THE CANADIAN AEROPHILATELIST

#59

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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PROPOSED ADDITIONS: The Editor of the newsletter, and a member elected by the Western Chapter of the CAS - see page 3.

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ: PIERRE VACHON, 909 CHEMIN DE L'ANSE-AU-SABLE, SAINT JEAN, NOUVEAU-BRUNSWICK E2M 4Z7

June 2004

Volume XX, Number 2 **ISSN-1181-9766**

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

President's Report

Greetings to all the members of the CAS. ORAPEX 2004 is now history . In my estimation it was another successful National Philatelic Show and an active one for the CAS. I was one of the 5 judges with 2 apprentice judges. Mike Shand's entry "New Zealand Air of 1937 - Triumph and Tragedy", 8 frames, was awarded a RPSC Vermeil Medal. Congratulations Mike for your exhibit and for being the only aerophilatelic exhibit in the show of 33 exhibits. Mike's outstanding New Zealand Air Mail exhibit was recently placed in auction in Australia.

We had 8 CAS members sign in - Mike Shand, Ivan MacKenzie, Brian Wolfenden, Charles Verge, Rick Hills, Jack Glasham, Chris Hargreaves and myself. Mike and Ivan looked after the CAS tables of Aerophilatelic books and flown covers on Saturday while I was serving as a judge. Mike and I carried on for Sunday. About $100.00 in covers were sold but the action was with the AAMS catalogues. I have been carrying over 100 books to the ORAPEX shows since 1996 . We sell a few each year so I obtained permission from the AAMS to sell the books to dealers at the normal 40% discount given by the AAMS. Over 60 books were sold. We do not make anything on the sales so the remainder of the books are being sent back to Greg Schmidt, AAMS Publications Distributor, 1978 Fox Burrow Court, Neenah, Wisconsin, USA, 54956-1184. The AAMS pays for the shipping charges. Brian Wolfenden will stock our catalogue, The Air Mails of Canada and Newfoundland, but any other books will have to be ordered directly from Greg at the indicated address. A list and prices of available books are listed in each issue of The Airpost Journal.

We had only 4 members at our AGM on Sunday, 2 May 2004 - Mike Shand, Brian Wolfenden, Chris Hargreaves and myself. Elsewhere in this issue is a report on the meeting by Mike. Practical changes to our Constitution have been recommended such as adding the Editor of the Canadian Aerophilatelist and a nominated member of the Western Chapter by the Western Chapter to the CAS Board of Directors. Elections remain at once every two years at the AGM. Your comments are welcome. In due course a revised Constitution will be prepared and sent to all paid up members of the CAS.

The annual RPSC Exhibition and Convention will be held in Halifax, Nova Scotia, 28 - 30 May 2004. It is hoped that some of you will be able to attend and that there will be some Aerophilatelic exhibits. After a hiatis of two years my Canadian Crash Cover exhibit has been accepted for competition at both ESPANA 2004 in Valencia, Spain, 21 - 30 May 2004 and Singapore 2004 in Singapore, August 28 - 1 September 2004. At the FIP Exhibitions there is always excellent Aerophilatelic and Astrophilatelic exhibits. Those who have never attended a FIP World Philatelic Exhibition should plan to do so when Washington 2006 will be held, 27 May - 3 June 2006. For further data on Washington 2006 visit the website: www.washington-2006.org

I am still amazed at the phenominal success of the May-Horner flight commemoration organized and effected by the Western Chapter of the CAS. I am now informed that another special event is planned for 2005 by the same group. Details will follow when finalized. The CAS Snowbird covers for 2004 are now in the hands of the Snowbirds for signing and flying over Ottawa on 1 July 2004. This year we salute the 80th birthday of the RCAF/CAF on the envelope designed again this year by Ron Miyanishi. The three special Snowbird postage picture stamps will be used again along with the special Snowbird Canada Post cancellation. The prices remain the same - $30.00 for 1 envelope signed by all 9 pilots, $55.00 for a set of 9 envelopes signed individually by the applicable pilot and $10.00 for any one separate envelope signed by 1 pilot.. If you wish a set for 2004 please let me know and when ready I'll send it to you.

Items are still available from me at the same prices for covers flown on 1 July 2003. Comet and NIMROD covers from 2003 at $10.00 each are also available. Brian Wolfenden is looking after all of the earlier CAS covers, primarily Snowbird covers. Contact Brian at 203A Woodfield Drive, Nepean, Ontario, K2G 4P2 , for the latest price list of available items.

At the AGM I presented Chris Hargreaves with the *Editor's Award* Plaque for the recipient chosen by Chris. The recipient was John Irvine of London, Ontario for his research on the National Air Transport Limited. Congratulations John from the CAS membership. Summer will soon be upon us. Enjoy the summer activities and rest up for your Aerophilatelic work this fall.

Dick Malott, President CAS

ANNUAL GENERAL MEETING: CANADIAN AEROPHILATELIC SOCIETY MAY 2 2004

1) The annual meeting was held this date, in conjunction with ORAPEX in Ottawa. Although the show was well attended, our meeting was a bit smaller than usual, lacking out-of-towners (except Chris).

2) The number for a 'quorum' was raised and it was decided that for this and future meetings, a quorum would consist of those present.

3) The Secretary's report and Treasurer's report as published in the March Newsletter were approved.

4) The question of a Website was once again discussed without resolution. Estimates of initial set up cost range upward of $200 which means 10 member (at $20 each year) and it is doubtful if new members attracted would offset costs. Chris volunteered to check with AAMS and/or APS to see if we could 'piggyback' on their Site. He will report by next meeting.

5) The CAS Constitution was discussed, mostly because the existing one had reference to a 'Board of Directors' which included a 'Recording Secretary', neither of which existed in reality.

   It was agreed that the Society should be run by an 'Executive Committee', consisting of 1.President, 2.Vice President, 3.Secretary, 4.Treasurer, 5.Editor of Newsletter, and 6.a member nominated and elected by the Western Chapter of the CAS.

   These officers would be elected every two years, and members could be elected to more than one office should they be successful.

   There will be an election in 2005 and should no objections to these proposals be received from the membership, the new 'constitution' will take effect with elections to the positions above.

   The Vice-President said he would not be seeking re-election in 2005 and others should make their interest known.

6) The President said that the Society would no longer be handling the sale of AAMS Catalogues and other publications. There were strong sales during ORAPEX, but remainders were to be returned to AAMS. Those wishing to purchase the Canadian Catalogue or to get information on the sale of other publications should contact Brian Wolfenden.

   The President also said that preparations for 2004 Snowbird covers were well underway and that details would appear in the Newsletter in due course.

7) As noted in the March Newsletter, the Editor's Plaque was presented to John Irvine, and was accepted for forwarding in his absence by Dick Malott. Congratulations John.

8) The meeting remembered those no longer with us and adjourned.

MIKE SHAND
MAY/2004

WESTERN CHAPTER REPORT

Following the demanding activities related to the 75th anniversary of the 'May-Horner Mercy Flight', this last few months has been relatively quiet for the western chapter. On March 27 the [third] annual general meeting of the chapter was held during the Edmonton Stamp Club spring show. Eight CAS members were in attendance as well as several other interested parties. One new member was signed up. During the formal part on the meeting Nino Chiovelli, acting on behalf of the City of Edmonton, presented certificates to Canada Post's Theresa Williams and to several others who assisted with the May-Horner commemorative flight. The last item of the meeting was a cover show-and-tell session, which generated some lively discussion.

The chapter is continuing its efforts to encourage area youth to gain an interest in Canadian aviation and airmail history. Jamie Barron, a young member of the Edmonton Junior Stamp Club did a class assignment on the May - Horner Flight. He won the prize for best project and will have his work displayed in the sub-surface mall at the Legislature for the Edmonton Centennial Celebrations. Jamie has agreed to do a presentation at one of the local Canadian Aviation Historical Society meetings. This may be a first for the CAHS and should add a new dimension to their lecture series.

The chapter has been asked to participate in the unveiling of the replica of the Curtiss Biplane Special - the plane flown by Katherine Stinson on her Calgary - Edmonton pioneer air mail flight of 9 July 1918 [PF-7]. Work on the replica, a static display, is being done at the Alberta Aviation Museum and will be completed in time for the 9 July 2006 ceremony. In conjunction with this event the western chapter, again through Nino's coordination, will manage a re-enactment flight from Calgary to Edmonton. Arrangements are already in place for an airworthy opencockpit biplane, flown by a female pilot, to carry 259 covers along the route - replicating as nearly as possible the details of the original flight. It is hoped however that the biplane will not be forced down enroute with engine trouble, as was the case back in 1918! Several other organizations will 'partner' with the chapter to offset the high cost of aircraft rental for the flight. Further details of the event will be provided in upcoming newsletters.

Gord Mallett

Wanted - Aircraft Wings

If the CAS can discover a forgotten airline, (see the article on National Air Transport in the last newsletter), then maybe we can help Patrick Campbell find some aircraft wings!

Patrick is the Director of Manufacturing for the Canadian Aviation Heritage Centre, which is planning to build a full-size replica of a CURTISS-REID RAMBLER. - Patrick has heard that a set of wings for a Rambler exist, perhaps in the St. Catharines area.

If anybody can help Patrick with information regarding these wings, please contact him directly at: 17091 Rue Maher, Pierrefonds, Quebec H9J 1H7 (Tel. 514 626 6921)

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Editor's Report

Many thanks to PIERRE VACHON, who has taken over the role of French-language contact for the society from Francois Bourbonnais.

Librarian's Report

We have added several additional publications of the American Air Mail Society to our library:

Balloon Post of the Siege of Paris, 1870-71 by Louis Chaintrier

This is a 163 page volume containing the series of articles which ran for many years in the *Airpost Journal*. Also included are many hitherto unpublished photographs, an account of the Pigeon Post of the same era by George Angers, and an updated French Balloon Post Section (excluding prices) from the Fifth Edition of the *American Air Mail Catalogue.*

The Pioneer Airplane Mails of the United States by Thomas J. O'Sullivan.

This 346 page book is the most comprehensive study of U.S. Pioneer airmail flights and mail. It covers 99 different mail-carrying flights during the period between 1910 and 1916. four of which have not yet been included in the American Air Mail Catalogue. In its five chapters, the author provides details of the pioneer flights, their pilots and experiences, and the mail they carried. The book is replete with 273 illustrations of old news accounts, aircraft and covers.

Aerial Mail Service - A Chronology of the Early U.S. Governmental Air Mail, March - December 1918 by A D Jones.

This is a 128 page large-sized monograph on the history of the first year of the U.S. airmail service, replete with numerous photos of airmail covers, planes, and pilots, as well as charts, graphs, maps, and timetables. Many findings have never been published before. This is a history of "flying by the seat of your pants".

The Mass Flights of Italo Balbo - The Flights of 1928, 1929, 1930 & 1933 - A History & Catalog of their Postal Artifacts by Robert E. Lana.

Written by an Italian philatelic specialist, this 144 page monograph records the history of Balbo's flights to various points between 1928 and 1933. Included are many photos of the aviators and aircraft, as well as listings and values for many of the stamps and covers flown by Balbo's aircraft. Includes a bibliography & index

OAT and AV2 Markings - Second Edition by Murray Heifetz.

This 142-page monograph greatly expands from the 1st edition the study of OAT (Onward Air Transmission) and AV2 markings, a series of worldwide postal markings from 1938 through 1974 that directed air mail envelopes to be carried by air through a series of intermediate points. An internationally-accredited judge and postal history specialist in many air mail topics, Mr. Heifetz depicts and describes currently known OAT and AV2 markings, with many reproductions of full-sized covers.

A summary of our library's holdings was given in the March newsletter. - For more information on the above books, or other holdings of the library, please contact the editor.

For more information regarding the AMERICAN AIR MAIL SOCIETY contact
Rudy Roy, AAMS Membership Secretary,
P.O. Box 5367, Virginia Beach, VA 23471-0367, U.S.A.
or visit their website at http://www.americanairmailsociety.org/
from which the above book descriptions were taken.

MORE INFORMATION ON THE UNSUCCESSFUL LONDON TO LONDON FLIGHT, 1927



In a press release issued on April 7th, Harmers of London announced that:

> **Unique Air Mail Cover achieves £70,575 at auction 6th April 2004**
>
> For the first time ever, two great airmail rarities were offered together in the same lot at Harmers of London's Air Mail auction on 6th April 2004. The lot consisted of a semi official air mail cover dated 1927 from the legendary 'London to London' experimental flight by Captain Terrance B. Tully and Lt. James V. Medcalf in the 'Sir John Carling', used with a 25c. blue and yellow, a unique cover, and a mint example of the 25c. blue and yellow stamp, of which there are only 6 known. It was a wonderful opportunity to obtain these two items - missing from even the greatest collections. The cover, which as its description indicates had been destined to be carried by air from London in Canada to London in England, was sold for £70,575 (Estimate £60,000).

This price corresponds to a bid of £60,000, (approximately $145,000 Canadian, or US$109,000), plus 17.625% buyer's premium, so maintaining the cover's status as the most expensive item in Canadian aerophilately.

It is also one of the most intriguing items in Canadian aerophilately. - Although this cover is without doubt the only known cover prepared for this flight that exists today, the exact number of covers carried on the flight, and the circumstances by which this cover was removed from the mail, are long-standing mysteries!

The September 1999 issue of this newsletter, contained a long article by Gordon McDonald regarding the preparation for the flight; the stamps and covers produced for the flight; and the mysteries surrounding the stamps and covers.

Gordon's article has become one of the most reproduced and quoted articles from The Canadian Aerophilatelist. - When I attended a meeting of the Air Mail Study Group at the *British North America Philatelic Society* convention in London, Ontario, last year, I was flattered when one of the members began a presentation on the London-to-London stamp, by distributing a copy of Gordon's article that had been reproduced (by agreement) in Maple Leaves, the journal of the *Canadian Philatelic Society of Great Britain.*

I was therefore delighted when Gordon offered to do a follow-up article describing the *Arthur and Edmund Carty Papers*, on which much of his original article was based, and then to receive the information on the following pages.

The Arthur Carty Papers

Gordon McDonald

These documents are part of THE ARTHUR AND EDMUND CARTY PAPERS, which are housed in the J.J. Talman Regional Collection at the D.B. Weldon Library of the University of Western Ontario in London, Ontario.

The Arthur and Edmund Carty Papers cover the period 1838 to 1974, and consist of 3.15 metres of textual records, 239 photographs, and 250 slides.

PART 1 - Biographical Sketch of Arthur Carty

The major contributor to the Carty papers was Arthur Chester Carty. He was born Arthur Chester Pudney in Rochester, New York, February 22, 1892. He had a sister, Olive, and brother, Victor. Their mother died when they were young. When their father remarried, the three children were adopted by their maternal grandparents, Robert and Marguerite (O'Byrne) Carty. They moved to London, Ontario in 1905; and were educated at London Catholic schools and Central Collegiate Institute. Later, Victor moved to the United States, while Olive and Arthur lived with their uncle and aunt: Edmund and his sister Beatrice "Birdy" Carty.

Arthur began newspaper work as a reporter, and later sports editor, of the *London Daily Advertiser* after finishing school. He switched to the *London Free Press* in 1913 as reporter, night news editor. One of his special assignments was an interview with Arthur Conan Doyle when he visited London in 1914.

His skills as publicist were apparent in his work with London's 1919 Victory Bond Campaign. As secretary to the manager, he produced a "Victory Loan Carnival", and arranged for extensive newspaper coverage. Also in 1919, Arthur broke the story on the disappearance of Ambrose Small, a theatre entrepreneur who was never heard from again.

Journalism ran in the Carty family. Edmund Joseph Carty (1872-1950), uncle of Arthur, was also involved in several London newspapers. He began his professional life with the *London Free Press,* worked with the *London Advertiser* in 1895, then the *London News* from 1896 to 1903 of which he was city editor and later managing editor. Edmund worked as city editor of the *London Advertiser* from 1903 until 1913, then worked as day news editor at the *London Free Press.*

It was following this job that Edmund and Arthur joined forces to form the *Carty News and Publicity Service.* This was an independent news service specializing in western Ontario stories. The Cartys sold stories to various newspapers and journals including the *Toronto Star, Globe and Mail, Toronto Sun, the World, Detroit Free Press, Windsor Star, Chicago Tribune, New York Times* as well as *Time Life and Scientific American.*

One of the major projects undertaken by the Cartys was the Beck Memorial Fund, which raised funds for the Beck Sanatorium. Familiar with Beck, both men also worked on a biography of this prominent Canadian, who had been the driving force behind the creation of Ontario Hydro.

Another venture undertaken by the Cartys was promoting the London to London flight in 1927. The Cartys were hired by Sir John Carling to publicize the event - while staying within the law. Technically, there was to be no advertising by breweries, but this flight was arranged to bring indirect attention to the Carling establishment. The flight took place in September of 1927, with Terrance Bernard Tully and James Victor Medcalf as pilots. Unfortunately, the airplane went down in the Atlantic soon after takeoff from a stop- over in Newfoundland.

Also of note is the Cartys' work with the London and Port Stanley railway which they publicized, news coverage of the local Ashplant controversy, as well as human interest stories - such as Snooky, the oldest cat in Canada. Both men were editors of the *London Coronation Souvenir* of 1937, and Arthur was sole editor of the 1953 *London Coronation Souvenir.*

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

Both Cartys were involved in publishing well regarded local histories, such as *Milestones* and *London Centennial Review,* both 1926, and *London Fire Brigade History*, 1927. Arthur edited *Diary of Mr. H. C.R. Becher* and *A Thousand Arrows* as well.

Arthur seemed to like controversy - he interviewed various politicians - including one interesting discussion between himself and Mitch Hepburn of which the latter completely denied. Of particular significance is Arthur's (and to a lesser extent, Edmund's) role as speech writer and "ideas man" for the Lieutenant Governor of Ontario, Ray Lawson, in 1947 and 1948, with whom the journalist had quite friendly and personal correspondence.

The Cartys were also involved in their community. Besides the Beck Memorial Fund, both were involved in the senate at the University of Western Ontario, Victory Loan Campaigns, the Irish Benevolent Society, the Knights of Columbus, the Red Cross, and local Separate School Boards. Specifically, Edmund wrote an historical series in 1925-27 in the *London Advertiser* entitled "Landmarks of London", was an honorary member of the London Typographical Union, member of the London and Middlesex Historical Society, member of the London Humane Society, director of the Canadian Society for the Advancement of Coloured People, and member of the Soldiers Aid Commission, 1914-17. Arthur was designer and editor of *The Time for Family Prayer* - a publication for Father Patrick Peyton's Family Rosary and Family Theatre of Albany and Hollywood, a Separate School Board Trustee from 1938 until 1972, he established the Knights of Columbus-Mocha Shrine annual baseball games for Shriners Crippled Children's Hospitals, and was the director of the London Property Owners' Association.

Edmund, Arthur, Olive and Beatrice "Birdy" Carty lived together for most of their lives. Edmund died on March 29, 1950, and Arthur died November 16, 1972.

EDITOR'S NOTE: this part of Gordon's article was based on information supplied by the *J.J. Talman Regional Collection,* which is quoted with thanks.

Part 2 - Custodial History

The ARTHUR AND EDMUND CARTY PAPERS were donated to the University of Western Ontario on August 10, 1977 after Olive Carty's death, through her estate. The papers came from the Cartys' longtime home at 931 Richmond Street.

One of the letters in File 31 of the collection is from R. K. Malott, (then Assistant Curator of Collections, National Museums Canada; now President of the Canadian Aerophilatelic Society), dated 10 January, 1975. This letter is addressed to Olive Carty, sister of then deceased Arthur Carty. Nine photographs, loaned to the Canadian War Museum, are returned, with thanks. It is suggested that, as these photographs of the pilots are very historically important, they should be willed to a local or national museum. Whether or not Olive Carty actually made any provisions in her will to leave any articles to a museum, etc., is unknown.

Prior to writing this article, the author spoke to personnel at the J.J. Talman Regional Collection, and to Mr. Edward Phelps, who is now retired.

Edward Phelps was the *Head: Regional Collection* at the time that the Edmund and Arthur Carty Papers were acquired, and remembers the acquisition. He states that he heard that the house where the Cartys had resided was for sale, and was being cleared out. He and another employee from the J.J. Talman Regional Collection library went to the house. The other employee was John Lutman, who is the current *Head: Regional Collection.* Some material had already been bagged for garbage, and was at the front of the house. A large pile of clippings etc. was on the floor waiting to be bagged. Some documents were torn up and had to be repaired or discarded.

They spent the day at the house going through the "garbage", and convinced the man doing the cleanup that this was valuable material (from an historical point), and persuaded him to turn over the material to the University of Western Ontario.

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

Part 3 - ARTHUR CARTY'S PAPERS

In my article *New Information on the London to London Flight of 1927,* which appeared in the September 1999 issue of The Canadian Aerophilatelist, several sources of information were listed, including the Arthur Carty Papers.

Information contained in the Specialized Philatelic Catalogue of Canada & British North America (Ninth Edition) by Holmes & Associates, published in 1960 contains a one and one-half page article entitled *1927-London, Ontario to London, England Canada's Rarest Air Mail Stamp* by L. Seale Holmes. The author states that it was completed "with the valuable aid of my good friend, Mr. Arthur C. Carty, a prominent Canadian correspondent."

The book Philately in London by Stan Shantz and Don Demery (published in 1967) contains a ten page article including much of the material from the above-mentioned catalogue, plus additions.

Several other articles, etc., regarding the attempted London to London Flight, including two of the sources shown in my earlier article, are also based on information contained in the Arthur Carty Papers.

The Arthur Carty Papers are part of the Arthur and Edmund Carty papers, which are housed in the J.J. Talman Regional Collection at the D.B. Weldon Library, at the University of Western Ontario in London, Ontario.

The Arthur Carty Papers regarding the Unsuccessful London to London Flight show a record of developments of the preparation for the flight over the period late June, 1927 until late September, 1927, plus a few later letters etc. They are contained in large file folders in two large filing boxes measuring 15 ½ inches by 12 inches:

- Box #4922 contains 36 file folders and a bound copy of the minutes of the City of London Council Meetings for 1927.
- Box #4923 contains 328 file folders of clippings from newspapers coast to coast. These are in chronological order by the date of the newspaper: file 1-10 (June, 1927), 11-169 (July, 1927), 170-262 (August, 1927), 263-326 (September, 1927) and 327-328 (undated). These clippings were clipped by the Dominion Press Clipping Agency, 74-76 Church Street, Toronto.

The tabs of the files in box #4922 are titled as follows:

File 1: Carling's Announcement of Flight

This is a paper entitled *The Journal of the Skies* (see copy on next page) dated July 2nd, 1927 which states, in part, that $ 25,000 will be paid to the pilot successfully completing a London to London Flight, and that financial affairs have been placed in the hands of Mr. Ray Lawson, the Trustee nominated originally by Mayor John M. Moore of London, and A.J. Grant, President of the London Chamber of Commerce.

The paper was prepared by Charles Burns to answer early allegations that the proposed flight was merely an advertising ploy by Carling's, and that there were really no definite plans for a flight or a $25,000 award.

No explanation of the claim that this paper was the "First Airplane Newspaper Ever Published In Canada" has been found. - There is also no indication of subsequent issues of *The Journal of the Skies.*

File 2: A framed copy of the announcement in file 1.

File 3: City Of London Letters of Support from the Mayor etc.

File 4: Copies of the Advertisement

This file contains a copy of the original advertisement with the names of papers that the advertisement was to appear in. The file also has four copies of ads clipped from newspapers.

File 5: Applications from pilots (A. to G.) men

File 6: Applications from pilots (H. to L.) men

Continued

The Journal of The Skies

FIRST AIRPLANE NEWSPAPER EVER PUBLISHED IN CANADA

LONDON, ONT., JULY 2, 1927

Because no London newspapers are published on this public holiday, we have availed ourselves of the facilities of the London Air Transport Company to quickly reach the people of London with this message.

The announcement of the Carling Breweries, Limited, of an offer of $25,000.00 for a Canadian Aviator to fly from London, Ontario to London, England, apart from the unfortunate and unexpected reactions in certain quarters, has brought to me over forty letters from young Canadian Pilots, Aerial Navigators and Radio Engineers, which must thrill with pride every Canadian, especially in this Jubilee time.

I have letters from Canadians whose names hold an honored place in the history of our country, from a boy who is a grandson of a former premier of our province, a son of a county judge who makes formal renunciation of prize money to do this "for the glory of our country"; from a Toronto boy who has piloted a four-motor plane from London, England to Cairo, Egypt, crossing the Mediterranean at night to set a new world's record; from Canadians whose war records have been overshadowed by the glamor that is being thrown over the deeds of Americans.

For a time I have hesitated regarding what is now the best and fairest course to pursue, I have finally and definitely concluded that the offer, which was made in good faith, must be made good to keep faith with those who have so splendidly responded. Practically every letter from these young Canadians, native born or born in the old land, has concluded with the hope that his application will be accepted but wishing luck and success to whoever undertakes this momentous flight.

We cannot now turn back. No obstacle will be regarded as insurmountable until it is tested to the limit of our abilities. The flight is definitely on. The offer was made in good faith. Whether the Carling Breweries Limited or Charles Burns is ever again mentioned in this connection I do not very much care. The necessary financing is being placed in the hands of Mr. Ray Lawson, the Trustee nominated originally by Mayor John M. Moore of London and A. J. Grant, President of London Chamber of Commerce. It shall now be London's flight and Canada's.

The co-operation, the friendly suggestions and the assistance of every Canadian are invited. Thank you.

CHARLES BURNS, President,
Carling Breweries, Limited

London, Ont. July 2, 1927

Hunter Printing Co., 226 King St.

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

File 7: Applications from pilots (M. to N.) men

File 8: Applications from pilots (P. to T.): men

File 9: Applications from pilots (B. to W.) women

Files 5 to 9 contains letters and telegrams.

Many of those who applied had no flying experience since World War I, and were thus eliminated.

File 10: Choosing the pilots

This is a large file of letters and telegrams.

From over 100 persons who applied (files 5 to 9) thirty candidates had been chosen. 28 of the 30 met with Charles Burns, president of the Carling Brewing Co., and Arthur Carty at the offices of Carling Brewing Co. on Talbot Street in London (Ontario). From the 30 W. R. Maxwell and T.B. Tully (both employees of the Ontario Provincial Air Service) were chosen.

File 11: Agreement with Carling Brewing Company (Charles Burns) and Captain W.R. Maxwell and Captain T. B. Tully (dated 22 July 1927).

A day to day account of subsequent developments, including the change in pilots, can be obtained from the newspaper clippings in Box 4923. - Some of the interesting items are:

File 108 and file 117: Two different pictures of Maxwell and Tully, advising that they had been chosen to make the non-stop flight from London to London. These are from the 23rd July 1927, Moose Jaw, Saskatchewan Evening Times, and the 26th July Vancouver B.C. Evening Sun respectively.

File 100: large picture of a map of Eastern Canada and Western Europe, with a broken line showing the route of the proposed flight. In the Atlantic is a 5 inch by 3 inch picture of the plane with a picture of the pilots, one on each side of the picture of the plane. This is from the 22nd July 1927 issue of the London Advertiser.

File 148: A picture of Captain D.A. Harding and Captain James Vance, both of Camp Borden, with a larger picture of Charles Burns between. The caption states Harding and Vance would be the pilots, as the Ontario Government had denied Maxwell and Tully a leave of absence from their forest patrol duties to take the flight. This is from the July 25th issue of the Moose Jaw, Sask. Morning Herald. (Both Harding and Vance later declined to take the flight.)

File 197: an article from the 10th August 1927 issue of the Toronto Star headlined "*Tully, Medcalf Sign To-day for 3,500 Mile Ocean Hop London, Ont. - London, Eng.*" advising, in part, that Captain Terry Tully would be taking the flight as he had resigned from his job; and chosen Lieut. James V. Medcalf, another employee of the Ontario Provincial Air Service, to join him. Medcalf also left his job to take the flight.

File 12: Tully and Medcalf Data Sheets

This contains handwritten signed sheets from each.

File 13: Tully and Medcalf Insurance

A company in Sault Ste. Marie originally agreed to insure the flight. On 23 August, 1927 the company refused, and suggested that Carlings contact Lloyds of London.

File 14: Correspondence Tully.

This contains letters and telegrams to and from Tully.

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

File 15: Photograph Mat Plate

This is a heavy metal plate, probably made of lead.

File 16: Photographs of Pilots and Burns

This includes a copy of a picture from the plate in File 15. - This was distributed with a news story attached, (see next page), and also with a blank space to the right of the plane, that allowed each paper to insert its own story. - Box 4923 contains several newspapers with this picture.

The originals of these photographs are not in the same boxes as the Arthur Carty Papers, but are housed separately in the Regional Photograph Archives at the J.J. Talman Regional Collection at the Weldon Library. These photographs were taken by the Carty News Service.

File 17: Correspondence - James Vance

This file contains the original letter of application, a four page letter advising that he had visited the Stinson Plant and flown the plane, and three letters complaining of the publicity given to him.

> Box 4923 File 179 contains a clipping from the 2 August, 1927 Sault Ste. Marie Star headlined *"Vance Refuses to Make London Flight"*. It included a picture of Vance and his house in Toronto.

File 18 and 19: Aircraft - Information For Buyers

These files contain letters and books from aircraft manufactures in England, Los Angeles, New York and Belgium.

File 20: Aircraft Choice - Stinson Detroiter

This is a large file containing a booklet and promotional material from the Stinson Aircraft Corporation, Detroit, Michigan. The first letter gives the track record and specifications of the plane, and a blank copy of the purchase agreement. (Dated 13 July, 1927).

There is a letter from Stinson dated 22 July, 1927 acknowledging receipt of a cheque from Carling Brewing Co. in the amount of $4,000.00 covering partial payment of a plane. (The total cost was $13,500, including newest navigational instruments, and a large tank to hold 350 gallons of gasoline.)

There is a document on flimsy purple paper to Stinson and a copy of a telegram. These were to have been sent in early August, 1927. Pencil notes indicate they may not have been sent, as the situation was discussed personally with an official of Stinson.

(Briefly, newspaper reports indicate that negotiation called for a plane with a tank for 500 U.S. gallons capacity in the fuselage. The manufacturer changed this and would be providing a plane with two wing tanks of 35 gallons each, and one master tank of 260 gallons. The remaining fuel was to be carried in individual tanks in the fuselage. Carling's disagreed with this, and requested that the ordered plane be delivered in a three week period, with tanks that provided capacity for the full 500 gallons in one tank.)

File 21: Supplies, Fuel, Oil

This file contains many letters from petroleum companies in New York City, Montreal, Toronto, and New Jersey.

The final agreement was with American oil Company of Baltimore for 600 gallons of Amoco gasoline (aviation grade) at 25 cents per gallon, and 50 gallons of Amoco oil at 50 cents per gallon (delivered).

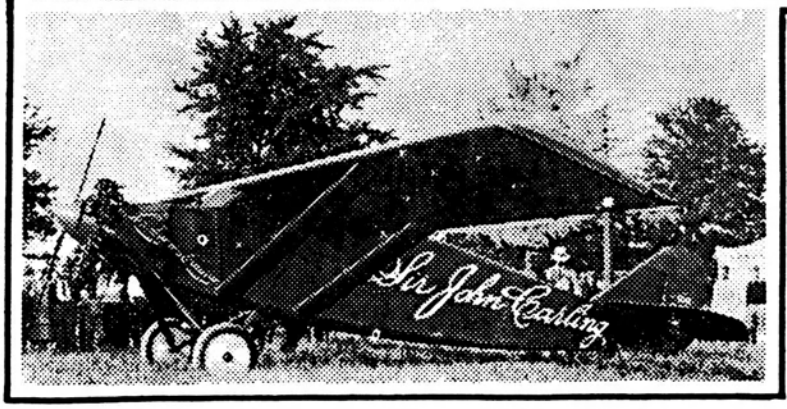
Continued

Gratis: *For Immediate Release.*
London to London Flight Committee.

THE ARTHUR CARTY PAPERS
by Gordon McDonald continued:

Pilots and Plane for London to London Flight





Above are shown Lieut. Jimmy V. Medcalf, pilot navigator (left), and Capt. Terry B. Tully, pilot for the 3,900 mile non-stop flight (right). Between these pals in adventure stands Charles Burns, president of Carling Breweries, Limited, donors of the $25,000 prize. Below is a side view of the plane christened to honor the memory of a Canadian statesman of Confederation days who represented London in both provincial and federal parliaments at the same time. The pictures show the Wright Whirlwind motor, a duplicate of Lindbergh's. Tully and Medcalf plan to hop off within ten days.

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

File 22: London Airstrip - Location and Preparation

There is a letter from a company in New York City that had built the airstrip for Charles Lindbergh's flight; the quoted price was $500.00.

There are several letters and copies of minutes from the City of London council meetings, re possibly having the City Works Department make a runway

A letter from the City's Engineer Department dated 19 July, 1927 advised that the department would assist in laying out the field. Two sites are discussed, the chosen one being south of Dundas Street near Crumlin.

File 23: Toronto Star - Contract to Exclusive Coverage

This file includes letters and telegrams regarding coverage of the flight. The Toronto Star agreed to pay $1,200.00 for exclusive coverage in the print media.

File 24: Other News Media - Correspondence

This file includes letters to and from other newspapers and magazines including The New York Times and The Chicago Tribune. (Some telegrams are also included).

File 25: Advertisers - Sponsors

This file includes letters to and from companies seeking sponsorship on the flight. They include Bulova Watch Company, Canadian Press Printing Service, and the Parker Pen Company, as well as news clipping services.

File 26: Advertising Proposal - Locke Ltd.

This is a two-post booklet from Clark E. Locke Ltd, which is a company involved in sales promotion and advertising. The book suggests ways that Carling Brewing Company's visibility can be increased by using the upcoming flight: contests, leaflets passed to attendees at other events coast to coast, etc.

File 27: Advance Arrangements

There are letters and telegrams, especially information re weather conditions over the Atlantic.

This file appears to be a catch-all for items that do not fit in elsewhere. - It includes a letter from the Department of National Defence in Ottawa, waiving the requirement that the aircraft be licensed, "in view of the experimental nature of the flight proposed". (This letter was reproduced in the December 2001 issue of the Canadian Aerophilatelist.)

The file also contains a congratulatory letter from the National Aeronautic Association of U.S.A.

File 28: Pre-Flight Meetings

This file contains a record of numerous meetings making plans for the flight.

There is a copy of a letter on Carling Brewing Co. letterhead which appears to be a programme for the christening of the plane *"Sir John Carling"*. This took place in London on 21st August 1927.

File 29: Flight London to Newfoundland

This is a large file regarding weather conditions etc.

One letter dated 15 August, 1927 is from the Harbour Grace Airport Trust Company, advising that an airstrip is being prepared for use by the "*Pride of Detroit*" flight, to take place about 22 August, 1927. The "*London to London*" flight is invited to use this airstrip.

File 30: Send Off Letter Carty to pilots (dated 29 August, 1927 1:15 A.M.)

This letter is reproduced on the next two pages of this article. - It gives several instructions including that, on arrival in England, the pilots are to contact the Toronto Star reporter in England, (and to speak to no other reporters), and to notify various sponsors.

Continued



London, Ont.,
Aug.29,1927,
1.15 a.m.

Capt.T.B.Tully,
Lieut. J.V.Medcalf,
London-to-London Pilots.

Dear Terry and Jimmy:

The first and all important thing to remember is what I have told both of you. Be certain that we have every confidence in you and that we want you to be governed exactly as if it were my life that were in your hands , and not your own. The only way you could break faith with us would be by ignoring this instruction.

When you reach England kindly cable Mr. Burns your greetings and Ed and I would appreciate a personal message as well.

As to the business end of things, the Toronto Star has bought world rights on newspaper matter. Their London correspondent Henry Somerville, 62 Chatto Road, London, S.W. 11, telephone Latchmere 5062 will endeavor to meet you. We have pledged him your whole-hearted co-operation. If he does not reach you quickly where you land please telephone or wire him a flash bulletin of your arrival, the first thing you do. Following that please arrange quickly to give him an interview -each of you- telling him a full and complete story of your trip. The contract requires that he be given every co-operation and as he represents 26 Canadian daily newspapers it is very important that he be well taken care of. Coupled with this is the admonition to give no interviews and make no statements for publication to any other press representatives. Just refer them all to Mr.Somerville telling them he is in charge of that matter on behalf of both of you. Mr.Somerville should have access to you with all the latitude he could reasonably expect. No matter where you land the first thing is to notify him and us.

Dont forget the cable to Bulova Watch Co., Toronto, Canada, immediately after your arrival: Some such form as this "We have come through on Bulova time. Our Bulova watches were with us from start to finish. They are wonderful timepieces and sure did their part in

Continued

EDMUND J. CARTY ARTHUR C. CARTY

NEWS
CARTY AND SERVICE
LONDON PUBLICITY CANADA

2.

assisting us in navigation. They are real companions. Congratulations. Best wishes. Terry Tully . J.V.Medcalf. "

Kindly also send cable to American Oil Co., Baltimore, Md. as follows :

"Perfect performance of Amoco Gas and Amoco Aero Oil great factor in our success. Congratulations - Tully and Medcalf."

If long distance telephone connection can be got we will probably call you in London.

Now good luck attend you and here's a very earnest hope for your early return to a real celebration. READ AGAIN THE FIRST PARAGRAPH.

Very sincerely yours,

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

There are numerous articles regarding the flight in Box 4923.

> The first attempt took place on 29 August, 1927. The *Sir John Carling* took off at 5:46 A.M., but returned to London five hours later. Initially the reasons given were rain, clouds and fog near Kingston. However, as mentioned in my original article in the September 1999 Canadian Aerophilatelist, "a meeting was held at the brewery that evening, with Burns, Carty and the two pilots present. It came out that the real reason for the return, was the pilot's fear that the gas tanks in the cabin used for extra fuel could break loose, causing the plane to crash and burn."

Box 4923 file 262 contains an article dated 30th August, 1927 headlined "*London, Ont., Fliers To Halt At Nfld.*", with a subheading "*Insufficient Gasoline Facilities Prevent Non-Stop Flight Originally Planned*".

Continued

THE ARTHUR CARTY PAPERS by Gordon McDonald continued:

The second attempt was on 1st September, 1927. The pilots were forced to land in Maine, as the flight was slower than expected due to a strong headwind, and they could not reach Newfoundland before nightfall. They remained in Maine till 5th September due to bad weather, and then flew to Harbour Grace, Newfoundland. Tully and Medcalf took off from Harbour Grace on 7th September at 9:54 A.M., and should have arrived at Croydon by noon on the 8th September. The pilots were never heard from after they left Newfoundland, and no trace of the plane was ever found.

File 31: Correspondence Post Flight

This file contains two letters. - The first is a three page letter from Ivey & Dowler (Barristers and Solicitors) of London, Ontario, to R.K. Malott. It was written in 1974, and gave information regarding the pilots' families. (Captain Tully was survived by his wife and two sons. Lieutenant Medcalf was survived by his wife and a daughter, who later moved to England.)

The second letter is the one from R.K. Malott to Olive Carty regarding historic photographs, that was referred to earlier in Part 2 of this article.

File 32: Correspondence Naming of Lakes for Tully & Medcalf

This file contains correspondence from the Ontario government, regarding the naming of two lakes in Northern Ontario in honour of the pilots.

File 33: Account of Flight by Arthur Carty

This is a multi page flimsy document typed, but with hand-written alterations, by Arthur Carty dated in 1944.

File 34: Philatelic Interest

This file contains several letters. The majority are from A.C. Roessler, regarding the possibility of sending mail on the flight. (Several of these were reproduced in my original article in the September 1999 Canadian Aerophilatelist.)

Box 4923 contains several articles regarding the stamp to be issued, etc.

File 35: Song & Poem written for the Flight

File 36: Royal Windsor Flight

This flight hoped to fly from Windsor, Ontario, to Windsor, England. It was delayed for a time when the plane crashed in Quebec. By the time the flight was to take off from Harbour Grace, Newfoundland, news was received that the London to London flight had not arrived. The flight to Windsor was aborted.

ACKNOWLEDGMENTS

Gordon would like to thank

John Lutman for his comments on the draft version of this article,

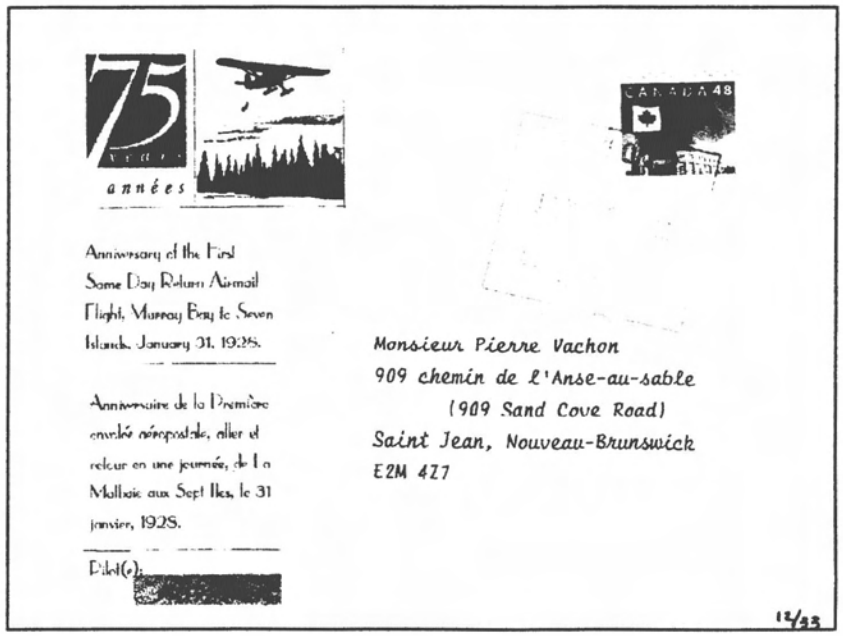
and the staff at the D.B. Weldon Library of the University of Western Ontario

for their assistance over several years.

Your editor would like to thank Gordon for another great article.

EARLY DAYS OF THE NORTH SHORE AIRMAIL SERVICE, 1927-1928.

Pierre Vachon



Three newspaper articles tell a fascinating story about the first days of the airmail service inaugurated by Canadian Transcontinental Airways on the North Shore of the Saint Lawrence, in late 1927 & early 1928.

The first of these three articles, headlined INAUGURATION D'UN SERVICE POSTAL AÉRIEN (Air post service inaugurated), is from Quebec City's no longer published Action Catholique, and is dated Monday, December 26, 1927. It tells how "the first letter and parcel delivery to be made by air to various communities on the North Shore had taken place the previous day, Christmas. The letters and parcels were firmly attached to parachutes and launched from the air" it said, and continued: "Canadian Transcontinental Airways' first aircraft, G-CAIP, left Lac Ste.-Agnès, situated near La Malbaie, at 10:15 a.m. yesterday morning, and was successful in completing the first mail distribution to six communities located between La Malbaie and Sept-Iles. At 2:15 p.m. the mail had been delivered and Captain Sutton, who piloted G-CAIP, accompanied by Dr. Louis Cuisinier as passenger, had been successful in the first flight of its kind on the North Shore. The aircraft was loaded with 800 lbs. of post for this flight."

The second of these three articles was published in Quebec City's Le Soleil, dated Saturday, February 4 (or Monday the sixth) 1928, and carries the headline: SIX VOYAGES EN AÉROPLANE. LES AVIATEURS DE LA POSTE ARIENNE ONT ACCOMPLI CES RANDONNÉES EN 11 JOURS. - TOTAL DE 4,000 LIVRES DE MALLES. STATISTIQUES, an English translation of which is approximately: "Six aeroplane trips. The aerial post aviators have accomplished these voyages in eleven days. - Total of 4,000 pounds of mail. - Statistics."

This article relates the results of an interview with Robert Cannon, Secretary of Canadian Transcontinental Airways, providing statistics on the operations of the company to that date. An English version of the relevant portion states that "For the past eleven days, the aviators of Canadian Transcontinental Airways of Canada have made 6 voyages on the North Shore to distribute airmail and have covered a distance of 3,200 miles. Over that same period, the aircraft - G-CAIP, piloted for the past five trips by Captain Duke Schiller who was accompanied by his mechanic Thibault as observer, has accomplished fifteen landings and made 45 parachute drops for a total of between 3,000 and 4,000 lbs. of mail".

Continued

EARLY DAYS OF THE NORTH SHORE AIRMAIL SERVICE, 1927-1928, by Pierre Vachon continued:

We know that Charles Sutton, who made the first trip on December 25, 1927, was discharged by Canadian Transcontinental Airways soon after his initial flight on the North Shore, as he is credited with making the first airmail flight for Patricia Airways between Sioux Lookout and Narrow Lake on February 4, 1928. It is somewhat more difficult to determine what happened after that, however, and this article provides some clues to clarify these events.

It would seem that, after the Sutton flight on Christmas Day, 1927, there was a period of three to four weeks during which no Canadian Transcontinental Airways flights took place. This is so because Robert Cannon reports that the previous five flights had been piloted by Schiller alone and had taken place over a period of 11 days previous to the publication of the article, from approximately January 23rd to Friday, February 3, 1928, the day he is most likely to have been interviewed.

The third and last of these articles, published by L'Action Catholique on February 3, 1928, relates how Roméo Vachon made the first same day return flight from Lac Ste.-Agnès, near La Malbaie, to Sept-Iles on January 31, 1928, on what appears to have been the very same day that Robert Cannon was being interviewed by newspaper reporter from Le Soleil. It is titled: Bel Exploit d'Aviateurs: DEUX AVIATEURS CANADIENS-FRANÇAIS PARCOURENT 550 MILES EN UNE JOURNÉE. VOYAGE DOUBLE DE LA MALBAIE AUX SEPT ILES. Translation: "A Great Exploit by Aviators. Two French Canadians cover 550 miles in one day return trip between La Malbaie & Seven Islands."

The unfortunate thing is that, though Roméo Vachon is credited with the February 2, 1928 inaugural airmail flight from Seven islands to Port Menier on Anticosti Island, he is given no recognition for the first same-day return flight of January 31, 1928.

That is why, during the winter of 2003, on the seventy-fifth anniversary of many of these remarkable flights by my father, I arranged with the postmasters in La Malbaie and Seven Islands to have some specially printed envelopes stamped on the appropriate commemorative day. One of these is reproduced at the beginning of this article for interested readers.

Thanks Pierre.

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a wonderful index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or MSWorks format), and/or back issues of the newsletter.

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LEIGH BRINTNELL - PIONEER AVIATOR ~ Gord Mallett



The June 2001 Newsletter article "Geographical Features Named After Air Mail Pilots" provides a preliminary listing and is organized under the headings 'pilot name', 'type and name of feature' and 'location of feature'. Amongst the colourful entries are Hollick-Kenyon Way, Oaks Bay, Dickinsfield, Fullerton Drive, McConachie Crescent, Wopmay Lake and Parc Romeo Vachon – to name only a few. Recently the Land and Buildings Branch of the City of Edmonton released details about the grand opening of "the outstanding new community bearing Leigh Brintnell's name" – named, simply, BRINTNELL.

"The community of Brintnell honours pioneer aviator Leigh Brintnell. Born in Belleville Ontario, Brintnell joined the Royal Flying Corps in Canada in 1917 as an instructor during the First World War. After the war he continued in aviation and by 1927 was working for Western Canada Airways, where his record includes the first multi-engined flight from Winnipeg to Vancouver and return. He was also the first pilot to circle Great Bear Lake by air and completed the first over the mountains flight, from Aklavik, Northwest Territories to Dawson City, Yukon Territory.

In 1932, Leigh Brintnell formed Mackenzie Air Service, the first scheduled air service to the arctic from Edmonton. During the Second World War he managed Aircraft Repair Limited and was responsible for maintaining Canadian military aircraft. For his outstanding service during the war, Brintnell received the Order of the British Empire in 1946. Brintnell continued in the aviation industry until 1952. In 1975, four years after his death, Leigh Brintnell was inducted into Canada's Aviation Hall of Fame in recognition of his contributions to the airline industry."

The write-up accompanying his induction into the Aviation Hall of Fame refers to his "exceptional skills as both an airman and operations manager during the inception of this nation's commercial flight operations and airmail services". In management, Brintnell was never a desk-jockey! Throughout his career he continued to forge new routes and experiment with new aircraft.

Brintnell's name appears in *The Air Mails of Canada and Newfoundland* as pilot of Western Canada Airways' October 4, 1927 Lac du Bonnet to Wadhope roundtrip government flight [#2713]. This flight was the initial regular 'air stage' service to be performed in Canada. AMCN states that some covers from this flight contain the semi official CL40, but that these are to be considered souvenir covers. Brintnell's next major involvement with Canadian air mail was on the prairies during the fall/early winter 1928 period, at which point he had become WCA's general manager in charge of operations.

continued

LEIGH BRINTNELL - PIONEER AVIATOR by Gord Mallett continued:

The September 19, 1928 picture below shows Brintnell shaking the hand of Edmonton's new mayor Bury upon Brintnell's arrival at the Blatchford [the city's previous mayor] Field aerodrome. Eugenie Louise Myles, in her book on aviation in the northern city, recounts, "thus arrived in the city, marking a new milestone, the first machine [the 'then' huge de Havilland Giant Moth G-CAJT] of Winnipeg's Western Canada Airways. The avowed purpose of this history-making flight was to test the possibilities of inaugurating a mail-passenger-express service looping the prairie cities. Carrying letters and express, the ship had swooped down that morning from Calgary. 'This is a red-letter day for Edmonton' smiled Mayor Bury as he greeted the organizing genius of the company, Superintendent-Pilot Brintnell [actually Brintnell was general manager] ."



Leigh Brintnell (centre), Mayor Bury (left), G-CAJT (background)

The flight, a Winnipeg-Regina-Calgary-Edmonton-Saskatoon-Winnipeg loop, was not without its problems. The plane, carrying Brintnell and his five passengers, was grounded by high winds on three separate occasions. But they did complete the loop successfully. Unfortunately the next pilot to challenge the prairie loop, Buck Buchanan, was not so lucky. Enroute from Regina to Calgary on October 22 in the Giant Moth he was forced down for repairs. Attempting a takeoff the next day, the plane swerved to avoid curious onlookers and their automobiles and then crashed and burned to a cinder in a matter of minutes. As stated in the Saskatoon Star Phoenix, "the pilot and passengers suffered slight burns but escaped serious injury". The 'life story' of G-CAJT is summarized in the chart on the next page [chart data is taken from the plane's flight reports]. From the point the plane was ferried from Montreal to Winnipeg via the northern United States to her demise seven miles east of Calgary, there had been only three pilots – Jack Caldwell, Brintnell and Buchanan. Only 55 hours were on the engine. The flight report which was filed by Buchanan following the crash was only 'JT's 13th - an unlucky number for sure! Notwithstanding the loss of 'JT, Brintnell's successful flight [and later survey flights by Dickins and others] helped to demonstrate the feasibility of a viable prairie circuit.

continued

LEIGH BRINTNELL - PIONEER AVIATOR by Gord Mallett continued:

Brintnell's next AMCN-recorded air mail flight was made during the 10-29 December 1928 experimental prairie air mail trials [AMCN # 2853]. Of the 152 flights scheduled over the course of the three-week trials [19 days X 8 legs/day] Brintnell flew only two legs, December 23's Winnipeg to Regina run and the return. Prior to and following this date he was busy ferrying planes from New York to Winnipeg - a new Fokker Super Universal and a Fokker Trimotor. The two trial prairie legs he flew were in G-CASK [with 280 hours total Engine Time at this point], probably the most famous of all the Fokkers. Following the success of the experimental flights, official regular prairie air mail services started in March 1930, only to be scuttled by the Bennett government in 1932. The Great Depression had claimed another victim!

G-CAJT SURVEY & EXPRESS FLIGHTS : September 13 - October 23, 1928

	WESTBOUND LEGS		NORTHB'ND LEG	EASTBOUND LEGS	
	Winnipeg - Regina	*Regina - Calgary*	*Calgary - Edmonton*	*Edmonton - Saskatoon*	*Saskatoon - Winnipeg*
September					
Thu Sept 13	Br/Ma, 5 *				
	3.35, 342, 100				
Fri Sept 14		Br/Ma, 5			
		5.30, 432, 100			
Tue Sept 18			Br/Br, 5 [1] [2]		
			1.10, 80, 100		
Wed Sept 19			Br/Br, 5	Br/Br, 5	
			2.15, 200, 100	2.25, 300, 100	
Thu Sept 20					Br/Br, 5
					3.45, 470, 100
October					
Mon Oct 22	Bu/Ma, 5	Bu/Ma, 5 [3]			
	3.05, 333, 12	4.15, 430, nil			
Tue Oct 23		Bu/Ma, 4 [4]			
		0.01, 0, nil			

PILOTS
Br: W.L. Brintnell +
Bu: W.J. Buchanan

AIR ENGINEER
Ma: J.H.M. MacMaster

* Br/Ma, 5 — pilot - Brintnell /air engineer on flight - MacMaster, number of passengers - 5
3.35, 342, 100 — flight duration - 3 hours 35 minutes, distance - 342 miles, express weight - 100 lb

\+ Brintnell also held an air engineer's certificate

[1] plane returned to Calgary due to very high winds
[2] pilot assumed the role of air engineer on this flight [and also on Sept 19, 20]
[3] plane landed seven miles east of Calgary for the night due to fuel pump problems
[4] no injuries occured when the plane crashed and was completely destroyed

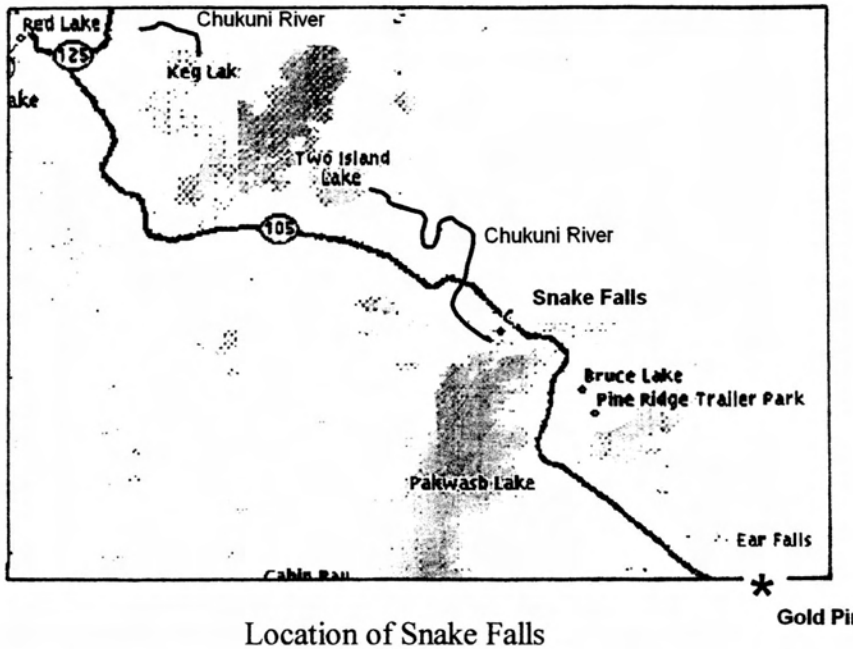
Data: Provincial Archives of Manitoba
Canadian Airways Collection
MG 11 A34 - Box 82

Gord Mallett

THE *AMCN* CL40-2702 SEMI-OFFICIAL SNAKE FALLS – RED LAKE FLIGHT DID NOT OCCUR

By Derek Rance

Snake Falls is located some 31 kms. northwest of Goldpines (Note: Originally, by both WCA and the Post Office, this post office site was spelled "Gold Pines") where the Chukuni River (the main waterway into Red Lake) flows into the north end of Pakwash Lake. The original purpose for the creation of Snake Falls was for a timber milling center to service the Red Lake gold mines; but this venture failed due to various mishaps with the transportation of the steam-driven milling equipment to this site. The settlement (if it could be called this), lay approximately at the halfway point between Goldpines and Red Lake, and so its main purpose became providing travelers, between these two points, overnight bunkhouse facilities, both during summer and winter.



Location of Snake Falls

On March 4, 1927, H.H. Phinney District Postal Service Superintendent formally gave permission to Western Canada Airways to carry airmail in the Red Lake mining area at a fee of 25 cents per mail ounce, which, prior to the issuance of the "sticker", was to be paid to the Company's representatives at the various points in the mining area.

When the stamp was issued on May 1, 1927, it was sold for 10 cents per mail ounce.

On May 31, 1927, one day before the Snake Falls post office was officially opened, Phinney issued another directive to all the postmasters and other District Superintendents that directed that airmail carried by WCA between *Red Lake and Rolling Portage via Gold Pine and Snake Falls. (this mail must be addressed via Rolling Portage c/o Western Canada Airways).* This directive was received by WCA on June 1, 1927. Interestingly enough this same directive was made to Patricia Airways, except their mail was to be addressed from the same post offices *via Sioux Lookout c/o Patricia Airways.*

continued

THE CL40-2702 SNAKE FALLS – RED LAKE FLIGHT DID NOT OCCUR by Derek Rance continued:

On June 6, "Doc" Oaks, replying to a letter from Phinney, regarding the handling of mail in the Red Lake district stated that mail was carried to Snake Falls.

However, on June 28, 1927, Phinney wrote to WCA stating:

A Mr. R. C. Cockburn of Snake Falls advises that all mail bearing Airmail stamps of your Company are delivered at Gold Pines and received at Snake Falls in the usual manner, that is, with the regular mail via boat.

As Snake Falls post office was established since receiving your schedule will you please say if this point is a "stop" for the purpose of exchanging mails by your Company?

J. A. MacDougall, WCA's Treasurer replied on June 29,1927:

We are in receipt of your communication of the 28th instant, advising that a Post Office has been opened at Snake falls in the Red Lake Mining District.

For your information, we may advise that this point is not a stop on our route, as Snake Falls is merely "a stopping place on the water route in the Summer" and a "trail in the Winter" between Gold Pines and Red Lake.

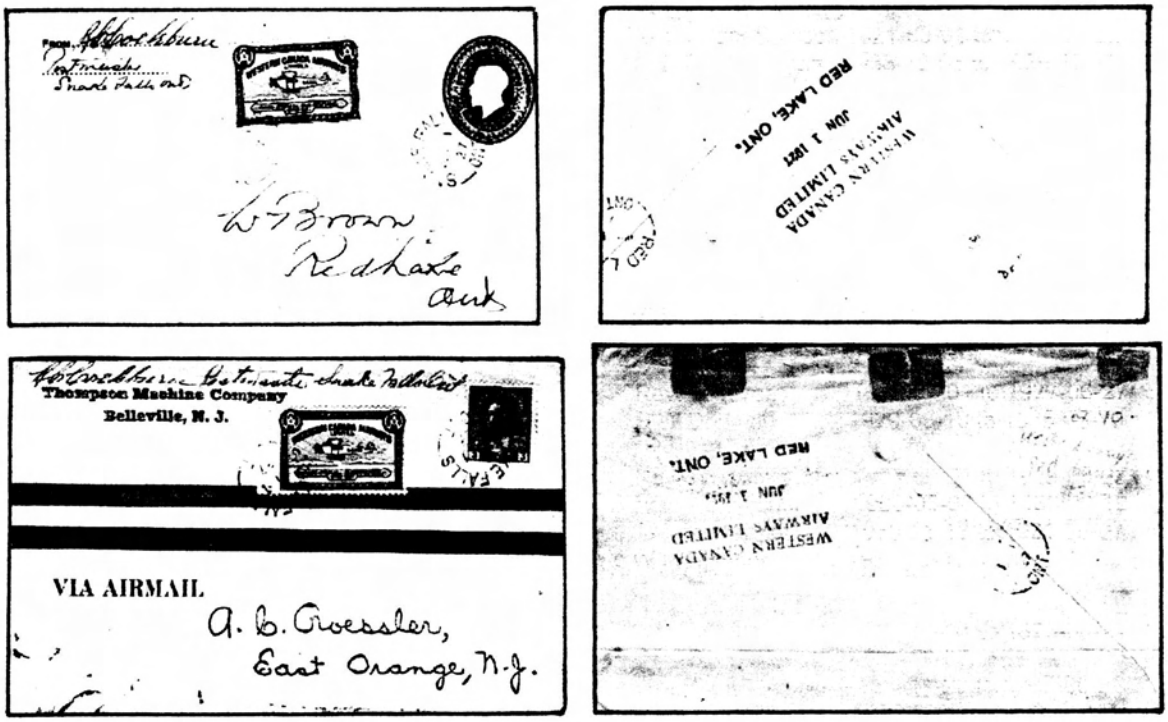
CAFU, at that time the only operating WCA plane in the Red Lake District, flew mail from Hudson (Rolling Portage) to Goldpines and Red Lake and return on June 1,1927, but did not stop at Snake Falls that day, or ever. In later times, WCA's planes did occasionally land at Snake Falls, but only to land passengers, never to transport mail.

In considering the above information, it is quite probable that the Snake Falls covers addressed to Brown and Roessler were prepared in good faith, as WCA had been granted permission to fly mail from Snake Falls by Phinney. Also to judge from the Oaks' letter, WCA may have originally intended to fly into this site. Brown, who was also the Red Lake WCA agent, would have been fully aware of the potential mail flight into Snake Falls and likely was instrumental in both supplying the WCA stamps and directing to whom the "First Flight" covers should be addressed, so as to cover both north and south flights. The probable reason why the flights did not occur is that Snake Falls was not a trading post and only had a miniscule permanent population, so it is obvious that the amount of mail and express business would be correspondingly small, so landing here would prove uneconomic. Further to this, CAFU, that summer, was experiencing real difficulties with its Hamilton floats blamed, in part, due to the short distances between stops on its Red Lake flight route.[1] So a stop at Snake Falls would have only exacerbated this problem.

[1] Pioneering in Canadian Air Transport - K. M. Molson – D.W. Friesen & Sons (page 27)

continued

THE CL40-2702 SNAKE FALLS – RED LAKE FLIGHT DID NOT OCCUR by Derek Rance continued:

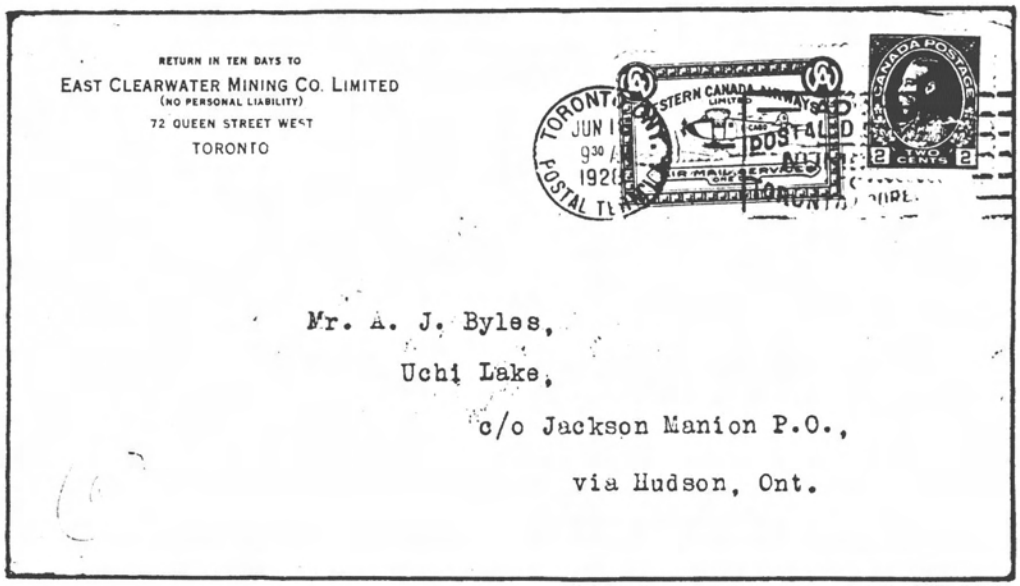


As the above covers show; both sets of mail from Snake Falls simultaneously arrived in Red Lake. Possibly the Snake Falls' covers were flown but, if they were, the flight would have originated at Goldpines and the covers would then more likely have traveled both north and south, instead of both sets going to Red Lake. It is a far more realistic consideration that the two sets of airmail, when the expected plane did not show, were transported on a barge going to Red Lake, as Snake Falls is almost equidistant from these two locations and as CAFU, at that time, would have already completed its mail run.

Derek Rance

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POST OFFICES DURING THE SEMI-OFFICIAL AIRMAIL ERA, 1924-1934

Ed Matthews

Below follows a listing of the destinations that are found on semi-official airmail covers indicating whether there was a post office at the site, when it opened (and closed) and the names and dates of the postmasters during the semi-official airmail era. Large city destinations like Winnipeg are omitted. ----- means no record exists of a post office at that location.

All data have been gleaned from the postal archives of Canada via the Internet.

Ontario	opened	closed	postmasters	
Allan Water	1917-04-01	1973-06-01	Orson Gastmeier	1917-04-01 to 1928-03-12
			Chris Gastmeier	1928-07-02 to 1937-06-15
Cat Lake	1964-09-22			
Clearwater Lake	-----			
Cryderman Lake	-----			
Favourable Lake	1939-04-08			
Fort Hope	1953-12-21 (now Eabamet Lake)			
Goldpines	1926-10-01	1950-10-14	K. Chamandry	1926-10-01 to 1927-10-03
			L.O. Browne	1927-12-01 to 1929-07-23
			D.L. Learmouth	1929-12-27 to 1931-05-23
			O.E. Butterill	1931-10-20 to 1933-05-19
Jackson Manion	1928-01-25	1940-04-19	C.W.Cook	1928-01-25 to 1928-07-25
			H.I. Lawrence	1928 -10-06 to 1929-03-28
			R.A. Colley	1929-08-21 to 1930-12-29 (closed)
Narrow Lake	1928-01-25	1942-02-28	J.W. Robinson	1928-01-05 to 1930-04-08
			G.A. Swain	1930-07-22 to 1942-02-28

continued

POST OFFICES DURING THE SEMI-OFFICIAL AIRMAIL ERA, 1924-1934 by Ed Matthews, continued:

Ontario cont'd

Pickle Lake	1935-02-22 (Pickle Crow since 1937)		A.J. Anderson	1935-02-22 to 1936-08-07
Red Lake	1926-03-27		William Brown	1926-03-27 to 1928-10-17
			Dr.T.J. Goodison	1929-05-07 to 1932-07-28
			L.O. Browne	1932-08-01 to 1959-10-07
Rainbow Lake	------			
Rolling Portage	1919-06-01 (Hudson since 1932)		R.P. Mells	1924-02-11 to 1926-11-24
			H.G. Woods	1927-01-27 to 1931-06-27
			J.F.Pike	1931-12-03 to 1944-02-07
Sioux Lookout	1911-02-20		J. White	1922-06-01 to 1939-11-03
Snake Falls	1927-06-01	1926-10-13	R.C. Cockburn	1926-06-01 to 09-01
Woman Lake (see Jackson Manion)				

Manitoba

Bissett	1927-08-01	(Rice Lake)	K.R. Gordon	1927-08-01 to 1927-08-08
			A.J. Keast	1927-08-12 to 1928-02-02
			J.M. McCallum	1928-11-20 to 1932-01-20
			D.R. Anderson	1932-02-15 to 1932-09
			J.E. McCallum	1932-11-03 to 1933-01-10
			L.W. Burtoo	1933-05-15 to 1934-03-13
Cold Lake	------			
Cormorant Lake	------			
English Brook (Slate Lake)	1927-08-01	1940-06-07	O. Olafson	1927-08-01 to 1936-08

continued

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POST OFFICES DURING THE SEMI-OFFICIAL AIRMAIL ERA, 1924-1934 by Ed Matthews, continued:

Manitoba cont'd

Flin Flon	1929-08-26		W.R. Henderson	1929-08-26 to 1938-11-28
God's Lake	1935-01-09	1944-03-31		
	1950-08-01	1964-09-18		
Ilford	1934-01-13	1934-06-12	D.C. Walker	1934-01-13 to 1934-04-17
	1934-07-01	1955-07-15	A.R. Sutherland	1934-07-01 to 1935-01-29
	1958-02-27			
Lac du Bonnet	1900-10-01		D. McCulloch	1926-05-01 to 1930-02-28
			G.H. Brown	1930-10-15 to 1960-12-21
Schist Lake (see Flin Flon)				
The Pas (No data for The Pas)				
Wadhope	!927-08-01	1937-12-03	A.A. Campbell	1927-08-01 to 1933-02-09
(Long Lake)	1949-07-02	1951-06-30	I.M. Marshall	1933-04-01 to 1933-05-26
			C. Houston	1933-11-15 to 1937-07-20

Saskatchewan

Christopher Lake	1925-03-16		E. Rice	1925-03-16 to 1929-09-21
			E. McHugh	1929-11-01 to 1942-02-04
Ile a la Crosse	-----			
Lac La Ronge	1911-06-01	(La Ronge since 1949)	A. Brabant	1921-04-13 to 1927-01
			C.H. French	1927-03-12 to 1931-01-03
			W.R. Parsons	1931-04-01 to 1940-04-18
Moose Point	-----			
Montreal Lake	1911-06-01	(The records show the identical names as Lac la Ronge)		
Pelican Narrows	1949-10-01			
Rottenstone Lake	-----			
Stanley Mission	-----			
Waskesiu Lake	1929-06-01	(Summer office only sine 1940)	D. Watson	1929-06-01 to 1930-06-18
			E.G. Madden	1930-06-18 to 1933-06-02
			E. Arner	1933-06-16 to 1948

Alberta

Athabasca	1901-01-22	J.A. Minns	1912-04-04 to 1936-12-28
Carcajou	1923-12-01	Charles Rankin	1923-12-01 to 1951-05-16
Fort Chipewyan	1912-06-01	T. Woodman	1924-08-14 to 1933-07-25
		A. Woodman	1933-10-11 to 1942-08-01

continued

POST OFFICES DURING THE SEMI-OFFICIAL AIRMAIL ERA, 1924-1934 by Ed Matthews, continued:

Alberta cont'd

Fort Fitzgerald	1914-01-01	1955-02-28	J.H. Reid 1927-06-17 temporary W.J. Greer 1927-11-19 to 1928-03-31 M. Hordal 1929-03-26 to 1929-06-15 W. MacDougall 1929-12-03 to 1930-04-05 J.A. Morie 1931-02-04 to 1931-10-27 F.A. Morie 1933-02-04 to 1939-09-18
Fort McMurray	1909-06-01	(McMurray in 1952)	G.V.H. Rocke 1923-01-25 to 1941-11-24
Fort Vermillion	1905-12-01	(North Vermillion in 1911)	H. Fosbrooke 1926-06-05 to 1933-07-06
Peace River	1905-09-01		C. Frederick 1915-07-15 to 1930-06-04 W.E. McRae 1931-12-22 to 1951-03-26

British Columbia

Ingenika	------		
Telegraph Creek	1899-07-01		J. Boyd 1922-09-29 to 1929-09-24 F. Stevenson 1929-11-13 to 1930-03-21 W.H. Tipton 1930-05-20 to 1936-07-28

Yukon

Atlin	------		
Carcross	1902-06-01		G. Simmons 1923-07-16 to 1926-03-29 I Gillespie 1926-07-09 to 1926-09-24 T.A. Storey 1927-02-01 to 1937-09-01
Champagne	1911-06-01	1949-08-10	H. Chambers 1911-06-01 to 1929-05-13 G. Chambers 1929-06-19 to 1943-03-25
Dawson	1897-05-01		A. Carter 1913-03-01 to 1931-05-15 J.X. Johnston 1931-10-01 to 1943-02-05
Herschel Island	1925-04-17	1938-09-14	RCMP outpost, all P.M.'s RCMP officers

continued

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POST OFFICES DURING THE SEMI-OFFICIAL AIRMAIL ERA, 1924-1934 by Ed Matthews, continued:

Yukon cont'd

Mayo Landing	1914-06-19	(Mayo since 1958)	Postal clerk Dawson 1921-09-01 to 1931-09-22 Dr. D.R. McLennan 1933-10-03 to 1935-12-12
Whitehorse	1900-06-01		G.Wilson 1912-08-24 H Daglish 1934-12-01

Northwest Territories

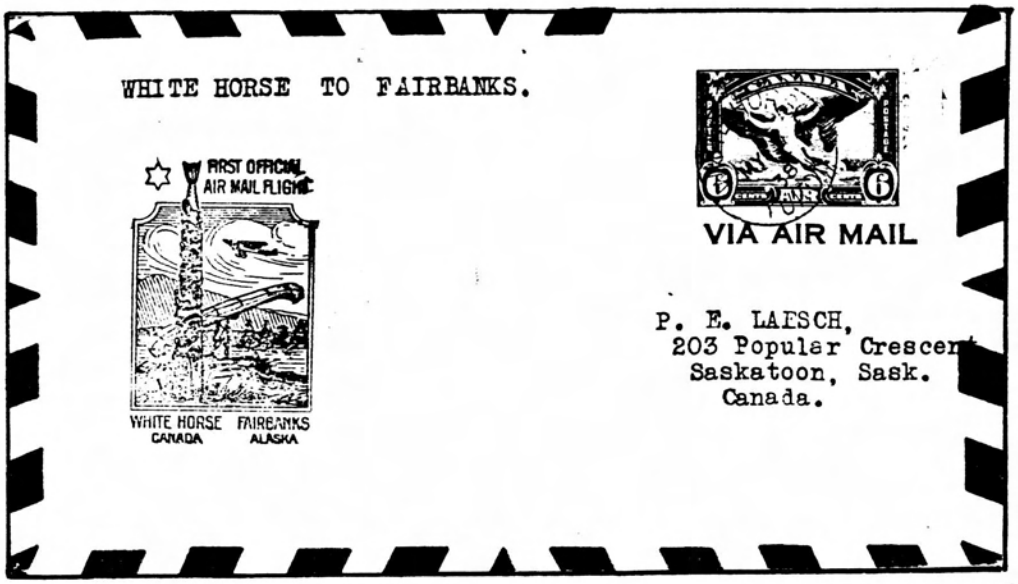
Aklavik	1922-07-01	W. Hoare 1922-07-01 left 1926 Rev. C Harcourt 1927-07-15 left 1929 Rt. Rev. W. Geddes 1929-10-28 to 1934-03-23
Arctic Red River	1923-07-01	Rev. Lecuyer 1923-07-01 to 1927-06-27 R.W Dodman 1929-09-19 to 1935-06-20
Fort Good Hope	!923-06-01	Rev.A. Robin 1923-06-01 to 1929-08-25 Rev. J.L. Michel 1930-03-06 to 1930-07-19 J.M. McDermott 1930-11-18 to 1931-09-07 W.M Skinner 1931-11-13 to 1936-12-08
Fort McPherson	1923-06-01	Rev. J Crisold 1923-06-01 to 1925-08-21 Rev. S. Deacon 1925-09-02 to 1926-07-20 W. Firth 1926-11-29 to 1927-08-01 F. Firth 1929-03-01 to 1931-12-07 Rev. J. Morris 1931-10-31 to 1932-06-08 Rev. J Johnson 1932-07-01 to 1934-06-20
Fort Norman	1920-07-01	Rev. J. Houssais 1924-08-21 to 1930-08-09 O. Rheaume 1931-06-12 to 1931-10 W. Winchester 1932-01-20 to 1933-01-20 A. Camsell 1933-11-16 to 1936-09-15
Fort Providence	1914-02-01	Rev. J. Le Guen 1916-07-15 to 1930-03-19 F. McLeod 1930-09-18 to 1930-10-03 R.M. Silleton 1931-01-31 to 1931-06-08 P. Bryan 1931-12-01 to 1932-08-11 S. Mackie 1932-10-26 to 1933-06-07 W. Crossley 1933-08-31 to 1934-06-30
Fort Resolution	1910-06-01	Dr. C. Bourget 1924-09-22 to 1929-3-23 D. Murdoff 1929-10-17 to 1932-06-22 M. Harris 1932-07-30 R. Porritt 1933-03-31 to 1936-07-19
Fort Simpson	1913-02-01	M. McBrayne 1924-09-09 to 1925-09-01 M. Hooker 1925-09-01 W. Clark 1928-09-12 to 1929-02-18 H. McGurran 1929-10-26 to 1931-06-03 J. Gifford 1931-11-13 to 1937-12-20
Fort Smith	1907-12-01	J. McDougal 1924-06-23 to 1932 Col. W Cooke 1932-07-30 to 1939-12-09
Hay River	1914-02-01	Rev. W. Singleton 1927-11-15 to 1938-06-18
Wrigley	1923-02-01	Northern Trading Co. rep's up to 1926-03-09 A. Sawle 1927-05-31 to 1932-08-27 M. Morgan 1932-12-29 to 1933-08-12 S. Mackie 1933-08-31 to 1935-06-08

Many thanks to Ed Matthews for this list.

QUESTIONS and ANSWERS

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

First Flights Yukon - Alaska



This flight is listed as #3813 in the Air Mails of Canada and Newfoundland:

1938, May 3-8 — **Whitehorse - Fairbanks, Alaska / Whitehorse - Juneau, Alaska.** This was a through service performed by planes of Pacific Alaska Airways. The integrated service was from Juneau via Whitehorse to Fairbanks. The inaugural flight from Juneau was made by S. E. Robinson on May 3; the first return flight was performed by W. J. Jones on May 8. Official cachets, uniformly applied in black, were provided at Whitehorse for use on both dispatches. There were two backstamps at Whitehorse, one with thicker letters.

3813	Whitehorse - Fairbanks, May 3	(7459 pieces)	3.00
	a. Whitehorse - Juneau, May 8	(8050 pieces)	3.00
	b. Juneau - Whitehorse		3.00
	c. Fairbanks - Whitehorse		3.00

Does anybody know what type of aircraft made this flight, or inaugurated the Fairbanks - Whitehorse - Juneau service on May 8th?

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:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by August 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 this newsletter, which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
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- representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

The annual membership dues are: ***$20.00 CDN in Canada,***
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$25.00 CDN for members Overseas.

Payable to: The Canadian Aerophilatelic Society.

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

Name: _____

Address: _____

_____

Telephone: _____ **Fax:** _____

E-mail: _____

Collecting interests: _____

(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following members are 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.**

#230 Canada's Aviation Hall Of Fame
#286 Ken Bolton
#172 Ivan R.W.Burges
#334 Harold Hollander
#237 Michel Brisebois
#335 Peter Bulloch
#290 Michael Deal
#238 Cheryl Ganz
#324 H. Lealman
#168 Robert A. Lee
#308 Don Lussky
#228 William J.McCann
#317 Robert McCormack
#157 Robert L.Meyer
#93 Ron Miyanishi
#234 Kevin O'Reilly
#95 Michael F.Painter
#235 Dominique Tallet

- **Your editor's name was on the original list received from Brian, but I paid my dues as soon as I saw the list. - Would other members please do so too!**
- **To anybody listed above who has renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.**
- **Please note that in order to reduce expenses, MEMBERSHIP CARDS are mailed to new members, or when they will serve as receipt of payment, or on request. - They are not sent automatically to members who renew by cheque.**