THE CANADIAN AEROPHILATELIST

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IN THIS ISSUE:

- **CAS AGM AT ORAPEX SUNDAY MAY 4TH**
- **EDITOR'S AWARD FOR 2025**
- **FISA INTERNATIONAL DIGITAL MEMBERSHIP PROGRAM**
- **SOME ROESSLER FORGED AND BOGUS COVERS BY ALEC GLOBE**

AND MUCH MORE!

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Email Brian Wolfenden at **bjnepean@trytel.com** to be added to the E-mailing list.

Volume XLI Number 1
Royal Philatelic Society of Canada – Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Fédération internationale des sociétés aerophilatéliques) – Club Member
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Index – Gord Mallett (see contacts above) *** the index is available on the CAS website www.aerophilately.ca ***

CAS CALENDAR

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.

WELCOME TO 3 NEW MEMBERS

#551 Ivan Whitticase of Port Alberni, BC
#552 Leonard Zehr of Windsor, ON
#553 Gregoire Teyssier of Quebec, QC

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2025

will be presented to
MARC CASTEL
for his outstanding research into the
1927 London to London flight, and semi-official airmail stamp.



Marc's very detailed research was published in The Canadian Aerophilatelist in September 2023, and presented at the joint CAS / BNAPS Air Mail Study Group Day of Aerophilately in November 2024. A recording of his presentation can be viewed on the CAS website.

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

CAS ANNUAL GENERAL MEETING

Will be held during ORAPEX in our normal time slot of 2.30 - 4.00pm, Sunday May 4th in The Nepean Sportsplex, 1701 Woodroffe Ave., Ottawa.



CAS SECRETARY'S REPORT JANUARY 15, 2025

As of January 15, 2025 the Society has a total membership of 150. This is an increase of 9 from January 9, 2024. The breakdown of the membership is as follows:

Membership Breakdown:
(Province/State/Country)

CANADA: 2025	
Alberta	7
British Columbia	24
Manitoba	1
New Brunswick	4
Newfoundland	1
Northwest Territories	1
Nova Scotia	4
Ontario	46
Quebec	12
Saskatchewan	1
Total	101

USA: 2025	
Arizona	1
California	2
Colorado	2
Connecticut	2
Illinois	2
Maryland	1
Massachusetts	2
Michigan	2
New Jersey	1
New York	3
North Carolina	1
Ohio	2
Oklahoma	1
Oregon	1
Texas	2
Virginia	2
Total	27

INTERNATIONAL: 2025	
Australia	3
Cayman Islands	1
France	1
Germany	1
India	1
Ireland	1
Israel	1
Latvia	1
Netherlands	1
New Zealand	2
Sweden	1
U.K.	8
Total	22

GRAND TOTAL: 150

Brian Wolfenden
Secretary, CAS



CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2023 AND 31 DEC 2024

	2023	2024
Opening Bank Balance	25,135.47	24,437.34
INCOME		
Accounts Receivable at Previous 31 Dec	0.00	0.00
Income Generated During the Year		
Dues – new members & Renewals	2,423.17	2,869.09
AMCN 2- sales less expenses	2,396.68	455.66
Other Sales – includes e.g. books, pins & covers	50.00	0.00
Donations – from members	0.00	25.00
Income Generated and Received during the Year	4,869.85	3,349.75
Less Accounts Receivable at 31 Dec	0.00	0.00
Opening Bank Balance & Income Received During the Year	**30,005.32**	**27,787.09**
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	0.00	0.00
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	53.50	283.84
Editor Expenses	635.79	316.12
Office Supplies	152.48	98.05
Postage-such as for CAS journal, covers & books	581.99	565.25
Printing and Photocopying – such as journal and catalogue	672.06	544.93
Journal Exhibit Fees	0.00	109.85
ORAPEX sponsorship	305.00	0.00
Book purchases & book storage	172.84	66.35
AMCN 2	2,909.62	0.00
New C.A.S. catalogue	0.00	0.00
Engraving – presentation plaques/donations	84.70	63.45
Expenses Incurred during the Year	5,567.98	2,047.84
Less Accounts Payable/Outstanding cheques at 31 Dec	0.00	0.00
Expenses Incurred in Previous and Current Years but paid in Current Year	5,567.98	2,047.84
Closing Bank Balance	24,437.34	25,739.25
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	1,303.29
Financial Position at 31 Dec	**24,437.34**	**24,435.96**

BRIAN WOLFENDEN
Treasurer – CAS

EDITOR'S REPORT - Chris Hargreaves

I have now completed 30 years as editor of The Canadian Aerophilatelist, and have been reflecting on how the journal has evolved.

In June 1994 I took over as editor from Dick Malott. My first issue used items passed on by Dick and totalled 18 pages. It produced a flurry of correspondence and contributions, which led to a second issue of 30 pages in September 1994, and a 36-page issue in December. Since then I have produced issues quarterly, limited them to 32 pages as that is the optimum size for mailing at Canada Post's up to 100 grams rate, and have had a surplus of items for each issue.


THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

June 1994

THE CANADIAN AEROPHILATELIST

CONTENTS PAGES

June 1994

The early issues were produced using Word Perfect 4.2 and a dot matrix printer. Illustrations were photocopies, cut out and glued on to master pages. Journals were then printed on single pages, double sided, and stapled top left.

In 1996 I also took over as editor of the "Canada Air Mail Notes" in the American Air Mail Society's *Jack Knight Air Log*, so that questions sent in to one publication could also be asked in the other journal.

1997 was a year of technological change. - I got a new computer and a scanner, and connected to the internet. Being able to send correspondence from Ontario to British Columbia and get a response the same day seemed like magic!

In 2001 Gord Mallett began producing the index for the journal, with a brief summary of each article, including the topic, place names, and catalogue number in *The Air Mails of Canada and Newfoundland* of any covers related to the question.

The journal changed to a magazine format in 2005.

In 2006 Steve Johnson created a website for the CAS: www.aerophilately.ca . – It initially included copies of recent issues, and the index which could be "word searched" for information.

In 2013 Paul Balcaen started helping with the journal, and converted the pages I produced into a digital journal, that could be sent out in full colour as an email attachment.

Then, in 2018, Charles Livermore scanned the older issues of the journal, so that every issue since #1 published in July 1985 up to the previous year is available on the CAS website. – The website is open to all, so the combination of index and past issues has created a terrific resource for information about Canadian airmail.

Throughout this time, the journal has maintained a dual role of sharing research and information, while trying to create a sense of community among members who often live hundreds of kilometres from another aerophilatelist. I am very pleased with the results in both respects:

- *The Canadian Aerophilatelist* won a Large Vermeil medal at the Great American Stamp Show in June 2024
- Membership in the CAS has steadily increased since 1994, in spite of many older members passing away.

Many thanks to Paul and Gord for their continuing help with each issue, and to everybody who contributed and/or is contributing items for the journal.

Chris



June 2024

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

Aerophilatelic International Digital Membership

FISA has launched an International Digital Membership (IDM) program, under which CAS members can get access to the digital services of up to three other Aerophilatelic and Astrophilatelic societies participating in the program.

The aim of the program is to promote fellowship among the various participating societies, and to facilitate aerophilatelic research.

According to FISA, IDM "will give members of any FISA affiliated society the opportunity to join another FISA affiliated society easily and at a low cost, and thus gain access to the digital services offered by other FISA affiliated societies." Specific services mentioned are:

- Full access to the website
- Receiving the club bulletin (digital)
- Participation in auctions/sales (buy or sell)
- Participation in Zoom meetings.

The following preliminary list of participating societies has been published on the FISA website:-

- Air Mail Society of India
- American Air Mail Society
- Association Astrophilatélique de France
- Associazione Italiana Astrofilatelia
- Australian Airmail Society
- Belgian Philatelic Society Cosmos
- Canadian Aerophilatelic Society
- Cercle Aérophilatélique Français
- Gesellschaft der Weltall-Philatelisten
- Philatelic-Club Swissair
- Zeppelinpost e.V.

The FISA website HTTPS://www.fisa-web.com gives a presentation sheet about each of the FISA member associations, and links to their website.

The cost of an International Digital Membership is $10 Canadian per year, which provides membership in up to three participating societies.

If you would like to participate in the IDM program, just send $10 Canadian by e-transfer (preferably) or PayPal, and the names of the three associations you wish to join, to Brian Wolfenden at bjnepean@trytel.com .

The CAS will then send your name and email address to the managers of the associations you have chosen

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IN MEMORIAM – C.A. Stillions

C.A. was an authority on Newfoundland airmails, and very generous in sharing his knowledge. He died peacefully on November 10th 2024 in Washington, DC at age 83.

C.A. was born in Sumner, Illinois, and earned a Bachelor of Architecture degree (1965) and Master of Science in Architectural Engineering degree (1967) from the University of Illinois. He then worked for various firms including Cagley & Associates where he worked on commercial buildings, embassies, and casinos. In 1997, C.A. began nearly 20 years of service as Structural Engineer at the Office of the Architect of the Capitol, where his tenure included structural work on the Capitol and related properties.

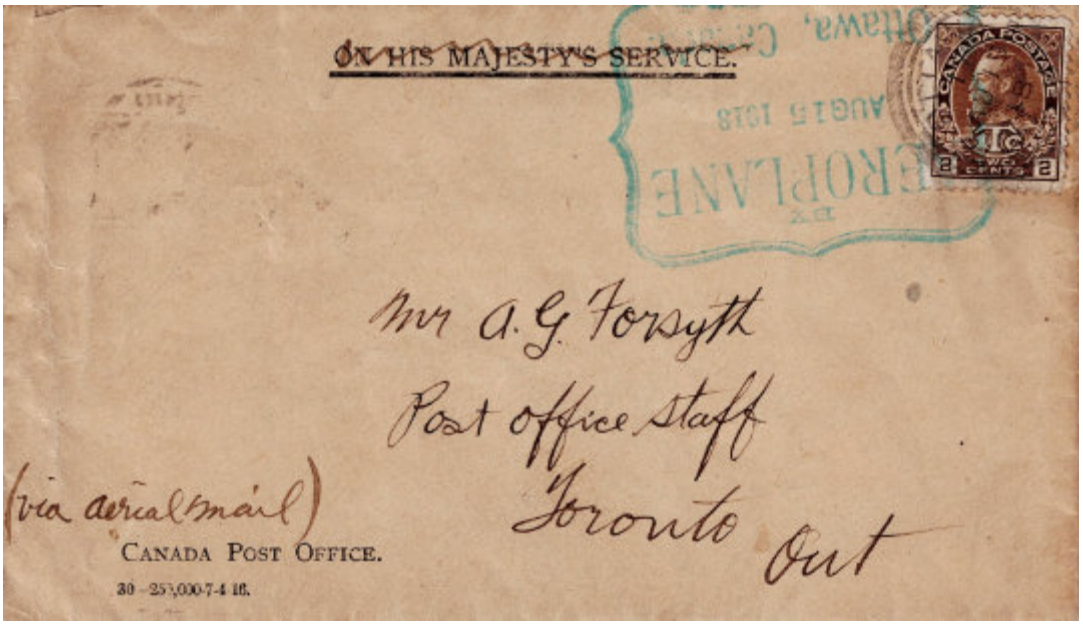
C.A. was an avid philatelist who specialized in Newfoundland, but also collected stamps from many other countries, and on various topics. He held leadership roles in local, national and international stamp clubs, and exhibited regularly in the U.S. and Canada earning numerous awards.

C.A. authored two books for BNAPS: *Newfoundland's Last Definitives: The Waterlow Printings (2019) and Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings (2018)*.

In 2009 C.A. lead the project to digitize slides of Col. Pratt's Newfoundland Stamp Collection. The late Col. Pratt, of Milwaukee WI, was considered the pre-eminent Newfoundland stamp and postal history collector, researcher, and author. Col. Pratt had photographed his collections, retained them as slides, and donated his circa 4,300-slide collection to the Collectors Club of Chicago. The slides can now be seen on The Collectors Club of Chicago website www.collectorsclubchicago.org

C.A. was a founding member of the BNAPS Newfoundland Study Group, the first Chairman of the group, and first editor of the Newfoundland Study Group Newsletter. He recently passed all his study notes on Newfoundland Philately to Malcolm Back, current Chair of the Newfoundland Study Group, to be sure that the information would be available for the use of present and future collectors. Malcolm is now working with the Vincent Greene Philatelic Research Foundation in Toronto to have the notes archived.

UPDATE on the PF-8a



Flown from Ottawa to Toronto on August 17, 1918 – Catalogued in AMCN2 at $8,000.

The recently discovered PF-8A described in the December Canadian Aerophilatelist was sold by Spark's Auctions during their January 30th – February 1st 2025 sale to a bid of $6,500.

BOSTON 2026 WORLD EXPO

May 23-30, 2026, at the Boston Convention & Exhibition Center.

The second Boston 2026 bulletin detailing information about the show with emphasis on exhibit rules and registration has just been released and is available in electronic format on the show's web site at www.boston2026.org. The 44-page document includes the official IREX (Individual Regulations particular to Boston 2026) as required by the governing body of international exhibiting, the Fédération Internationale de Philatélie (FIP), having granted the show its Recognition.

Boston 2026 is not just one but several exhibitions taking place at the same time hosting the collective best of the world's renowned exhibitors. The largest is the FIP Exhibition comprised of mostly competitive exhibits among 4,000 frames that are judged and vie for medal awards from bronze to large gold and special prizes, as will the Literature Class entrants. A separate Polar Salon of 200 frames of both competitive exhibits and non-competitive displays will also take place along with a German-American Salon of 50 non-competitive frames. The annual 2026 APS Champion of Champions Competition rounds out the exhibitions. Additional non-competitive displays add to the rarities, including a world-class Court of Honor along with institutional, ephemera and other invited exhibits.

Full show details may be found at Boston2026.org and on Twitter and Facebook.

There will be a Polar Salon exhibition taking place at the Boston Convention and Exhibition Center from May 23 to 30, 2026, which will be an integral part of Boston 2026 World Expo. It will consist of approximately 200 exhibit frames of competitive and court of honor Polar Class exhibits housed in its own pavilion on the main exhibition floor. The Polar Salon will also include booths from specialized polar area collecting societies and the stands of several polar region postal administrations. Historical polar exploration artifacts will also be on display.

Exhibits devoted to the various aspects of philately that concentrate on either or both of the earth's polar regions and its nearby lands and waters are eligible to be shown in the Polar Salon. What is polar is covered in detail in the American Society of Polar Philatelists Essence of Polar Philately. Specifically, the polar class includes Philatelic Material concerning human activities and entities, involving or related to the Arctic, Subarctic, Antarctic, and Subantarctica regions. Its major philatelic subdivisions are: expeditions, polar aerophilately, traditional and thematics.

Polar aerophilately involves record and ordinary actual, anticipated or aborted flights, with at least one actual or intended polar leg over or very near a polar region. Many flights from the northern area of the prairie provinces and northern Ontario and Quebec, as well as Labrador/Newfoundland, are polar.

It is not necessary for an exhibit to have been shown previously to qualify for the Boston 2026 Polar Salon. New exhibits are encouraged.

Polar salon exhibits may be shown in any number of frames between one and 10, and may include relevant collateral material.

Exhibits may be hand-carried to Polar Salon. - This is different from all the rest of the exhibits at Boston 2026, which must be commissioner carried.

The Boston 2026 Polar Salon will have a jury corps composed of four judges who are recognized experts in polar philately.

For more information about Polar Philately and/or the Polar Salon, contact Hal Vogel: halvogel@aceweb.com

1925 – LAURENTIDE AIRWAYS PROPOSED TRANS-CANADA FLIGHT

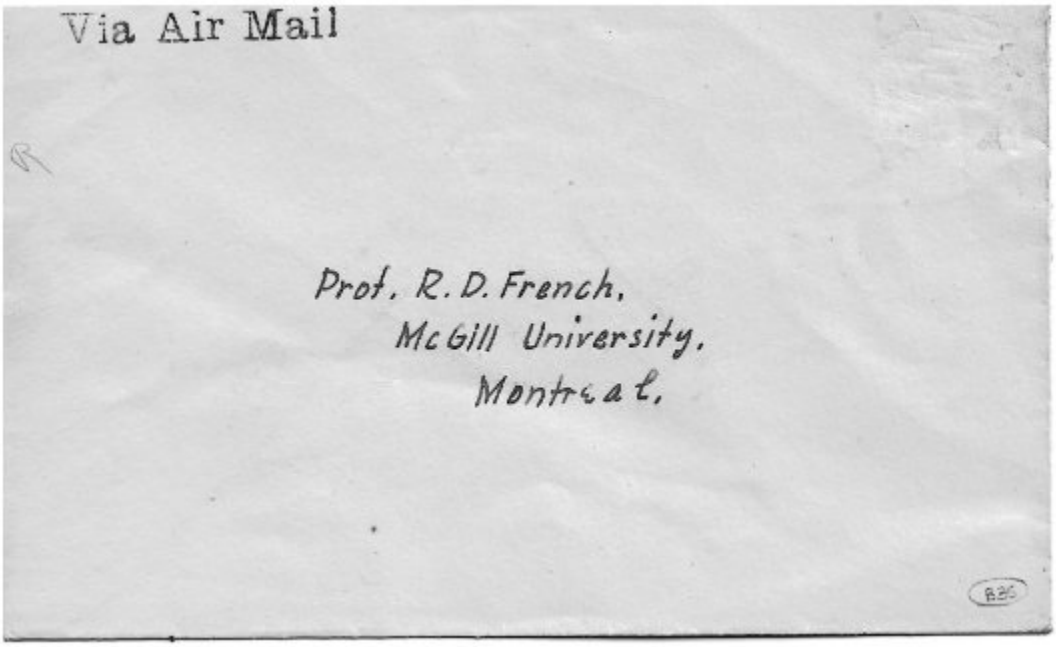
Derek Rance

The AMCN1&2 entries for this cover (LA2505) state that "most covers were addressed to Prof. R. de L. French at McGill university" and indeed the covers illustrated in various Canadian Aerophilatelist editions have the same addressee. Alec Globe in the June 2022 edition repeats this same assertion. The picture below, taken from the September 2018 edition, shows the same.



However, the name French is Anglo Saxon and the typed name is "DeL" not "de L."

My cover, with a handwritten address, clearly shows that the typist of the above covers, was either confused by the "French" name, or simply repeated an initial typo. I would like to know how McGill's records have listed his name.



Incidentally this cover was never mail stamped.

Northern Air Service

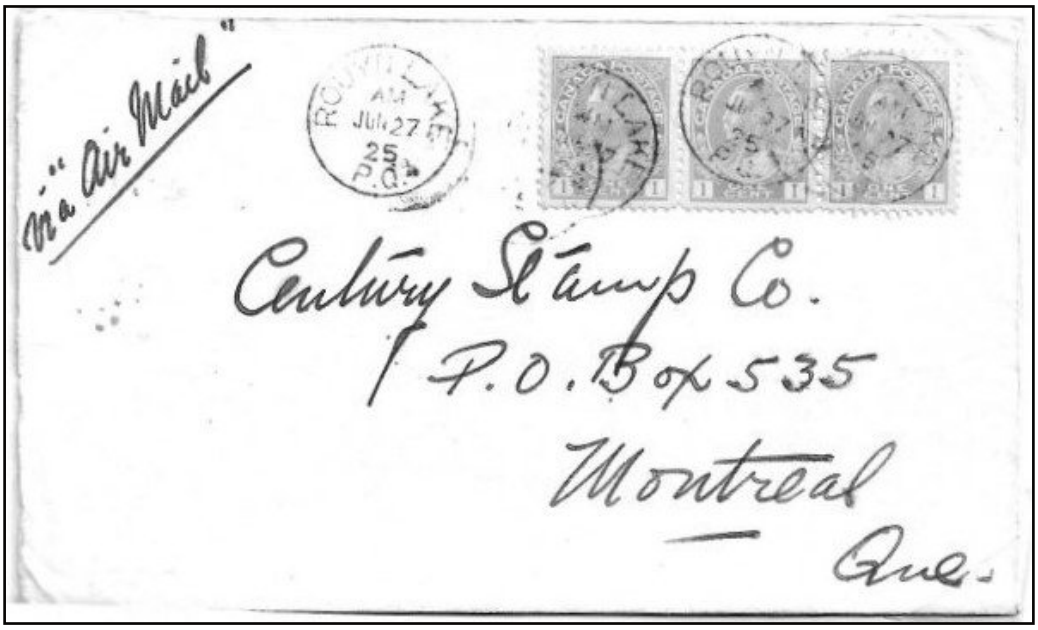
Derek Rance

The first official flight is currently listed in AMCN2 as:

> ***June 27, 1925*** *— Haileybury – Rouyn Lake. The first official flights, piloted by Bill Broatch, with the company stamp occurred on June 27, 1925. 450 covers were reported carried each way. 400 have a three-line cachet and were signed by the pilot B. W. Broatch. 50 covers received a single-line cachet in violet "First Flight" and were not pilot signed: they are reported to have been flown in both directions. Previous listing (CL5-2501)*

NO2502- CL5	Haileybury – Rouyn, June 27, 1925	150.00
	(a) Rouyn – Haileybury, June 27, 1925	150.00
	(b) Haileybury – Rouyn – Haileybury, with single line cachet	225.00

This listing needs a slight change, as the 450 covers mentioned from Rouyn to Haileybury were all prepared by and for Broach, but additional covers were also carried as this cover shows:



As this was a dealer's cover there would have been others but the total amount of this mailing would have been greater than 450.



Northern Air Service. Jack V Elliot Air Service. Elliot Fairchild Air Transport Ltd and Fairchild Air Transport Ltd.

Ivan Whitticase

Northern Air Service, Haileybury Ont. To Rouyn, Company folded due to financial difficulties in late October 1925. One of the flying boats was destroyed by fire after the wing fabric ignited following an engine backfire.

Jack V Elliot Air Service. March 6th, 1926. Elliot started an air service with 2 small aircraft (JN4-Canucks) fitted with skis. He mainly flew from Rolling Portage, Sioux Lookout and Hudson, Ontario to the Red Lake Mining District. This ended as soon as the ice had melted off the lakes.

Late March 1926 Jack Elliot Air Service merged with Sherman Fairchild to form Elliot Fairchild Air Transport Ltd.

The merger between Jack Elliot and Sherman Fairchild was short lived. By June 1, 1926, Fairchild started his own transport company. Fairchild decided to keep Elliot's name in the company title, however it is doubtful Elliot played any part in the new company. Fairchild believed that there were great business opportunities in the district with the departure of Northern Air Service.

This flight is the first flight in which the company stamp, CL10, was used. The company made previous flights as early as May 1926. However, covers carried on earlier flight either used CL 8 or CL 9 merger stamps. Cover is signed by pilot Glyn Burge and the company stamp on the cover has the "White dot over O" variety.





The aircraft is a Vickers Vedette flying boat purchased around early May 1926. The aircraft registration on the stamp is G-CAEF. According to the Transport Canada Historical Registration Records this registration was issued to a Curtiss Seagull not a Vickers. The registration issued to Elliot Fairchild's Vickers Vedette was G-CAFF on the 8th. May 1926.

Unfortunately, it crashed on the 3rd. August 1927, no further history was found.



This cover was postmarked in Rouyn on 3rd. October 1926 and postmarked in Haileybury on the 19th. October 1926.

It was the first official flight of the new Fairchild Air Transport Limited.

The first flight using CL 11 took place on October 20th. 1926, Haileybury-Rouyn and return. There were 500 covers for the outbound flight and 517 for the return. (I was not able to substantiate these numbers) Most covers were signed by the pilot, Glyn Burge.

Two official flights were on October 20th. 1926 and October 27th. 1926.

Company disbanded in late 1926 after two official flights due to the Canadian rail system reaching Haileybury and Rouyn.

Further reading regarding Jack Elliott after breaking up with Fairchild. Jack started a flying school and successfully trained the first female pilot in Canada.

https://www.thisdayinaviation.com/tag/jack-elliott-air-service

Early in March, 1927, Jack V. Elliot, pioneer of commercial aviation in Canada, opened his school and clubhouse at a place called Ghent's Crossing, overlooking Hamilton Bay. The story of that flying school and clubhouse, the first of its kind in the Dominion, will be handed down to posterity, not only on account of its pioneer proprietor, but for the reason that in the pages of Canadian Aeronautical history will be found the names of young men and incidentally one woman, whose vocations were founded on faith and the future destiny of aviation in our country's commercial life.



A Curtiss JN-4 Canuck at the Elliott Air Service hangar, Hamilton, Ontario, Canada. (National Aviation Museum).

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CANADA DISPATCHES ON U.S. ZEPPELIN AIRSHIPS

Cheryl R. Ganz

In the December 2024 Canadian Aerophilatelist, Colin Benford asked about Canadian dispatches on the U.S.S. Los Angeles flights from Bermuda in 925.

Cheryl Ganz responded, and sent a copy of her census of Canada dispatches on U.S. zeppelin airships.

If anybody has additional covers that can be added to this census, please contact Cheryl at cherylganz@yahoo.com

Cover	U.S. Navy Zeppelin	Flight	Notes	Collection/Source
	*Los Angeles*	to Bermuda, 1925	Listed in Sieger	Allen Klein
	*Los Angeles*	to Puerto Rico 1925,	*Canada catalog shows 2 recorded*	Cheryl Ganz
	*Los Angeles*	to Puerto Rico, 1925		Allen Klein
	*Los Angeles*	to Puerto Rico, 1925		*The Air Mails of Canada and Newfoundland*
	Los Angeles	To Puerto Rico, 1925		Murray Heifetz wrote in 2001 that he knew of 4 created by Gordon Crouch of Marks Stamp Co, Toronto

	*Akron*	Transcontinental Flight, 1932	Mixed franking; Montreal; *No quantities listed in catalog*	Bob Helms
	*Akron*	Transcontinental Flight, 1932	Mixed franking; Toronto	Bob Helms
	*Akron*	Transcontinental Flight, 1932	Estevan	Cheryl Ganz
	*Akron*	Transcontinental Flight, 1932	Estevan	Bob Helms
	*Akron*	Transcontinental Flight, 1932	Estevan	Cheryl Ganz
	*Akron*	Transcontinental Flight, 1932	Montreal	Murray Heifetz article
	*Akron*	Transcontinental Flight, 1932	Montreal	Ed Moore collection

Some Roessler Forged and Bogus Covers, Including His Bremen Pieces.

Alec Globe

An article on "1928 – The Bremen Trans-Atlantic Flight" in the March 2024 issue of *The Canadian Aerophilatelist* ends with questions about some puzzling Roessler covers. They are best interpreted in light of Roessler's complex business practices.

Aspects of Roessler's Business

Arthur Charles Roessler's New Jersey airmail business was advertised as early as 1918 in his *Air Plane Stamp News*. Until around 1936, he advertised many worldwide items. Copies of about half of the *APSN* issues reside in the Canadian Aerophilatelic Society library in Kingston.

Over the years, Roessler publicized sensational flights and offered substantial sums for pilots to carry souvenir covers. Around 1932, he published a *Standard Historical Souvenir Airmail Catalog*. It began with one of the 1919 trans-Atlantic covers from Newfoundland to England, offered at $400. One of the last pieces was the first airmail carried by the German Junkers monoplane *Bremen* from Dessau to New York in 1927. [1]

In his characteristic pugnacious style, Roessler explained:

> Where most catalogs err is that they put dependence wholly on the official post office permit. Let us, as a pioneer in the game who has helped make most of the rules, say that the value of the cover lies principally with its association to an important event in aviation. Merely because some post office underling said, 'Yes, you may carry mail' has nothing to do with the interest of buying public in a cover and right there is where the value comes in…. We sold Byrd Polars, de Pinedos, etc., to museums, big financial men, etc., who have no interest in philately—but who collect anything that is connected with Byrd. [2]

Roessler's most infamous covers were connected to Sir Hubert Wilkins' arctic submarine expedition. When genuine copies ran out, Roessler forged more because buying interest and prices remained high. His *APSN* is sprinkled with enticements like a Wilkins flight presubscribed at $12.50, which "now" sells at $50; Byrd polars presubscribed at $12.50, now $75; and Penedo presubscribed at $20, now $125. [3].

On January 1, 1933, he was criminally charged with faking a New York post office cancel on a forged Wilkins cover. He pleaded guilty. The sentence of two years in prison. was commuted to probation for three years. His reputation was shattered. [4]



Figures 1 and 2. Genuine (left) and forged covers for Sir Hubert Wilkins' Arctic submarine expedition. Jonathan Johnson in "Follow Up: A.C. Roessler and the Wilkins Expedition," TCAP, *21.2, no. 63 (June 2005), p. 26.*

The difficulty with Roessler material is separating reliability from chicanery. The Wilkins imitations were **forgeries**, that is unauthorized reproductions of genuine covers with the intent of defrauding collectors. Roessler also produced **fakes**, that is any genuine stamp, cover or cancellation that has been fraudulently altered. These include false cancels, overprints, perforations, imperforates, and the like. Finally there are **bogus** items—stamps, cancellations, and covers that never existed in that form for real mail. [5]

Roessler often tampered with Canadian airmail. In 1927, Western Canada Airways Limited (WCA) announced that it would charge a dollar for each pilot-signed first flight cover to Red Lake, Ontario. Roessler exploded publicly in his newsletter:

> $1.00 FOR SIGNATURE. The Canadian government gave a private airmail company the right to issue stamp at 10c…. We asked this company to carry 2,000 letters for us and they replied that they would—AT $1.00 PER LETTER. We asked that company what the dollar was for and received the answer that it was for pilot's signature. We replied we didn't want his signature and company refused to carry the mail. We put the matter up to the Canadian P.O.D. and an investigation has been promised. We have a hunch some of these airplane concerns are out to trim collectors. [6]

Faced with exclusion, Roessler befriended William Brown, who was not only postmaster at Red Lake, but also the WCA agent who had all the company handstamps at his disposal. Skilful persuasion often got the dealer what he wanted. For a satisfactory fee, Brown created bogus fantasies that were more colourful than the first flight covers produced by the airline.



Figure 3. An austere, authorized WCA first flight cover signed by pilot F.J. Stevenson over a purple cachet. Flown on May 10, 1927. Sticker CL40 is correctly on the back.



Figure 4. Bogus first flight cover created by Red Lake postmaster Brown for A.C. Roessler after his exclusion from WCA's first flight. There were several coloured handstamps and backdated Red Lake cancels. Not flown.

As the years passed, Roessler's bogus Canadian creations became more outrageous.



Figures 5-6. Roessler cachets plus Maritime and Newfoundland Airways stickers on covers postmarked at Chapleau ON, September 28, 1933, and Gogama ON, October 12, 1933.

The cover in Figure 6 was advertised in late 1933 or early 1934:

> Canada—Our readers might be interested in the fact that the Postal Authorities have not arranged for airmail service to the new gold fields of Ontario…. Canada air cover—Gogama the bustling new gold camp—with Three Nation poster stamp. Just came in. Unobtainable elsewhere. $1.00. [7]

Roessler produced the Maritime & Newfoundland Airways sticker for a 1931 planned flight from Sydney NS to the French colony of St Pierre et Miquelon. [8] With an overabundance of unused stickers, Roessler decided to dress up some covers. He claimed they were connected to a new gold rush. The Chapleau and Gogama postmasters complied for a fee, but those Ontario towns were nowhere near the Nova Scotia airline base. Also, the Canadian Post Office Department forbade pasting anything but postage stamps on cover faces. No drab facts came into play when collectors were allured by enticing covers. They can be very attractive.

This prelude shows that when Roessler lacked anything he thought was important, he might fabricate a copy. When a marketing opportunity appeared, he could create appealing covers, even if they were logistically improbable and violated post office rules.

Roessler's Bremen Covers

On April 13, 1928, the Junkers plane *Bremen* was flying airmail from Germany to New York. Bad weather caused a forced landing. The machine crashed on Greenly Island (now L'Île-Verte) in the Strait of Belle Isle off the coast of easternmost Quebec. Blanc-Sablon was the nearest post office. A wonderful service to collectors is Derek Rance's summary of the Bremen rescue events in the March 2024 issue of *The Canadian Aerophilatelist*. [9]

What attracted Roessler was the "big news" the event generated. The April 14, 1928, *New York Times* devoted its front page to a map, pictures of the three pilots, and a description of the event. On April 27, 1928, the pilots were celebrated with a ticker-tape parade in New York city. For Roessler, it was time to cash in. Quickly.

Three genuine covers with a Clarke City QC postmark of April 18, 1928, and backstamp at Quebec have a typed inscription: "Carried on aircraft carrying Comm. Fitzmaurice, Clarke City to Quebec (signed) Pilot 'Duke' Schiller" (*AMCN2*, section 5, item 2817). Clarke City, near Sept-Îles, had the only hotel in the region, which is why the rescue plane overnighted there. The Quebec city receiver on the cover indicates where mail was taken for sorting. The *Bremen* pilots actually went only as far as La Malbaie (Murray Bay) to find spare parts to repair their plane.

The first Roessler piece associated with the Bremen rescue was a forgery of the cover just described. Roessler did not hesitate to enlist Clarke City postmaster Topping, just as he enrolled other postal employees elsewhere.

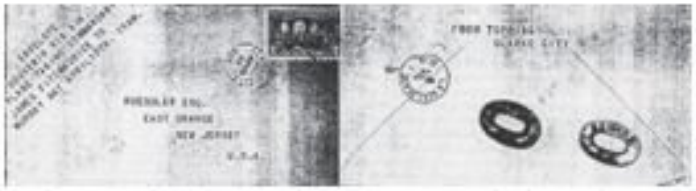


Figure 7. The Roessler Bremen forgery, postmarked April 18, 1928

Roessler would have been pleased with the four cancels. As he wrote on another occasion, the "whole thing is to get postmarks" in number and variety. [10] Derek Rance assessed this cover as "questionable," because of postmaster Topping's involvement, and the backstamp at La Malbaie instead of the sorting facility at Quebec. If the photocopy of the cover is accurate, the 2¢ Confederation stamp even has a perforation tip that is slightly over the tip of the "A" of the Clarke City postmark, instead of being cancelled by it. If so, Topping canceled the covers and forwarded them to Roessler for completion in New Jersey. That procedure would explain why the stamp had to be pasted as far to the right as possible to avoid covering the cancel.

Unfortunately, no copy of the next Bremen item has been located. It was advertised in *APSN*, Number 112 (early 1929), page [32]: "Air cover—Clarke City, Canada. Backstamped 'Seven Islands' and 'Montreal.' This is the famous city at which the Bremen plane landed with the two German and one Irish aviators. First mail of the season. 50c." Once the excitement was over, these nondescript covers disappeared since they did not maintain collector interest.

Something more compelling was needed to entice better business. A showy alternative with a glitzier description was advertised in *APSN*, 122 (1929), page [5]:

> Clarke City, April 28, 1928. This is rather an [un]usual cover. This was up to Greenly Island about the time that the Bremen flyers landed and was prepared to be taken out by one of the rescue planes. Has the Patricia stamp overprinted 'Patricia Airways Limited' and a 5c Laurier Canada postage stamp, and is backstamped Clarke City, Sioux Lookout. Red Lake. Rolling Portage. In addition it has the cachet of the Western Airways at $1.00.



Figure 8. Postmark Clarke City, April 28, 1928. Backstamps Clarke City, April 28, 1928; Rolling Portage, May 12, 1928; Sioux Lookout, May 12, 1928. Gary Dickson, A.C. Roessler's Canadiana (BNAPS, 2011), pp. 32 and 34.



Figure 9. Same cancels, plus Red Lake receiver, June 21, 1928. Sale of Murray Heifetz airmail, Eastern Auctions, February 20, 1999, lot 857. The Red Lake address is not in William Brown's handwriting.

Mulcahy was one of Roessler's "dummies," an alias that gave variety to his stock and could hide his activities from dealers and airmail collectors. [11] It was his mother's surname after her second marriage to John Mulcahy in 1893.

Nothing about these two bogus covers makes "real-world" sense. Roessler was banking on the Barnum and Bailey principle that there is a sucker born every minute. Perhaps the widely published pictures of numerous photographers jockeying to get pictures at the Greenly Island wreck would help buyers believe that it was easy to send covers to Greenly Island and equally easy to get them returned on rescue planes. The postage of 5¢ and overpaid 7¢ was unnecessary, since that airmail rate did not come into effect until August 1, 1928. At any event, there was no continuous airmail service from Clarke City to New Jersey, and the routing of covers via Red Lake is preposterous. Armchair airmail collectors might not stop to think that the easiest way north was 500 kms. from Clarke City to the closest train at La Malbaie, then another 2,360 kms. by rail to Sioux Lookout—a total of 2,860 kms. or 1,777 miles.

The Patricia Airways Limited sticker may have had the visual appeal of the Maritime and Newfoundland ones on the Chapleau and Gogama mail, but all those usages are bogus. Few collectors would be bothered by the fact that Patricia Airways Limited had stopped flying in mid-April 1928. Indeed, Roessler sent the covers to Topping in Clarke City before then. The only reason that Patricia Airways stickers and distant Red Lake area cancels were added to the covers was Roessler's lucrative association with William Brown. The Red Lake postmaster would produce any date on any cancel in his area—for a fee. He also added a WCA handstamp to some, but not all covers. In a letter, Roessler admitted: "I am in direct communication with Mr. Brown, Postmaster Red Lake. He has been very good to me on all Patricia flight[s]." [12]



Figure 10. TCAP, *40.1, no. 138 (March 2024): 10.*

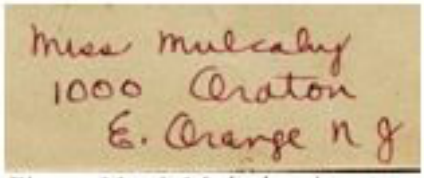


Figure 11. A Mulcahy signature on a Roessler cover.

I actually broke into laughter when I saw the above cover at the beginning of the March 2024 article about Roessler's Bremen covers. All of a sudden dummy E.K. Mulcahy had become an airplane "Captain." The fabricated Mulcahy signature is in the same handwriting on different Roessler covers. The browned newsprint of the *Air Plane Stamp News* clipping has a similar description to the one transcribed above from number 122.

It seems criminal to deface a cover with signatures by actual Bremen rescue participants (if, indeed, they are genuine). However, they encouraged Roessler to create a fake Mulcahy

pilot signature on the cover face. Perhaps Roessler charged a premium to a regular customer, with a sales pitch like "*Look* what I have for *you*!" On the other hand, the Bremen rescuers were not FAMOUS, like Charles Lindbergh. The cover would be sacrificed if there was no prize purchaser. Either way, the stock had to be moved for as high a price as possible, not collected.

Roessler's audacity knew no bounds. When there was money to be made from any aeronautical endeavour, he became an iron fist in a velvet glove.

REFERENCES

[1] The *Catalog* was advertised in *Air Plane Stamp News* (*APSN*), no. 144 (late 1932), p. [8]. There are no page numbers, and publication dates have to be determined by the contents.

[2] *APSN*, 123 (ca 1930), p. [17].

[3] *APSN*, no issue number. Perhaps it is 95, since it is placed before 96 (ca 1927), p. [11].

[4] Documents reproduced and quoted in John Lupia, "Albert Charles Roessler, Jr. (1883-1952)," *E-Sylum: an Electronic Publication of the Numismatic Bibliomania Society*, 31 (July 31, 2016), article 16. Also Barry Newton, *A.C. Roessler Photo Cachet Catalogue* (Stewartsville NJ: F.D.C. Publishing, 1976), p. 106.

[5] The useful distinctions are Kenneth W. Pugh's in his various *Pugh Reference Manuals of BNA Fakes, Forgeries & Genuine*.

[6] *APSN*, 87 (May 1927), p. [5].

[7] *APSN*, 150 (late 1933 or early 1934), p. [36].

[8] *AMCN2*, p. 607 on the airline.

[9] Numerous Bremen details in the following text come from Chris Hargreaves and Derek Rance, "1928—The Bremen Trans-Atlantic Flight," *The Canadian Aerophilatelist*, 40.1, no. 187 (March 2024), pp. 10-15.

[10] March 22, 1927, letter from Roessler to the POD in Ottawa. Library and Archives Canada. RG 3, vol. 2675, file 10-2-7. Vol. 1 (Western Canada Airways 1926-1938) and Vol. 2 (Western Canada Airways 1920-1940 Winnipeg).

[11] *APSN*, 96 (October-November 1927), p. [10] explains: "DUMMIES. Some dealers use as many as twenty names that are technically called dummies. For ourselves we use only three or four. Sometimes these names are used for buying as it is well to keep buying and selling departments separate. There are many dealers who pretend that they are wholesalers only but who compete with every one of their customers under different names. We know of no wholesaler who doesn't. We don't do that. Our wholesale and retail are all in the News."

[12] Same Roessler letter as reference 10.

POSTAGE DUE ON CANADIAN AIRMAIL TO OVERSEAS DESTINATIONS 1928

Chris Hargreaves and Charles Livermore

Part Two – Covers to destinations other than Great Britain

Continued from the December 2024 Canadian Aerophilatelist.



Figure 1 – CNE flight OTTAWA to QUÉBEC CITY, addressed to France. Charged 19 cents postage due.

The cover in Figure 1 is franked 5 cents, which was the only the rate stated in the notice for the Canadian National Flights.

In 1928 the surface rate to France was 8 cents first ounce.

The first part of this article included the explanation by Michael Furfie originally published in the September 2010 Canadian Aerophilatelist, 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

The Ottawa post office has therefore charged the difference between the franking on the cover and the surface foreign mail rate, and not required any extra fee for the airmail flight.

CNE COVERS NOT CHARGED POSTAGE DUE



Figure 2 – flown Montreal to Toronto, addressed to HAITI. Franked 10 cents.



Figure 3 – flown Toronto to Québec, addressed to Guatemala. Franed 5 cents

Although there was a standard overseas postal rate, the Universal Postal Union permitted postal authorities to establish restricted Unions and make special agreements among themselves concerning the matters covered by the UPU Convention and Regulations. This provision allowed Canada to set lower letter rates to the United Kingdom and the British Empire/ Commonwealth, the United States, Mexico, France, the North and South American Continents, and Spain. - Details of the rates in 1928 are shown in figure 4

INFORMATION FOR POSTMASTERS

(1) Reduction in Letter Postage from 1st July, 1926. Reduced from 3 cents to 2 cents.—Postmasters will please note that the rate of postage on letters for Canada, the United States, Mexico, and all other places in the North American Continent, is 2 cents for each ounce or fraction thereof.

The 2 cent letter rate applies on letters posted in Canada addressed to—

Canada.
United States.
Newfoundland.
Mexico.
British West Indies (Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, Bahamas, Jamaica, British Guiana, British Honduras).
Costa Rica.
Cuba.
Dominican Republic.
Dutch West Indies (Aruba, Bonaire, Curacao, Saba, St. Eustatius, St. Martin).
French West Indies (Martinique, Guadeloupe).
Guatemala.
Haiti.
Honduras Republic.
Nicaragua.
Panama Republic.
Salvador.
St. Pierre & Miquelon.

Figure 4 - July 1926 monthly supplement to Canada official postal guide

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 which stated that::

- 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.
- 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.

The correct rate for Figure 2 to Haiti was therefore 7cents: surface 2 cents + 5 cents air mail equals seven cents. It was therefore overpaid by 3 cents with the 10 cents franking.

Figure 3 to Guatemala should also have been franked 7 cents. It was underpaid by 2 cents with the 5 cents franking, but not charged Postage Due.

October 1st 1928 Montreal - Albany first flight covers



Figure 5 to Phillipine Islands, franked 5 cents.



Figure 6 Egypt, franked 5 cents,

During the 1920s:

- the Philippines were treated as part of the United States. Figure 5 was therefore correctly franked at 5 cents.
- Egypt was part of the British Empire. Although Secretary Webster's letter only referred to letters to England, Australia and New Zealand being correctly franked at the 5 cents Canadian and US rate, this policy seems to have applied to all countries in the British Empire – Later covers can be found from many First Flights during 1929, that are franked 5 cents and addressed to a variety of countries in the British Empire, that were not charged postage due.

EXPERIMENTAL PRAIRIE AIRMAIL SERVICE



Figure 7 – Flown EDMONTON to SASKATOON
On December 10th addressed to COSTA RICA
Franked 10 cents.



Figure 8 – flown EDMONTON to WINNIPEG
On December 11th, franked 23 cents.

Surface mail to Costa Rica also went at the reduced 2 cents rate, so figure 7 is correctly franked at 7 cents.

Figure 8 is a registered cover, and was also correctly franked: 8 cents surface + 5 cents air mail + 10 cents registration = 23 cents.

WEB REFERENCE

Postal History Corner (https://postalhistorycorner.blogspot.com/) is a terrific resource for detailed information regarding Canadian postal rates from the 1800s to the year 2000, as well as a wide-range of articles dealing with Canadian stamps and postal history.

It was written by Andrew J. Liptak (1948-2014) and is now maintained by Bob Thorne and the Postal History Society of Canada.

For more information about the PHSC see
Postal History Society of Canada (PHSC) (https://www.postalhistorycanada.net/)

POST OFFICE PUBLICITY FOR FIRST FLIGHT CACHETS

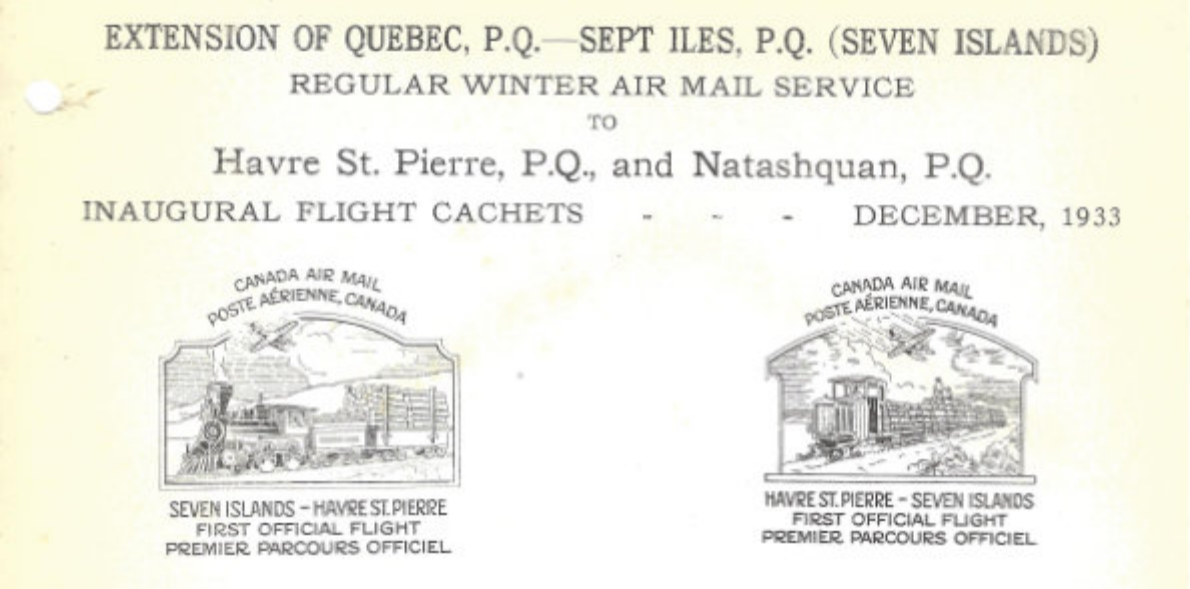


Figure 1 - top of sheet

Thanks to Kevin O'Reilly for sending me a copy of his Post Office Department publicity sheet showing cachets for First Flight Covers for the extension of airmail route along the North Shore of the Saint Lawrence, from Sept Isles to Natashquan in December 1933. - The top of the sheet is shown in Figure 1, and the whole sheet in Figure 2.

Kevin commented that he had a set of the promotional sheets from about 1928 to 1934, that were part of an old time airmail collection from the collector and dealer John H. Jost.

The sheets look similar to the set I copied from Earle Covert's collection, and to those in Colin Benford's collection that were described in the June 2024 Canadian Aerophilatelists

Kevin pointed out that some the cachets on the sheet are different from those actually used on covers, as four of the cachets show the name and spelling "SEVEN ISLANDS' but the actual cachet used on the flights uses "SEPT ISLES'. See for example Figure 3.
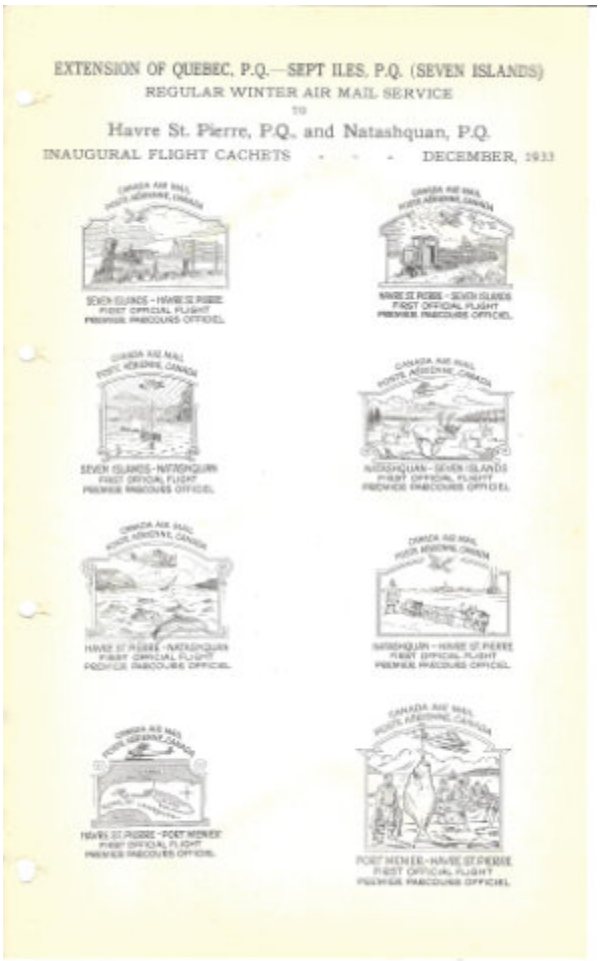


Figure 2 – whole sheet



Figure 3 – First Flight Cover
SEPT ÎLES – HAVRE ST. PIERRE

Kevin also checked the J. Paul Hughes proof books published by Robert A. Lee (Figure 4), where the first flight cachets are found in Volume XVI published in March 1992. The proof strikes are those of the actual cachets: for example Figure 5.

The discrepancy in cachets raises some interesting questions about these sheets:

- Since the sheets show "early designs", they may have been sent out as publicity before the flights
- However, Colin Banford also had copies of letters which indicated that the sheets were sent out after the flights. In that case, did the Post Office Department use the artwork from the proposed cachet to get a better quality image for their publicity, than they could get from the actual cachet which looks like it was produced from a rubber stamp

If anybody else has a set of these sheets, and/or can provide additional information about them, please contact the editor.

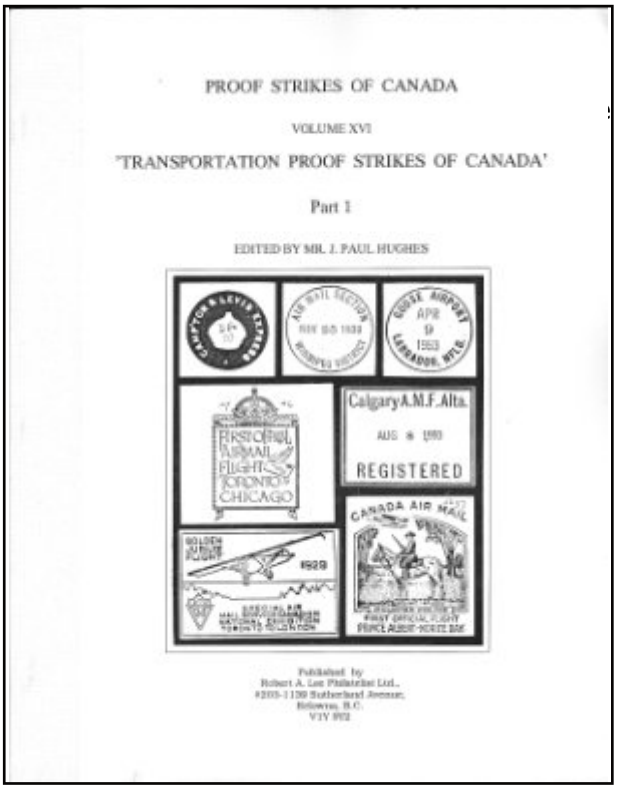


Figure 4

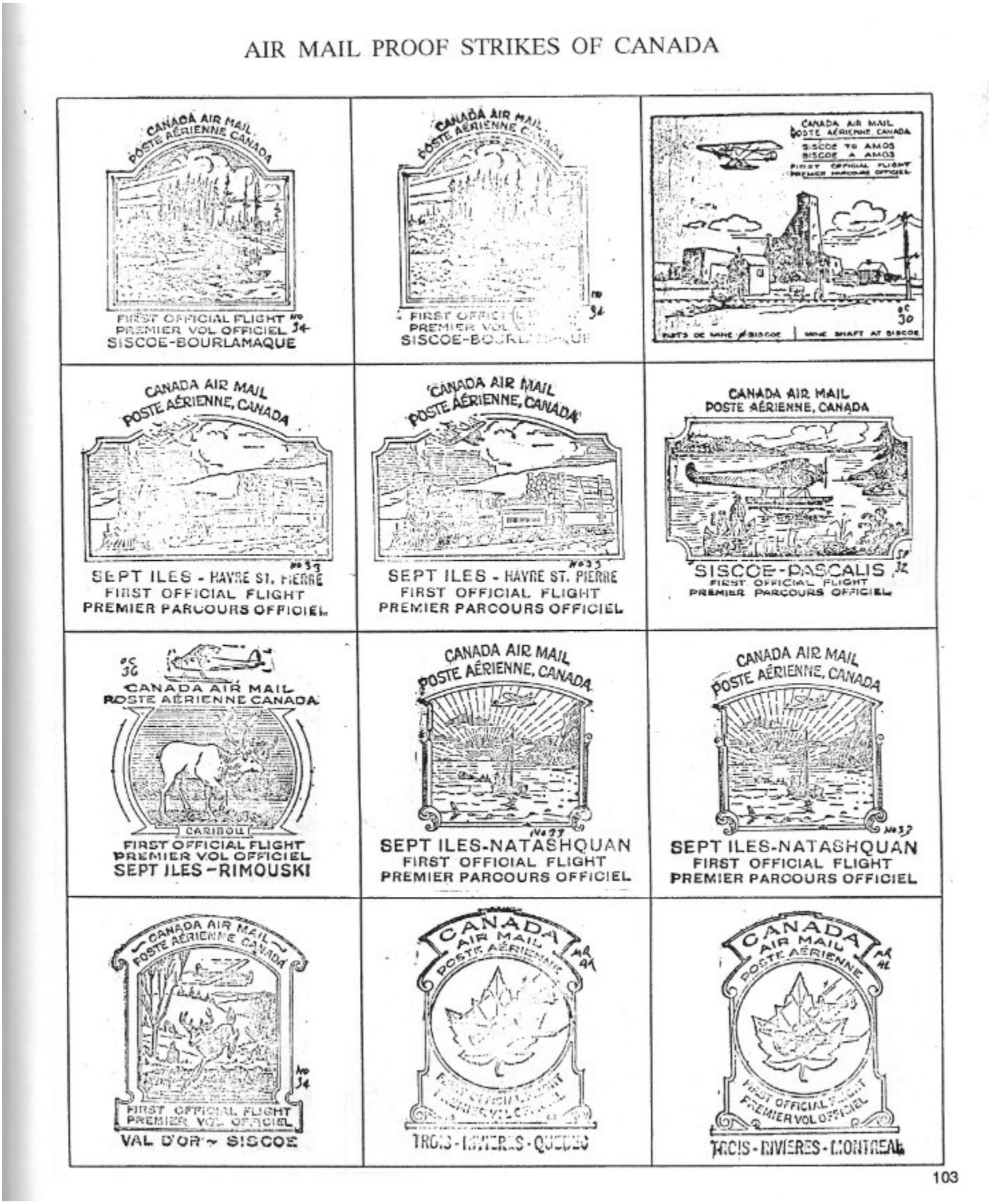
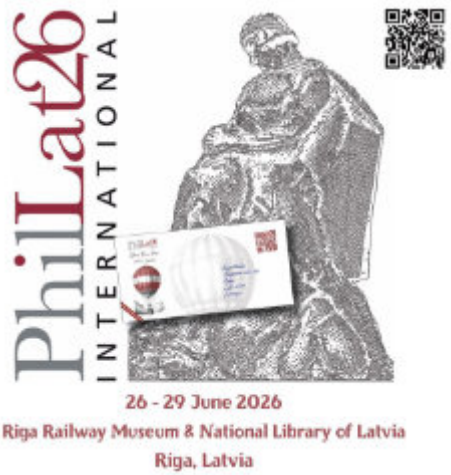


Figure 5 – page from the J. Paul Hughes proof books published by Robert A. Lee. (Volume XVI0)

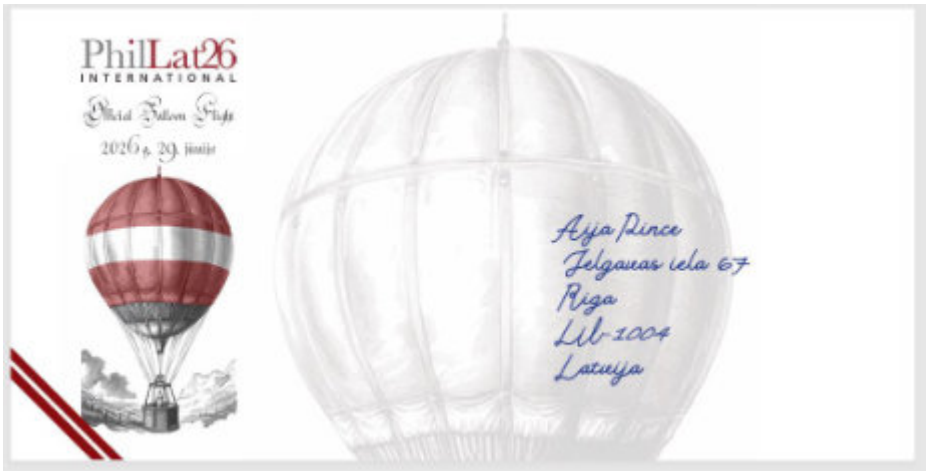
- •FIP approved frames for exhibition/competition – judges approved as per FIP/FEPA protocols.
- •Commercial stands. Stamp Dealers. Auction Houses and sponsors.
- •A lecture series on various Philatelic topics (both in-person and hybrid/virtual, i.e. via zoom link-up)
- •Rooms for children's activities i.e. Stamp Art, learning to soak stamps, designing a postage stamp, designing a stamp cancel.
- •Attempt to get Latvia to feature in the Guinness Book of Records e.g. the largest number of postcards sent on one day/longest line/largest composite.
- •National Postal Bodies e.g. Ukrpochta
- •Philatelic societies



The climax of the closing ceremony will be the launch of a manned balloon carrying 1,000 covers.

The base retail price for covers will be €20, €50 with pilot's signature and €75 with pilot's signature and crew combined.

The flight in a best case scenario would be from Rīga to Poland, second best scenario is Rīga to Lithuania or Estonia and the fall-back position is a flight within Latvia itself. Clearly, the weather will be the deciding factor - flying to Balarus or Russia is not an option for obvious reasons.



We will be doing some test flights next year, when the weather is more joyful, and we will know if a hydrogen balloon will be available, which would give greater range.

Either way, it would be a historic flight as the usual balloon flights are not a take-off or landing in Rīga, and therefore attract much media interest. If anyone has damaged stamps, covers, material either on or off paper etc. of little to no philatelic value, that we could use in the children's programs please send them to me at the below address. Of course, old catalogues, old equipment, accessories etc. also welcome.

The material is to be divided into torn, creased or otherwise damaged material for children to make stamp art as a exhibition activity under the supervision of art teachers, other material to be divided up by country as "Starter Packs" so that children can learn how to soak stamps, identify stamps and arrange them. Also, importantly, how to handle stamps.

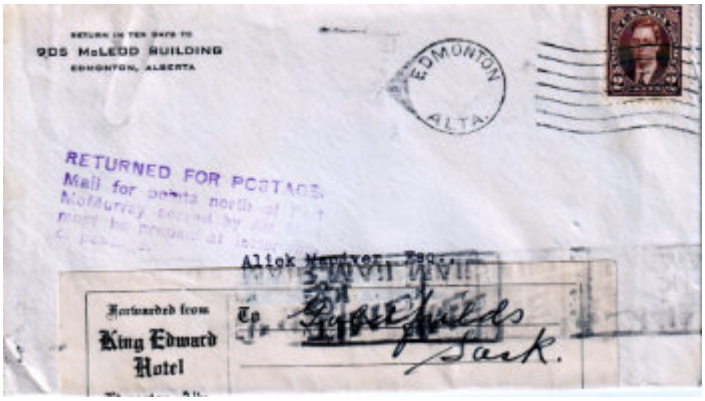
Aija Pince
Chairwoman of the Board, PhilLat26 International
Jelgavas iela 67, Rīga, LV-1004. LATVIA (Tel. +371 26515477)

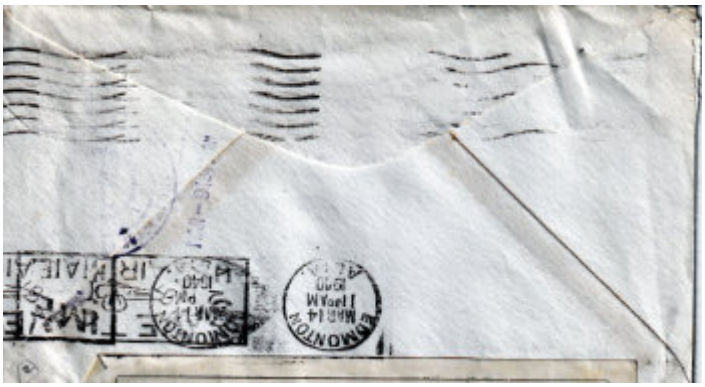
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Instructional postmark RETURNED FOR POSTAGE





Thanks to Mike Street for this very unusual cover, and to Simon Claughton for his help with the analysis.

- it was addressed to Alick MacIver at the King Edward Hotel in Edmonton, franked at the 2 cent drop letter rate (1c + 1c War Tax) and mailed at the Edmonton post office
- it received the dumb cancellation used on drop letters, and was delivered to the King Edward Hotel
- the hotel readdressed the letter to Alick MacIver in Goldfields, Saskatchewan.

Goldfields was serviced by an Air Stage route from Fort McMurray, so mail flown from Fort McMurray to Goldfields only needed to be franked at the normal surface mail rate of 3 cents (2c + 1c War Tax) rather than the Air Mail rate of 6 cents first ounce (5c + 1c War Tax). However:

- The post office rejected the letter since it was only mailed at the drop letter rate, and applied a handstamp: RETURNED FOR POSTAGE. Mail for points north of Fort McMurray served by Air Mail must be prepaid at letter rate of postage.
- The envelope was canceled MAR 14 1940 on the back, and returned (presumably) to 905 McLeod Building, Edmonton.

I'm surprised that this type of situation occurred so frequently that the post office had a special handstamp to deal with it! - I wonder whether the handstamp was primarily used for mail franked at the printed postage rate rather than the drop letter rate?



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.



1962 CRASH AT HONOLULU RESULTS IN MOST MAIL BEING LOST

Brian Peace

Martin Walker drew my attention to this crash. It was not recorded in Air Crash Mail of the World (Sanford) nor in Volume 5 of my series on Australasian Crash Mail. After investigation the aircraft was found to have been carrying mail, a few articles being salvaged from the burned fuselage.



CF-CZB at Vancouver soon after delivery in 1958

The aircraft, a Canadian Pacific Air Lines Bristol 175 Britannia Model 314 registration CF-CZB was operating the Honolulu-Fiji sector of the Vancouver-San Francisco-Los Angeles-Honolulu-Fiji-Auckland-Sydney service designated Empress Flight 301.

The night take-off from Honolulu was commenced at 22:38 hours local time and approximately two minutes after becoming airborne and during the climb-out a fire warning indication for No 1 engine was received in the cockpit. The No 1 propeller was feathered and the tower controller was advised that the aircraft was returning to Honolulu. As an over-gross landing weight condition existed, fuel jettisoning in the amount of 35000 lb was carried out. The jettisoning operation was completed at 23:06 hours following which the flight was vectored west of the outer marker to Intercept the ILS final approach course for runway 08.

The Crash

The three-engine landing approach appeared normal until the aircraft had proceeded beyond the runway threshold and had commenced its landing flare at an altitude of approximately 20 feet above the runway centreline. A go-around was attempted from this position, and the aircraft banked and veered sharply to the left. Initial ground contact was made by the left wing tip approximately 550 feet to the left of the runway centreline and approximately 700 feet beyond the threshold of the runway. The aircraft progressively disintegrated as it moved across the ground, then struck heavy earth-moving equipment parked approximately 970 feet from the runway centreline.

Of the 29 passengers and 11 crew on board 20 passengers and 7 crew died and the 13 survivors all sustained minor injuries.

The subsequent Inquiry identified the probable cause as:

The attempted three-engine go-around, when the aircraft was in a full landing configuration, at insufficient airspeed and altitude to maintain control.

The Mail

Mail posted 20 and 21 July from Vancouver, San Francisco, Los Angeles and Honolulu was on board CF-CZB at the time of the crash. The total weight of first and second-class mail and parcels was reported to be about 400 lbs.

The New Zealand mail on board comprised 14 lbs of first-class and 6 lbs of second-class articles with 11 lbs of parcels. Only 9 letters were recovered. These were placed in forwarding envelopes and stamped with information stating they had come from the crash.

No cover, nor example of this cachet nor a forwarding envelope has been recorded.

The bulk of the mail was for Australia. Early reports stated that this was all destroyed.

References:

USA Civil Aeronautics Board: *Aircraft Accident Report, CPAL Bristol Britannia 314 Canadian Registry CF-CZB, Honolulu International Airport, Honolulu, Hawaii, July 22, 1962, 22pp*

ICAO Accident Digest No.14 Volume II, Circular 71-AN/63 (104-108)

Press, Christchurch NZ: 25 July p13, 26 July p11, 15 August p14, 16 August 1962 p9

INDEX to THE CANADIAN AEROPHILATELIST

Gord Mallett maintains a terrific index to the contents of The Canadian Aerophilatelist, which begins with the July 1985 inaugural issue.

The index is produced as a Word document, and includes all Journal articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as the aviation and philately articles of a more general nature. - by using the Find function any name, keyword, phrase or **The Air Mails of Canada and Newfoundland** catalogue number can be utilized to locate pertinent articles.

The index is posted on the CAS website: www.aerophilately.ca

For a free copy of the Index in word contact Gord Mallett at ggmallett@gmail.com

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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 May 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)

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$65.00 CDN for members Overseas, (or $52.00 US)

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

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

If you would like to join, please send the following information with your dues to:
Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

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

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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:

#458 Dr. Sammy G. Chiu,
#62 Gary Coates,
#290 Michael Deal,
#389 Barry Douch,
#455 Bernie Finkelstein
#543 Carrolyn Green,
#546 Simon Golland,
#273 Denice Guimond,
#490 Per Olof Jansson,
#500 Piyush Khaitan,
#492 Doug Matthews,
#381 Daniel Michaud,
#234 Kevin O'Reilly,
#212 Harold Petoskey,
#370 David G. Reynolds,
#6 Ken Sanford,
#494 Andrew Selbie,
#517 Les Selby,
#544 Michael Tenev,
#460 Diana Trafford,
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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.