THE CANADIAN AEROPHILATELIST

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December 2024 No. 141

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AND MUCH MORE!



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CAS CALENDAR

CAS / BNAPS AIR MAIL STUDY GROUP ZOOM MEETING
Feb 2nd 2025 Sunday 11:00 AM Eastern Time (US and Canada)
Zoom link https://us06web.zoom.us/j/83253857036?pwd=mbVKjc6XnqfnJbNkoQQ8pZPGNnC1MI.1

EDMONTON STAMP CLUB SPRING NATIONAL STAMP SHOW – March 29th-30th
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.
For more information see https://rpscroyal.com/

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

BNAPEX 2025 – VERNON, BRITISH COLUMBIA – September 19th – 21st 2025
Annual Exhibition of The British North America Philatelic Society
For more information see www.BNAPS.org

CALTAPEX 2025 – CALGARY, ALBERTA – October
Annual show of the Calgary Philatelic Society, held at the KERBY CENTRE, 1133 - 7th Avenue S.W., Calgary, Alberta. See www.calgaryphilatelicsociety.com

DAY OF AEROPHILATELY in Toronto – Sunday November 2nd 2025 - also on Zoom
11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto.
Contact hargreavescp@sympatico.ca for more information.

EDITOR'S REPORT

***The Canadian Aerophilatelist* was entered in the Literature Exhibition at The American Philatelic Society's "Great American Stamp Show", and won a LARGE VERMEIL medal with 84 points!**



Many thanks to Paul Balcaen for all the work he does on the layout for each issue, to Gord Mallett for keeping the terrific index up to date, to Tom Reyman for his many articles, and to everybody who sends in items for the journal.

The full literature palmares for GASS 2024 can be viewed on the APS website: stamps.org

Chris Hargreaves

DAY OF AEROPHILATELY 2024

An in-person meeting was held at the Vincent Graves Greene Philatelic Research Foundation in Toronto on Sunday November 3rd, and also broadcast on Zoom. Marc Castel gave a great presentation about his research into the 1927 London to London flight and the CLP6 semi-official stamp. This expanded on his article in the September 2023 *Canadian Aerophilatelist*. A recording of Marc's presentation can be viewed at: London to London - Marc Castel - Nov 2 2024 - CAS and BNAPS AM SG.mp4

Then we went for lunch, and returned to the VGGF to talk about exhibits, trade covers, and/or do research in the library.

Many thanks to Natalie, the VGGF librarian, for hosting this annual event.

NEXT Zoom meeting - Sunday February 2nd 2025, 11:00 AM to 1:00 PM Eastern Time (US and Canada). – The Zoom link is

https://us06web.zoom.us/j/83253857036?pwd=mbVKjc6XnqfnJbNkoQQ8pZPGNnC1Ml.1

This will be a joint meeting between the CAS and the BNAPS Air Mail Study Group. It will be a show-and-tell type meeting, to which everybody is invited to contribute

The program so far is:

- **'The Birth of Airmail – The First Aerial Post at Allahabad – 18 Feb 1911' - Piyush Khaitan**
- **The flight and amazing repair of the Rene and Vic in the Northwest Territories, 1921 – Chris Hargreaves. The presentation will combine the story told by Frank Ellis in his book Canada's Flying Heritage, with a collection of photographs given to Earle Covert by Dick Malott.**

SECRETARY'S REPORT - WELCOME TO 4 NEW MEMBERS:

#547 Nick Poppenk of Toronto, ON
#548 Kent Kobersteen of Manifee, CA, USA
#549 Michael Anderson of Langley BC
#550 David Webb of Qualicum Beach BC

EXHIBITION RESULTS

Congratulations to DAVE BARTLET whose exhibit on *Canadian Pioneer Airmail Flights of 1918-1919*, won a Gold Medal, the British North American Philatelic Society's Best BNA 1 Frame Exhibit Award, and the Canadian Aerophilatelic Society's Best Airmail Exhibit Award at CALTAPEX in Calgary, October 2024.

PHILATELIC RESEARCH – ANNOUNCEMENT FROM THE RPSC

The Second RPSC Philately 101 Series is now available on the RPSC Youtube channel. The topic for this series was an Introduction to Philatelic Research. Three presentations where given by postal history scholars Gregg Redner, Harold Krische and Rob Faux. Each presenter offered a different take on the presenter's individual processes and the whole makes for a very rich assortment of techniques.

These videos are available on the RPSC's open access Youtube page, which can be found by searching The Royal Philatelic Society of Canada.

CANADA POSTAL RATES TO INCREASE IN 2025

Canada Post announced on September 6th that it intends to increase the letter rates effective January 13, 2025.

First class letter rates (up to 30 grams) will increase from 99 cents to $1.24 , plus tax. Single stamps currently $1.15 will increase to $1.44. Large letter and out of the country rates will also increase correspondingly. This change will require government approval, but considering that Canada Post experienced a $748 Million loss in 2023, the increase is likely to be approved.

IN MEMORIAM
Len Townsend, 1937 – 2024

Len had been a member of the CAS since 2020.

Len was recognized as a young teen for his natural talent for drawing and was hired by the Winnipeg Patent Office. He trained as a Land Surveyor and was employed by the Canadian National Railway. He spent several years surveying across northern Canada. Promotions to Edmonton, Kamloops and Vancouver resulted in Len becoming CNR Western Regional Freight Sales Manager. His railway career brought many adventures before retirement to Qualicum Beach, BC over 30 years ago.

Upon moving to Qualicum Len enjoyed family, stamp club, morning coffee groups and had more time for his art. He volunteered for the Kwalikum High School Honours Society, served as a Director of the Coastal Community Credit Union and was also on the board of the Parksville Qualicum Community Foundation.

Len died a peaceful, natural death at home surrounded by his loving family, on April 16th 2024.



AMSIPEX-25 February 15th – 23rd 2025

1st International On-Line Aerophilatelic and Astrophilatelic Exhibition being organized by the Air Mail Society of India Foundation, which will celebrate World Air Mail Day on February 18th, to mark the anniversary of the first officially sanctioned Air Mail flight in history between Allahabad (now Prayagraj) and Naini in India on February 18, 1911.
This virtual exhibition features Philatelic and Literature exhibits.
For more information see the exhibition website at www.amsipex.com

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

The 51st Congress & General Meeting of F.I.S.A. was held in Versailles, France, on May 29th 2024.
Johannes E. Palmer was officially elected as the new FISA President. - Johannes founded the company AEROPHILATELIE-PALMER in 1993: it has held 75 auctions since then, and also has an online shop. He is a Board member of the Swiss Aerophilatelist Association, and author the *Charitative Ballonpost Manual* which appears in three volumes for Germany, Austria and Switzerland.

F.I.S.A. represents 26 major aerophilatelic (18) and astrophilatelic (8) societies in 15 countries worldwide, representing more than 2.500 collectors.

In March 2024, FISA organised a survey on the activities of its member societies: -

- 87 % of the clubs responded - -
- These clubs had 2.027 members: 1.670 aerophilatelists (83%), 357 astrophilatelists (17%)
- 80 % of the clubs have a website, 40 % has a part 'members only'
- 85 % have a printed magazine, 50 % has also a digital (pdf) edition
- 40 % organises auctions for their members
- 20 % have videoconferences a few times a year

F.I.S.A. noted and regretted the lack of contact between FIP and FISA since 2016. Despite the existence of a FIP-Aero commission and a FIP-Astro commission, there are no established channels of communication between FIP and FISA, even though FISA, as the survey shows, represents the vast majority of aerophilatelists and astrophilatelists worldwide.

In concrete terms, FISA will be approaching FIP with a proposal to modify the FIP Judging "Guidelines", so as to allow exhibitors to present in competition philatelic documents issued on the occasion of air meetings prior to 1914 (a particularly important period in the history of aviation), including philatelic documents that were not transported by air. FISA will also ask to be represented on FIP's aero- and astro-commissions.

NEW DISCOVERY OF A PF-8a



Currently listed in AMCN2 section 1 as:

The newly discovered cover came from a lady whose grandfather was George Forsyth, Mail Transport Superintendent in Toronto early last century.

The finder wondered whether this was one of the "5 known" covers reported in AMCN2, or a "new discovery"?

1918, August 15-17 — Toronto - Ottawa. Flights in both directions were made by Lt. Tremper Longman, RAF, in a Curtiss JN-4 "Canuck" under the auspices of the Aero Club of Canada. He left Leaside Aerodrome at 9:45 a.m., August 15, refueled at Deseronto and landed at the Rockcliffe Ranges, Ottawa at 3:09 p.m. Aboard were 60 covers, mainly official correspondence. Mail was postmarked in Toronto at 9 a.m., August 15, with a roller cancellation advertising the Canadian National Exhibition. Some mail received a rectangular, violet cachet "AERIAL MAIL AUG 15 1918 TORONTO CANADA." The mail was delivered in Ottawa about 4:30 p.m. the same day and received a shield-shaped handstamp "By AEROPLANE AUG 15 1918 Ottawa, Canada." Some of the official mail was sent without postage,

On August 17, Longman departed Rockcliffe at 6:50 a.m., again refueled at Deseronto, arriving at Leaside in Toronto at 12:25 p.m. The Ottawa shield handstamp was used to cancel the postage. The amount of mail carried is not recorded: most was official correspondence.

Mail from both of these flights is extremely scarce.

PF-8	Toronto - Ottawa, Aug. 15 (may have violet cachet)	(3 known)	**5,000.00**
	a. Ottawa - Toronto, Aug. 17 (green cachet)	(5 known)	**8,000.00**
	b. Toronto - Ottawa, Aug. 15 (official mail - no postage)	(1 known)	**10,000.00**

Alec Globe was consulted, and advised that it is a new finding. - The other five known covers from Ottawa without the sticker are to:

1. A.F. Barr, Toronto.
2. N.W. Drummond, 201-202 Mail building, Toronto.
3. Mrs Spragge, 7 Prince Arthur Avenue, Toronto.
4. Mrs. J. Alexr Walker, 378 Sumach Street, Toronto.
5. Mrs. D.L. Wilson, 279 Bay Street South, Hamilton.

The finder commented that it's: "*Good to know that obscure scarce items do surface*". – I agree with that!

The cover has been consigned to Sparks Auctions, and will probably be in their first auction of 2025.

Alec Globe's exhibit on *Pioneer Mail Flights, the Semi-Official Air Post, and Canada's Air Mail Development, 1918-1934* has been published by BNAPS as #114 in their exhibit series. It is a terrific resource! 166 pages in full colour, 8.5" x 11", spiral bound, C$ 45.00. See https://bnaps.org/books/bookresults.php for more information.

PF-26A: PROPOSED HALIFAX – NOVA SCOTIA FLIGHT, 1922

I have received two items which add to the information about this venture:

- **An article by Tom Reyman about the find of another "good" cover**
- **A copy from Earl Noss of one of the "bad" (fraudulent) covers produced by A.C. Roessler**

Halifax, Nova Scotia – St. John's, Newfoundland January 20th 1922

Follow-up to the Research by Alec Globe

By Tom Reyman



Figure 1 – PF-26A backstamped Halifax January 20, 1922

In the June 2022 edition of *The Canadian Aerophilatelist*, Alec Globe presented the findings from his research into the covers that were to be carried on a planned flight from Halifax to St. John's. This flight did not occur because the aircraft crashed before the flight date. Some covers were backstamped at Halifax on January 20, 1922 and returned to senders. For some unknown reason, at least one cover travelled by ship to St. John's, Newfoundland, where it was backstamped January 24, 1922.

The author recently acquired the cover shown in Figure 1 through an online auction. At the time, the author did not know if the cover was a genuine PF-26A cover and at first suspected that it was one of the fraudulent covers mentioned in the article by Mr. Globe. After communication with Mr. Globe, it was concluded that this cover met the criteria for a genuine PF-26A cover. Figure 2 shows the Halifax backstamp.

The article by Mr. Globe referenced that five covers had been reviewed in his research of which one was postmarked in Halifax and two postmarked in Saskatoon. This cover was also postmarked in Halifax and originated in Sherbrooke, Quebec.

The envelope contained a hand-written note from the sender, Alfred E. Whitehead in Sherbrooke to the planned recipient and addressee Arthur Snelgrove in Trinity, Newfoundland. The paper is very thin and the text shows through to the second side. The writing is on both sides. The text is as follows:

Front of note

156 London Ct.
Sherbrooke, Que
Canada
Dear Snelgrove
If this is opened, please
return it to me as soon as
possible enclosed in another
envelopeThank you
(Signed) Alfred E Whitehead
There are two letters to be sent
to you by aerial mail. I shall be
glad if you would forward them both to

Back of note

me enclosed in another
envelope
Hope I am not a bother!
Do not tear or crease
fold or soil the envelope

It is clear that Mr. Whitehead expected the cover to be returned to him after the flight had been successfully completed which did not occur. It is amazing that the cover and letter have been preserved for over 100 years.



Figure 2 – Backstamp on cover

A "BAD" PF-26A CREATED BY A.C. ROESSLER



Although the cover shown in Figure 1 and the cover above both have the

FIRST AIRMAIL HALIFAX TO ST. JOHN'S JANUARY 1922

handstamp, and are both addressed to Newfoundland, the cover above does not have a Halifax postmark, or any markings to show it arrived in Newfoundland.

The lack of postal markings indicates that this cover had not been sent in to be carried on the flight, and then forwarded by the post office after the flight was canceled.

The corner card clearly shows connection of this cover to A.C. Roessler.

Earl Noss commented that, "It looks like the first 3 cent stamp is a different colour & is not cancelled. I believe Roessler added this after the cover was sent back to him."

Thanks Tom and thanks Earl.

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POSTAGE DUE ON CANADIAN AIRMAIL TO OVERSEAS DESTINATIONS 1928

Chris Hargreaves and Charles Livermore

Part One – Covers to Great Britain

Canada's air mail rate of 5 cents first ounce / 10 cents per additional ounce to addresses in Canada and the USA was announced in August 1928. It applied from August 1st to air mail to the U.S.A., or sent through the U.S. to a Canadian address using U.S. air mail routes, but it was not immediately applied to mail flown within Canada.

When the Post Office announced the special flights to be made to the Canadian National Exhibition on August 24th, and return flights on August 29th, it only stated that, "*All mail offered and prepaid at the rate of five cents for the first ounce and ten cents for each succeeding ounce will be conveyed on this flight.*"

This led to great confusion about the correct rate on covers to overseas destinations!

Covers to England can be found franked:

- 5 cents, which was higher than the surface rate for mail to England of 3 cents. (See Figures 1 and 3.)
- 6 cents, which was 1 cent higher than the announced rate, and corresponded to the difference between the Canadian domestic rate of 2 cents, and the surface rate to England of 3 cents
- 8 cents, which was 5 cents for the CNE flight, plus 3 cents for surface mail to England. - Adding the two rates was similar to the process used within the U.S.A. until August 1928. (See Figure 2.)



Figure 1 – Franked 5 cents



Figure 2 – Franked 8 cents



Figure 3 – Franked 5 cents

Although the Kingston Post Office accepted the 5 cents franking on Figure 1, the Windsor Post Office did not! The Windsor post office charged Postage Due on Figure 3, shown by the circular purple handstamp stating "19 centimes".

In the September 2010 *Canadian Aerophilatelist,* Michael Furfie explained how a charge of "19 centimes" was arrived at:

During the 8c foreign letter rate period (1925-1930) Canada calculated taxes as if this rate was equivalent to the standard UPU letter rate, 25 gold centimes (although it was actually close to 40 gold centimes). So one gets a table like this :

- deficiency 1c postage due 2c = 6.25 centimes but marked T 10 centimes (UPU minimum)
- deficiency 2c postage due 4c = 12.5 centimes, marked as T 13 centimes
- deficiency 3c postage due 6c = 18.75 centimes,

marked as T 19 centimes (as here)
- deficiency 4c postage due 8c = 25 centimes
- deficiency 5c postage due 10c = 31.25 centimes, marked as T 31 centimes
- deficiency 6c postage due 12c = 37.5 centimes, marked as T 38 centimes

and so on. I can remember seeing taxe marks in this style for 10 and 13 centimes and in the more usual "T in a circle" style for 10, 19, 25 and 38.

The rules said that British offices of exchange were to calculate postage due at 1d = 10 gold centimes at this time. (In old British currency before decimalization, there were 12 pennies in a shilling, and 20 shillings in a Pound. The abbreviation for a penny was "d".)

The Windsor post office had therefore thought that Figure 3 should have been franked 8 cents. It doubled the deficiency to 6 cents, and converted it to 19 centimes due. This was then converted to 2 pence in England, where the 2d handstamp was applied.

The confusion about rates continued when the Montreal - Albany airmail service was inaugurated on October 1st 1928, (see for example the First Flight Covers in Figures 4 and 5), and for the Experimental Prairie Air Mail Service in December 1928 - see Figures 6 and 7.



Figure 4 - Franked 5 cents



Figure 5 - Franked 8 cents



Figure 6



Figure 7

Figure 6 is franked 6 cents, and was accepted by the Winnipeg post office without being charged postage due.

Figure 7 was mailed in Saskatoon with a 5 cent franking, but is marked T30 for postage due! This indicates that the Saskatoon post office thought the correct franking was 8 cents. They then doubled the discrepancy to 6 cents, that was converted at a rate of 1 cent = 5 centimes, which was then converted to 3 pence by the British Post Office which applied the 3D handstamp.



Figure 8

Also during December, the Ottawa post office accepted the commercial cover shown in Figure 8 with a 5 cents franking without charging postage due. 5 cents for the first ounce was in fact the correct rate. In their book *Air Mails of Canada 1925-1939*, Arfken and Plomish refer to:

> A letter written by Arthur Webster, Secretary of the Post Office Department dated December 13, 1929 that contains the following statement:
>
> *Air mail posted in Canada for overseas destinations prepaid 5 cents the first ounce and 10 cents for each additional ounce, in addition to the ordinary postage to the country of destination, are fully prepaid for transmission over Canadian or United States air services or both.*
>
> Seretary Webster then proceeded to state explicitly that for letters to England, Australia and New Zealand, the 5c 1st ounce, 10c each additional ounce paid airmail postage in full. No additional payment as required.

However, the air mail rates to Britain were not published in the Canadian Post Office Guides until March 1, 1930.

Part Two of this article will look at overseas mail to destinations other than Britain during 1928. If you have a cover mailed overseas during 1928 with or without Postage Due being charged, please send a copy to hargreavescpcp@simpatico.ca so that we can include it in our review.

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ELLIOT-FAIRCHILD SEMI-OFFICIAL STAMPS

Brain Wolfenden



I recently acquired 3 envelopes, with contents from "Interprovincial Airways Limited" of Grand'Mere, Quebec. The envelopes all looked similar to the one above,

The letters were mailed October 15th 1929, December 5th 1929 and February 14th 1930. All the letters are addressed to an A.E. Armstrong in Toronto and concern his desire to purchase Elliot-Fairchild semi-official air mail stamps.

At this point a bit of background is required. Interprovincial Airways was formed in 1928 by Major General Sir James O'Brian. He amalgamated the Canadian Fairchild Company, Laurentide Air Service and other Canadian transportation elements together to form Interprovincial Airways. It was from this amalgamation that Interprovincial Airways obtained their stocks of Elliot-Fairchild semi-officials

The October 15th 1929 letter – Figure 1, reads as follows:

Dear Sir,
We have your letter in regard to Canadian air mail stamps, and would be glad to receive an offer for the following:
2600 Elliot Fairchild Air Service - pink
3200 do do - swastika – yellow
828 do Air Transport – blue and yellow
3241 Fairchild Air Transport - blue

If you will communicate with Canadian Airways in Montreal, - 601 Keefer Building – they may have for sale some of the original Patricia Airways Stamps.

Yours very truly
Ellwood Wilson
INTERPROVINCIAL AIRWAYS LIMITED

This letter brings up an interesting point. Based on the letter, the first stamp listed – The Elliot Fairchild Air Service in pink must be CL10. The Unitrade listing shows a quantity issued of 2000 stamps. If the letter is correct (and I have no reason to doubt it) them one can logically assume that if there were 2600 available for sale in 1929 then the printing must have been considerably larger & probably in the 3000 range.

The second stamp listed, the Elliot Fairchild Air Service with swastikas must be CL8. Unitrade does not list a quantity printed, but as Interprovincial has 3200 available for sale in 1929 in must be in the 4000 range.

The third stamp listed, the Elliot Fairchild blue and yellow must be CL9. Again, Unitrade lists no print quantity, but with 1828 available for sale in 1929 it must have been considerably higher.

The fourth stamp listed, Fairchild Air Transport in blue is probably CL11. With 3241 stamps available, the Unitrade printing quantity of 5000 is most likely correct.

Based on the quantities of CL11, it would appear that Interprovincial Airways did not have any of the not used CL12 stamps.

The December 5th 1929 letter – Figure 2, also from Wilson reads as follows;

Dear Sir,
I am sorry that we cannot accept your offer of one hundred dollars for our stock of air mail stamps. We are selling these at present at retail, and we would not care to part with them at less than twenty-five cents apiece.

Based on this, Armstrong has made a very low offer of $100.00. From the letter above, Interprovincial wants $2,717.25 for the 10,869 stamps they have on hand.

The February 14th 1930 letter – Figure 3, also from Wilson is in reply to a letter from Armstrong re what sheets they had available and reads as follows:

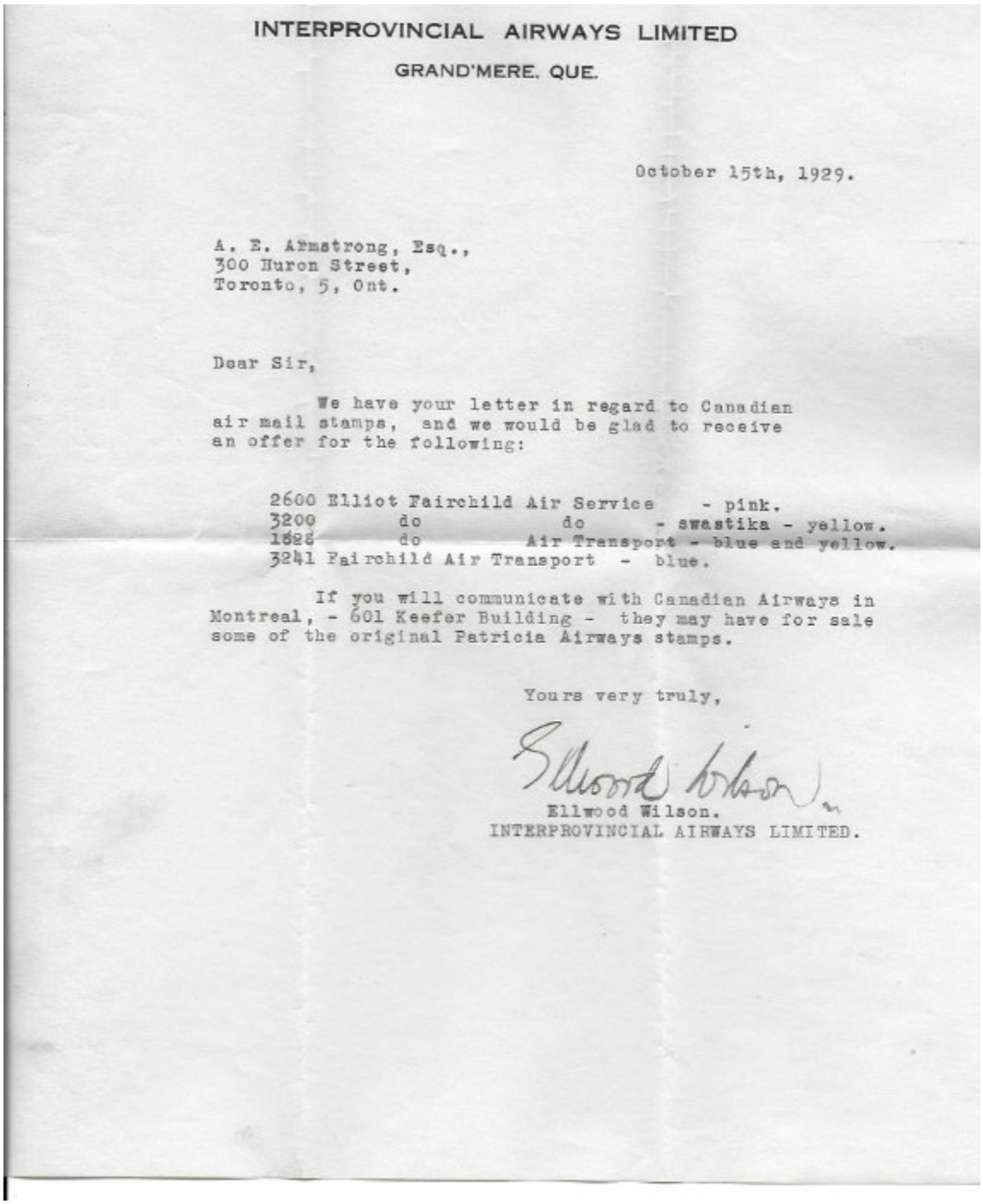
Dear Sir,
We have in stock the following:
Elliot-Fairchild pink stamps – flying boat –
5 in sheet – Price $2.50 per sheet
Elliot-Fairchild 1926 – red on yellow –
5 in sheet - $4.00 per sheet
Elliot-Fairchild – blue on yellow –
8 in sheet – $4.00 per sheet
Fairchild Air Transport – blue – flying boat –
10 in sheet - $4.00 per sheet

I have not had an opportunity to look through all the stamps, and therefore cannot tell you if there are any reversals or not. I will try to obtain this information for you later.

From the above letter, we find that Interprovincial Airways was selling the full sheets at a premium over their twenty-five cents per stamp quoted in the December 5th letter.

To sum up, we now know that Interprovincial Airways was selling Elliot-Fairchild semi-official air mail stamps, and that Canadian Airways was selling Patricia Airways semi-official air mail stamps into the 1930's. We also have more information on the quantities printed for CL8, CL9 & CL10 and know that one of the quantities issued, for CL10, is incorrect.

Figure 1 (below)



INTERPROVINCIAL AIRWAYS LIMITED

GRAND'MERE, QUE.

October 15th, 1929.

A. E. Armstrong, Esq.,
300 Huron Street,
Toronto, 5, Ont.

Dear Sir,

We have your letter in regard to Canadian air mail stamps, and we would be glad to receive an offer for the following:

2600 Elliot Fairchild Air Service - pink.
3200 do do - swastika - yellow.
1628 do Air Transport - blue and yellow.
3241 Fairchild Air Transport - blue.

If you will communicate with Canadian Airways in Montreal, - 601 Keefer Building - they may have for sale some of the original Patricia Airways stamps.

Yours very truly,

Ellwood Wilson.
INTERPROVINCIAL AIRWAYS LIMITED.

INTERPROVINCIAL AIRWAYS LIMITED

GRAND'MERE. QUE.

December 5th, 1929.

H. E. Armstrong, Esq.,
300 Huron Street,
Toronto 5, Ont.

Dear Sir,

I am sorry that we cannot accept your offer of one hundred dollars for our stock of air mail stamps.

We are selling these at present at retail, and we would not care to part with them at less than twenty-five cents apiece.

Yours very truly,

Ellwood Wilson

Ellwood Wilson,
INTERPROVINCIAL AIRWAYS LIMITED.

Figure 2

INTERPROVINCIAL AIRWAYS LIMITED

GRAND'MERE. QUE.

February 8th, 1930.

Harold E. Armstrong, Esq.,
300 Huron Street,
Toronto, Ont.

Dear Sir,

We have in stock the following:

Elliot-Fairchild pink stamps - flying boat -
5 in sheet - Price $2.50 per sheet.

Elliot-Fairchild 1926 - red on yellow -
8 in sheet - $4.00 per sheet.

Elliot-Fairchild - blue on yellow -
8 in sheet - $4.00 per sheet.

Fairchild Air Transport - blue - flying boat-
10 in sheet - $4.00 per sheet.

I have not had an opportunity to look through all the stamps, and therefore cannot tell you if there are any reversals or not. I will try to obtain this information for you later.

Yours very truly,

Ellwood Wilson

Ellwood Wilson.

Figure 3

1930 PRAIRIE AIR MAIL - Change in junction point to Moose Jaw

Paul Varty

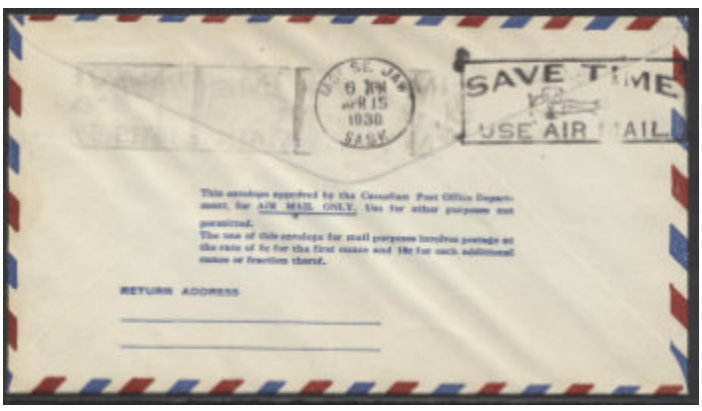
THESE COVERS ARE CURRENTLY LISTED IN AMCN2 AS:

1930, April 14-16 — Change of Junction Point - Prairie Route. On this date the Edmonton leg of the Prairie route was changed so as to join the Calgary section at Moose Jaw instead of at Regina. This resulted in flights between Moose Jaw and Saskatoon, North Battleford and Edmonton and return. There were no official cachets. Pilot C. M. G. Farrell flew the inaugural service from Moose Jaw; M. E. Ashton made the return flight on the 16th.

3017	Moose Jaw - Saskatoon, Apr. 14	(about 2 pounds)	**40.00**
	a. Moose Jaw - North Battleford, Apr. 14	(about 2 pounds)	**40.00**
	b. Moose Jaw - Edmonton, Apr. 14	(about 2.5 pounds)	**40.00**
	c. Edmonton - Moose Jaw, Apr. 16	(less than 100 pieces)	**40.00**
	d. North Battleford - Moose Jaw, Apr. 16	(about 2 pounds)	**40.00**
	e. Saskatoon - Moose Jaw, Apr. 16	(about 2 pounds)	**40.00**

I have just come across a Saskatoon to Moose Jaw flight cover and it has reminded me of a correction that could possibly be needed for the Change of Junction Point Prairie Route return flights #3017c-e. The current and previous catalogues have listed the return flights as occurring on April 16th but this cover from Saskatoon to Moose Jaw has a Moose Jaw April 15 receiver.





You don't see these covers that often but I have another postmarked Edmonton on April 14th with the same Moose Jaw receiver at 6pm on the 15th:





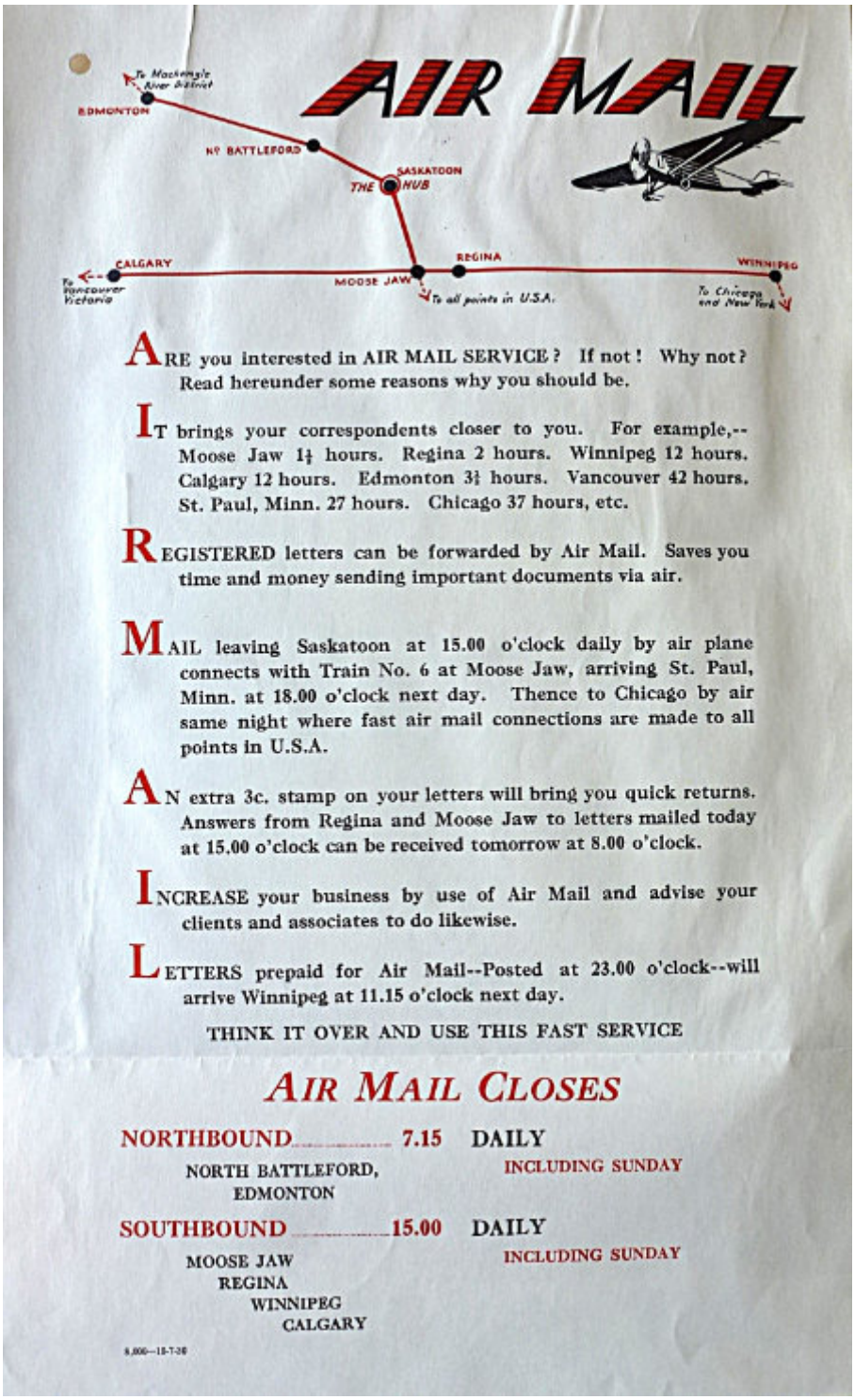
I've never seen one of these flight covers with an April 16 receiver.

Does anyone have 3017c-e covers with April 16th receivers?

The significance of Moose Jaw

Changing the junction point to Moose Jaw allowed mail to be transferred to the Soo Line, and make a fast connection to Minneapolis, Chicago, and U.S. mail routes.

The advantages of the connection were, as described in this leaflet from the Saskatoon Post Office, published in July 1930:



AIR MAIL

To Mackenzie River District
EDMONTON
No. BATTLEFORD
SASKATOON
THE HUB
CALGARY
To Vancouver Victoria
MOOSE JAW
REGINA
To all points in U.S.A.
WINNIPEG
To Chicago and New York

ARE you interested in AIR MAIL SERVICE? If not! Why not? Read hereunder some reasons why you should be.

IT brings your correspondents closer to you. For example,-- Moose Jaw 1¼ hours. Regina 2 hours. Winnipeg 12 hours. Calgary 12 hours. Edmonton 3¼ hours. Vancouver 42 hours. St. Paul, Minn. 27 hours. Chicago 37 hours, etc.

REGISTERED letters can be forwarded by Air Mail. Saves you time and money sending important documents via air.

MAIL leaving Saskatoon at 15.00 o'clock daily by air plane connects with Train No. 6 at Moose Jaw, arriving St. Paul, Minn. at 18.00 o'clock next day. Thence to Chicago by air same night where fast air mail connections are made to all points in U.S.A.

AN extra 3c. stamp on your letters will bring you quick returns. Answers from Regina and Moose Jaw to letters mailed today at 15.00 o'clock can be received tomorrow at 8.00 o'clock.

INCREASE your business by use of Air Mail and advise your clients and associates to do likewise.

LETTERS prepaid for Air Mail--Posted at 23.00 o'clock--will arrive Winnipeg at 11.15 o'clock next day.

THINK IT OVER AND USE THIS FAST SERVICE

AIR MAIL CLOSES

NORTHBOUND ..... 7.15 DAILY
NORTH BATTLEFORD, EDMONTON
INCLUDING SUNDAY

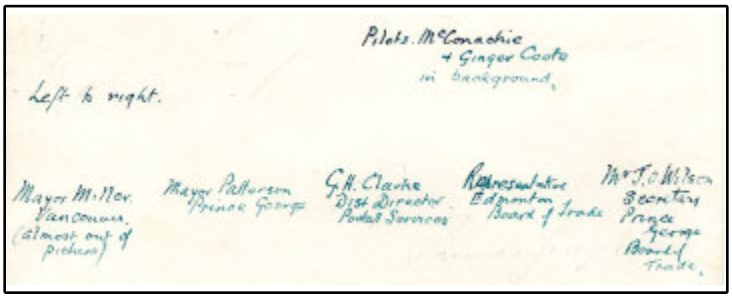
SOUTHBOUND ..... 15.00 DAILY
MOOSE JAW
REGINA
WINNIPEG
CALGARY
INCLUDING SUNDAY

Chris Hargreaves

AIR MAIL INAUGURATION – AMCN2 #3833

Many thanks to Denice Guimond, Gord Mallett and Ian MacDonald, who each sent me terrific information about the mystery photograph in the last journal:





Signatures on back

It turns out that the bridge is in PRINCE GEORGE, not Revelstoke. – According to Denice, "The top of each span of the bridge is arched. The old bridge in Revelstoke has flat, square top sections in some spans."

The aircraft also has quite distinctive features: the combination of twin-engines, biplane, twin tail, and inverted gullwing where the float is attached is seldom encountered, and indicates a Fleet Model 50 Freighter bushplane.

The photograph was taken during the inauguration of the Vancouver - Williams Lake – Quesnel - Prince George - Fort St. John - Whitehorse air mail service on August 4, 1938, which is listed as #3833 in AMCN2. This inauguration was a major news story at the time, and featured prominently on the front page of *The Vancouver Daily Province* that evening. – Ian MacDonald sent me a copy of the from page and related articles that he found through https://newspaperarchive.com/



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THE VANCOUVER DAILY PROVINCE – August 4th 1938


THE VANCOUVER DAILY PROVINCE

Soviet and Japan Move Towards Peace in East

FIRST YUKON PLANES HOP NORTH

OFFICIAL FORECAST: FINE AND WARMER. VANCOUVER, B. C., THURSDAY,



YUKON AIR MAIL TAKES OFF—Shortly after 7 o'clock this morning, the first plane of the regular Yukon air mail service lifted gently from the Fraser River at the Civic Airport, Sea Island. Top photo shows the ten-place Norseman, piloted by Sheldon Luck, taking off, while the regular air mail plane carrying the mails and with Grant McConnachie and R. L. Ginger Coote in charge is warming up at the landing slip.

FIRST YUKON PLANES HOP NORTH

Reach Fort St. John; Mayor, Newsmen, 26,000 Letters Aboard

By CECIL SCOTT
(Daily Province "Flying Reporter.")

While Vancouver stirred in its beds at 7 o'clock this morning, two seaplanes laden with valuable cargo rose from the Civic Airport, Sea Island, to inaugurate the long-sought mail service between Vancouver, the Peace district and the Yukon.

At 1:40 this afternoon the planes landed at Fort St. John; at 7 this evening mail from one of these planes will be distributed at White Horse, Y.T.; and by 11 o'clock, while the Arctic sun is still shining, a reception committee will receive the bags of mail from a Yukon and White Pass tri-motor plane at Dawson.

Thereafter, summer and winter, a United Air Transport plane will leave Vancouver every Thursday morning, skis supplanting floats in the northern districts when snow has fallen.

Here's what happened to us along the northbound route:

WILLIAMS LAKE—Welcomed by Syd Westen, village commissioner, and H. E. Taylor, president of Williams Lake Board of Trade, to say nothing of the festooned rowboats, SS. Ogopogo, the Fleet flying boat and Norseman seaplane. Stopped here twenty minutes.

Postmaster Richardson received mail, and four bags were also loaded for Quesnel, Prince George, Fort St. John and White Horse. The Fleet completed the approximately 200 miles in an hour and a half, the Norseman following fifteen minutes later. As welcome to this first stop in the Cariboo, the party was presented with a cut of moose steak by the residents of Williams Lake.

QUESNEL—A brief stop was made at Quesnel by the Fleet plane with the first air mail from Vancouver, while the Norseman, containing the press, flew nonstop from Williams Lake to Quesnel.

PRINCE GEORGE—In and out of the Cariboo four hours after leaving Vancouver, with more than a ton of mail. The planes were received at Prince George by Mayor A. M. Patterson and W. L. Hughes, president of Board of Trade, with hearty congratulations, to which Mayor Miller, on behalf of Vancouver, and Mr. Turgeon replied.

Hon. C. D. Howe, minister of transport, was the first to congratulate both the operators and

(Continued on Page 2.)
See YUKON.

Log of Flight

7:00 a.m.—Planes left Vancouver.
9:00 a.m.—Stopped at Williams Lake.
10:20 a.m.—Stopped at Quesnel.
11:20 a.m.—First plane lands Prince George.
12:15 p.m.—First plane leaves Prince George.
1:40 p.m.—First plane lands Fort St. John.

of War March
Streets Again

ns 12th Annual Convention
Demands.

R BROWN.

s—twenty-four years after to on Vancouver streets today, answered the call on a fateful a century ago.

YUKON

(Continued from Page 1.)

the beneficiaries of the new service, a telegram being read at the airport by J. Gray Turgeon, M.P. for the Cariboo.

"On the opening of the new direct service from Vancouver to Peace River Block and the Yukon," wired the "flying minister," "I will appreciate it if you will convey to the operators and the people along the route our best wishes for the success of the service.

"I regret that other engagements make it impossible for me to join Mayor Miller and yourself for its initial flight, but I intend to take the trip on the first opportunity."

The minister, indeed, had hoped to make the flight during his visit on the Coast, but was called away before arrival of the huge silver twin-engined Fleet flying boat, which is travelling the entire distance to White Horse.

MAYOR ABOARD.

Guests of honor on the initial flight were Mayor George C. Miller, J. Gray Turgeon and Gordon Clarke, superintendent of the British Columbia and Yukon postal service. They will travel to Fort St. John.

"Vancouver's worked so hard to establish the service that I'm going to see the mail gets as far as Fort St. John anyway," laughed Vancouver's chief magistrate.

Mr. Turgeon found time in the bustle of departure to put in a word for his prized project of a highway as well as an air-mail link between Vancouver and the Peace River Block.

"What the Peace River Block needs is both of these services," he declared. "Too much can not be said for the value to the Peace residents and those on the Coast of this direct splendid air service. But just as necessary to both important areas is a direct highway."

Mr. Turgeon, Mayor Miller, Postmaster Clarke, Grant McConachie, president of the United Air Transport of Edmonton, of which Ginger Coote Airways is a subsidiary, and Ginger Coote himself at the controls, took off in the Fleet plane.

As it circled into the distance, the ten-place Norseman took off, Sheldon Luck at the controls. Her passengers were Mr. and Mrs. A. M. Miller, bound for Williams Lake; W. B. Chisholm for Mayo, and W. Mould for Fort St. John, with Vancouver press men. This ship was pressed into service by the tremendous volume of mail which has come from all points of the world.



Pilots of the planes are shown in the lower photo. They are, left to right, Luck, McConnachie and Coote.



Gord Mallet added some information about Siwash Rock shown in the FFC cachet.

According to the website wandervancouver.com it is one of the most iconic features of Stanley Park. "Located along the seawall at a sharp bend between 3rd Beach, Prospect Point and the Lions Gate Bridge, Siwash is a rocky outcrop emerging out of the water standing between 15 and 18 metres (49 and 59 ft) tall and topped with a small Douglas fir".

However, the origin of the name is controversial. - The Squamish name for the rock is Slhx̱i7lsh, or sometimes Lhilhx̱í7elsh. This name refers to the story of a man transformed by X̱ays, and the hole in the rock is where Slhx̱i7lsh kept his fishing tackle.

But "Siwash" is a Chinook Jargon word for a person of First Nations heritage. Though the word 'siwash' in the jargon did not necessarily have a negative connotation and was used by native peoples themselves, its etymology can be traced to the French word "sauvage", which means wild or undomesticated.

There have recently been proposals to rename the rock.

The new air mail service also provided a link at Fort St. John to the Edmonton-Whitehorse air mail route that had been inaugurated the year previously.

New Air Mail Brings Edmonton Within Ten Hours of City

Fort St. John Becomes Centre of Network Knitting Northern B.C., Yukon, Peace, Alberta.

By C. O. SCOTT.
(The Daily Province "Flying Reporter.")

FORT ST. JOHN, B. C., Aug. 5.—Residents of Peace River Block came from fifty and sixty miles away to greet the Vancouver-Yukon seaplanes as the big ships descended at Fort St. John Thursday afternoon, in inauguration of a weekly air mail service.

Importance of the new service in Western Canada communications was made apparent by the almost simultaneous arrival of a plane from Edmonton, carrying mails from the prairies and the East.

Here mails were transferred to the Yukon-bound twin-engine Fleet-flying boat from Vancouver, while the new service also makes it possible for letters from Vancouver to Edmonton and Northern Alberta to be, carried east again on the Edmonton plane's return journey, where this saves time.

Edmonton was brought to within about ten hours of Vancouver by regular weekly airmail. Thus, it was disclosed, the new service

(Continued on Page 2.)
See AIR MAIL.

How They Cheered "Nagirroc Yaw Gnorw"

NEW YORK, Aug. 5.—(AP)—Even Corrigan-minded readers of the New York Post, glancing at the eight-column headline on the front page today, blinked hard and wondered if their eyes had gone wrong.

Then they grinned.

"!Nagirroc yaw gnorw ruo liah." it said.

AIR MAIL

(Continued from Page 1.)

has made Fort St. John, 600 miles almost due north of Vancouver, one of the centres of a network linking the Yukon, the Peace River block, the Cariboo and Northern Alberta in a lightly co-ordinated system.

BE SHORTEST ROUTE.

Initially far the greater portion of the mails will be carried between the Yukon and Vancouver, but the new web enables mail to be sent to any portion of the vast empire of the northwest by the shortest route in the fastest time.

These points were stressed by guests of honor on the planes and Board of Trade and other officials at Fort St. John, Prince George, Quesnel and Williams Lake at the four brief stops made on its first leg of the journey from Vancouver to White Horse.

The flying boat Fleet, Ginger Coote at the controls, and the seaplane Nordynn Norseman took off from Vancouver civic airport at 7:30 a.m. Thursday, arrived at Fort St. John at 2:10 p.m., Pacific standard time. An hour later the Fleet left for White Horse via Fort Nelson, Nelson Forks and Lower Post (Liard), expecting to transfer mails to a tri-motor plane for delivery at Dawson.

The link to the Edmonton – Whitehorse air mail route also allowed overland airmail between Vancouver and Alaska:



Cancelled FAIRBANKS ALASKA AUG 4 A.M. 198 Backstamped VANCOUVER AU 8 38

Connections between Vancouver and Mayo and Dawson reduce a former nine or ten-day mail journey to under two days.

29,000 LETTERS.

When the planes landed at Fort St. John, the total of letters on board had reached 29,000. The Norseman started from there on her return journey Friday morning, carrying Gray Turgeon, M.P. for the Cariboo, His Worship George C. Miller, and H. Clarke, district director of postal services, guests on the northbound trip.

Peace block residents, led by representatives from each of the four leading towns, took advantage of the occasion to inform their guests they hoped the new airmail service was merely a first step to banish the isolation of the district from the rest of British Columbia.

PEACE BLOCK ENVOYS.

The visitors were driven to Pouce Coupe, Rolla and Dawson Creek and shown the rich acres whose produce awaits a profitable market. At present, in addition to straight wheat, huge shipments of live hogs are being made from the Peace block.

A. Holland, president of the Fort St. John Board of Trade led the delegation from that town, aided by C. G. Ridgen, secretary-treasurer; T. W. Hargreaves, C. M. Finch and Bert Bowes.

The Dawson Creek delegation included Postmaster A. W. Sharp, Commissioner W. A. Reisbach, president of the Board of Trade; N. W. Gilliland, K. Aspol and W. S. Bullen, G. E. Braden, M.L.A., introduced them.

Pouce Coupe representatives included Walter Clayton and George Hart. Mayor P. J. Tooley of Grande Prairie, O. D. Hanna, president of the Grande Prairie Board of Trade, and E. G. Lowe had journeyed 135 miles from that Alberta city which, Mayor Tooley explained, was without debt and self-supporting.

MAYOR ON HAND.

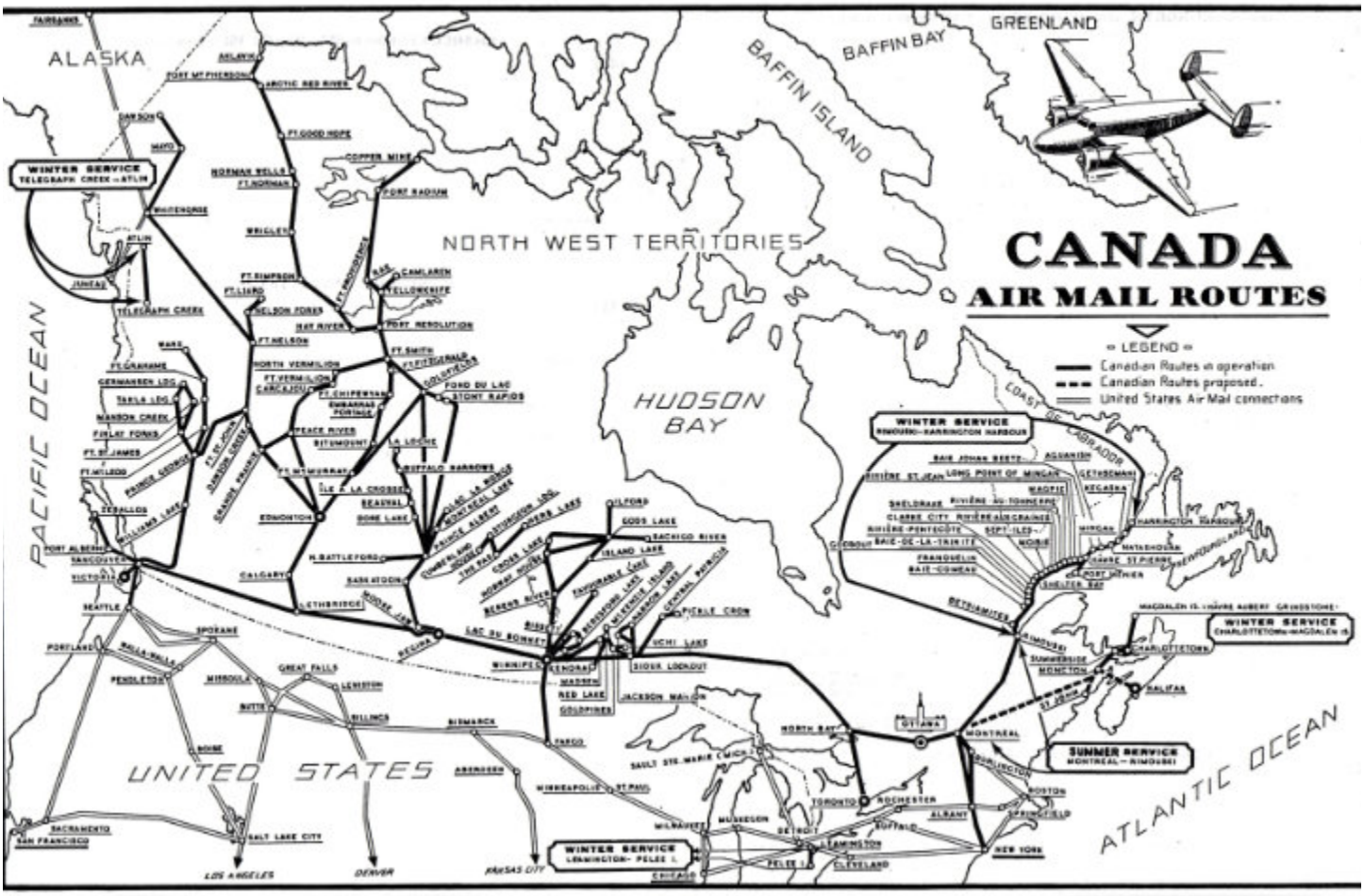
At Prince George, the party was met by Mayor Alex Patterson and W. Hughes, president of the Board of Trade; Commissioner H. E. Taylor, Commissioner Sydney Weston and J. O. Wilson, secretary of the Board of Trade.

Speaking from a festooned platform, Mayor Patterson and Mr. Turgeon and Mayor Miller all stressed the value of new service, both to the coast and the Cariboo.

Quesnel also extended a cordial welcome, through Commissioner John A. Fraser, Commissioner Fred Clark, Postmaster Jack Allison and Magistrate John Holt.

The Whitehorse-bound fleet was flown from Fort St. John by Pilot Sheldon Luck and Grant McConachie of the United Air Transport of Edmonton of which Ginger Coote Airways, holders of the Vancouver-Yukon airmail contract, is a subsidiary.

Map of Air Mail Routes 1938



Denice also sent me a link to this article on the "Canada's Museums of Science and Innovation" website, which gives a great description of both the Freighter, and of aviation in Canada in the late 1930's.

IT COULD (AND SHOULD?) HAVE BEEN ONE OF THE GREATS: CANADA'S FLEET MODEL 50 FREIGHTER BUSHPLANE

By: Rénald Fortier

I feel a certain fondness for some specific types of flying machines. The Fleet Model 50 Freighter bushplane happens to be one of them.

Fleet Aircraft of Canada Limited of Fort Erie, Ontario, started as a subsidiary of the American firm Consolidated Aircraft Corporation. Its creation came only a few months after the crash, in Ontario, of an aircraft piloted by the president of Consolidated Aircraft. London Aero Club instructor William John "Jack" Sanderson visited Reuben Hollis Fleet while he was in hospital. Impressed by the kindness of this complete stranger, Fleet hired him and put him at the helm of Fleet Aircraft of Canada. The first aircraft manufactured by the latter, a Fleet Model 2 light / private airplane, took to the sky in June 1930. A more powerful version, the Model 7, quickly replaced it on the assembly line.

Soon after, the Royal Canadian Air Force (RCAF) began to look for new elementary trainers and set up comparative tests. The Fleet Model 7 won, but the RCAF preferred to order the de Havilland Moth, a British aircraft. Furious, Sanderson traveled to Ottawa, Ontario, to meet with the Minister of National Defence. Donald Matheson Sutherland was so impressed that Fleet Aircraft of Canada signed a contract for 20 Fleet Fawns.

Not everyone was happy with this order. Several members of Parliament denounced the non-British origins of the Fawn. Sutherland finally had admit that this aircraft cost less than the Moth. Better yet, half of the materials used to make the Fawn, a rock-solid aircraft, came from Canada. This local content allowed Fleet Aircraft of Canada to circumvent tariffs imposed on non-British aircraft imported into Canada. It also opened up many markets outside the country. Indeed, it was largely for these reasons that Consolidated Aircraft had founded its Canadian subsidiary.

After its first government order was delivered, in April 1931, Fleet Aircraft of Canada barely scraped along. Its situation did not begin to improve until 1934. Anxious to modernise its air force, the Zhōnghuá Mínguó Kōngjūn, the Chinese government ordered 36 Fleet Model 10s, another derivative of the Models 2 and 7. For one reason or other, Consolidated Aircraft passed this order to its Canadian subsidiary.

In the spring of 1936, Fleet, the Homo Sapiens of course, said he wanted to transfer all of his training aircraft export contracts to Fleet Aircraft of Canada. His intentions were clear. He wanted to bypass the ban on the export of weapons to countries at war which stemmed from the application of the American neutrality laws. This decision caused some concern at the Office of Arms and Munitions Control of the United States State Department. Be that as it may, tensions around the world meant that the Ontario aircraft manufacturer signed production contracts for Models 10 with countries in Latin America (Argentina, Dominican Republic, Mexico and Venezuela), Asia (China and Iraq) and Europe (Portugal and Yugoslavia).

It was also around that time, in November 1936, that an investment company, Nesbitt, Thomson & Company Limited of Montréal, Québec, took control of the firm which then became Fleet Aircraft Limited. In August 1938, it bought the last shares held by its former parent company.

With nearly 140 aircraft exported during the interwar period, Fleet Aircraft of Canada / Fleet Aircraft was the largest seller of aircraft in Canada at the time.

It was in this context that the subject of this article, the aforementioned Freighter, came into being.

Recognising the growing importance of bush flying in exploiting the vast natural resources of Canada's northern regions, the equally aforementioned Sanderson began to ponder how Fleet Aircraft of Canada could grab a slice of that cake. Indeed, he ended up concluding that a twin-engine bushplane, a twin-engine flying truck for all practical purposes, because what is a bushplane if not a truck with wings, could find a taker.

Sanderson contacted several / many bush pilots to find out what they thought of his idea. It was obvious that their opinions diverged. This being said (typed?), these pilots shared some points of view.

For example, Sanderson's winged truck, the first aircraft entirely designed by Fleet Aircraft of Canada, would need to be able to take off from short liquid (lakes or rivers in summer) or solid (lakes or rivers in winter) runways. It would also need to have large loading doors. A small team would also need to be able to partially dismantle said aircraft in order to facilitate repairs or transport out of an isolated region.

With the Freighter far surpassing in size, power, weight and complexity any aircraft previously manufactured by the Ontario aircraft manufacturer, manufacturing the prototype took some time. Indeed, said prototype did not fly until February 1938. The aforementioned Sanderson was at the controls. Would you believe this was apparently his first flight in a twin-engine aircraft?

Regardless, the Freighter soon proved to have good flight characteristics, which led to the issuance of a temporary certificate of airworthiness in May.

This being said (typed?), the Department of Transport granted a full certificate of airworthiness to the aircraft only in September 1939, 4 days before Canada declared war on National Socialist Germany.

The first Canadian twin-engine bush plane, the Freighter was a sturdy, somewhat stocky / chubby biplane with 4 large loading doors (2 on the left, 1 on the right and 1 underneath). The lower part of the nose could also be detached to facilitate the loading of particularly long items (drill rods, pipes, logs, canoes, etc.). Let us be blunt, the Freighter's cargo loading facilities were unique for its time, regardless of whether that loading took place in a well-equipped airport or on a lake, summer or winter.

And yes, the Freighter could obviously be fitted with wheels, skis or floats.

Fleet Aircraft said it was ready to produce various versions of the Freighter for transport (passengers, cargo or casualties), aerial photography or light bombing. These versions could obviously be fitted with more or less powerful engines.

A fairly serious snag was that Fleet Aircraft, a relatively small firm (around 520 employees in 1939) let us not forget, had other fish to fry, a violent expression I shall endeavour not to use again, in 1938-40. After producing 20 Fawns for the RCAF in 1936-37, it delivered 11 other aircraft of that type in 1938, not to mention 27 examples of an improved version, the Fleet Finch, delivered between October 1939 and February 1940. To that list at that time were to be added a few export contracts for similar aircraft.

Worse still, in 1938, Fleet Aircraft began designing a modern intermediate / advanced trainer which it hoped to sell to the RCAF. The prototype of this internally funded aircraft, the Fleet Model 60 Fort, flew in March 1940, but I digress.

In the spring of 1938, Sanderson flew from Ottawa to Winnipeg, Manitoba, to show the prototype of the Freighter to bush pilots in Ontario and Manitoba. Indeed, he apparently carried cargo and / or a few passengers picked up along the way.

As the Freighter flew over Sioux Lookout, Ontario, Sanderson noted that the fabric cover on one wing did not appear to be tight. Once back on the water, very cautiously, he realised with horror that the bolts which attached at least 2 of the 4 wings to the fuselage were loose. This incident apparently stemmed from the improper installation of a new type of self-locking nut at the Fleet Aircraft plant.

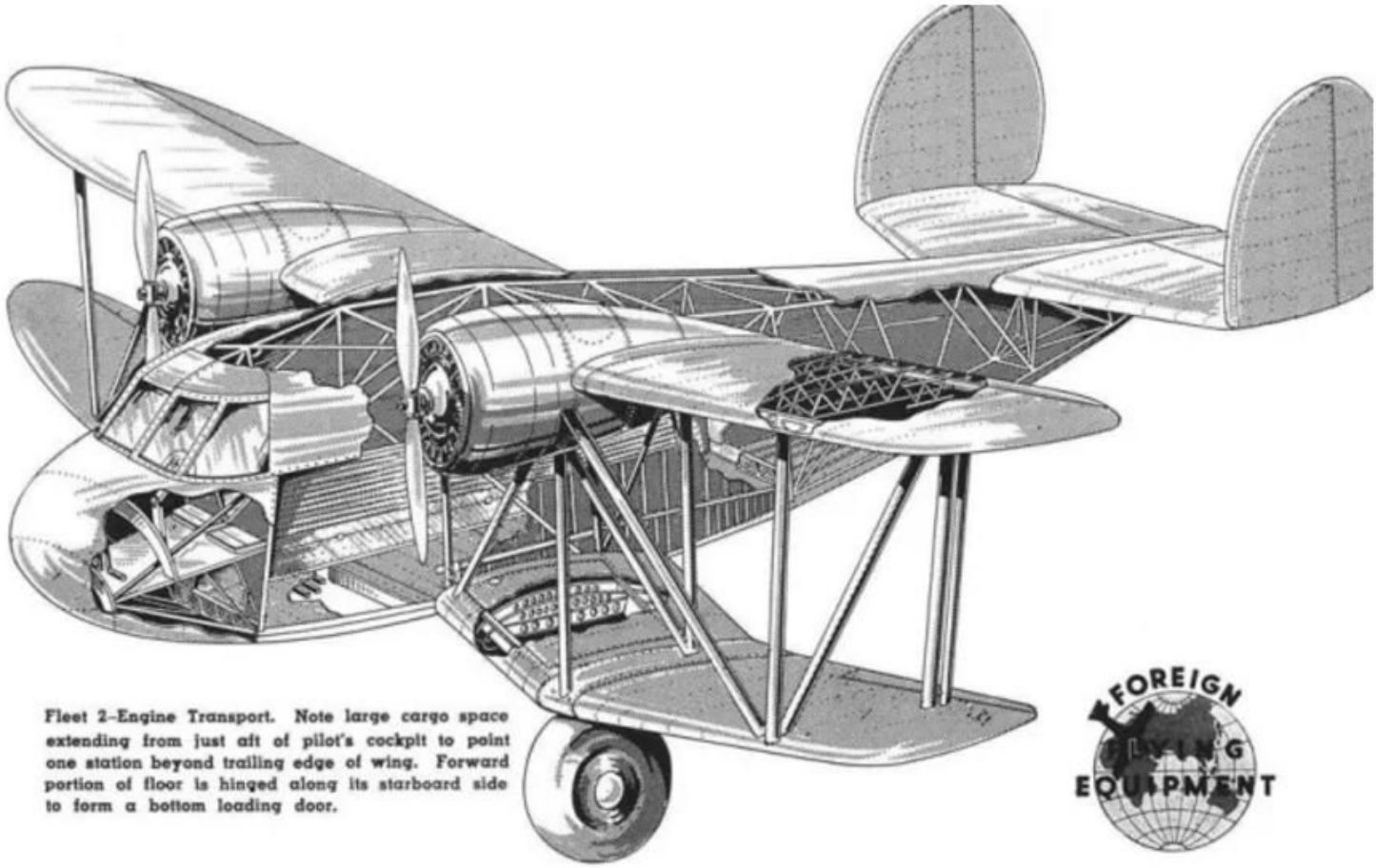
Once the problem was resolved, a Winnipeg bush flying firm, Wings Limited, borrowed the Freighter to transport a dragline excavator in pieces to the construction site of a small hydroelectric power station. While it was true that only the Freighter could transport the largest element of said excavator, the lack of power and reliability of its engines, not to mention its somewhat too high cost, led Wings' management to give up initialing an order.

United Air Transport Limited of Edmonton, Alberta, leased the Freighter in July to manage a large postal contract between Vancouver, British Columbia, and the Yukon. The boss of the firm, the well-respected George William Grant McConachie, was so impressed with the Freighter that he considered ordering 3 or 4 such aircraft.

In mid-August, 10 or so days after the first direct mail flight from Vancouver to Whitehorse, Yukon, the Freighter's airspeed indicator stopped working in fog and low altitude. The aircraft crashed near Lower Post, British Columbia, near the Yukon border. While no one on board was injured, the first Freighter would never fly again.

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A cutaway view of Canada's Fleet Model 50 Freighter bushplane. Aviation, May 1941, 61.

United Air Transport purchased the second Freighter and registered it in February 1939. The day after it was registered, McConachie was in Chicago, Illinois, to sign an insurance policy. All these beautiful people then went to the Chicago Municipal Airport to see McConachie fly to western Canada. When one of the engines was started, a backfire ignited the aircraft, which began to go around in circles. As it were, by a miracle, it did not hit any other aircraft. The second Freighter would never fly again. Utterly dismayed, McConachie did not want to hear about this aircraft type again.

The third Freighter did not fly much between 1939 and 1942. This being said (typed?), Canadian Airways Limited of Winnipeg operated this aircraft during the summer and fall of 1939, under a lease for purchase contract. Quebec Airways Limited of Montréal, a subsidiary / division of Canadian Pacific Airlines Limited, itself a subsidiary of a Canadian transportation giant, Canadian Pacific Railway Company, leased the Freighter in August 1942, again under a lease for purchase contract, and this to supply meteorological stations in northern Québec. An engine having suffered serious damage in mid-flight, Canadian Pacific Airlines sold the Freighter to the RCAF in October, after repairing it. The military planned to use the aircraft for a variety of roles, including the training of Canadian Army paratroopers.

Converted into a flying ambulance because this latter service wanted to use larger aircraft to train its aerial soldiers, the Freighter was put aside in May 1944. Labrador Mining and Exploration Company Limited of Montréal, I believe, bought the Freighter in June. A pilot ferried the aircraft to the region of Sept-Îles, Québec. At least one other pilot performed some freight transport flights in said region. About ten days after its sale, still in June, the Freighter was at Sandgirt Lake, Labrador. After 2 or 3 unsuccessful and slighting unnerving take-off attempts, the pilot and his 2 passengers ended up in a ravine. No one was hurt but the third Freighter would never fly again.

Dominion Skyways Limited of Rouyn, Québec, leased the fourth Freighter for about a month, in July and August 1939. The aircraft was then put in storage until August 1942. Canadian Pacific Airlines leased the Freighter for about a month to support the people who were building 1 of the 4 pipelines of the Canol Project – a titanic American construction project to secure oil

supplies to Alaska and the provinces and states of the west coast of North America through a refinery constructed in Whitehorse for that very purpose.

Would you believe that little more than one year after the last pipeline was completed, in February 1944, the Canol project was shut down because it was now surplus to the American war effort? The mind boggles.

In any event, in October 1944, on the return trip to Fort Erie, the pilot of the fourth Freighter faced an engine failure in the sky. He landed (by a hair's breadth?) on Lake Ontario, at Jordan Harbour, Ontario, halfway between Hamilton and Fort Erie. Once the faulty engine was replaced, the Freighter returned to its hangar, unless it was simply parked behind the Fleet Aircraft factory. In May 1945, the aircraft manufacturer sold the Freighter to Austin Airways Limited, a bush operator headquartered in Toronto, Ontario, for a fraction of its value. When one of the engines was started in October 1946, at Lake O'Sullivan, in Ontario, a backfire ignited the aircraft. The fourth Freighter would never fly again.

The RCAF took delivery of the fifth Freighter in November 1942. The military planned to use this aircraft, manufactured but not assembled in 1939, for a variety of roles, including the training of Canadian Army paratroopers. Used for transport flights because this service wanted to use larger aircraft to train its aerial soldiers, the Freighter was put aside in August 1944. A well-known American aircraft dealer, Charles H. Babb Company, acquired it that same month and sold it to its Mexican subsidiary, Babbco Sociedad Anónima. Sold in October to Compañía Constructora Azteca Sociedad Anónima de Ciudad de México, México, a firm specialising in the construction of airports, the Freighter was dismantled / scrapped in March 1946. The fifth Freighter would never fly again. There was no sixth Freighter.

Several bush pilots who flew the Freighter agreed that this aircraft had a lot to offer. While it was true that the somewhat too high cost of this aircraft and the priority given to RCAF orders explain its commercial failure to some extent, the bulk of the problem lied in the lack of power and reliability of its Jacobs engines, the (in)famous "Shakey Jakes." Although aware of this serious problem even before the end of 1936, the management of Fleet Aircraft of Canada / Fleet Aircraft took no serious steps to remedy it.

This being said (typed?), I have to admit that, even with more powerful and reliable engines, the Freighter would probably not have been a dangerous rival for its Canadian contemporaries, the excellent Fairchild Model 82 and Noorduyn Norseman bush planes – an aeronautical dynamic duo represented in the mirific collection of the equally mirific Canada Aviation and Space Museum, in Ottawa. In service since 1935 and 1936, the Model 82 and Norseman were produced in 24 and 22 examples before the start of the Second World War.

Before you go about your business, I must inform you that the Canada Aviation and Space Museum has in its collection the remains of 2 Freighters:

- the third one, the remains of which were recovered in 1964, with the blessing of Labrador Mining and Exploration, and

- the fourth one, the remains of which were recovered in 1968.

These remains are all we have to remind us of an aircraft which could have been, perhaps, one of the great bushplanes of the 20th century.

Rénald Fortier

Canadian Pioneer & Semi-official Airmails
Canadian S.C.A.D.T.A.

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FOLLOW UP and RESOURCES – 1944: RCAF in The Azores ?

Many thanks to Ian MacDonald and John Henderson for their responses

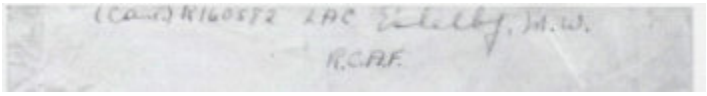
to the questions about this cover in the September issue:

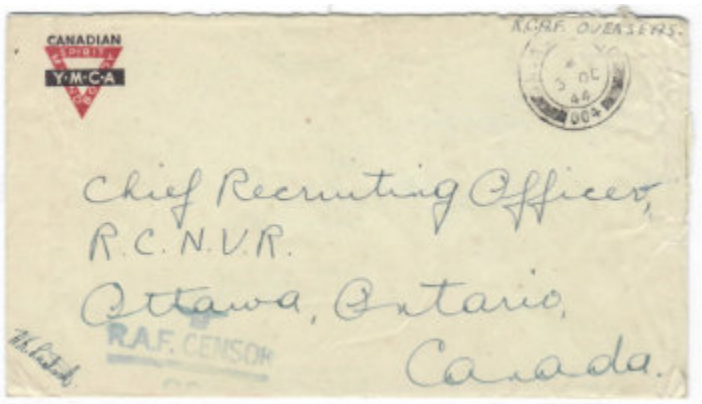
Postmarked FPO 004, 3 OC 44

Handstamp R.A.F. CENSOR 88

Both FPO 004 and RAF censor 88 were located in the Azores.

Sender: (Can.) R160582 LAC Eshelby, M.W. RCAF





Question asked:

No RCAF Squadrons were based in the Azores during WWII. However, RCAF personnel were scattered through the various RAF squadrons on the islands. Is there a means to find out what RCAF R160582 LAC Eshelby, M.W. was doing in the Azores on October 3rd 1944?

Response from Ian:

Regarding LAC Eshelby, not a common name so I plunged into the newspapers.com site and was rewarded with some hits for "Eshelby", "Canada 1939-1960". It seems possible that your man was:

Mervyn Walter Eshelby, 915 6th Avenue, Calgary, who enlisted in the RCAF in 1942 (Calgary Herald 26 March 1942 and The Calgary Albertan 30 March 1942).

Nothing then until March 1947 when he was an usher at a wedding and in June 1948 a pallbearer at his neighbour's funeral.

MW Eshelby named to the supervisory committee … Calgary Federal Building Savings and Credit Union, February 1952

(His father, William Eshelby, died in November 1957, still at 915 6th Avenue W)

MW Eshelby wins award for suggestion to simplify postal procedures at the Calgary Post Office, photo of presentation (Calgary Herald, 19 September 1959).

As to learning about RCAF personnel service records, it depends ….

Directorate of History and Heritage here in Ottawa have file cards of all RCAF personnel that can be viewed under somewhat limiting conditions, refer to their webpage;

https://www.canada.ca/en/department-national-defence/services/military-history/history-heritage/canadian-military-history-archive-research-room.html

The cards provide very limited information and I think would offer little for overseas research about Eshelby.

Library and Archives Canada in Ottawa hold all the WWII RCAF personnel files which can be viewed at 395 Wellington Street. This is the best option, you will be handed the complete RCAF file except for some courts martial detail. No restrictions on the files of those killed 1939-1947 but those of veterans only become available for public viewing 20 years after their death, proof of death is required, an obituary being one acceptable form. An advanced request is necessary as the files are not stored at 395 Wellington.

I stopped RCAF research ten years ago so I will check with John Henderson to see if things have changed very much. I will also ask him if details of RAF service will be included in the file or just in and out dates.

Once the units the individual served with are known the digitized unit diaries can be viewed on line for additional detail although a non-flying LAC is unlikely to be mentioned unless he died, was disciplined or was really good at sports.

From John:

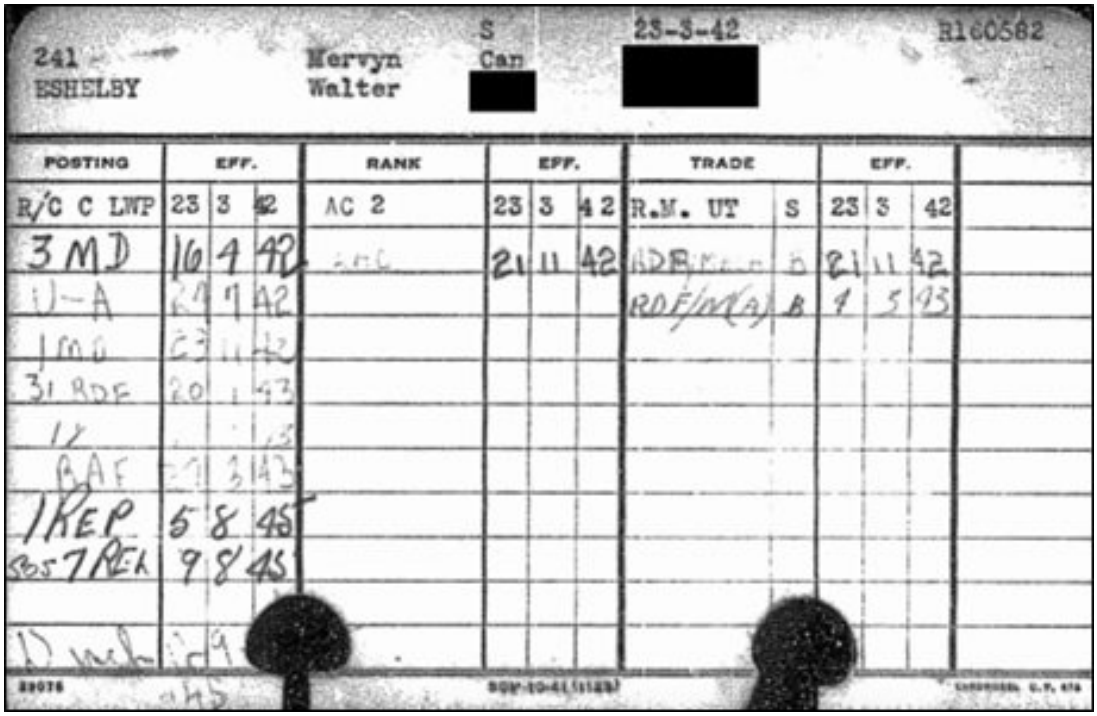
Mervyn ESHELBY Obituary - Published by Legacy Remembers on Aug. 23, 2004.

ESHELBY - Mervyn Walter. Mervyn passed away peacefully at home on Thursday August 19 2004 at the age of 87 years. Merv was born in Medicine Hat and moved to Calgary at a young age. He served as a radar technician on loan to the RAF during the Second World War. He had a long career with Canada Post and enjoyed retirement as a volunteer driver at Spruce Meadows. He was predeceased by his wife Ida of fifty-six years and will be missed by his family including his daughter Eileen Lawrence two grandsons Todd (Sharon) and Jason (Julie)

and two great-grandchildren Olivia and Logan. At Merv's request there will be no Service. HERITAGE FAMILY FUNERAL SERVICES "Heritage Funeral Home". Telephone: 299-0100. 305211 -

I contacted the Directorate of History & Heritage (RCAF) for his service card and received a very quick response!

Herewith a scan of his original service/pay card and my copy of same with more detail - hopefully correctly applied.



ESHELBY Mervyn Walter		Single Canadian		23.03.42 R160582		
POSTING	EFF.	RANK	EFF.	TRADE		EFF.
Recruiting Centre "C" Leave With Pay	23.03.42	AC2	23.03.42	Radio Mechanic Under Training	S	23.03.42
3 Manning Depot Edmonton, Alberta	16.04.42	Leading Aircraftman	21.11.42	Radar Mechanic	B	21.11.42
University of Alberta? (1) Edmonton, Alberta	24.07.42			Radar Direction Finder Mechanic (A)	A	04.03.43
1 Manning Depot Toronto, Ontario	23.11.42					
31 Range & Direction-Finding School, Clinton, Ontario (2)	20.01.43					
1 "Y" Depot Halifax, Nova Scotia	00.00.43					
Royal Air Force	27.03.43					
1 Repatriation Depot RCAF Station Rockcliffe Ottawa, Ontario	05.08.45					
Struck off Strength 7 Release Centre Calgary, Alberta	09.08.45					
Discharge	12.09.45					

(1) Pre-Aircrew Education Detachment – crash course in selected subjects to bring the applicant up to at least junior matriculation level.

(2) No. 31 Range & Direction Finding (RDF) School (RDF was the British cover name for radar) Canadian Forces Base Clinton, (CFB Clinton) Clifton, Ontario

And from the internet:

Top-Secret WWII Radar Training Base in Rural Ontario

In the middle of WWII in 1941, government officials scoped out the area around Clinton on a secret mission: selecting the location for the first radar training school in North America. They needed a place remote from England where the base would be safe and secret. They settled on the area just south of Clinton (now known as Vanastra) due to its discreet location and because of the landscape. Huron County's flat land and shoreline resembled southeast England where aerial fighting was occurring.

The base's construction moved very fast. From May to September of 1941, roads and over forty buildings were built so that the Royal Air Force Radio School could open that year. The base had housing, a fire station, a school, a hospital, a theatre, churches, and sports facilities. Radar equipment from England began arriving in July. The school opened in 1941 and the Royal Canadian Air Force (RCAF) took over in 1943.

RCAF Clinton trained both radar technicians and operators. Many courses were offered and each consisted of thirty hours each week, although students were expected to work outside of class. Courses ranged in length from 9 to 43 weeks. Students received lots of hands-on experience with the over $5 million in equipment that was at the base. The purpose of the base remained top secret and even citizens of Clinton weren't sure what was happening there. They were confused how it could be an air base without planes or a runway! It wasn't until after the war that the secret was shared.

This information is from "Clinton's historic downtown walking tour" - https://cchbia.ca/radar

During WWII over 9,000 radar technicians trained at the radar school. Some 6,000 were from the R.C.A.F. but then served in the R.A.F. About 2,500 were American military personal.

A PUZZLING ROESSLER COVER



Postmarked SAINT THOMAS.V.I. APR24 10-AM 1928

Does anybody know what event Roessler was recording on this cover?

There is no *American Air Mail Catalogue* entry for it in the Foreign Air Mail Route or West Indian Aerial Express sections.

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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.

1925 Bermuda flight of the U.S.S. Los Angeles.

Colin Benford



The Zeppelin built airship paid two visits to the island in 1925, constituting the first flights to Bermuda.

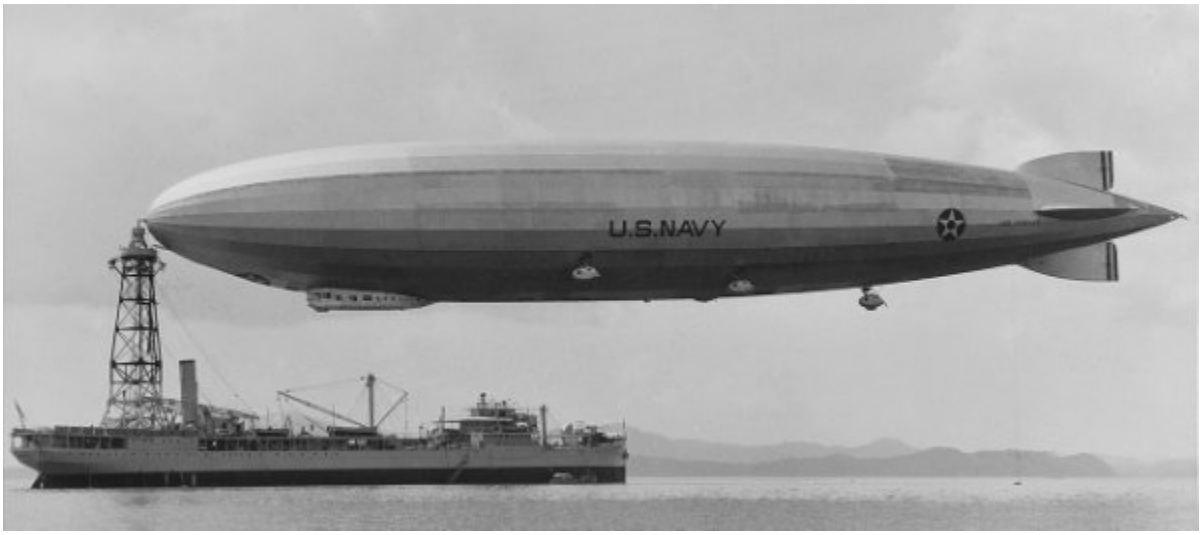
The first was made on February 1st.carrying mail from the US but due to strong winds the airship was unable to moor, instead she dropped the mail into the garden of Government House. It was also not able to pick up the mail to the US.

A second visit was made on the 22nd of April, this time mooring to the anchor ship 'Patoka'. The mail, 55 lbs of it being taken out to her, the airship then returned to Lakehurst.

Accordng to 'Areofield' April 1940, there were two cachet's used: the first read ' Bermuda First/ Overseas Air Mail' in two lines. The second (the cover illustrated) reads ' Airmail/Service/Bermuda ' in three lines, but after about 40 covers, these were considered too messy and reverted back to the first type.

Does anybody know how many of the second type were addressed to Canada?

(Below) *USS Los Angeles moored to USS Patoka during a Fleet exercise in 1931.*



ZEPPELIN HINDENBURG AND THE 1936 OLYMPICS

By Tom Reyman

The Zeppelin *Hindenburg* Airship was constructed in 1935 and early 1936 in Germany and was designed to be bigger and more luxurious than the famous *Graf Zeppelin*. Trial flights for the Hindenburg were begun in March 1936 and the first regular flight was on March 26 through 29 as the airship flew around Germany dropping propaganda leaflets. After that flight, long distance flights to North and South America were successfully completed through the Spring and Summer of 1936.



The Hindenburg floating over Berlin's Olympic Stadium during the 1936 Olympics opening ceremony.

Fig. 1

The 1936 Olympic Games were held in Berlin, Germany at the Olympic stadium in July. The Olympic organizers employed the Hindenburg to showcase this symbol of the German engineering skills by flying over the stadium on August 1. The German Government officials were very pleased to display this product of Germany to the visitors in attendance from around the world. Figure 1 is a picture of the *Hindenburg* over the stadium on August 1.

Figure 2 is a postcard from that day with the identifying red imprint of "Olympiafahrt 1936" (Olympic Flight).

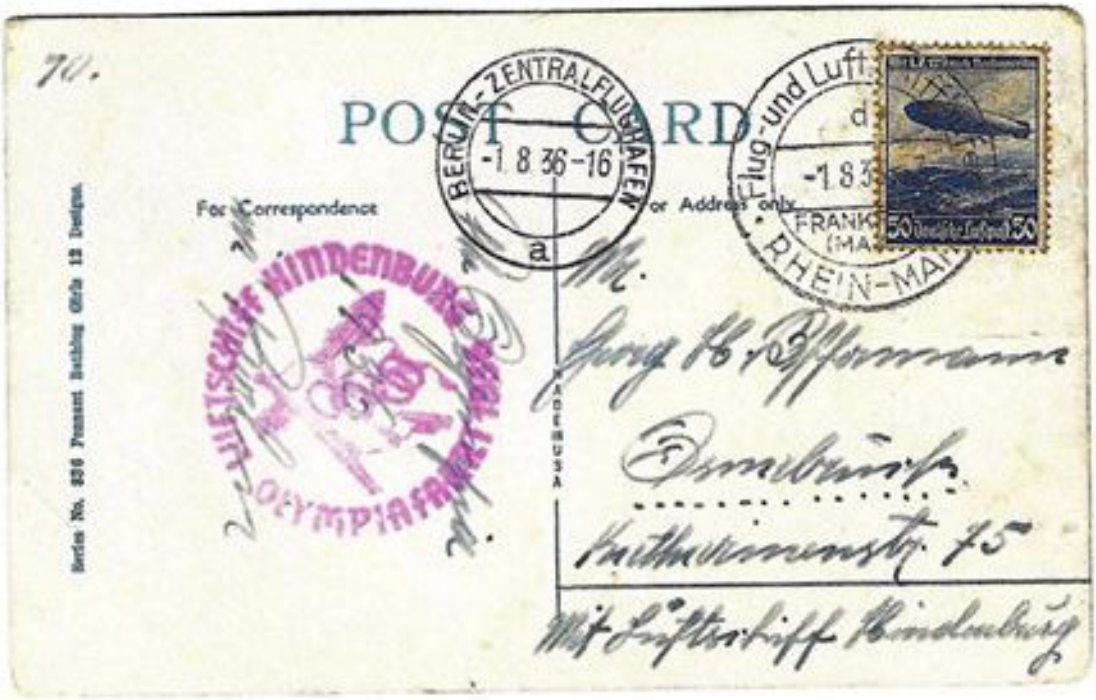


Fig. 2

After its appearance at the Olympics, The *Hindenburg* resumed its trans-Atlantic flights on August 5-11 flight to Lakehurst, New Jersey and return. The next flight occurred on August 16-22, also to Lakehurst. Figure 3 is a cover that was on the August 16 departure from Frankfurt. This cover carried some of the Olympic stamps that were issued by Germany. The three stamps are from a series of semi-postal stamps depicting athletes performing in various Olympic sports. The additional postage paid for the semi-postal charge was used to fund the expense of hosting the games.



Figure 3 – North America Flight Cover

References:

- Https://www.airships.net/blog/Hindenburg-1936-berlin-olympics/
- Https://en.wikipedia.org/wiki/1936-summer-olympics/
- Special Airship Mail and Postcard Catalog 2005; Frost Publishing Co., Petersburg, VA, 2004; Pages 273-291.

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 Feb 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:

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Address: _____
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Telephone: _____ Date of birth: _____
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(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:

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#542 Malcolm Back
#468 Douglas Becker
#516 Bernard Cantin
#526 Marc Castel
#488 Ron Coughlin
#515 Neil Donen
#509 Peter Evenson
#238 Cheryl Ganz
#507 Cheryl Grantham
#498 Terry Judge
#540 Terry McGinty
#541 Aija Heloise Pince
#538 Celine Poulin-Lape
#487 Ken Snelson
#235 Dominique Tallet
#539 Ben Underhill
#510 Frank Wheeler

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.