharged from the Q.V.H. With my hands still partially bandaged I was returned to the squadron at Biggin Hill and given a month’s recuperative leave in Canada. I was flown as a passenger, very queasily I might add, in one of our Dakotas to Istre, France, then on to Rabat in North Africa. There I and several other returning officers from the squadron, were to wait three days for a lift to our home base at Rockcliffe on a returning Fortress. I still had to have my hands dressed and rebandaged each day.

After my month sick leave at home, I was anxious to resume flying duties. Medically boarded again in mid-May to ensure I was fit, I then resumed trans-Atlantic operations.

***The Dancin’ Navigator* by John Harding D.F.C. was privately published and produced by Asterisk Ccommunications, Guelph, in 1988.**

The short biography at the start of this article was taken from the back cover of the book.

ROYALAIR

Response from IAN MACDONALD to the question in the December 2022 Canadian Aerophilatelist regarding St. Catharines Airport.



Above: CF-QBB at Malton Airport, Toronto, 1969. Royalair was originally a Montreal charter operator with smaller aircraft.

It began advertising "FIRST IN CANADA WITH BUSINESS JET AIRCRAFT" in June 1967. – It made the news the month before with a medevac Arizona to Toronto using a Learjet - the first such flight.

By the following February they had two Learjets, one of them modified for a Spartan Air Services' contract to conduct a photo survey of 200,000 square kilometres in Argentina.

In October 1967 the company applied to operate a scheduled service Montreal-Pembroke-Peterborough-Toronto which when approved included St Catharines. Service began 14 August 1968. On 16 December 1968 authority to operate DC-3s was published.

By late January 1969 there were financial difficulties and a meeting of creditors was scheduled for 5 February.

On 19 February Quebecair stepped in and provided a Twin Otter and a DC-3 to ensure the route would be served without interruption, and the following month announced that Sogebry Ltd, owners of Quebecair, had acquired controlling interest in Royalair. ATC approved but specified that Royalair must be operated as a separate company with a separate set of books.

In October 1969 ATC refused the Royalair submission to fly to Kingston with F-27s. On 14 November 1969 a CTC notice to abandon their route was published.

(These details are from The Montreal Gazette using newspapers.com - there is more in the Kingston and Ottawa papers).

The de Havilland Heron was CF-RAB, previously modified by Riley Aeronautics who replaced the Gipsy Queen engines with Lycoming IO-540s. Leased from Greyhound Leasing and Financial of Canada Ltd 23 August 1968, sold in the USA January 1969.

The Quebecair Twin Otter was CF-QBV flown in Quebecair colours but with Royalair titles.

Their DC-3 was CF-HVH and the Quebecair loaner was CF-QBB.

The registration CF-RAF was reserved by Royalair for a Beechcraft 99 but it was not imported.

ROYALAIR TICKET OFFICES
BUREAUX DE RESERVATIONS ROYALAIR

Aéroport International de Montréal	(514) 636-0011
Ottawa	(613) 822-6131
Aéroport de Pembroke et environs	(613) 687-5579, 732-4889
Aéroport de Peterborough	(705) 742-3409
Aéroport Internationale de Toronto	(416) 364-6168
Aéroport St-Catharines/Niagara	(416) 682-1921

DO NOT FAIL TO RECONFIRM
N'OUBLIEZ PAS DE RECONFIRMER

Please arrive at the airport counter at least 20 minutes before flight departure

Veuillez arriver a l'aéroport au moins 20 minutes avant l'heure du départ

ROYALAIR . . . . . serving
ROYALAIR . . . . . dessert



WESTBOUND
VERS L'OUEST

Flight No. – Vol No.		202 Mon-Fri Lun-Ven AM	204 Mon-Fri Lun-Ven PM	310 Mon-Fri Lun-Ven PM	312 Mon-Fri Lun-Ven PM	208 Sun-Dim PM
Montréal	D.	07:00	14:30	18:00	18:30	
Ottawa	A.	07:50	15:20		19:15	
Ottawa	D.	08:00	15:30		19:25	
Pembroke	A.	08:40	16:10			
Pembroke	D.	08:50	16:20			16:50
Peterborough	A.	09:45	17:15	19:40		
Peterborough	D.	09:55	17:25			
Toronto	A.	10:40	18:10			18:30
Toronto	D.		18:25			18:45
St-Catharines	A.		18:50		20:50	19:10

EASTBOUND
VERS L'EST

Flight No. – Vol No.		205 Mon-Fri Lun-Ven AM	203 Mon-Fri Lun-Ven PM	309 Mon-Fri Lun-Ven AM	311 Mon-Fri Lun-Ven AM	207 Sun-Dim PM
St-Catharines	D.	07:20			07:30	14:25
Toronto	A.	07:45				14:50
Toronto	D.	08:00	18:30			15:00
Peterborough	A.	08:40	19:10			
Peterborough	D.	08:50	19:20	07:30		
Pembroke	A.	09:45	20:15			16:35
Pembroke	D.	09:55	20:25			
Ottawa	A.	10:35	21:05		08:50	
Ottawa	D.	10:45	21:15		09:00	
Montreal	A.	11:35	22:05	09:00	09:40	

ONE-WAY PASSENGER FARES
TARIFS PASSAGERS ALLER SIMPLE

	Montreal	Ottawa	Pembroke	Peterborough	Toronto	St. Catharines
Montreal						
Ottawa	11					
Pembroke	21	11				
Peterborough	29	21	14			
Toronto	31 / 25	26 / 21	23	9		
St. Catharines	33	27	25	11	9	

*No Stop-over Allowed.
*Pas arret en cours de routes permis.

AIR FREIGHT RATES PER POUND–Under 1000 lbs.
TARIF FRET PAR LIVRE–En dessous de 1000 livres

	Montreal	Ottawa	Pembroke	Peterborough	Toronto	St. Catharines
Montreal						
Ottawa	.07					
Pembroke	.14	.08				
Peterborough	.18	.14	.13			
Toronto	.19	.17	.15	.10		
St. Catharines	.20	.18	.17	.12	.09	

MINIMUM CHARGE PER SHIPMENT $10.00
AIR EXPRESS $ .25 PER POUND, MINIMUM $5.00
MINIMUM PAR EXPEDITION $10.00
EXPRESS $ .25 PAR LIVRE, MINIMUM $5.00

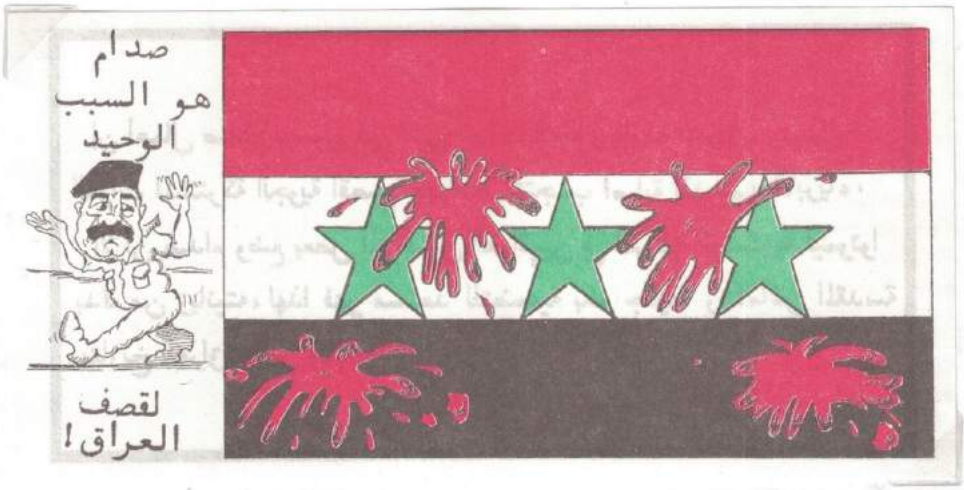
Many thanks Ian. - It's great to get such a fulsome response to a question in the Journal.

PROPAGANDA LEAFLETS FROM DESERT STORM – Ray Cartier

EDITOR'S NOTE: There is a section on aerial propaganda leaflets in volume 1 of the *American Air Mail Catalogue* 5th edition, published in 1974, but I do not recall reading anything about propaganda leaflets recently.

Many thanks to Ray Cartier for sharing these pages and items from his exhibit on propaganda leaflets from Desert Storm. – They were collected by Ray's son Jon who was heavily involved in PSYOPS during Desert Storm.

U.S. PSYOPS PROPAGANDA LEAFLETS OF DESERT STORM



Psychological Operations (PSYOPS) is a form of warfare to increase the fear and lessen the resistance of the enemy. Leaflets, Loudspeakers and Radio messages are the three prime means of reaching them.

The reverse side of the above PSYOPS leaflet is written in the Iraqi language:

"It is the actions of Saddam Hussein which have force the world to war with Iraq. The Joint Air Forces are making a great effort to avoid injuring innocent civilians. If Saddam puts Iraqi citizens in military headquarters to die instead of his thugs, then by this he shows he is ready to sacrifice all of you, the holy places and the history of Iraq for his survival."

The purpose of this exhibit is to show the viewers actual leaflets that were prepared and dropped by aircraft, mortar rounds and balloons to hasten the end of the war in six different ways – sometimes with several of the functions of PSYOPS in a single leaflet. These are a form of mail which showed significant value in demoralizing the enemy and warning citizens of what they should avoid touching. It is a fascinating series of changing people's minds which most of us have not previously been able to view ourselves.

These pieces of paper spared thousands of lives by convincing the enemy to give up and to not shoot at the soldiers of the United States and other nations, but to instead seek the safe shelter of our Prisoner of War camps.

Per Army Major Mike Murley, operations commander from the 6th PSYOP Battalion (Airborne) at Ft. Bragg said, "*I can tell you psychological operations were very successful. Before the ground war was started people were crossing the lines and surrendering. Thousands of Iraqis streamed into Turkey to give up. ... The Iraqis would hear their propaganda – a mixture of truth and lies, and ours, straight truth*".



The "invisible" aircraft of the United States made a dramatic impression on the soldiers of Iraq. They had witnessed the destruction wrought by F-117 and B-2 aircraft and regardless of the lies told by their leaders, they knew that they were on the "short end of the stick" in this conflict. These leaflets helped solidify that fear.

F-16s in Gulf War II --2002
New Propaganda
Leaflets





Image shows a Ft. Worth Texas-built F-16 firing several missiles. But the F-16s also dropped 7,800,000 leaflets, exceeded only by the cargo aircraft (C-130s) dropping 18,900,000 leaflets. Additionally, 2,000,000 were dropped by B-52 bombers and 330,000 by balloons.



The major PSYOP themes were "Surrender" (12.4 million leaflets); "Inevitability of defeat" (6.6 million); "Abandon "Equipment and Flee" (1.9 million.); "Blame Saddam for the War" (4.7 million); and other (3.5 million).



This original leaflet advises recipients to find coalition radio on two different FM radio frequencies.

Propaganda functions 1and 2



Function 2. Prompt the enemy to surrender. Explain to prospective deserters how to surrender.

The top panel shows an Iraqi soldier with only an AK-47 rifle, staring at the US might depicted as helicopters and tanks. **(Function 1- threat)**

The lower panel prompts the soldier to surrender
to the coalition, led by the United States so that he will live to once again see his family **(Function2 – Prompt the enemy to surrender).**

The reverse of this leaflet, shown here as a copy, explains to the soldiers the proper way to safely surrender, written in both their language and English. Note that the coalition soldier is not threatening him.

اوقف القتال الان، حافظ على حياتك

عن الملجأ، يجب عى حامله التقيد بالخطوات التالية:
للبحث بالسلام
١. اسحب مخزن الذخيرة من سلاحك.
سلاحك على كتفك الايسر مع توجيه الماسورة الى الاسفل.
٢. احمل
٣. ارفع يديك فوق رأسك.
من مواقع القوات المتعددة الجنسيات ببطء وي فرد في
٤. التقرب
المقدمة يرفع هذه الوثيقة فوق رأسه.
٥. اذا عملت هذا تنجو من الموت.

CEASE RESISTANCE - BE SAFE

To seek refuge safely, the bearer must strictly adhere to the following procedures:

1. Remove the magazine from your weapon.

2. Sling your weapon over your left shoulder, muzzle down.

3. Have both arms raised above your head.

4. Approach the Multi - National Forces' positions slowly, with the lead soldier holding this document above his head.

5. If you do this, you will not die.

Thanks again to Ray for sharing this very unusual material.

As a result of his service in Iraq, Jon Cartier was awarded a Bronze Star and two Meritorious Service Medals.

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 e-Transfer, Paypal, Cheque in Canadian or U.S. $ or Sterling, payable to The Canadian Aerophilatellic Society via 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

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:

#458 Dr. Sam Chiu,
#271 Nino Chiovelli,
#62 Gary Coates,
#290 Michael Deal,
#389 Barry Douch,
#455 Bernie Finkelstein,
#273 Denice Guimond,
#518 Douglas Irwin,
#490 Per Olof Jansson,
#364 David Kelly,
#420 Allen Klein,
#171 Albert Leger,
#492 Doug Matthews,
#381 Daniel Michaud,
#321 Andrew Mrozowski,
#234 Kevin O'Reilly,
#370 David G. Reynolds,
#6 Ken Sanford,
#494 Andrew Selbie,
#517 Les Selby,
#9 Geoffrey Thompson,
#460 Diana Trafford,
#465 Al Urbonas,
#472 Terry 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:

#363 Raymond Simrak

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