

# THE CANADIAN AEROPHILATELIST



48 -



## 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

**Editor:** Chris Hargreaves, 4060 Bath Road,  
Kingston, Ontario K7M 4Y4  
Tel. (613) 389 8993  
**E-mail:** hargreave@king.igs.net

### EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President:	Major (Ret) R.K. "Dick" Malott, CD 16 Harwick Crescent, Nepean, Ontario K2H 6R1	Telephone: (613) 829 0280; Fax: (613) 829 7673 E-Mail: rmalott@magma.ca
Vice-President:	Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8	Telephone: (613) 225 4254
Treasurer:	Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, ON K1R 7T7	Telephone: (613) 235 8361
Secretary:	Ron Miyanishi, 124 Gamble Avenue, Toronto, Ontario M4J 2P3	Tel. and Fax: (416) 421 5846 E-Mail: squeak@interlog.com

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,  
CONSULTEZ: FRANCOIS BOURBONNAIS, 659-3 PIE XII, VAUDREUIL-DORION, QUEBEC J7V 8R8

## September 2001

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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.

### SEPTEMBER 11<sup>th</sup> 2001

News reports about the terrorist attacks in the USA were being broadcast as I worked on this newsletter. I would like to offer my sympathy, and that of THE CANADIAN AEROPHILATELIC SOCIETY, to all our members and readers who have been affected by these events.

PRESIDENT'S REPORT AUGUST 2001 ISSUE THE CANADIAN AEROPHILATELIST

On behalf of the CAS membership I welcome our dedicated editor, Chris Hargreaves, back to Canada after his most interesting trip to South Africa and Ethiopia. We are pleased to have him back with us to carry on his great work as our editor of The Canadian Aerophilatelist.

The harrowing experience of two members of The Snowbird Aerophilatelic Team near London, Ontario in June 2001 reminds us all of the dangers facing our internationally famous aerobatic team every time they take off to perform before an audience. Captain Dave Morrison, Adjutant of The Snowbirds, advised me that the CAS envelopes sent to be flown over Ottawa on 1 July 2001, would be flown at a later date as they were unable to perform on 1 July. A copy of the 2001 Snowbird brochure is enclosed for each CAS member. Any one wishing to purchase the special autographed flown covers for 2001 should contact me. The price for the set of 9 autographed envelopes is \$45.00 Canadian and the single flown envelope, autographed by all 9 pilots is \$25.00 Canadian. The continued support of The Snowbirds for the CAS is greatly appreciated.

Another strong supporter of the CAS is member Larry Milberry of CANAV Books. Over the years Larry has written and published a large number of excellent books and each year he contributes some of his publications to the CAS/AAMS for prizes at aerophilatelic exhibitions. I recommend your perusal of his enclosed Spring/Summer 2001 listing of Canadian Aviation books, as well as the grandest ever RCAF history, the Four Volume set of *Canada's Air Force at War and Peace*. Larry paid a fee of \$91.50 to cover the extra postage costs to enclose his brochures and that of the Snowbirds.

I urge all CAS members to consider attending *The World of Airmails*, the theme of the Royal 2002 Royale Stamp Show at the West Edmonton Mall Conference Center in Edmonton, Alberta, 22-24 March 2002. For entry forms and other data on this special event please contact John Powell, 2002 Committee, Edmonton Stamp Club, P.O. Box 399, Edmonton, Alberta, T6J 2J6 or E-mail <[mpowel3@attglobal.net](mailto:mpowel3@attglobal.net)>. The CAS has an opportunity to really promote Aerophilately in Canada. Let us do our utmost to support the Edmonton Stamp Club in their endeavours. Mr. Gord Mallett, 180 Fir Street, Sherwood Park, AB, T8A 2A2 is our on site representative for the event.

I believe that the Canadian Aerophilatelic Society has come of age to establish a Society of Fellows of the CAS. I would appreciate comments from the membership on this suggestion. A Committee would have to be established to set the criteria for a Fellowship in the CAS. Those who have worked long for the growth of the CAS would be candidates as well as leading international philatelists for the growth of Aerophilately world wide. Each recipient would receive an appropriate small plaque and the privilege of using the initials FCAS after their surname.

There is only one FIP Exhibition next year applicable for Canadians to apply for competition - PHILAKOREA 2002. Contact the Canadian Commissioner, CAS member Charles Verge, P.O. Box 2788 Stn D, Ottawa, Ontario, K1P 5W8 or E-mail <[vergec@sympatico.ca](mailto:vergec@sympatico.ca)> for data.

Dick Malott, President CAS

## NEWS - NEWS - NEWS

### DAY OF AEROPHILATELY IN TORONTO

The Toronto-area members of the CAS are holding their annual Day of Aerophilately on Sunday November 18<sup>th</sup>. This event will run from "10.30 to 3.30", at the VINCENT GREENE FOUNDATION, 10 SUMMERHILL AVE (close to Summerhill subway station). The day includes displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation.

The event has a small following of regular participants who have a great time each year, and who would be delighted to welcome additional participants.

Anybody reading this newsletter is invited to participate! - For more information contact: Dick McIntosh, 47 Aldenham Court, Don Mills, Ontario M3A 1S3, (telephone 416 447 1579; E-mail: [mcintosh@accessv.com](mailto:mcintosh@accessv.com)).

### CSDA DIRECTORY

The CANADIAN STAMP DEALERS' ASSOCIATION has produced an up to date directory of its members. This is an excellent resource for matching dealer's names with company names, finding addresses, etc.

For a free copy, contact: John Sheffield, P.O. Box 1123, Adelaide Street P.O., Ontario M5C 2K5 or [www.csdaonline.com](http://www.csdaonline.com)

### LATEST AIRCRAFT ON A CANADIAN STAMP



This stamp was issued on June 1, 2001 to celebrate the 125th Anniversary of the Royal Military College of Canada, (RMC), which is located in Kingston, Ontario.

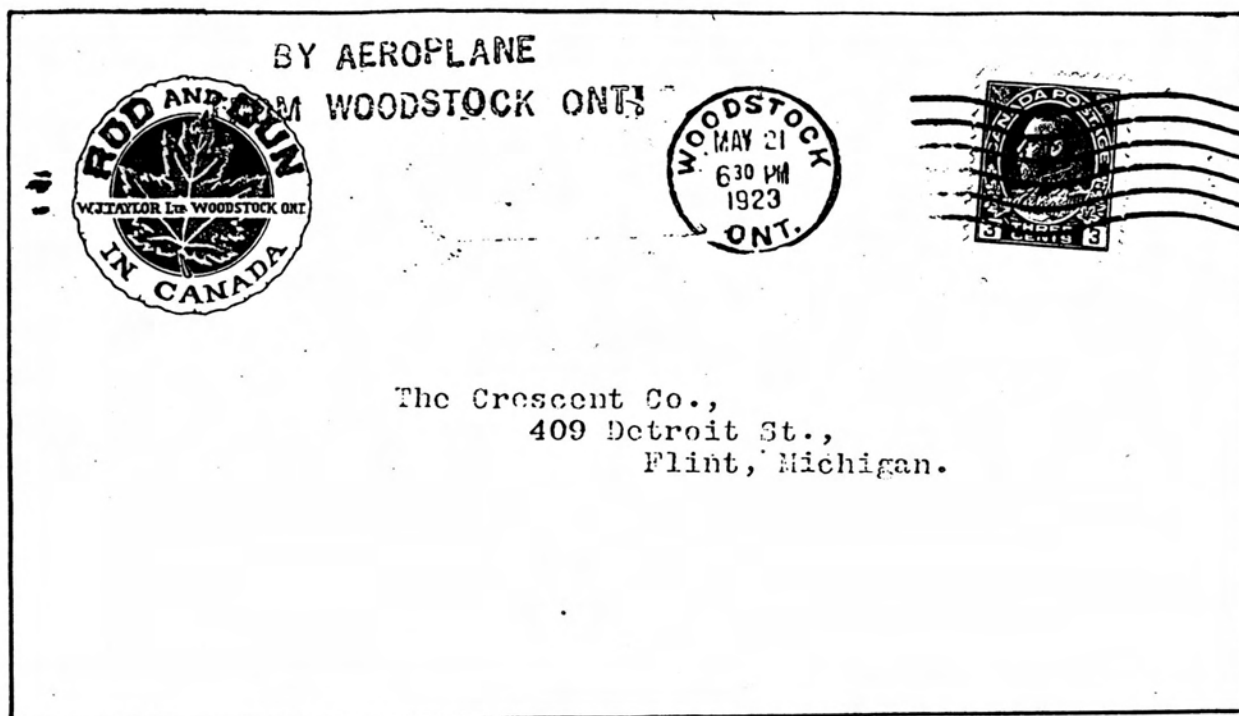
The two objects in the top left hand corner of the stamp are the highly polished toecaps of a cadet's boots. The left toecap is reflecting a Coyote reconnaissance vehicle; the right toecap is reflecting a Kingston Class Maritime Coastal Defence Vehicle; and the "blur" above them is a CF-18 fighter.

### NEW CANADIAN POSTAL RATES

Among a number of changes to take place on January 14th 2002, the basic letter price within Canada will increase from 47 cents to 48 cents; and letters, cards and postcards to the USA weighing up to 30 grams will increase by 5 cents to \$0.65. The basic price for letters to overseas destinations will increase by 20 cents to \$1.25, but this will cover letters up to 30 grams, not just 20 grams as at present.

The domestic price increase was permitted under a new Price-Cap Formula, which allows Canada Post to increase prices once per year by up to 66.67% of the increase in the Consumer Price Index (CPI).

## AN UNRECORDED PIONEER FLIGHT COVER ???



Postmarked: WOODSTOCK ONT. MAY 21 6.30 PM 1923

Printed endorsement: BY AEROPLANE FROM WOODSTOCK ONT.

Envelope slit open at right.

No backstamp.

This cover generated a lot of interest when I showed copies of it at our Annual General Meeting. I have also discussed it with several other members, none of whom has seen a cover like it, or a reference to it.

The big issue is whether this is indeed an unrecorded Pioneer cover, or whether it is just an ordinary envelope to which somebody added an endorsement with a "children's printing set"?

The provenance of the cover is as good as it gets. It was sent to me by Don Lussky, who has also sent me copies of several other unrecorded covers which have appeared in this newsletter, such as the Guatemala to Montreal FFC on page 27 of the last issue. As many readers will know, Don is a longstanding pillar of the American Air Mail Society: he is currently their auction manager, and editor of the Jet section for the Sixth Edition of the American Air Mail Catalogue.

Don could not remember where or when he obtained this cover, but there is a pencil annotation \$35 on the back, so the cover had been identified as "unusual" before he acquired it.

However, there are three issues which need to be resolved, before this cover can be regarded as more than just a possible unrecorded pioneer flight cover:

1. in 1923 aircraft were still unusual and exotic. It therefore seems likely to everyone I've discussed this with, that any aeroplane visiting Woodstock would have been very newsworthy, and reported in the local paper. Gib Stephens is a CAS member who lives in Woodstock, and I asked him to try and find a report of this flight. Gib informed me that:

I am a member of our local history society, so that was my first choice - we came up empty. Likely the only field in our area at that time would have been at Sweaburg. Tom Williams was the owner and flyer. We checked out numerous papers on Tom, but nothing on your cover.

Then I went to our library - checked out newspapers in and around May 21, 1923. We could not find anything to help you. Also checked out files and files - nothing! Got on the computer at the library - checked out many different angles, but just seem to come up dry.

Continued

AN UNRECORDED PIONEER FLIGHT COVER ??? continued:

2. How was this cover both postmarked in Woodstock, and flown "By aeroplane From Woodstock"?

Once this cover was handed in at the post office and cancelled, it should have been added to all the other mail, not handed back to a pilot, (or associate of the pilot).

It seems that it would have been a severe breach of regulations for a postal official to have cancelled this cover and handed it back to the pilot. - I noticed in the AMCN listing for the Charlottetown - Truro flight of September 29<sup>th</sup> 1919, (PF-19), that the flight was delayed for five days by the Postmaster, "until written authority was received from Ottawa to forward mail"!

I also checked with Don Amos who worked for the Post Office during the 1930s regarding the handling of this cover. He commented that:

It does look like someone in the P.O. gave it back to someone and it must have got to Flint, Mich. Then, as now, someone would have gotten into trouble if found out.

3. Another possibility which has been considered, is that the endorsement is only supposed to indicate that the cover had been partially flown from Woodstock. Although this could be consistent with the Woodstock cancellation, there do not seem to have been any US air mail services that this cover might have utilized. Another problem with this interpretation, is that the cover is only franked for normal surface postage: it is not franked for carriage by a US air mail service.

So: this cover may be a sensational new discovery, which is why I have reported it as part of the "News" section of the newsletter, but for the time being it is "unconfirmed". - If anybody can provide any information that helps to establish the status of this cover, please contact the editor.



## NORTH TORONTO STAMP CLUB - 2001 FALL STAMP SHOW

Saturday November 3rd 2001, 9am to 4pm

Civic Garden Centre, Edwards Gardens, 777 Lawrence Ave. East  
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For more information contact BEN MARIER tel. 416 492 9311

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## THE VICTORIA-SEATTLE "VIA SEAPLANE" POSTMARK: REAL or BOGUS?

Ed Matthews

In a conversation with me, Conway Longworth-Dames, the author of "The Pioneer and Semi-Official Air Mails of Canada", voiced the opinion that the Victoria - Seattle Via Seaplane postmark was probably bogus, along with the 1<sup>ST</sup> Trip marking, a figment of imagination of the fertile brain of Roessler of East Orange. In his book he states the same opinion on page 42, "It is probable that these cachets were privately produced.....". I had no opinion either way at the time, but it bothered me that we didn't know for sure. I show the two markings in question below on a cover addressed to A.C. Roessler.

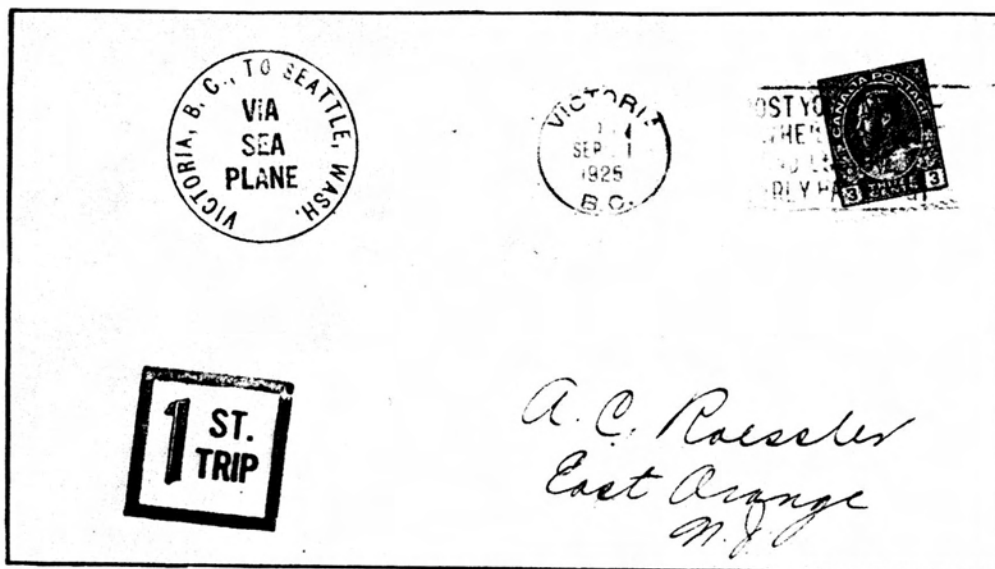


Fig.1 Sept.21 1925 Victoria - Seattle cover with the "suspect" markings.(auth. coll.)

A short while ago I obtained a copy of Jim Brown's delightful book "Hubbard, the Forgotten Boeing Aviator", and there these markings appeared again, this time accompanied by a similar marking from Seattle for airmail going in the direction of Victoria. On page 105 of this book there is an illustration of a card from Seattle addressed to Germany and traveling via East Asia and, presumably, via steamer from Shanghai to Europe. This card could not possibly have been "created" by Roessler, even the handwriting on it is typically German. Jim Brown supplied me with a scanned copy of this cover from his collection, please see figure 2.

Seeing this illustration gave me the idea to contact Jim Brown himself and ask him if he had ever seen covers with the Victoria - Seattle postmark that were not addressed to Roessler which would make it much more likely that this marking was genuine. Peanut Butter Publishing, the firm that had published Jim Brown's book, was very helpful and within a very short time I received a long letter with some enclosures from Jim Brown. Getting this letter

Continued

THE VICTORIA-SEATTLE "VIA SEAPLANE" POSTMARK: REAL or BOGUS? by Ed Matthews, continued:

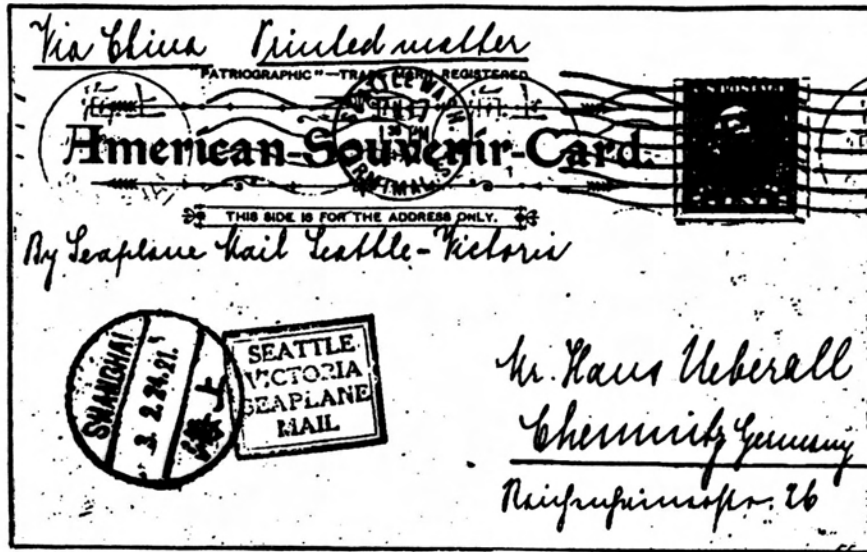


Fig.2 Seattle to Victoria Seaplane Mail cover to Germany via Shanghai.



Fig.3 Victoria to Seattle cover with straightline AIRPLANE SERVICE, a true FFC!

gave me the impression of having drilled into a gusher of information! He assured me the Victoria - Seattle postmark was entirely legitimate.

I quote from his letter:

"...A member of my stamp club, who has passed away, worked at the Victoria main post office and used the handstamps. The first was, AIRPLANE SERVICE, which was placed across the postage. I am not certain how long this stamp was used. Then the round handstamp came into being."

THE VICTORIA-SEATTLE "VIA SEAPLANE" POSTMARK: REAL or BOGUS? by Ed Matthews, continued:

Jim Brown specializes in British Columbia Airways and FAM2 covers between Seattle and Victoria and he has on more than one occasion received gold for his exhibits of covers of both these airmail routes. For the British Columbia Airways he has covers for just about every day that they flew until they crashed into Puget Sound on August 25, 1928. He also has FAM2 covers from October 15, 1920 till January 1, 1932; some are addressed to Roe or Roessler, but the majority are not.

It should be realized that the FAM2 service started on October 15, 1920 and that the only covers to be considered true FFCs are those of that date from Victoria to Seattle and vice versa. I show you a cover from Victoria to Seattle from my own collection, (Figure 3 - previous page); please see p.104 of Jim Brown's book for an illustration of a Seattle to Vancouver cover of that date.

From October 15, 1920 onward Eddie Hubbard (and others on occasion) flew the mail destined for East Asia from Seattle to Victoria and brought the mail from ships arriving in Victoria to Seattle whenever ships sailed to or from the Orient.

The FAM2 service ceased on June 30, 1937. The Clipper flying boats started to fly the mail to the Far East from San Francisco.

Jim Brown states categorically that there were no interruptions of service - yes, there were mishaps with planes, but as Hubbard had ready access to other planes the service was maintained at all times. There were no 1925 crash covers, no "1<sup>st</sup> TRIPS" presuming an interrupted service!

Jim Brown also supplied a scanned copy of another Victoria to Seattle cover, this one decorated with a handstamp FAM 2 VICTORIA-SEATTLE EDWARD HUBBARD CONTRACTOR; this is the only copy he has ever seen and he suspects it to be another product of Roessler. Please see figure 4.

Figure 5 shows a Seattle to Victoria cover dated Aug. 6 1925, with the genuine handstamp of the Seattle post office and an additional rectangular Roessler creation as well. He further added a manuscript notation "By S.S. Pres. McKinley". He had read in the papers of a plane crash on the Pacific Coast and assumed that it had to be Hubbard's plane, so he had the letter "transported" by that steamer - the steamer was in the Orient at that moment and could not have been involved! It pays to know your history!

I believe we can conclude with certainty that the circular Victoria - Seattle marking is beyond question legitimate, but I think that the 1<sup>st</sup> TRIP marking from the September 21, 1925, flight is an addition by Roessler - what he based this on is a bit of a mystery.

Roessler's imagination got him into trouble; Linn's weekly of July 15, 1933 reported that Roessler pleaded guilty to two indictments of fraud in Federal Court in Newark, N.J.!

Continued



THE VICTORIA-SEATTLE "VIA SEA PLANE" POSTMARK: REAL or BOGUS? by Ed Matthews, continued:

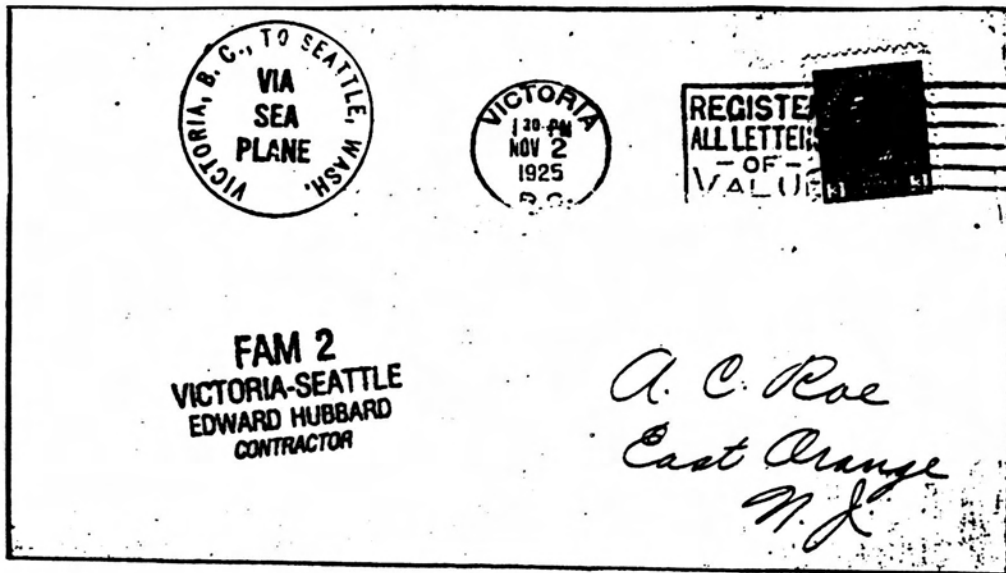


Fig. 4 Victoria to Seattle cover, dated Nov.2, 1925 with the FAM 2 marking.

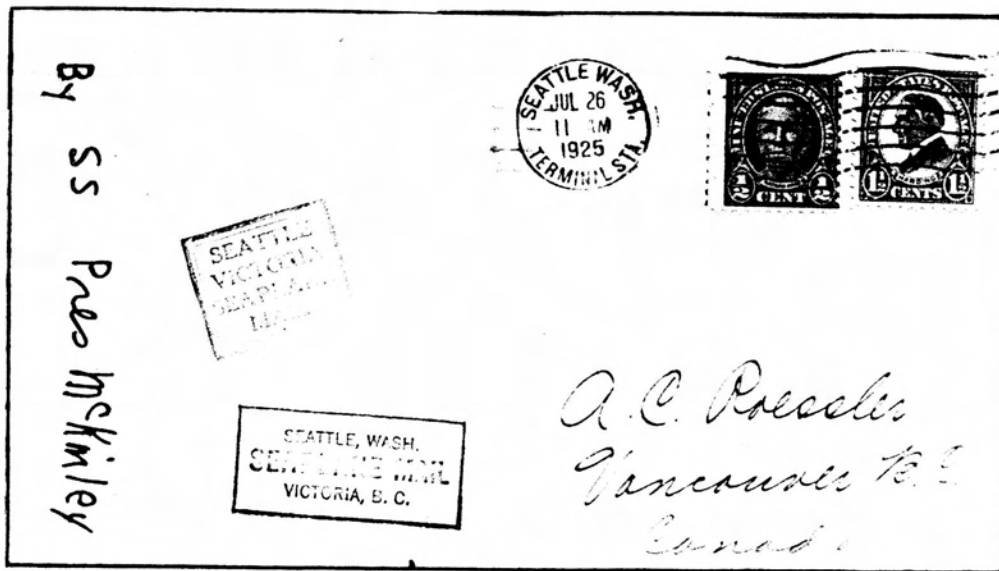


Fig.5. Seattle to Victoria cover with bogus Roessler addition.

Longworth-Dames mentions in his book on page 42; "Covers are also known with cachet (PC12) postmarked May 4, 1926 and may be the last date for the service. Jim Brown's collection contains covers up to 1932.

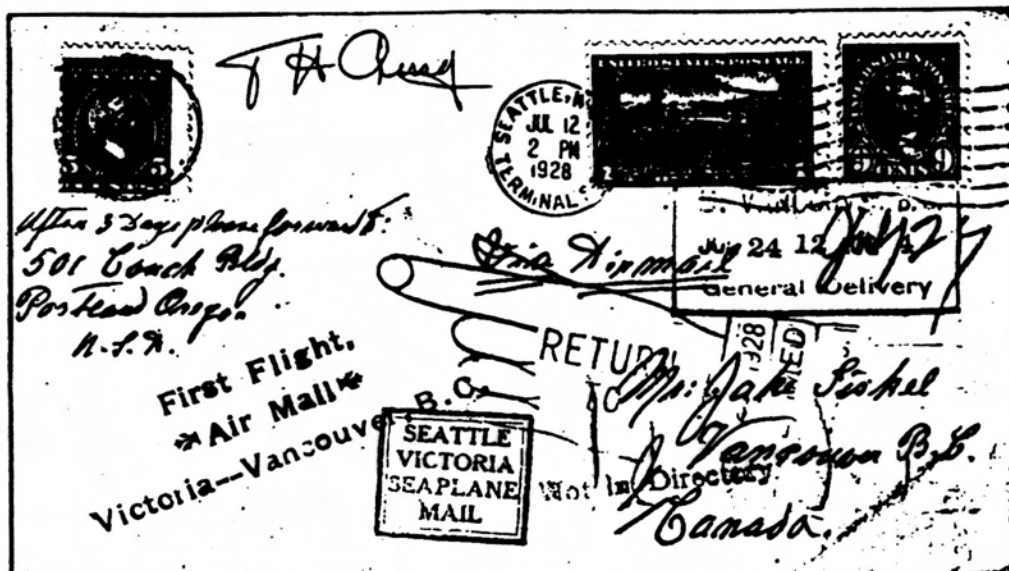
THE VICTORIA-SEATTLE "VIA SEAPLANE" POSTMARK: REAL or BOGUS? by Ed Matthews, continued:

Fig.6. The Seattle to Victoria cover held at Victoria for the first Victoria to Vancouver flight on July 23, 1928

Jim Brown has another delightful cover in his collection, see figure 6. This cover was flown from Seattle to Victoria on July 12, 1928, held there till the first airmail flight from Victoria to Vancouver on July 23, and returned to Portland, OR, by rail from Vancouver. It has all the requisite handstamps.

I am grateful for the help provided by Jim Brown to clear up this problem (problem to me, not to Jim Brown!)

references:

1. *HUBBARD THE FORGOTTEN BOEING AVIATOR*, by Jim Brown, Peanut Butter Publishing, 1996.
2. *THE PIONEER AND SEMI-OFFICIAL AIR MAILS OF CANADA*, by Conway Longworth-Dames, The Unitrade Press, 1995.
3. Private correspondence between the author and Jim Brown.

sea-vic1.wpd

Ed Matthews  
Spring 2001, Oakville, Ont.

## A.C. ROESSLER - Villain or Hero?

I was recently asked for some information regarding A.C. Roessler, and found it very difficult to give a concise but balanced description of him.

He was, without doubt, a very prolific producer of First Flight Covers, from 1918 until the early 1930's.

He was also, without doubt, convicted of fraud. - This event is described in two newspaper articles reproduced in Barry Newton's A.C. Roessler Photo Cachet Catalogue (F.D.C. Publishing Co., 1977):

### HELD IN STAMP FRAUD

#### Roessler Pleads Guilty

A letter from Tom C. Cargill, U.S. Postoffice Inspector, Elizabeth, N. J., states that "on June 21st, 1933, Albert C. Roessler, 140 South Parkway, East Orange, N. J., appeared in Federal court, Newark, N. J., and pleaded guilty to two indictments; one charging the use of the mails in the furtherance of a scheme to defraud, and the other that he caused to be printed and did use prints in similitude of obligations of the United States."

"Federal Judge Guy L. Fake imposed a sentence of one year and one day in the Atlanta Penitentiary on each charge, then suspended the sentence and placed Mr. Roessler on probation for three years."

Linns, July 15, 1933

NEWARK, N. J., Jan. 30 — Albert C. Roessler, stamp collector and dealer, was arrested today at his home, 140 South Parkway, East Orange, on a bench warrant under an indictment by the Federal grand jury, charging fraudulent use of the mails. He was released in \$1,000 bail taken by United States Commissioner A. L. Friedman.

The government charged that Roessler entered into an agreement with Sir Hubert Wilkins, polar explorer, giving Roessler exclusive rights to mail sent on the Nautilus, the submarine used in 1931 by Sir Hubert on an Arctic exploration trip which failed. Finding a greater demand for stamps canceled on that trip than he could meet, it was charged, Roessler used a facsimile of a New York cancellation to cancel mail which actually never was taken on the trip and represented this as genuine Wilkins trip mail.

New York Times, Jan. 31, 1933

While his criminal conviction related to American covers, Roessler also produced many items from Canada and Newfoundland that are either suspect or bogus. The Victoria-Seattle covers described by Ed Matthews are just some of these "dubious" items. Among numerous references to other "dubious" items produced by Roessler that occur in many books and catalogues are:

- Flight #2833 in the Air Mails of Canada and Newfoundland is described as:  
*1928, JUNE 6 - NORTH HEAD - ST. ANDREWS. Covers prepared by dealer A.C. Roessler; existence of flight in doubt.*
- in Newfoundland Air Mails, 1919-1939 (American Air Mail society, 1984), Cyril Harmer includes a note in Chapter 6 regarding Essays produced in 1922-23 for air mail stamps:  
*FORGERY. In his rather flamboyant publicity of March 3, 1931 the airmail dealer A.C. Roessler of East Orange, N.J., offered a crude parody of the 15c essay at "Postpaid 50c". It is typographed and embossed with a red-brown centre and green frame. Not the only "bad egg" from Roessler, it is sometimes found uncanceled on later Newfoundland covers.*
- The American Air Mail Catalogue, (Fifth Edition - Volume 4), added a note to its listing of the Klondike Airways Limited semi-official air mail stamp:  
*Any cover bearing the special stamp of this company addressed to East Orange, New Jersey, should be very closely examined as it is very questionable if these covers were actually flown, although it is possible.*
- in The Pioneer and Semi-Official Air Mails of Canada 1918-1934, C.A. Longworth-Dames relates that:  
*In 1933, a number of covers appeared on the market bearing a bogus airmail sticker in orange and green inscribed "Canadian Airways Limited - Special Airmail Service". These covers, all of which were postmarked at Gogama, Ontario, originated in the United States from the American stamp dealer A.C. Roessler, of East Orange, New Jersey.*

However, Roessler also has his supporters, as he was one of the first dealers to be interested in First Flight Covers, and arranged for covers to be flown on many of the Pioneer flights. Without Roessler's covers, there would be a lot fewer early covers to collect! Some of his supporters think that these early covers are more significant than his later issues, and he is regularly nominated for membership of the American Air Mail Society's AEROPHILATELIC HALL OF FAME.

# Who's behind the cover?

by Ivan W. MacKenzie

## Introduction

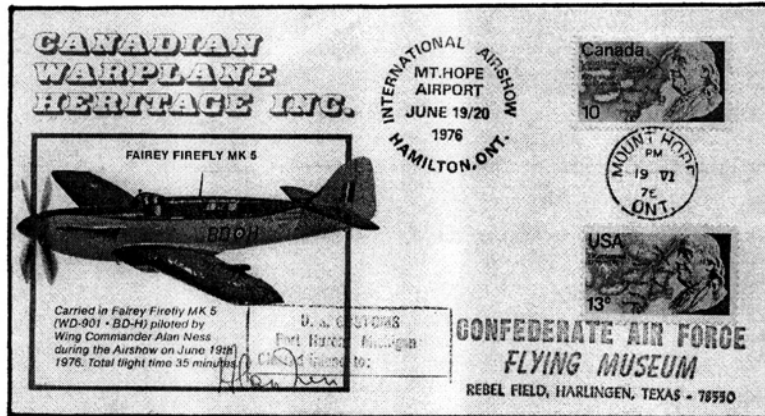
This is the fifth article in an occasional series of brief biographies which pertain to contemporary producers of aerophilatelic covers. As I have assembled my aerophilatelic collection over the years, I have often wondered who produced this cover or that cachet. Some names would come to light more often than others, e.g., A.C. Roessler was an extremely prolific producer of Canadian air mail first flight covers in the early days. However, I became even more curious with regard to my contemporaries who have been producing aerophilatelic covers and as a result my curiosity has prompted me to continue this occasional series.

## Bio #5 – Eric Grove

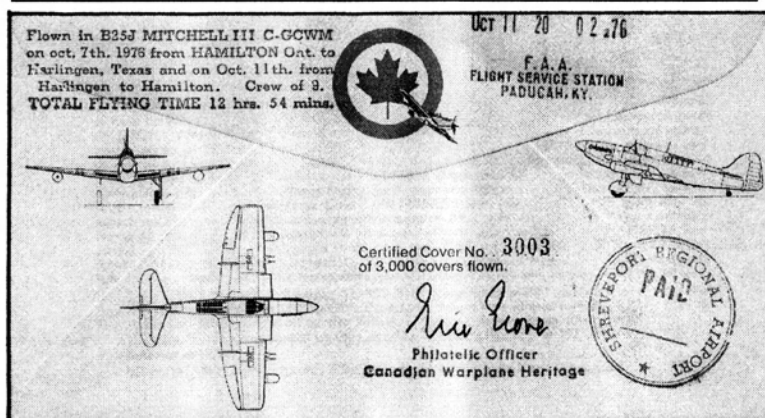
Eric Grove was born in London, England in 1920 just in time to be ready for early participation in WW2. He received his education in London and Kent and subsequently joined the RAF where he trained as a pilot. After having flown from 1940 to 1943, this phase of his flying career ended abruptly over Berlin one dark night at the end of 1943. Following WW2, Eric qualified as a Surveyor and Town Planner. In 1955 the Canadian Government invited him to come to Canada to take up a position in Ottawa as a Town Planner. While residing in Ottawa, Eric and his wife became the proud parents of two sons - the first in 1956 and the second in 1961. By the mid-1970s he was living in Hamilton, Ontario where he managed to find the time to complete the qualifications for a Canadian pilot's licence which he still holds today. Shortly after, he joined the Canadian Warplane Heritage, which is located at the former Mount Hope BCATP air station, where he became active in restoring the B25 Mitchell, the Anson, the Cessna Bobcat and the Lancaster.

Eric became interested in philately through assisting his mother with her stamp collection which she had started in the early 1920s and which he later inherited. In the early 1970s he began to notice that aviation related covers were being produced and realized that he could combine his two hobbies of flying and stamp collecting by creating flown covers and selling them to raise money for CWH. With considerable help from Alan Ness, who flew the Fairey Firefly for CWH, and printer George Stewart, who flew Mosquito's in WW2, 3000 copies of beautiful Fairey Firefly cacheted covers were produced. These covers were flown in batches of 200 to 300 at a time by either Alan or George. The covers were normally franked with current stamps which were cancelled at the Mount Hope post office. Later Eric arranged for batches of these flown covers to be re-flown in other aircraft before going

on sale. The adjacent image is an example of a cover which was originally flown in the Fairey Firefly and later re-flown in the B-25 Mitchell. Other batches were re-flown in the Corsair, a T-28 of the USAF 'Thunderbirds' and in Cliff Robertson's Spitfire which was flown by Gerry Billings. All the covers were pilot/crew signed, cacheted for each flight and stamped (e.g., rubber) at each 'stop'. The stamping of 200 or 300 covers at each brief refuelling/pit stop was quite a feat in itself, as Eric describes the development of the adjacent cover:



Front and back of an Eric Grove cover from his early period



"For me the exciting/interesting effort was to fly in the B-25 to the Confederate Air Force display at Harlingen in Texas, USA. At each stop (Port Huron, Paducah, Shreveport on the way down, and Shreveport on the return) I had to hop out of the aeroplane, find someone on that airfield with a rubber stamp that had the 'field identity and date' and rapidly imprint 200 or so covers clearly and without smudging in the space of time it took the crew to gas-up and make a 'pit stop'. Fortunately, other members of the crew took an interest and helped. By the time we made the return trip we had an efficient 'production line' going and reduced the time immeasurably! I even had time, somewhere between Shreveport and Harlingen, to get in half-an-hour in the right seat of the B-25 ... although I am told the skies over Texas still haven't recovered."

Continued

**WHO'S BEHIND THE COVER? by Ivan W. MacKenzie continued:**

In approximately 1980, Eric discontinued his participation in the CWH. However, his interest in philately continued and sometime in the early 1980s he came across a stamp shop in Hamilton that he hadn't noticed previously so he went in to browse. Among a group of items marked 'reduced' he came across a relatively large box of Canadian first flight covers from 1928 onwards. After purchasing a few and doing some research at the Hamilton Public Library, he became hooked on Canadian FFCs. This was partly because of his memories as a boy watching the aeroplanes flying into such places as Croydon and Rochester in England and seeing the Schneider Trophy races over the water by the Isle of Wight. Eventually he purchased bit by bit over half the box of FFCs. Eric's interests in aviation, archeology/history and philately all coalesced in the 1970s and 1980s and continues to this day.

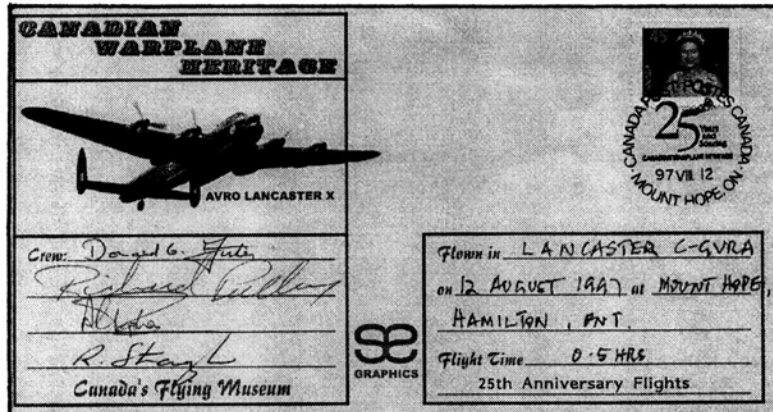
Sometime during the 1980s a CWH member Bill Randall, who also was a WW2 bomber pilot, started to produce a series of 'long' or number 10 covers in small quantities which were primarily flown in the Lancaster. Several of these covers, as well as the Grove covers are listed in *The Airmails of Canada and Newfoundland* but some of the Randall covers in particular are not listed. If you are aware of any of the missing covers, please let our CAS Secretary Ron Miyanishi<sup>(1)</sup> know in order that the next issue of the catalogue can be corrected. Eric's offer to assist Bill with the production of covers was graciously accepted by Bill so they embarked on an ambitious programme of developing and flying covers in nine of CWH's active aircraft. As of this time 300 of each of seven different covers have been flown in seven different aircraft. The series has been sold out except for two that have not been flown yet due to the Fairey Firefly and the Tiger Moth being unserviceable. This endeavour led to Eric rejoining CWH in the year 2000, so the wheel has now turned full circle.

Eric and Bill have started on a new series of "double flown" covers, i.e., flown in two historic aircraft of the same type. The first of these is the Avro Lancaster with the covers flown in the Mark I (PA474) of the Battle of Britain Flight in RAF Coningsby, Lincolnshire, England, and the Mark X (C-GVRA) of the Canadian Warplane Heritage Museum in Hamilton, Ontario. Each cover is signed by both crews, and contains cachets of both organizations. The covers have either a British or a Canadian franking. The "UK issues" have the British stamp of Sir Arthur Harris, Chief of RAF Bomber Command, 1942-46; while the "Canadian issues" have a stamp from the series (sheet) issued by Canada Post to commemorate the 75th Anniversary of the RCAF. All covers are numbered, and retail for \$25.00 each, (fully inclusive). A limited number of sets, i.e. a "UK" and a "Canadian" cover, both with the same number, are still available<sup>(2)</sup>. For the future, some single- and double-flown Firefly covers are being prepared for release later this year. Later plans include other double-flown covers: the DC-3 is a candidate, as is the Canso once they have got a good air photograph of it in its new colours.

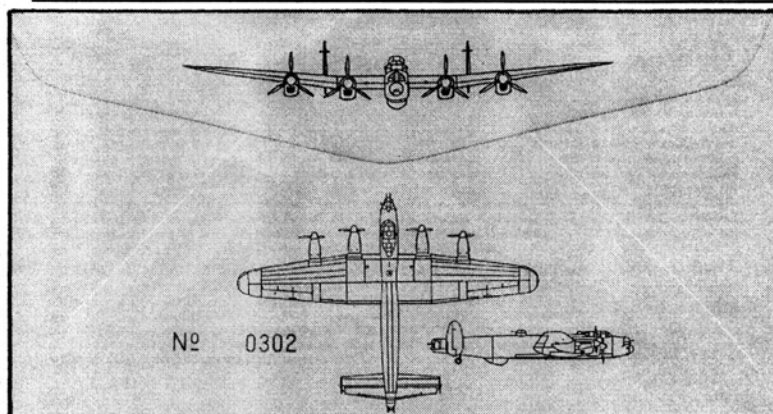
Eric has remained active to this day with his collection of Canada and the United Kingdom stamps, and now has all but the most expensive stamps in his collections. He has suggested that, due to the huge proliferation of stamps being issued by the two countries in recent years, he may discontinue collecting these stamps at the end of 2000. He would then concentrate on backtracking and filling the holes in the two collections.

**Notes:**

- (1) Ron Miyanishi can be contacted by Canada Post at: 124 Gamble Avenue, Toronto, Ontario M4J 2P3 or by e-mail at: [squeak@interlog.com](mailto:squeak@interlog.com).
- (2) Covers are available by contacting the Canadian Warplane Heritage Museum, 9280 Airport Road, Mount Hope, Ontario L0R 1W0, (tel. (905) 679-4183, Fax (905) 679-4186); or through the CWH website at [www.warplane.com](http://www.warplane.com).
- (3) The facsimiles of the covers accompanying this article were substantially reduced in size in comparison to the size of the actual covers.



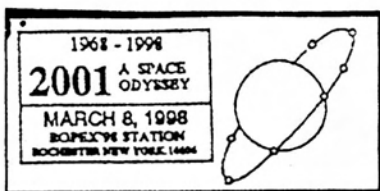
Front and back of a Eric Grove cover from his later period



# “2001 A SPACE ODYSSEY” IN PHILATELY

Bert van Eijck

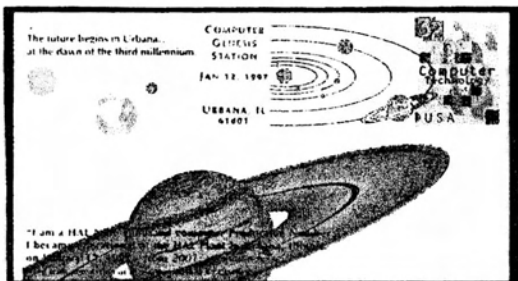
The book is Clarke's - the film Kubrick's - and each is a masterpiece. Both the book and the film were released in 1968 and their 30th anniversary was commemorated in the U.S. with a special postmark issued at the Ropex '98 exhibition in Rochester, New York.



2001: A Space Odyssey is about HAL, a highly sophisticated computer who becomes paranoid and kills off all but one of the crew on board a spaceship in a mission to investigate Saturn.

According to the book HAL\* is built in a computer plant in Urbana Illinois on 12th January 1997. The local stamp club in this Midwestern town planned a special cover with imprinted in the design a fragment of the original text "I am HAL...Computer..." This with the personal approval of Arthur C. Clarke himself.

The American post followed suit and put on sale an attractive stamp on 12 January 1997. The stamp club's selection for their postal cover was a 32 cent stamp issued in recognition of computer technology. No better choice could have been made. The result is most commendable.



Arthur C. Clark had to wait for a long time for postal recognition but at the grand old age of 80 an issue was finally dedicated to him by Sri Lanka, where he is now domiciled - not just a stamp, but a *se-tenant* pair of them. They show two portraits, his younger self on the left and amore recent version of him on the right and at the very centre his famous theory: place three or more artificial moons in orbit around Earth and you will have global coverage. It should be remembered that this was written in 1945, quite some years before the beginning of The Space Age.

Scientists went on to develop this futuristic concept. The reality is all too familiar: countless geostationary satellites delivering instant news coverage from the

further flung corners of the world directly to televisions in homes across the globe. Truly wonderful !

Clarke has a host of science fiction works to his name, all premised on sound scientific reasoning. He was for years president of the prestigious British Space Travel Society and honorary member of the British Interplanetary Society. The Sri Lanka capital Colombo has been Clarke's island home for more than thirty years now.

Illustrated is an employee of the Sri Lanka post showing part of a sheet of the Clarke stamps. Clarke had been commemorated by the post prior to that not with a stamp with with a postmark in 1995 and in



las, Romania. (Opposite top) The occasion was a special anniversary. The postmark seen here on a cover issued especially for this particular event along with a Europa stamp shows a wealth of related detail, a portrait of Clarke, the Earth with above it a number of satellites. The wording is a reminder of the considerable importance of Clarke's 1945 theory.

A scene from the famous book 2001: A Space Odyssey was also chosen to feature on a stamp, seen here as stamp 15 of a 16 stamp sheet dedicate to science fiction. An issue limited to only 170,000 copies it was put on sale on 28 August 98 by the tiny alpine Republic of San Marino. (Illustrated opposite)

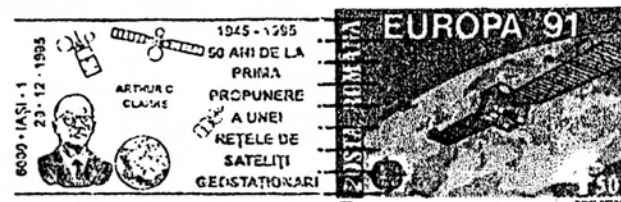
This article is reprinted from ORBIT, quarterly journal of the ASTRO SPACE STAMP SOCIETY.

For more information on the ASSS, please contact Jeff Dugdale, editor of ORBIT, c/o Elgin High School, High School Drive, Elgin Moray, Scotland IV30 3YU; or visit the society's website at [www.asss.utinternet.com](http://www.asss.utinternet.com)

"2001 A SPACE ODYSSEY" IN PHILATELY

by Bert van Eijck

continued:



Romanian postmark and cover commemorating Arthur C. Clarke



San Marino - Science Fiction stamps issued August 28<sup>th</sup> 1998

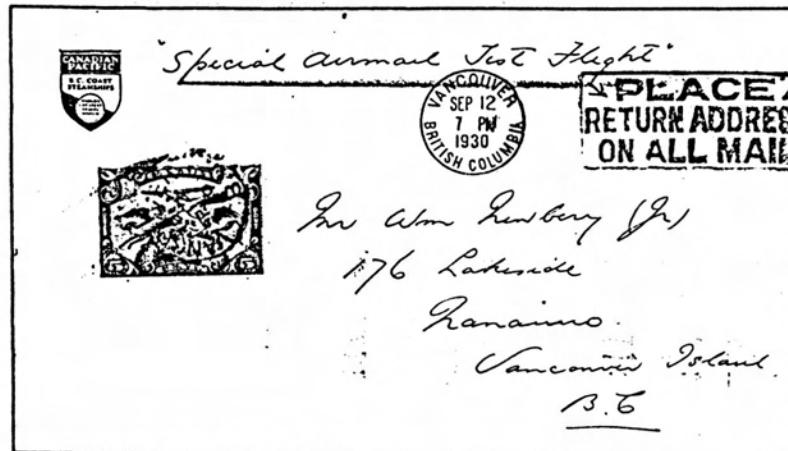
# A RUSSIAN - ENGLISH TRANSLATOR

Printed Capital.	Printed Small.	Written Capital.	Written Small.	English equivalents.	Printed Capital.	Printed Small.	Written Capital.	Written Small.	English equivalents.
A	a	А, а	а	a	Ф	ф	Ф, ф	ф	f
Б	б	Б, б	б	b	Х	х	Х, х	х	kh
В	в	В, в	в	v	Ц	ц	Ц, ц	ц	tz
Г	г	Г, г	г	gh	Ч	ч	Ч, ч	ч	ch
Д	д	Д, д	д	d	Ш	ш	Ш, ш	ш	sh
Е	е	Е, е	е	e	Щ	щ	Щ, щ	щ	shch
Ж	ж	Ж, ж	ж	zh					
З	з	З, з	з	z	Ъ	ъ	Ъ, ъ	ъ	Not indicated at end of word.
И	и	И, и	и	i	Ы	ы	Ы, ы	ы	
І	і	І, і	і	i					
К	к	К, к	к	k	Б	б	Б, б	б	Not indicated at end of word.
Л	л	Л, л	л	l					
М	м	М, м	м	m	Ѣ	ѣ	Ѣ, ѣ	ѣ	ye
Н	н	Н, н	н	n	Э	э	Э, э	э	é
О	о	О, о	о	o	Ю	ю	Ю, ю	ю	yu
П	п	П, п	п	p	Я	я	Я, я	я	ya
Р	р	Р, р	р	r	Ѳ	ѳ	Ѳ, ѳ	ѳ	th
С	с	С, с	с	s	Ѵ	ѵ	Ѵ, ѵ	ѵ	œ
Т	т	Т, т	т	t	Ѳ	ѳ	Ѳ, ѳ	ѳ	i
У	у	У, у	у	u					

This translator is also reprinted from ORBIT. It was sent to that journal by Neville Franklin, who commented that he'd found it "invaluable over the years in trying to decode Soviet/Russian stamps".

## FOLLOW UP: VANCOUVER AIRPORT COVERS

Jim Brown has been reviewing these following a question in the September 2000 newsletter, and has come up with some additional information. Checking this with Dick McIntosh, the listings in the Air Mails of Canada and Newfoundland, and the covers in my collection, led to some interesting results.



### AMCN #3047: 1930, September 13 --- Vancouver Airport Dedication Special Flights

September 13<sup>th</sup> was the dedication of the start of the foundations for the administration building only. The flights were by Pat Renehan (not Renham) of Alaska-Washington Airways.

Although some of the covers were endorsed "Special Airmail Test Flight", (like the one above), these were commemorative flights, and not the precursor of a regular service.

While some of the covers from Vancouver were postmarked September 12<sup>th</sup>, the backstamps indicate that all the flights were actually made on September 13<sup>th</sup>:

Vancouver - Victoria	backstamped	VICTORIA 11AM SEP 13 1930
Victoria - Vancouver	backstamped	VANCOUVER 12.30PM SEP 13 1930
Vancouver - Nanaimo	backstamped	NANAIMO 3.30PM SEP 13 1930
Nanaimo - Vancouver	backstamped	VANCOUVER handstamp - no time SEP 13



### AMCN #3133: 1931, July 22 --- Vancouver Airport Official Opening

According to the cachet, this day was also the deification of the airport. The Vancouver Museum displays a photograph of the event, with the caption:

*Photograph of Opening Day, Vancouver Airport, Sea Island. July 22 1931.  
18,000 people gathered. First day of four day air pageant celebrating the inauguration of Sea Island Airport. - At time of opening, only four small aircraft in operation.*

The cover above is one of many which were charged 2 cents postage due, as the air mail rate within Canada, and to the United States, had been increased to 6 cents on July 1<sup>st</sup> 1931

Continued



**VANCOUVER AIRPORT COVERS** continued:

The original question in the September 2000 newsletter asked for information regarding a statement in Ken Molson's Pioneering in Western Canadian Air Transport, that United Airlines "had the postal contract between Seattle and Vancouver" before Canadian Airlines began their service between the two cities on October 1<sup>st</sup> 1935.

Jim, who is a specialist in the air mails of British Columbia, commented that:

*I have never seen a cover flown by United between Seattle and Vancouver prior to 1935 nor have I seen any references to such air mail flights.*

No other readers have reported such covers or references to United Airlines flights either, so it appears that Ken Molson's comment is in error.

On September 1<sup>st</sup> 1937, Trans-Canada Airlines took over the Vancouver-Seattle service from Canadian Airways Ltd. The TCA pilots for the inauguration are listed in AMCN as E.P.H. Wells and F.M. McGregor. Jim Brown commented that:

*One time Maurice McGregor (now deceased) told me he flew the first air mail to the US. - He wasn't aware that Canadian Airways had been doing it.*



**AMCN #4109: 1941, May 12 --- Vancouver - Seattle, Wash.**

On May 12<sup>th</sup> 1941, the Vancouver - Seattle air mail service was taken over by United Airlines, and operated as U.S. Contract Route No. 57. Before that, TCA and United Airlines had both made two round trips between Vancouver and Seattle each day, but TCA had carried all the mail to and from Seattle. On May 9<sup>th</sup> 1941, the Vancouver Province reported:



A later story in the Vancouver Province on May 12<sup>th</sup> began:

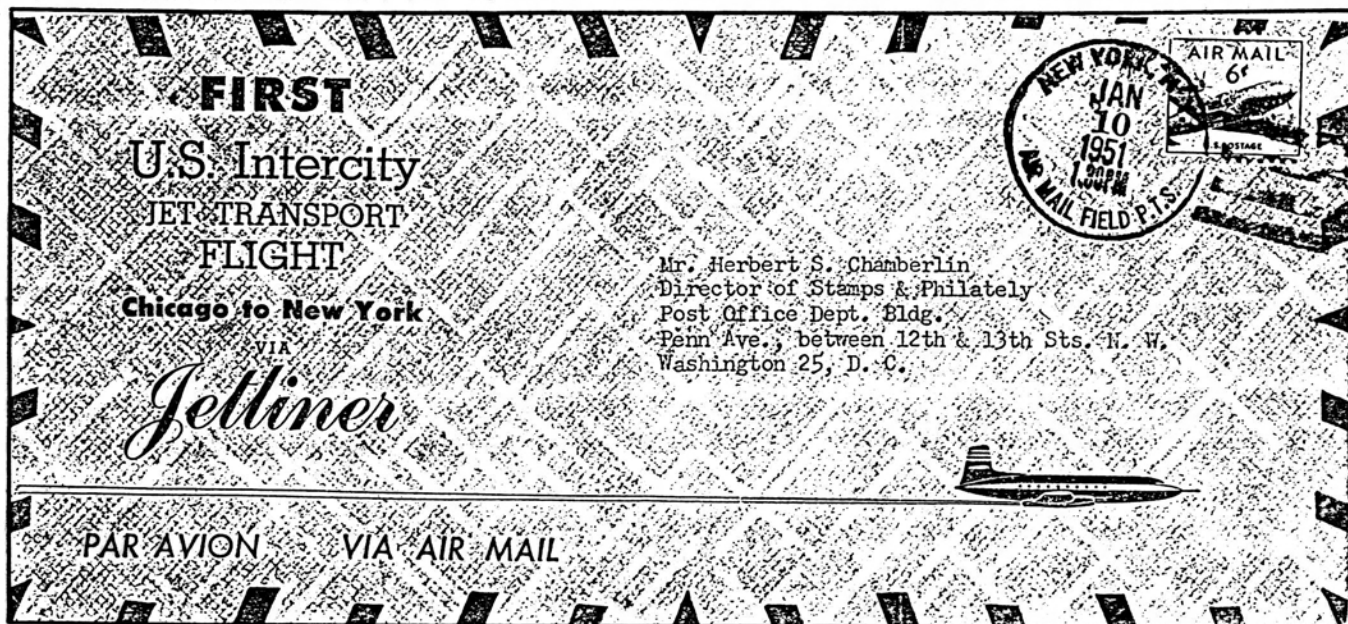
Landing of a huge silver-and-blue Mainliner at Vancouver airport today marked completion of the inaugural flight of United Air Lines' new service between Vancouver and Seattle.

The Mainliner could carry 21 passengers! - Thanks Jim.

## Follow Up: THE AVRO JETLINER

One of the well known covers carried by the Jetliner from Toronto to New York on April 18<sup>th</sup> 1950, was illustrated in our December 2000 newsletter.

Don Lussky has sent me a copy of another Jetliner cover, flown from Chicago to New York on January 10<sup>th</sup> 1951:



The cover came with a letter from A.V. Roe Canada Limited, reproduced on the next page.

There was also a feint, duplicated sheet of information describing the flight. Among the statements on this sheet were:

Tower to Tower elapsed time of One Hour and Forty-Two minutes. Tailwinds averaged approximately 55 miles per hour.

Average True airspeed at 30,000 feet – 450 mph.

Flight from Chicago to New York consumed 1750 U.S. Gallons, leaving a reserve of 2250 Gallons from 4000 Gallons carried.

Flight data confirmed JETLINER'S ability to reduce present New York - Chicago airline schedules (with standard airline allowance for maneuvering, taxiing, and schedule regularity) by 40 minutes west to east and 50 minutes east to west.

### Airline Schedule Comparison

	<u>Average Airline Schedules (East-West &amp; winter-Summer)</u>	<u>Savings Over Previous Schedule</u>
DC-3	4 hrs. 20 mins.	
307	3 hrs. 52 mins.	23 mins. (11%)
DC-4	3 hrs. 35 mins.	17 mins. (8%)
Constellation & DC-6	3 hrs. 8 mins.	33 mins. (15%)
Jetliner	2 hrs. 23 mins.	45 mins. (23%)

Thanks Don.

THE AVRO JETLINER continued:



# A. V. ROE CANADA LIMITED

MEMBER OF THE HAWKER SIDDELEY AIRCRAFT GROUP

*Designers and builders of aircraft and of gas turbine engines*

P.O. BOX 111 - LA GUARDIA FIELD

NEW YORK AIRPORT STATION  
NEW YORK

TELEPHONE  
HAVEMEYER 6-7670

U. S. REPRESENTATIVE

January 10th, 1951

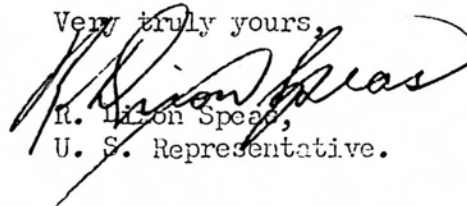
Mr. Herbert S. Chamberlin  
Director of Stamps & Philately  
Post Office Dept. Bldg.  
Penn Ave., between 12th & 13th Sts. N. W.  
Washington 25, D. C.

Dear Mr. Chamberlin:

We thought you might like to have this first day cover  
carried from Chicago to New York on the first Jet Transport  
flight between two United States cities.

Best regards.

Very truly yours,



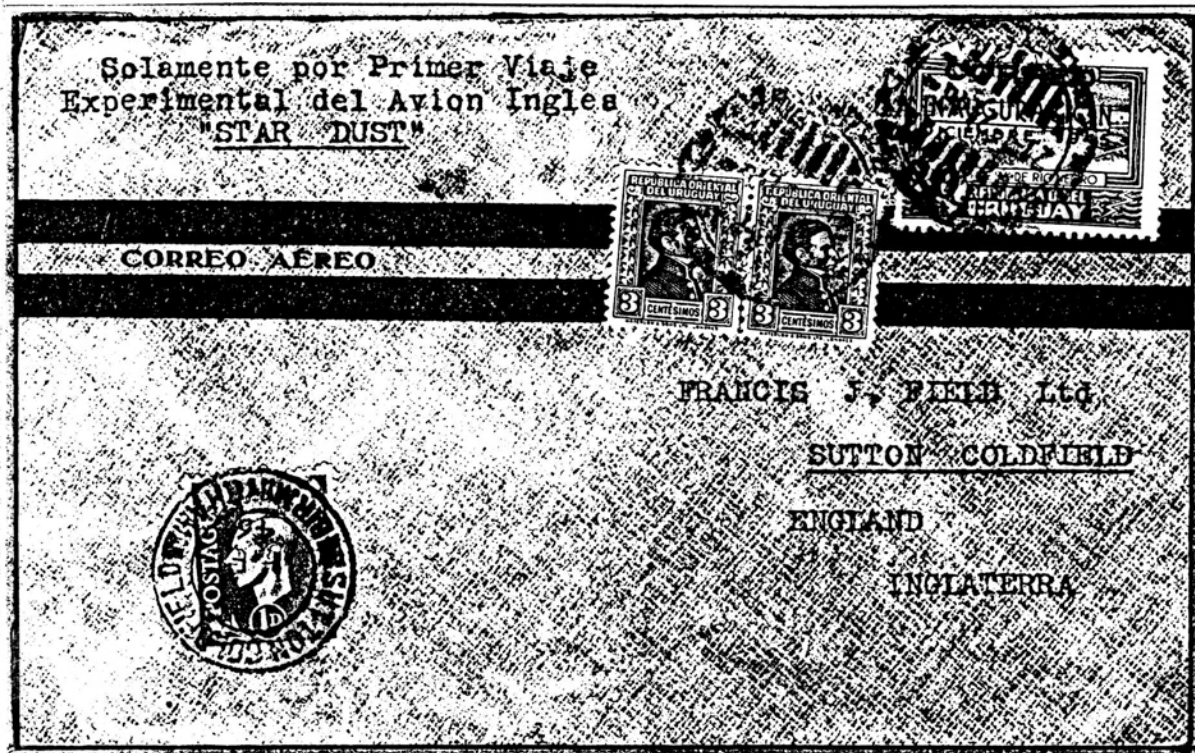
R. Milton Spear,  
U. S. Representative.

RDS:A

## Follow Up: BRITISH SOUTH AMERICAN AIRWAYS - CRASH OF THE "STAR DUST".

The crash of the Avro Lancastrian "Star Dust" over the Andes in August 1947, and the discovery of the wreckage last year, was also reported in our December 2000 newsletter.

Richard Beith sent me a newspaper article with more information on the flight and discovery of the aircraft, (reproduced on the next page), and a copy of a cover actually carried on the "Star Dust" from Montevideo to the United Kingdom in 1946:



Air Mails carried by  
British South American Airways  
1946-1949



**B \* S \* A \* A**

Second return flight from  
Buenos Aires and Montevideo  
to London (first mail flight?)  
MONTEVIDEO 21 JAN 46 cds  
SUTTON COLDFIELD 1 FE 46 cds  
(Flight date c. 24 January)

Rate 26c; Inscription:

*Solamente por Primer Viaje Experimental del  
Avion Ingles "STAR DUST"  
(Avro 691 Lancastrian G-AGWH)*

Richard also commented that: *An excellent documentary was recently shown on BBC-TV. Scientists interviewed on screen concluded that the Lancastrian had been held back by a jet stream, (a virtually unknown phenomenon at that time), so that when the crew started to descend through the clouds for Santiago Airport they were, in fact, still on the Argentinian side of the Andes. On crashing into the mountain at the top of the glacier, the scale of the impact would have been such that an avalanche was triggered, and the remains were covered by snow within seconds. Hence nothing was visible when search planes arrived. It appeared that the remains of the crash were absorbed into the glacier, and have only started to appear at the bottom of the glacier after 53 years as they reached the warmer area where the glacier melts. It was estimated that 90 percent of the wreckage remains in the glacier, but will appear in due course. Identified items located so far include one of the Rolls Royce Merlin engines, and the main landing wheels. The damage to the propeller from this engine, and the fact that the wheels were in the retracted position, suggests that engine trouble was not a cause of the crash, the plane being in full flight at the time of the crash.*

Thanks Richard.

# Wreck of British plane from 1947 found in Andes

BY PAUL LASHMAR  
AND JAN MCGIRK

WITH THE wartime bomber pilot Captain Reginald Cook at the controls, *Stardust*, the pride of British South American Airways, was due to cross the Andes and land in Santiago, Chile, just before six in the evening. It never arrived.

The four-piston engine Avro Lancastrian had left Mendoza in Argentina earlier in the afternoon, with five crew members and six passengers on board. The last contact with the outside world was at 5.40pm with an air force radio operator, as the plane flew over the mountains in bad weather.

Now, 53 years later, a group of climbers on the 22,310ft Tupungato peak on the Argentina side of the Andes have found the remains of *Stardust* with three corpses still in the wreck site preserved by the fierce cold. The fuselage was shattered but many parts of the aircraft were still intact including a propeller, a piece of wing and an oxygen canister. An Argentinian judge has now ordered DNA tests to determine the identities of the corpses.

It is the first step in clearing the five-decade mystery of what happened to the G-AGWH *Stardust*. Eight of the 11 people on board were British, including a Foreign Office official. Their families never knew what happened to their loved ones.

In early 1946, in the pioneering days of civil aviation, the newly built *Stardust* completed her proving flight from England to South America in three days and six hours, with an elite crew of former RAF pathfinders. The Lancastrian was one of the first aircraft capable of transatlantic flights carrying freight or passengers.

The captain on the fateful flight in August 1947 was Reginald Cook, 29, of Cranford, Middlesex – a war hero with a DSO, DFC and DFM to his credit. He had survived over 90 bomber missions in Europe during the war, an outstanding record. But although he had nearly 2,000 hours flying experience, this was his first Trans-Andean flight in command.

On board were the First Officer, Norman Cook, 31, from Maidenhead; the Second Officer, Donald Checklin, 27, from Hayes, Middlesex, and the radio operator, Dennis Harmer, 28, of Wimbledon. The stewardess was a former Wren, Iris Evans, 27, of Wembley. The passengers included Paul Simpson, a King's Messenger from the Foreign Office, and two other Britons who had boarded at Buenos Aires – Peter Young and Eric Gooderham.

The last leg of the journey should have been directly from Buenos Aires to Santiago along a flight path running close to the highest peak in South America, the Aconcagua, which is 22,834 feet high. But the aircraft had landed at Mendoza, Argentina, 106 miles from Santiago, due to bad weather. When it took off again it was late in the afternoon of 2 August 1947. A few minutes before *Stardust* was due to land, it disappeared.

The weather was appalling, hampering a huge rescue operation. Chilean mountain troops fought their way through snowstorms to no avail. Four days later, a brief note in *The Times* still carried a report that the aircraft was carrying air mail for Chile. Rescue parties on both sides of the Andes searched in vain for the aircraft.

In 1948, the Chief Inspector of Accidents, Air Commodore Vernon Brown, published his of-

## AIRCRAFT MISSING IN ANDES

### SEARCH FOR STARDUST

FROM OUR OWN CORRESPONDENT

BUENOS AIRES, AUG. 3

A British South American Airways four-engined Lancastrian, *Stardust*, piloted by Captain J. R. Cook and with a crew of

How the disappearance was reported

ficial report on the plane's disappearance. He said that, in light of the weather, the pilot should not have taken the route over the Andes. He revealed that Captain Cook had been briefed not to cross if the weather was bad. "Through lack of evidence due to no wreckage having been found, the actual cause of the accident remains obscure," it says.

Terry Denham, a historian, said yesterday: "This aircraft was at the margins of its performance. It's hard to know what the pilot thought he was doing flying in such conditions."

The discovery came after Carlos Moiso, 59, an alpinist and an aviation investigator, overheard soldiers saying that they had seen bits of a plane on the south side of Tupungato.

Mr Moiso started planning his expedition almost immediately. He set off for the first time in March 1999, but an ice storm turned him back. The second attempt began on 10 January. Mr Moiso and his son were aided by three soldiers. After a week they found the wreckage.

The discovery team believes the plane struck the mountain higher up, but that over the years the snow had washed it down the mountain to a level of about 5,500 metres.

The climbers returned last Sunday to report their find to



The Second Officer,  
Donald Checklin

the regiment. The Foreign Office said yesterday that relatives of their deceased official, Paul Simpson, had already been in touch. Harry Holmes of the Avro Heritage Group said: "Anything that clears up the mystery after this time is fascinating and the occupants will finally get a decent funeral. Aircraft have been found in deserts in Australia and in the Sahara 20 or so years after they were lost, but for one to be found nearly 53 years later with bodies preserved in the snow certainly sounds unique."



## Follow Up: 40th ANNIVERSARY OF YURI GAGARIN

Our last newsletter included an article by Jeff Dugdale about *Yuri Gagarin on Stamps*. The June 2001 issue of ORBIT, (the quarterly journal of the ASTRO SPACE STAMP SOCIETY which Jeff edits), contained these illustrations of Russian, Ukrainian and British cancels on covers sent to Jeff on Cosmonautics Day 2001.

For more information on the ASSS, please contact Jeff Dugdale, c/o Elgin High School, High School Drive, Elgin Moray, Scotland IV30 3YU; or visit the society's website at [www.asss.utinternet.com](http://www.asss.utinternet.com) Their website also features full colour illustrations of some Yuri Gagarin covers.



40-ЛЕТИЕ  
ПЕРВОГО В МИРЕ  
ПОЛЕТА ЧЕЛОВЕКА  
В КОСМОС



Ю.А. ГАГАРИН  
12 АПРЕЛЯ 1961



Yuri Gagarin covers can be seen in full colour  
on our website

## Follow Up: NEWFOUNDLAND AIR MAILS

I would like to thank JOHN WALSH for the invaluable help he gave me during the research into the 1942 Trans-Atlantic First Flight Covers. His name was unfortunately omitted from the article in the last newsletter.

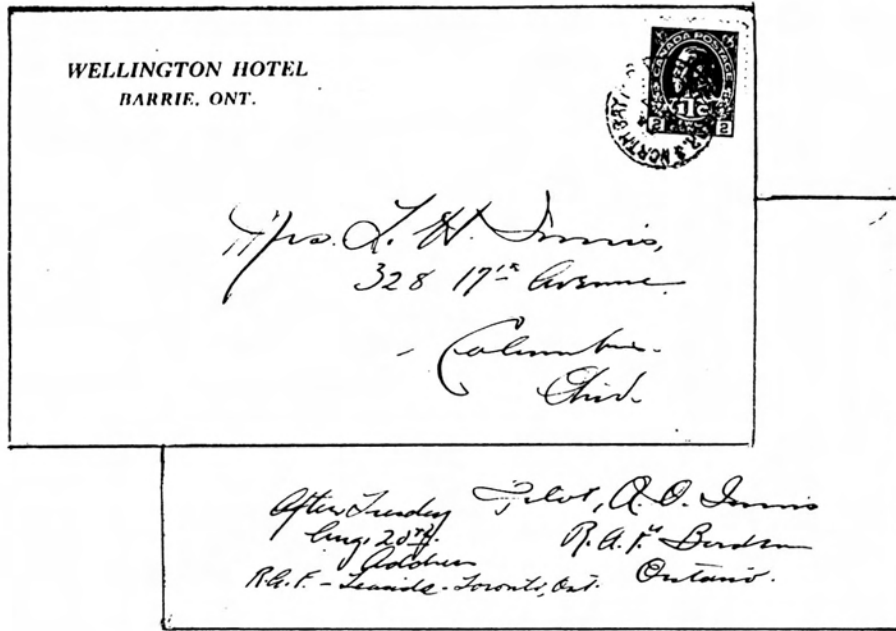
John is co-author, with the late John G. Butt, of the **NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE**. This catalogue, now in its fourth edition, covers "stamps, flight covers, revenues, stationery, rates, post offices, post cards, advertising corner cards, and coins." - It is spiral bound, 260 pages, 6¼"x10", and includes "history, maps and many illustrations."

The Catalogue can be ordered from: Walsh's Philatelic Service, 9 Guy Street, St. John's, NFLD. A1B 1P4. Cost is CDN\$ 50.00, which includes tax/postage to Canada, United States, or Overseas. More information is available on John's website: <http://www.nsscat.nf.ca/>

## QUESTIONS

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 following newsletter.

**Is this cover related to the August 1918 Toronto/Ottawa Flights?**



Several years ago I obtained a cover which I have never further researched. The cover may be linked to the rare August 15-17, 1918 RAF Flights [PF - 8]. Any related information would be appreciated. If anyone is interested in adding the cover to their collection, I would be willing to trade for required Prairie Airmail [1928-1932] material.

A catalogue description would appear along the lines of: **Admiral War Tax #MR4 tied to WELLINGTON HOTEL, BARRIE, ONT. c.c. cover w/RPO 0-384 TOR. & NORTH BAY R.P.O. /No. 10 AU 17/18 looks like Tr. 44. Cover is addressed to Mrs. L. H. Innis, Columbus, Ohio, USA; and on back is m/s 'After Tuesday, Aug. 20th, Address R.A.F. -Leaside-Toronto, Ont., Pilot A.O.Innis, R.A.F. Borden, Ontario.'**

Gord Mallett, 180 Fir Street, Sherwood Park, AB, T8A 2A2    [gordm@edmc.net](mailto:gordm@edmc.net)

**For Sale: covers, articles, books, etc.**

Long time collector of Airmail paraphernalia has attained the age of disposition. It is time to unlock the drawer of Canadian aviation artifacts. The collection includes covers from early flights with interesting Canadian stamps as well as articles and books. Send a BUSINESS size S.A.S.E for the free list. G.H.Baechler, 1497 Moser Young Rd. Wellesley, Ont. N0B 2T0.

## A SHOAL HARBOUR BALBO COVER - PROVENANCE AND QUESTIONS

Bob Dyer

On August 8, 1933, the Balbo armada left Shoal Harbour, Newfoundland, heading for Rome via the Azores. Newfoundland had surcharged the 1932 75c air mail to \$4.50 for the return flight. Approximately 1150 covers were franked with this stamp. Mail was cancelled at St. John's (1050-1075), Shoal Harbour (70), and Clarenville (20-30), as well as several at Harbour Grace, and one on the Con. Bay Railroad.

The cover pictured on the next page was cancelled at Shoal Harbour on **Jul 26**, but later postmarks are known from Shoal Harbour. All St. John's covers are from **Jul 26**. The purpose of this article is to provide some provenance for this cover, and ask questions.

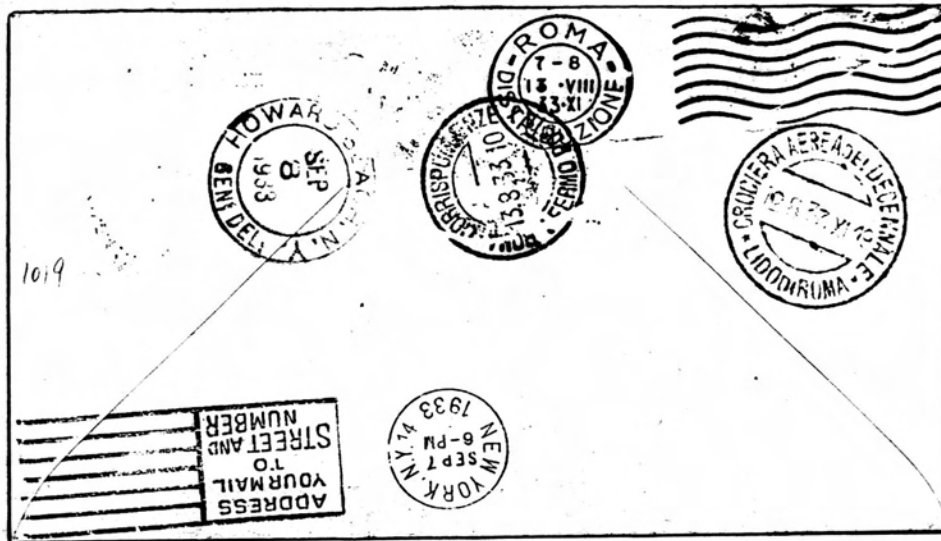
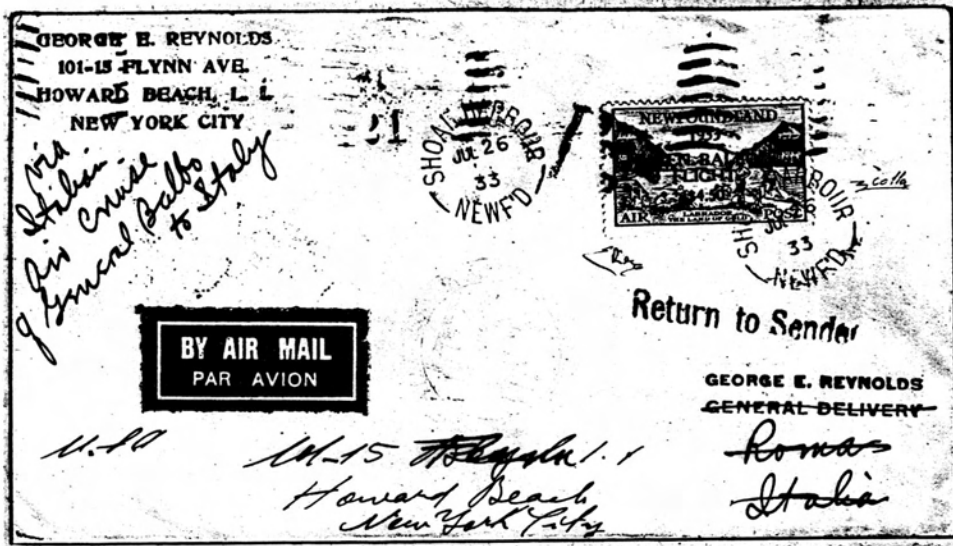
### Provenance

- Dr. Matejka sale by Harmers of London, March 18, 1980  
Lot T 78 "An interesting cover from the Shoal Harbour supplementary mail, the Balbo stamp is tied by black machine cancellation (probably applied at Rome) and Shoal Harbour July 26 datestamp in unusual violet shade. The stamp is fine but for a few blunt perfs, and the cover bears faint green cachet on front and green Rome backstamp in addition to other marks." [Cover face shown fully.] Estimated at £350, it sold for £360 (about \$864 in U.S. dollars at that time).
- Harmers of London, November 18, 1998  
Lot 154 "Balbo \$4.50 on 75¢ tied to Registered cover addressed to Italy by violet 'SHOAL HARBOUR/JUL 26/33 NEWF.D' c.d.s. with another strike repeated alongside, special cachet in greenish blue (a light strike) and variety of transit and arrival markings on reverse; fine". [Cover face mostly shown but not Return to Sender marking].  
Estimated at £1,500, it sold for £1,610 (about \$2,415 in U.S. dollars).  
*Lot 153, a St. John's Balbo cover sold for only £220!*
- Michael D. Rubin auction, Matthew Bennett, Inc., June 24, 2001  
Lot 1019 "S.G. #235 tied on cover by Shoal Harbour JUL 26 33 c.d.s., air mail etiquette and light strike of the flight cachet, backstamped Lido di Poma 12.8, Roma 13.8 (two different), NY City Sep 7 and Howard Beach NY Sep 8. Fine and

Continued



A SHOAL HARBOUR BALBO COVER - PROVENANCE AND QUESTIONS by Bob Dyer, continued:



scarce, signed Colla and E. Diena and with 1981 E. Diena Certificate.”

[Author's emphasis. - E. Diena is the pencil approval to the left of the stamp; the Colla signature is to the right of the stamp.]

Only small part of cover face shown.

Estimate was £250-300. Sold for U.S. \$450.

I bought it at the Bennett auction to add to my multi-frame exhibit on Newfoundland's surcharged issues, complementing a St. John's cover. I am convinced Rubin bought it from Harmers in the 1998 auction.

A SHOAL HARBOUR BALBO COVER - PROVENANCE AND QUESTIONS by Bob Dyer, continued:**Questions**

I welcome all opinions.

1. Why do St. John's covers catalogue more than Shoal Harbour covers, since there are 15 times more from St. John's? (Newfoundland Specialized Stamp Catalogue shows most Harbour Grace covers at less than St. John's, but does not list covers returned to U.S., only those returned to Newfoundland and backstamped St. John's August 28, 1933.)
2. Where/when was the **Return to Sender** applied? (Several have suggested that the Italians may have readdressed the cover to Howard Beach absent the street name, and that General Delivery at Howard Beach issued this instruction. The Howard beach backstamp and the **Return to Sender** on the front appear to be in the same shade of purple.)
3. Why did this lot sell for \$2,415 in 1998 and only \$450 this year? (Harmer misled with a high estimate? Bennett should have shown full face? Only known Balbo Shoal Harbour cover with \$4.50 surcharged stamp returned to U.S. and most bidders missed this significance? Two determined bidders? Cover was overbid in 1998? Other?)

Any opinions? Has anyone seen other Balbo covers with the Newfoundland stamp showing evidence of return to the U.S?

Please send comments to the editor, or by email to me at [nrdyer@home.com](mailto:nrdyer@home.com)



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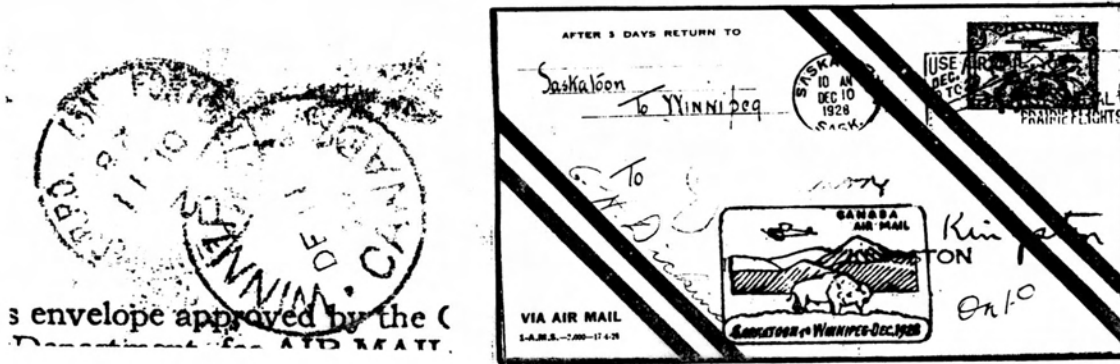
Write for a free catalogue for either sale, or phone 203 792 3862, or visit the website at [www.nutmegstamp.com](http://www.nutmegstamp.com) for more information.

INFORMATION WANTED continued:

## EXPERIMENTAL PRAIRIE AIRMAIL FLIGHTS, 1928

The Prairie Experimental Flights of 1928 have long remained a puzzle - few facts having surfaced about the 152 legs [8 legs/day for 19 days]. Finally, a complete accounting of the daily operations has been assembled - details pertaining to the pilots, air engineers, planes, mail poundages, and company-government wrangling. The official records confirm that on the first day, December 10, the Edmonton-Saskatoon-Regina leg was flown by Paul Calder. Arriving late at Regina, the Winnipeg-bound mail had to be transferred to train - to the chagrin of both the company and Post Office. This mail shows a December 11, Winnipeg backstamp. Two covers from the trip are a mystery!

**Saskatoon to Winnipeg :** [SASKATOON/ 10 AM/ DEC 10/ 1928/ SASK.]



**Question: What circumstances resulted in the cover being signed, in error, by C. H. (Punch) Dickins?**

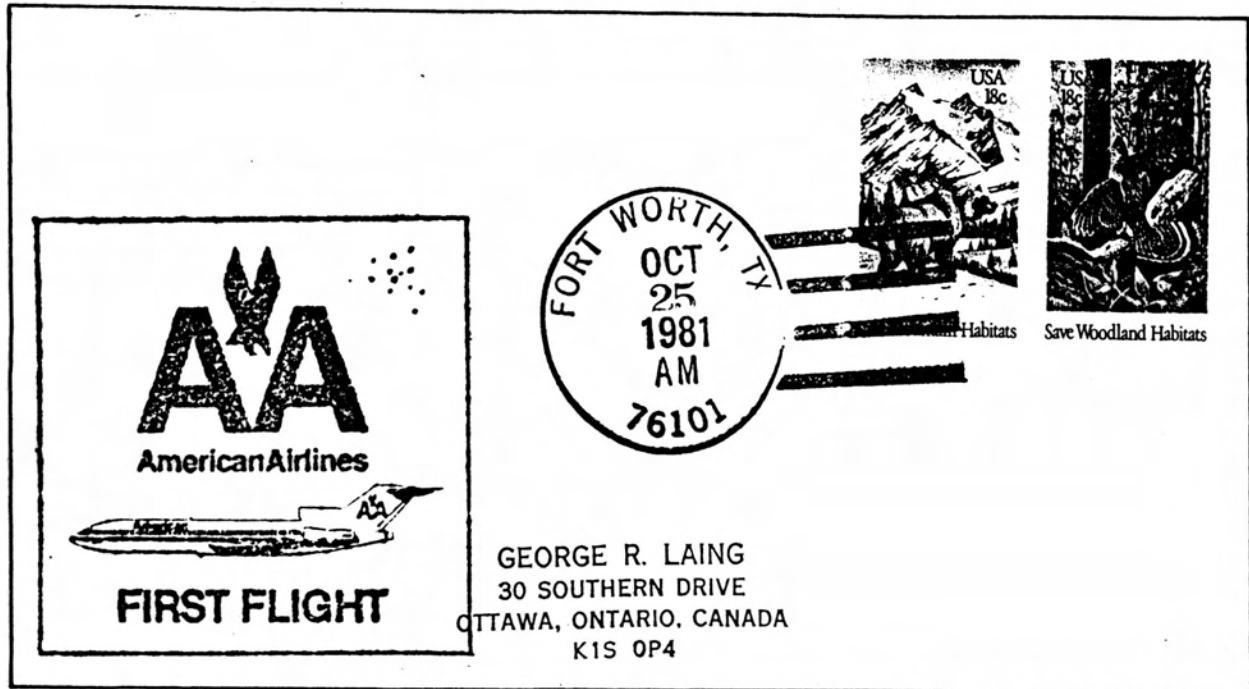
**Edmonton to Winnipeg :** [EDMONTON/ 6 AM/ DEC 10/ 1928/ ALBERTA]



**Questions: What is the significance of the circled number 1288? [It is written in the same ink as in the return address, at top left.]**  
**Why was the date on the backstamp tampered with, and by whom?**  
**[The DE 11 has been changed to DE 10-and, above, an 'extra' 10 added.]**

If you can help, please send any information to Gord Mallett, 180 Fir Street, Sherwood Park, Alberta T8A 2A2.

## Information obtained: anti-climax!



Postmarked: FORT WORTH, TX OCT 25 1981 AM  
No backstamp

Since this cover had a bold AMERICAN AIRLINES First Flight cachet, and was addressed to Ottawa, it looked like a possible unrecorded First Flight Cover from FORT WORTH to OTTAWA.

However, when I checked with Don Lussy, who's editor of the Jet section for the Sixth Edition of the American Air Mail Catalogue, he informed me that he has a cover with the same cachet and postmark backstamped in Denver. So this is just a Fort Worth - Denver FFC that didn't get backstamped!

Anti-climax! But thanks Don.

## ESJ van Dam Ltd.

### SEMI-OFFICIAL AIRMAIL STAMPS & COVERS CANADIAN REVENUE STAMPS

Auction #66 closes November 15<sup>th</sup> 2001

For a free copy of the catalogue, or the REVENUE direct sales list,  
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email: [esvandam@esjvandam.com](mailto:esvandam@esjvandam.com)

**NEW PUBLICATION:**  
**POSTAL AIRMAIL CONNECTIONS BETWEEN**  
**EUROPE AND NORTH AMERICA, 1919 - 1945**

by Joseph Bergier

- The book:** 250 pages, A4 size (210x297mm), paper 90 g/m<sup>2</sup>  
 Flat opening and easy up-dating thanks to its ring binding.  
 Cover in thick paper 240 g/m<sup>2</sup>.
- The content** All the flights and attempts from 1919 to 1945.  
 Translation into english of the introductions to the main chapters.  
 8 coloured maps and facsimile in black and white of more than 175 letters.  
 Numbers of various documents and tables.
- The main features** Detailed description of about 120 flights and attempts.  
 Flight target, aircraft and crew, mail on board.  
 dates of departure, stops , arrival.
- Of which** Costes and Bellonte raid (Paris- New York 1930)  
 Italo Balbo 's raids (1933)  
 Von Gronau's cruises ( 1930 / 1932)  
 Catapults of the french liner "Ile de France" and of the german liners  
 "Bremen" and "Europa"  
 the pionneering flights, than the first american and english regular flights in 1939 by  
 North and South route.  
 Study of the air-mail system during the Second world War between Allies and the USA.  
 Lisbon route, Air grah, Air mail, Combined Sea and Air mail. etc... , '

This book is now available, and the publishers have kindly agreed to extend the pre-publication price until December 31<sup>st</sup> 2001 for members of THE CANADIAN AEROPHILATELIC SOCIETY.

**Price until December 31<sup>st</sup> 2001:** 220FF including postage and packing to Canada or the USA - payable in French Francs (cash or cheque) only.

**Price after January 1<sup>st</sup> 2002:** 37 Euros including postage and packing to Canada or the USA - payable in Euros (cash or cheque) only.

Orders should be sent to: Amicale Philatelique "L'Ancre", 7 rue Dobree, F. 44100 Nantes, France

*"Stop press" - I have been informed that this book has been very well received, and is being reprinted in an expanded version of 270 pages with 14 colour illustrations. - For more information please contact: Fred Stubens, 1586 Jalna Ave., Mississauga, Ontario L5J 1S7.*

## NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is produced quarterly in  
 March, June, September and December.

The next issue will be our annual SEASONAL SPECIAL. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, (e.g. collecting interests, items you'd like to find, sell or trade, or a business advertisement), and send a photocopy of it to the editor to arrive by **November 1<sup>st</sup>**.

# “2001 A YUKON ODYSSEY” COMMEMORATIVE AIR MAIL FLIGHTS

**Gord Mallett**

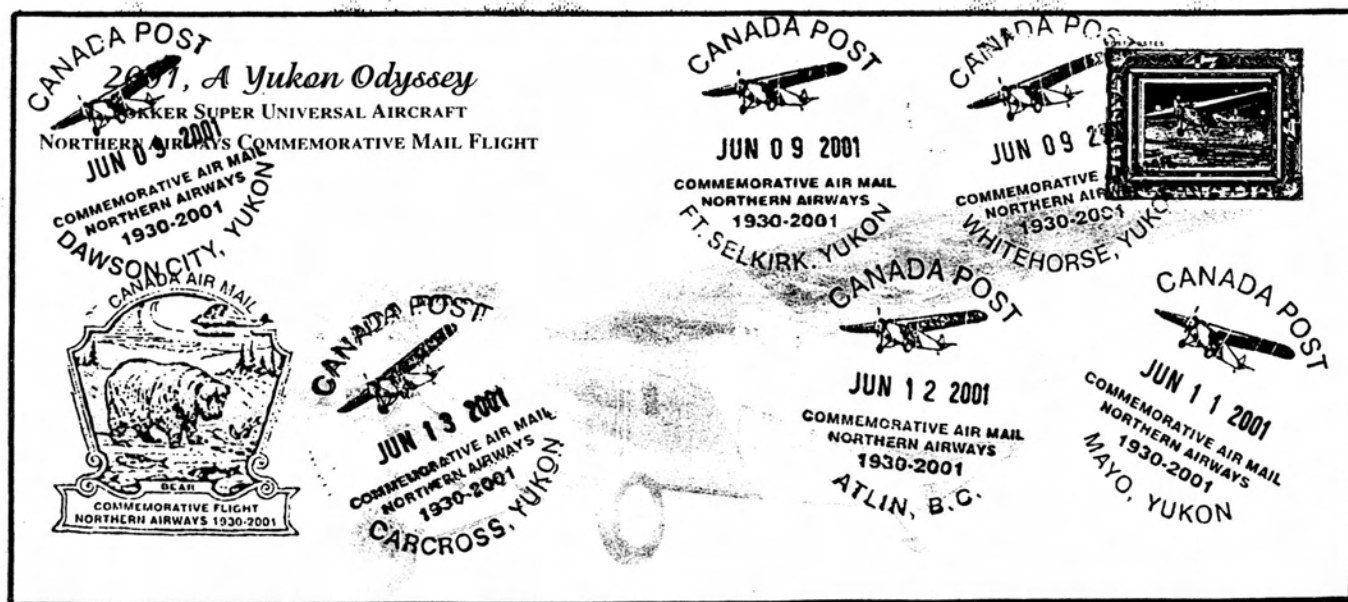
Excerpts from articles in several of the spring issues of the Whitehorse Star provide the background: “A Fokker Super Universal built in 1929 and used to carry mail among Yukon communities will be flying its Whitehorse-Carmacks-Ft. Selkirk-Dawson route one more time this summer. ... Now its time for the plane to come back to the territory and revisit the skies it cruised while carrying mail and other cargo for Northern Airways of Carcross. ... The plane served as the territory’s mail service in the 1930s under the leadership of George Simmons, a Carcross fur rancher who had been contacted to carry then mail from Carcross to Atlin by way of boats and trucks through the summer and dog-teams in the winter. ... This Phoenix tale is being commemorated by Canada Post, with special envelopes and stamps, including a historically accurate #8-size air mail envelope with three two-cent stamps, and a copy of the original Northern Airways cachets.”

The preparation of the fox and bear cachets was a ‘recycling’ project. Photocopies were made of the original two November 16/19 1934 Atlin-Telegraph Creek cachets (AMCN #3427) – these being the only cachets used on any of the Northern Airways first flights. Rubber stamps were made from these photocopies, changes first having been made to the cachet inscriptions. The new inscription reads “COMMEMORATIVE FLIGHT NORTHERN AIRWAYS 1930 – 2001”. One of these new cachets was applied to each of the 2001 flown covers.

Promotional literature issued by the Yukon Transportation Museum Society provides pertinent cover details:

The first envelope will be a legal size #10 and has a current watermark of the 1929 Fokker Super Universal. It will bear a specially designed 47 cent photo stamp [taken from a Clark Seaborn photo of CF-AAM], a copy of the original Northern Airways cachet with either a bear or a polar fox, and will be cancelled in all six Yukon/B.C. communities with a special dated commemorative cachet for each community. Limited run, 250.

**Cost per Envelope: \$26.75 includes GST**



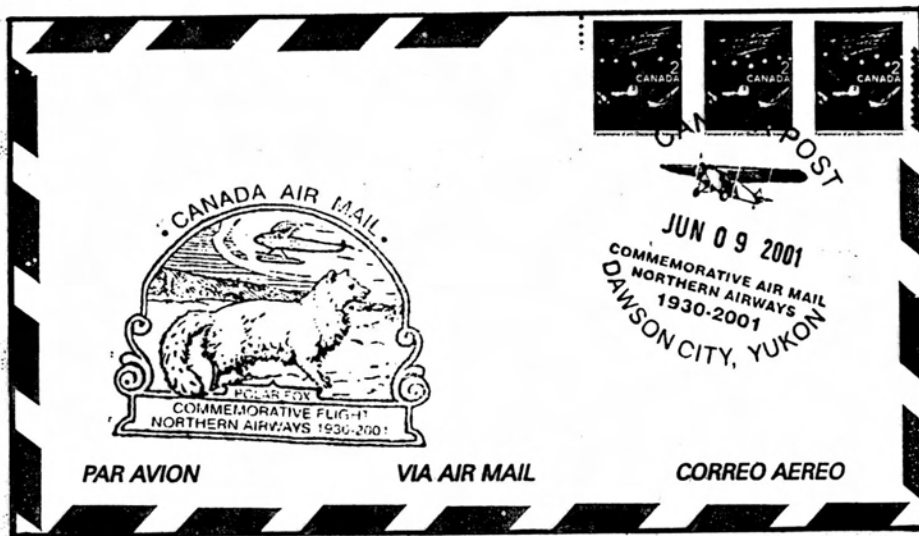
Continued:

**"2001 A YUKON ODYSSEY" COMMEMORATIVE AIR MAIL FLIGHTS by Gord Mallett, continued:**

The second envelope will be for those serious collectors and historically more accurate. It will be a #8 air mail envelope with a red and blue border. It will bear three 2-cent stamps, a copy of the original Northern Airways cachet with either a bear or a polar fox. There will be six different covers cancelled [both on the face and also the reverse of the cover] with special dated commemorative cachets for each community.

Whitehorse to Ft. Selkirk: Limited run, 200  
 F. Selkirk to Dawson City: Limited run, 200  
 Dawson City to Mayo: Limited run, 200  
 Mayo to Whitehorse: Limited run, 200  
 Carcross to Atlin: Limited run, 200  
 Atlin to Carcross: Limited run, 200

**Cost per Envelope: \$7.50 includes GST**



From June 9 to 14 special ceremonies were held at each of the communities on the mail route – in celebration of the Yukon's birthday and also to acknowledge AAM's trip 'home'. "At Dawson City pilots Bob Cameron, Clark Seaborn and air engineer Don McLean strode up to the microphone in their flight suits and spoke of their trip north in the Fokker mail plane – which had once served Dawson and was abandoned in the bush for over 30 years before Cameron and Tony Hanulik rescued it. Cameron told the amusing tale of how he knew what the plane was but not where, while Hanulik knew where it was without knowing what it was." Also accompanying the pilots and air engineer on the journey, and crammed into the cargo hold, was Garth Pritchard of Black Spring Pictures. He was busy producing a film documentary of the entire venture.

The seven covers make a very attractive set – a must for collectors of Yukon Air Mail History. Covers are mailed in special photo mailers, which are sturdy cardboard envelopes. To place an order, obtain an order form, or request further information, contact the Yukon Transportation Museum Society:



## The Yukon Transportation Museum Society

30 Electra Crescent  
 Whitehorse, Yukon  
 Y1A 6E6

Telephone (867) 668-4792 • Fax (867) 633-5547  
 email: ytranmus@yknnet.yk.ca

## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has over 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 translation service from French to English and vice versa;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- 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,**  
**\$22.00 CDN (\$15.00 US) in U.S.A.,**  
**\$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:

*Ron Miyanishi, Secretary - CAS, 124 Gamble Ave., Toronto, Ontario M4J 2P3*

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 Ron Miyanishi as soon as possible, in order that the December newsletter is sent to you without delay.**

1 Patrick Campbell	97 Gary Hayashi	270 Earle Covert
2 Dick Malott	168 Robert Lee	271 Nino Chiovelli
3 Nelson Bently	182 Robert Footitt	273 Denice Guimond
4 Mike Shand	203 John Bloor	290 Michael Deal
5 Pat Sloan	211 Carl Freund	291 Walter Veraart
6 Ken Sanford	212 Harold Petoskey	293 Brian Wolfenden
9 Geoffrey Thompson	214 Trelle Morrow	294 Robert M. Terry
20 Gibson Stephens	235 Dominique Tallet	295 Gloria Shaw
55 JM Ellis	237 Michael Brisebois	297 David Whiteley
56 William Robinson	238 Cheryl Ganz	298 Dale Green
92 Robert Marcello	241 JWT Wannerton	304 James Davidson
95 Michael Painter	268 Walter Silvestri	

**To all members listed above, who have renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.**

**PLEASE NOTE:** 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.