

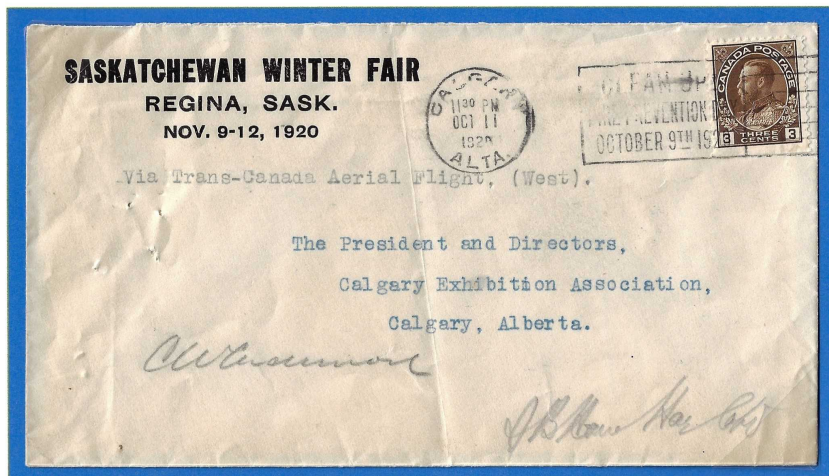
Centenary of Trans-Canada Air Flight 7-17 October 1920

On 12 August 1920, Wing Commander J.S. Scott, Superintendent of the Certificate Branch of the Air Board, requested from the Air Board that approval be given for a transcontinental flight from Halifax to Vancouver:

"to demonstrate the feasibility of such a flight from the commercial point of view; to prove the possibility of a fast trip from coast to coast without undue strain on the pilots or machines; and to serve as recruiting propaganda for the Canadian Air Force, and to stimulate an interest in aviation by commercial firms and the public generally".

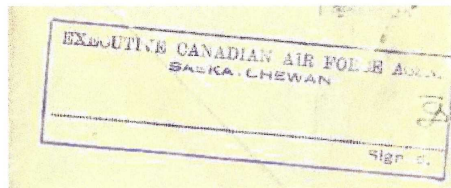
The Air Board approved the project, and the flying was supported by two branches with the Flying Operations Branch (supervised by W/C R. Leckie, DSO, DSC, DFC) covering Halifax to Winnipeg and Canadian Air Force (commanded by Air Commodore A.K. Tylee from Winnipeg to Vancouver.

Rare items are framed in **BLUE**

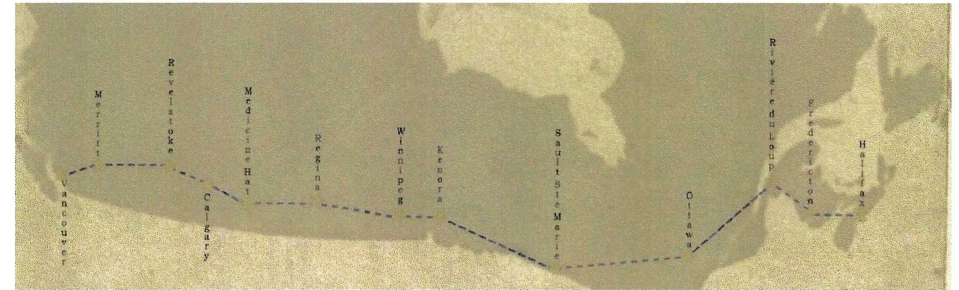


While not officially an Airmail flight, letters were carried from Halifax to Vancouver. Additional mail was picked up and mailed at various point along the route. The cover above was picked up in Regina and delivered and cancelled in Calgary on 11 October. It is also signed by one of the pilots on this leg Flt Lt J.B Home-Hay at the lower right.

The back has a handstamp which was applied in Regina and says, "Executive Canadian Air Force Assn., Saskatchewan". Mail was usually cancelled at the arrival city – Calgary in this case.



Plan Page 1 Title/Plan Original Flight	1970 Commemoration Page 2-3 Summer flight re-creation October flight commemoration	2020 CAS Commemoration Page 4-8 Dartmouth Museum CAS Commemoration
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The flight went as follows (view map) – depart Shearwater(Halifax) 7 Oct, the Fairey aircraft was badly damaged in weather on the Fundy crossing and a replacement Curtiss HS-2L flying boat from Halifax was needed. Refueling in Fredericton they flew on to Riviere-du-Loup arriving in the evening. The morning of 8 October they used a Felixstowe F3 flying boat to continue the flight to Ottawa. Engine trouble delayed the departure to 9 October for Sault St Marie. Fog in the Sault prevented the departure until 10 October, and they went through Kenora, did some repairs, then headed for Winnipeg. Heavy mist forced them to land at Selkirk north of Winnipeg. The mail was brought down to Winnipeg St Charles Airfield and Tylee and Home-Hay left for Calgary on their DH9A. A plane change was forced in Regina, but they carried on to Calgary via Medicine Hat arriving in the evening. Bad weather delayed their Calgary departure to 13 October, and they made it to Revelstoke before again being blocked by weather. On the 15th they made it to Merritt, but weather again delayed them from leaving on 17 October and they finally made it to Vancouver Minoru Park on 17 October. On 19 October, an addon was proposed to go to Victoria. They used and HS2L flying boat to go to Esquimalt on 20 October, but again some bad weather forced them to stop the night on San Juan Island in the US before getting to Victoria on 21 October.

The Air Board considered the flight a success as they had been trying to stimulate interest in aviation. In spite of bad weather on many sections of the flight and various equipment problems, they did get from sea to sea taking 10 ½ days, actual flying time of 49 hours and 7 minutes, with a distance of 3341 miles at an average speed of 63 mph.

This success led to the opening up of many remote areas that became accessible by air. As the airplanes became more powerful and having longer ranges the vast distances became more closely connected. By the late 1920's airmail service was becoming more common.

The remainder of this exhibit shows items that were made to commemorate the 1970 50th Anniversary and the 2020 Centenary events.

50th Anniversary Flights 1970

One of the prime movers for the 50th Anniversary was Major R.K. Malott. The goal of this commemoration was to do a re-enactment of the flight route with private aircraft of all sorts. They were aware that this could not be done in mid-October since the weather in the mountains is often bad at that time which could result in the loss of life. The decision was to do the re-enactment in the early summer.



Trois Rivières

The Royal Canadian Flying Clubs Association organized a cavalcade of light aircraft flying between Halifax and Victoria from June 26th to July 8th. Different legs had multiple aircraft flying with some joining and some leaving. Four aircraft made the complete journey. Covers were made from various points on the route to Vancouver and if the location had no post office, then the nearest one was used. Due to the smaller planes used on this commemoration, additional stops were made for refueling purposes.



Vancouver 6 July

Ottawa 28 June with special meter slogan cancel



Victoria 8 July



50th Anniversary Flights 1970



Halifax 7 Oct signed Leckie

The following cities had special slogan cancels made: Halifax, Fredericton, Riviere-Du-Loup, Sault-Ste-Marie, Kenora, Winnipeg, Calgary, Revelstoke, and Vancouver. Three cities just used regular cancels: Hardings Point, Ottawa and Merritt. The slogan cancels in each city reflected the cities name and the date in that city.

Kenora 10 Oct signed Johnson



British Columbia Aviation Council
Vancouver International Airport
Vancouver AMF, British Columbia

While the cavalcade of planes flew successfully across the country in June-July, that left commemoration for the actual dates. Maj Dick Malott arranged a series of 12 covers with cachets of the planes used for each leg and had them cancelled at the points at which the 1920 flight stopped.



50ieme Anniversaire
PREMIER VOL TRANS CANADIEN
7 - 17 OCTOBRE 1920



Signature by Wing Commander Robert Leckie can be seen on the covers cancelled at Halifax, Fredericton, Riviere-Du-Loup, Ottawa, Sault-Ste-Marie, and Kenora. At Sault-Ste-Marie and Kenora covers were also signed by F/L Johnson.



A special red slogan cancel was used in Ottawa (top) 7 Oct.
Winnipeg 11 Oct, Vancouver 17 Oct



British Columbia Aviation Council
Vancouver International Airport
Vancouver AMF, British Columbia

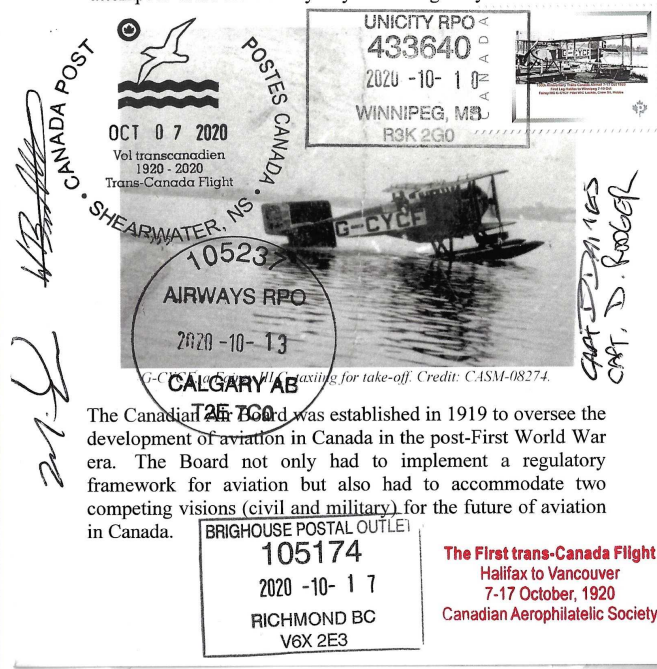
100th Anniversary Flights Shearwater Museum

The Canadian Aerophilatelic Society (CAS) deemed that this event was worthy of the society to work on the commemoration of the 100th Anniversary. Dave Bartlet with assistance of Chris Hargreaves from the CAS worked on the project. With the pandemic on, and the Maritime provinces in a bubble, performing a commemorative flight or moving flight covers across the country was difficult. We teamed up with John Orr from the Shearwater Museum in Dartmouth who had requested help in the commemoration. On the philatelic side Hugh Rathbun greatly assisted with the handling of the Halifax portion of the event. The following pages show the various covers, stamps and other philatelic items created to commemorate the event.

The First trans-Canada Flight

Halifax-Vancouver
7-17 October 1920

On 7 October 1920, a Fairey III C seaplane of the Flying Operations Branch of the Canadian Air Board took off from Shearwater, Nova Scotia, and headed for Rivière-du-Loup, Quebec. This was the first leg of the ultimately successful attempt to cross the country - by air - using relays of aircraft.

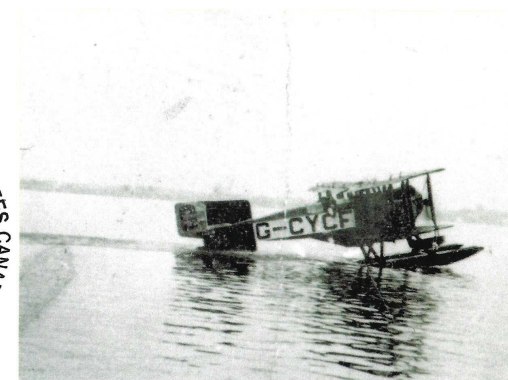


The Canadian Air Board was established in 1919 to oversee the development of aviation in Canada in the post-First World War era. The Board not only had to implement a regulatory framework for aviation but also had to accommodate two competing visions (civil and military) for the future of aviation in Canada.

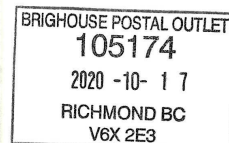
The First trans-Canada Flight
Halifax to Vancouver
7-17 October, 1920
Canadian Aerophilatelic Society



The photo at the ceremony shows the special canceller being handed over to the post office representative by the Museum curator. Photo by Hugh Rathbun.



Fairey III C (G-CYCF) departs Canadian Air Board Station Dartmouth on the first leg of the trans-Canada flight on 7 October 1920. Credit: CASM 08274



An Invitation

Date: 7 October 2020

Time: 10:30 am

Location: Shearwater Aviation Museum Forecourt.
(Inclement weather – inside the Museum.)

Dress: Jacket and tie

Note: Please observe COVID-19 precautions

Please join the Mayor of Halifax and the Commander 12 Wing Shearwater in marking the centennial of this significant milestone in Canadian aviation history.

The idea of a trans-Canada flight was seized upon in order to demonstrate the utility of aviation to the Canadian public. Not incidentally, it was also an account of guts and determination as a small group of aviators battled the elements and blazed a trail across the country.

Originally planned to take 48 hours using relays of aircraft across the country, the flight eventually took 10 ½ days. Given the state of aviation at the time and the perils involved with flying open-cockpit aircraft across Canada in October, this was a remarkable achievement.

RSVP requested: <jandcorr@hotmail.com>

The Shearwater museum (John Orr) made an information brochure which it handed out at the commemoration ceremony at the museum on 7 October. This brochure has cancels from Shearwater (7 Oct) Winnipeg, (10 Oct) Calgary (13 Oct) and Vancouver (17 Oct) It is also signed by the pilots on the WestJet flight used to carry the mail on 11 October Winnipeg to Calgary, and Calgary to Vancouver on 17 Oct. There were 10 cards flown and cancelled.

At the ceremony, the Shearwater Museum had to limit attendance, but made an invitation given to attendees. This one was also cancelled in Shearwater and Vancouver. The invitation was made by John Orr. There were 5 of these invitations flown across the country and cancelled.

100th Anniversary Flights Shearwater Museum

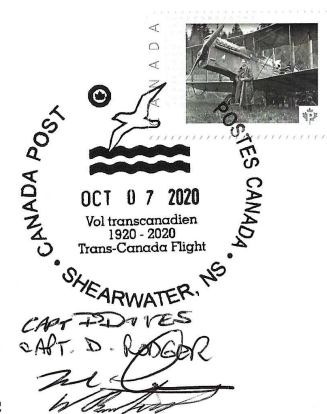


For the ceremony, the museum made a large postcard on which a Museum Picture Postage stamp was affixed and cancelled with a special cancel made by the Museum for use in the Shearwater post office and for this event. Some cards were additionally cancelled in Winnipeg, Calgary and Vancouver on the appropriate date. The card below was also signed by the pilots flying Winnipeg to Calgary and Calgary to Vancouver on 11 and 17 October. The card was designed by John Orr. 100 cards made, 80 stamped, 11 flown. John Orr designed the cards and Hugh Rathbun designed the stamp and canceller.

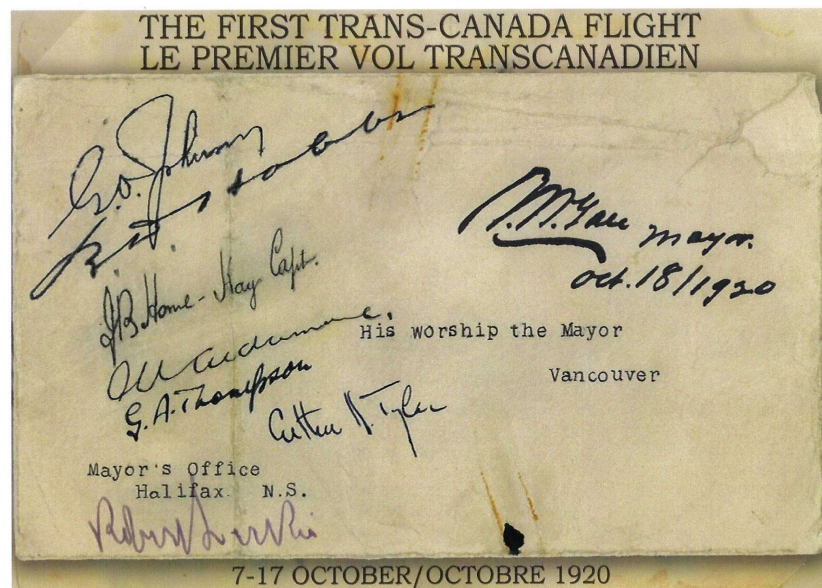
100th Anniversary Trans-Canada Airmail Halifax-Vancouver Flight Oct. 7-17, 1920



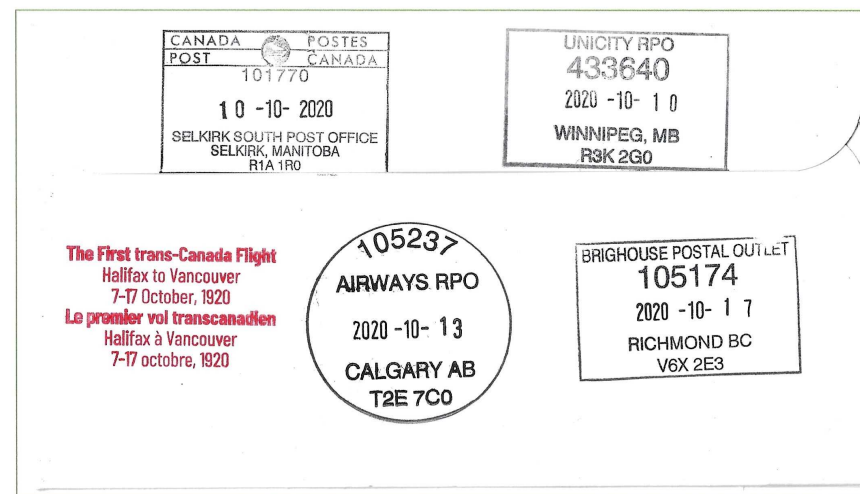
Air Commodore Tylee with DH9A in Revelstoke, BC
(Image credit: Revelstoke Museum & Archives)



This cover has additional signatures by the pilots flying from Winnipeg to Calgary on 11 Oct (top 2), and the pilots on 17 October flying from Calgary to Vancouver. Being the bottom 2 signatures. Flights were WestJet flight 205 Piloted by Capt David Roger and Capt Dustin Daines to Calgary and Flight 123 Piloted by Capt Mike Luteijm and Capt Bill Butchart going to Vancouver. 50 covers made, 20 were flown and received all cancels 4 of these signed, 25 were used by the museum at the ceremony.

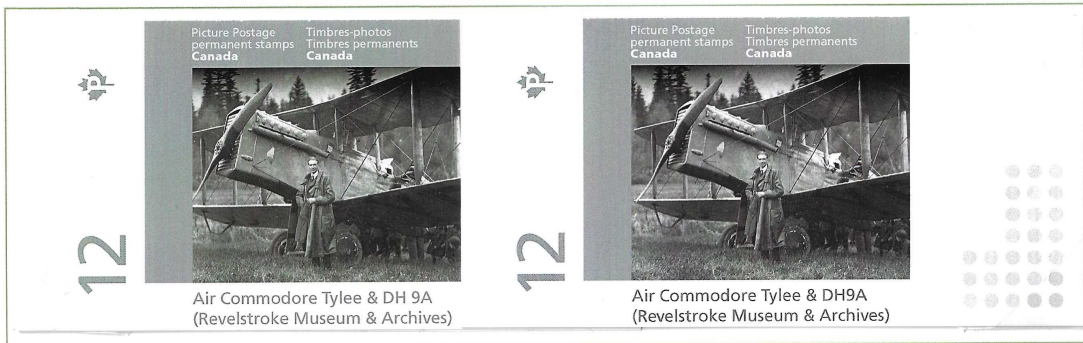


The back of the museum covers had 4 cancels, Selkirk 10 Oct where the eastern leg of the flight ended, Winnipeg on 10 Oct where the Western leg began, Calgary on 13 Oct and finally Vancouver (Richmond) on 17 Oct. A bilingual red handstamp was also applied by the museum.



100th Anniversary Flights Shearwater Museum

The picture postage stamp was made by Hugh Rathbun for the museum in conjunction with the CAS. Three printings of the museum stamp were made, the first 2 printings being 9 booklets each, and a third of 11 booklets. The first printing is shown here. Most covers are franked with stamps from the first 2 printings.



If the booklet cover is available, the text is slightly different on the 2 printings – the original version has “DH 9A” while the reprint has “DH9A” (no space)



The difference in the stamps is that the second printing has the image shifted to the right. This can be seen on the trees at the upper left of the stamp where there is more tree in the 2nd printing. Additionally at the right you can see the wing strut has moved to the right.

COVID-19 Influences Ceremonies



**Ceremony Marking the Centenary
Of the First Trans-Canada Airmail
Flight** Shearwater, NS Oct. 7, 2020



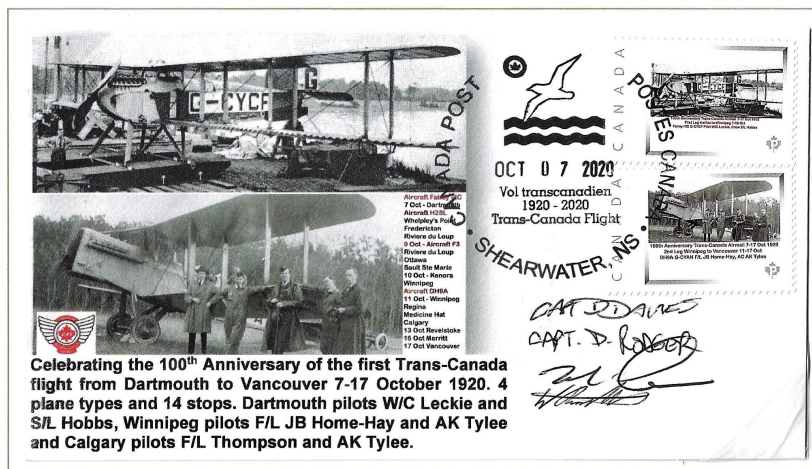
Covid restrictions prevented many people from attending the ceremony and Hugh Rathbun created a cover showing the masked participants. The cachet here shows the mailbag being handed of to the post representative by the museum curator.. There were 19 of these covers made.



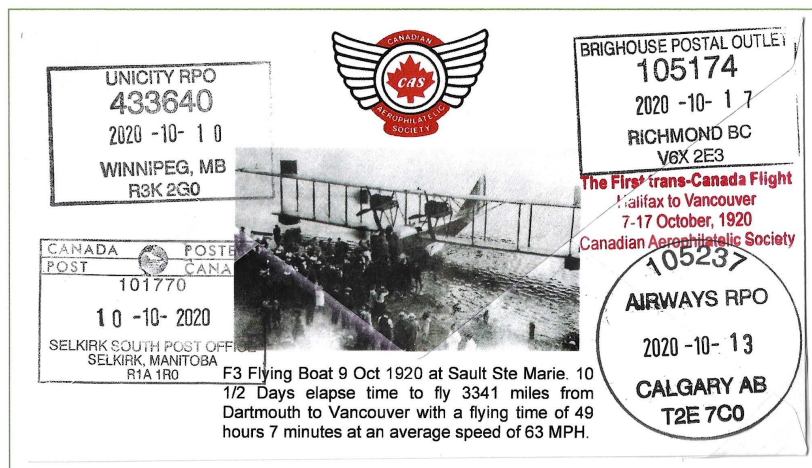
This postcard from the museum had a picture postage stamp applied and cancelled on 7 October. There were 5 of these cards stamped with CAS stamps and cancelled.

100th Anniversary Flights CAS

The Canadian Aerophilatelic Society (CAS) Dave Bartlet, worked with the Shearwater museum (John Orr), and Halifax support (Hugh Rathbun) to create the philatelic commemoration items. The flyer at right was created by Dave Bartlet. It is cancelled in Shearwater, Selkirk, Winnipeg, Calgary and Vancouver on the dates the original flight went through these cities, and pilot signed. Each CAS cover below contained this.



The covers had either of the stamps (some had both). This cover additionally has the signatures of the WestJet pilots on the flights from Winnipeg to Calgary (top) and the Calgary/Vancouver flight on the bottom 2 signatures. The back of the cover has a picture of F3 Flying boat at Sault Ste Marie.



The back of the CAS covers had 4 cancels, Selkirk 10 Oct where the eastern leg of the flight ended, Winnipeg on 10 Oct where the Western leg began, Calgary on 13 Oct and finally Vancouver (Richmond) on 17 Oct. A red handstamp was also applied by the CAS.

TransCanada 100th Anniversary Flight October 7-17, 1920-2020



Fairey IIIC Seaplane G-CYCF.

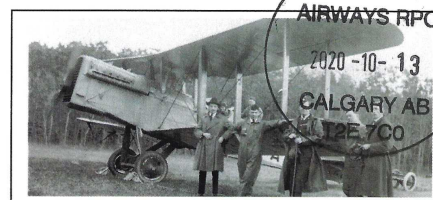
On 12 August 1920, Wing Commander J.S. Scott, Superintendent of the Certificate Branch of the Air Board, requested from the Air Board that approval be given for a transcontinental flight from Halifax to Vancouver "to demonstrate the feasibility of such a flight from the commercial point of view; to prove the possibility of a fast trip from coast to coast without undue strain on the pilots or machines; and to serve as recruiting propaganda for the Canadian Air Force, and to stimulate an interest in aviation by commercial firms and the public generally". The Air Board approved the project, and the flying was supported by two

branches with the Flying Operations Branch (supervised by W/C R. Leckie, DSO, DSC, DFC) covering Halifax to Winnipeg and the Canadian Air Force (commanded by Air Commodore A.K. Tylee from Winnipeg to Vancouver).

On 7 October 1920 at 0800 the Fairey seaplane G-CYCF took off from Dartmouth Air Station for Ottawa with W/C Leckie as pilot and S/L Hobbs as crew. A bag carried official correspondence and letters. The Fairey seaplane was forced to land at Whelpley's Point, NB on the Saint John River due the loss of engine cowling and during landing the propeller and undercarriage were damaged. A new plane, an HS2L flying boat G-CYAG was flown to the Point and Leckie took off for Fredericton arriving at 1810 for refueling. They then took off for Riviere-du-Loup and arrived safely at 2305 despite fog and rain. On 8 October, at 1820 they used a Felixstowe F3 flying boat to head to Ottawa and they arrived at Rockcliffe at 1230. Engine problems delayed the departure until 9 October and Leckie and crew departed for Winnipeg. At 1635 they landed at Sault Ste Marie. Fog prevented takeoff until Sunday 10 October at 0730 and they arrived at Kenora at 1555. After an engine repair they left for Winnipeg at 2015, but fog on the Winnipeg River forced them to fly to Selkirk and bring the letter bag down to Winnipeg for the next leg.



Felixstowe F3 flying boat at Sault Ste Marie



DH9A in Winnipeg

The second leg of the flight began at the St Charles Aerodrome in Winnipeg and was piloted by F/L J.B. Home-Hay and Air Commodore A.K. Tylee as passenger left for Moose Jaw at 0430 on 11 October along with the bag of official letters. Engine problems forced them to land just beyond Regina at 0740 and a new plane was brought in from Moose Jaw. They departed at 1100 for Medicine Hat arriving 1345. Leaving at 1510 they arrived in Calgary at 1710.

Bad weather delayed the Calgary departure until 1155 on 13 October using another DH9A piloted by F/L Thompson, and Air Commodore Tylee as passenger. Bad weather forced them to

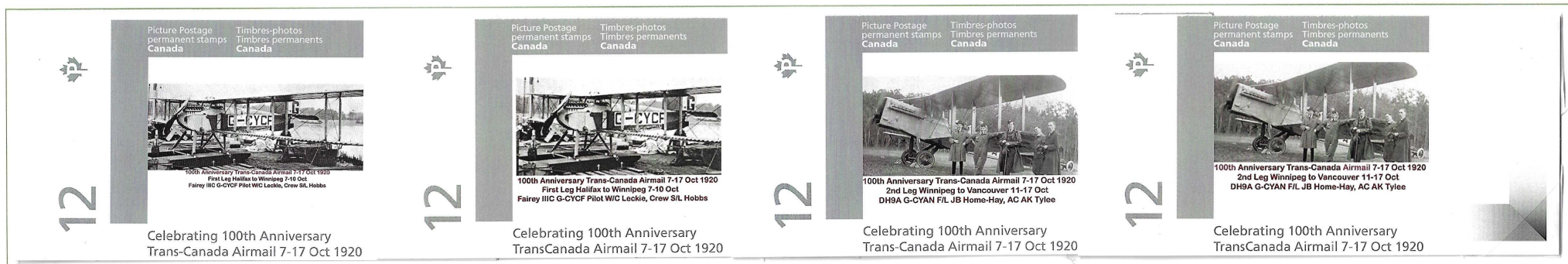
land just south of Revelstoke at 1510 where they waited for 2 days. On Friday 15 October at 1150 they departed for Vancouver but weather forced them to land at Merritt at 1315. Finally on 17 October at 0940 they made it through the Pass and arrived at Minoru Park (Richmond) Vancouver BC. Elapse was 10.5 days, flying for 49 hours 7 minutes. They flew 3341 miles at an average of 63 mph. The flight was considered a success.

Due to Covid restrictions this was a difficult flight to recreate. The leg Halifax to Winnipeg was by Fedex Air Express, Winnipeg to Calgary via WestJet Fit 205 on 10 October, and Calgary to Vancouver on WestJet Fit 123 on 17 October.



100th Anniversary Flights CAS

The CAS picture postage stamp was made by Dave Bartlet. Two printings of the booklet stamps were made, each printing had 11 booklets. The first printing was used mostly for the covers. In the first printing the booklet cover had a DH9A plane on the front, and the Fairey Seaplane as the stamp, while the second booklet had the Fairey on the cover and the DH9A on the inside. The second printing of the booklets had the cover image the same as the stamp image. Some image changes were also made to the Fairey stamp, with the stamp shown below.



The booklet covers of the Fairey design are easily distinguishable with the original booklet having a smaller sized image and text below the image. The text "Trans-Canada" on the original became "TransCanada"

The booklet covers of the DH9A have the image centred in the frame higher than the 1st printing, The text "Trans-Canada" on the original became "TransCanada"



The difference in the stamps is that the second printing image is significantly larger than the 1st printing.

In the DH9A booklet the first printing the text below the image is justified, while the second printing has the text Justified left.