THE CANADIAN AEROPHILATELIST

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

June 2025 No. 143



IN THIS ISSUE:

- **AEROPHILATELY THEME OF ORAPEX 2026**
- **CAS ENCOURAGING ORAPEX 2026 EXHIBITS**
- **FISA INTERNATIONAL DIGITAL MEMBERSHIPS**
- **WARTIME AIR LETTERS**
- **1930 AIRMAIL FROM MONTREAL TO URUGUAY**

AND MUCH MORE!

AVAILABLE IN A FULL COLOUR PDF

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

Volume XLI Number 2
Royal Philatelic Society of Canada – Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Fédération internationale des sociétés aerophilatéliques) – Club Member
WEBSITE – www.aerophilately.ca

Editor: Chris Hargreaves, 4060 Bath Road
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993

Anybody who wants to copy an item from this journal is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of the publication in which the reprinted material appears to the editor.

EXECUTIVE COMMITTEE AND RESPONSIBILITIES

President: Steve Johnson, Tel: 226 927 2732 steverman@rogers.com, 402-420 Catherine St, Victoria, BC V9A 3T2
Vice-President: Vacant
Secretary-Treasurer: Brian Wolfenden, Tel: 613 226 2045 bjnepean@trytel.com
Western Chapter Representative: Dave Bartlet, Tel: 403 289 9680 dave.bartlet@shaw.ca

Members at large:
Walter Herdzik, 104 Cantrell Dr. S.W., Calgary, AB, T2W 2M6, Tel: 403 238 7845, herdzikw@shaw.ca
Sandy Freeman, 343 – 4135 University Ave. N.W., Calgary, AB, T3B 6K8, Tel: 403 241 9280, freemangs@shaw.ca
Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, ggmallett@gmail.com
Tony Hine, 155 Chaplin Crescent, Toronto, ON, M5P 1B1, Tel.647 519 1442, tonyhn6@gmail.com
Mark Castel heycastel@gmail.com

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

Webmaster:
Dave Bartlet (see contacts above)

The Canadian Aerophilatelist:
Editor – Chris Hargreaves (see contacts above)
Layout Editor – Paul Balcaen, labriseman@pm.me
Associate Contributors - Tom Reyman, Ian Macdonald
Index – Gord Mallett (see contacts above) *** the index is available on the CAS website www.aerophilately.ca ***

CAS CALENDAR

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 18th and 19th, 2025
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.

Eastern Auctions Ltd.
Would like to showcase your collection.

Since 1980 we have steadily built a reputation for outstanding realizations. Numerous record prices have been achieved for superior quality stamps. Take advantage of our friendly and professional service. Your collection will be described by our expert lotters and lavishly illustrated in our deluxe catalogue. Commission rates are very competitive and prompt payment is always guaranteed.

Contact us today for further details.

PO Box 250 . Bathurst . New Brunswick . E2A 3Z2 . Canada
(506) 548-8986 . (800) 667-8267
www.easternauctions.com . easternauctions@nb.aibn.com



Canada's most trusted auction house

MINUTES OF THE CANADIAN AEROPHILATELIC SOCIETY ANNUAL GENERAL MEETING

Held at ORAPEX March 4th 2025

In attendance: Charles Livermore, Mike Street, Brian Wolfenden, Denice Guimond, Chris Hargreaves, David Bartlet, Terry Wilson, Marc Castel.

The meeting as called to order at 2.04 p.m. by Brian Wolfenden

A minute's silence was observed for absent friends. The society has lost Larry Kobelt, Len Townsend, David Reynolds & Earle Covert in the past year

Secretary Report: Brian Wolfenden reported that membership as of year end 2024 was up by 9 from year end 2023.

Treasurers report: Brian Wolfenden reported that as of year end 2024 the society's bank balance was up by $1301.91. However, this will be offset by the $1303.29 approx. that we owe the AAMS for copies of AMCN2 that we have sold but not yet paid for.

Editors report: Chris Hargreaves presented this years Editors Award to Marc Castel for his article on The London-to-London flight. Items for the June journal are due by this Thursday, May 8th.

AMCN2 report: Chris Hargreaves reported that the catalogue is almost sold out. The CAS has 6 copies left & the AAMS has only 4 copies left.

Web Site: There was a broad discussion about the web site that include whether we could add a member's only section with password to access the latest journals, which expanded into a discussion about updating our web site & bringing it into the 21st. century to try & attract younger collectors. This brought up the questions of how much would this cost to do & who was going to do it & maintain it & if we could afford it as a society. Also broached was whether we could use A.I. to make it easier to find articles on the site. New "Member at Large": After the web site discussions, it was agreed to appoint Marc Castel as a "Member at large" to look into updating & modernizing the web site etc. & to report back to the executive with costings etc.

Boston 2026: The group table for assorted Canadian philatelic societies appears to be a non-starter. More information will be coming from the potential organizers.

The theme of ORAPEX 2026 is to be AEROPHILATELY. The society has agreed to pay CAS members exhibit fees & for an awards banquet ticket to all member who enter exhibits.

The meeting was adjourned at 3.15 p.m.



Mark Castel (on left) receiving the Editor's Award from the editor Chris Hargreaves

Vance Auctions Ltd.

Postal auctions every seven weeks.
Call 905 957 3364 for a FREE catalogue
or view it online at www.vanceauctions.com
We can make home visits to purchase collections.



CONGRATULATIONS TO CAS AEROPHILATELIC EXHIBITORS AMSIPEX-25

1st INTERNATIONAL VIRTUAL AEROPHILATELIC & ASTROPHILATELIC EXHIBITION
Organized by the Air Mail Society of India Foundation
15th - 23rd February 2025

Brian Callan, Ireland	Zeppelin Mail Posted On Board 1929 To 1937	Five frames, 91 points	Large Gold
Ken Sanford, USA	Air Crash Mail of Imperial Airways	Eight frames, 89 points	Gold
Brian Callan, Ireland	French and German airships 1900 to 1940	Five frames, 84 points	Large Vermeil
Single Frame			
Cheryl Ganz, USA	Basel Zeppelin Posts	93 points	Large Gold
Chris Hargreaves, Canada	Wings Over Winnipeg, Canada	85 points	Gold
John McEntyre, Canada	The Development Of Official Canadian International Airmail Routes 1928-42	82 points	Large Vermeil
Philatelic literature			
Brian Callan, Ireland	Graf Zeppelin Lz-127 South America Airmail 1930 To 1937	86 points,	Gold and Honourable Mention
Ken Sanford, USA	Air Crash Mail Of The World (catalogue)	85 points	Gold
Ken Sanford, USA	La Catastrophe (Journal of The Wreck and Crash Mail Society)	84 points	Large Vermeil
Chris Hargreaves, Canada	Canadian Aerophilatelist	82 points	Large Vermeil

The exhibits can still be viewed on the AMSIPEX-25 website amsipex.com

EDMONTON STAMP CLUB SPRING NATIONAL STAMP SHOW – March 29th-30th

Dave Bartlet	Canadian Pioneer Airmail Flight of 1918 – 1919	Two frames, 81 points	Large Vermeil

ORAPEX 2025 – Nepean Sportsplex, Ottawa, Ontario - May 3rd - 4th

Dave Bartlet	Canadian Pioneer Airmail Flight of 1918 – 1919	Two frames	Large Vermeil



EDITOR'S REPORT

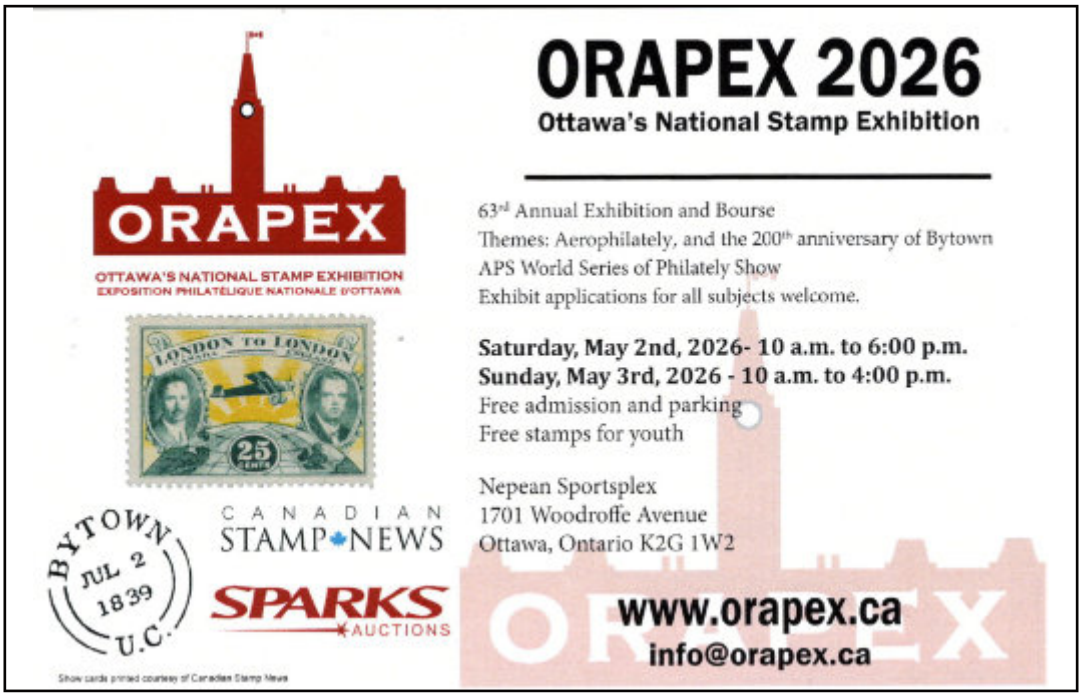
I'm very pleased that The Canadian Aerophilatelist received a Large Vermeil at AMSIPEX-25.

Many thanks to Paul Balcaen for doing the great layout of each issue, Gord Mallett for maintaining the index which can be viewed on our website www.aerophilately.ca , to Ian Macdonald and Tom Reyman for their regular contributions, and to everybody who has contributed items for the journal.

Chris Hargreaves

Editor

AN AEROPHILATELIC GATHERING IN 2026



The themes for ORAPEX 2026 will be AEROPHILATELY and THE 200TH ANNIVERSARY OF BYTOWN. This is a great opportunity for another gathering of aerophilatelists. To encourage participation in ORAPEX 2026, the CAS will reimburse the entry fee for CAS members who enter an aerophilatelic exhibit, and pay for their ticket to the awards banquet.



VINCENT GRAVES GREENE
PHILATELIC RESEARCH FOUNDATION
P.O. Box 69100, St. Clair Post Office, Toronto, Ontario, Canada M4T 3A1

Congratulations to the VGGF on its 50th anniversary, and thank you for hosting our Day of Aerophilately each year

The Greene Foundation invites everyone to "A Day of Philately" July 19, 2025. - Join us as we celebrate The Vincent Graves Greene Philatelic Research Foundation's 50th anniversary with a Day of Philately – a unique event philatelists won't want to miss! Hosted at the historic Campbell House Museum in Toronto on July 19th, the day will kick off with a lecture titled Exploring the Contours of Context Philately by Alexander Haimann, FRPSL. Guests will enjoy displays on a variety of topics by Canadian RPSL members, followed by a cocktail hour that will precede the main event: our 10th Harry Sutherland Philatelic Lecture featuring David R. Beech, MBE, FRPSL. Mr. Beech will present Philatelic Libraries: The Final Frontier. We look forward to seeing you there! When: Saturday, July 19, 2025, 2-8pm Where: Campbell House Museum, 160 Queen St. W, Toronto, ON M5H 3H3 Tickets are to be purchased in advance, at $20 per person. RSVP via: bit.ly/DayofPhilately

For more information on the VGGF and its wonderful Harry Sutherland Philatelic Research Library see www.greenefoundation.ca

WELCOME TO NEW MEMBERS

#554 Richard Benjamin of Venice, Florida

We are also pleased to welcome 12 additional members through the FISA International Digital Membership program:

Alessandro Testa, Dan Gribbin, Stephen White, Steve Shay, Susan Postmus and Herjan van den Hengel from the American Air Mail Society and Thierry Boulogne, Jean-François Denis, Patrick Fontaine, Jerzy Kupiec-Weglinsky, Pierfranco Longhi and Michel Nempon from the Cercle Aérophilatélique Français.

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

Under the FISA International Digital Membership (IDM) program, members of one society 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.

A 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.

IN MEMORIAM - DAVID REYNOLDS, 1928 - 2025

David was one of our overseas members, who lived in Christchurch, New Zealand. He was a scientist and worked for the Department of Agriculture for many years, where he was a specialist in invasive species control.

David contributed a variety of items for our journal, including this account of his aerophilatelic journey for the occasional series on "How I became an aerophilatelist".



It was in 1934 on Vancouver Island at the age of 6 on a wet day when I was driving my mother nuts with 'what can I do now' pleas. In desperation she brought out a large tobacco tin full of stamps and said 'here, sort those out'. Little did she know what she had started! Now, 84 years later, I face a wall of bookcases holding over 200 albums and uncounted catalogues and reference books. Mum had acquired the tin of stamps from a grateful W.W.I German prisoner-of-war in Swanage, Dorset, in 1916 when she passed sweets through the wire to them.

World War 2 drove us apart as a family and I ended up in New Zealand. Dad remained in B.C. and when he died in 1984 I inherited his stamp collection (which is still not fully integrated with mine!) Included in his Canada collection were 4 FFC sent to one another by the Adolph brothers of Brandon, Manitoba in the early 1930s. These had been given to Dad by his neighbor who was a close relative of the Adolphs. I transferred them along with everything else into my Canada collection. I would probably have thought no more about them, but it so happened that a few months later at a local auction 3 more FFC of a different provenance appeared, and since nobody wanted them they were mine for a song. And the rest is history as they say!

I started learning all I could about Canadian aviation postal history. There was a sale over in Melbourne a few years later with an album with some 200 FFC in it, and that ended up with me. Nearly every year I chicken out of the local winter here in Christchurch and come north to Canada – and particularly Victoria where I still have relatives. I, of course, check out any philatelic meetings or sales and attend them if I can. It was at one of these that I met up with Tom Watkins who has been a great help in furthering my education, and providing for my needs and wants over the years. Brian Duff of All Nations Stamp and Coin in Vancouver has also been a great support. I have been back east many times to various exhibitions, and attended two or three of our Society meetings. One memorable year I went north to Dawson and the Yukon and up above the Arctic Circle, and got a first-hand experience of the conditions those early pilots had to contend with. It was a perfect fine day and the views were spectacular. The day I flew just happened to be the 80th anniversary of the first flight. The pilot was thrilled to know that because it was also his final flight before retiring! To have had a good view of Aklavik was a thrill indeed – not to mention the sight of the vast panorama of the Mackenzie basin delta from 18 thousand feet up.

At the start of serious collecting I faced the dilemma of just how to arrange them. Very quickly I came to the decision to have an East and West divide and that has stood the test of time. Not so sensible was instituting my own numbering system and, being stubborn, it took more experience than it should have to fall into line with the layout of 'The Airmails of Canada and Newfoundland'! My optimum cover is one that is handwritten, clearly postmarked with interesting stamps, and genuinely from point of origin to somebody at the flight destination.

David Reynolds, The Canadian Aerophilatelist - June 2018

SPARKS AUCTIONS
1770 Woodward Drive, Suite 101, OTTAWA, CANADA, K2C 0P8
Phone +1-613-567-3336 email: info@sparks-auctions.com
www.sparks-auctions.com

We hold several very diverse sales per year, each featuring an industry-leading 10,000+ photos and live online bidding at StampAuctionNetwork.com

We are always looking for great consignments.
Contact us at consign@sparks-auctions.com

IN MEMORIAM - EARLE L. COVERT

Earle Covert was born in Toronto in 1938. After graduating from Queen's University in Medicine, he started a General Practice in Hay River, N.W.T. in 1964. In the 32 years he was there, in addition to a general office practice, he did obstetrics, surgery, anaesthesia, some dentistry and even veterinarian work. He was a Town Councillor, Deputy Mayor, Medical Officer of Health and a Coroner. Earle worked a solo practice for two years before he was joined by other (one to five) physicians to provide service to Fort Providence, Fort Resolution, Pine Point and Hay River, travelling thousands of miles by small aircraft and car. Earle moved to Calgary in 1995, and later to Lethbridge.

Earle was involved in the British North American Philatelic Society as Secretary, Member of Board of Directors, Chairman of the Board and President. In 2024 he was Chairman of the Convention Committee, and produced the program for BNAPEX in Kingston.

Earle had a broad range of philatelic interests, and often contributed information regarding airmail questions, but his specialization was postal stationery. He was Chairman of the BNAPS Postal Stationery Study Group, co-editor with Bill Walton of the 5th to 8th editions of Webb's The Catalogue of The Postal Stationery of Canada and Newfoundland, and showed over 80 different exhibits of Canadian Postal Stationery, Revenues and Modern Postal History. His exhibit on "The Development of Canadian Armed Forces and Civilian Air Letters 1942 to 1996" was published as #90 in the BNAPS Exhibit Series.

Earle was instrumental in the expansion of Section 15 of The Air Mails of Canada and Newfoundland to include Airgraphs, World War II Forces Air Letter Sheets, and Air Mail to Prisoners of War, as well as the original section of "Forces Air Letter Sheets: 1951" that had ben produced by Ritch Toop.

A history of the wartime air letter sheets was written by Earle Covert and Chris Hargreaves for the June 2021 issue of the American Air Mail Society's Airpost Journal. An updated version of that article is included in this issue of the Canadian Aerophilatelist in memory of Earle.

Dr. Earle L. Covert passed away in Lethbridge on 3rd May 2025 at the age of 86 years.

AMCN2:
THE AIR MAILS OF CANADA AND NEWFOUNDLAND
2nd edition
Volume 4 in the Seventh Edition of the American Air Mail Catalogue.
Includes additional listings of Pioneer Flights; a revised listing of Semi-official covers by airline; updated listings of Post Office, Airline, and Special Event covers to 2020; expanded information on air mail rates; a new listing of wartime air letter forms; examples of pilot signatures; and much more.
Price: $65 + $10 postage to anywhere
Payment can be made by Interac e-Transfer or PayPal to canadianairmail@gmail.com

HUGO DESHAYE (Philatelist) Inc.
HUGO DESHAYE, MMM CD
BRITISH NORTH AMERICA AND CANADIAN POSTAL HISTORY
SIGN UP → HDPHILATELIST.COM
P.O. BOX 88250, QUEBEC CITY, QC, CANADA G3J 1Y9
WWW.HDPHILATELIST.COM | HDPHIL@VIDEOTRON.CA
HUGO@HDPHILATELIST.COM | 418 655-4132
CSDA · BNAPS · PHSC · RPSC · SHPO · PSSC · TPC · CCO · CAS · USPCS · APS · CCNY · CPS · RPSL
shopify VISA



Style 1 - Heading ARMED FORCES AIR LETTER and box around address panel. Blue-grey paper.

Canadian World War II Air Letter Sheets

Earle Covert and Chris Hargreaves.

The Forces Air Letter Sheets were introduced by the Canadian Post Office on June 15, 1942. This was eight months after the Post Office had introduced Airgraphs, which photographically reduced and then reprinted messages. The Air Letter Sheets met the demand for correspondence with Armed Forces personnel to use as little weight and space as possible, while providing more privacy than some people felt the airgraphs gave. 168 air letter sheets could be carried in a pound of mail.

The letter sheets were also popular because they could be mailed at a reduced rate of 10 cents, compared to 30 cents per half ounce for air mail letters.

The system of air letter sheets was gradually extended to include civilian mail. Civilian Air Letter sheets were introduced near the end of the war, and developed into the aerogrammes that were sold for many years afterwards.

The Forces Air Letter sheets were printed both in Montréal by Le Comptoir National, and in Great Britain by #1 Printing and Stationery Detachment of the Canadian Army.

There were seven major styles of the Forces Air Letter Sheets, reflecting different printers, usages, postal rates and administrative changes. There were also many variations between different printings of the same style of letter sheet.

The first letter sheets were issued on June 15, 1942. – **See Style 1.**

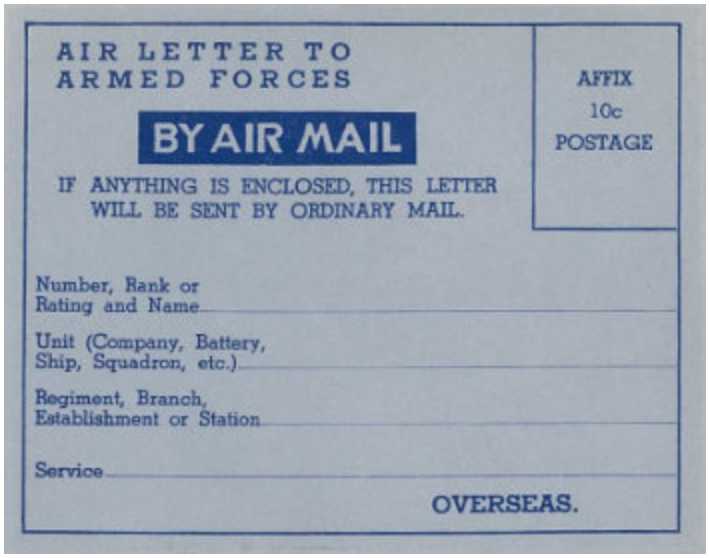
These Style 1 sheets were printed by Le Comptoir National, Montreal. They were on a dark blue-grey lightweight paper with 4 equal sections plus sealing flaps. The front address part was at the upper right section. Postal instructions were AFFIX 10c POSTAGE printed in a rectangular box.

At least 200 numbered copies were sent on the First Day of Issue from Air Marshall W. A. Bishop to Pilot Officer G. Stewart Brown in Egypt. They were autographed by both parties.

The first air letter was an immediate success with the service personnel overseas who received them, as their mail was private.

However, not many people in Canada were taking advantage of the new forms. It was felt that the problem lay in the title, which was leading the public to believe that the forms were for use between members of the Armed Forces. A change was therefore made in the title, and a new style of form was printed by Le Comptoir National.

These "**Style 2**" forms were made available in post offices throughout Canada on 19 September 1942



Style 2 - Heading AIR LETTER TO ARMED FORCES. Box around address panel. Blue paper. Later printings had a white line around the blue "BY AIR MAIL" tablet.

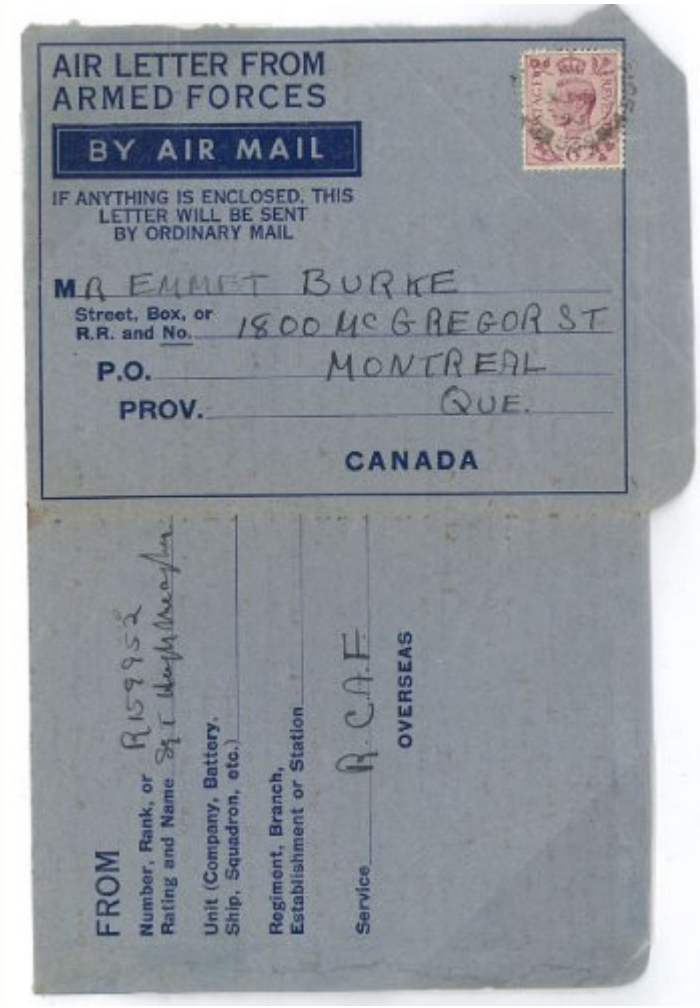
In August 1942, the authorities had decided to also issue air letter sheets for a westbound trans-Atlantic service, and announced October 1st 1942 as the date for the first flight. The announcement also advised that the air letter form would be restricted to one form per week per man.

No. 1 Printing and Stationery Detachment of the Canadian Army in England was authorized to print forms in August 1942.

When it appeared that No. 1 P&S Detachment

would not be able to print and distribute the forms in time for the first flight, the Canadian Post Office was asked to help, and agreed to send 160,000 forms to Britain within two weeks.

The forms printed by Le Comptoir National – **Style 3** - were similar to the Style 2 forms but with a revised heading.



Style 3 - Heading AIR LETTER FROM ARMED FORCES. Box around address panel.

However, Le Comptoir National ran into printing problems, and these forms did not reach London, England, until October 11th 1942.

By that time No. 1 Printing and Stationary Detachment had overcome its problems, and the forms it produced – Style 4 - were ready for the first flight of the new service on October 1st 1942.



Style 4 - Heading ARMED FORCES / AIR LETTER (Two lines). Lines indicate a square area where a stamp should be placed, with franking instructions AFFIX / 6d / STAMP in upper case type inside the area. The form above has number C.F.Q. 11 // 40/P&S/1448 (9/42) on the back.

Number 1 Printing and Stationery Detachment went on to produce over 20,000,000 Armed Forces Air Letter sheets by the end of the war. – The forms it printed all have a form number and date on the back panel.

Most of the Style 3 forms were distributed soon after they arrived in England, but some were stored. - One is known used from Egypt in April 1943: the writer, a member of the RCAF, mentioned that a supply of these forms had just arrived.

In mid-1943 a new supply of air letter forms was ordered from Le Comptoir National. As the public was now well acquainted with their use, Ottawa decided to produce a form which could be used both in Canada and overseas. The new "Style 5" form made its appearance in September 1943, with franking instructions applicable to both areas: "Affix 10c or 6d stamp".



Style 5 - Heading ARMED FORCES / AIR LETTER (TWO LINES) Printed "Affix / 10c. or 6d. / Stamp" in top right corner of address panel, with no guidelines. Later versions stated "Affix / Postage / Here"

In March 1944, Ottawa finally reached agreement with British authorities to make official a 3 pence rate for the air letter from any theater of the war addressed to Canada. A revised version of the Style 5 form was printed with the franking instruction "Affix / Postage / Here" and issued in April 1944.

The Style 5 forms were slightly larger than the previous Style 4, and were printed on many shades of blue and light grey paper.

There were also many variations in the address lines on the Style 5 forms. - Forms were printed with 18 dots per inch., 35 dots per inch, 45 dots per inch, and also with solid address lines.

In England, No. 1 Printing & Stationery Detachment was apparently unaware of Ottawa's latest printing.

It released a new form – Style 6 - on March 7th 1944, with more specific postal instructions aimed at Forces personnel. – The forms stated: "This letter must be posted in Armed Forces Postal Channels. If posted in a Civil Post Office box, it will not be given air transmission."



Style 6 - ARMED FORCES AIR LETTER (ONE LINE)

With instructions on front: "This letter must be posted in Armed Forces Postal Channels. If posted in a Civil Post Office box, it will not be given air transmission."

Later versions of the Style 6 form had a warning on the back panel "This Armed Forces Air Letter cannot be accepted for registration." – The form went through a large number of printings which produced many minor varieties in layout.

In March 1944 an increase in the ration from 4 to 6 air letter forms per month for the forces overseas was authorized.

The widespread use of the air letter brought about a request for a Privilege or Honour form, so that the letter could be passed to base without having been censored by the officers of the writer's unit. Prior to such a form being available to Canadian forces, an "Honour Certification" was sometimes written on the back by hand or typewriter: "I certify on my honour that the contents of this Armed Forces Air Letter refers to nothing but private and family matters."

Early in 1944 it was announced that an Honour version of the Air Letter Sheet would be produced. This form – Style 7 - would be identified by a Blue Triangle on the front..



Style 7 - ARMED FORCES AIR LETTER in one line and BLUE HONOUR TRIANGLE on front. Honour certificate printed on the back.

A declaration printed on the back read:

> *NOTE: Correspondence in this AFAL need not be censored regimentally. The contents are liable to the examination at the base.*
>
> *The following certificate must be signed by the writer:*
>
> *I certify on my honour that the contents of this Armed Forces Air Letter refers to nothing but private and family matters.*
>
> *SIGNATURE: (Name only)*

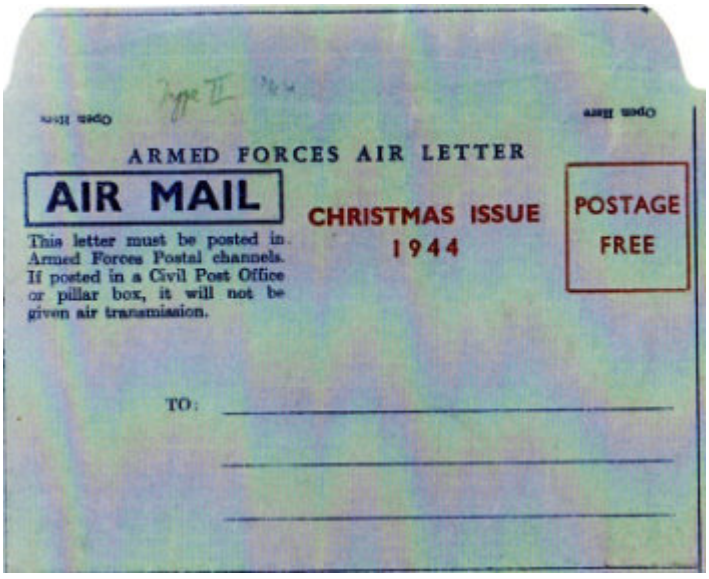
Initially a number of Style 4 forms were overprinted with a blue triangle on the front. – Some also had an Honour Certificate printed on the back panel, but others had no additional printing of the on back.

The new "Honour" Air Letter Form was initially rationed to one every four weeks. The ration was doubled in August 1944.

With effect from 11th September 1944, Canadian authorities announced that the Armed Forces air letter could be used by the public to correspond with civilian relatives and friends overseas.

For Christmas 1944, Canadian forces overseas and British personnel stationed in Canada were granted free mail privileges. - Each service person was allowed one free sheet each week ending November 5, 12, 19, 26 and December 3 of 1944.

800,000 letter sheets were printed/overprinted CHRISTMAS ISSUE 1944 POSTAGE FREE by No. 1 Printing and Stationery Detachment. The **overprint** was in red ink, and is found on both Style 4 and Style 6 sheets.



CHRISTMAS ISSUE 1944 overprint on a Style 6 Air Letter

In areas where the overprinted air letter sheets did not arrive, regular air letter sheets were given free transmission if "FREE" and "CHRISTMAS GREETINGS" were written in the top right hand corner, and they bore either the impression of the unit censor stamp, or the signature of an officer.

One can also find a number of pictures and Christmas greetings added by Regiments and organizations locally to the inside of Armed Forces Air Letter sheets.

After the end of hostilities in 1945, senders were no longer required to sign their name when using the Honour Form of air letter sheets.

References

The illustrations in this article are from Earle Covert's exhibit The Development of Canadian Armed Forces and Civilian Air Letters, 1942 to 1996. This is a very comprehensive exhibit that covers the wartime air letters sheets, the post-war Forces Air Letter sheets, and aerogrammes. It has been published as number 90 in the BNAPS Exhibit Series. For more information see: https://longleyauctions.com/product-category/bnaps-books/

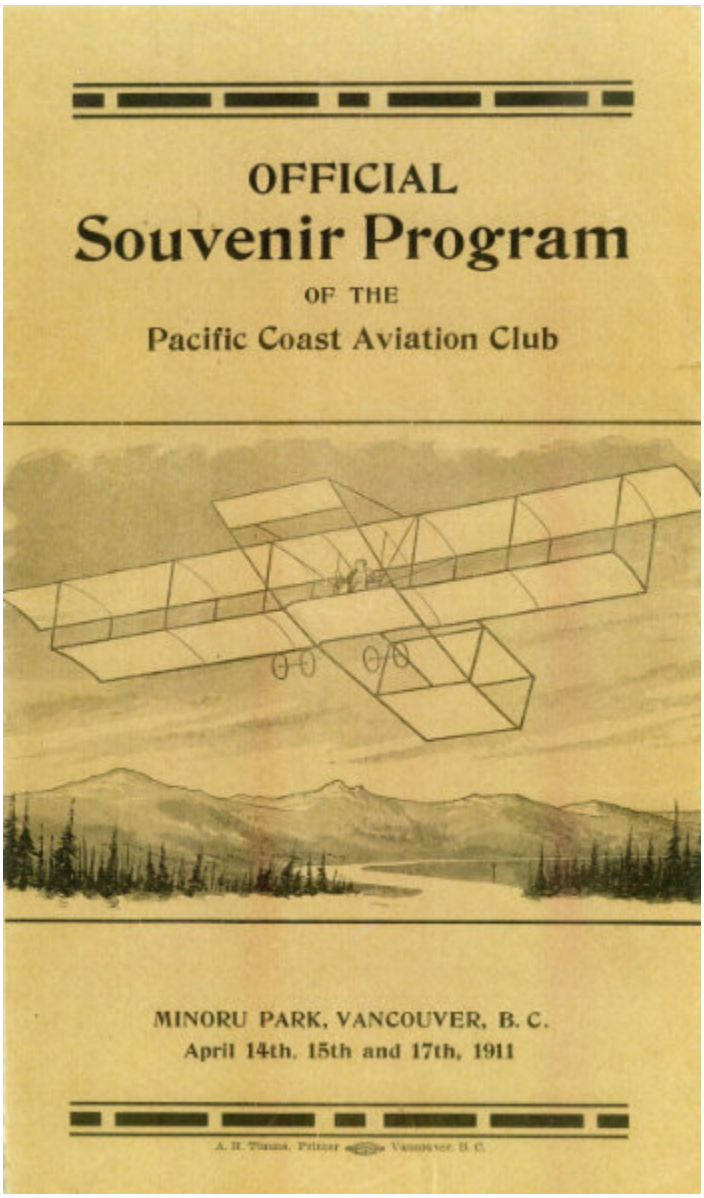
"Canadian Armed Forces Air Letters" by W. Whitehouse in BNA Topics #363, (Vol. 35 #1) January 1978. - This can be viewed in the H.W. Harrison online library in the Publications section of the BNAPS website at https://bnaps.org

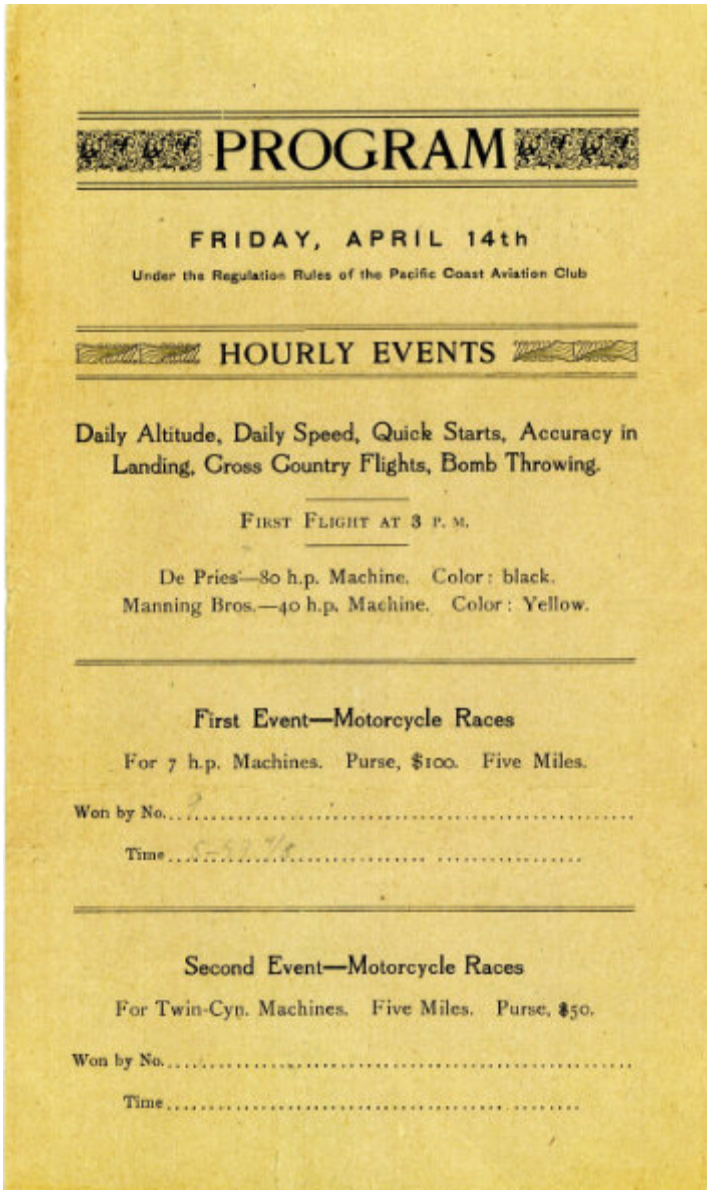
W. Whitehouse also developed a checklist that described and numbered varieties of the Forces Air Letter Sheets. This was originally published in installments in the BNAPS Canadian Military Mail Study Group newsletters, which can be viewed in the "Study Groups" section of the BNAPS website.

AVIATION IN 1911

The advertising -

Many thanks to Doug Lingard for this intriguing copy of the program for the flying event held at Minoru Park in Vancouver.





and the reality -

What actually happened at Minoru Park was described by Frank Ellis in his terrific book Canada's Flying Heritage:

In April 1911, half page advertisements in the Vancouver newspapers announced a three-day flying event during the Easter weekend. Jack De Pries and the Manning brothers were to be on hand to perform the "spiral glide", the "zig-zag whirl", and other thrilling stunts. The meet was to be at the Minoru Park racetrack, and the price of admission 50 cents.

A large and enthusiastic crowd was on hand on the April 14th by 3.00 p.m., but it was beginning to get a bit apathetic when the De Pries pushed his Curtiss type biplane from its tent hanger, one hour and forty-five minutes late. After a take-off run of some 300 feet, the pilot managed to get the craft into the air, then it swerved suddenly and rammed the fence near the end of the track. Spectators scattered and fell off their perches on the fence, but no one was injured. The biplane suffered some damage was incapacitated for the remainder of the day. The second craft, fitted with a 40 h.p. motor, was then trundled out. This time De Pries had better luck. After a lengthy run, he hopped the high board fence surrounding the track, and sailed off at the height of about 25 feet, to alight in a nearby field after a flight of about 500 feet. This concluded the



Program—Continued

NAME, ENTRIES AND MAKES OF MACHINES
Under the Auspices of the V.A.C.C.
WM. DE MOULIN, MANAGER

No. 1.	W. Ramsey	Exc., 4 h.p.	No. 7.	M. Scoville	N.S.U., 4 h.p.
No. 2.	Allen Ross	Exc., 6 h.p.	No. 8.	E. A. Earl	F.N., 2½ h.p.
No. 3.	A. E. Godfrey	Exc., 4 h.p.	No. 9.	Red Sebastian	Indian, 7 h.p.
No. 4.	Buster Brown	Jap, 5 h.p.	No. 10.	G. Seaton	Indian, 5 h.p.
No. 5.	Taylor	Indian, 4 h.p.	No. 11.	E. E. Easthope	Tri., 4 h.p.
No. 6.	B. Snee	R.S, 4 h.p.	No. 12.	T. E. Eadie	Tri., 4 h.p.
			No. 13.	H. W. Peters	Indian, 7 h.p.

Second Days Events—Sat., April 15th

Daily Altitude, Daily Speed, Quick Starts, Accuracy in Landing, Cross Country Flights, Bomb Throwing.

First Flight at 3 P.M.

De Pries—80 h.p. Machine. Color: Black.
Manning Bros.—40 h.p. Machine. Color: Yellow.

MOTOR RACES

First Event—For 4 h.p. Machines
Five Miles. Purse, $50.

Won by No.....

Time.....

Second Event—Single Cyn.
10 Miles. Purse, $75.

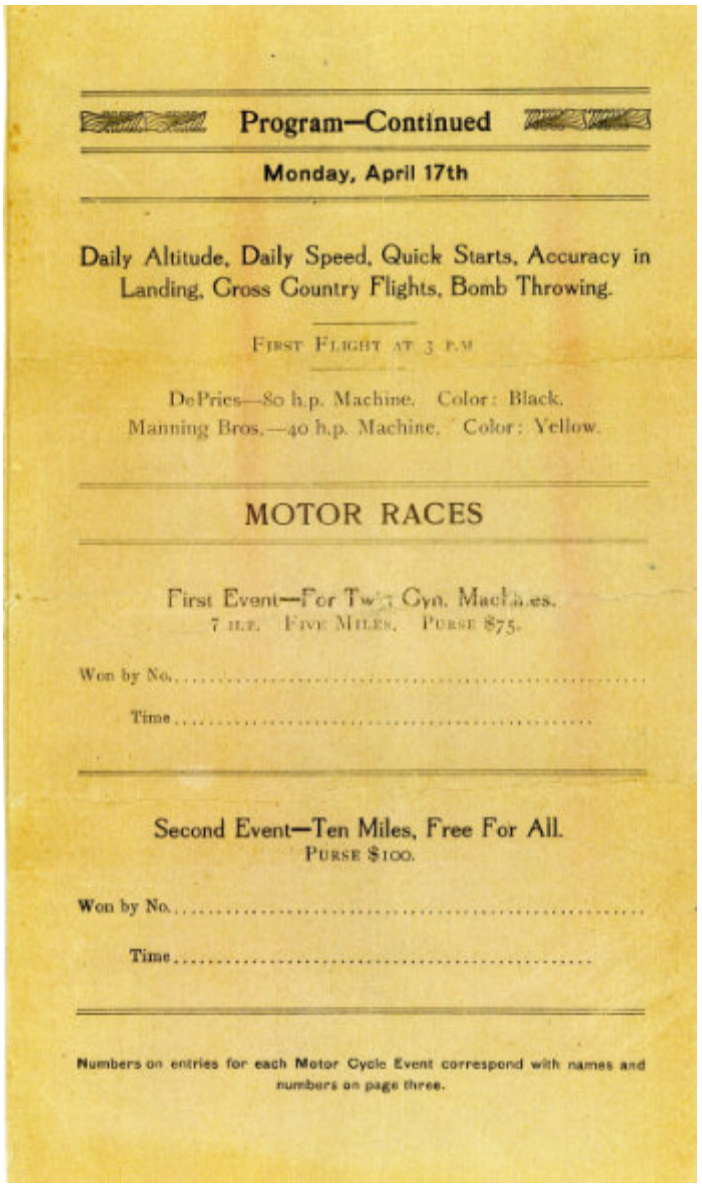
Won by No.....

Time.....

Third Event—Free-for-All
Five Miles. Purse, $50.

Won by No.....

Time.....



Program—Continued

Monday, April 17th

Daily Altitude, Daily Speed, Quick Starts, Accuracy in Landing, Cross Country Flights, Bomb Throwing.

First Flight at 3 P.M.

DePries—80 h.p. Machine. Color: Black.
Manning Bros.—40 h.p. Machine. Color: Yellow.

MOTOR RACES

First Event—For Two Cyn. Machines.
7 H.P. Five Miles. Purse $75.

Won by No.....

Time.....

Second Event—Ten Miles, Free For All.
Purse $100.

Won by No.....

Time.....

Numbers on entries for each Motor Cycle Event correspond with names and numbers on page three.

first day's "meet".

After this rather tame beginning, the affair went from bad to worse. The following day, De Pries started his take-off run well down the field, was in the air by the time he was passing the grandstand. After a two-mile flight in the direction of the small fishing village of Steveston, he landed in a field. The machine cracked up, and the pilot suffered a deep scalp wound and concussion, from which, however, he eventually recovered.

On the 18th, the performance of the Manning brothers proved that the advance advertising had greatly overrated their flying abilities. In the 40 h.p. machine, "Brownie", Manning got several feet off the ground, then landed and struck the fence. A second attempt an hour later concluded with the same result, and thus Vancouver's first flying "meet" came to an inglorious close.

Newspaper reports did not mince matters, and the airmen received a severe verbal trouncing. It is quite apparent that they were extremely amateurish aviators.

WC28??-CL40 THE PAS – CRANBERRY PORTAGE
February ?? 1928

Derek Rance

This puzzling postage was mailed on a Western Canada Airways Limited - The Pas envelope, that has a picture map of the WCA routes on its back It is embossed with a blue double ring Schist Lake (Flin Flon) stamp, to Cranberry Portage.

The Northland {*Where the Rail Meets the Trail - North of 54*} newspaper stated, in a published 1929 article, that Cranberry Portage, as of March 1, 1928, had only one habitation, a log shack building.

The C.N.R., in February 1928, just had completed a spur line from The Pas to Cranberry Portage as part of its rail line construction to the port of Churchill and then was busily establishing an Engineering Department there. As it was planned to have Cranberry Portage to be the distribution center for the subsequent building of the Cold Lake line, the C.N.R, having title to Section 31 of Cranberry Portage, started a survey of its eastern half to stake off building lots. However, as a number of business men believing that these lots would be put on sale at an early date, prematurely began to clear brush and lay down building foundations, this despite not actually having the ownership of any realty. So the C.N.R did not then put its surveyed lots on the market, that resulted in all residents then becoming squatters and some resulting buildings being located on a half-lot or astride two lots, or in the center of some street.

WCA soon thereafter established a flight base in this location with a newly hired pilot Walter Edwin Gilbert to service the Sherritt Gordon Mine at Lynn Lake and also other northern developments.

As of March 1, 1929, a year later, 30 business places had been established and about 100 dwellings. Unfortunately, the new town did not last long as a forest fire burnt it to the ground on June 4, 1929.

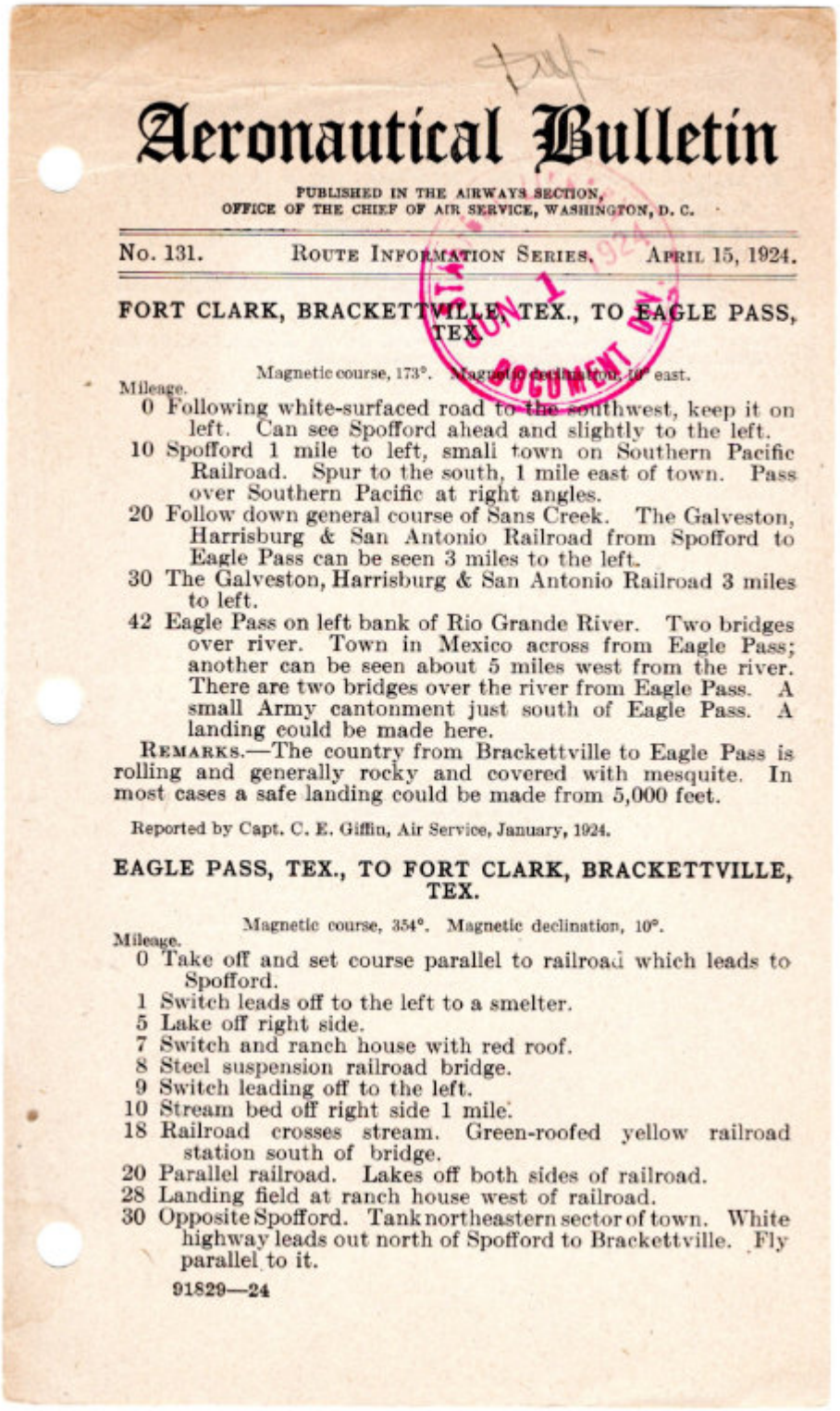
It is possible that this mailing resulted from the C.N.R. contracting this flight from The Pas to bring a team of surveyors to Cranberry Portage.



The cover will be added to AMCN2 As WC 20 T800B-CL 40. Ed.

AIR NAVIGATION IN THE 1920s

Thanks to Brian Wolfenden for these AERONAUTICAL BULLETINS, published by The Airways Section, Office Of The Chief Of Air Service, Washington, D.C., in 1924 and 1925, which give an intriguing insight into the problems of aviation and navigation at that time.



Aeronautical Bulletin

PUBLISHED IN THE AIRWAYS SECTION,
OFFICE OF THE CHIEF OF AIR SERVICE, WASHINGTON, D. C.

No. 131. ROUTE INFORMATION SERIES. APRIL 15, 1924.

FORT CLARK, BRACKETTVILLE, TEX., TO EAGLE PASS, TEX.

Magnetic course, 173°. Magnetic declination, 10° east.

Mileage.
0 Following white-surfaced road to the southwest, keep it on left. Can see Spofford ahead and slightly to the left.
10 Spofford 1 mile to left, small town on Southern Pacific Railroad. Spur to the south, 1 mile east of town. Pass over Southern Pacific at right angles.
20 Follow down general course of Sans Creek. The Galveston, Harrisburg & San Antonio Railroad from Spofford to Eagle Pass can be seen 3 miles to the left.
30 The Galveston, Harrisburg & San Antonio Railroad 3 miles to left.
42 Eagle Pass on left bank of Rio Grande River. Two bridges over river. Town in Mexico across from Eagle Pass; another can be seen about 5 miles west from the river. There are two bridges over the river from Eagle Pass. A small Army cantonment just south of Eagle Pass. A landing could be made here.

REMARKS.—The country from Brackettville to Eagle Pass is rolling and generally rocky and covered with mesquite. In most cases a safe landing could be made from 5,000 feet.

Reported by Capt. C. E. Giffin, Air Service, January, 1924.

EAGLE PASS, TEX., TO FORT CLARK, BRACKETTVILLE, TEX.

Magnetic course, 354°. Magnetic declination, 10°.

Mileage.
0 Take off and set course parallel to railroad which leads to Spofford.
1 Switch leads off to the left to a smelter.
5 Lake off right side.
7 Switch and ranch house with red roof.
8 Steel suspension railroad bridge.
9 Switch leading off to the left.
10 Stream bed off right side 1 mile.
18 Railroad crosses stream. Green-roofed yellow railroad station south of bridge.
20 Parallel railroad. Lakes off both sides of railroad.
28 Landing field at ranch house west of railroad.
30 Opposite Spofford. Tank northeastern sector of town. White highway leads out north of Spofford to Brackettville. Fly parallel to it.

91829—24

Slightly enlarged - Reverse on the next page

37 Guide on high hill dead ahead.
40 Land at landing field at Fort Clark; this is in the western section of the cavalry drill field which is south of the barracks and buildings. It is marked with an arrow showing direction of landing and has a wind cone. The buildings of Fort Clark are green-roofed. The fort is about 2 miles south of Brackettville. (See Aeronautical Bulletin, State Series, No. 93.)

Prepared by Lieut. Frederick M. Hopkins, jr. Air Service, observer; Capt. Calvin E. Giffin, Air Service, pilot. Course flown January 19, 1924.

ADDITIONAL COPIES
OF THIS PUBLICATION MAY BE PROCURED FROM
THE SUPERINTENDENT OF DOCUMENTS
GOVERNMENT PRINTING OFFICE
WASHINGTON, D. C.
AT
5 CENTS PER COPY

DOCUMENT ON. JUL 9 1926 NOBSKA HARBOR

Aeronautical Bulletin

PUBLISHED IN THE AIRWAYS SECTION
OFFICE OF THE CHIEF OF AIR SERVICE, WASHINGTON, D. C.

No. 44 STATE SUMMARIES SERIES MAY 15, 1925

LANDING FACILITIES IN VERMONT

A summary of information upon those landing facilities the data on which are insufficient for the publication of an individual bulletin on each facility, and references to those facilities covered by individual bulletins.

BARRE.—Emergency No. 1; 2,500 by 1,000 feet; about 1½ miles northeast of hill; four-way field.

Emergency No. 2; 1,000 by 800 feet; surface and drainage good; located at foot of quarries, east of town; approach over cemetery.

BARTON.—Emergency; inside race track at fairgrounds west of village; good for slow-landing machines; good flying country.

BELLOWS FALLS.—Emergency; on plateau just north of town along Connecticut River.

BENNINGTON.—Emergency; about 1,500 feet long; altitude 700 feet; gas and oil available; located southwest of town; few houses on east and west sides.

BRATTLEBORO.—Emergency; good field; marked with 100-foot circle.

BURLINGTON.—Municipal; L-shaped; east and west runway 1,000 by 400 feet; north and south runway 1,000 by 200 feet; fairly level and smooth; gentle rolls; excellent drainage; altitude 326 feet; prevailing wind northwest; gas and oil must be ordered; marked with 100-foot circle; wind cone southwest of circle; located east of Burlington; northwest of red schoolhouse; north of highway and main highway running east from Burlington. Communicate with mayor and Chamber of Commerce. Reported H. A. Dargue, A. S., May, 1923.

Emergency No. 1; good field; Fort Ethan Allen.

Emergency No. 2; best landing north and south, using center as much as possible; located about 150 yards from the Weather Bureau station of the University of Vermont. Reported April 4, 1924, by McCook Field.

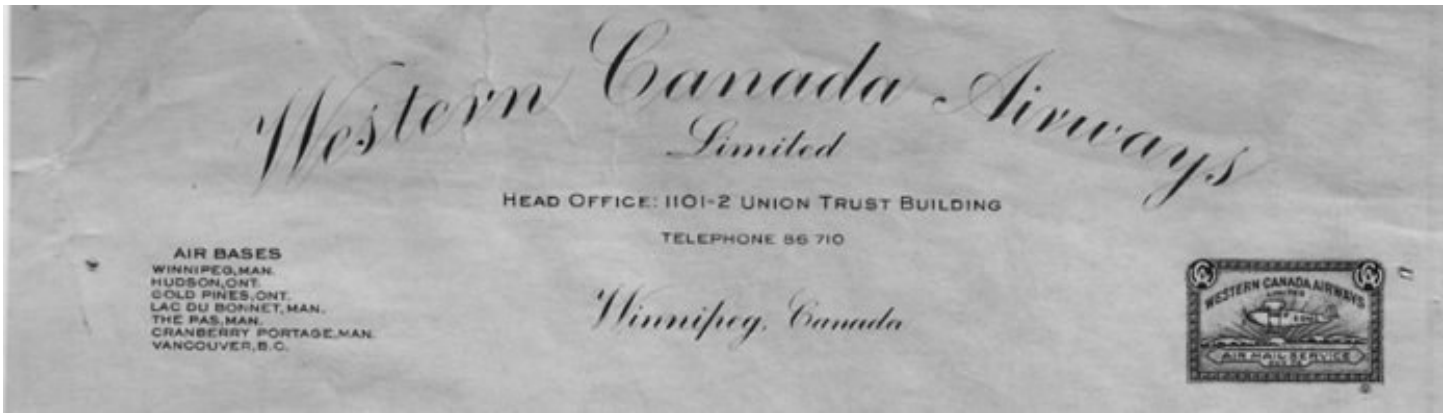
Seaplane facilities; obstructions consist of breakwater, small boats, and a few fish stakes; gas and oil available; landmarks are breakwater and lighthouse.

43477—25†

Actual size 4 ¼" x 7 ¼"

WHY ARE THERE NO WESTERN CANADA AIRWAYS MAILINGS IN BRITISH COLUMBIA?

Derek Rance

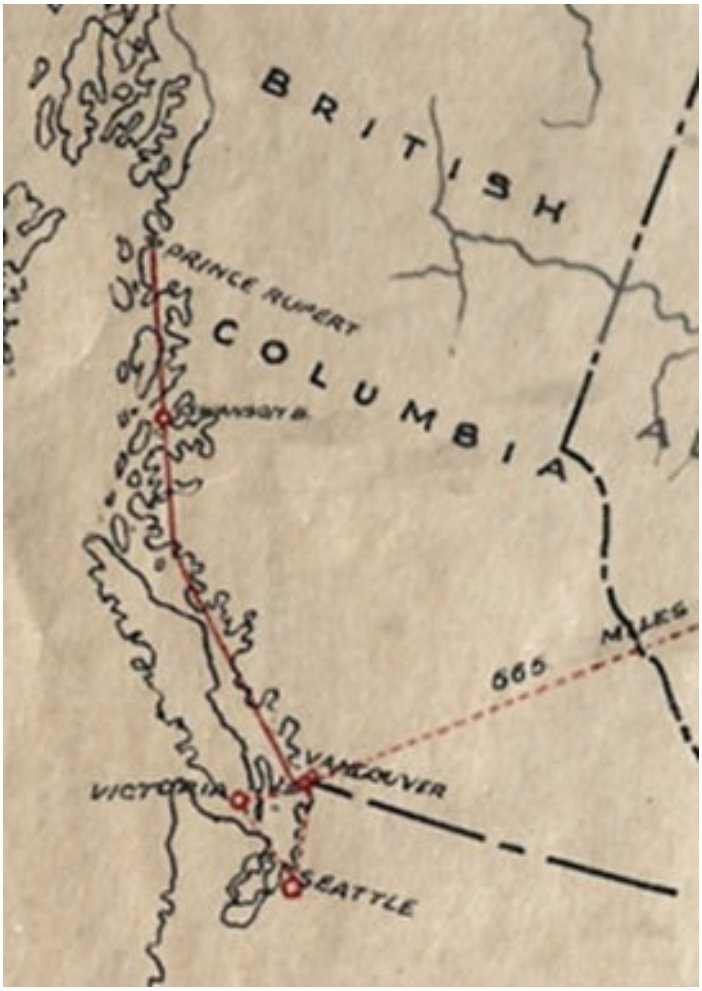


This WCA 1928 letterhead shows there being an airbase in Vancouver. The verso page has a map of all the 1928 WCA flight routes. As can be seen WCA then had a flight route from Vancouver to Swanson and Prince Rupert, with intended routes to Victoria and Seattle but the AMCN2 shows no WCA West Coast mailings; nor does an intensive internet search. Knowing that WCA expanded by purchasing small airlines; a literature search found such an account by K.M. Molson, that unfortunately, after having made a supplementary review, contained a number of misstatements. The corrected version of his account is shown below.

PACIFIC AIRWAYS LIMITED

On February 10, 1925, Donald R. MacLaren with the financial backing of E.T Rodgers incorporated Pacific Airways Limited with the objective of specializing in fishery patrols and undertaking aerial photography assignments. The first year of operation probably used a leased float plane, as a year later, on June 14, 1926, Pacific Airways then bought a surplus Curtis HS-2L Liberty L-12 from the U.S. Navy (A-1274). Originally this aircraft was registered as G-CAFE, but as Maclaren objected to this registration, a re-assigned registration of G-CAFH was then applied. In 1928, good contracts for fishery patrols on the Pacific Coast became available, but it was also apparent that additional aircraft would be needed. Lacking the capital to acquire these, Western Canada Airways was approached and after its investigation bought the company and appointed MacLaren as Superintendent of West Coast operations.

Both W.L. Brintnell (the new manager of WCA, after Oaks departure to N.A.M.E.) and MacLaren wanted to purchase Boeing B-1 flying boats for use on the Pacific Coast, but the Dominion Government was pushing for the use of Canadian Vickers Vedettes. As a consequence, a Boeing B-1D G-CASX was bought



June 27, 1928 and on July 16, 1928, a Vedette G-CASW was leased from Canadian Vickers. While awaiting delivery of these aircraft, the Curtiss HS-2L was in use and then later served as a reserve aircraft.

Soon after G-CASX's delivery on July 13, 1928 E.C. Luke (a new pilot), flying from Butedale to Swanson Bay ran into rain and reaching for a cloth to clear the windshield, crashed into water at Graham Beach,

totally destroying the aircraft. Luke was uninjured, but his air engineer, W. G. Partridge later died. A second replacement Boeing B-1E G-CATY "Petrel" was purchased on 19 July, 1928.

On August 15, 1928, W.N. Cumming, in the Vedette G-CASW, with air engineer, A. H. Walker, and passenger C. Gordon Ballentine, ran into dense fog, twenty minutes out of Prince Rupert and crashed into a hill on Porcher Island, destroying the aircraft, but resulted in no casualties. A third Boeing B-1E G-CAUF was then purchased on September 21, 1928. The Vedette remains were returned to Canadian Vickers Limited the next spring.

Despite these accidents the West Coast area closed the 1928 operating season having made a total of 445 flights, covering 28,058 miles.

However, there is no evidence of any mail being carried. A possibility is: that on the West coast there is a frequent and less costly ferry service to carry mail and so WCA did not apply to the Post Office to conduct an airmail service.

Sources: Pioneering in Canadian Air Transport – K.M. Molson

The Canadian Civil Aircraft Register G-CAAA to G-CAXP. 1920 to 1928 - John R. Ellis

Memorandum of Canadian Airways Limited by James A. Richardson April 7th, 1934

PONDS INLET, BAFFIN ISLAND – MONTREAL SEPTEMBER 4TH 1936

Derek Rance

A potential First Flight Cover

This flight is unlisted by AMCN2. This mailing is possibly a First Flight. The Ponds Inlet post office was opened in 1935 as a side-room in the postmistress's house. However, as this settlement is located on the north end of Baffin Island where 95% of its miniscule population then consisted of Inuit families, who continued to live "out on the land". These "residents" sole purpose to come into the settlement was to sell furs and buy supplies. Due to the settlement's extreme isolation, actual air and vessel shipments were few and far between: so it is doubtful that much mail would have occurred and the main function of the post office was to receive parcels and freight.



MONTREAL CANADA TO URUGUAY - FAM 9

By Tom Reyman

Pan American Airways (PanAm) continued to expand its routes through the Americas in May 1929 by extending service Southward from Canal Zone to South America. This route, designated as Foreign Air Mail Route 9 or FAM 9, was to be a collaboration between PanAm and W.R. Grace & Co. forming an new company, Panagra. The plan was to eventually provide air service from New York City by United States airlines to Miami and then by FAM route 5 to the Canal Zone. That would be the starting point for FAM 9 to then travel along the West Coast of South America to Santiago, Chile and the Eastward to Buenos Aires, Argentina and Montevideo, Uruguay.



Panagra began flying the route segment of FAM 9 to Ecuador and Peru in May 1929. Then in July flights were extended to Santiago followed in October by flights to Buenos Aires.

In January 1930, Montevideo, Uruguay was designated as the terminal city for FAM 9 and flights from Miami to Montevideo were begun using the FAM 5 routing to Canal Zone and the newly established FAM 9 destinations.

In April 1930, the full 7-day air service from New York to Montevideo became a reality. By using a combination of PanAm and Panagra resources augmented by flights on domestic United States airlines from New York, mail was delivered on time.

The Canada Post Office (Canada Post) recognized the benefits of the New York to Montevideo service and established planning to connect to the system through New York. FAM 1 had been in place in October 1928 providing direct air mail services from Montreal, Quebec to New York City. Canada Post authorized the procedures to connect to the United States system so that mail initiated in Montreal could travel to New York and from there to Montevideo. The first mailings were postmarked on January 9, 1929 to meet the first mail flights leaving Miami bound for Montevideo. These are identified in the AAMS catalogue for the Air Mails of Canada and

Newfoundland (AMCN) as AMCN #3001. The postage required for the Canada mail on this flight was 65 cents. They left Montreal on January 9 on the FAM 1 route.

The following covers are two that were sent from Montreal to Montevideo on the first FAM 9 flight.



This cover was properly posted in Montreal with 65 cents of postage applied. The 50-cent stamp is Scott/Unitrade #120. The receiving mark from Montevideo shows a January 20 date, which is seven days after leaving New York on January 14.

(Cont. P21)



The back of the cover shows the Cristobal, Canal Zone postmark at the starting city of FAM 9. It also carries the Montevideo backstamp.

This second cover was sent on the same route and has the same dated postmarks as the previous cover. The main difference is that it was franked with only 60 cents postage. Dispite this oversight, it was carried to its destination in Montevideo even though the city name had the mis-spelling of "Montevidio".



References:

- American Air Mail Catalogue, Volume 4, 7th Edition, The Air Mails of Canada and Newfoundland, 2022; Mineola, NY; Page 181.
- American Air Mail Catalogue, Volume 3, 6th Edition, 2004, Mineola, NY: Pages 31, 34-35, 122-130.
- Reference maps from Volume 3, 6th Edition





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.



AIRMAIL PILOT W.E. ASHTON

Thanks to Bob Galway for this clipping from the Calgary Daily Herald March 22nd 1930. (Page 13A.)



FLIES MOOSE JAW TO EDMONTON AIR ROUTE

CAPT. W. E. ASHTON,
Who flies the air mail out of Moose Jaw on the Western Canada air mail service. In November, 1916, he joined the Royal Flying Corps and has been connected with flying since then.

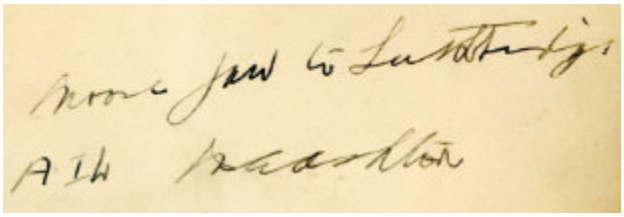
It's neat to see an article about an air mail pilot in a newspaper!

Ashton is listed three times in section 5 of AMCN2:

3017 - 1930 April 14-16 - Change of Junction point - Prairie Route. *The Edmonton leg of the Prairie route was changed so as to join the Calgary section at Moose Jaw instead of 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*

019 -1930, April 25 - Tofield - Edmonton. *The scheduled mail aircraft was forced down due to fog at Tofield. It continued on to Edmonton the next day with a few covers added from Tofield. Pilot M.E. Ashton.*

3601 - 1936, May 19 - Kenora - Machin. *M.E. Ashton of Wings, Ltd. made the first flight. Official first flight cachets were applied in black to all mail prepaid at the air mail rate.*



This example of Ashton's signature is from the May/Raymond file, posted on the AAMS website www.AmericanAirMailSociety.org under Resources/Publications. The file shows covers from the collections of Denny May and Tom Reyman.

Another extensive collection pilot signed covers, created by Gord Mallett, can be viewed on the CAS website at http://www.aerophilately.ca/Pilot%20Signatures.pdf

CANADA REVENUES • DUCKS
SEMI-OFFICIAL AIRMAILS
Lavishly illustrated *ReveNews* on request
or see in full color at
www.canadarevenuestamps.com
E.S.J. van Dam Ltd.
P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

1931 - UNLISTED CRASH COVER TO CANADA

Ken Sanford



This cover is from the crash of the Pacific Air Transport flight at Oakland, California, on September 16th 1931. It is unlisted in Air Crash Mailed of the World.

It came with an interesting post office explanatory slip, typewritten on United States Post Office letterhead and dated September 25, 1931 Oakland, California:

My Dear Mr. Fawkes.

Your communication of September 20th, 1931 is returned with the information that service interruption at Oakland, California in September 16th, 1931 was due to the fact that the north-bound plane on AM 8 crashed near Oakland Airport. Pilot and three passengers were killed but practically all the mail was salvaged although some of it in very poor condition, as your cover will attest. Your cover in addition to being an anniversary cover is now a crash cover as well.

Very truly yours

Postmaster.

Air Crash Mail of the World

Covers all known air crashes from which mail has been recovered and is recorded in collector's hands. More than 2,000 pages and 1,600 illustrations of cachets, labels, post office memos and crash markings, many in full colour.

Available in PDF or Word format on a flash drive that can be plugged into a USB port.

Price – shipping included: US$32.00 in the USA; To all other countries – US$34.00 - UK£28.00 - Euro €31.50. Payment can be made by PayPal to kaerophil@gmail.com

Order from: Ken Sanford, 613 Championship Dr., Oxford, CT – USA 06478-3128.

Or email Ken at kaerophil@gmail.com

1939 - FIRST FLIGHT COVERS ON PAN AMERICAN AIRWAYS NORTHERN TRANS-ATLANTIC ROUTE

Colin Benford

Some years ago I purchased a lot from the late John Oliver, who was lucky enough to buy a substantial portion of the Imperial Airways archives. What I have consists of P O Department of Canada official notices of the impending Northern route, dated 6th June and 28th, with postage rates etc. as well as newspaper clippings about the flights.

No. 6 11.63

POST OFFICE DEPARTMENT, CANADA
Air and Land Mail Services,

OTTAWA, Ontario,
6th June, 1939.

1. Advice has just been received to the effect that the Eastbound Trans-Atlantic air mail service via Northern route will be inaugurated by Pan American Airways leaving New York on or about 24th June, 1939.

2. ROUTE:- New York (N.Y.) - Shediac (Moncton,N.B.) - Botwood (Nfld.) - Foynes (Eire) - Southampton (England)

3. CACHETS:-Insofar as the Canadian Post Office is concerned, three separate and distinct cachets are being prepared to commemorate this flight, viz:-

(a) SHEDIAC, Canada - FOYNES, Eire
(b) SHEDIAC - BOTWOOD
(c) SHEDIAC - NEW YORK

and an impression of any ONE of these cachets will be affixed ONLY to such air mail letters as are forwarded as follows:-

4. POSTAGE RATES from Canada applicable on this route

(a) to EUROPE (including British Empire countries participating in the ALL UP scheme) 30¢ per HALF ounce
(b) to NEWFOUNDLAND 10¢ per HALF ounce
(c) to UNITED STATES OF AMERICA. 6¢ per OUNCE

The above rates include all available air mail transmission to the countries mentioned.

REGISTRATION (10¢) if desired, is additional.

5. U.S.A. PATRONS not possessing CANADIAN postage stamps should forward with their covers a Post Office Money Order drawn to the order of the RECEIVER GENERAL OF CANADA at MONCTON, N.B., for the EXACT amount of postage required, when postage stamps to this amount will be affixed by the Postmaster, Moncton. Coin or personal cheque will not be acceptable, Selection of any special stamps or of any special denominations cannot be undertaken.

Top part of front page of Canadian Post Office Department double-sided announcement

6. HOW TO PREPARE COVERS (See also Para. 9)

(a) ADDRESS FULLY as for ordinary correspondence, and in addition each cover must be plainly endorsed in the upper left hand corner BY AIR MAIL FIRST FLIGHT (followed by any ONE of the three endorsements given in Paragraph 3 (a),(b) or (c) above. A space not less than 2" x 3" should be reserved in the lower left hand corner of the envelope for the cachet.

(b) AFFIX CANADIAN POSTAGE stamps in the upper right hand corner according to the rates given above (See Para. 3c).

(c) FILLER - A cardboard or other filler full size of the envelope should be enclosed to ensure even date stamping,etc.

(d) SEAL - Envelopes should be properly sealed.

Bottom part of front page of Canadian Post Office Department double-sided announcement

7. WHERE AND HOW TO SEND COVERS - Envelopes prepared in accordance with the above must be enclosed in an outer cover endorsed FIRST FLIGHT COVERS, and plainly addressed to:

The Postmaster,
Moncton, N.B.
CANADA

Postage on the outer cover must be fully prepaid at letter rate.

8. LATEST DATE- covers must reach the MONCTON Post Office NOT LATER THAN 21st JUNE, 1939 in order to be cacheted.

9. RETURNING COVERS

(a) Only such covers as bear a specific address in Europe (or countries participating in the ALL UP Scheme) will be conveyed on the flight from Shediac to Foynes, and senders must make their own arrangements for the return of these covers from Europe.

(b) Covers intended for conveyance from Canada to Newfoundland (Botwood) must be specifically addressed to a point in Newfoundland - postage 10¢ per half ounce, and senders must make their own arrangements for the return of such covers from Newfoundland.

(c) Covers intended for conveyance from Canada to Newfoundland (Botwood) must if addressed to points in Canada or U.S.A. bear additional postage of 5¢ each to cover extra handling charges in Newfoundland, or a total of 15¢ per cover.

Covers bearing insufficient postage will be carried on the first flight but will be delivered to addressee in Canada or U.S.A. only upon payment of double the deficient postage.

Reverse of Canadian Post Office Department double-sided announcement

NORTH ATLANTIC AIR MAIL SERVICE

Commencing on Wednesday, the 28th of June, a United States Transatlantic air service will be operated on the direct route Southampton-Botwood (Newfoundland) -Shediac (New Brunswick, Canada)-New York, in addition to the service via Marseilles and the Azores.

The arrangements already applicable to the route via Marseilles will apply equally to the Southampton-Botwood-Shediac-New York route, that is to say, correspondence intended for transmission by either of the two routes must be prepaid at the rates shown below. A blue air mail label must be affixed to the top left hand corner of the envelope, which should also be superscribed "North Atlantic air service."

	Letters per half ounce.		Postcards.	
	s.	d.	s.	d.
United States of America) Canada ... ...) Newfoundland ... ...)	1	3		7
Azores (via Marseilles only)		6		3
Bahamas	1	8		10
Bermuda, Cuba and Jamaica	1	9		10
Bolivia, Brazil and Chile	3	6	1	7
British Guiana, Colombia, Dutch Guiana, Dutch West Indies (Curacao, Aruba and Bonaire), Ecuador, French Guiana, Peru and Venezuela	2	9	1	4
British Honduras, Costa Rica, Dominican Republic, El Salvador, Guatemala, Hayti, Honduras Republic, Leeward Islands (Antigua), Mexico, Nicaragua, Panama, Porto Rico and Trinidad.	2	0	1	0
Sandwich Islands	2	6	1	2

The rate for the Azores covers air transmission to the Azores; the rates for the other destinations cover air transmission to North America and thence by any available air mail service to destination.

The latest time of posting at the Head Post Office, Liverpool, for the service of the 28th of June and, in the absence of further notice, for subsequent services will be as follows:-

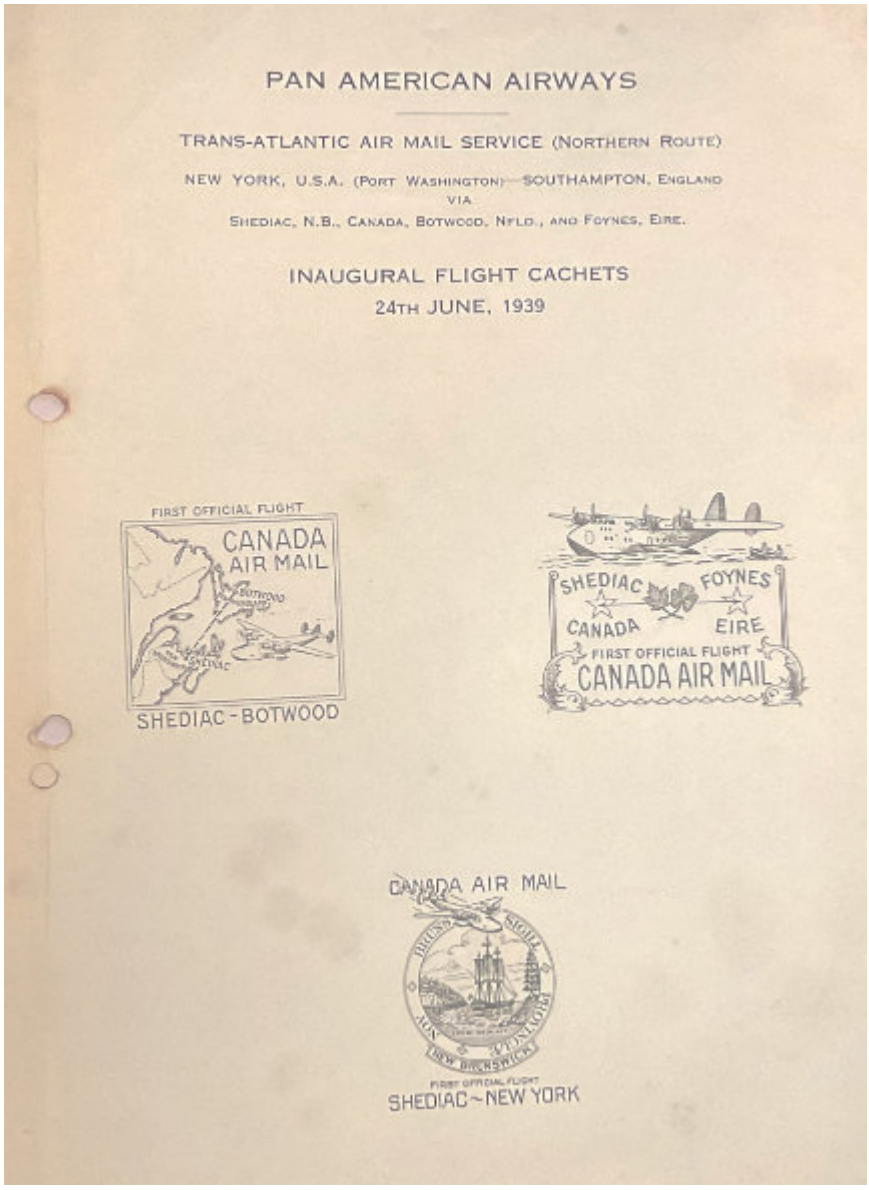
Latest time of posting at H.P.O., Liverpool.	Route	Aircraft due to reach New York
* 1.45am Wednesday, 28 June	Direct	Thursday, 29 June
* 1.45am Saturday, 1 July	Via Marseilles	Tuesday, 4 July
1.45am Saturday, 8 July	Via Marseilles	Tuesday, 11 July
* 1.45am Wednesday, 12 July	Direct	Thursday, 13 July
* 1.45am Saturday, 15 July	Via Marseilles	Tuesday, 18 July
1.45am Saturday, 22 July	Via Marseilles	Tuesday, 25 July
* 1.45am Wednesday, 26 July	Direct	Thursday, 27 July

and thereafter 1.45 a.m. every Saturday (via Marseilles) and 1.45 a.m. every Wednesday (direct) until further notice.

Correspondence for the Azores will be despatched only by the services leaving via Marseilles on Saturdays; that for Newfoundland will be despatched by the services against which the sign * appears in the above list and thereafter only by the direct service leaving on Wednesdays; and that for Canada, U.S.A. and countries beyond will be despatched by all the services.

The air mail services to America at present shown in the Air Mail leaflet will still be available.

British Post Office announcement



Colin also pointed out a clipping reporting that "the first consignment of mail, 70,000 covers, were seized and impounded by UK customs, their excuse being that they were not recorded on the planes manifest!" – I had not read about this before, so assume the issue was quickly resolved. **Can anybody provide more information about what happened?**

Editor's Note: The copies Colin sent included a Canadian Post Office announcement illustrating the First Flight cachets available in Shediac. These announcements were discussed in the June 2024 and March 2025 Canadian Aerophilatelists. It was concluded that they were sent out after the flights, partly because a sheet for the Winnipeg – Pembina First Flight gave the actual date of the flight – 3rd February 1931 – rather than the planned date of February 2nd. However, although the flight from Shediac was delayed by fog until June 27th, the sheet of Shediac cachets gives the planned date of June 24th !



CLIPPER CARGO SEIZED

Air mail souvenirs

Daily Express Air Reporter

A cargo worth £50,000 carried by the Yankee Clipper was impounded by Customs authorities after the Clipper landed at Southampton at 8.40 last night.

Customs officers found packages containing 70,000 stamped envelopes posted on the Clipper for stamping in England as souvenirs of the first direct Atlantic air mail service.

They had not been recorded as being part of the air boat's cargo, and were temporarily confiscated.

Later the Customs agreed to allow the envelopes to go through. They are to be posted back to America for sale to stamp collectors.

1936 - AN INTRIGUING COVER TO MEXICO



Item 626-56 – **25¢ airmail to Mexico, short paid 18¢ collect** – 1936, 3¢ (2), 10¢ Pictorial tied by Victoria BC cds on cover underpaying 25¢ airmail letter rate to Mexico, 18¢ collect (double 9¢ short). Airmail in the US only with trucking to destination. Originally mailed unpaid with Victoria machine cancel and then handled manually. A very scarce shortpaid airmail cover to Mexico. $125.00 **SOLD**

This cover was sold by Hugo Deshaye in April, and has generated a lot of interest:

- the stamps were applied on top of a Victoria BC roller cancellation, and a SERVICIO AEREO handstamp
- the handstamp cancellation is VICTORIA AU5 36
- the "18 C collect" handwritten endorsement seems to indicate that the cover was being treated as air mail to Mexico, and was charged the discrepancy between the 16 cents franking and the 25 cents rate for air mail from Canada to Mexico: it was not sent onward from Canada by surface routes, or restricted to airmail in Canada and the USA which was only 6 cents
- the cover would have been sent by surface routes from Victoria to Vancouver, and should then have been flown from Vancouver and Seattle on the air mail route which had been inaugurated on October 1st 1935, and continued from Seattle on US air mail routes
- **when, where and why was the handstamp "Air Mail in the United States only" applied?**
- The cover is backstamped SERVICIO AEREO (indistinct date) C DEL CARMEN which indicates that
- the cover was flown in Mexico, and that it arrived in Ciudad del Carmen by air!

Many thanks to Mike Street, Chris Hargreaves, John Johnson, and the Muffin Break Stamp Group in Victoria for their comments on the cover so far.

Can anybody provide more information about the handling of this cover?



Map from the American Air Mail Catalogue, 7th edition Vol. 1 - Mexico First Flight Covers

INFORMATION WANTED

Anybody who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor hargreavescp@sympatico.ca

AIR MAIL TO FOGO ISLAND IN THE 1950s

Ken Swartz and Bob Petite are looking for information about the helicopter air mail service operated by Kenting Helicopters in the early 1950s to Fogo Island in Newfoundland using a Hiller helicopter.

1952, January 7 - April 30 — Lewisporte - Notre Dame Bay, Newfoundland. Canada's first mail delivery by helicopter was initiated by the Post Office Department chartering a Hiller 360. Mail to 19 isolated fishing communities was flown out of Lewisporte on three routes, with regular deliveries never more then 10 days apart. A total of 14,941 pounds was delivered on 44 trips during the period. Pilot was Bob Cooke, assisted by Aircraft Engineer Red Rutherford.

H-5200 Any envelope. 25.00

The service is listed in the Helicopter section of The Air Mails of Canada and Newfoundland as:

Can anybody provide a scan of a cover from these flights?
Can anybody provide more information about the service?





A Kenting Aviation Hiller 360 in the Yukon in 1951

Ken and Bob are working on a history of the helicopter industry and its pioneers in Canada. There is more information on their project at:

Pioneering Helicopter Pilots | Rotary Wing Aircraft History
www.helicopterheritagecanada.com

A spectacular envelope



Does anybody know who produced it?



"Nothing" on the back.

GRÉGOIRE TEYSSIER

CANADA & BNA POSTAL HISTORY

To receive our Monthly Net price List Offers,

please join in sending us an email

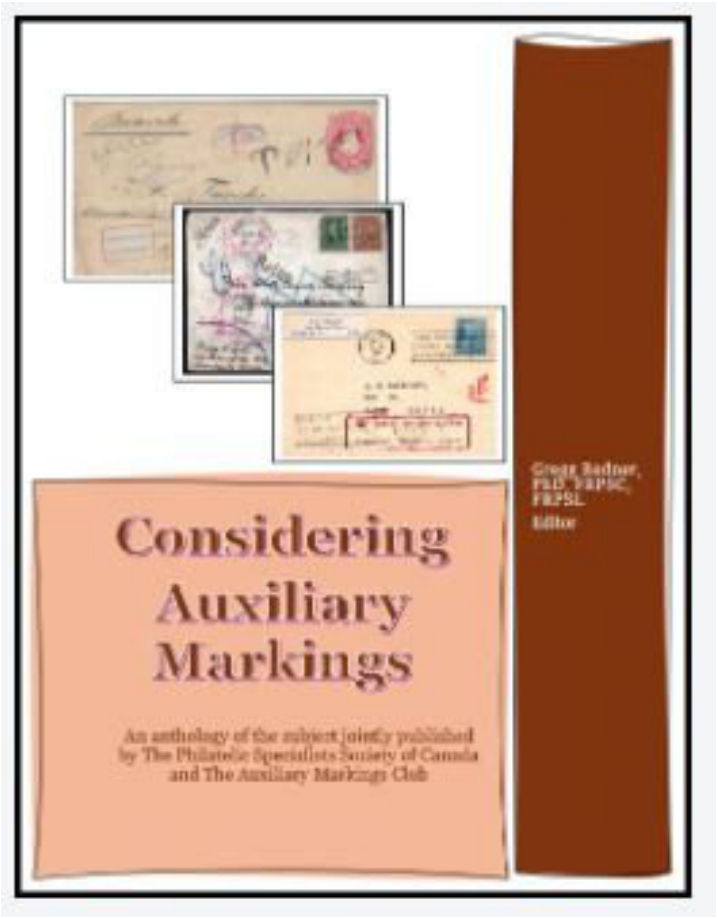
gteyssier@videotron.ca

CAS * FRPSC • BNAPS • FPHSC • CPSGB • PSSC • SHPQ • SPQ

AUXILARY MARKINGS ANTHOLOGY

The Philatelic Specialists Society of Canada and the Auxiliary Markings Club have produced an online anthology, *Considering Auxiliary Markings*.

According to the Auxiliary Markings Club's website (https://postal-markings.org) an auxiliary marking is "a postal marking applied to covers by handstamp, machine cancellation, stick-on label, manuscript marking or by mechanical or electronic methods such as addressograph or computer, indicating that the covers were given special attention due to some particular circumstance. A broad definition would include accompanying postal service letters, ambulance covers in which damaged or misdirected mail has at times been delivered, and markings placed on covers by institutions other than the postal service, such as the military, prisons, hotels, etc. Auxiliary Markings are sometimes known as Instructional Markings or Supplementary Markings."



The anthology contains 15 articles including

El Al Constellation – Flight 402: Shot down over Bulgaria (1955) - James R. Taylor, FRPSC

Canadian Airmail Related Instructional Markings - H. M. (Mike) Street, OTB, FCPS, FRPSC

Considering Auxiliary Markings can be downloaded at no charge from the PSSC website

Philatelic Specialists Society of Canada - Publications

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)

2 years - $45.00 CDN in Canada, $55.00 CDN in U.S.A. (or $44.00 US)
$65.00 CDN for members Overseas, (or $52.00 US)

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

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

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

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

Name: _____
Address: _____
_____
Telephone: _____ Date of birth: _____
Period and Type of membership: _____
E-mail: _____
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following members are now due for renewal before publication of the next newsletter. - Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay. PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

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

NOW DUE FOR RENEWAL:

#534 Colin Benford,
#203 John H. Bloor,
#242 Jacques Bot,
#340 Harold Brosseau,
#322 David G. Brown
#453 Steve N. Dulaney,
#406 Louis-Georges Dumais,
#312 Barry Frost,
#193 J.P. Gadoury,
#410 Terry Isaac,
#364 David Kelly,
#171 Albert Leger,
#484 Peter Lepold,
#432 John Lewington,
#243 Jim Miller,
#321 Andrew Mrozowski,
#446 Norman Pile,
#547 Nick Poppenk,
#81 Stephen Reinhard,
#417 Stephen Rose,
#532 Glen Singer,
#222 Douglas M. Smith,
#390 Dr. Hal Vogel
#446 Norman Pike

Advertising members due to renew:
#363 Raymond Simrak

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.