Canadian Chapter - American Air Mail Society
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
Aerophilatelic Federation of the Americas - Club Member
Club Member - FISA (Fédération Internationale des Sociétés Aérophilatéliques)

Editor: Chris Hargreaves
4060 Bath Road
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Tel. (613) 389 8993

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Vice-President:	Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8	Tel: (613) 225 4254
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June 1994

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY **ISSN-1181-9766**

Volume X, Number 2

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NEW EDITOR'S INTRODUCTION

Hi!

As incoming editor, I'd like to start by thanking Dick Malott for all the work he has done as editor of *The Canadian Aerophilatelist* over the last six years. - Dick has also kindly offered to continue organizing the printing and distribution of this newsletter.

In producing the newsletter, I will try and keep to two basic principles:

- to include everything sent in to me, on the principle that if one member thinks a topic is interesting enough to write about it, some other members will think that the topic is interesting enough to read about it;
- to make the newsletter as "welcoming" and understandable as possible to people who are reading a copy for the first time, even though this may involve repeating some information from issue to issue.

I hope that *The Canadian Aerophilatelist* will develop as a forum for the sharing of all types of information between members. I would therefore like to encourage members to send in items for this newsletter, including:

- **"news":** short or long articles, book reviews, opinions, etc.
- **questions and answers:** if you have a question on a mystery stamp, cover, or any aspect of aerophilatelly, send it in: I'll put it in the next issue of the newsletter; hopefully another member will know the answer and send that in; and then I'll publish the answer in the following newsletter.
- **details of items wanted or for sale:** please create your own "advertisement", (up to a single page 8 1/2" x 11", photocopier ready), and send it in to me.

My aim is to produce *The Canadian Aerophilatelist* on a quarterly basis in March, June, September and December; so I would like to receive material for it by the end of February, May, August and November.

So, if you have anything you'd like to go into the next issue, please send it to:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

by August 31st.

PRESIDENT'S REPORT

Dear Fellow Aerophilatelists/Astrophilatelists :

Greetings on the occasion of the first issue of "The Canadian Aerophilatelist" under the editorship of Chris Hargreaves of Kingston, Ontario. Chris plans to publish four issues a year commencing with this issue which I have held up due to my absence in England and Normandy, France to participate in the 50th Anniversary of D-Day. Chris wished that comments from the President of the CAS be included in each issue so here are my comments for this issue.

Anyone who had the privilege of attending the 50th Anniversary commemorations will poignantly realize how much the present world owes to those that risked and hazard all to provide us with a chance to live a better life. The graves of the young soldiers that we visited demand that we make a stronger effort to bring peace and security to this troubled world. The three tours in which I participated emphasized how precarious the hold the allies had in the first few days of the invasion on the Normandy coast. The unselfish bravery and determination of the allied soldiers to hold their gains made the difference to the success of the invasion, in my personal opinion. We are able to enjoy our various hobbies to-day due to the sacrifices of our brave military personnel of 50 years ago.

I wish to bring to your attention five matters that concern the CAS and its membership. First, the preparations for the catalogue , "The Air Mails of Canada", are progressing well. We have several collectors who have offered to assist in the project by looking after specific areas of Canadian Air Mail collecting. In the next issue of "The Canadian Aerophilatelist", I'll provide the suggested Table of Contents for "The Air Mails of Canada". If anyone wishes to participate by looking after a section, or by assisting a section leader, please contact me at your earliest convenience. In particular a section leader is required for the official government flights of Canada. It is a large section but it is quite straight forward as most flights were well publicized with special post office cachets being supplied. The involvement of more CAS members in this project would be appreciated.*

Second, the first printed publicity for CAPEX'96 has been issued. CAPEX'96 will be held from 8 - 16 June 1996 inclusive, in the Metropolitan Toronto Convention Centre. Members wishing to obtain data directly by being placed on the CAPEX"96 mailing list are invited to write to : CAPEX'96, Post Office Box 204, Station Q, Toronto, Ontario, M4T 2M1. Those that are eligible to apply for exhibiting at this F.I.P. World Exhibition are urged to do so to advance Aerophilately/Astrophilately in the Canadian public's eye. I am co-ordinating the arrangements for the CAS, AAMS, AFA, and possibly FISA at CAPEX'96. Although Murray Heifetz will be assisting in our arrangements he has other duties with the CAPEX'96 Committee so the assistance of other CAS members living in Toronto and environs is urgently needed. I require one CAS member to co-ordinate arrangements in Toronto to arrange the manning of the combined booth that we will have with the AAMS, AFA, and FISA and to assist Murray Heifetz in setting up lecture room facilities and meeting rooms. Recommendations for lectures on Aerophilately and/or Astrophilately are solicited. Murray is making arrangements to have our lectures and meetings in the rooms of the Philatelic Specialists Society of Canada at 214 Merton Street, Toronto. To ensure a successful and educational experience for our group at CAPEX'96 the assistance of all of our members is required. Now is the time to commence preparations as 6 June 1996 will come all too soon. Remember that we also have the catalogue to complete by the target date of 6 June 1996 also. May I hear from you in the near future?

(Continued)

* See also page 7. Ed.

PRESIDENT'S REPORT continued:

Third, the CAS has a varied stock of special flown covers sponsored by the CAS. A year ago a copy of our inventory was sent to all members soliciting purchases. If you have not a copy of this list or if you are interested in purchasing a few Snowbird covers or other types for a young collector that needs encouragement to continue or commence collecting Canadian or foreign air mail covers and stamps why not contact our Vice-President, Mike Shand, 1183 Agincourt Road, Ottawa, Ontario, K2C 2H8 to see what is now available.* A volunteer to think up new ideas for special air mail covers for the CAS is needed. This volunteer would also co-ordinate arrangements for the preparation of souvenir or commemorative covers. The ICAO commemorative stamp to be issued this September for the 75th anniversary of ICAO might be an appropriate time to start. The Snowbirds will be flying 50 special envelopes for the CAS this summer . All will be signed by the 9 Snowbird pilots . The cost will be $20.00 per cover. If you wish one send in your order and payment now. The 125 envelopes flown from Ottawa to Virginia after the Ottawa National Air Show in a Stealth Fighter F-117A have not yet been located by the pilot, Captain Greg Sembower. He is sorry for the inconvenience to our members and thus he now has 50 new covers to be flown for the CAS sometime this summer. The envelopes have a .40 cent US air mail stamp on each and will be canceled at an applicable USAF Base , perhaps Holloman AFB, New Mexico. Greg will also autograph each envelope. These envelopes will be available latter this year at a value of $5.00 each . These are the only two special envelopes that have been prepared this year for the CAS.

Fourth, to assist in stimulating interest in the CAS 585 letters were sent out to members of the American Philatelic Society (APS) who indicated that they were interested in Aerophilately or Astrophilately. The list of names and prepared address labels were provided by the APS. At present the CAS has received six requests for further data on the CAS. Letters were sent to all on the list even if the individual was already a CAS member as I wished all members to see what was being done and to encourage those who have not maintained their CAS membership to rejoin. It is hoped that we will obtain 15 to 20 new members for the CAS.

Fifth, to assist in the preparation of the new catalogue, "The Air Mails of Canada", I have sent to Charles Firby Auctions , 6695 Highland Road, Waterford, Michigan, 48327, USA (Tel: 313 - 887 - 3091) my entire collection of Canadian government flights and all other types of flights from 1925 to the present for auction in September 1994. In this way a complete listing for reference purposes will be prepared and fair market values for these items, many seldom seen , will be established for use in the new catalogue. The items to be auctioned have been acquired over a 44 year period and include a complete set of R-100 dated envelopes for the period of the R-100's visit to Canada in July/August 1930. As for previous air mail auctions Charles will send a copy of his catalogue to all those on the CAS membership list. If you require further data please write to Charles Firby at his indicated address.

Thank you for taking the time to read these comments. If you have any observations on these comments please contact me at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada (Tel/Fax : 613 - 829 - 0280.

Dick Malott

(RK Malott)
President
Canadian Aerophilatelic Society

* See also page 20. Ed.

SECRETARY'S REPORT

Ron Miyanishi reports that one new member has joined us since the last newsletter:

209: Godfrey S. Pasmore
427 Mount Pleasant Ave.
Westmount, Quebec H3Y 3G9

Welcome to **The Canadian Aerophilatelic Society** Godfrey.

TREASURER'S REPORT

15 April 1994

Bank Balance as of 15 October 1993		$ 338.77

INCOME STATEMENT

Dues, new members	$ 63.06	
Dues, renewals	561.24	
Sale of CAS items by Auction & by mail	125.22	
Donation from Ed Lettick	9.61	
Interest on Bank Account	.19	
	$ 759.32	759.32
		$ 1,098.09

EXPENSE STATEMENT

Cheque to Ron Miyanishi, Sec. for postage . . .	$ 65.72	
Cheque to Mike Shand, V.Pres. for postage . . .	4.12	
Cheque to R.K. Malott, Pres. for postage, typing of Newsletter & 2 rubber stamps . . .	138.28	
Cheque to N.D.Bentley, Treasurer for postage .	26.82	
U.S. Money Order for AAMS for CAS Chapt.Fee . .	13.51	
Service Charge on Account	5.20	
	$ 253.65	253.65
Bank Balance as of 15 April 1994		$ 844.44

Note #1: $2,302.72 Savings Account
5.80 October Interest
$2,308.52

Signed Nelson D. Bentley

Nelson D. Bentley
Treasurer CAS

THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

ANNUAL GENERAL MEETING:

MAY 8th 1994

A General Meeting was called for Sunday May 8, during the ORAPEX exhibition in Ottawa. However due to low attendance, the meeting was an informal one, but through this newsletter, other members may wish to note:-

1) The financial statement prepared by treasurer Nelson Bentley was reviewed and approved.

2) The appointment of Chris Hargreaves as editor of The Canadian Aerophilatelist was welcomed by all, and members should be encouraged to send articles, questions or other items of interest to him.

3) Plans to publish a revised Canadian Air Mail Catalogue, in conjunction with the American Air Mail Society, under the coordination of Dick Malott in time for CAPEX '96 were discussed. This is in effect a very short time period, so all who wish to contribute should contact Dick immediately.

4) Anyone interested in visiting or exhibiting at AEROPEX 94 in Australia in November can contact me for information, as one or two CAS members may be going, and we could coordinate plans if wished.

5) There being no other business, the meeting closed at 2.30 p.m.

Mike Shand
Vice-President.

CANADIAN AIR MAIL CATALOGUE - Murray Heifetz

Under the editorship of Richard K. Malott, a new version of the Canadian section of the Fifth Edition, Volume 4 of the American Air Mail Catalogue is being prepared for publication in 1996. This may end up being a separate Canadian catalogue with a much expanded table of contents.

I will be assisting Dick with specific responsibility for the section on Canadian semi-official airmails. In this regard I am asking for input from all members of the study group. I would appreciate items that correct information in the present Volume 4, suggestions for insertion of material or specific flights not presently listed, and any other comments that will be helpful in preparation of the revised catalogue.

In addition to the above, I am working with Neil Hunter and Dick MacIntosh in creating a far more comprehensive Canadian catalogue that will cover any and all items of Canadian aerophilately (covers only) for listing in a chronogical order irrespective of its category. This catalogue will have far less of the descriptive coverage in the Volume 4 revision but will enable a collector to look up a date for any cover and find out right away what kind of cover it is and some information about it. To this end I am also requesting input from collectors with photocopies of any item they have - not presently listed in the AAMC or Holmes - that they think should be included in such a chronological listing. Typical of the type being considered are some of the Canadian Government flights where only the first flight is shown but where flights in the second or third week were equally important, perhaps scarcer, and definitely collectible.

All communications should be sent to:

Murray Heifetz
49 Ternhill Cres.
Don Mills, Ont.
M3C 2E4

ICAO AEROPHILATELIC EXHIBIT, MONTREAL - Dick Malott

A special aerophilatelic exhibit is to be shown at the ICAO Headquarters, 1000 Sherbrook West, Montreal, Quebec for three days, 16 - 18 September 1994 under the supervision of Mr. Albert Pelsser, (Tel: 514-653-7615 (Home) or 514-286-6258 (Office). He can use up to 50 frames of air mail material for frames from Philatelic Quebec. If you are interested in displaying any material please contact Dick Malott for details, as he'll be going to Montreal for this event, and will look after the mounting and dismounting of the material in a secure area. This is not a competition but an exhibition of aerophilatelic material for the 50th anniversary of ICAO, (the International Civil Aviation Organization).

CONTRIBUTED BY:
Fred Blau

ISRAEL
AIRMAIL

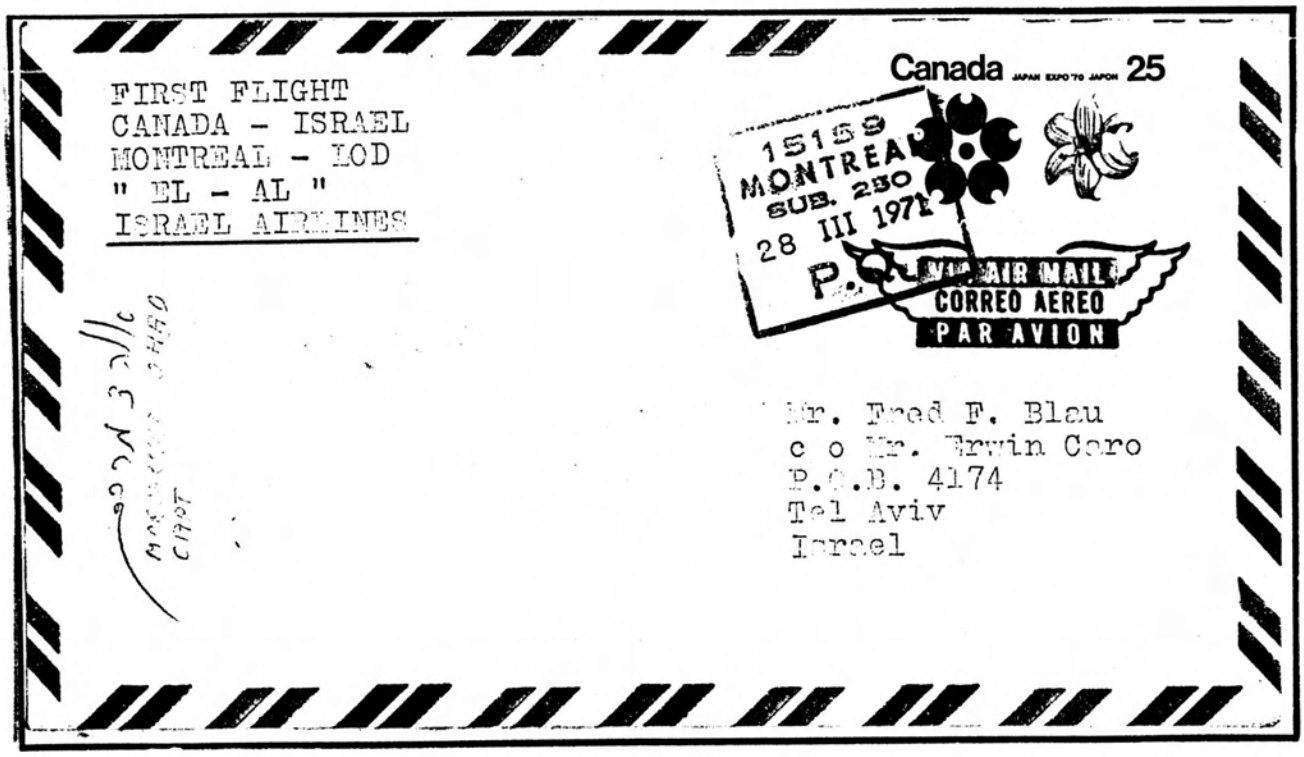
I S R A E L A I R L I N E S

FIRST FLIGHT

CANADA - ISRAEL

MONTREAL - LOD

MARCH 28, 1971



POSTMARKS : 15159 MONTREAL SUB.250 28.III.71 P.Q.
: LOD NEMAL TEUFA INDEX 3 29.3.71 22-11

MAIL : 15 COVERS SIGNED BY CAPTAIN OHAD, PLUS 2 KG MAIL WITHOUT ANY CACHET,INDICATING FIRST FLIGHT.(EL AL)

THE AGREEMENT FOR LANDING RIGHTS BETWEEN CANADIAN PACIFIC AIR AND EL AL WAS SIGNED ON MARCH 27,1971. THE FIRST "EL AL" FLIGHT TOOK PLACE THE FOLLOWING DAY.SINCE THIS WAS A SATURDAY,CANADIAN POST OFFICE WERE CLOSED. ONE PERSON HOWEVER MANAGED TO GET 10 OF MINE AND 5 OF HIS PREPARED COVERS CANCELLED,BY A POSTAL CLERK AT A MONTREAL SUBURB POST OFFICE.THESE CANCELLED COVERS WERE HANDED BACK TO HIM,TAKEN ON BOARD,SIGNED BY THE CAPTAIN AND BACKSTAMPED AT ARRIVAL AT LOD AIRPORT - APRIL 29, 1971.

ONE MAILBAG CONTAINING 2 KG MAIL AND LAYING AT MONTREAL AIRPORT WERE TAKEN ON BOARD,BUT THESE COVERS DID NOT RECEIVE ANY CACHET AND CAN NOT BE RECOGNIZED AS FLOWN BY " EL AL FIRST FLIGHT - CANADA - ISRAEL "

CANADIAN SEMI-OFFICIAL AIRMAILS - The issues of Commercial Airways Ltd.

by Murray Heifetz

This is the first of a series of articles on the stamp issues of Canada's "Bush" airlines in the 1920's and 1930's. I will not go into detail on the airline history and basic stamp data, except where correction or revision is required. This can be obtained from a number of sources such as the very good book by C. A. Longworth-Dames. There are also listings in Volume 4 of the American Airmail Catalogue.

Some years ago, in several, separate, semi-official studies, reports on aspects of the Commercial Airways issue were made by Bill Topping, Trelle Morrow, and Haughton Sanguinetti, among others. Some of their comments will be repeated here as they may still be valid.

The Commercial stamp is generally categorized in 4 issues. The main distinctions are colour and medallion inscription. The first and third issues are in black and violet respectively and are inscribed "Via Air" in the two oval medallions on both sides of the stamp design. The second and fourth issues are in black and orange respectively and are inscribed "Air Fee". Catalogues refer to shades of different printings - particularly in the second issue where two specific printings are recorded. While this may be correct, it should be noted that variations in shades are found throughout the four issues - notwithstanding different printings.

The company was formed in 1928 by W. R. "Wop" May, Vic Horner, and Cy Becker. They operated in the Canadian Northwest with headquarters in Edmonton. In April 1931, due to financial difficulty they were bought out by Canadian Airways. Although they had major government mail contracts over this lengthy period, one will have to be very fortunate to find a cover with proper commercial usage and franked with the Commmercial stamp. The main reason for this is that most of their flights were on government contract routes where, by 1929, proper Canadian airmail stamps were required and available. The use of the Commercial stamp was redundant. Hence the only really valid use (with a few exceptions) was on the inaugural flights of the various routes.

ESSAYS

Previous information seems to be incomplete. There is one essay (not approved), prepared by "Bob of the Northland" for a 1931 flight from Aklavik to Miami. The reported issue is black on orange paper in tete beche pairs. The word "Essay" is printed under the left bottom corner of the stamp. This is correct. The actual pane is imperforate. My copy is 63 mm. x 94 mm. I also have the item in single use (not tete beche) without the "Essay" printed underneath. I have it on orange paper - size 84 mm x 78 mm. and on white paper size 90 mm x 75 mm.

PROOFS

In 1977 Trelle Morrow reported that he had what he called "Galley" proofs. These are onnewsprint and are from the first pull from the galley by the printer. They came from the Ed Richardson collection. It is considered that these are the only known legitimate proofs.
Printings are known for both the Air Fee and Via Air issues in singles and pairs, on card and on paper, and in a variety of colours as described in various other references. In catalogues, auctions, etc. they are described as proofs, colour proofs, colour trials, etc. They are questionable. Stuart Johnstone who was associated with Commercial Airways and possibly with the printers - Hamly Press, claimed that they were made at his request as a joke and "he didn't know how they got into private hands."

(Continued)

THE FIRST ISSUE

This issue is distinguished from the others by having been issued in booklet form with a perforated selvage on the left side of the pane. Full panes, including the selvage, are very desirable items. A full book consists of 25 panes.

My collection includes a few interesting covers - one of which is quite important. Fig 1. - a cover carried on the first flight from Edmonton to Grande Prairie May 21, 1929 but posted at Edmonton May 6. All previous catalogues show the date of stamp issue as May 18. This date will now have to be revised.

Fig. 2 - a cover posted from Edmonton to Grande Prairie June 7, 1929. This is the latest usage I have seen with the first issue on what seems to be a legitimate posting. (The second stamp issue came out June 2). I do have a cover with this stamp posted from Athabaska to Edmonton Feb. 23, 1931 but, as this is a "Roessler" cover, I consider it deliberately contrived.

Fig. 3 - This cover may or may not be one of the elusive commercial usages. It could be a posting from Grande Prairie with important items for the Edmonton Journal sent by the reporter to himself at the newspaper. The double franking would be for double weight of the #10 size envelope. The problem is that the sender, A. W. McIntyre, is a recognized name as a cover creator. This cover is also notable for having the boxed 3 line obliterator in the scarce violet rather than the blue which is almost always found with this issue.

Plating - Minor varieties, along with the pane margins that are imperforate, allow the position of stamps in the panes of both the Air Fee and Via Air issue to be determined. Plating of the Via Air issue can be found in an article by George H. Fay in the June 1935 issue of the Airport Journal.

Varieties - All catalogues list a "Broken C" variety in position 2 and ascribe a premium for this. In my view, there is really no validity for any premium. The item occurs in every pane as do all other varieties which distinguish other pane positions. It is therefore no scarcer than any other distinguishable stamp position.

There are also catalogue valuations for an imperf pair. I have been looking for evidence of such an item for many years and have still to find it. Since the other three issues are known imperforate, it is reasonable to assume that there may be one or more panes of the first issue imperforate. But, if so, they haven't surfaced in exhibit or auction sale for many years.

THE SECOND ISSUE

There are two reported printings - one on June 2, 1930 and a second on Nov. 5, 1930. It would be interesting to know why there was a need for a second printing. The first issue totalled 5000 stamps - almost all for the May 21, 1929 and a few subsequent flights. The first printing of the second issue reportedly totalled 3000 stamps. There were only a few inaugural flight dates. The fourth issue Dec. 6, 1930 was intended for the Dec. 10th flight to Ft. McMurray. The third issue July 21, 1930 was for the July 23rd flight to Ft. McMurray. This leaves only the Dec. 12, 1930 Edmonton-Peace River and the three flights in Feb. 1931. With the remainders of the four issues all available for the February 1931 flights, what was the need for a separate printing on Nov. 5, 1930?

Plating - There are more distinctive varieties on the Air Fee design than on the Via Air which makes for easier plating. George Fay, who wrote up the Via Air plating, also did the Air Fee in an article published in the April 1934 Airpost Journal. I also published an extensive, illustrated article(at the time unaware of the Fay study) in the Canadian Philatelist in the spring of 1972.

(Continued)

Varieties - There are no constant plate varieties of the issue which are as visible as the "Broken C of the first issue. Again, the catalogues are in error. They report this broken C variety in the Air Fee design. It doesn't exist.

Covers - While use of the second issue on covers of various first flights is quite common, I have only one "out of the ordinary" item. A washout of the railway between McLennan and Mirror Landing , Alberta caused an emergency flight to be authorized. Covers exist posted Edmonton June 17, 1930. An article by Haughton Sanguinetti said that there were 50 covers carried by the pilot , Cy Becker, and that all were signed by him. My covers are backstamped June 19 at McLennan and are not pilot signed. Chester Forrest says that these covers were flown but not on the emergency flight. There has been very little research on this flight but perhaps Forrest came to this conclusion because one of the covers (I believe from his original collection) was not pilot signed. (Fig. 4).

There is another report that states two flights were made. One on June 17 with several hundred pieces of mail, but most of it regular commercial mail; and another on June 18 with about 50 "collector" covers franked with the Commercial semi-official stamp.

On March 14, 1931, "Bob of the Northland" promoted a flight from Aklavik to Miami. This was known as the "Pine to Palm" flight. A few covers were routed differently and rather than to Miami, went to Brownsville and Canal Zone to Buenos Aires. The second issue stamp was used for both these flights.

Volume 4 of the American Airmail Catalogue, under the May 21 first flight, notes that covers for this flight may be franked with either the first or second issue. Hard to have a June 2 issue on a May 21 flight!

THIRD ISSUE

This was a repeat of the first issue design but in violet. It was issued on July 21, 1930 presumably to be used for the inauguration of a flight from Edmonton to Ft. McMurray on July 23. As it was produced from the same plate as the first issue, the plating, with all the positional variations including the Broken C, remain the same. It is reported that there were two distinct shades of violet and two kinds of gum - yellow and white. I found no identifiable correlation between shades and gum.

Varieties - There are a few items found in this issue not appearing in the others. Panes are reported with an extra diagonal line of perfs running from stamp position #2 to #9. Many catalogues state that there are only 3 sheets known. I doubt it. I have one sheet and a few stamps from a second. I have seen at least two more in auction. One of the panes with extra perfs may be unique as it is imperf between the 2nd and 3rd line of stamps. The one pane I have seen has been broken up. (Fig. 5).

There is also a variety on position 7 which is not constant. It is a white circle near the tip of the left wing (the viewer facing toward the plane). It gives the appearance of Air Force insignia.

Strangely, while there was a smaller printing of imperforates on this issue than on the second or fourth issue, covers franked with third issue imperf stamps, while very scarce, are more frequently seen than the others. Second and Fourth imperfs are more frequently found in mint state.

(Continued)

FOURTH ISSUE

Shade varieties make this a tricky issue. While there are variations on all the issues, there appears to be five distinct shades on the fourth issue - pale dull orange, pale orange, dull orange, orange, and deep orange. An earlier study suggests four different printings - all in December 1930 - one for each shade other than the deep orange. This study shows all printings with white gum except the pale dull orange which is listed with yellow gum. I can't quite distinguish the gums by colour but I can clearly see that on all issues except the pale dull orange, the stamp design can be easily seen from the reverse side. Whether this is due to a transparency in the paper or a variation in the gum, I do not know. It is definite, however, that there is a difference between this shade and the others.

Varieties - Longworth-Dames reports varieties with vertical double perforations between pairs and also partial vertical perfs between pairs.

OBLITERATIONS

All the semi-official stamps of these issues were attached to the back of the cover and received a company obliteration. There were two designs. One is a boxed cachet, approximately 61 mm x 28 mm with the words "USE AIR MAIL" on three lines at the left and five horizontal sawtooth lines filling the rest of the rectangle. It is found in blue, violet, and turquoise. The blue is promarily on the first issue; the violet on the second and third; and the turquoise on the fourth.

The second obliterator is a series of nine parallel wavy lines, unboxed, about 54 mm x 25 mm. It is found in turquoise and violet with covers of the second and fourth issue.

ILLUSTRATIONS FOLLOW ON NEXT PAGE



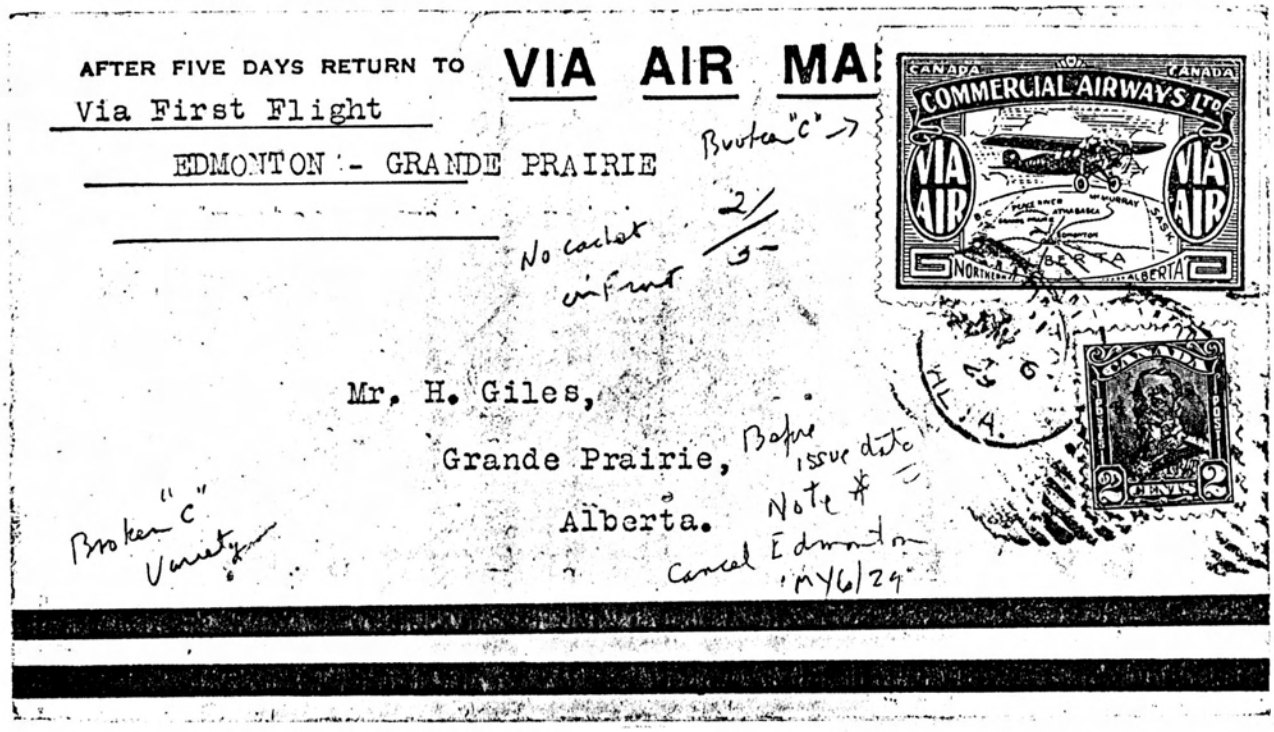


Fig. 1

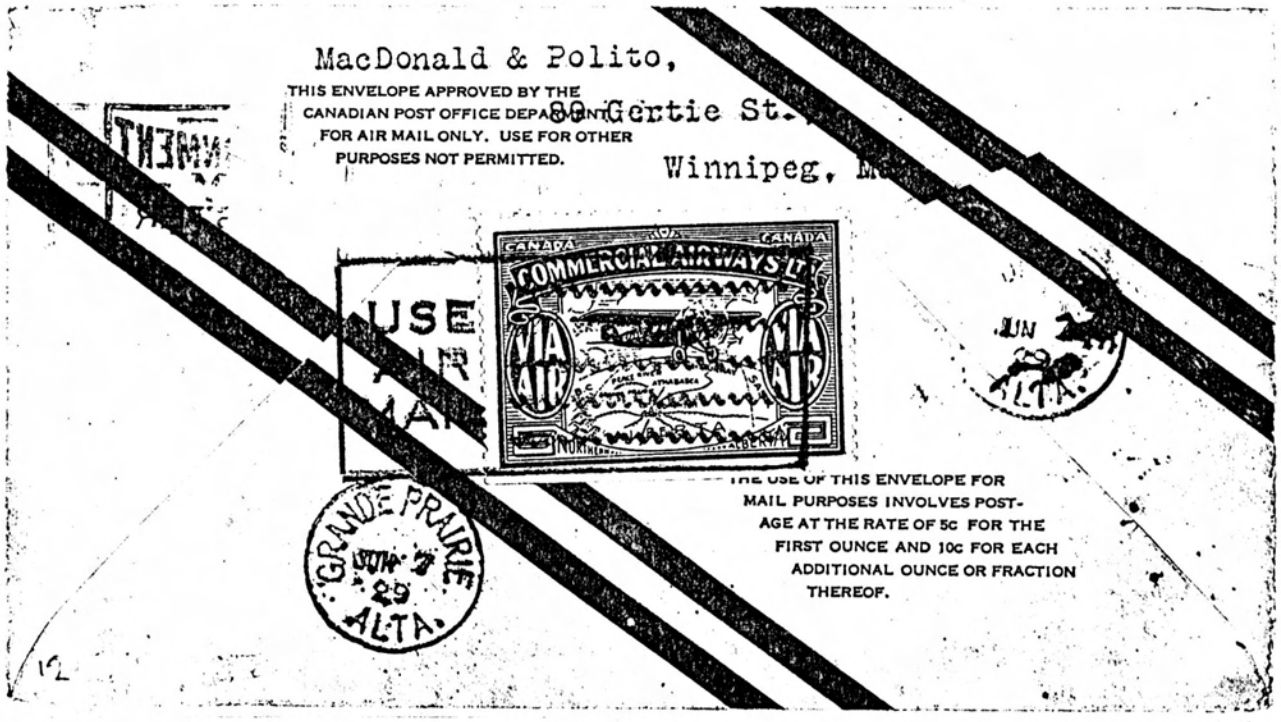


Fig. 2

(Continued)



Fig. 3 (front)

(Continued)

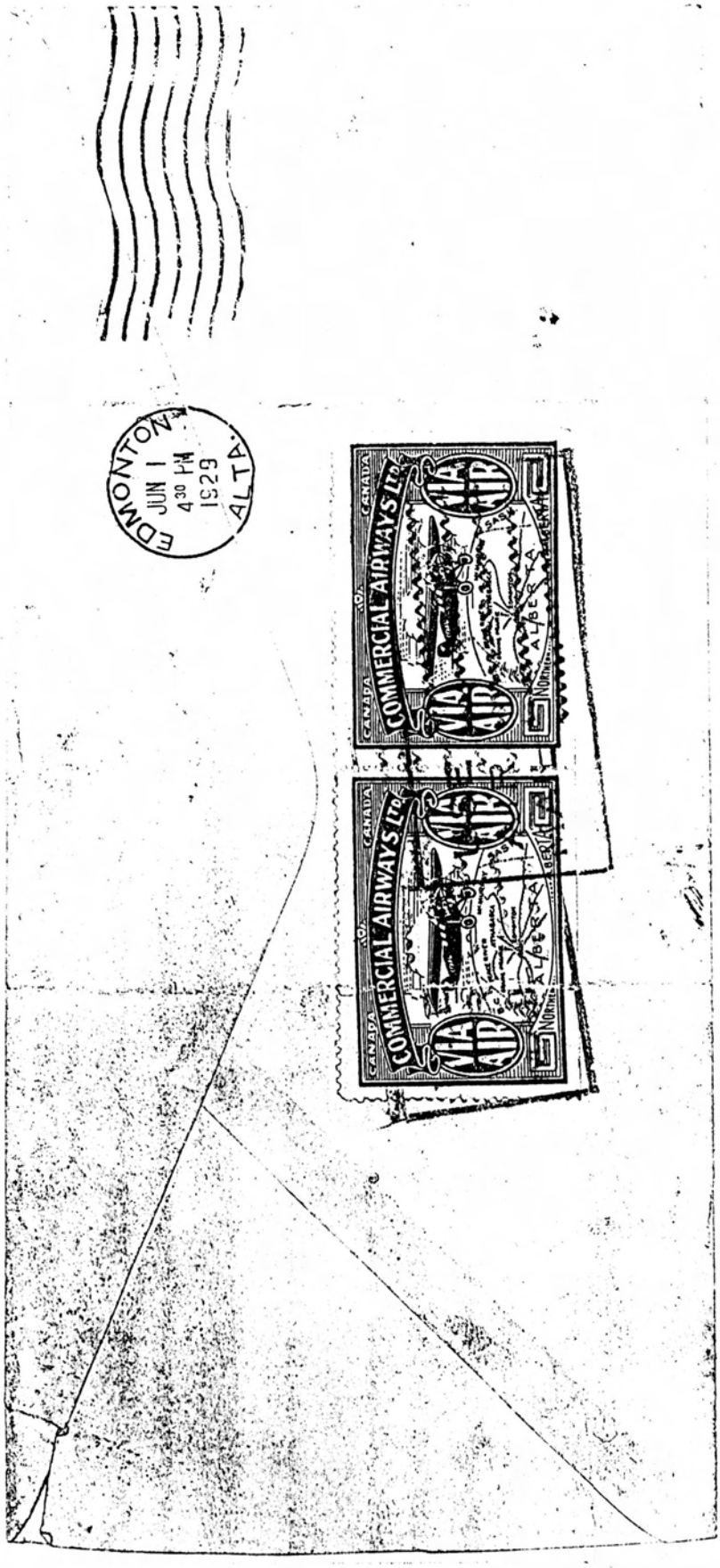


Fig. 3 (reverse)

(Continued)



Fig. 4



Fig. 5 (without the extra perfs)

QUESTIONS AND ANSWERS

I'm going to exercise "editor's prerogative", and be the first member to use this new section of the newsletter.

I recently offered to prepare a list of **"Postal commemorations of Alcock and Brown's Trans-Atlantic Flight, produced in Canada and Newfoundland"**, for Karl Winkelmann, editor of the Irish Airmail Society's Bulletin.

A preliminary copy of my list is given below. - I'd be most grateful to hear from any members who can answer the questions I've raised, or who can send me details of any additional items that should be added to the list.

REMEMBERING ALCOCK AND BROWN

1922 ***NEWFOUNDLAND:*** *Essay for a 15 cent air mail stamp produced by De La Rue: the stamp was not issued. (See Figure 1a at the end of this listing.)*

1928 **NEWFOUNDLAND:** 15 cent stamp issued on January 3rd, shows the Vickers Vimy taking off. This was part of a pictorial series designed to get publicity for the island. (The stamp is Scott #156, and was re-engraved and re-issued as #170. - It is shown in Fig. 3).

1929 **10th Anniversary**

CANADA: special cancellations reading -

REMEMBER FIRST TRANS ATLANTIC FLIGHT
BY BRITISH AVIATORS
CAPT. JOHN ALCOCK AND LIEUT. A. WHITTEN BROWN
JUNE 14TH 1919

used in Toronto and Hamilton during June. (Fig. 2).

Help please: I have seen this cancellation on Toronto covers for the opening of Kingston Airport on June 4th. It was also used on Hamilton covers for the opening of Hamilton Airport on June 6th, but not on Toronto covers produced for this occasion.- Can anybody tell me in how many places this cancellation was used, and on what dates?

NEWFOUNDLAND: special cancellation reading -

COMMEMORATING
- FIRST -
TRANS ATLANTIC
AIR MAIL
JUNE 14TH 1919

used in St. John's for one day only: June 14th. (Fig. 3).

(Continued)

REMEMBERING ALCOCK AND BROWN, Page 2:

1931 **NEWFOUNDLAND:** the $1.00 value in the set of three air mail stamps issued January 2nd shows the routes of various Atlantic flights, including Alcock and Brown's. (Scott C8: different paper C11.)

A.C. ROESSLER: sold an imitation of the 1922 De La Rue essay. (Fig. 1b).

1932 **NEWFOUNDLAND:** May 19th - the $1.00 air mail stamp was re-issued with an overprint for the DO-X flight. (Scott C12).

1933 24th Anniversary

CANADA: commemorative cachet produced by the "International Air Mail Society": cover mailed in Montreal on June 14th. (Fig. 4).

Help please: What sort of society was the "International Air Mail Society"? Why was it celebrating the 24th Anniversary of Alcock and Brown's flight?

1968 50th Anniversary

Major R.K. Malott: commemorative cachet produced - cover mailed in Ottawa on May 28th. (Fig. 5). (I have asked Dick for more information about this cover.)

CANADA: commemorative stamp issued June 13th, (Scott # 494).

1979 60th Anniversary

ROYAL AIR FORCE: commemorative flight from Goose Bay, Labrador, to the International Air Tattoo at RAF Greenham Common, England, on June 21st. - This was the return leg of a flight that left RAF Greenham Common on June 14th. - Covers were flown in a Phantom aircraft by Sqn. Ldr. A.J.H. Alcock (pilot) and Flt. Lt. W.N. Browne, (navigator). (Fig. 6).

- ILLUSTRATIONS -



THE 1923 15C. ESSAY PRODUCED IN SHEET FORM

Fig. 1a.



FORGERY OF THE 1923 ESSAY

Fig. 1b.

(Figures 1a and 1b are from Newfoundland Air Mails: 1919 - 1939 by C.H.C. Harmer, published by the American Air Mail Society.)

(Continued)

REMEMBERING ALCOCK AND BROWN, Page 3:

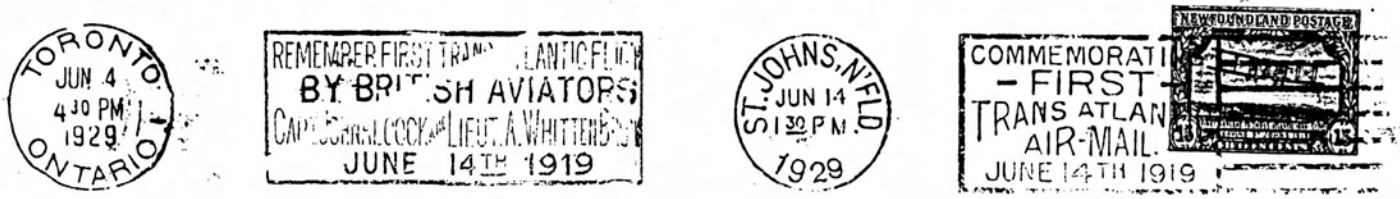


Fig. 2.

Fig. 3.

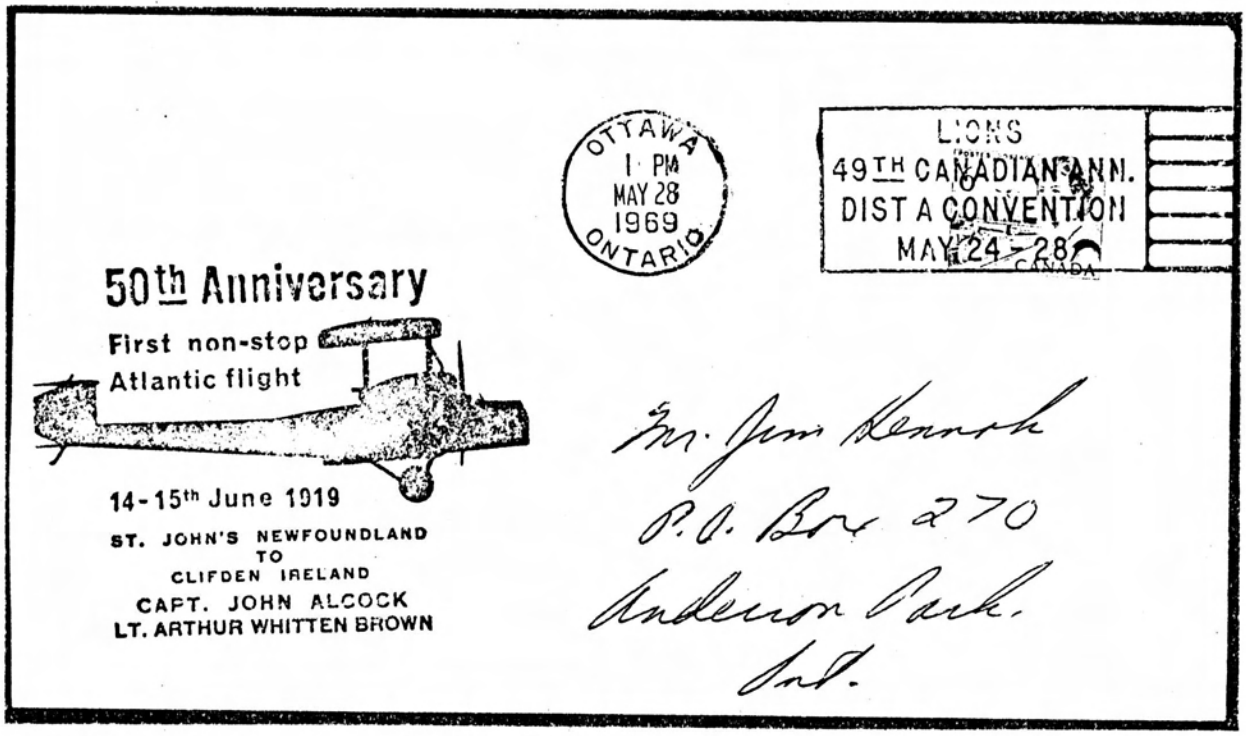


Fig. 4.

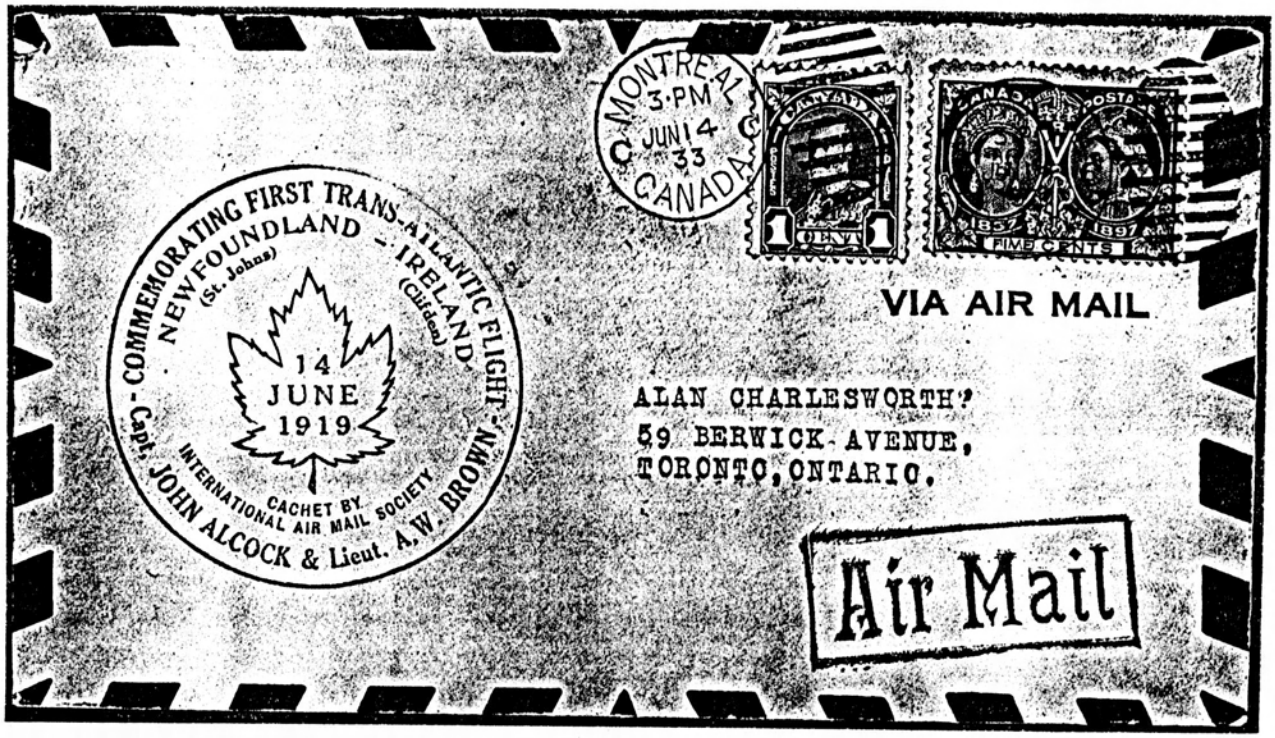


Fig. 5.

(Continued)

REMEMBERING ALCOCK AND BROWN, Page 4:



Fig. 6.

(This is one of several commemorative covers that can be purchased from The CAS. - If you would like more details about these covers, contact our Vice-President:

Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.)

If you can help with the above questions,
or know of other items commemorating Alcock and Brown's flight,
or have any other items for *The Canadian Aerophilatelist*,
please contact the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by August 30th.

Thanks.