THE CANADIAN AEROPHILATELIST

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IN THIS ISSUE:

- **NEXT ZOOM MEETING AT BNAPEX SATURDAY AUGUST 24TH**
- **THE FIRST UK AERIAL POST 1911**
- **MAP OF CANADIAN AIR MAIL ROUTES – 1950**
- **ADDITIONAL LISTINGS FOR AMCN2**

AND MUCH MORE!

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CAS CALENDAR

BNAPEX 2024 – KINGSTON, ONTARIO – August 23rd – 25th 2024.
Annual Exhibition of The British North America Philatelic Society
For information see www.BNAPS.org

ROYAL*2024*ROYALE – FREDERICTON, NEW BRUNSWICK – September 20th-22nd 2024.
For information see www.rpsc.org

CANPEX 2024 – London, Ontario - October 19th - 20th
Held at The Hellenic Community Centre, 133 Southdale Rd. West London, Ontario
Saturday 10-5, Sunday 10-4. National Level Show organized by the Middlesex Stamp Club.
Free Admission, free parking, lunch counter. See https://www.canpex.ca/

CALTAPEX – CALGARY, ALBERTA – October 2024
For information see: https://calgaryphilatelicsociety.com/

QUÉBEC CITY OLD PAPER SHOW - October 26th 27th 2024
Travelodge by Wyndham Hotel and Convention Centre. 3125 Hochelaga Blvd., Quebec City, Quebec
Saturday 10 a.m. to 5:30 p.m. Sunday 10 a.m. to 3 p.m
25 dealers in attendance: stamps, postal history, covers, postcards, ephemera, old papers, archives, vintage posters and magazines and antiquarian books. One to two pages exhibition.
E-mail: salonduvieuxpapierdequebec@videotron.ca Website: http://https://svpq.ca/

DAY OF AEROPHILATELY in Toronto – Sunday November 3rd
11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. The morning presentation by Marc Castel about his research into the 1927 London to London flight and the CLP6 semi-official stamp will be broadcast on Zoom.

ORAPEX 2025 –
Will be held on May 3rd - 4th 2025 at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2. The theme will be "The Beaver". See www.orapex.ca for more information.

BNAPEX 2024 Kingston

St. Lawrence College Event Centre, 100 Portsmouth Ave., Kingston ON

August 23 - 25, 2024



There will be a meeting of the BNAPS Air Mail Study Group and CAS on Saturday afternoon at 2.00 p.m. with a presentation on

KINGSTON'S AIRMAIL:
EARLIEST COVERS TO THE TRANS-CANADA AIR MAIL ROUTE

by Chris Hargreaves

This will be a hybrid meeting: to receive a zoom link please email hargreavescp@sympatico.ca



A feature of the show will be a co-operative exhibit on THE PHILATELIC HISTORY OF KINGSTON FROM 1673 TO THE PRESENT DAY. If you have an interesting cover that went through the mail to or from Kingston, please write it up on an 8½" × 11" vertical format page, and send a scan to hargreavescp@sympatico.ca by July 1st.

SECRETARY'S REPORT

Welcome to six new members!
539 Ben Underhill of Wallace, NS
540 Terry McGinty of Victoria, BC
541 Aija Heloise Pince of Riga, Latvia
542 Malcolm Back of Stouffville, ON
543 Carolyn Green of Sanford, MI, USA
544 Michael Tenev of Montreal, QC

Minutes of the CAS A.G.M. held at ORAPEX in Ottawa May 5th. 2024

In Attendance: Terry Wilson, Dave Bartlet, Chris Hargreaves, Denice Guimond, Brian Wolfenden, Mike Street, Doug Lingard

The meeting was called to order at 2.01 p.m. by Brian Wolfenden

A moment was taken to honour absent friends Allen Klein & Peter Edwards who both passed away in the last year.

Secretary/Treasurer reports: Brian Wolfenden reported that membership was up by 7 from 2023, mostly thanks to the initiative to give a complimentary E-Membership for a year to new members. It was agreed that this will continue. The Treasurers report shows a small shortfall of $698.13 year to year. However, we are still in good shape with $24,437.34 in the bank.

Journal Editor report: Chris Hargreaves reported he has a good stock of articles on hand, but he can always use more.

AMCN2 Report: Chris Hargreaves reported that the CAS has received 156 catalogues from the AAMS. We have sold 113 copies & 27 were distributed to contributors to the catalogue. We have 16 left to sell. The AAMS has sold & distributed 67 copies & has 27 left to sell. That means that there are only 43 copies still available. To get the catalogue printed the CAS agreed to sell 100 copies in 2 years. We have far exceeded that target.

Webmaster report: Dave Bartlet reported that the web site was updated at the end of April with all Journals except the last 2 years now available. He also added the RCAF 100th Anniversary covers he produced. There are more updates to come, with Dave looking to modernize the site.

Election of Officers: All existing officers with the exception of Vice-President Tony Hine agreed to serve another 2-year term. There were no volunteers to serve as VP, so we are still looking for someone to take on this position. If you're interested, please contact Steve Johnson, Chris Hargreaves or Brian Wolfenden.

Mike Street reported that Greg Radner of the RPSC has a sideline with instructional markings. Mike has offered the airmail markings from the CAS to him.

Laurentide Air Service 100th Anniversary. There is a cover to mark this event being done for BNAPEX in Kingston. BNAPS is also doing an RCAF 100th Anniversary cover for the show. Our web master Dave Bartlet will produce both.

There being no other business, the meeting adjourned at 2.48 p.m.

Brian Wolfenden

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CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS AT ORAPEX

Open Class LARRY DAVIDSON *United Nations Aerogrammes* - Large Gold,
CAS Best Airmail Award, Marcus White Best Multi-frame Postal Stationery Award
Single Frame LES SELBY *From First Flight to Disaster - Zeppelin Hindenburg* - Vermeil
Youth Exhibits MICHAEL TENEV *Bulgarian Airmail from 1927 to 1946* – Gold
Ottawa Philatelic Society Youth Grand Award, Emma Award - Youth Exhibiting (19-21)

Congratulations also to MICHAEL CROY: his exhibit on *The History of Canadian Aviation and Pioneer Mail 1906 – 1934* won a Large Silver at EFIRO 2024 in Bucharest, Romania.

RCAF 100th ANNIVERSARY



DAVE BARTLET has produced 4 different RCAF 100th Anniversary souvenirs on behalf of the CAS. There is a cover with a single stamp ($5 + shipping), a cover with a pair of stamps (see above: $6 + shipping) a cover with a single stamp with an Inverted Overprinted ($7 + shipping) and a sheet of overprints (see below: $25 + shipping). See the CAS website www.aerophilately.ca for illustrations, and/or contact Dave Bartlet at dave.bartlet@shaw.ca for more details and to order..



STAMP NEWS from PETER LEPOLD

Some items from the Kelowna and District Stamp Club Newsletter which Peter produces.



CANADA POST RCAF 100th ANNIVERSARY ENVELOPE

The Royal Canadian Air Force, and many individuals and philatelic clubs, lobbied unsuccessfully for the Post office to print an RCAF 100th anniversary commemorative stamp.

It was then a big surprise on April 2nd to hear that Canada Post had printed and was releasing a RCAF "commemorative envelope" dated April 2nd. The envelope is a postal collectible and as such is not mailable. The picture of a "Stamp" is printed on the envelope. It is a reprint of the William George Barker stamp from March 2019 and originally appeared as part of the "Canadians in Flight" issue.

Canadian Stamp News (CSN) reported, " Canada Post and the RCAF have collaborated closely on the creation of this commemorative envelope ……. ". It seems to me the collaboration was somewhat limited. How else can it be explained that the date of release of the cover was April 2nd instead of April 1? I'm sure the RCAF Centennial Committee wouldn't have forgotten that April 1 is the date of the anniversary.

NEW POSTAGE RATES

With effect from May 6th, a 30 gram letter increased from 92 c to 99 cent – and the 50 gram rate to $1.40 A single stamp changed from $1.07 to $1.15. A 30 gram letter to the USA increased from $1.30 to $1.40, and International mail from $2.71 to $2.92.

Effective Sept. 3, 2024 Canada Post will change the rates for parcels. The new rates will be announced later this year. Also the rate codes for parcels will expand from 45 to 128, while maintaining the current number of weight steps. I wonder if this will impact how the fuel surcharge is calculated? I always hate it to look up a cost and then find out that there is another surcharge Canada Post wants me to pay.

CANADA POST'S COMMUNICATION

I'm trying to find out how many Concept Kiosk stamp dispensers currently exist in Canada. Kiosk stamps can be identified where they were printed by the code each stamp receives when it is purchased. I've been in touch with different CP departments. This week I talked to the Consumer Philatelic department. I was informed that Greater Vancouver has three: 495 W. Georgia, 595 Burrard and 710 Granville Street. Greater Toronto has: 77 King St West, 465 Yonge Street, 279 Yonge Street.



Montreal has 901 St Catherine E. There are however discrepancies between what I was told verbally and the information I got from other sources. A CP Website shows an Edmonton Concept store which according to a collector in Calgary was closed a few months ago. The Website shows an outlet at 59 Sparks St. in Ottawa – my phone contact wasn't sure if it exists. The outlet on 77 King St. doesn't appear on the website!. Unitrade calls Kiosk stamps "Computer Vended Postage" and lists them under CP1 to CP68. Since current issues can't be obtained from Philatelics in Ottawa many collectors don't even know they exist. The examples shown have 2020 values which will be replaced with the new values.

CANADA POST'S ECLIPSE STAMP

CSN announced that the plan was to incorporate three locations in the stamp design which would be covered by the total eclipse. Unfortunately the designer depicted the Hopewell Rock provincial Park in New Brunswick which is outside the path. Eventually Canada Post acknowledged the error and released a notice that Niagara Falls and the Newfoundland coast depicted on the stamp would be along the path of the totality.



NO LONGER AIRMAIL WITHIN GERMANY

In 1961 the German Post Office signed an agreement with LUFTHANSA German airlines that they would transport letter mail every night between the major German cities. There was no surcharge for this Airmail service. The volume of letter mail has dropped drastically, since email has become popular. In 1996 nightly shipments were around 430 tons/night, last year it was 53 tons/night. Effective March 28, 2024 the post office cancelled the agreement. Now all letter mail within Germany is moved by transport trucks on the Autobahn. The explanation given is that mail will take a little longer to be delivered, but urgent mail will be sent by email anyways?!. In addition switching from plane to trucks will save 80% on CO2 emissions. The Germans are considering to follow other EU countries which consider longer mail delivery times as the new 'normal'.

AN RCAF 100th ANNIVERSARY STAMP FROM AUSTRIA





Austria continues to produce personalized picture postage stamps. – After Canada Post refused to issue a stamp commemorating the 100. Anniversary of the RCAF, I designed a commemorative stamp which Vienna approved and printed.

Peter has produced a variety of covers commemorating the Centenary of the RCAF using this stamp. For more information contact Peter at lepold@telus.net

RESOURCES FOR RESEARCHING CANADIAN AEROPHILATELY

A review by Gord Mallett

The main such source is The Air Mails of Canada and Newfoundland (2nd edition, 2022), the standard reference found in the personal libraries of many researchers. Covers are listed chronologically within each of the 635-page colour catalogue's two dozen sections. This award-winning document can be ordered by emailing canadianairmail@gmail.com Cost is $65 + $10 postage to anywhere.

A second key resource is the material that is found in The Canadian Aerophilatelist journals, published since 1985. These journals, released quarterly, feature air mail research findings and related content provided by Canadian Aerophilatelic Society members and other interested air mail enthusiasts. Clicking/touching the above three-word link on your device's screen displays a listing of the journals. They can be individually downloaded. Alternatively, a complete set of the journals can be acquired by choosing "Download All".

An index detailing the contents of the journals is available. To obtain a copy, email Cdn.airmail@gmail.com. By inserting a chosen research word or phrase of specific interest into the index's "Find" dialogue box, instances of that word or phrase are highlighted in colour, thereby indicating which journal(s) and their page number(s) to access for follow-up study. Examples: inserting *London to London* yields 15 hits; *semi-official* yields 77 hits; the name of aviation/airmail history writer *Denny May* yields 48 hits; AMCN catalogue cover *PF-7* yields 4 hits.

A third major resource is Canadian Aerophilatelic Society's www.aerophilately.ca website. Both the quarterly journals and the index can be accessed there as well. Detailed instructions on the downloading and utility of the files are included.

THE FIRST UK AERIAL POST 1911

Derek Rance



Unfortunately, all of the accounts of this historic air mail flight as now related on the internet, contain major and/or minor erroneous statements of fact. This revised account has been primarily derived from official documentation and from personal written statements.

The first airmail flights that started on 9 September 1911 were organized to be a commemorative part of the acclaiming ceremonies organized for the 22 June 1911 coronation of King George V.

These flights were promoted by Captain (later Sir) Walter S. Windham of the Royal Indian Marine (that was renamed Royal Indian Navy in October 1934) after he had returned to England. He notably previously had successfully organized the world's first Official Aerial Post in India at Allahabad, in connection with the United Provinces Exhibition, This historic flight on February 18, 1911, was flown by a French pilot Henri Pequet, using his Humber biplane, carried about 6,000 postcards, and flew a distance of five miles, from the polo field in Allahabad to Naini Junction. The proceeds gained from this charitable flight were then donated to Allahabad's Holy Trinity Church for the building of a youth hostel.

In a personal statement Windham related "*When I arrived in England from India in 1911, I applied to the Postmaster General for permission to run the first British air mail. I was met with a difficulty that the PM G. was willing to agree but could not see how to overcome the difficulty of charging extra on any letter which might be sent, as it would require an Act of Parliament to alter the existing rules and that a stamp could not be sold over its face value. It occurred to me that this difficulty could be overcome by selling envelopes and postcards at a fixed price to which he agreed. A document, now in my possession, was drawn up giving me sole authority to carry the scheme into effect*" (1)



NOTICE.

AERIAL POST.

By Sanction of His Majesty's Postmaster-General.

IN COMMEMORATION OF THE CORONATION OF THEIR MAJESTIES THE KING AND QUEEN

THE NET PROFITS DERIVED WILL BE DEVOTED TO A PUBLIC CHARITY TO BE APPROVED BY THE POSTMASTER-GENERAL.

An Aerial Post between London and Windsor will be in operation daily, for a limited period only commencing Saturday, the 9th September 1911, and will be available for use by the public under the regulations of the General Post Office in connection with the ordinary Inland and Foreign Mail Services.

Only the special pictorial Post Cards and Envelopes issued by the Honorary Organising Committee, with the sanction of the Postmaster-General, will be conveyed by the Aerial Service, and they must be posted only in the *special boxes* placed in the following establishments in London, where the Post Cards and Envelopes are on sale, on and from Friday, September 8th, 1911 –

ARDING & HOBBS, Ltd., Clapham Junction, S.W.
JOHN BARKER & CO., Ltd., Kensington High Street, W.
JOHN BARNES & CO., Ltd., 191-217, Finchley Road, N.W.
BENETFINK & CO., Ltd., 107, Cheapside, E.C.
D. H. EVANS & CO., Ltd., Oxford Street, W.
A. W. GAMAGE & CO., Ltd., Holborn, E.C.
HARRODS, Ltd., Brompton Road, S.W.
SELFRIDGE & CO., Ltd., Oxford Street, W.
WILLIAM WHITELY, Ltd., Westbourne Grove, W.
LONDON AERODROME, Hendon, N.W.
OFFICES OF THE AERIAL POST, General Buildings, Aldwych, W.C.

The Post Cards and Envelopes, which bear a copyright design of Windsor Castle, printed in brown, green, or red, are issued stamped.

Post Cards, stamped for inland postage, price 6½d each.
Envelopes, do. do. price 1s 1d each.

A Sheet of Notepaper with Special Heading is supplied with each envelope

Adhesive stamps must be affixed to make up the fee required for postage abroad.

Post Cards and Letters conveyed by Aerial Post will bear over the ordinary postage stamp a special postmark, "FIRST UNITED KINGDOM AERIAL POST," and the date. They will be collected from the special boxes referred to above, and conveyed to a central Post Office, and then be taken to the London Aerodrome for conveyance by aeroplane from London to Windsor, and thence will be dispatched in the ordinary course to the destination in any part of the world to which they are addressed.

NO RESPONSIBILITY in respect of loss, damage, or delay will be undertaken by the Postmaster-General, or by the Honorary Organising Committee.

CAUTION.

Letters by Aerial Post cannot be registered. They must not contain coin or other valuables.

If the special Post Cards or Envelopes be posted in any other than the *Special Boxes* referred to in this notice, they will not be carried by the Aerial Service.

DONATIONS TO THE CHARITY.

Lloyds Bank, Limited, St. James' Street, London, S.W., has consented to receive, on behalf of the Honorary Organising Committee, donations in sums of One Shilling and upwards which will be acknowledged by the Committee by Aerial Post Cards.

Persons resident in the country and abroad will thereby be able to secure an Aerial postal souvenir of unique interest and, at the same time, benefit the Charity to which the net profits will be devoted.

Remittances must be made by cheque or postal order made payable to the "Coronation Aerial Post," crossed "Lloyds Bank, Ltd.". *Stamps cannot be accepted.*

Subscribers when sending their remittances should give the names and addresses to which the Aerial Post Cards receipts are to be sent.

ORDERS BY POST.

Orders for small quantities of the Post Cards and Envelopes may be sent to the Secretary, Aerial Post, General Buildings, Aldwych, London, W.C. The cost of postage, at the rate of 1d. for each dozen or less ordered, must be included in remittance.

WHOLESALE ORDERS.

Messrs. P. C. BURTON & CO., LTD., General Buildings, Aldwych, London, W.C., have been appointed Sole Agents for the sale of the Post Cards and Envelopes.

August, 1911

Issued by authority of the Honorary Organizing Committee, Contractors to H.M.'s Postmaster-General for the Coronation Aerial Post, General Buildings, Aldwych, London, W.C.

See No. 574.

An honorary six person organizing committee was formed, with Captain Windham as Chairman; to determine the details of the flight, mail sales and postal logistics.

It was decided that the flights would be between London's Hendon airfield and WindsorKing George V had volunteered the use of Windsor Castle's East lawn to be the landing site. The Grahame-White Aviation Co., who owned the Hendon Airfield and who operated a flying school at this airfield was contracted to fly the service. Two Henri Farnan 111 biplanes and two Bléroit X1 monoplanes; all of which had had "Aerial Mail" painted on their lower wing surfaces were commissioned to fly this service.

The pilots selected to fly this service were Clement Greswell (Senior Pilot), Gustav Hamel flying Bléiots and Evelyn (Bok) Driver (South African), Charles Hubert flying Farmans.

It was also decided that the first scheduled airmail service, from Hendon to Windsor, would commence on 9 September 1911 and run five flights until 15 September, with a single trip in the reverse direction from Windsor to Hendon to be flown on 16 September. However, subsequently, as the generated volume of mail was so large, this required a significant increase in the number of flights to be made.

NOTE: A video of the 1911 first flight can be viewed on:
https://www.youtube.com/watch?v=HHi5DjrfLNg

Subsequently the publishers of the Windsor Chronicle (Luff's) were appointed sole selling agents for the special postcards and envelopes at Windsor.(2)

DETAILS OF THE FIRST AERIAL POST

The Stationary

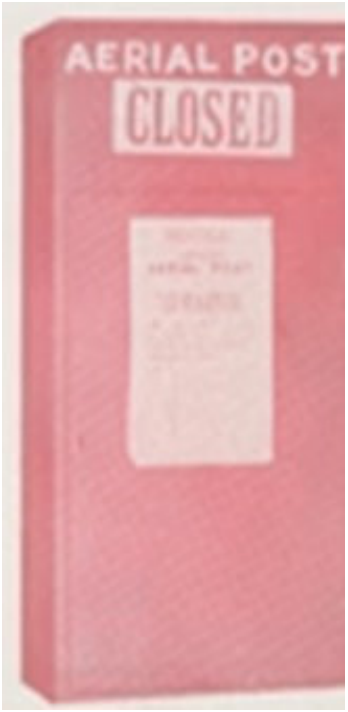


All letters and post cards had this cover illustration and were printed in eight different colors. These being:

- Brown
- Red Brown
- Purple Brown
- Dark Brown
- Bright Green
- Olive Green
- Scarlet: and
- Violet. This shade was not publically sold as it was considered to be "privileged" and only released for official invitations, to dignitaries and mail addressed to King George V.

Letters were sold for 1/- and 1d postage. Post cards were sold for 6d and $^{1}/_{2}$d postage.
These stamps were cancelled with a special postmark formed by two concentric circles containing "First United Kingdom and within the inner circle the words:" Aerial Post" and the date and the postage site place name "London" or "Windsor".

These red wooden non-standard letter boxes were emplaced in all of the stated airmail sales sites. Only airmail purchases could be posted in them. Mailing was closed at the end of September 15 and, as shown, their mail slots were then sealed.



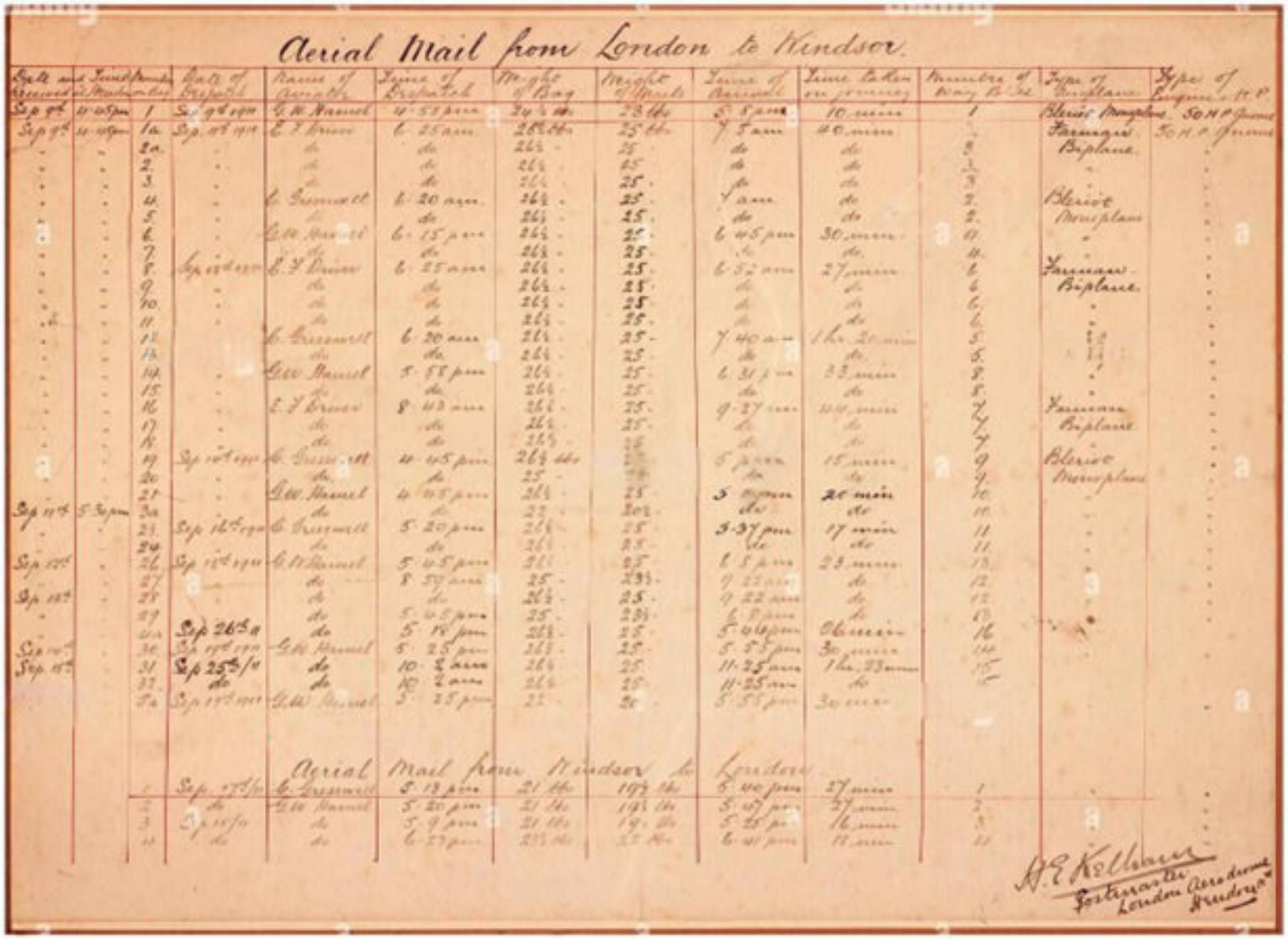
Some two dozen companies printed their advertisements on the postcards. These printings were usually placed on the back of the card.

An estimated 96,000 souvenir postcards and 24,000 letters were eventually sold.

THE FIRST FLIGHT

Most of the erroneous statements in previous accounts were made in regard to this particular flight. These errors include: the times of the airplane's take-off and landing, the distance travelled, the time of flight, the landing site and the weight of mail carried.

Advisory posters were posted one week before the start of the scheduled first flight. (See first page of this article.)



Aerial Mail from London to Windsor.

Aerial Mail from Windsor to London

On Saturday, 9 September, twenty-three sacks of aerial mails were delivered to the Hendon post office. These sacks contained a total estimated mail amount of 75,000 postcards and letters; with a total weight being over 600lbs.

As Clement Greswell was the senior pilot, he had been accorded the honour of carrying the first mail bag, which contained all of the violet printed "privileged mail". However, during the day, boisterous winds had arisen, causing the speculation that this flight should be postponed, as the flying conditions were becoming potentially unsafe. But, as Gustav Hamel then volunteered to fly, the mailbag (Bag No 1) with mail weighing 23lb was tied to his Blériot monoplane and a postman handed Hamel his way-bill and timesheets. Hamel prepared for flight at 4.50 pm[3] and took-off at 4.58 pm.

This record of all flights from and to Hendon airport was made by P.M. H. E. Kelham

A crowd had gathered at Windsor Castle's East Terrace, to view the plane's landing on the adjacent East lawn. At last, a sighting was made at 5.05 pm, but the aircraft then disappeared from view [3]. Finally it was reported that the plane had landed at 5.13 pm, one mile, due South, on the Shaw farm (part of Windsor's Royal Estate) a hundred yards from the Frogmore Mausoleum (Queen Victoria's and Prince Albert's burial site)[2].



This commemorative plaque is fastened to the fence that surrounds the Shaw farm and confirms the details, the actual landing site and the time of landing of the first U.K. first airmail flight

The Windsor Postmaster, A.T. A'Vard, dispatched waiting postmen cyclists to go and collect the mail, and escort Hamel with the mailbag back to the East Terrace. The mail, after sorting, and together with another mailbag, was then dispatched to Balmoral, by a train leaving at 6.00 pm. After a very brief stay, Hamel flew back to Hendon.(2)

The duration of Hamel's flight was 15 minutes, due to the strong tail wind that also had blown the aircraft off-course. The 40 mph stated wind speed was estimated by the use of the incorrect 20-21 mile flight distance as it was measured from a Mercator projected map, (which for higher latitudes, is notoriously inaccurate). Using GPS coordinates for an ellipsoid earth (a.k.a. as the wobbly crow flies), the distance from Hendon to the Frogmore Mausoleum is 17.885 statute miles. The distance to Windsor's East Lawn is 17.776 statute miles. Although stated flight times for subsequent Blériot flights largely differ, the mean time of these flights is about 26 minutes (which include the lower average speeds for take-off and landing) giving an overall flight speed of about 41 mph. (A 50 hp Blériot has a cruise speed of 48 mph).(5) So Hamel's 15 minute flight time resulted in an aircraft speed of 71 mph. Therefore, the tailwind speed for this flight was about 30 mph.

Subsequent mail flights to Windsor began on September 11, but on take-off that day at 7.00 am C. Hubert crashed his Farnan from a height of 40 ft breaking both his legs and hospitalizing him for two months.(7) He was compensated £500 from the profits of this aerial service.(6) Thereafter the service was fully flown by the three remaining pilots, who flew an additional 15 flights from Hendon to Windsor and 4 flights from Windsor to Hendon. The duration of the flight service was extended from 15 September to 26 September. On September 25, Hamel's long delivery time of 1hr 23 mins was due to engine trouble that caused a forced landing at Langley Berkshire, where the mail was then collected by car and carried to the Windsor Post Office.

One of the events that occurred during the Hendon to Windsor flights was the five day weather related flight stoppage that occurred, from September 20 until September 25. As Windham related "*the aviators, having had so little experience of flying that when there was the slightest breeze about refused to go up; consequently, the mails were hung up in thousands of letters, lying in the Post Office and elsewhere waiting to be dispatched. The PMG. used to ring up every now and then to ask when I would be getting on with my job, which put me into rather a hole.*" (1) The first Windsor to Hendon mail flight, carrying mailbag No. 1, was scheduled to be flown on September 16 by C. Gresswell, but was delayed, due to high wind,(3) until September 17,

In summary: The 16 Hendon to Windsor flights carried 35 mailbags weighing 903lbs (859 1/2 lbs of mail) and the 4 Windsor to Hendon flights carried 4 mailbags weighing 86 ½ lbs.(80 ½ lbs of mail)

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Gustav Hamel in his Blériot XI monoplane



Motors, Pilots, Mechanics, & Postal Officials Of The First Aerial Mail



The Henri Farman Biplane
Note the "Aerial Mail" painted under the wing



Walter Windham's signed "Violet" Postcard. As this postcard carries no cancelled stamp it was not mailed, but is a souvenir item.





Numerous companies took advantage of the occasion to produce advertisements for their products and services, and generally these were on the reverse of the postcard However, a few companies, like The Molassine Company, printed an extra message on the obverse. (7)

Derek Rance

(1) The first United Kingdom Air Mail Delivery Published 1911- The United Kingdom Coronation Aerial Post – A. Cameilleri
(2) The First United Kingdom Air Mail Delivrry published iin Windlesora 10 (1991
(3) The centenary of British Aviation September 1911 – The first U.K. Aerial Post – Peter Jennings
(4) The First U.K. Aerial Post 1911 – Alec Wright O.E.78. Bulletin of the Irish Airmail Society
(5) www.airminded.net/bleriot/bleriot. html
(6) Centenary of the first aerial post celebrated at The British Postal Museum & Archive
(7) www.rpsl.org.uk/rpsl/Displays/Handouts/DISP_19980212_001.pdf Walter Windham and the Windsor flights

ILLUSTRATIONS OF FIRST FLIGHT CACHETS

Colin Benford, Chris Hargreaves

I was very pleased to receive the following email from Colin:

I wonder if you can inform me if the following are generally known or of common occurrence?

I have come across 40 sheets (a little taller than A4) of printed impressions of official cachets, sometimes 1 or 2 to a sheet, other times 6 or 8, together with three letters from the Canada POD addressed to Francis J Field editor of the Aero Field.

In all there are 213 cachet's ranging in date 1929 to 1939.

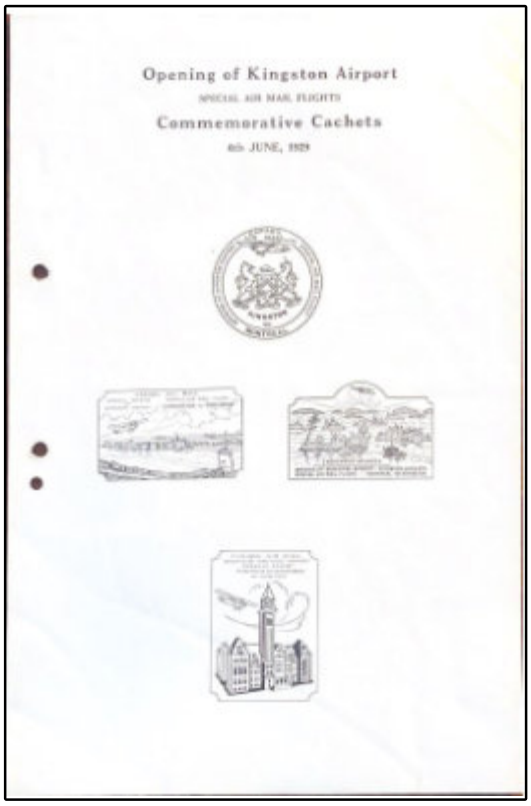
These sheets are definitely not common! I have only come across them once before: a complete set of sheets among Earle Covert's ephemera. (I was able to make copies of the cachets, and used them for illustrations in Section 5 of AMCN2.)

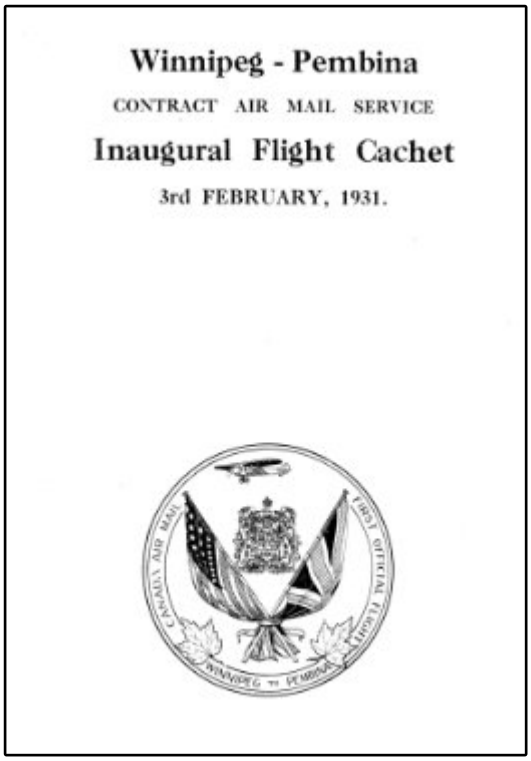
The sheets were a puzzle, as they looked like they would have been sent out by the Post Office Department to publicize upcoming First Flight covers.

However, the sheet for the Winnipeg – Pembina cachet gave the correct date for the flight, which had been delayed by one day. I therefore wondered whether the sheets were intended as a historical record of all the First Flight cachets produced up to 1939?

The letters which Colin sent me indicated that the sheets were intended to promote First Flight covers, but after the flights had taken place. - The letter to Francis Field shown on the next page is dated May 5th 1938, and refers to the First Flights to Germansen Landing which took place on January 26th 1938.

The difference in sharpness of printing between the address on the letter and the text of the message, indicates a form letter that would have been sent to many dealers, whose address was added the letter.





IN ANY FURTHER CORRESPONDENCE ON THIS CASE PLEASE QUOTE No.

11/71

CANADA

Post Office Department

OTTAWA, May 5th, 1938.

Francis J. Field, Esq.,
"Rosemount",
Sutton, Coldfield, England.

Dear Sir,

I am enclosing reproductions of the cachets used on covers conveyed by the undermentioned inaugural air mail flights:

Inclusion of Germansen Landing, B.C.
in
Prince George-Takla Landing Air Mail Service.

Prince George, B.C. - Ware, B.C.

Yours truly,

G. Fleming

Chief Superintendent,
Air & Land Mail Services.

Encls.

AIRMAIL BETWEEN CANADA AND SINGAPORE, 1937



Figure 1 - Pan American World Airways (PanAm) Martin M-130 China Clipper departing from San Francisco on November 22, 1935 on the first westbound flight of Foreign Air Mail Route 14 (FAM14). [Wikipedia; public domain.

Extract from:

Cable Repair in the Pacific: 1937 to 1942

By Ian Kimmerly and Gray Scrimgeour

Available for free viewing and download on the Philatelic Specialists Society of Canada website at https://www.philatelicspecialistssociety.com/publications.php#CableRepair

This article by Ian Kimmerly and Gray Scrimgeour is a very detailed analysis of an extensive correspondence (1937–1942) involving Henry Porter, a trans-Pacific cable repair worker based in Victoria, British Columbia. Most of the correspondence is between Porter while he was travelling and his family in Victoria. There also are some cable-work related covers. Most of Porter's trips were aboard the Cable Ship Restorer, the repair ship owned by the Commercial Pacific Cable Company.

These voyages are verified by information from contemporary newspaper articles. Porter's mail—from places such as Honolulu, Midway, Wake, Guam and Manila —usually was sent by air mail via U.S. Foreign Air Mail (FAM) Route 14, the Pacific Route of Pan American Airways (PanAm). For Canadian postal history, this correspondence, which remarkably has been kept intact for four-fifths of a century, provides extremely rare examples of Canadian mail across the Pacific.

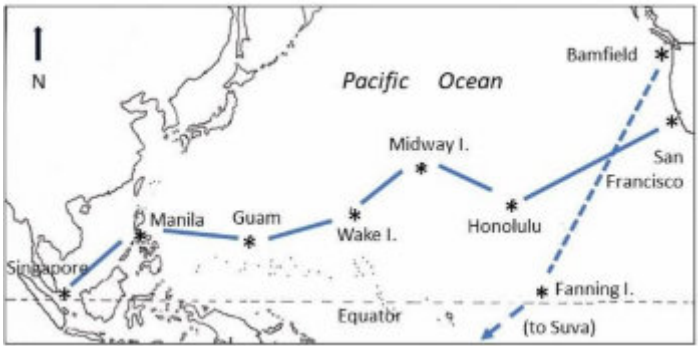


Figure 2. Map showing the routes of the American Pacific (CPCC) cable and the northern end of the British Pacific Cable Board cable to Australasia via Fanning Island. The Pacific route of PanAm (FAM14) followed the same path as the CPCC cable between San Francisco and Manila.

The Commercial Pacific Cable Company (CPCC) provided the first cable across the Pacific Ocean between the west coast of North America and Asia. (Figure 2). The cable between San Francisco and Honolulu was completed in December 1902, and in 1903 cable was laid from Honolulu to Midway, from Midway to Guam, and from Guam to Manila. By 1906, the cable was connected to Singapore, and via Guam to Shanghai and Japan. Guam was to become a communications hub, a role that it retains . Use of this American Pacific cable started on July 4, 1903. Until then, most news from Asia to North America travelled slowly, by ship, or went by a slow telegraphic route through Russia to London . With availability of the American Pacific cable, the American agency Associated Press replaced the British agency Reuters as the major source of news from Asia—particularly news from Hawaii and the Philippine Islands . New York, not London, became the centre for news from the Far East. At least part of this CPCC cable route was used until 1951. The Cable Ship Restorer and her crew maintained this important cable. The 358-foot, 5,500-ton displacement C.S. Restorer (Figure 3) operated on the Pacific Ocean from 1903 to 1951, mostly for the CPCC.



Figure 3. Cable ship Restorer at Vancouver, October 5, 1933. Walter Frost photograph, Vancouver City Archives.

Henry Percy Porter (1896–1971) was an electrical engineer working aboard the Restorer. From the late 1920s, Porter was Chief Electrician of the Restorer and later was Chief Engineer. Porter had a major role in the ship's operation, providing technical advice and direction regarding submarine cable installation, operation, testing, and maintenance. While Porter travelled, his wife Madeleine (nee O'Sullivan) and their daughter Moya were in Victoria. Porter wrote to them frequently when he was on voyages. Moya was a stamp collector, so Porter often sent attractively-franked envelopes. After a few years of relative inactivity, the Restorer made three long voyages during the 1937–1939 period. In addition, Porter—apparently without the ship—made several additional trips to the mid-Pacific. Porter's five dozen covers outline his voyages.

Pan American Airways

PanAm was founded in 1927 when Juan Trippe chartered a seaplane to carry mail the 90 miles between Key West, Florida and Havana, Cuba. In the 1930s, the company expanded with routes to the Caribbean Islands, Mexico and Central and South America. In 1934, Trippe obtained traffic rights to land for refueling and overnight stays at Pearl Harbor, Midway Island, Wake Island, Guam and Manila. PanAm dredged lagoons for landing at Midway and Wake. In March 1935, PanAm carried by merchant vessel equipment and construction supplies to provision each island where their seaplanes would stop overnight. For the Pacific route, PanAm used aircraft that landed on water, called "flying clippers." Initially, three Martin M-130 four-engined flying boats—the *China Clipper,* the *Hawaii Clipper and the Philippine Clipper*—were used. They flew at 130 miles per hour. These planes had the speed, size and range to profitably carry mail and passengers across the Pacific. These three M-130s were the only planes of this model to be built. The load of fuel needed to reach Honolulu from San Francisco was so high, though, that only about eight passengers could be carried on that leg. From February 1939, the Martin Clippers were replaced by Boeing B-314 Clippers, which were faster and more comfortable

The first mail-carrying flight (with no passengers) took place when the China Clipper departed from San Francisco for Manila on November 22, 1935. (Figure 1). The entire trip (8746 miles) took six days—59 hours 48 minutes of flying time. The fastest ships required two weeks for this trip. The longest single hop was from San Francisco to Honolulu, which took 21 hours. Passenger service to Honolulu and Manila started October 21, 1936. PanAm added Macao and Hong Kong to the route in 1937.

Trans-Pacific Air Mail Postage Rates

Many of the Porter covers were Trans-Pacific letters sent by air mail. The Pan American Airways San Francisco–Manila air route (FAM14) commenced on November 22, 1935. The U.S. Post Office announced that it would accept air mail from Canada for this route on January 23, 1936 . On April 21,1937, the postal rates from mainland United States to Hawaii, Guam and Manila were lowered to the charges listed in Table 1. The rates from Canada to these destinations via FAM14 (see Table 2) were not reduced in 1937. Rates for letters from Canada to Midway and Wake have not been published.

Table 1. US Air Mail Letter Rates Starting April 21, 1937

USA to	Hawaii	20¢ per ½ oz
	Midway Island	30¢ per ½ oz
	Wake Island	35¢ per ½ oz
	Guam	40¢ per ½ oz
	Philippine Islands	50¢ per ½ oz
	Malaya	70¢ per ½ oz

Table 2. Canada Air Mail Letter Rates in Canadian Cents Starting in 1936

Canada to	Hawaii	25¢ per ½ oz
	Midway Island	?
	Guam	50¢ per ½ oz
	Manila	75¢ per ½ oz
	Singapore*	90¢ per ½ oz

The full article by Ian Kimerly and Gray Scrimgeour includes a detailed analysis of covers in the Porter collection to Midway, Wake, Guam and the Philippines. - This extract only describes covers to and from Singapore, and is intended to give an example of the detailed analysis available in the full article.

Singapore was the westernmost port reached by the Restorer on the 1937 voyage. She was there from

some time in early October until November 16th. Air mail between Singapore and Victoria could proceed by either a trans-Pacific route or a trans-Atlantic route. The letters to Porter were trans-Pacific; the mail he sent to Victoria was trans-Atlantic (the less expensive route). We will first describe the trans-Pacific mail. Porter's wife sent two air mail letters to him at Singapore via the trans-Pacific Clipper route, on October 4th and October 18th. These covers bear Hong Kong transit postmarks; neither has a Singapore receiving mark. Both covers were paid 90¢ per ½ ounce postage. Although the air mail rate from Canada to Singapore is not listed, it would be the same as the rate to Hong Kong: 90¢ per ½oz These covers are illustrated in Figures 4 and 5.



Figure 4. Air mail cover from Victoria to Henry Porter in Singapore, mailed October 4, 1937. The cover bears a Hong Kong transit postmark dated October 18, 1937.



Figure 5. Air mail cover from Victoria to Henry Porter in Singapore, mailed October 18, 1937.

These covers definitely were carried in PanAm *Clippers* to Hong Kong. Lacking receiving postmarks, their route from Hong Kong to Singapore is uncertain. On April 21, 1937, FAM14 had been extended from Manila to Hong Kong and a connecting flight to the Straits Settlements was started. From 1936 through November 1937, Imperial Airways provided a weekly Hong Kong Feeder Service between Hong Kong and Penang, Straits Settlements, departing from Hong Kong on Friday and arriving at Penang on Saturday. [E.B. Proud, *Intercontinental Airmails, Volume 2, Asia and Australasia.]* At Penang, air mail from Hong Kong for Singapore was transferred to the next eastbound Imperial Airways flight to Australia. A postal clerk in Hong Kong would decide—based on the First-Packet Principle—if this all-air route was faster than carriage of a letter to Singapore in a convenient ship (a four- to six-day voyage). We can only report the maximum elapsed time—by air, based on flight times.

The cover in Figure 4 was mailed in Victoria on October 4, 1937. The *China Clipper* took it from San Francisco on October 6th, reaching Hong Kong on October 17th (verified by an October 18th [Monday] transit mark). There had been a five-day delay at Guam. The first available weekly feeder flight to Penang was on Friday, October 22nd; the next Penang– Singapore flight [3 hours 25 minutes duration] was Sunday, October 24th. That would produce a maximum of 20 days in transit from Victoria, slowed by delays at Guam and a 1-week connection from Hong Kong.

The *Philippine Clipper* departed from San Francisco on October 20th with the cover in Figure 5; after encountering delaying bad weather at San Francisco and at Wake, it arrived at Hong Kong on October 26th. This cover has a Hong Kong transit postmark of October 27th . There was a feeder flight to Penang on Friday, October 29th and a Southampton–Brisbane flight through Singapore on Sunday, October 31st. This cover was considerably faster than the previous, taking only 13 days from Victoria and 4 days from Hong Kong. Between October 23 and November 16, 1937, Porter mailed five air mail letters and a picture post card from Singapore to Victoria. All of them took the trans-Atlantic route: air to Great Britain, then surface to and across Canada. None have receiving dates. Their postage was less than if they had been sent trans-Pacific. Three items were endorsed for carriage by Imperial Airways and two for KLM (Koninklijke Luchtvaart Maatschappij, Royal Dutch Airlines). Both KLM covers were mailed the same day, October 30, 1937.

The *Singapore Free Press and Mercantile Advertiser* (August 28, 1937, p. 12) summarizes the air mail service from Singapore to Europe as follows:

- Mails are despatched for Medan Jask [Airport], Amsterdam and London by Dutch air mail every Wednesday and Saturday at 1:30pm.
- Mails are despatched... by Imperial Airways every Tuesday and Saturday at 10pm.

The above times must be closing times at the Singapore post office because Proud lists Imperial Airways leaving Singapore at 06.00 Wednesday and Sunday. The earliest cover (Figure 6), mailed Saturday,

October 23rd, has no endorsement. It bears a 25¢ Straits Settlement currency stamp (paying the ½-oz air mail charge to Britain by Imperial Airways) and has a London jusqu'à marking (red bars indicating the end of air service and the start of surface service). Imperial Airways departed Singapore with this cover on October 24th and arrived at Southampton on October 31st .



Figure 6. Cover mailed at Singapore to Madeleine Porter on October 23, 1937.

The covers carried by KLM (for example the cover shown in Figure 7) bear Montreal backstamps. This cover was mailed at Singapore to Moya Porter on October 30, 1937, endorsed for KLM. It departed from Singapore on October 30th and arrived in Amsterdam on November 5th. It transited Montreal on November 12th and arrived in Victoria about November 17th—ca. 19 days from Singapore. Postage was paid with two 30¢ Straits Settlements adhesives (60¢ per ½oz). The envelope contains a picture post card with a long message.

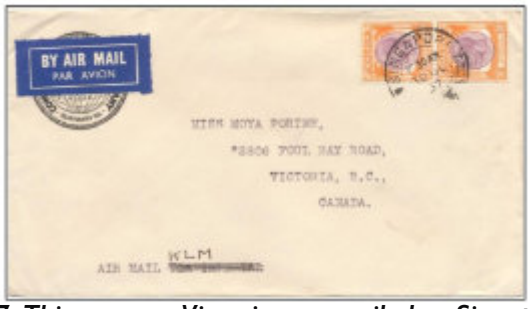


Figure 7. This cover to Victoria was mailed at Singapore on October 30, 1937. Carried by KLM, it arrived in Amsterdam on November 5th .

Porter mailed three more covers at Singapore to his wife: one via KLM (also posted on October 30th; paid double weight $1.20 Straits Settlement; Montreal transit November 12th) and two by Imperial Airways (November 6th, double weight, paid 50¢ Straits Settlement, and November 16th, single weight, paid 25¢ Straits Settlements).

Porter sent a picture post card to his daughter on November 16, 1937 (Figure 8). It is docketed "via Imperial", bears a BY AIR MAIL sticker and has a London jusqu'à marking. From December 1, 1934, the air mail rate for post cards from Malaya to Great Britain was 15¢ Straits Settlement currency —as seen on this card. The Imperial Airways flight carrying this card left Singapore on November 17th and arrived at Southampton on November 27th. Travel from Britain to Victoria by surface would take about 10 days.



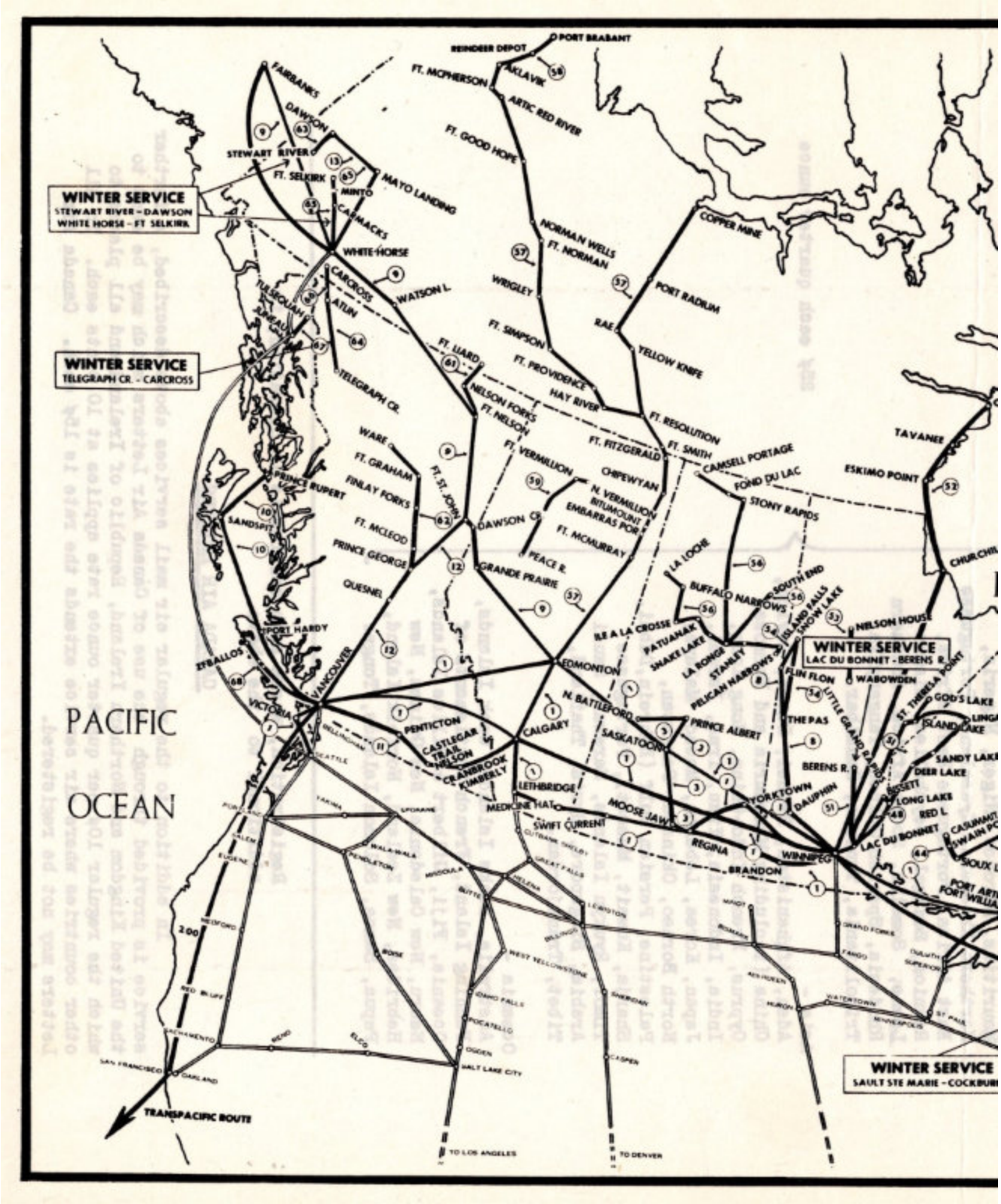
Figure 8. Picture post card sent from Singapore to Victoria, by Imperial Air to Great Britain, then surface to its destination. Note the jusqu'à marking that was applied at London.

With so few examples and lacking receiving postmarks, it is difficult to compare the transit times of trans-Pacific Porter covers to those of trans-Atlantic Porter covers. The Pacific mail was slowed by storms by several days. The postage was lower for the trans-Atlantic route than for the trans-Pacific route. In 1937, KLM mail from Singapore to England was a day or so faster than Imperial but its postage rate was higher. Helbock, (article in *La Posta,* September 2007), has compared the speed and costs of the KLM and Imperial services post-1934, when both airlines began carrying mail directly between Singapore and Europe. Air transport by Imperial was 25¢ Straits Settlement per ½oz then; KLM's charge was 60¢ per ½oz. However, many customers chose KLM for "money well spent to have your letter reach its destination three–four days earlier". [The time advantage of KLM over Imperial decreased by one day in early 1937 when Imperial was able to cut a day from its schedule. KLM mail to Canada would require one day to reach Great Britain from Amsterdam. These factors should still allow a one- to two-day advantage for KLM over Imperial for mail to Canada.]

Congratulations to Ian Kimmerly and Grey Scrimgeour for their outstanding analysis of these covers rates and routes!

Their full article, which includes many citations and references, is available for free viewing and download on the Philatelic Specialists Society of Canada website at www.philatelicspecialistssociety.com/publications.php#CableRepair

CANADIAN AIRMAIL ROUTES - 1950



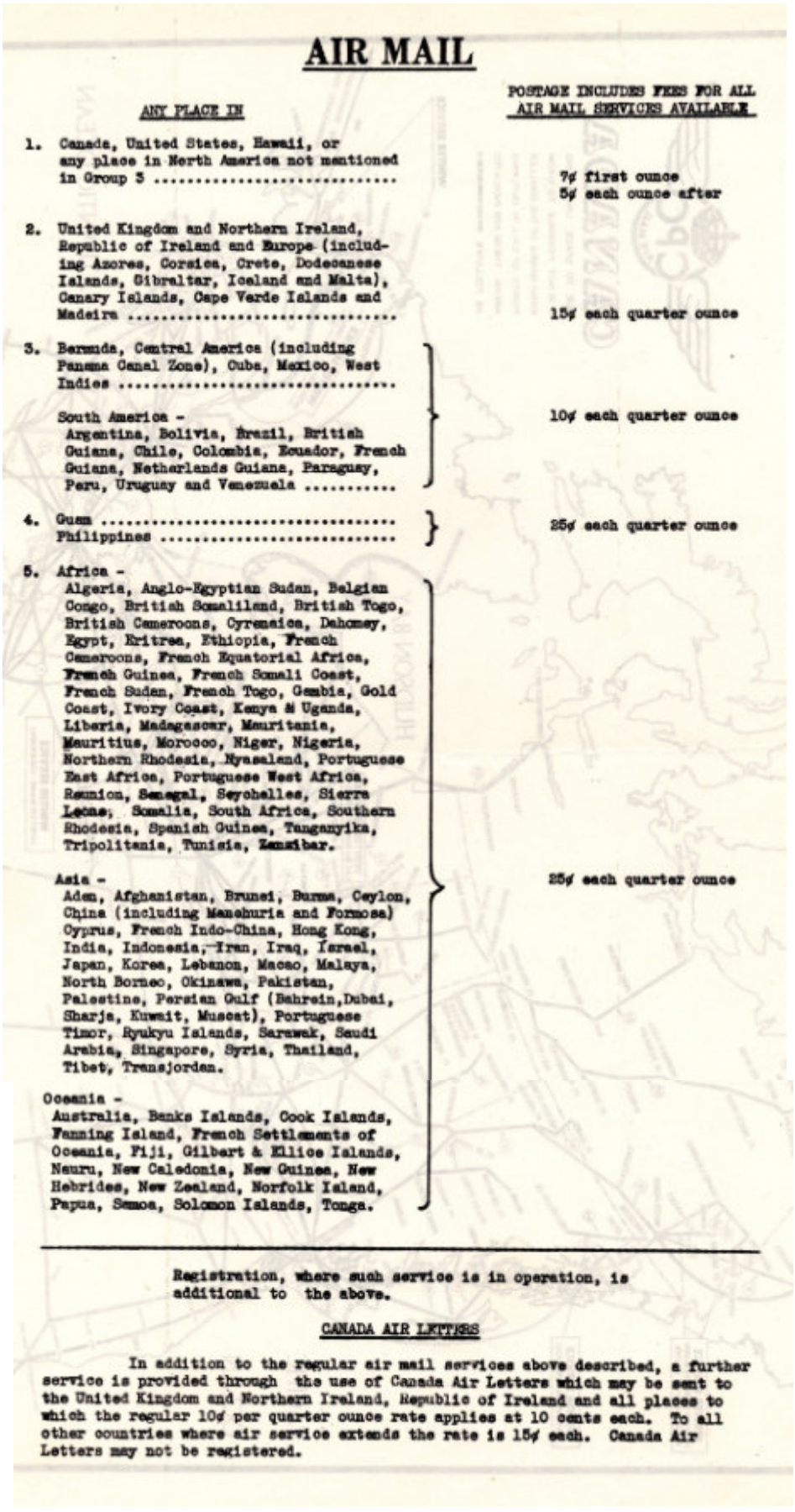
The map was dated using section 6 of AMCN2, "First Flights for Which No Covers Are Known", which is based on a list of new air mail services compiled by Don Amos from announcements in Canadian Post Office Bulletins.

Thanks to Andrew Chung for this map.



The map shows most of the new services up to and including January 4th 1950: Mosonee – Weenusk – Fort Severn and returnbut not services inaugurated after that.

CANADIAN AIRMAIL RATES - 1950



AIR MAIL

ANY PLACE IN	POSTAGE INCLUDES FEES FOR ALL AIR MAIL SERVICES AVAILABLE
1. Canada, United States, Hawaii, or any place in North America not mentioned in Group 3	7¢ first ounce 5¢ each ounce after
2. United Kingdom and Northern Ireland, Republic of Ireland and Europe (including Azores, Corsica, Crete, Dodecanese Islands, Gibraltar, Iceland and Malta), Canary Islands, Cape Verde Islands and Madeira	15¢ each quarter ounce
3. Bermuda, Central America (including Panama Canal Zone), Cuba, Mexico, West Indies South America - Argentina, Bolivia, Brazil, British Guiana, Chile, Colombia, Ecuador, French Guiana, Netherlands Guiana, Paraguay, Peru, Uruguay and Venezuela	10¢ each quarter ounce
4. Guam Philippines	25¢ each quarter ounce
5. Africa - Algeria, Anglo-Egyptian Sudan, Belgian Congo, British Somaliland, British Togo, British Cameroons, Cyrenaica, Dahomey, Egypt, Eritrea, Ethiopia, French Cameroons, French Equatorial Africa, French Guinea, French Somali Coast, French Sudan, French Togo, Gambia, Gold Coast, Ivory Coast, Kenya & Uganda, Liberia, Madagascar, Mauritania, Mauritius, Morocco, Niger, Nigeria, Northern Rhodesia, Nyasaland, Portuguese East Africa, Portuguese West Africa, Reunion, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Southern Rhodesia, Spanish Guinea, Tanganyika, Tripolitania, Tunisia, Zanzibar. Asia - Aden, Afghanistan, Brunei, Burma, Ceylon, China (including Manchuria and Formosa) Cyprus, French Indo-China, Hong Kong, India, Indonesia, Iran, Iraq, Israel, Japan, Korea, Lebanon, Macao, Malaya, North Borneo, Okinawa, Pakistan, Palestine, Persian Gulf (Bahrein, Dubai, Sharja, Kuwait, Muscat), Portuguese Timor, Ryukyu Islands, Sarawak, Saudi Arabia, Singapore, Syria, Thailand, Tibet, Transjordan. Oceania - Australia, Banks Islands, Cook Islands, Fanning Island, French Settlements of Oceania, Fiji, Gilbert & Ellice Islands, Nauru, New Caledonia, New Guinea, New Hebrides, New Zealand, Norfolk Island, Papua, Samoa, Solomon Islands, Tonga.	25¢ each quarter ounce

Registration, where such service is in operation, is additional to the above.

CANADA AIR LETTERS

In addition to the regular air mail services above described, a further service is provided through the use of Canada Air Letters which may be sent to the United Kingdom and Northern Ireland, Republic of Ireland and all places to which the regular 10¢ per quarter ounce rate applies at 10 cents each. To all other countries where air service extends the rate is 15¢ each. Canada Air Letters may not be registered.

The following list was printed on the back of the map on the previous pages:

UPDATE TO SECTION 17A OF AMCN2

The rate table above shows a rate of "15 cents each quarter ounce" to the "United Kingdom and Northern Ireland, Republic of Ireland and Europe".

According to *Selected Canadian Postage Rates* by Robert C. Smith (2005), this rate applied from November 1st 1946 to 30th June 1953.

From July 1st 1953 , the United Kingdom and Northern Ireland, Republic of Ireland and Europe, were included in a "Group B" of countries, and the air mail rate changed to 15 cents per half ounce.

This "change in weight" should be added to the information in Table 14 on page 516 of AMCN2.

CANADIAN FORCES COVERS

Updates to Section 12 of AMCN2 from RON MIYANISHI



CF-5601 new listing

1956, November 1 --- Ottawa - Marville, France. Cover flown on a CF-100 Canuck during the deployment flight of 445 sqn. from RCAF Uplands via Goose Bay, Newfoundland, and Keflavik, Iceland, to Marville, France. (Reference Operation Leapfrog and Nimblebat: The RCAF Ferry flights of the Cold War (youtube.com) at https://www.youtube.com/watch?v=Lk8dwdVkswo)

CF-5801 First Flight of Avro Arrow. Typo: should be CF-105.

CF-1967 new listing

1967, April 4 - Last day of RCAF Station Marville, France. Forces Air Letter cancelled CFPO 108 April 4th 1967, backstamped Ottawa April 6th 1968.

CF-7101 new listing

1971, July 30 - Last day of RCAF Station Rivers. Forces Air Letter cancelled OBODO 30 VII 71 MAN



CF-8000(a) First Aurora at CFB Greenwood. Additional listing for signed cover.

CF-8702 425 Squadron - Alouette South '87, Miramar NAS. Change date to March 31st 1987, and re-number as CF-8702B

CF-2006 new listing

2006, March 27 - Souvenir sheet of Snowbirds commemorative stamps (Scott 2159b) flown onboard a Snowbirds Tutor jet. The sheet was then included in a coin-and-stamp set jointly issued by the Royal Canadian Mint and Canada Post. The coin was one of the world's first double holographic coins, and featured the same two designs as the postage stamps issued by Canada Post. As the coin is tilted in the light, the full colour images change with a dramatic effect.



The set consisted of a 99.99% pure silver $5 double hologram coin; a pair of mint condition 51¢ stamps; a souvenir sheet cancelled and numbered to identify it as one of 25,555 that were flown; an information booklet; and a serialized plaque.

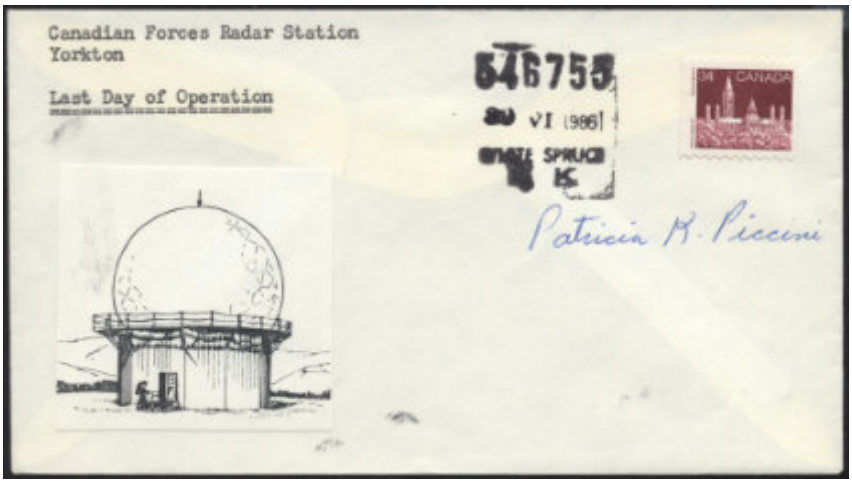
Although the mint was authorized to produce 25,555 coins, their annual report stated that it only minted 10,034.

CW-9401 Cover flown in Lancaster at Hamilton Air Show. Typo: it was reflown in Belize.

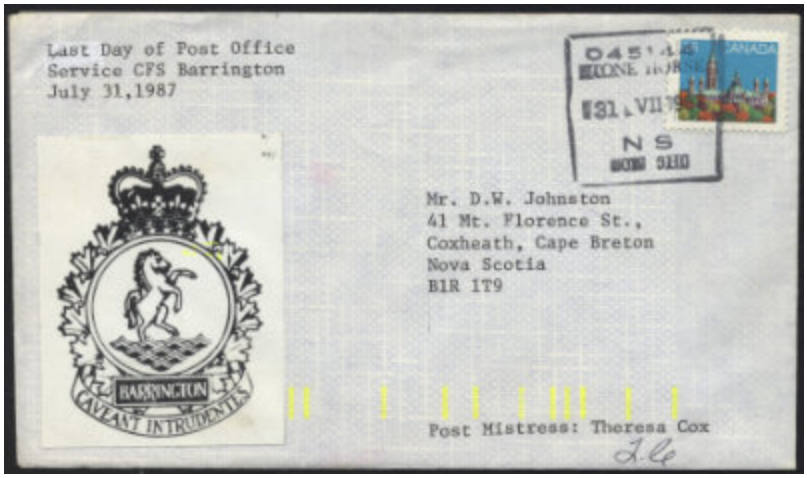
CANADIAN FORCES RADAR STATIONS

In addition to covers commemorating Fotrces flights, aircraft, and Air Stations, there are a variety of covers which commemorate Canadian Forces Radar Stations. Thanks to RON MIYANISHI for this list of covers in his collection:

RCAF Station Dawson Creek Last Day – Dawson Creek, BC, March 31, 1964
CFS Lac St Denis Last Day of Operation – Lac St Denis, QC, July 18, 1986.
CFS Beausejour Last Day of Operation – Muskwa, MB, July 25, 1986.



CFS Yorkton Last Day of Operation – White Spruce, SK, June 30, 1986.
CFS Barrington 25th Anniversary – Stone House, NS, May 22, 1987.
CFS Dana Last Day of Operation – Sagehill, SK, March 31, 1987.
CFS Sioux Lookout Last Day of Operation – Sioux Lookout, ON, March 31, 1987.
CFS Alsask Last Day of Operation – Alsask, SK, March 31, 1987.
CFS Lowther Last Day of Operation – Kapuskasing, ON, March 31, 1987.
CFS Gypsumville Last Day of Operation – Pineimuta, MB, March 31, 1987.
CFS Chibougamau 25th Anniversary – Chibougamau, QC, May 1, 1987.
CFS Gypsumville Closure and Last Day of Post Office Operation – Pineimuta, MB, June 26, 1987.
CFS Falconbridge Last Day of Operation – Ridgeview, ON, June 27, 1987.
CFS Dana Closure and Last Day of Post Office Operation – Sagehill, SK, July 10, 1987.
CFS Barrington Over 20 Years of Postal Service – Stone House, NS, July 11, 1987.



CFS Barrington Last Day of Post Office Operation – Stone House, NS, July 31, 1987.
CFS Lowther Closure and Last Day of Post Office Operation – Kapuskasing, ON, July 31, 1987.
CFS Chibougamau Last Day of Operation – Chibougamau, QC, March 31, 1988.
CFS Moise Last Day of Operation – Massey Park, QC, March 31, 1988.
CFS Goose Bay Last Day of Operation – Happy Valley Goose Bay, NL, March 31, 1988.
CFS Kamloops Last Day of Operation – Kamloops, BC, March 31, 1988.
CFS Baldy Hughes Last Day of Operation – Baldy Hughes, BC, March 31, 1988.
CFS St Margarets Last Day of Operation – James Park, NB, March 31, 1988.
CFS Beaverlodge Last Day of Operation – Trumpeter, AB, March 31, 1988.
CFS Senneterre Last Day of Operation – Nottaway, QC, March 31, 1988.
CFS Senneterre Closure and Last Day of Post Office Operation – Nottaway, QC, June 20, 1988.
CFS Baldy Hughes Closure and Last Day of Post Office Operation – Baldy Hughes, BC, July 15, 1988.
CFS Beaverlodge Closure and Last Day of Post Office Operation – Trumpeter, AB, July 22, 1988.
CFS Moise Closure and Last Day of Post Office Operation – Massey Park, QC, July 29, 1988.
CFS Sydney Last Day of Operation – MPO 200, Sydney, July 6, 1990.

Corrections to AMCN2 Section 20 - Astrophilately in Canada

Aerial photo of the radar station at Cold lake, Alberta, October 1972.
http://www.c-and-e-museum.org/Pinetreeline/photos/p11-72.html

Brian Wolfenden has pointed out that there are some typos in the "Astrophilately In Canada" section:

- They're on page 559 - Section 4 Cold Lake.
- Instead of being 68S1 with an S as the third part of the cat. number, they are done as 7851 with a 5 as the third part of the cat. number.
- I count 14 of the 16 entries with this error.

Thanks for spotting these Brian.





NEW LISTING FOR AMCN2

Brian Wolfenden



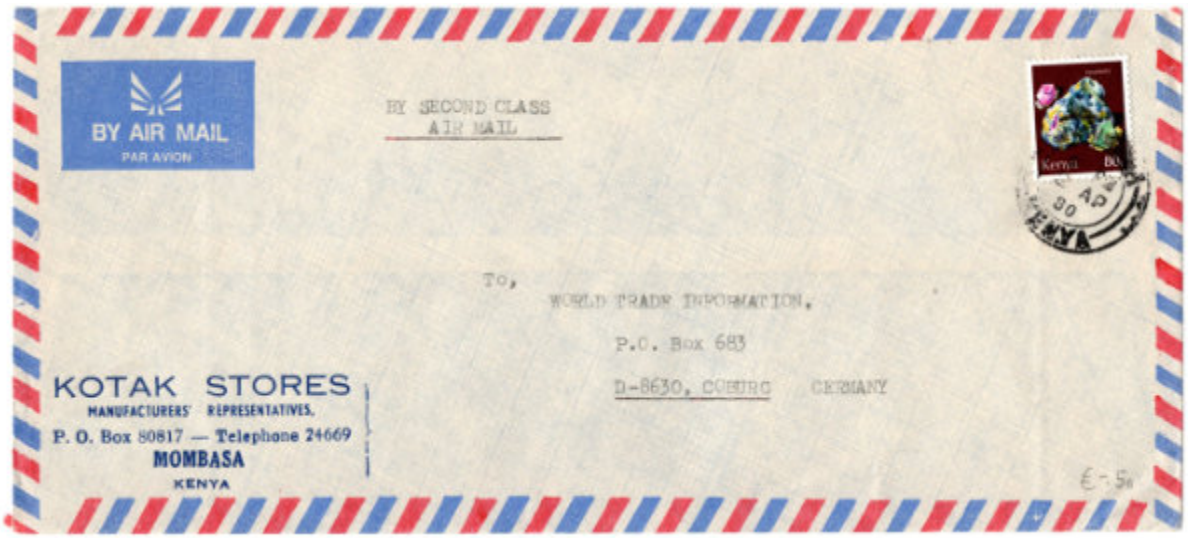
I recently bought a large auction lot of Canada First Day cover. Mixed in amongst them was this little gem. It is a Hovercraft Mail cover from the Interpex International Stamp Show in New York to Montreal. It is postmarked New York, at the show, on Mar 15 1970 in the PM. It arrived in Montreal on March 18. According to the cachet, it was carried on an Aerodoo MK-7 Hovercraft, piloted by R. Francoeur, who is not the same pilot from flight 7001 (AMCN2) which went from Ottawa to New York via Montreal March 9 -13 1970. According to the cachet, there were 500 covers on board & this is cover #211.

Thanks Brian. - This will be added to Section 5 of AMCN2 as #7002 .

WHAT WAS SECOND-CLASS AIRMAIL?

Cover from Mombasa, Kenya, postmarked 2nd April 1980 with typed endorsement at the top

BY SECOND CLASS AIRMAIL



This was a two-tier system in which airmail paid at the First Class rate was given priority, and sent on the next plane out of Kenya, while second-class airmail waited until space was available. The principle was the same as the First and Second class postage system in the United Kingdom

Thanks to the Muffin Break Stamp Group in Victoria, British Columbia, for this information.

NEW / RECENT AIRLINE FIRST FLIGHT COVERS

To be added to AMCN2 Section 5:



202200 2022, April 29. Munich-Toronto. First flight by Lufthansa using Airbus A350-900 aircraft.



202202 2022, June 12. Frankfurt - Halifax. Inaugural flight of Eurowings service. Aircraft used was an Airbus A330-343. Backstamped in Halifax June 13, 2022.

The cover is endorsed "C02 compensation paid" in the bottom right corner.

According to the Eurowings website / information for passengers:

> Active climate protection is important to us. We are taking many effective steps to keep our CO2 footprint as small as possible. The use of sustainable aviation fuel (abbr. SAF), the implementation of newer and more modern airplanes, and our contribution to climate protection projects are part of this. All of these steps help prevent, reduce, and compensate for CO2 emissions. The advancement and expansion of these measures are firm components in our corporate strategy. They are our number one priority.
>
> You, too, can make a difference by taking responsibility with us and getting active. We offer you flexible options to offset the CO2 emissions of your flight quickly and simply.

The options offered are for passengers to pay an additional fee:

- To increase the amount of SAF used by the airline, or
- To support climate protection programs which conserve or restore natural areas to help remove CO2 from the atmosphere and store it in vegetation.

(See https://www.eurowings.com/en/information/about-us/co2-compensation.html)

Thanks to Ralf-Peter Wünschmann for these covers.

INFORMATION WANTED

Anybody who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor hargreavescp@sympatico.ca
If you can help with any of these questions, please send your information to the editor

A mystery air mail service in 1923

I found this photograph and caption on page 21 of Larry Milberry's *Sixty Years: The RCAF and CF Air Command 1924-1984*



A Canadian Air Force D.H. 4 at Rockcliffe, July 16, 1923, about to carry a load of air mail to Toronto. (PAC PA59974)

I had not come across a reference to these air mail flights before, so I asked Larry Milberry if he could provide more information. Unfortunately, the only information he had was the reference number on the back of the photograph.

I then consulted James Bone at Library and Archives Canada. He informed me that the photograph was from the Post Office Department fonds, and that a nearly identical photograph appears in the Department of National Defense fonds, but neither had information about the service. James suggested I look for more information in National Defence related files and publications, such as the annual reports for militia and air services.

I then contacted the library at the Royal Military College in Kingston, where the archivist provided a link to the *Report On Civil Aviation Including Civil Operations For Other Government Departments, Undertaken By The Royal Canadian Air Force For The Year 1923*. This was a long, 56 page document describing a wide variety of operations carried out by the CAF, but there was no mention of air mail being carried!

Can anybody provide any information about the CAF carrying air mail in 1923?

Many thanks to Larry, James, and Sarah Toomey at RMC, for their help with this research.

Chris Hargreaves

CONCORDE AND THE OLYMPICS

Kon Sokolyk

I am doing research for an article about the SST Concorde's association with the Olympic Games as seen through philately. I believe at least two Concorde flights to Canada were tied to the Montreal 1976 Games.



During the October 4-5 1975 visit for the opening of Mirabel airport, the logo of the '76 Games was embellished on the Concorde. - Mike Street has located two photos of the Concorde clearly showing the logo below the cockpit.

A large number of covers were produced for this visit: many are described on the website
Concorde français 1975 | Aérophilatélie Concorde

Does anybody know of a cover from the 1975 visit with an Olympics connection?



A July 13 1976 circular date stamp P.S.MONTREAL A.M.F. 2 (and 3) is found on cacheted covers showing the Concorde, and a hand stamp featuring the 1976 Olympic logo and wording "Envol de l'equipe Olympique Francaise" -– "Flight of the French Olympic team".

Does anybody know why a Montreal AMF postmark is used on the 1976 covers, rather than a Mirabel handstamp as was used on the 1975 cover?

LOOKING FOR A COPY OF THE STAMPEX 1973 BROCHURE

Michael Croy



1973 was the 25th anniversary of the creation of the state of Israel, so it was decided that some kind of incentive was desirable in the opening of the STAMPEX show. One suggestion was to invite the President of Israel, at that time Zalman Shazar, to open the show.

So Mike Madesker, Gus Snels and Ben David, agent for the Israeli postal authorities, involved Warren Dickson, as well as the Israeli ambassador to Canada, to see if this was possible. They formed a committee and with the help of the Ambassador (Theodor Meron, who held the office from 1971 to 1975) they sent a message to the Knesset making this request. In due course, the incoming President Ephraim Katzar, did in fact agree to visit Canada. Certain arrangements were made for him to fly into Canada. At the airport, he was to have taken a limousine to an arranged hotel suite and thence open the show at the Sheraton Centre. A luncheon was also arranged, attendance by invitation only, and immediately after this opportunity he would return to the airport, again by limousine, and fly directly back home.

It was considered an unofficial visit to Canada and so no mention of it ever reached the media or the broader public. Prior to that. Jensen, the firm of silversmiths of Denmark, was asked to produce a limited edition medallion engraved for the 25th anniversary on one side, and on the other the insignia of the Israeli Philatelic Society. The medallions were intended for certain dignitaries following the speech of the President. Two or three days prior to his intended arrival in Canada, we received a letter from the President saying that he could not come as he was needed at home. This was due to the fact that Egypt had decided to visit – the start of war!

The letter of regret from President Katzar was published in the STAMPEX 1973 brochure, no copy of which appears to have survived into the present. If anyone has a copy, please offer it, or a copy of it, to the VGG Library, where other memorabilia of STAMPEX 1973 reside. The medallions were instead given to the judges, who at their discretion were permitted to give them to the exhibitors. At least one medallion has survived, but the number made was extremely limited.

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.

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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 to anywhere in the world
2 years - $25.00 Canadian or US$20 to 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)

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)

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

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

Dues can be paid by e-Transfer in Canada; or by PayPal to bjnepean@trytel.com
or by cheque in Canadian or US $ payable to The Canadian Aerophilatelic Society mailed to Brian Wolfenden at address below.

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_____
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.

NOW DUE FOR RENEWAL:

#475 Robert Ascah,
#534 Colin Benford,
#502 James Bisset,
#242 Jacques Bot,
#172 Ivan Burges,
#519 Andrew Cox,
#471 Steve B. Davis,
#501 David L. DuBois,
#193 J.P. Gadoury,
#434 Robert D. Galway,
#49 Jonathan L. Johnson Jr.,
#111 James Larry Kobelt,
#450 Ed Kroft,
#432 John Lewington,
#109 Gary Lyon,
#429 Ian McMahon,
#476 Mike McNeill
#243 Jim Miller,
#321 Andrew Mrozowski,
#474 Ted Nixon,
#530 Ron Pazdzierski,
#435 Thomas Reyman,
#466 Alan Spencer,
#445 Robert Timberg,
#473 Jane Wilson,
#533 Ralf-Peter Wunschmann

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

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