THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

JUNE 2023 No. 135

IN THIS ISSUE:

- **REPORT ON THE AGM**
- **SPECIAL OFFER FOR NEW MEMBERS**
- **NEW PUBLICATIONS**
  - **ALEC GLOBE:** *PIONEER AND SEMI-OFFICIAL AIR MAIL*
  - **KEN SANFORD:** *AIR CRASH MAIL OF THE WORLD*
- **WORLD WAR II MYSTERY SOLVED**

AND MUCH MORE!



AVAILABLE IN A FULL COLOUR PDF

This full colour edition is available as an emailable PDF file.
Email Brian Wolfenden at **bjnepean@trytel.com** to be added to the E-mailing list.

Volume XXXIX Number 2
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, 903 - 400 Slater St., Ottawa ON K1R 7S7, 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: Dave Bartlet, 1955 - 9th Avenue NW, Calgary, Alberta T2N 4N3 Tel: 403 289 9680
dave.bartlet@shaw.ca

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
Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, ggmallett@gmail.com

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

Webmaster:
Dave Bartlet (see contacts above)

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

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 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/

DAY OF AEROPHILATELY in Toronto – Sunday November 5th

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.
This will be a joint meeting of the CAS and the British North America Philatelic Society's Air Mail Study Group. It will also be a hybrid meeting, as the first part of the meeting from 11.15 to 1.00 PM will be broadcast on Zoom. The live meeting will continue with lunch on Yonge Street, followed by an open frame session at VGGF when people can put up exhibits and other material to look at and discuss.
For more information contact Chris Hargreaves: hargreavescp@sympatico.ca

ORAPEX 2024 – Will be held on May 4th - 5th 2024 at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2. The theme will be "Marcophily/Postmarks". See www.orapex.ca for more information.

Canadian Aerophilatelic Society AGM Minutes

Meeting held at ORAPEX in Ottawa May 7th 2023

In attendance: Chris Hargreaves, Brian Wolfenden, Dave Bartlett, Denice Guimond, Mike Street, Terry Wilson, Les Selby, Sandy Freeman via telephone & Michael Graf (guest)

Brian Wolfenden called the meeting to order at 2.40 p.m. & welcomed all to the meeting.

There was a minute's silence for absent friends Ken Lemke & Beatrice Bachmann of the CAS as well as for Ronald Lafreniere, the author of the Cinderella Stamps of Canada catalogue, who all passed away in the last year

Brian Wolfenden presented the secretary's report – membership as of Jan. 4th. 2023 was 134, a decrease of 1 from January 17th.last year.

Brian Wolfenden presented the treasurer's report – cash on hand as of Dec. 31st. 2022 was $25,135.47, a decrease of $835.86 from Dec. 31st. 2021.

There were no questions about either report.

Steve Johnson announced he would be resigning as president as soon as a replacement can be found. If any of the membership would like to volunteer, please contact Steve directly. Steve will stay in office until a replacement is found or his term expires next year at the AGM.

David Bartlett has agreed to take over the web site from Steve Johnson. He will be getting together with Steve to get the necessary passwords etc.

Chris Hargreaves passed on an offer from Paul Varty, who trades on eBay as back2paul, to send out cards with information on AMCN2 to purchasers of his airmail lots. Chris suggested we develop this idea and also give information about the CAS on the cards, and that we could get more attention regarding the CAS by offering a free one-year electronic-journal-membership in the CAS to anybody who asks for it.

It was agreed to try the free one year e-membership, and other dealers will be contacted to see if they will distribute similar cards. The offer will also be posted on the North Toronto Stamp Club Facebook page, and sent as a news item to Canadian Stamp News. This offer would not be available to recent members who have resigned. Chris

Hargreaves will produce the cards for the dealers & Dave Bartlett will see if some old unused flight cards he has in Calgary can be adapted for use out west

Steve Johnson, by email, proposed a motion of thanks to Joan Hafer for the work she does helping to keep our secretary/treasurer up to date. It was proposed she be given a bottle of wine of her choice up to a $30 value.

There being no other business the meeting was adjourned at 3.10 p.m.

Brian Wolfenden

PLEASE TELL FRIENDS AND EVERYONE ABOUT THE OFFER OF A FREE ONE YEAR ELECTRONIC MEMBERSHIP IN THE CAS FOR NEW MEMBERS.

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

PLEASE SEND IMAGES (JPEGS, PNG, PDF) AT 300 DPI AND AS LARGE AS POSSIBLE

SEND BY AUGUST 1ST.

CAS SECRETARY'S REPORT

Welcome to another new member:
#526 Marc Castel of Mono, ON

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

AMRITPEX 2023

National Philatelic Show in New Delhi, India – 11th to 15th February 2023



Piyush Khaitan won the **Champion of Champions** trophy for his 8-frame exhibit on **Indian Crash Airmails (1919-1990).**

Piyush has been a member of the CAS since 2020. Winning the Champion of champions trophy is a terrific achievement, as the national show is held once every 2 to 3 years, the show had over 240 entries and 1,400 frames, and the Championship class has been long dominated by Traditional Philately.

ORAPEX 2023

Ottawa-May 6-723 AEROPHILATELY 2022

Robert Parsons PANAGRA – Pan American Grace Airways **Large Gold and CAS Best Airmail Award**

Doug Irwin	Canada's Last Airmail	**Stamp Large Gold**
Les Selby	The Age of the Rigid Airship	**Large Vermeil**

And Congratulations to Cheryl Ganz
who has been elected
President of the American Philatelic Society.

Cheryl has been a member of the CAS since 1995. Her numerous accomplishments include being Chief Curator of Philately at the Smithsonian's National Postal Museum from 2005 to 2014, and giving a great presentation on "British Airship Post: The Dream to Connect the Empire" for CAS/BNAPS Zoom Day of Aerophilately in November 2021.

NEW PUBLICATIONS

Pioneer Mail Flights, the Semi-Official Air Post, and Canada's Air Mail Development, 1918-1934

By Alec Globe

#114 in the BNAPS Exhibit series. 166 pages, 8.5" x 11", spiral bound. Colour C$ 45.00 - Can be ordered through the Publications / BNAPS Books section of the BNAPS website www.BNAPS.org



The purpose of *Pioneer Mail Flights, the Semi-Official Air Post, and Canada's Air Mail Development, 1918-1934* is to study the development of air mail within Canada through pioneer mail flights and the Semi-Official Air Post from 1918 to 1934. It also shows how the Post Office Department (POD) phased out the Semi-Official Air Post by contracting air mail from 1927 to 1934.

Alec Globe was a Professor of English and Comparative Literature at the University of British Columbia from 1970 to 2008. In 2009, he was researching a lavishly illustrated book by nineteenth-century Canadian writer Catharine Parr Traill and came across a wrapper enclosing

printer's proofs, franked with a single 2¢ Large Queen postage stamp. The beauty of the design and quality of the engraving had him instantly hooked. After exploring a number of areas, he settled on three areas where fine material was available — two-ring stamp obliterators, Railroad Post Offices of the nineteenth century, and — the subject of this book — air mail in the early twentieth century.

An earlier version of Alec Globe's exhibit was shown at ORAPEX in 2018, where it won a Large Gold and the Canadian Aerophilatelic Society Best Airmail Award. The exhibit was based on many hours of research in Post Office documents at Library and Archives Canada, and addressed multiple contradictions, errors, and gaps in the generally accepted history of Canadian airmail that had been passed down from early catalogues to AMCN1 and C.A. Longworth-Dames *The Pioneer and Semi-official Air Mails of Canada 1918-1934*.

In February 2022 Alec gave a presentation describing some of his research findings to a CAS/BNAPS Aerophilatelic Zoom meeting. Part of this presentation was then published in his article "New information on Klondike Airways" in the March 2022 *Canadian Aerophilatelist*.

Following the Zoom presentation I worked closely with Alec to make sure that the information in AMCN2 was consistent with the research he had described in his talk.

The exhibit presented in the BNAPS book contains more information about the topics covered in his Zoom presentation, additional research, and illustrations of many covers which support his research.

Books are often described in reviews as essential reading for interested philatelists: that description really applies in this case.

Chris Hargreaves

AIR CRASH MAIL OF THE WORLD, Edited by Ken Sanford

Reviewed by
Brian Peace FRPSL, Chair of the Wreck & Crash Mail Society

This mammoth work is a complete revision and update of "Recovered Mail" by Henri Nierinck, and the American Air Mail Catalogue (AAMC), Sixth Edition, Vol. 1, Interrupted Flights section. It covers all known air crashes from which mail has been recovered and is recorded in collectors' hands. Over 2,400 pages and 1600 illustrations of cachets, labels, post office memos, and crash markings, many in full color. Pricing has been brought up to date, to reflect the current market. Prices are based on US$. Available on a flash drive which can be plugged into a USB port. It will be in both PDF & Word format.

This update the Nierinck catalog and the AAMC has been in the works for the last few years. Many people have been involved in it, from typing in the original Nierinck text to providing cover & cachet illustrations. Many of the cachets are now shown on covers in color, whereas previously they were simply black & white illustrations of cachets. A great effort has been made to add crashes and cachets which were not previously listed by Nierinck or the AAMC.

It could be said that this project originated with the formation of the Wreck & Crash Mail Society back in 1994. Certainly, many of the members of that Society have contributed information and scans. The writer of this review has been constantly involved since 2015 and can attest to the superhuman effort invested by Ken Sanford in terms of energy, time, persistence and patience. The late Henri Nierinck would have been thrilled to have been the catalyst who inspired Ken to embark on and complete this phenomenal project.

The sheer size of this work precluded publication in book form. The advantage of the digital format is that it is easy to make amendments and additions. Assuming that enough of those collectors who purchase the flash drive send feedback to the Editor, it is intended to periodically make available a revised flash drive. Updates please to kaerophil@gmail.com

This will be the standard work on the subject, if not in perpetuity, certainly for decades.

Price of flash drive: To the USA - US$32.00; To all other countries – US$34.00 - UK£28.00 - Euro €31.50 (postage included)

Order from: Ken Sanford, 613 Championship Dr.,

Oxford, CT – USA 06478-3128. Make cheques payable to American Air Mail Society, or PayPal to kaerophil@gmail.com and add $1.70, UK£1.45 or €1.60

EDITOR'S NOTE: since *Air Crash Mail of the World* and AMCN2 are both published by the American Air Mail Society, there was a request to minimize the amount of information duplicated between the two publications.

It was therefore decided to only describe the crashes and other incidents in AMCN2, and to describe the cachets, handling of recovered mail, etc in ACMOW.

ACMOW therefore contains a lot of information that will be of great interest to specialized collectors of Canadian crash covers.

Chris Hargreaves

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

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.



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

2023 PLANNED TRANS-ATLANTIC BALLOON FLIGHT

From Nino Chiovelli



I have been in touch with Deborah and Mike Scholes, a British married couple who plan on doing a Transatlantic Balloon Flight this summer. If successful, Deborah will be the first woman pilot in command to cross the Atlantic in a balloon. The purpose of the flight is to promote the Blind Veterans UK Organization

Her husband Mike is a fixed wing and balloon pilot and an RAF Veteran. Due to a genetic disorder, Mike is now blind. However, specially designed instrumentation carried aboard will allow Mike to crew the flight. This effort may take several days depending on the winds, so Mike will monitor the instruments while Deborah rests from time to time.

Full information regarding the proposed flight can be obtained from:

https://www.transatlanticballoonchallenge.com

Of interest to CAS Members is the cover shown above that will be carried on the flight. The price will be 48 Pounds Sterling each. Full purchase details are available on the website.

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

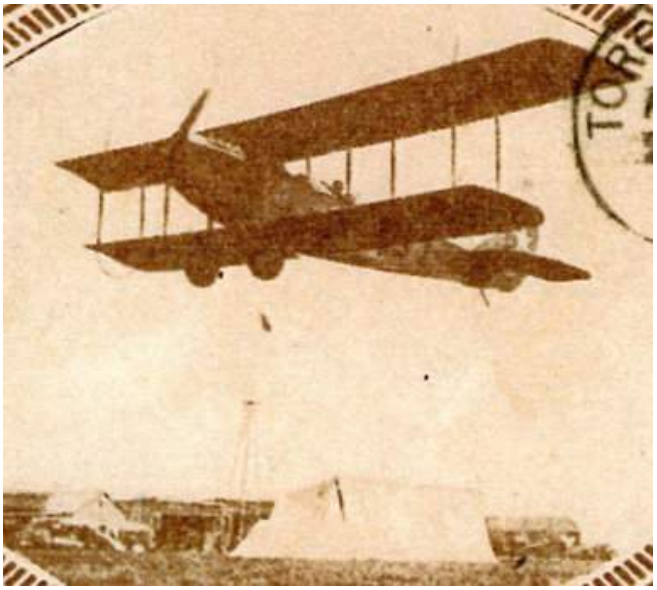


E.S.J. van Dam Ltd.
P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

1918 - AN INTRIGUING ENVELOPE !

From Dean Mario





Postmarked: TORONTO APR 20 2.30PM 1918
The address looks like: Mr. R Libby, 9 Callender Toronto, Canada

Can anybody provide some information about this cover:

- when and/or where was the picture taken?
- who produced the envelope?
- has anybody seen a similar envelope?

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.

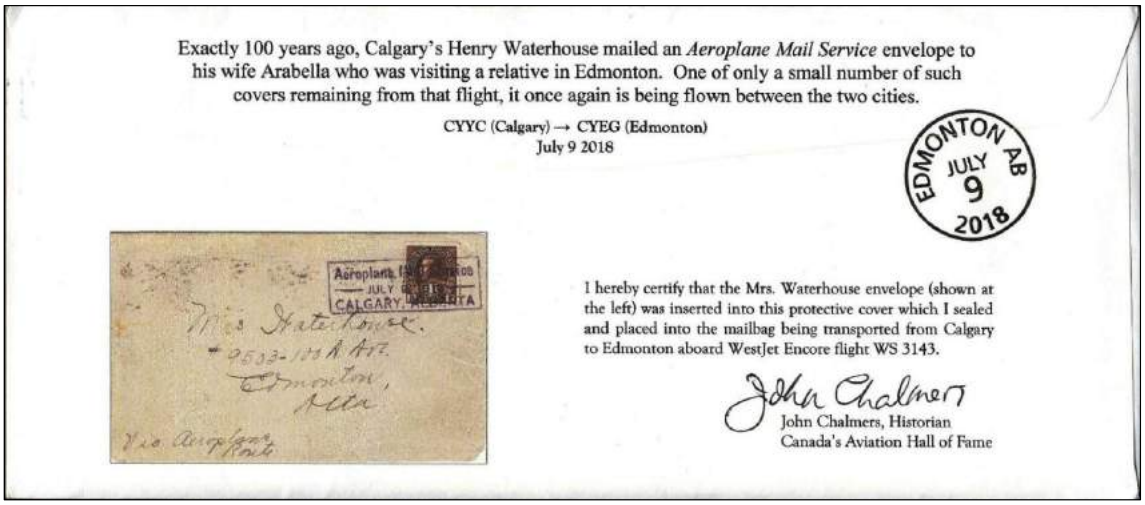


Aerophilatelic (Canadian) Collection – Aviatrice Katherine Stinson

A compilation of related air mail items provides a valuable record of the history of aerial mail transport. Ensuring that such a collection remains intact makes it available for future study and further research.

The above-stated collection is hereby placed on the open market, with items not available individually. For those individuals reading this notice on a computer or smartphone, the collection can be viewed by clicking/touching either of the titled URL links immediately below:
Katherine Stinson (Canada) Collection (MP4 video displaying the items),
Katherine Stinson (Canada) Collection items (JPGs of the captioned items).
[For those reading this in a paper document, the standard multicharacter URLs can be emailed to you.]

One of the collection's July 9 1918 inaugural envelopes was again flown from Calgary to Edmonton, exactly one hundred years to the day since it had previously made the aerial trip between the cities. Facts about that envelope and its intercity flight are at *The Centennial Flight of a Century-old Envelope*.



Canada's Fred Jarrett – Authenticator or Forger of Air Mail? provides the provenance and related facts linked to a second inaugural cover held in the collection.

The study below is a thoroughly-researched inquiry into the American aviatrice's Canadian flights:

Katherine Stinson's Flights in Canada: – an investigation of her exhibition flying at Canadian fairs during the latter three summers of the First World War. Special attention is paid to her July 9 1918 Calgary to Edmonton flight, the first time in Western Canada mail had been transported by air and first-ever flight between any two urban centres in the west. The presently-known covers are displayed and discussed. [142 pages, 30 000 words, 125 pictorials, vintage Canadian photographs and picture postcards].
** *Katherine Stinson's Flights in Canada* (45-minute narrated mp4 video).

Further facts about the July 9 1918 flight and transported covers are contained in the Pioneer Flight Covers Section I (item PF-7) of The Air Mails of Canada and Newfoundland catalogue (2nd edition), published by the American Air Mail Society in 2022.

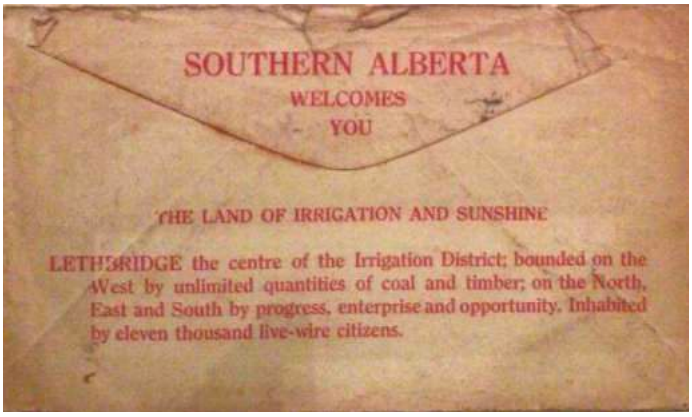
Katherine Stinson (Canada) Collection (MP4 video)
Katherine Stinson (Canada) Collection (Jpegs of the captioned items)
The Centennial Flight of a Century-old Envelope
Canada's Fred Jarrett - Authenticator or Forger of Air Mail?
Katherine Stinson's Flights in Canada

Gordon Mallett
Cdn.airmail@gmail.com
Cdn.airmail@gmail.com

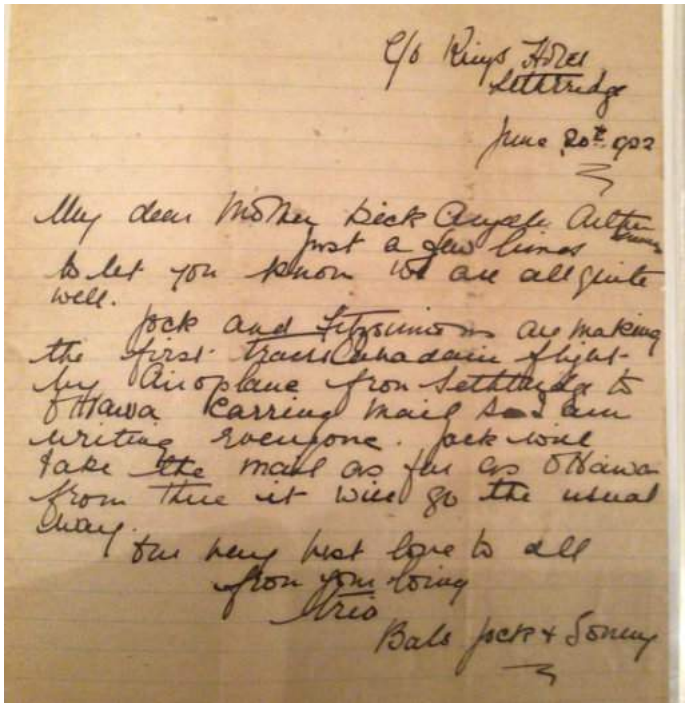
1922: PF 27 - LETHBRIDGE TO CALGARY

From Peter Edwards

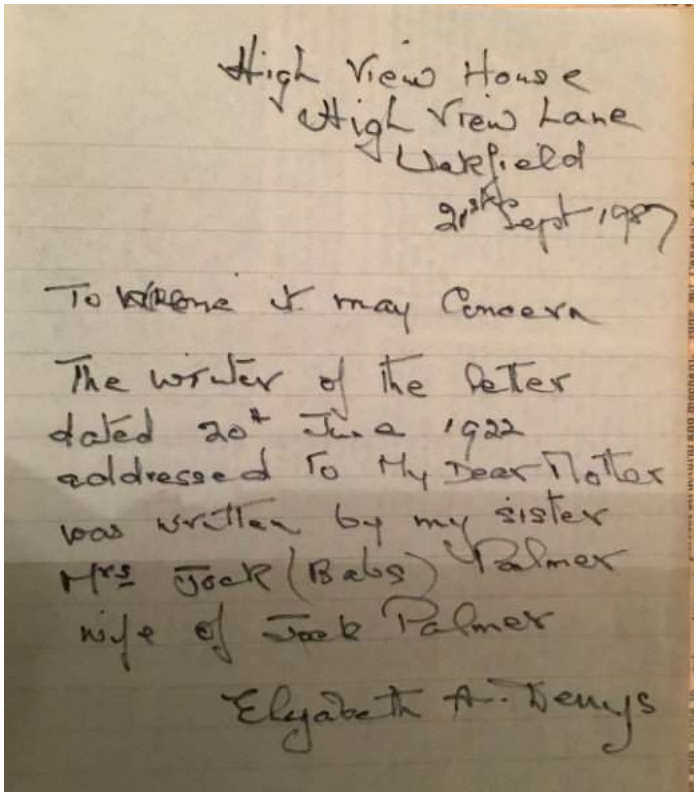




This cover was part of Mr R A Downer's large collection of Canadian Airmails which I purchased at an auction about 10 years ago. - It contained the original letter ...



and a second letter from 1987, presumably after Mr Downer tried to find out the story behind his cover. . .



EDITOR'S NOTE: There is an intriguing comment in the original letter where the writer says she was "writing everyone". This enthusiasm is a bit of a contrast to the writeup in AMCN2, which states that only 60 covers addressed and with proper postage were flown, and also the fact that $1 would have a lot of purchasing power at that time.

Ray Simrak was asked what he thought of the covers and letters, and Ray responded:

> *To me, it reads that she is writing everyone in her family back home in England telling them about the flight!*
>
> *There is no mention of the number of letters she was sending personally but I would guess only a few to family and friends. The letter is nice since it still had the contents.*
>
> *If there had been many more properly posted envelopes and letters I am sure there would be more available on the market, as is the Estevan to Winnipeg flight.*
>
> *I have never seen any quantity of these covers on the market or in any auction since I started to collect Pioneers some fifty years ago. A few of the old timers did have examples of each envelope flown. Also very few of the unused envelopes have ever shown up to my knowledge in any quantity, from which one can assume they have been destroyed many years ago.*
>
> *The cover is Type I which is the most common seen used, with Types II and III scarce used or unused.*

Thanks Peter and thanks Ray.

1928-GREAT PLANS FOR AIRMAIL

From Bob Galway



Victoria Daily Times

PUBLIC INQUIRY INTO PLANE TRAGEDY WELCOMED

King Urges Nations of World to Follow Peace Path of Canada and U. S.

W. H. MALKIN IS CANDIDATE IN VANCOUVER

Airways Directors Favor Open Investigation Into Passenger Airship Crash

MODERNISM IS RULED OUT AS CHURCH TOPIC

INCIDENT AT WINNIPEG WAS DUE TO ERROR

Floods of Speculation Give Stock Exchange of New York Excited Period

BASS TO BE NEW SOLICITOR FOR GOVERNMENT

BIG ADDITION TO EMPRESS HOTEL LIKELY

Youths Must Repair Cairn At Own Expense

CAMPAIGN BEGINS IN NOVA SCOTIA

Great Air Mail Plans Are Made

THOUSANDS SEE FIRE IN DENVER

Second Elevator Here Under Consideration

STORM DELAYS GODFREY FLIGHT

Policeman in Seattle Accidentally Killed

BRITISH ASSOCIATION TOLD OF B.C. INDIAN CUSTOMS

Thrilling Sea Tale Is Continued in Saturday Times Magazine Section

Spain Is Supported In League Council Move

Thanks to Bob for this copy of the front page of the VICTORIA DAILY TIMES, September 7th 1928.

The headline refers to the British Columbia Airways crash that had occurred two weeks earlier on August 25th:

PUBLIC INQUIRY INTO PLANE TRAGEDY WELCOMED

Airways Directors Favor Open Investigation Into Passenger Airship Crash

There is also an intriguing, single paragraph item on the page which is outlined in red:

Great Air Mail Plans Are Made



Great Air Mail Plans Are Made

Quebec, Sept. 7.—Plans for the formation of a great eastern air mail cham, linking Quebec with Halifax, St. John and other Canadian cities to the East with New York and New England to the South and Montreal, Ottawa, Albany, Buffalo, Detroit and intermediates cities to the West, were revealed here to-day by Robert Cannon, Canadian Transcontinental Airways director.

Quebec, Sept. 7. - Plans for the formation of a great eastern air mail chain, linking Quebec with Halifax, St. John and other Canadian cities to the East with New York and New England to the South and Montreal, Ottawa, Albany, Buffalo, Detroit, and intermediates cities to the West, were revealed here to-day by Robert Cannon, Canadian Transcontinental Airways director.

Canadian Transcontinental Airways was formed late in 1927 in Montreal. On 25th December1927 it operated the first air mail service along the north shore of the St. Lawrence from La Malbaie to Sept-Îles, Quebec. During the summer of 1928 it also operated the Saint Lawrence air mail service collecting mail from liners at Rimouski, and flying it to Montreal, Ottawa and Toronto.

Although Canadian Transcontinental Airways had big ambitions, it was short of money. In 1929 it was one of the airlines taken over by the Aviation Corporation of Canada to keep them under Canadian control. In 1930 the Aviation Corporation of Canada joined with Western Canada Airways to form Canadian Airways Limited.

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

LANSDOWNE FIELD, VICTORIA: 1928 - 2023

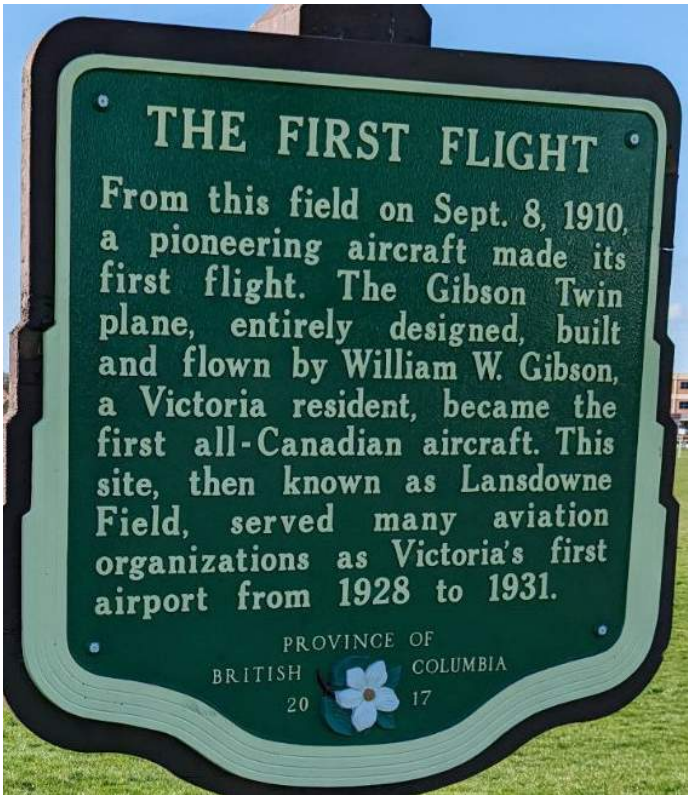
From Bruce Pollock



The article "British Columbia Airways Re-evaluated" in the last issue described the short-lived operation of British Columbia Airways from Lansdowne Field during the summer of 1928. Thanks to Bruce Pollock for sending these photographs showing what Lansdowne Field looks like nowadays.

Lansdowne Middle School is now on the site of the old aerodrome, but occupies only a small portion of the field. 85% to 90% of the original field is still intact, although there's talk of developing a new school on the grounds. I tried to take the photo of the school from what I judged to be the approximate position of the old B&W photo. It's looking north and the hill on the background left is Mount Tolmie (more of a bump than a mountain). and the tower on the far right is on a rise of land that holds what used to be called the Victoria Normal School, now the Lansdowne campus of Camosun College. You can see these in your old photo.

There are now two historical plaques at the site, which are shown on the at right and next page:



(Left) The plaque erected in 2017 by the Province of British Columbia.

Cairn with plaque inscribed:

LANSDOWNE FLYING FIELD

THIS FIELD OPENED AS AN AIRPORT ON JANUARY 1, 1928, WITH B.C. AIRWAYS OPERATING A FLYING SCHOOL. IN JULY 1928, THE COMPANY PURCHASED A FORD TRIMOTOR AIRLINER AND OPERATED DAILY AIR SERVICE BETWEEN VICTORIA, VANCOUVER AND SEATTLE. THE TRI-MOTOR WAS THE LARGEST PASSENGER AIRPLANE OPERATING IN CANADA.

The plaque features a bi-plane at the top, and a Ford Trimotor at the bottom.

The cairn was erected by 800 PACIFIC WING, R.C.A.F. ASSOCIATION VICTORIA in1986.

(Right and Above) The plaque features a bi-plane at the top, and a Ford Trimotor at the bottom.

The cairn was erected by 800 PACIFIC WING, R.C.A.F. ASSOCIATION VICTORIA in1986.



1929 - ST. CATHARINES AIRPORT



Postmarked: St. Catherine's SEP 13 1929
Purple cachet:
Official opening -- Niagara District Airport St. Catharines Ontario, Canada - Sept. 13, 14, 15 1929
and embossed ST. CATHARINES FLYING CLUB handstamp

The covers produced for the official opening of St. Catharines Airport are listed in AMCN2 as 2949. – Many thanks to Gene Labiuk who sent me a copy of this newspaper article describing early activity at the St. Catharines Flying club, and the dropping of flyers from the first flight of the club aircraft on June 17th 1929.

FIRST PLANE FOR ST. CATHARINES FLYING CLUB ARRIVED SATURDAY AT NEW LOCAL AIRPORT

Five Hours of Flying Yesterday With Pupils and Passengers

SECOND PLANE IS EXPECTED THURSDAY

Already 40 Pupils Have Enrolled Here for Instruction

St. Catharines Flying Club has its first airplane. With startling suddenness that was a direct contradiction of the long tiresome wait that had preceded it, the machine, a beautiful little De Havilland Moth, zoomed down to the new airport at 7 o'clock Saturday evening. The final preparations for the delivery of the plane happened so quickly that only a small group of club officers and members were present to witness the arrival of the machine.

Len Tripp, club instructor, and Bill Drury had the honour of flying the machine from the De Havilland plant at Weston. Shortly after landing at the Haney field at the rear of the airport on the Niagara Falls Highway, Mr. Tripp again took off, taking with him as the first passenger in the ship to leave the local airport Arthur Onions. Mr. Onions and Mr. Tripp distributed over the city a number of papers announcing the arrival of the plane and the commencement of flying by the club. These papers were dropped from the air.

Flew Yesterday

Yesterday five hours of flying was done with pupils and passengers. Mr. Watson of Niagara Falls was the first pupil to go up and he received his first lesson in the air at 9.30 yesterday morning the airdrome was centre of attraction yesterday, large crowds of local people and tourists stopping to see the beautiful little machine on the ground and in the air.

The second of the two machines which have been granted to the club by the government is expected to be ready for delivery on Thursday and will be flown over from Toronto on that day.

The Arrival

It was not until three o'clock on Saturday afternoon that the delivery of the Moth was arranged. Mr. Tripp had planned going to Ottawa to fly back a machine of another type today. In telephone communication with government officials at Ottawa on Saturday the club learned that the machine at Ottawa was not ready. After further conversation with Toronto and the De Havilland plant the local flyers were formed that they could secure a machine that afternoon at Weston. Mr. Drury and Mr. trip immediately left to Weston and arrived there about 5 o'clock.


FIRST PLANE FOR ST. CATHARINES FLYING CLUB ARRIVED SATURDAY AT NEW LOCAL AIRPORT

Five Hours of Flying Yesterday With Pupils and Passengers

SECOND PLANE IS EXPECTED THURSDAY

Already 40 Pupils Have Enrolled Here for Instruction

NEW INDUSTRY FOR THIS CITY ANNOUNCED THIS MORNING

Bakelite Corporation of Canada Will Establish Its Second Plant for Ontario in St. Catharines—Expect to Employ 100 Hands When in Full Operation.

St. Catherines Standard, June 17 1929



Leaflet in The History of the St. Catharines Flying Club.

1930 - R100 - HELP WANTED

Les Selby



Background

I have been fascinated by the British Imperial Airship Scheme that was supported by the British governments of the 1920s to compete with the very successful German zeppelins. In 1920, the Vickers company had suggested that they build and operate a fleet of 6 airships to connect the Empire, but Ramsay MacDonald's Labour government decided to have a competition between a Vickers' subsidiary, The Airship Guarantee Company, and the government's own Royal Airship Works with each manufacturer building one airship. Future airship orders would be awarded to the best manufacturer.

CAPEX 22

At CAPEX 22, I made the rounds of the British dealers in the bourse looking for anything related to The Airship Guarantee Company, the builders of the R100. One of the dealers told me he had a cover that was flown on the R100's return flight from its visit to Canada in 1930. The R100 was not authorized to carry any Royal Mail, and a notice posted in the crewroom in St. Hubert warned crew members that anyone caught with mail would be charged $25 per item (which was a lot of money in the early depression). New Jersey stamp dealer A.C. Roessler bribed a crewman to carry 26 envelopes that were postmarked at the St. Hubert Airport on August 13th before the airship lifted off, and then mailed in London on August 16th to prove their provenance (see image above). The dealer at CAPEX showed me a cover that was postmarked in St. Hubert on August 13th, but was inscribed "Air Mail Via his Majesties (sic) Airship R100". It came with a letter signed by King Rose addressed to his mother in England that said the letter was being hand carried by the head of the Canadian Air Force's Engineering Department, Group Captain Stedman. (Cover and letter on the right)



Help wanted

I have found a first flight cover from 1929 addressed to Flying Officer R. K. Rose, Department of National Defence. I would like to find out more about R. K. Rose and his role with the Canadian miliary (I

CANADA

IN REPLY PLEASE QUOTE

Department of National Defence NO. Ottawa.

13th August 1930

Dearest Mother,

We got back from the north last Friday having after having quite a good trip. Fortunately we were in time to go over the R100 on which this letter is coming to you carried by the courtesy of Group Captain Steadman the head of our Engineering Department.

Will write you at fuller length shortly.

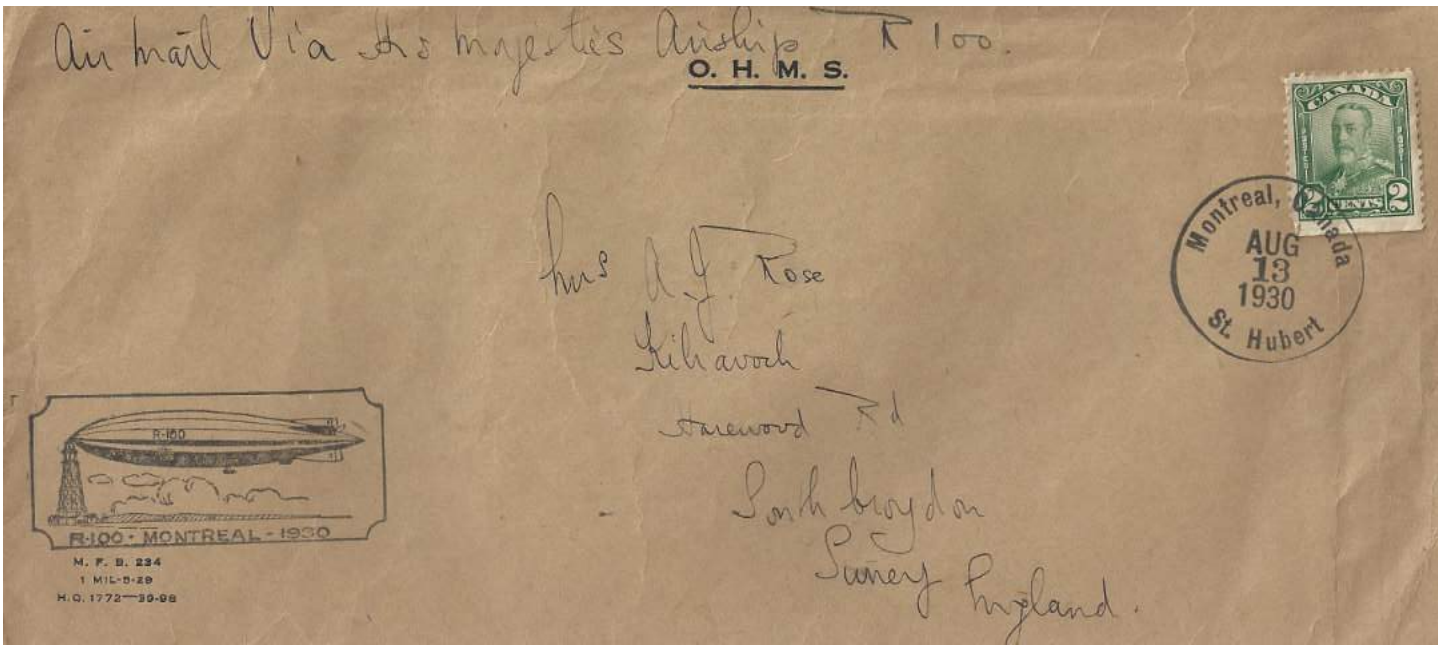
much love

Kinf.

NAT. DEF. B.440

have found out that his father, A. J. Rose of Harewood Road, South Croydon, was a member of the London Naturalist Society in 1915. He was the Manager of the Croydon Branch of the National Provincial Bank, Ltd. And the Treasurer, Croydon General Hospital.).

It anybody can help please contact Les Selby –
T: 905-737-4484 E:
lesliebselby@gmail.com



AMCN2 NFF-41

February 17th 1931 - WESTERN ARM to ST. JOHN'S





Arthur Sullivan left St. John's on January 29th 1931 with seven bags of mail for St. Anthony and other northern ports of call. As a result of various mechanical problems, he did not arrive in St. Anthony until February 13th.

His return flight left St. Anthony on February 17th. It stopped to take on mail at Conche, Western Arm, Hampden (where it also refueled), Kings Point (where he stopped overnight to check the engine), and Norris Point, before arriving in St. John's on February 18.

Many thanks to Terry Isaac for this cover which was mailed from Western Arm to England.

Mail from Western Arm will be added to the AMCN2 listing as NFF-41E.

HANDLING OF INTERNATIONAL AIRMAIL

Postcard from Gary Steele



Postmarked: DEBDEN SASK AUG 15 39

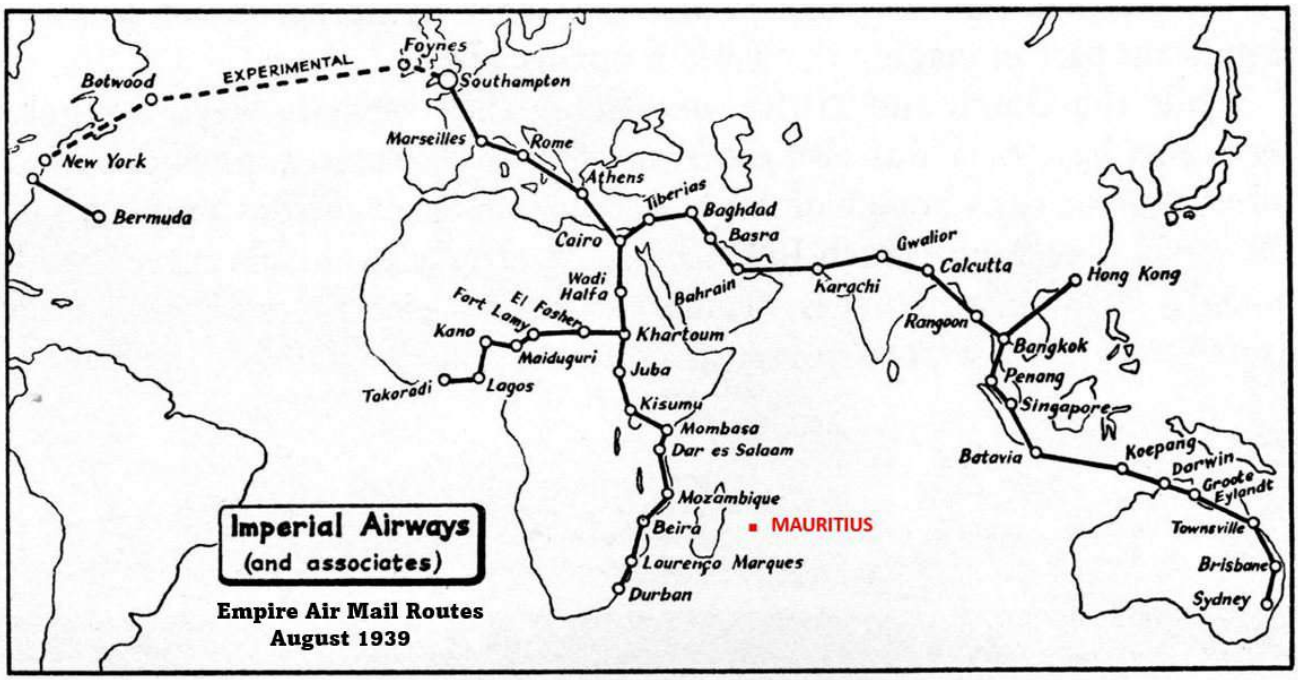
Franked at the 4 cents Empire Air Mail Scheme postcard rate. - The Air Mail endorsement was unnecessary as under the EAMS, all first-class mail posted in Canada to participate in countries was carried exclusively by air beyond England.

Arrived in Mauritius on September 18th 1939 - after World War II had begun and the EAMS had ended.

This postcard would have arrived in Winnipeg by rail. How was it then handled:

- would it have been put in a bag of air mail for London, England, and been sorted for its destination in England?
- would more specific sorting have been done in Canada?
- would the mailbag from Winnipeg have been sent to Montreal for the steamer to carry it across the Atlantic from Montreal or New York to be chosen?
- since there was only one Trans-Canada air mail flight per day, but two daily flights from Winnipeg to Fargo that connected to the US air mail route to New York, might the card have been sent directly from Winnipeg to New York?
- was mail sent to Montreal and to New York at different times of the day!
- once the card arrived in England, what was its route to Mauritius?

CAN SOMEBODY PROVIDE MORE INFORMATION ABOUT HOW THIS POSTCARD WAS HANDLED?



HOW ARE THE NUMBERS OF COVERS FLOWN ESTABLISHED?

Neil Donen



I am currently updating my 1935 Canada airmail material and am using the new airmail catalogue as my main source.

I have a rather interesting question for you. Many of the flights list numbers which suggest the exact number of covers carried e.g. Halifax-Sydney 29 July 1935. Total covers flown 3056 pieces. Are you aware how this number was arrived at? Were the numbers actually counted or was the pilot (or possibly Canadian Airways) paid per cover flown (my understanding is that most mail costs were calculated on weight rather than actual numbers).

I raise this question because of my experience with other first flight cover numbers. Two extreme examples are presented:



a) Umtali (Southern Rhodesia) to Salisbury on 5 October 1935. Numerous articles and reference sources indicate only 15 covers were flown. A colleague and I decided to look and see how many FFC covers we could identify. In a published article we identified a total of 27 covers (almost twice the listed frequently quoted number). The number has subsequently risen to 30 flown covers.



b) Kingsford Smith (KS) attempted 1935 Trans-Tasman Jubilee flight. The official number of mail items on board the plane when it took off from Sydney was 28,279. This number is known as Kingsford-Smith was paid 4d per item carried (Total £471 6s 4d). Each of the despatching post office centres had been given instructions to count the number of items sent from their State as they needed to have the amount to be paid to KS deducted from their total earnings. (Interestingly, there were another six items carried unofficially by KS per favour for Ernest Crome, an aerophilatelist).

I am hoping to clarify the methodology used for the Canadian flight numbers. Are you either able to point me to a process or to a starting point to follow up on this?

EDITORS RESPONSE

Thanks for your email. - I think your raise a great question!

While making numerous changes between the first and second editions of *The Air Mails of Canada and Newfoundland*, I often wondered where the original information came from.

For most listings, the information was just repeated from an earlier catalogue.

In the case of the Halifax-Sydney 29 July 1935 flight, the total of 3,056 flown covers is repeated from the 1940 American Air Mail Catalogue.

The only explanation given for the numbers in the 1940 AAMC is a Foreword to the Canada section:

> *We extend very hearty thanks to Mr. George Herring, the very able Superintendent of the Canadian Government Air Mail service, who has supplied valuable information on all Government flights, Mr. Ralph E. Moffet, and Mr. A.J. Algate. Many others have also contributed much valuable information.*

Given the number of covers I've seen addressed to George Herring, I think he was a collector of covers, and probably a dealer, as well as being in charge of the air mail service. I reckon he would therefore have a philatelic as well as a professional interest in making sure the information he provided for the catalogue was accurate.

In most of the catalogue listings, when a specific number of covers carried is stated, a First Flight cachet was applied to them. In these cases it would have been practicable to count the number of cachets being applied, and I expect that is the number given. When a cachet was not involved, the quantity is generally given as pounds.

Things get more complicated in 1939 when, for example, the catalogue states that on the first Imperial Airways trans-Atlantic flight from Montréal to Southampton, 19,975 pieces were carried. I wonder whether this was just the number of First Flight cachets applied to mail that was sent to the Montreal post office to receive a cachet before the flight? How much of the non-philatelic mail carried from Montreal received a cachet? Was non-cacheted mail included in this number?

A while ago Don Lussky sent me a file of correspondence from Maurice Petty, editor of the Airport Dedication section of AAMC in the 1930s/40s, to various postmasters in which he was trying to obtain detailed information about possible Airport Dedication covers. They show that for his section, Maurice Petty took a lot of trouble to make sure the information was accurate.

July, 1941

1	N-90	YOUNGSTOWN, OHIO.—Municipal; cachet reading "First Flight re-established" by Post 15, American Legion. (1,000).	.50
1	N-91	WARREN, OHIO.—Same airport; no cachet. (Few).	4.00
2	N-92	VANCOUVER, B. C., CANADA.—Cecil Rhodes Airport; Boundary Bay #18 Elementary Air Training Station; private printed cachet. (118).	4.00
2	N-93	LADNER, B. C., CANADA.—Same field and cachet. (124).	4.00
4	N-96	BLAIR, NEBR.—Christensen Field; C. of C. cachet. (525 air, 7 non-air). Air.	.50
4	N-97	GAINESVILLE, FLA.—Municipal; C. of C. cachet. (518).	.50
4	N-100	LAKEPORT, CALIF.—Lake County; C. of C. cachet. (167).	3.00
5	N-101	LAKEPORT, CALIF.—Same. (307, of which 126 have special "flown into," pilot signed, stamp of 4th, but pmkd. 5th.)	2.00
6	N-102	LAKEPORT, CALIF.—Same. (186).	3.00
12	N-106	QUONSET, POINT, R. I.—U. S. Naval Air Station; with or without two or three line stamp by Naval Official; pmkd. East Greenwich, R. I. (60)	4.00
13	N-108	CORTLAND, N. Y.—Municipal; C. of C. cachet. (465).	.50
15	N-110	AYER, MASS.—Fort Devens Airport; cachet by Board of Trade; pmkd. Ayer, Mass., Fort Devens Sta. (579 air, 14 non-air). Air.	.50
15	N-111	NEW ORLEANS, LA.—U. S. Naval Reserve Aviation Base; with (542) or without private cachet. Most have Comdg. Officer stamp. Some have C. of C. inscriptions. Pmkd. Air Mail Field. (Note: Some covers have city cancellation)	.50
19	N-113	BRANDON, MAN., CANADA.—Airport at #12, S. F. T. S. No cachet. (About 260).	2.00
20	N-114	WHITEHOUSE, N. J.—Solberg-Hunterdon; cachet by Management 141)	4.00

The postmaster's response is shown on the next page.

The Brandon dedication was then listed as N-113 in the AAMC 3rd Edition Vol. I published in 1947. The listing was unchanged in the AAMC 4th Edition published in 1966 , and the 5th Edition published in 1978.

September 14, 1941.

Mr. R. K. Forbes, Postmaster,
Brandon, Man., Canada.

Dear Sir:

I have been shown air mail envelopes postmarked in your city on July 19th, 1941, and have been told that the airport at your city, at #12 S.F.T.S. was formally dedicated on that day.

Will you be so kind as to advise if such dedication actually took place on that specific date, and have the necessary information filled in on the enclosed blank and have it returned in the enclosed stamped envelope at an early date?

If a clipping from a local newspaper giving details of the event itself could be sent also, it would be of much help and greatly appreciated.

Thanking you in advance, I am ve

Very truly yours,

Airport Dedication Section Editor:
The Airpost Journal; and
American Air Mail Catalogue.

The Brandon covers were not included in AMCN1, even though the AAMC listings N-92 and N-93 were combined and listed as 4117 in section 5. -This may have been because a 4117 had been reported to the section editor, but the old AAMC Airport Dedication section was not reviewed to find all Canadian covers.

I have also reprinted on pages 24/25 part of an article from Jacques Bot published in 2017, which explains how one error in the quantities of covers listed in AAMC occurred.

I'd be glad to receive more information about quantities flown that any reader can provide.

Chris Hargreaves

THE AIRPOST JOURNAL
AMERICAN AIR MAIL CATALOGUE
Official Publications of the AMERICAN AIR MAIL SOCIETY
(Oldest and Largest Air Mail Society in the World)

File No. 7113

[redacted] dication Section Editor - DATA

NOTE: [redacted]at a city does not have official air mail service, airport dedication "covers" can be in existence. An airport dedication cover is an envelope bearing air mail rate of postage, postmarked in a city on the exact correct date that an airport or landing field was formally dedicated. Most of such envelopes bear cachets, rubber stamps, written inscriptions, etc., to identify the event, date, and place; but not necessarily so, - the correct postmark date being the important thing. Please answer EACH question.

An airport is reported dedicate d at Brandon, Man., Canada. on July 19, 1941

Is that correct? Yes. What is the name of it? #12 S.F.T.S. R.C.A.F. Base

Who owns it? Dept of National Defense Exact location? 2 Miles North of City Limits

Do yuu know of any air-mail envelopes mailed for collectors on the date of this airport dedication? yes indefinite

If so, what kind of cachet or identification markings (if any) was placed on the envelopes, and by whom? No Special Marking

By what organization was such marking sponsored? —

Exactly how many air mail envelopes mailed with this cachet on dedication date? If exact unknown, close estimate desired. —

If applied to other than air mail, xx separate figures are desired for air mail only. 260 app.

Did dedication last more than one day, and if so, what days? No

If more than one day, give number (or close estimate) of air mail letters mailed, separately by days. —

If more than one variety of identification marking or cachet used on envelopes, same data is desired for each variety, separately by days. 1 cancellation only

If a spare newspaper clipping giving additional details of the dedication ceremony itself, or printed circular or program, is available, it will be very helpful also. Any additional data, not specifically requested, will be appreciated on the back hereof.

When completed mail to
Maurice S. Petty, Editor,
507 Quackenbos St. NW.
Washington, D.C.

Signed R. K. Forbes.
Postmaster, Brandon, Man.
Title or official capacity.
Date Sept 26th/41

When it comes to the point - how a catalogue error occurred!

Jacques Bot

This is part of an article from the June 2017 *Canadian Aerophilatelist*, that originally appeared in the December 2016 issue of *La Catastrophe*, quarterly journal of The Wreck & Crash Mail Society.

Introduction

Information about the first experimental flight from The Netherlands to The Dutch East Indies (DEI) can be found in many sources. The pilot wrote a book about this adventurous journey (ref. [1]) and a serial story appeared in the main Dutch philatelic magazine (ref. [2]).

The one-engined Fokker (F.VII H-NACC) left Amsterdam on 1 October 1924. Two days later a leaking radiator forced the pilot to make an emergency landing (near Saladinovo (now Ognyanovo) about 25 km west of Plovdiv in Bulgaria. The leaking radiator had caused the destruction of the engine and the emergency landing resulted in a collapsed landing gear and damage to the wing. The flight could be resumed on 2 November after installation of a new engine and necessary repairs. The aircraft arrived in Batavia (Weltevreden Airfield) on 24 November 1924.

Most sources report that 281 postal items were carried from Amsterdam to Batavia. A remarkable exception is the American Air Mail Catalogue (AAMC), that gives a carried quantity of more than 5000 items!

This article shows that the number given in the AAMC is wrong, and also gives a possible explanation how this error could occur.

American Air Mail Catalogue

The first experimental flight from Amsterdam to Batavia is listed in 2 chapters of the AAMC (ref. [4]):

(1971) Fourth Edition (Volume Four) (1974) Fifth Edition (Volume One)		(1966) Fourth Edition (Volume One) (1981) Fifth Edition (Volume Four)	
Early Foreign Flights / Netherlands		Trans-Oceanic Record Flights	
12.	1924, October 1 Experimental Flight Amsterdam - Batavia, Java This was an 11,000 mile flight and 5,276 covers were carried at a special fee of 10 gulden each. A special cachet consisting of a double circle and the words Vliegtocht Nederland - India X.24.8V. was applied to all mail.	1026.	1924, October 1 First Flight Amsterdam - Java The first air service between Holland and Java was inaugurated on the above date on a flight from Amsterdam to Weltevreden. Two types of cachets were used on covers carried in this flight, one a black double circle cachet inscribed Vliegtocht Nederland - Indie 1.X 24 8V and the other with continuous inscription around the circumference.

The 'Feuille d'Avis' (Fig. 1) for this flight shows that 281 postal items were carried. - Registered mail was not allowed. This is convincing evidence that the number of 5,276 carried items given in the Early Foreign Flights chapter of the American Air Mail Catalogue is wrong.

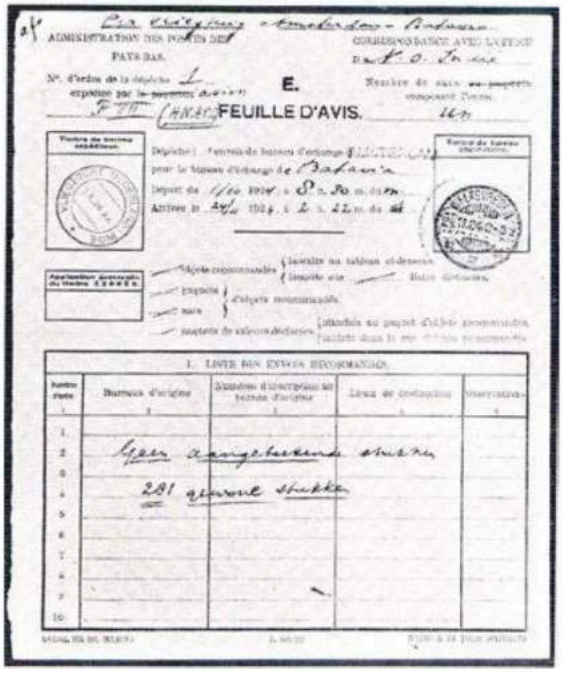


Fig. 1: 'Feuille d'Avis' (from ref. [2]



Fig. 2: one of the 276 covers (correctly franked).

Dutch Airmail Catalogue

Early editions of the Dutch airmail catalogue (ref. [3]) specify that 5 postcards and 276 letters were carried on this flight:

Year	Carried	Remarks
1940	(5, 276)	'space' after 'comma'
1945	(5,276)	no 'space' after 'comma'
1966	(5 krt, 276 br)	k(aa)rt(en) = postcards; br(ieven) = letters

It is explained in the introduction of this catalogue that the number of items carried is given between round brackets; two numbers separated by a comma give the number of postcards carried, followed by the number of letters carried.

I assume that the editor of the AAMC used the 1945 edition as a source of information; however, he erroneously read the two numbers separated by a comma as one number (the number of flown items). This is quite understandable, because '5,276' is the American notation for 'five thousand two hundred and seventy six'. On the other hand, it is understandable that the editor of the Dutch catalogue did not realize that this expression could cause confusion, as the European notation for 'five thousand two hundred and seventy six' is: '5.276'.

References

[1] Door de Lucht naar Indië (1925); J. van der Hoop
[2] Philatelie (1974); De Eerste Postvlucht in 1924; H.J.C. van Beek
[3] Vliegbrieven Catalogus (1940/1945/1966); J. Boesman
[4] American Air Mail Catalogue (Fourth Edition & Fifth Edition)

Many thanks to Jacques Bot. - For more information about The Wreck & Crash Mail Society, see their website at http://wreckandcrash.org/ or contact Ken Sanford, kaerophil@gmail.com

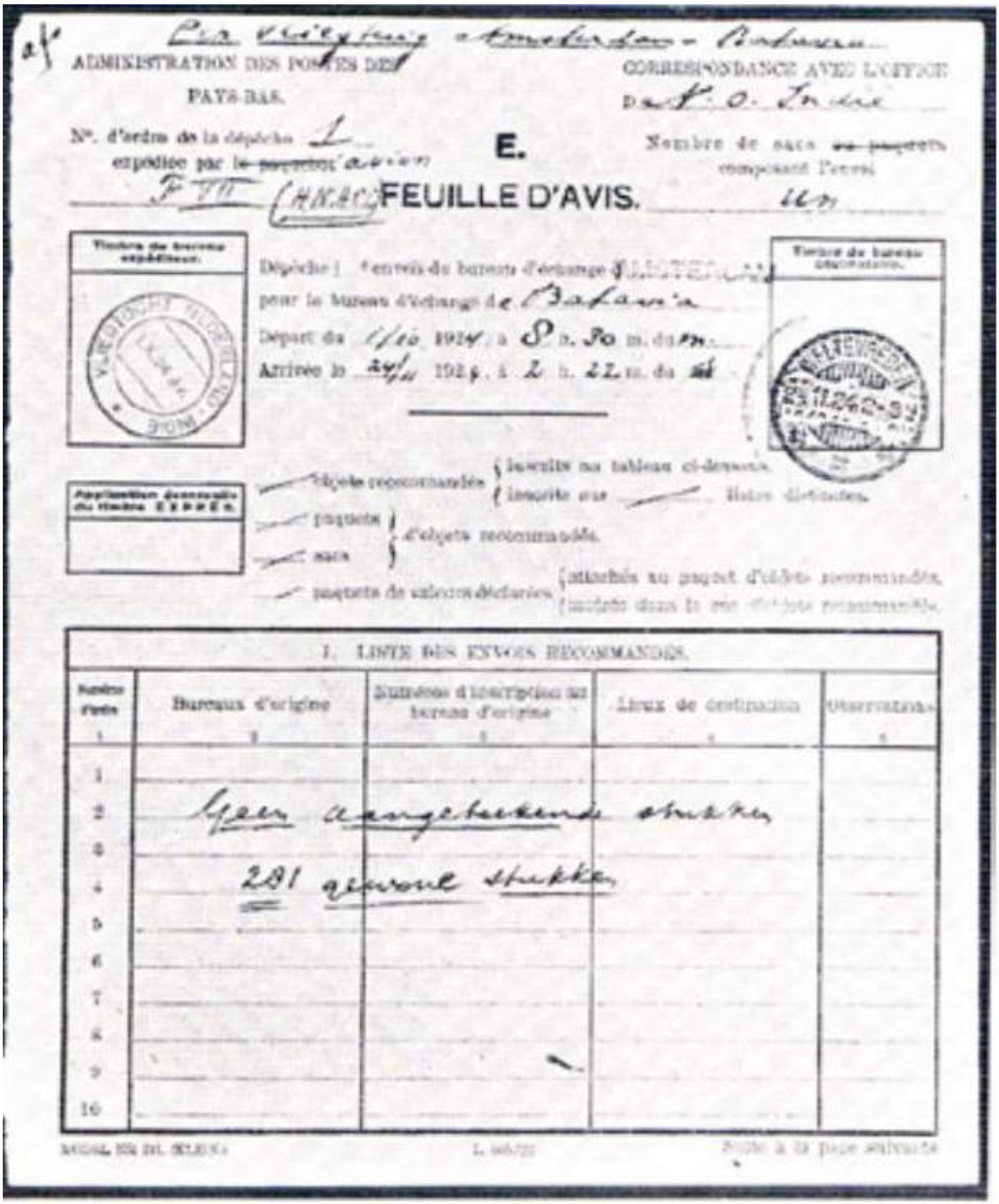


Fig. 1 'Feuille d'Avis' (from ref. [2]



Fig. 2: one of the 276 covers (correctly Franked)



Credit: JerryUnderscore from Pixabay

Halifax skyline at night

BNAPEX 2023 Halifax
BNAPS convention, exhibition, and bourse
15-17 September 2023

Friday (10:00-17:00) Saturday (10:00-18:00) Sunday (10:00-15:00)

Best Western Dartmouth, 15 Spectacle Lake Drive, Dartmouth NS, B3B 1X7

Hotel information and reservations

1945 BIGGIN HILL CRASH COVERS – A MYSTERY SOLVED

Chris Hargreaves

With thanks to Bob Toombs, Hugo Deshaye, Jon Johnson, Mike Street and Robert Ferguson

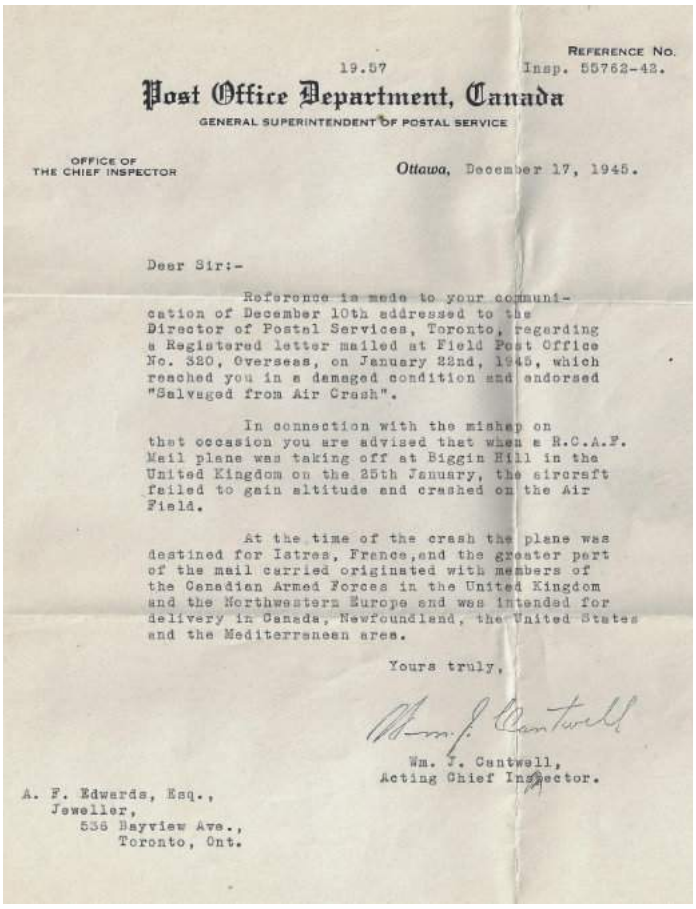


The June 2022 and March 2023 issues of *The Canadian Aerophilatelist* discussed the problem of crash covers from January 1945 which have a similar handstamp, but some were heading east to Europe while others were heading west to Canada and the USA. Only a single crash has been recorded from this time, so the covers were listed in AMCN2 to as 450125 and 450125X.

The mystery of these covers has now been solved thanks to cover above, which was lot 523-45 in Hugo Deshaye's March 13th sale.

The cover was sent to Toronto in the ambulance cover shown below, together with a Post Office Department explanatory letter shown on the next page:





REFERENCE No.
19.57 Insp. 55762-42.

Post Office Department, Canada

GENERAL SUPERINTENDENT OF POSTAL SERVICE

OFFICE OF THE CHIEF INSPECTOR

Ottawa, December 17, 1945.

Dear Sir:-

Reference is made to your communication of December 10th addressed to the Director of Postal Services, Toronto, regarding a Registered letter mailed at Field Post Office No. 320, Overseas, on January 22nd, 1945, which reached you in a damaged condition and endorsed "Salvaged from Air Crash".

In connection with the mishap on that occasion you are advised that when a R.C.A.F. Mail plane was taking off at Biggin Hill in the United Kingdom on the 25th January, the aircraft failed to gain altitude and crashed on the Air Field.

At the time of the crash the plane was destined for Istres, France, and the greater part of the mail carried originated with members of the Canadian Armed Forces in the United Kingdom and the Northwestern Europe and was intended for delivery in Canada, Newfoundland, the United States and the Mediterranean area.

Yours truly,

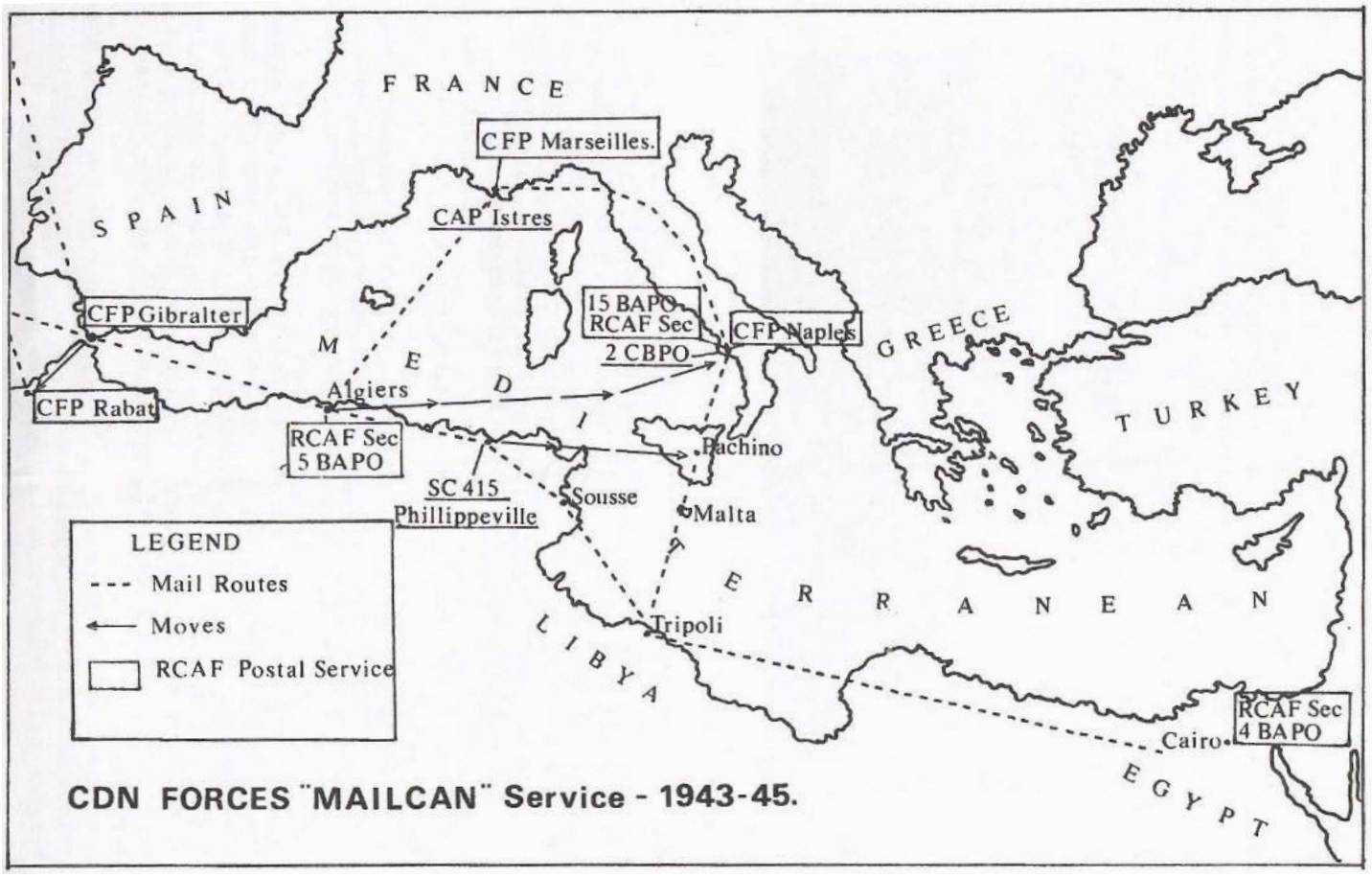
Wm. J. Cantwell,
Acting Chief Inspector.

A. F. Edwards, Esq.,
Jeweller,
536 Bayview Ave.,
Toronto, Ont.

The Post Office letter states: "*At the time of the crash the plane was destined for Istres, France, and the greater part of the mail carried originated with members of the Canadian Armed Forces in the United Kingdom, and Northwestern Europe, and was intended for delivery in Canada, Newfoundland and the United States, and the Mediterranean Area.*"

I have generally thought of RCAF 168 (Heavy Transport) Squadron as operating two distinct routes/networks:

- a northern route via Prestwick which sent mail on to Biggin Hill and Northern Europe
- a southern route to the Mediterranean area - see map on next page:



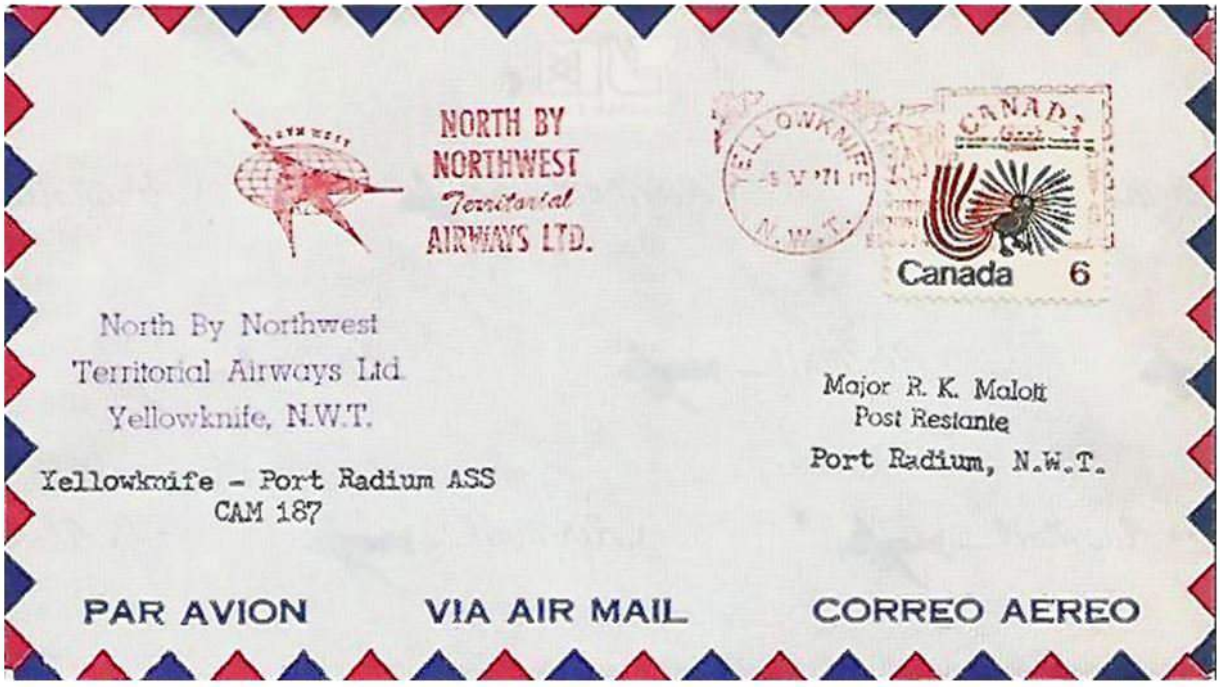
The Post Office letter is the first reference I have seen to a connection between Mailcan's northern and southern networks, and that some mail from Britain was sent to Canada and the U.S.A. by the southern Mailcan route.

So: it turns out that the aircraft was in fact carrying bags of mail addressed in opposite directions:

- mail for Canadian forces in Europe, which are the covers identified as 450125, and
- mail for Canada, Newfoundland and the United States that was being sent to Istres from where it would have continued to Canada etc. by Mailcan's southern route, which explains the 450125X covers.

Many thanks to everybody who contributed to the research into the mystery of these covers, and to the eventual solution of the mystery.

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
AIR MAIL
VIA AIR MAIL
shopify
VISA



SOME INTERESTING NORTHERN COVERS

From Ian Macdonald

Postmarked YELLOWKNIFE 5 V '71 (above)

One normally associates CAM numbers with the US domestic Contract Air Mail routes, but we also had CAMS in Canada. - A number are listed in section 5 of AMCN2 with a note that:

> Around March 1971 Canada Post granted to a number of smaller northern airlines Contract Air Mail numbered routes. A listing of the airmail schedule data by the Canadian Post Office, as of November 1, 1971, shows about 100 routes contracted for mail delivery, in effect at that time, including the name of carrier.
>
> Contracts were competitive and could change from year to year. Over time new airlines appeared but the trend was toward mergers. Mail identified as having flown on these smaller carriers is not plentiful, especially if on an identified first flight.

Thanks to Ian for checking the listings that followed in Section 5, and for pointing out some spelling errors:

7103 "Clyde" - presumably Clyde River
In the explanatory note following 7105
"Contract Airways" was Contact Airways
"Brachu Industries" was Brochu Industries (and Brochu Air)
"Ilse aux Grues" - typo

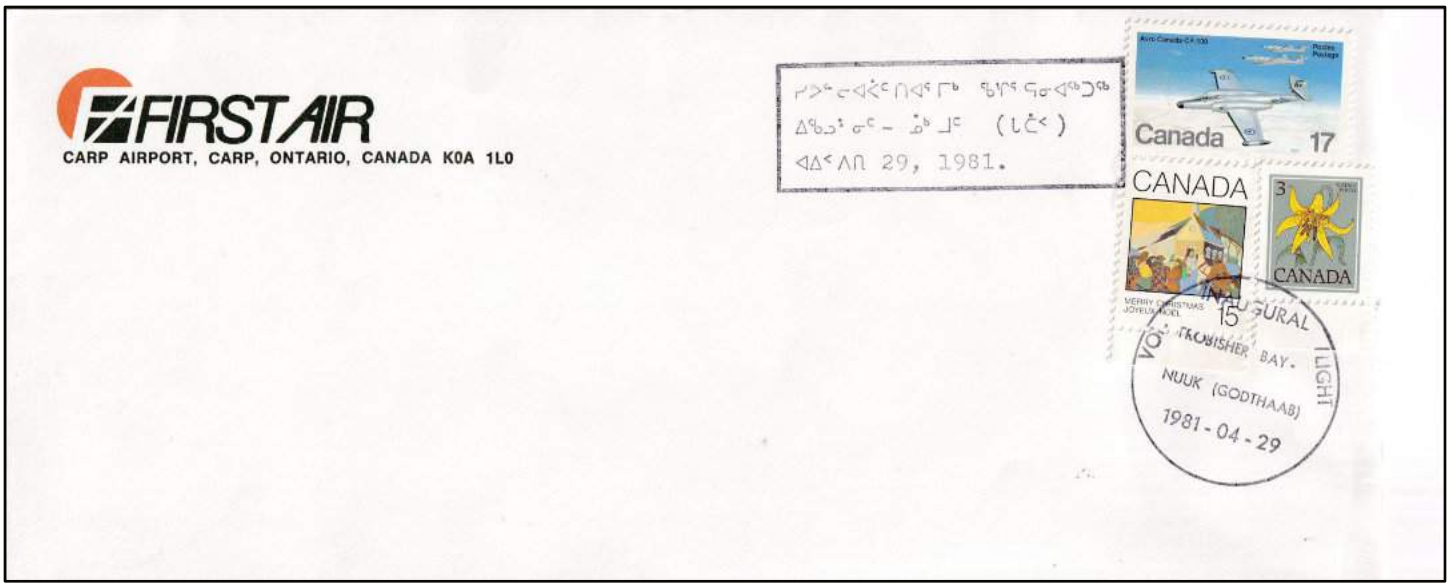
7107 Pacific Western did not fly direct to Vancouver from any of the points on the Mackenzie, passengers and mail connected through Edmonton or Calgary.
"Aklavic" was Aklavik

7134 "Laird River" was Liard River

7150 "Igoolik" was Igloolik

AND A QUESTION:

The cover above was flown Yellowknife – Port Radium ASS
What does "ASS" indicate?



From Mike Street

(Above) AMCN2 # 8109
29th April 1981 – Inaugural flight of First Air from Frobisher Bay to Nuuk, Greenland with rectangular Inuit cancel.

And from Don Lussky

Don has two covers with the same green handstamp, both addressed to WM. T. WYNN in Detroit, but with different postmarks.

He identified WM. T. WYNN as collecting Airport dedication's.

Were these covers related to a Goose Airport event?

Can anybody provide any information about them?





INFORMATION OBTAINED

QUESTION: Please can you identify the aircraft in this photograph/postcard?



YOUR EDITOR'S THOUGHTS: There's an intriguing inconsistency between the postcard being Made In Canada, the cars which look like they are from the 1920s, and the fact that there are no registration letters on the aircraft! I asked several people about the photograph, but they were as puzzled as I was!

MANY THANKS TO IAN MACDONALD who informed me that: *the aircraft is a former Royal Air Force Canada Canadian-built JN-4Can Canuck. The cars are Ford Model Ts - which were in production 1908-1927. The photo dates from the summer of 1919, some months before the first Canadian aircraft registration letters were issued. "VAT Co" on the rudder indicates the Vancouver Aerial Transportation Company. There's a similar photograph in Peter Corley-Smith's "Barnstorming To Bush Flying, British Columbia's Aviation Pioneers 1910-1930" (1989) taken when Ernest Hall visited Vernon, BC, August 5, 1919.*

CONGRATULATIONS IAN !

MORE INFORMATION WANTED - WHY AVOID EDMONTON?

Tom Reyman found this cover which is postmarked 11th October 1990.

Does anybody know the story behind the yellow AVOID EDMONTON label?





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

New members can receive a free, one year membership with delivery of The Canadian Aerophilatelist by email – just send information required below to Brian Wolfenden at 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.

LIFE MEMBERSHIP - members who have reached the age of 85 and been a member in good standing for 15 years are no longer required to pay the annual membership fee. Contact Brian Wolfenden for more information.

Regular members:

#203 John Bloor,
#242 Jacques Bot,
#322 David G. Brown,
#340 Harold Brosseau,
#172 Ivan Burges,
#270 Earle Covert,
#336 George Dresser,
#453 Steve Dulaney,
#406 Louis-Georges Dumais
#312 Barry Frost,
#410 T. Isaac,
#484 Peter Lepold,
#476 Mike McNeill,
#446 Norman Pike,
#81 Stephen Reinhard,
#417 Stephen Rose,
#222 Douglas M. Smith,
#390 Dr. Hal Vogel,
#496 Tom Watkins,
#520 Philip Wolf

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.