THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

September 2024 No. 140



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AND MUCH MORE!

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Volume XL Number 3
Royal Philatelic Society of Canada – Chapter No. 187
American Philatelic Society - Affiliate No. 189
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CAS CALENDAR

ROYAL *2024* ROYALE – FREDERICTON, NEW BRUNSWICK – September 20th – 23rd
Annual Exhibition of The Royal Philatelic Society of Canada held at The Fredericton Inn, 1315 rue Regent St., Fredericton, NB. See https://rpscroyal.com/

CALTAPEX – CALGARY, ALBERTA – October 19th & 20th, 2024
Annual show of the Calgary Philatelic Society, held at the KERBY CENTRE, 1133 - 7th Avenue S.W., Calgary, Alberta. The theme for the show is the RCAF 100th Anniversary. See: https://calgaryphilatelicsociety.com/

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/

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. More info in this issue.

CAS / BNAPS AIR MAIL STUDY GROUP ZOOM MEETING
Feb 2nd 2025 Sunday 11:00 AM Eastern Time (US and Canada) Contact hargreavescp@sympatico.ca for more information.

EDMONTON STAMP CLUB SPRING NATIONAL STAMP SHOW – March
Central Lions Recreation Centre 11113-113 St., Edmonton, Alberta Website:
http://www.edmontonstampclub.ca

ROYAL/ ROYALE 2025: Montreal - April 25th 26th 2025
Co-sponsored with FILEX: the Fédération québécoise de Philatélie. The event will take place at the Hotel Universal Convention Centre, located at 5000 Sherbrooke Street in Montreal, Quebec.

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.

BNAPEX2025–VERNON,BRITISHCOLUMBIA–September19th–21st 2025.
Annual Exhibition of The British North America Philatelic Society For more information see www.BNAPS.org

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DAY OF AEROPHILATELY 2024

Sunday November 3rd – HYBRID MEETING



There will be an in-person meeting at the Vincent Graves Greene Philatelic Research Foundation, 10 Summerhill Avenue, Toronto, from 11.15 a.m. to 4.00 p.m.

The first part of the meeting from 11.15 to 1.00 PM will be broadcast on Zoom. – It will feature a presentation by Marc Castel about his research into the 1927 London to London flight and the CLP6 semi-official stamp. – This will develop on his article in the September 2023 *Canadian Aerophilatelist*.

The live meeting will continue with lunch on Yonge Street, followed by an open frame session at the VGGF when people can put up exhibits and other material to look at and discuss, and also buy and sell items.

The Zoom link will be
https://us06web.zoom.us/j/85014419917?pwd=K9T8r4twliuYMio13NL79SXYQbknnl.1

For more information, and/or to obtain a copy of Marc's article on the CLP6, contact:
hargreavescp@sympatico.ca

Joint Symposium on Postal History

A Postal History Symposium, co-sponsored by The Postal History Society of Canada and The Royal Philatelic Society of Canada, will be held on Saturday, November 9 from 12 noon EST until 7:30. The Symposium will offer three concurrent speaker sessions via Zoom for beginner, intermediate and advanced collectors. There will be four 50-minute-long sessions at each level. More information will be available on the RPSC website www.rpsc.org

SECRETARY'S REPORT

Welcome to 2 new Members:
#545 Chris Dalton of Weston Creek, Australia
#546 Simon Golland of St. Pierre du Bois, Guernsey

Brian Wolfenden

WORLD AIR MAIL DAY

Information received from Piyush Khaitan - a CAS member in India.
Air Mail Society of India Foundation (AMSI) formed

Happy to inform you that the AMSI is incorporated. We have also secured membership of FISA and The Philatelic Congress of India (PCI). We are now enrolling members on-line at https://www.airmailsocietyindia.org/ . Registration including payment of the annual fee of US$15 via PayPal is a 4-minute on-line process. We have an active WhatsApp group and plan regular zoom meetings soon.

AMSIPEX-25: 1st International Virtual Aerophilatelic & Astrophilatelic Exhibition

The AMSI has resolved to celebrate **WORLD AIR MAIL DAY** on 18 February each year. Our goal is to reach out to Aerophilatelic and Astrophilatelic societies worldwide to all celebrate this day in their own way along with their membership.

18 February 1911 was when the first officially sanctioned Air Mail flight in history was held between Allahabad (now Prayagraj) and Naini in India and deserves to be celebrated in a fitting manner. We have an international sandwich day and a cookie day, but no World Air Mail Day!

AMSI is organising AMSIPEX-25, an International On-Line Aerophilatelic and Astrophilatelic Exhibition between 15-23 February 2025. We have received Patronage from PCI. The American Air Mail Society (AAMS) and the Royal Belgian Astrophilatelic Society (Cosmos) have agreed to participate as joint sponsors. Entries for AMSIPEX-25 will open by early September 2024 and close by end November 2024.

AMSIPEX-25 will accept entries in Aerophilately and Astrophilately class as follows:

1. Competitive Class:
   - 5 frame and 8 frame
   - 1 frame
2. Literature class
3. Special section for youth collectors with 2-3 frame exhibits.
4. Special section for novice exhibitors with 2-3 frame exhibits.

Entries will be open to exhibitors from across the world.

For more information see the exhibition website www.amsipex.com

AIRMAIL QUARTERLY

Vickie Canfield-Peters, the former editor of *The Airpost Journal,* has started a fully digital, absolutely free magazine, **Airmail Quarterly**. The first issue was published in June 2024.

The focus is entirely on airmail from all corners of the globe.

The magazine is 8.5 x 11 inch and in full colour. It will be distributed as a PDF four times a year.

There are no fees and everything is free, including display advertising and classified ads.

If you would like to be on the distribution list, simply send an email to airmailquarterly@gmail.com with "distribution" in the subject line.

CENTENARY OF LAURENTIDE AIR SERVICE LIMITED AND CANADA'S FIRST SEMI-OFFICIAL AIR MAIL STAMP



Commemorative cover produced for BNAPEX2024



It had been known for many years that gold could be found in the Rouyn Lake area of Quebec, but it occurs as flakes embedded in quartzite rock. Extracting the gold from the quartzite is a challenging process which requires heavy equipment to mine and crush the rock, so that the gold can be dissolved out using cyanide. The challenge for prospectors was to find gold in sufficient concentration that it would be economically viable to develop a mine and processing plant.

Edmund Horne started exploring the Rouyn Lake area in 1911, and discovered a high-grade gold deposit 1922.

However: reaching the Rouyn Lake area from the closest station at Angliers involved a two day trip by water, involving four boats and several portages, following Horne's route that is shown by the red arrows on the second map.

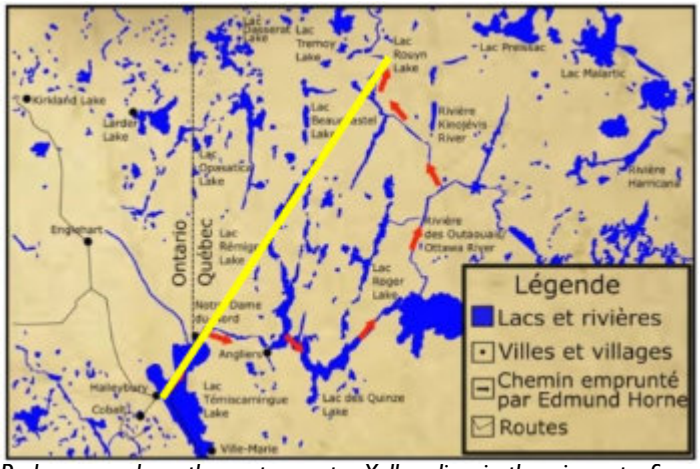
In 1924 mine developers asked Laurentide Air Service Limited to provide an alternative method of transportation, and the company inaugurated Canada's first scheduled air service. The service was operated by three Curtis HS2L flying boats, which had originally been built for antisubmarine patrols on the East Coast in World War I, and could carry a crew of two and three passengers. The aircraft were cheap and rugged, though difficult to fly.

Flights were initially made between Angliers and Rouyn Lake, but the water at Angliers was often obstructed by logs and debris from forest fires, so the base was moved to Haileybury.



Curtiss HS2l. - It was sometimes joked that they took off at 60 miles per hour, flew at 60 mph, and landed at 60 mph.

The flight from Haileybury to Rouyn took one hour, and the fare was $60 – equivalent to about $1,000 today. However, the service was economically marginal, as there was a lot of freight to be flown in to the mines, but very little to be flown out. (By the end of 1924 some 51,000 pounds of freight had been carried into the goldfields, but only 2,000 pounds was carried out on the return trips.)



Red arrows show the water route. Yellow line is the air route from Haileybury to Rouyn.

To generate more revenue, Laurentide asked the Post Office for permission to charge for mail that it was currently carrying to and from Rouyn on a courtesy basis.

The Post Office agreed, and allowed the company to issue stickers to show that payment had been made. The stickers were issued under the regulations governing charity labels: they were not allowed to show a value, and were supposed to be placed on the back of the envelope so that they were not confused with regular postage stamps. - The stickers are referred to as semi-official stamps, as they were sold at some post offices, but the Post Office Department did not accept responsibility for delivery of the mail after it was handed over to the airline.

The air mail service evolved slowly. Post Office permission was granted on August 9th 1924. 200 "stickers" were ordered, and produced as 25 booklets, each containing four panes of two stamps. The stickers came out on August 30th, and the first recorded use was on September 10th 1924.

However, in 1924 there was great public interest in gold mining, aviation, and philately. The *Montreal Gazette* ran a news story about Rouyn Lake each day, and when it reported that Rouyn had an airmail service, there was a great demand from philatelists for the semi-official stamps, and for covers flown on the flights. This demand took Laurentide by surprise, and led to further printings and a new design. By the end of the year 9,080 stamps been printed.

For BNAPEX 2024 in Kingston, Dave Bartlet has produced souvenir covers commemorating

- The 351st anniversary of Count Frontenac meeting the Haudenosaunee at the future site of Kingston
- The 100th anniversary of the RCAF.
- The 100th anniversary of Laurentide inaugurating the first Canadian airmail service, and of it issuing Canada's first semi-official airmail stamp.







Although the covers state that G-CAAC La Vigilance carried the mail for Laurentide in 1924, that aircraft had crashed and was a write off on September 2, 1922. The salvaged remains were rebuilt and are on display at The Canada Aviation and Space Museum in Rockcliffe.

COVERS AVAILABLE:

- **Kingston City Hall with RMC Overprint - $3**
- **RCAF Cover with single stamp - $3**
- **RCAF Cover with Pair - $5**
- **Laurentide and Semi-Official 100th Anniversary pair of covers - $15**

Single overprinted stamps, and a sheet of the RCAF overprinted stamps, can also be purchased. For more information see https://bnaps.org/bnapex/bnapex2024-Kingston/souvenirs.htm

Orders should be sent to Dave Bartlet at dave.bartlet@shaw.ca

The stickers and proofs used on the Laurentide Centenary covers were originally produced for the 50th anniversary of Laurentide Air Service Limited in 1974. Many thanks to ESJ van Dam https://www.canadarevenuestamps.com/ and to Lee Stamp Sales https://www.leesales.ca/ for donating the labels to BNAPS and the CAS for use on these covers.

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.



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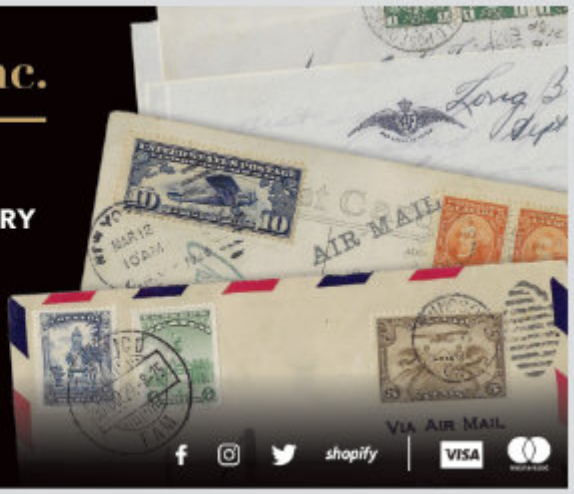
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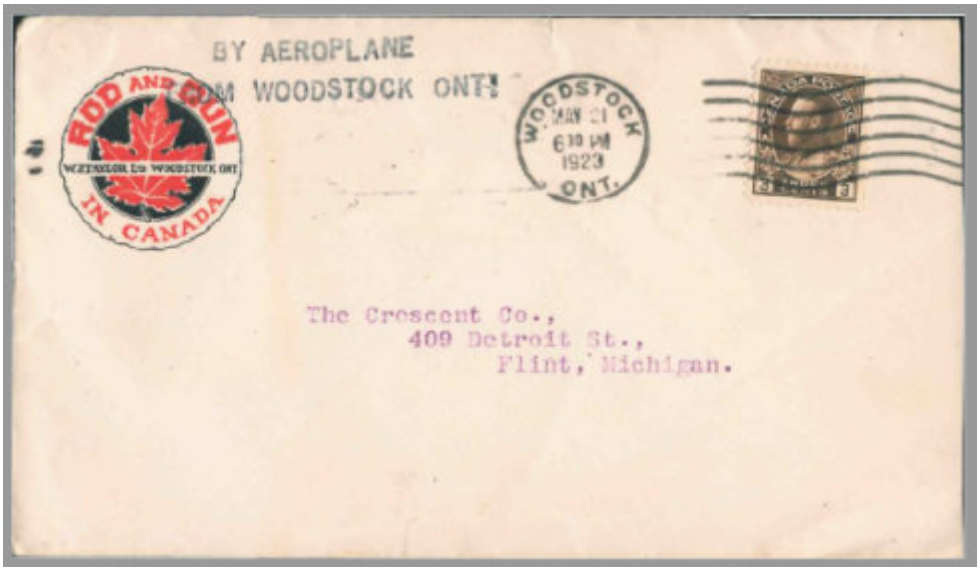
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NEW INFORMATION ON PF-27A FROM WOODSTOCK, 1923

Bob Stock and Chris Hargreaves



1923, May 21 — Woodstock, Ontario - Flint, Michigan. The cover bears a handstamp BY AEROPLANE FROM WOODSTOCK ONTARIO! The envelope has a corner card of W. J. Taylor Ltd. Woodstock, Ont., with a maple leaf design and the slogan "Rod And Gun In Canada." It is addressed to The Crescent Co., in Flint, Michigan; franked 3 cents; and postmarked on May 21 at 6:30 PM. The envelope was slit open at the right: there are no backstamps, but there is a notation $35 on the back.

Note: This cover generated a lot of interest when it was shown at a meeting of the Canadian Aerophilatelic Society in 2001. There was a long discussion as to whether this was a previously unrecorded flight or had been created with a "children's printing set." Following the discussion, a determined attempt was made to find out more about the flight. Gib Stevens, who lived in Woodstock and was active in the local history society, checked out many sources, but found no mention of a flight. Barry Countryman, who is an expert at finding information in newspaper archives, tried to find a report on the flight in several newspapers, but with no success. Although it was felt that a report about the flight would have validated the cover, it was also recognized that newspaper reporting about flights in the 1920s was erratic, so the absence of a report does not invalidate the cover. (See *BNA Topics* Jan 2005, pp. 45-48.)

PF- 27A Woodstock - Flint **1,000.00**

A cover which is similar to PF-27A, but mailed 18 months earlier, has been found by Bob Stock and is shown in Figure 2,

The fact that the May 21st 1923 cover was not a first flight from Woodstock, probably explains why several aerophilatelists were unable to find any information about it when we researched newspapers etc. in 2004.

Now that two Woodstock covers have been found, it seems likely that more may be found. But who created them? And who flew them?

Both covers have a "ROD AND GUN IN CANADA" corner card, the small print in the center of which says "WJ TAYLOR LTD WOODSTOCK ONT". This suggests that WJ Taylor was involved in their production.

William J. Taylor, the publisher of Rod & Gun magazine, was also the President and Managing Director of the Woodstock Sentinel-Review at the time of the flights. He had come to Woodstock very early in the 20th Century from Montreal, having purchased the Sentinel-Review which was at the time one of the very best smaller-city newspapers in Canada. He owned it until 1907, but continued to be involved as publisher, at times, and President, etc. for many years (e.g. 1912, 1920, and 1930 Directories).

Bob is intrigued by the apparent lack of reference to the flight in the Woodstock Sentinel-Review. He reckons that as a seasoned newspaperman, there is no way that William J. Taylor would have missed out on the opportunity to make the most of any pioneer flight out of Woodstock!

Bob is very knowledgeable about Oxford County and Woodstock (Figure 3). – He suggested that if the covers were flown, it was probably by Tom Williams, who had been a pilot during World War I, and later operated an airstrip in Oxford County.



Figure 2: Cancelled WOODSTOCK SEP 15 6PM 1921Addressed to Flint, Michigan. The "end" of the handstamp is very feint, but looks like it said WOODSTOCK ONT! so is the same handstamp as on Figure 1.

According https://www.woodstocksentinelreview.com and Canada's Aviation Hall of Fame:

Tommy Frederick Williams, was born in Ingersoll in 1885. He became a homesteader in 1911 in southern Alberta. When World War I broke out, he went overseas with the First Canadian Contingent and then with the Mounted Military Police. He served with distinction in the lines until recommended for a commission in the Royal Flying Corps.

Following operational training in Scotland and England, Williams was awarded his wings and a promotion to Lieutenant. He was posted to No. 45 Squadron, RFC, in France as a fighter pilot, flying a Sopwith Camel from the front lines against Baron von Richthofen's 'Flying Circus'. During this period, he destroyed four German aircraft in combat. The squadron was posted to Italy in December 1917. Within three months of fighting in the Alps, he had raised his score of enemy aircraft destroyed to ten and was awarded the Military Cross (M.C.) for consistent gallantry and devotion to duty. The Italian government also decorated him with the Valore Militare Medal (M.M.V).

This string of victories led to his promotion as Flight Commander of No. 28 Squadron, RFC, with the rank of Captain. In 1918, when his aircraft was disabled by enemy anti-aircraft fire, Williams glided a long distance through mountain passes to a safe landing at an Allied base. A new wing and tank were fitted in the field and both Williams and his Camel returned to duty before dark that day. He outfought one hostile aircraft in the air and forced him to crash-land.

He ended his combat career with victories over 14 enemy aircraft. He was ordered to England in August 1918, for medical reasons and rest. Heart problems often became evident in pilots who flew at high altitudes for long periods of time without an auxiliary supply of oxygen. After being posted to the School of Air Fighting at Beamsville, Ontario, as an examining officer, he returned to England in 1919 to resign his commission.

Back in Canada, Williams took a refresher flying course in 1920 at Camp Borden, Ontario,



Figure 3.

during which time he earned his Commercial Pilot's Licence with night endorsement, and his Air Engineer's Certificate. He bought his father's farm at Sweaburg, Ontario, then leased an adjoining estate, purchased an airplane and turned the operation into an airport.
From 1927 to 1931, Williams owned a commercial air service in southwestern Ontario and later became flying instructor at the Kitchener-Waterloo Flying Club. In 1934 he was named Chief Flying Instructor at the London Flying Club in Ontario and earned his Instrument Flight Rating. Jack Moar hired him in 1937 as a pilot for Skylines Express out of Winnipeg, Manitoba, flying a daily service into the mining areas of northern Ontario. When the company ceased operations a year later, Williams became a charter pilot and instructor for a flying concern at Rouyn, Quebec.

When Canada declared war against Germany in 1939, Williams was too old for active service. He was employed as chief test pilot for Fleet Aircraft, Ltd. in Fort Erie. There he tested parachutes from 1939 to 1947, when his commercial career ended. On retirement in 1947, he purchased the Fleet 21M that he had been using to test-drop parachutes and flew it for pleasure.

Orville Wright signed Tom's original flying licence at an exhibition in Cleveland, Ohio. However, all those licences were recalled in the early fifties. As a result, at the age of 75, Tom Williams started from scratch and earned his wings. Tom was named as Canada's outstanding pilot of the year in 1967. To commemorate 60 years of powered flight, Tom dropped the first mail delivery by parachute over Woodstock in 1969. (Figure 4.) During that same year, the International Air Show honoured him at The Canadian National Exhibition.

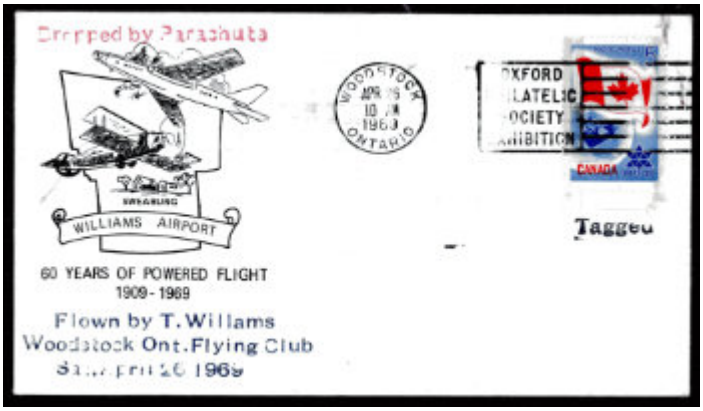


Figure 4

On September 11, 1970, the Woodstock Flying Club arranged a testimonial dinner billed as 'Tom Williams Night'. Three hundred people attended the dinner to praise 'Canada's grandfather of the air'. Tom continued flying until the age of 86. This achievement earned him a spot in the Guinness Book of Records as the oldest licenced pilot.

Tom performed one last solo flight, on his 87th birthday in 1971. Before selling his Fleet 21M that day, Tom first flew it for 30 minutes with loops, rolls and a spin, considering that this would be his final solo flying exhibition year. (Figure 5.)

In 1974, he was inducted into Canada's Aviation Hall of Fame for 'his exemplary conduct in aerial combat, his half-century of dedication to aviation and for inspiring young and old alike with his involvement in flight'.

Tommy Williams lived his philosophy "Plan to die young, but late as possible". At age 96 he compiled a book, "Poetry and Prose". He died at Woodstock, Ontario, on July 25, 1985, less than three months short of his 100th birthday. Prior to his death, Tom turned over his memoirs to a friend who wrote the autobiography 'From The Mud To The Blue', Tom F. Williams.

If anybody has a copy of From The Mud To The Blue, or can provide more information as to what Tom Williams was doing between 1920 and 1927, please contact the editor.



Figure 5: Tom Williams and his Fleet 21M

A TOTALLY CONTRIVED ROESSLER COVER

by Derek Rance

One of the major banes of collecting early Red Lake flight covers are the numerous bogus concoctions produced by the unscrupulous alliance between Red Lake Postmaster William "Bill" Brown and Albert Roessler. One of the most egregious of these relates to the "death" flight of a prospector. This event actually did happen, as stated in "The Red Lake Gold Rush" written by Red Lake Historian Don Parrot. Below is an abridged version of this account.





In mid-February 1927, a Red Lake prospector Joe Miller, while out on his trap line with his dog team, died from a heart attack, but managed to lie down on his toboggan. His dogs then brought him back to his cabin in Howey Bay. The unattended dogs howled mournfully all night in the presence of their dead master. Postmaster Bill Brown, hearing this commotion, sent an Indian boy over to see what was wrong and he returned reporting Miller's death. Mr. Brown together with several men, unharnessed and fed the dogs, then pulled the body on the toboggan back to the Post Office. Here the body was placed beside a large wood burning stove so as to thaw out before being flown out for an autopsy to determine cause of death.

The body remained by the stove all night, but the combination of a minus 30°F temperature and rigor mortis caused the body

to remain rigid and so could not be bent to a sitting position to fit into the open cockpit of P.A.&E.'s Curtiss Lark. One of the mechanics jocularly suggested sawing the frozen body in half to make it fit into the open cockpit, However, the body was wrapped in a blanket and stood into the cockpit, head first with the feet sticking out. The body was then fastened by several turns of rope taken around the cockpit and passed several times around the fuselage to serve as a rough sort of safety belt. Pilot Dale Atkinson took off with the blanket wrapped feet of his ever silent passenger waving slightly in the forward cockpit on what must have been an unforgettable flight to the Hudson railroad station, at Rolling Portage.

This cover was prepared by Brown about a month after the actual flight. A problem with covers addressed to Roessler sent from Canada is that they are never back cancelled.

To solve this problem, a US airmail stamp was attached, but as the place and date of the resulting US cancellation could not be predicted, the vague "Railroad Point" destination was used and the day date on the Red Lake cancel was covered to ensure that no travel time could be evaluated.

The necessity that only an Ontario doctor could sign the death certificate was ignored.

The WCA hand stamp was created, owned and illegitimately used by Bill Brown. All proper WCA hand stamps are bordered.

At that date, both WCA and PA&E were active Red Lake area flight competitors, so it is likely that this cover was sent by land mail to the Hudson post office to be put on a train there. When processed at Detroit, it missed the airmail flight and was put on a train.

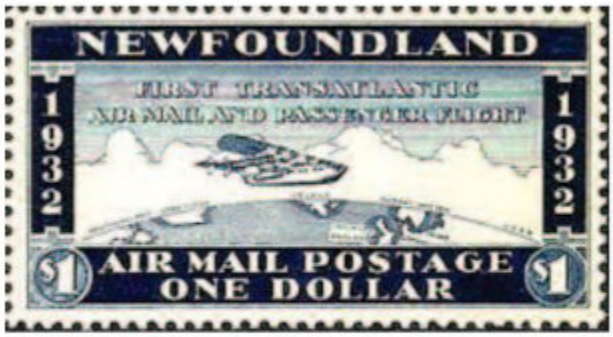
What is astounding is that despite the numerous deficiencies this cover displays, some dealer listed the value of this cover at an estimated +$350.

Derek Rance

WAYZATA AIR MAIL

The Wayzata air mail stamps, and covers using the stamps, are a colourful element of aerophilately. They are also sometimes controversial regarding their use, and their status as "air mail stamps". They are described in Section 23 - Newfoundland Air Mail Stamps - of AMCN2 as:

July, 1932 — "Wayzata" Air Mail. In 1932 an American company, Aerial World Tours, Inc. from Minnesota, proposed a plan for the first passenger-mail trans-Atlantic flight with financing from the Newfoundland government. The planned route of the flight was from Wayzata, Minnesota, via Toronto, Montreal, St. Pierre, St. John's and Holyrood, with stops at Greenland, Iceland and Norway and then via Sweden, Germany and Denmark to England.



In the agreement with the Newfoundland government, the company was to sell 300,000 stamps while the government was to sell 100,000 locally. A total of 400,000 stamps were printed by Minneapolis Bureau of Engraving and 25,000 were delivered to the company.

It soon became clear that the company was unable to sell enough stamps and the Newfoundland government wanted the company to sell its quota of 300,000 before any were placed on sale in Newfoundland. Eventually, the agreement between the Newfoundland government and Aerial World Tours, Inc. was canceled. It is presumed that the remaining 375,000 stamps were destroyed.

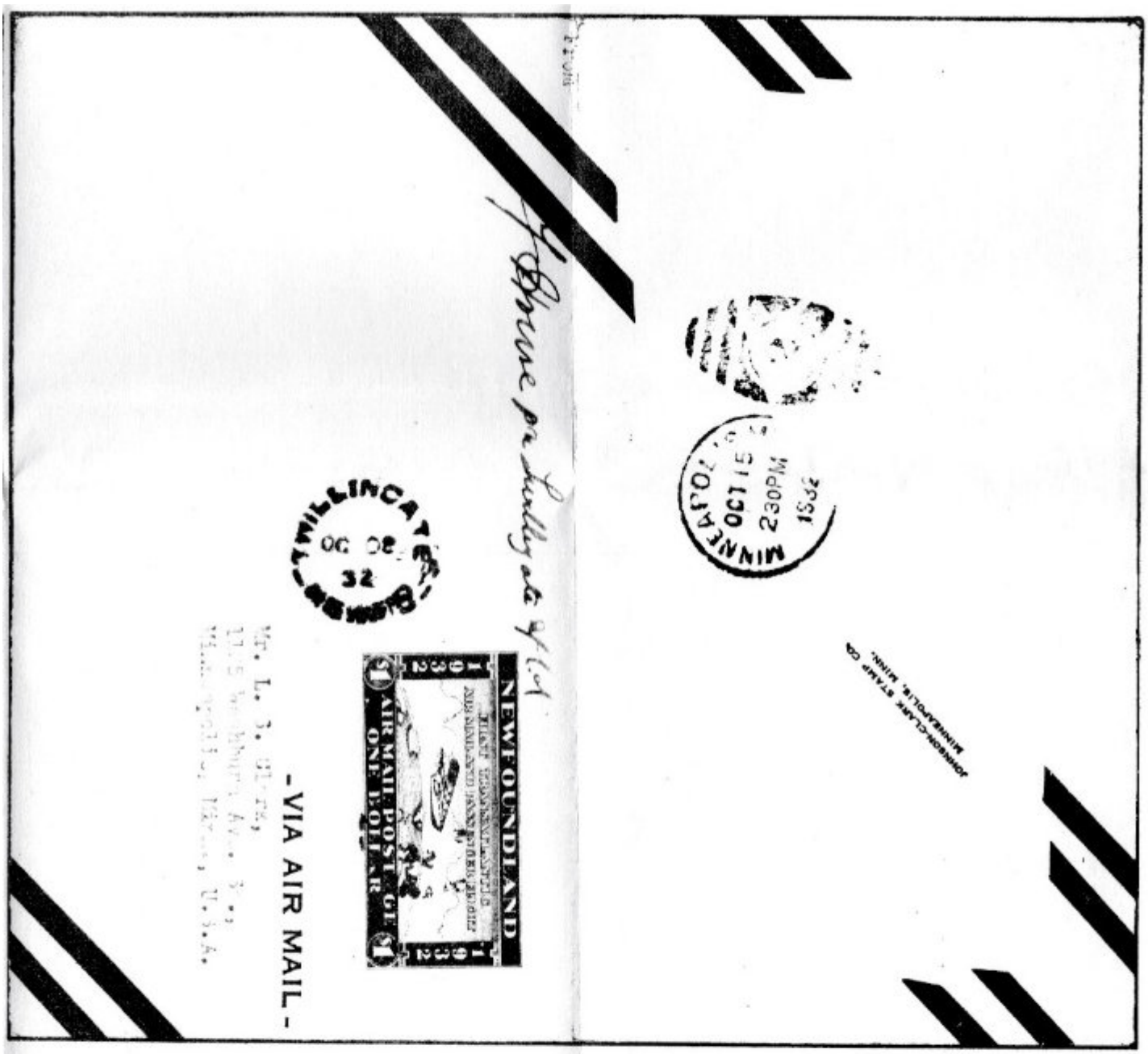
In the 2018 Unitrade Catalogue, a Fine - Very Fine Never Hinged copy is priced at $50.00.

Kent Kobersteen has a collection of Wayzata stamps and covers which is offered for sale later in this issue. The collection includes copies of two promotional leaflets from the Minneapolis Stamp Committee which show how the stamps were marketed, and are reproduced on the next pages.



The two air mail covers above, reproduced by Harco-Litho process, definitely establish the legality of the $1 "First Trans-Atlantic Air Mail and Passenger" Newfoundland stamp. The fronts and backs of both letters are shown.

One of the letters was cancelled at Bonavista, Newfoundland; the other was cancelled at Twillingate, Newfoundland. Both letters were delivered October 15 by regular carrier to Mr. L. S. Clark, Minneapolis, Minnesota, to whom they were addressed. Both letters were back-stamped at the Minneapolis Post-office, October 15.



Only 25,000 of these stamps have been released by the Newfoundland Government. Many of these have been bought by collectors, and taken off the market. All unsold stamps are in the possession of the Minneapolis Stamp Committee, 19th and Logan Avenues North, Minneapolis, Minnesota, which is offering them for sale, while they last, at the following prices: 1 to 50 stamps, $1.15 each; 50 to 100 stamps, $1.10 each; 100 or more stamps, $1.00 each --American currency. Postage and registration extra. The right is reserved to change prices quoted above without further notice.

Address all inquiries to Minneapolis Stamp Committee, 19th and Logan Avenues N., Minneapolis, Minnesota.

For Sale – WAYZATA AIR MAIL COLLECTION – from Kent Kobersteen

I'm writing about a few Wayzata Air Mail covers for which I'd like to find a new owner. I'm not interested in making a lot of money, but would just like them to have a good home. For many years I have been an avid collector and exhibitor of the US Beacon Air Mail of 1928. I just turned 81 and am disposing of my material. In going through my Beacon covers I came across these Wayzata covers.

Being offered are:
One Special Delivery 1949 cover from Toronto
Two 1979 Special Delivery overs from St John's,
One registered cover from Haute-Ville, Quebec City (backstamped and with Registration Receipt)
One 1979 Special Delivery cover from Quebec (backstamped)
One Post Restante and one regular mail cover from Quebec
Aerial World Tours envelope with stamp tied by signature of Larry Clark, promoter of the flight.
Two unused Aerial World Tours envelopes, one signed by Larry Clark
Six unused Wayzata Air Mail stamps and one bicolored Labrador "stamp"
One 4x5 negative of what appears to be an essay of the Wayzata Air Mail stamps.
Two 4x5 negatives, both of the same print, of the aircraft "Newfoundlander"
Photocopy of advertisement for Wayzata covers.
Notes from an article in the St. John's "Telegram"

The backstamps on several covers are evidence that they actually went through the mailstream. Although the cancellations appear to be handback covers, I can assure you they are not. The covers were either posted at street letter boxes or at a post office.



Aerial World Tour envelope, with autographs of Larry Clark, the promoter of the flight. One autograph ties the stamp. – Larry Clark was a member of the Minneapolis Collectors Club, as was I. Larry was a great guy.



Cancelled TORONTO OCT 24 6.30PM 1949 SPECIAL DELIVERY October 26 backstamp of Springfield Mass. another presumably



Cancelled QUEBEC August 22 1979 Two backstamps, one of Quebec, 22 August, Minneapolis August 25.

The offering also contains six unused copies of the Wayzata, and one copy of the one-dollar Labrador stamp. I offer these items as a lot, not individually. The covers are, obviously, philatelic rather than commercial.

If interested please contact Kent Kobersteen kobersteen@gmail.com

LABRADOR LABELS



This bogus issue also has a variety of false explanations for it. One of the false stories refers to the $1.00 stamp, and that: "It was dreamed-up by U.S. G.I.'s who were stationed with Canadian troops in Labrador and Newfoundland in the early 1940's, for protection of North America against any attempted Nazi landings. The idea was that they could expedite the G.I. 's mail back to the U.S. The scheme was based on using the U.S. Air Force as the transfer agent. It didn't work because the flights had no regular Schedule."

The labels were, in fact, issued in 1908, purportedly by an American company that claimed to have a charter from the Newfoundland government to develop the natural resources of Labrador, provided that it operated a postal service to various parts of Labrador during the navigable season. The stamps were ordered by a Dr. Villecourt from a printer in Montreal. Shortly after the set was issued, Dr. Villecourt was arrested in Montreal for being in possession of spurious stamps. However, it was impossible to convict him, as the judge considered the case a matter for the courts of the United States and Newfoundland only (Newfoundland wasn't part of Canada at that time). The man was therefore released on turning the stamps over to the judge, who ordered them burned. (TCAP: March 2008 p. 19; June 2008 p.24; Sep. 2008 p.28.) (Also Lafrenière p. 224; and *AMCN1* p. 473.)

Described in Section 23 - Newfoundland Air Mail Stamps - of AMCN2 under BOGUS ISSUES

"D.w" Handstamp on a 1937 cover from Southern Rhodesia

From the collection of Paul Waldron.

Cancelled
SALISBURY
19 SEP37
3-PM RHODESIA



Backstamped
VERNON
OC 12 37 BC
and OYAMA
OC 12 37 BC



This cover is most unusual as all of the 82 covers with a D.w. handstamp studied so far were either diverted to rail from the Prairie Air Mail service up to April 1932, or diverted from the Trans-Canada Air Mail service after October 1938. **It is the only cover reported between 1933 and 1937!**

The horizontal bars on this cover indicate it was not paid for airmail service beyond London, UK, so it would have arrived in Winnipeg by rail.

Although there was no Canadian air mail service westward from Winnipeg towards British Columbia in 1937, covers from Winnipeg to the Vancouver area could be sent by air mail through the U.S.A.

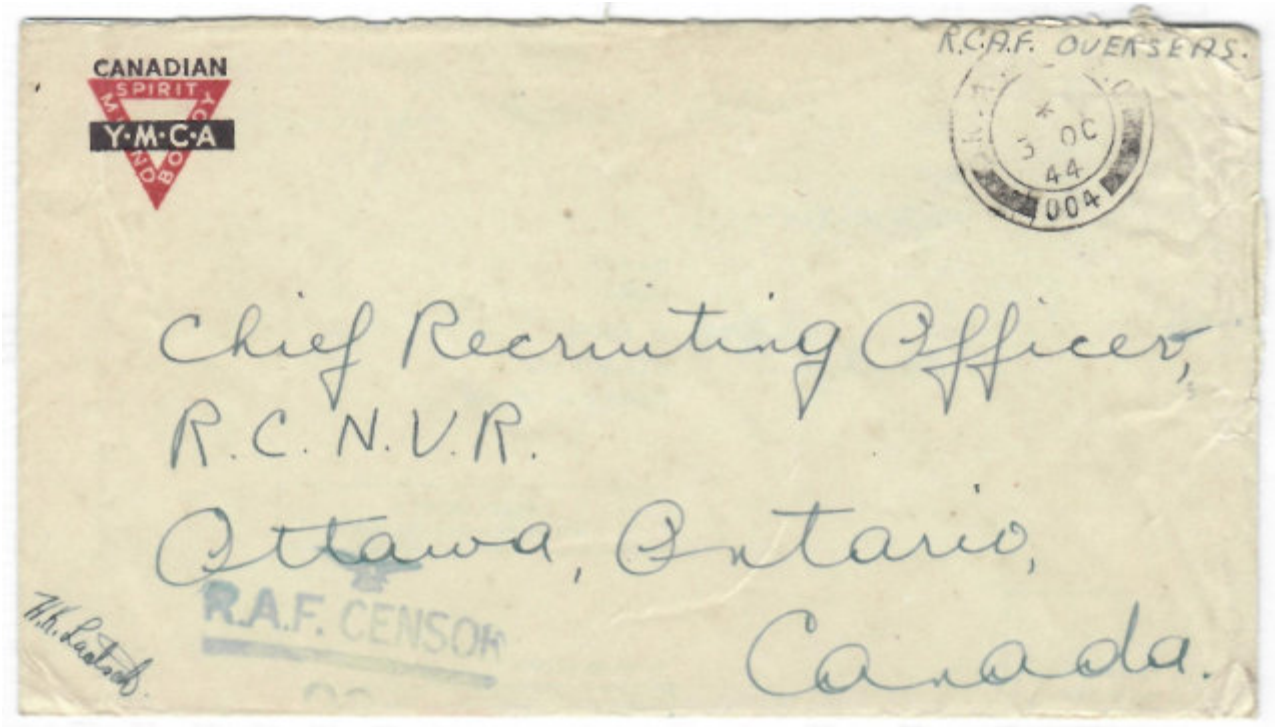
Was the D.w. handstamp used to indicate that the cover was to continue from Winnipeg by rail, and not to be transferred to air mail using the U.S. service?

Any additional information or alternative theories that readers can provide will be much appreciated.

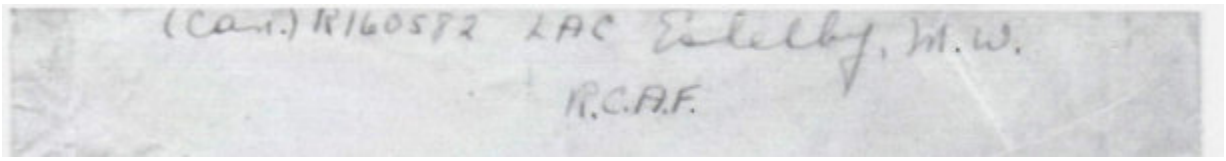
Chris Hargreaves

1944 – RCAF in The Azores ?

Jon Johnson



Postmarked FPO 004, 3 OC 44
Handstamp R.A.F. CENSOR 88
Sender:



I ran into the attached cover by accident.
I understand that FPO 004 and RAF censor 88 were located in the Azores.

I think I have confirmed that no RCAF Squadrons were based in the Azores during WWII. However, RCAF personnel were scattered through the various RAF squadrons on the islands. I wondered if with Mailcan flights passing through the Azores daily, or every few days, would the RCAF have any personnel to service the Canadian planes? However, the Azores was only a gas stop and the RAF probably had an agreement with the RCAF to provide those services.

The writer of the letter was clearly a Canadian but most likely was serving in a RAF Squadron.

Is there a means to find out what RCAF R160582 LAC Eshelby, M.W. was doing in the Azores on October 3rd 1944?

EDITOR'S RESPONSE

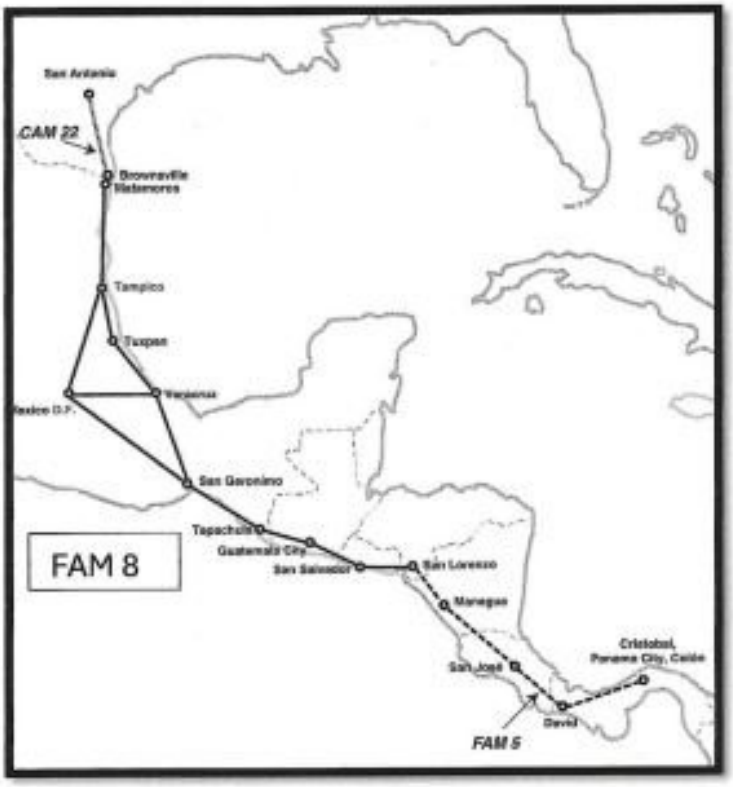
I have not had success in finding out what individual service personnel were doing during the war, but other people seem to do so regularly. If somebody can tell me and Jon how it is done, please email hargreavescp@sympatico.ca

HONDURAS TO CANADA AIRMAIL: PART AIR MAIL, PART R.P.O.

Tom Reyman

The city of San Lorenzo, Honduras was an important link in the airplane mail service routes in Central America. The FAM 5 and FAM 8 routes were established in 1929 and both stopped at San Lorenzo. The FAM 8 route connected with the United States through Mexico to the border cities of Brownsville, Texas/Matamoros, Mexico. From there, the usual connection was through a CAM flight to take the mail Northward.

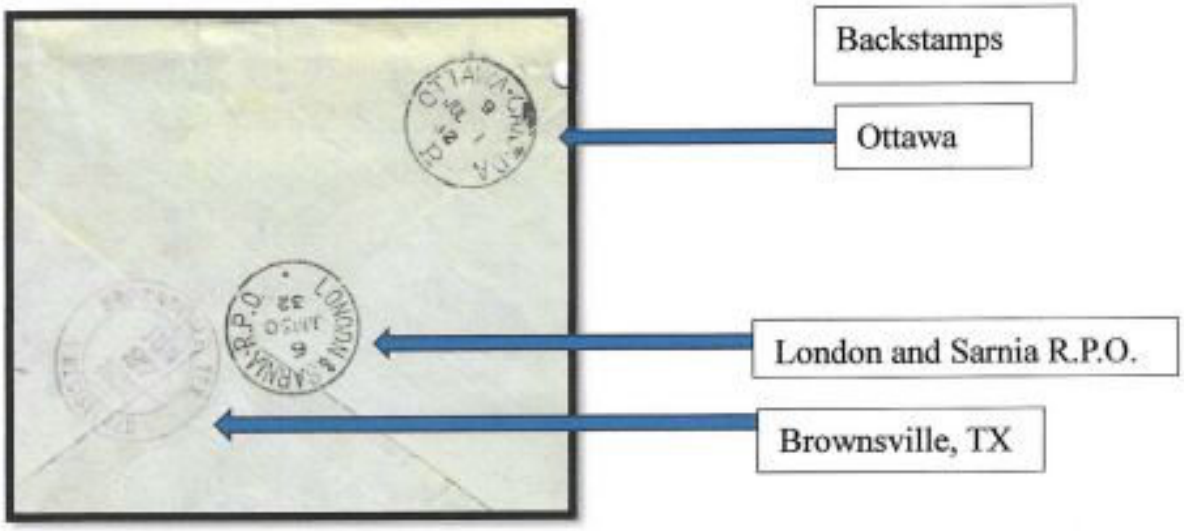
On June 24, 1932, this registered official mailing, possibly from the Honduras Post Office was sent from Tegucigalpa, Honduras to San Lorenzo with Ottawa, Canada as its destination. It was addressed to the Postmaster General (General de Correos) at Ottawa. At San Lorenzo the mailing was placed on a FAM 8 flight for transport through San Salvador, Guatemala, and Mexico to Brownsville, arriving there on June 27 (Backstamp). Instead of being forwarded on another air route, the cover was stamped with the auxiliary marking of "NOT IN U.S. AIR MAIL". So how could it get to its destination of Ottawa?



A family member who is very knowledgeable about the U.S. railroad system, especially those railroads around Chicago and the mid-West, was consulted. His guess was that the mailing was placed on a Southern Pacific mail train to St. Louis and Chicago. There it would have been transferred to a Grand Trunk Western Railway Eastbound train to Sarnia, Ontario and loaded on the Sarnia and London Rail Post Office (R.P.O. backstamp June 30). That rail line would then have carried the mail and made its way along the Grand Trunk Western system to Ottawa on July 1 (Backstamp) for delivery to the addressee.

Even though the envelope carried an air mail (CORREO AEREO) label and was franked with Honduras CO11 and CO13 official air mail stamps, for some reason the cover was diverted to surface transportation upon arriving in the United States.





References:

- American Air Mail Catalogue, Volume 3, 6th edition; American Air Mail Society; Edwards Brothers, Ann Arbor MI, 2004; Pages 110-111.
- The Historical Guide to North American Railroads, 3rd edition; Kalmbach Books, Waukesha, WI, 2014; Pages 57-60.
- Davies, R.E.G.; Airlines of Latin America Since 1919; Paladwr Press, McLean, VA, 1997; Pages 81, 88.

AIRMAIL BY HAWKER HURRICANE!

Thanks to Bruce Pollock who sent me a copy of this photograph he found on Facebook:



Mail being loaded into a Hawker Hurricane Mark IIC of No. 1697 (Air Despatch Letter Service) Flight, at B2/Bazenville, Normandy, for despatch to the United Kingdom.

I hadn't heard of No. 1697 (Air Despatch Letter Service) Flight before, and wondered if the photograph was a fake, as I was skeptical about the aerodynamic qualities of a Hawker Hurricane with mail loaded in its tail.

However, an internet search established that it was a real Flight and photograph:

No. 1697 (Air Despatch Letter Service) Flight was a unit of the Royal Air Force that was formed at Hendon in April 1944 for the purpose of providing secure communications between Supreme Headquarters Allied Expeditionary Force and unit commanders in the Normandy beachhead during the 1944 Allied invasion of France. Operating mainly Hawker Hurricanes, it continued to deliver mail and small packages close to the front line during the Allied advance into France and Belgium. It was disbanded in March 1945.

For Operation Overlord, the Allied invasion of Normandy, it was expected that it may take some time for conventional forms of communication, such as radios and teleprinters, to be set up in the beachhead. As such an alternative method of securely communicating between the Supreme Headquarters Allied Expeditionary Force (SHAEF) and the landing units in Normandy would be required. Accordingly, the Royal Air Force (RAF) formed No. 1697 (Air Despatch Letter Service) Flight at Hendon on 22 April 1944 for this purpose.

Commanded by an experienced fighter pilot, Squadron Leader James Storrar, the flight was part of Transport Command's No. 46 Group. As the unit was potentially to operate close to the front-lines, an armed fighter was deemed necessary to equip the flight. Accordingly, the Hawker Hurricane fighter was selected. This was a monoplane aircraft that first entered service with the RAF in December 1937, but by 1944 was no longer suitable for front-line service in Europe. The flight used Hurricane Mk IICs, which had four cannons, and these were modified to take 31 cubic feet of mail and packages. It had a range of 350 miles, more than enough to fly to Normandy and back, and this could be extended with underwing drop tanks.

The flight's aircraft, which it began to receive on 29 April, carried the unit identity code DR and just prior to D-Day, was painted with black and white invasion stripes for recognition purposes.

No. 1697 Flight began operations in May, having

shifted to Northolt since its formation. Its early sorties were to carry mail to and from Thorney Island and Harrowbeer, where units with significant roles in the invasion were based. Following the commencement of the invasion of Normandy on D-Day, 6 June, no sorties to Normandy could be made until a suitable airstrip had been prepared in the beachhead.

One such airstrip, designated 'B3', was constructed inland of Gold Beach at Sainte-Croix-sur-Mer. Two Hurricanes were placed on standby on 9 June, and later that day, they were instructed to prepare for a sortie to Normandy the following day. Storrar duly flew to B3 and landed there just after midday, 10 June, the first Allied aircraft to land in France since D-Day. He was followed by Wing Commander Beytagh in the second Hurricane. Once they had been relieved of their cargo, and taken on mail for SHAEF, they flew back to the United Kingdom, landing there at 1:40pm. Two more pilots transported additional despatches later the same day but became lost and set down on a partially completed landing strip in the American sector of the beachhead. They then took off for B3 and landed safely there.

The airstrip at B3 was deemed unsatisfactory so for the next round of sorties, carried out on 13 June, despatches were dropped in a container rather than having the Hurricanes land. A second airstrip, at Bazenville and designated 'B2', subsequently became operational and was used for a time. By the end of June, over 70 sorties had been made to Normandy by the unit.

From July, the flight began to receive alternative aircraft to supplement the Hurricanes; Avro Ansons and Douglas Dakotas. Its services were now focused on mail delivery to and from France, the internal flights to Thorney Island and Harrowbeer no longer required. As the Allied ground forces advanced deeper into France, the unit moved forward as well, flying from Northolt to new airstrips established further inland. A total of 220 sorties were made in July, and even more the following month.

A detachment of the flight was based in Paris once the city had been liberated. Storrar made the first landing for the unit at the newly liberated capital of Belgium, Brussels, on 8 September. The following month, he was succeeded by Squadron Leader R. Kitchen. During October, the flight's complement of Ansons was detached to form the basis of No. 1322 (Air Despatch Letter Service) Flight. By the end of the year, the flight was scheduled to move from Northolt to a new base in Belgium but this never eventuated. The flight was deemed to be no longer required and it was officially disbanded in March 1945.

https://en.wikipedia.org/wiki/No._1697_(Air_Despatch_Letter_Service)_Flight_RAF

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CP Air 402 Crash Cover

Sam Chiu



I recently acquired this crash cover addressed to Winnipeg with the original Hong Kong adhesives already fallen off and there were no markings on the back. This is what I found when I researched this cover. I have chosen to just reproduce for you what was written from these sources without editing. These were on the flight's historical background.

On March 4, 1966, Canadian Pacific Airlines Flight 402 (CP402), a McDonnell Douglas DC-8-43, struck the approach lights and a seawall during a night landing attempt in poor visibility at Tokyo International Airport in Japan. Of the 62 passengers and 10 crew, only 8 passengers survived. An American Broadcasting Company news vice-president who had been touring the network's Asian bureaus, was among the 64 fatalities.

From Wiki

On March 4, 1966, Canadian Pacific Air Lines Flight 402 (CP402) struck the approach lights and a seawall during a night landing attempt in poor visibility at Haneda Airport in Japan. Of the 62 passengers and 10 crew, only 8 passengers survived.

Aircraft and Crew

The aircraft involved was a McDonnell Douglas DC-8-43, registration CF-CPK, c/n 45761/237, delivered to the airline on October 14, 1965. It was powered by four Rolls-Royce Conway 508-12 turbofan engines and had flown 1,792 hours by the time of the accident.

The captain was 57-year-old Cecil N. McNeal, who had logged 26,564 flight hours, including 4,089 hours on the Douglas DC-8. The first officer was 58-year-old Charles F. K. Mews, who had 19,789 flight hours, with 3,071 of them on the Douglas DC-8. The flight engineer was 34-year-old William J. Robertson. who had 7,992 flight hours, 3,437 of which were on the Douglas DC-8.

Course of events

Flight 402 was a Hong Kong to Tokyo to Vancouver flight, which took off at 16:14 Japan Time from Kai Tak International Airport on the first leg of the journey. The flight was in a holding pattern for 38 minutes, waiting for visibility at the destination to improve from landing minima. The tower controller cleared the flight for an instrument approach when visibility improved to 2,400 ft (700 m), but the crew cancelled the approach when visibility dropped again. At 19:58 local time, the pilot asked Air Traffic control for a diversion to Songshan Airport, Taiwan and commenced a climb from 3000 ft. At 20:05 while enroute to Taipei climbing

through 11500 ft the pilot was advised the visibility at the airport had increased above minimums to 0.5 mi (0.80 km) with a Runway visual range of 3,000 ft (900 m). The pilot then decided to make another approach.

The ground-controlled approach was normal until 1 mi (1.6 km) when the aircraft was advised that it was 20 ft (6 m) too low and advised to level off momentarily. Nevertheless, the aircraft continued its approach 20 ft below and in parallel with the glide slope. After the aircraft passed the precision minimum the crew requested the intensity of the runway lights be reduced. Shortly thereafter the aircraft made a sharp descent, and at 2,800 ft (850 m) from the runway threshold, the aircraft's landing gear struck sequentially eleven of the approach lights. The pilot lost control of the aircraft after it hit the seawall at the runway threshold, leaving a 0.5 mi (0.80 km) trail of burning wreckage on the airfield. 64 people, including all 10 crew members, were killed.

Investigation

The Japanese government-appointed investigation team concluded in their report, issued two years later, that there was no fault in the airport's control tower. They stated the cause was pilot error, while acknowledging that poor visibility could have caused an optical illusion that confused the pilot. The probable cause statement was that the "Pilot misjudged landing approach under unusually difficult weather conditions."

Crashes in Japan

This accident was one of five fatal aircraft disasters—four commercial and one military—in Japan in 1966. Less than 24 hours later, BOAC Flight 911, a Boeing 707, taxied past the still smoldering wreckage of the DC-8, then broke up in flight shortly after departure when it encountered extreme clear-air turbulence in the lee of Mount Fuji while flying the opposite direction towards Hong Kong, killing all 124 passengers (several of whom had survived the crash of flight 402) and crew. This brought the total death toll from both accidents to 188 in less than 24 hours.

Less than a month before, All Nippon Airways Flight 60, a Boeing 727, crashed into Tokyo Bay while on approach to land at the same airport, killing all 133 aboard. In addition, two other incidents occurred, on August 26 and November 13. The combined effect of these five accidents shook public confidence in commercial aviation in Japan, and both Japan Air Lines and All Nippon Airways were forced to cut back some domestic service due to reduced demand.

With respect to the postal history, Hong Kong philatelist, K.K. Ho, in his article *"Post-war Hong Kong Crash mails"*, published in the Hong Kong Philatelic Society's annual Journal in January 1998, had a section just on the crash covers of CP402. In it, he showed a cover and an aerogramme both with the same 2-line marking as in my cover, which was "Damaged in Air Crash / At Tokyo 1". One of these was sent in an outer cover from Canada Post, which also had a letter informing the addressee about this crash and it enclosed the cover. **Do any of our members own another copy of this Canada Post cover and notice?**

I then searched the Hong Kong Chinese media about this crash, and I found this human tragedy story in print. In the March 6, 1966, Hong Kong newspaper story, it reported of a Miss Chiu (not related to the author) who was on the flight. She was only 21 when she was on CP402. She graduated from high school and then worked for Cathay Pacific Airways for one year before she was hired to work for CP Air. She was sent to Vancouver for training for two months. On completion of her training, she was sent back to Hong Kong where she applied for her immigration status to work for CP Air in Vancouver. On receiving her immigration visa, CP Air ordered her to fly back to Vancouver on this flight. She did not survive the crash.

What really got me was the fact that "a few" of the 8 survivors of flight CP402, then chose on the next day to fly back to Hong Kong on BOAC flight 911, instead of going to Vancouver, and then were killed in that incident. What an irony in life when one escaped death one day, just to lose it on the

next day. We philatelist, have the good fortune of learning about these incidents from covers more than half a century later.



加航在東京撞毀客機
空姐趙渝春失踪
恐怕已凶多吉少

趙渝春小姐

Hong Kong newspaper about one of the victims who was reporting to Vancouver to work for CP Air after she just received her immigration visa in Hong Kong.
Sam Chiu

CORRECTIONS TO AMCN2

Section 3 – Semi-official Flight Covers

There is a statement on page 95 that: "*Covers are known created for AC Roessler with a four-line handstamp and signed by Red Lake postmaster W. Brown but not backstamped.*"

The sentence should have referred to a 2 line handstamp, which is illustrated on the page.

Section 5 – Government, Airline and Commemorative Flights

6728H 1967, June 24 - Toronto - Leaside Landing Field. Card with printed cachet and picture of large plaque commemorating Canada's first airmail flight on June 24, 1918

The last line of the listing states: Duncan, June 24-25 (15 pieces) $30.00
It should read: Toronto, June 24 (250 pieces) $10.00

Thanks to Derek Rance and to Brian Wolfenden for spotting and reporting these errors.

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FLYING FASTER, REACHING HIGHER:



Concorde's Role in the Olympic Games

[Spaceaero2 via Wikimedia Commons]

by Kon Sokolyk

Perhaps one of the most elegant and awe-inspiring passenger airplanes to have ever flown was the Concorde. It not only revolutionized air travel but also left an indelible mark on the Olympic Games.

Co-designed and co-manufactured by the British and French, the Concorde took its maiden flight in 1969 and entered regular service in 1976.

Flying faster, reaching higher, the supersonic Concorde's cruising speed was Mach 2.02 (twice the speed of sound) or approximately 2,158 km/h (1,341 mph) at an altitude of 18,300 m (60,000 feet). Even in that rarified frigid air (-56 C), at Mach 2 speed its nose cone could heat up to some 127 degrees C (261 F).

The record flight time from Paris to New York was 2 hours, 59 minutes, and 40 seconds. The aircraft, nevertheless, had drawbacks: It was a fuel guzzler, carried only about 100 passengers and many jurisdictions would not allow supersonic fly-overs due to the sonic boom.

1976 Montréal Olympic Games

In 1975, the city of Montréal was in the grip of preparations for the 1976 Olympic Games. In October a new airport – Mirabel – was officially opened for commercial international traffic. Participating in the ceremonies was a pre-production Concorde registration F-WTSA[1]. It arrived at Mirabel from Paris with stops in London and Ottawa. A decal featuring the 1976 Montréal Olympic Games logo was displayed prominently on its nose (Figure 1). While there were a number of philatelic covers produced, none that I have seen referenced the Olympics. Some did, however, use Olympic stamps. The pre-production Concorde F-WTSA was retired in 1976 as a museum exponent to Paris' Orly Airport with the Montréal Olympics logo still on its nose cone.

On 13 July 1976 a chartered Air France Concorde F-BVFA departed Paris for Montréal. The plane was captained by Pierre Dudal, who earlier was one of the Concorde's airworthiness certification test pilots. Aboard were a portion of the French Olympic team. For the first time in history, Olympic athletes



Figure 1. Concorde at Mirabel Airport inauguration with 1976 Montréal Olympic Games logo below the cockpit windows. [Jetphotos © Philippe Chastagnol]



Figure 2. Guy Drut postmark.

traveled faster than the speed of sound!

Amongst those on board, was eventual Olympic gold-medalist in the 110m hurdles Guy Drut (Figure 2). Reminiscing about his Olympic adventure on the Concorde, he said (loosely translated):

> "Excellent memory of this trip in the Concorde to reach Montréal. It was a great honor and a real pleasure for the whole team. We were all surprised by the size of the plane, especially the interior. It was the first and only time I got on this plane. No particular memory when we passed the sound barrier. This is part of my Olympic adventure."

At least two covers celebrated the flight of the French team to Montréal. Both cachets feature the Concorde but appear stock as they had other event uses. Both covers have a blue ink handstamp. Within the Montréal Games logo there is wording in French "envol de l'équipe olympique Français" (Flight of the French Olympic Team) and an image of the Concorde.

Interestingly, both covers are franked with a Canadian stamp and cancelled at P.S. Montréal A.M.F. (airport mail facility). The covers have no French stamps or post office cancels (Figures 3-5).

1992 Albertville Olympic Winter Games

Jumping ahead 16 years …

On 13 December 1991, the Olympic Flame was lit in a traditional ceremony at Ancient Olympia, Greece. The following day a charter Air France Concorde F-BVFA arrived in Athens from Paris with







Figures 3-5. Concorde generic cacheted covers marking the arrival of Concorde's Olympic flight in Montréal carrying some of the French Olympic team to the 1976 Olympic Games. Both covers bear the special blue Olympic logo ink handstamp along with Canadian Olympic stamps and the post office cancel from the Montréal airport mail facility at Mirabel.



Figure 6. Olympic gold medalist Jean-Claude Killy flew on the special Concorde flight from Athens, Greece to accompany the Flame back to France for the 1992 Albertville Olympic Winter Games.

members of the Albertville Organizing Committee onboard. The plane's mandate was to bring the Olympic Flame to Paris.

Amongst those receiving the Flame in Athens were French organizing committee co-presidents Michel Barnier and triple Olympic gold-medalist Jean-Claude Killy (Figure 6).

On the return trip that same day, the Concorde accelerated to Mach 2 and the Olympic Flame traveled at supersonic speed for 55 minutes. A modified miner's lamp was the solution to transporting a live flame in a pressurized airplane.

The honor of flying the plane was bestowed upon captain Christian Leclerc, who would retire after the flight.

At least one cover variety – "Transport du Comité d'Organisation des Jeux Olympiques" (Figure 7) – traveled to Athens aboard the Concorde.

A number of different covers and cards franked with Greek stamps and cancelled at the Athens Airport (14 XII 1991) were carried back to Paris. One, akin to the previous, referenced the Flame and the plane's supersonic speed (Figure 8). Both covers were autographed by the flight crew.

A cover with a different design (Figure 9) was





Figures 7 & 8. Cacheted covers for the flight to and from Athens, Greece to bring the Olympic Flame to France. Covers bear the signatures of crew members.
(Source: aerophilatelieconcorde.com)

first cancelled at Ancient Olympia (13-12-1991), then at the Athens airport (14 XII 1991). The back is stamped with an arrival marking (Figure 10), also on 14 December 1991, from Roissy, site of the Charles de Gaulle Airport (14 DEC. 1991).

Both the cachet design and the turquoise Air France hand stamp reference the Olympic Flame and the Concorde.

Inside the envelope was a certificate describing the event, flight details and flight crew (Figure 11).

Perhaps the only regularly scheduled Concorde flight to be associated with the Olympics occurred





Figures 9 & 10. A decorative cacheted cover was produced tracing the route of the Olympic Flame from Ancient Olympia to Athens, and then on the Concorde flight to Paris.


CERTIFICAT

CONCORDE
AIR FRANCE

Vol Air France du **14 Décembre 1991**

Olympie - ATHENES - PARIS CdG

Enveloppe philatélique transportée à bord de CONCORDE n° F-BVFA
qui s'est rendu à ATHENES pour chercher la FLAMME OLYMPIQUE
des XVI^e Jeux Olympiques d'Hiver à ALBERTVILLE

Dernier vol du Commandant LECLERC

ATHENES - PARIS
vol AF 4673 : Départ 11.16 - Arrivée 13.25 soit 2.29 de vol dont 0.55 de vol supersonique

Equipage : Cdt de bord : LECLERC - Pilote : MARCOT - OMN : SUAUD
Cabine : GOUGAUD - BURGUES - GAUGUIN - CATALA - CAUCHIE - CADIER

Bernard Lechner

Figure 11. A certification card inserted in the cover in Figure 10 provided details of the return Concorde flight from Athens to Paris carrying the Olympic Flame.

on 7 February 1992. The Air France Concorde F-BVFF flight from New York to Paris was deemed "Liaison Olympique Concorde, New York-Paris-Albertville."

At least two different philatelic items exist (Figures 12 & 13): one posted at the United Nations and the other at John F. Kennedy International Airport.

The cachets of both feature the Concorde, Olympic rings and slightly different handstamps featuring the Albertville logo and the Concorde.

From Paris, both were delivered to Albertville (but not by the Concorde) for canceling on 8 February 1992, the day of the Opening Ceremonies. Both were also signed by François Pradon, Airline Pilot Officer.

The Air France cachets were, for the most part, produced by the Association Internationale d'Aérophilatélie et de Cartophilie Concorde (AIACC) - Club Concorde, which was created by a former Concorde captain. The flight-specific handstamps were also made by the AIACC. Generally, envelopes were franked at the post office of the city of departure, then transported on board the plane.

Only 20 Concordes were manufactured of which 14 entered regular service. Air France and British Airways operated seven each. In almost 25 years of service the plane had a good safety record until 25 July 2000 when Air France F-BTSC crashed shortly after take-off killing all aboard. The fleet was grounded. While service resumed the following year, the era of the Concorde ended in 2003 when the airplane was retired.





Figures 12 & 13. A pair of cacheted covers which traveled aboard the Concorde flight from New York to Paris on 7 February 1992. The cachets vary slightly in color (orange/blue and green/blue) as do the ink handstamps (purple or blue). The covers were eventually transported to Albertville where they received 8 February Olympic postmarks on Opening Day.
[Source: aerophilateleconcorde.com]



Figure 14. Retired from service in 2003, Air France Concorde F-BVFA, which carried the French Olympic Team to the 1976 Montréal Olympic Games, now resides at the Smithsonian National Air & Space Museum outside Washington, D.C.

On 12 June 2003 Air France Concorde F-BVFA (Figure 14), the plane that carried the French Olympic Team to the Montréal Games and the Olympic Flame to the Albertville Games, left Paris and took to the sky for the last time, its 6,780th flight. Three hours and forty-eight minute later it landed at Washington's Dulles International Airport. There it was transferred to the Smithsonian National Air and Space Museum.

2012 London Olympic Games ?

In June 2010, with the Games of the XXXth Olympiad in London just two years away, a group of devoted Concorde enthusiasts campaigned for a return of the Concorde – at least temporarily. The idea was for a Concorde to be pulled out of mothballs and flown over the stadium during the Opening Ceremony of the 2012 Olympics on July 27.

Unfortunately this turned out to be little more than a pipe dream. According to a spokesperson for British Airways: "There is a huge difference between keeping Concorde in an airworthy condition and maintaining them as ground based museum exhibits. …The aircraft no longer has a Certificate of Airworthiness which would enable it to fly in any capacity."

We do, however, have a fun souvenir from Corgi, the British manufacturer of die cast toy vehicles: a miniature model Concorde with London 2012 Olympic livery! (Figure 15).

Thank you to Mike Street, Mark Maestrone and Thomas Lippert for assistance in the research. A special thank you to monsieur Philippe Borentin and https://aerophilatelieconcorde.com for research assistance and the use of the images identified. And a very special thank you to monsieur Guy Drut, Olympic Champion and IOC Member, for his memories.

Notes:

1. The "F" at the beginning of a Concorde registration number indicated an Air France plane. A "G" was used for British Airways equipment.

References:

Aerophilatelists of Concorde:
https://aerophilatelieconcorde.com
Club Concorde: https://www.concorde-club.org
Concorde numbering:
http://www.concordesst.com/numbering.html
Les Vols de Concorde:
http://lesvolsdeconcorde.com/Concorde



Figure 15. Corgi model of the Concorde with London 2012 Olympic Games livery.

This article by Kon Sokolyk was originally published in the Summer 2024 issue of the Journal of Sports Philately, published by the Sports Philatelists International (SPI), and is reprinted with their permission. - For more information on SPI visit their website https://sportstamps.org/

INFORMATION WANTED

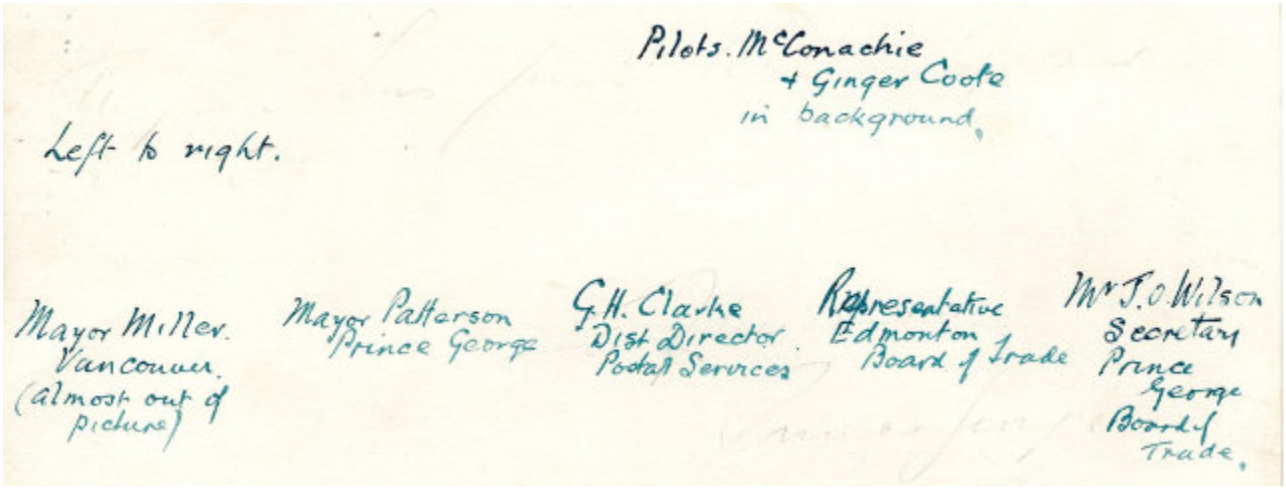
Anybody who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor hargreavescp@sympatico.ca
If you can help with any of these questions, please send your information to the editor.

Where, when and why was this photograph taken?



This photograph was found by Earle Covert, who thinks the bridge in the background is distinctive, and that the photograph was taken in Revelstoke, British Columbia. That would fit with the description of the people involved on the back of the photograph:

But when was the photograph taken, and why were these people gathered together?
Can anybody provide any information?



NEXT ISSUE - SEASONAL SPECIAL

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

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.

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.

NOW DUE FOR RENEWAL:

#439 David Bartlet,
#536 John Cranmer,
#524 Roger Day,
#537 Bryan Dunne,
#495 Gordon Easton,
#319 Donald Kaye,
#367 Doug Lingard,
#523 Dave McGill,
#499 Len Townsend,
#535 Pierre Verhelst,
#254 John Webster

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

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