



# BNAPS AIR MAIL STUDY GROUP

VOLUME 12 - NO. 2

AUGUST 2004

## AWARD TO MAJOR R.K. MALOTT:

The Metropolitan Air Post Society, based in New York, has awarded its highest honor, "The Gus Lancaster Award" to Dick Malott. This was in recognition of the many ways in which Dick has furthered the interest in Aerophilately. And this wasn't a mailed award, President of the Society drove to Nepean to make the award in person.

Dick, it is very well deserved and we all offer our congratulations.

## SHOW AWARDS:

John Bloor has been interested in other country's air mail stamps and covers for as long as I have known him. At the APS AmeriStamp Expo 2004 in Norfolk, VA he got two awards. They were single frame Vermeils for, "Georges Guynemer and Guynemer Airmail Etiquette of France" and the same for "Provisional Airmails of Portuguese Africa. Congratulations, John, and don't be afraid to show the Canadian gems that may be in the other album.

## ORAPEX 2005:

Orapex will be held Saturday April 30<sup>th</sup> and Sunday May 1<sup>st</sup>, 2005 at the R.A.C. 2451 Riverside Drive in Ottawa. Free parking, Free Admission, 10-6 Sat, 10-4 Sunday.

## AIR NAIL STUDY GROUP EDITOR:

I am very sorry that this newsletter is late in getting to you but I must tell you that there is a reason. We went to Shelter Island as we usually do in July. I worked and played but seemed to get pretty tired. We came home a week early and my daughter drove the car back to Illinois. I had a bout with the doctors and it was determined that I have a bleeding ulcer in the esophagus. They wanted to put me in the hospital for blood, but I talked my way out of that. I thought I had Lyme Disease again, but Dr says no. Anyway, this issue is short and sweet and I am getting my strength back. I'll have December out on time.

**THE AIR MAIL STUDY GROUP** is sponsored by the **BRITISH NORTH AMERICA PHILATELIC SOCIETY**. The Study Group Newsletter is published three times a year. (April, August, December) Annual membership dues are \$5.00 (US) or \$7.00 (CDN) and are payable to the treasurer or BNAPS STUDY GROUP.



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Flight 2848:

In the write up for this flight there is "some debate whether this flight was by Canadian Airways or Fairchild Aviation." We now know the answer through the good offices of John Johnson of Metropolitan Air Mail Society.

John has the original letter from W.R. Ware of Arkansas. We also know that the pilot Montreal to Toronto was Capt. D.S. Bondurant and Toronto to Montreal was O.C.S. Wallace. This is another fact that can be added to future editions of the catalog. The company operating the mail service was of course Canadian Airways Company.

404 East 10th. & Leslie Sts.,  
Stuttgart, Arkansas.

December 26, 1928.

Canadian Airways Company,  
Keefer Building,  
Montreal, Canada.

Gentlemen:

Wont you be so kind as to give me the pilots name who carried the first flight from Montreal to Toronto and from Toronto to Montreal on October 1, 1928. I am enclosing a stamped and addressed envelope for your reply.

This is the third time that I have written# to you requesting this information, so would certainly appreciate a reply this time. I trust the information will be gladly received and is only wanted for historical data.

Thanking you, I am,

Sincerely yours,

*W. R. Ware*  
W. R. Ware.

Montreal to Toronto  
Capt. D.S. Bondurant  
Toronto to Montreal  
Pilot O.C.S. Wallace.

*Sorry your previous letters were over looked.*

Flight 2848 - - continued:

A second piece of correspondence supplied by John Johnson is shown to make the proof that the Post Office Department knew who flew the Montreal to Toronto and back air mail route on October 1<sup>st</sup>, 1928.

/B/10

100,000-4-3-38

**Bureau de Poste,  
Post Office,**

DANS TOUTE CORRESPONDANCE SUBSÉQUENTE  
SUR CE SUJET VEUILLEZ MENTIONNER LE  
IN ANY FURTHER CORRESPONDENCE ON THIS  
SUBJECT PLEASE QUOTE  
A2-4.

No. ....

Montreal,

October 13th, 1928.

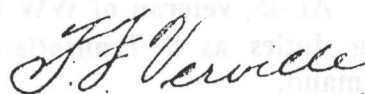
Mr. W.R. Ware,  
404 E. 10th & Leslie Sts.,  
Stuttgart, Arkansas, U.S.A.

Dear Sir,

Receipt is acknowledged of your communication dated the 9th inst., in which you request to be furnished with the names and address of the pilots who carried the mails on the inaugural flight between Montreal to Toronto on the 1st inst.,

In reply you are informed that upon communicating with the Canadian Airways Company, Keefer Building, Montreal, you will no doubt obtain the desired information.

Yours truly,



For Postmaster.

**OBITUARY:**

In May, 1965 "Sandy" A.F. MacDonald died and left behind a memorable career which is highlighted here. He was a veteran pilot with over 5,000 hours flying experience on fifty three (53) different aircraft types to his credit.

Learning to fly at the Curtiss Flying School at Newport News, Virginia, in 1916, he was granted a commission in the Royal Naval Air Service and saw service as a fighter pilot with the 9<sup>th</sup> and 10<sup>th</sup> Naval Squadrons on the Western Front. In September, 1917, he was seriously wounded in an air combat over Passchendaele. He returned to duty as a flying instructor and served with the 205<sup>th</sup> Training Depot Squadron with the rank of Captain, R.A.F., for the duration of the war.

In 1927 he entered the Royal Canadian Air Force as a Flying Officer and was promoted to Flight Lieutenant in 1930. He was one of the seventy five officers released from the Air Force by the Bennett Government in 1932 – as an "economy" measure.

Qualifying for his Commercial Pilot's License, he became one of that famed band of doughty men, Canada's bush pilot brood, whose record of skill and resourcefulness became known and respected the world over. Sandy's activities, which included aerial photographic survey, forestry patrols, freighting and transportation, took him over thousands of miles of bush country in Northern Manitoba, Saskatchewan, the North-West Territories and the bleak, barren wastes of the Arctic. On 7 August 1931, he flew the first official air mail flight from Chesterfield Inlet to Fort Churchill. (AAMS 3163)

Returning East, he spent several years on charter and sales demonstration piloting in Ontario, Quebec and the USA. He became Vice-President of Aviation Service Corporation, Ltd., in 1937. During 1939 and 40, while associated with Adam Craigon, Aeronautical Engineer in test and experimental flying activities, he gained much valuable experience in aeronautical research.

As an author, Mr MacDonald published over half a million words on aviation subjects in more than a score of magazines and newspapers in Canada, the U.S. and England. He was a member of the Institute of the Aeronautical Sciences.

In 1939 he was made a Director of the P&H Aircraft Company Ltd. And when war broke out assumed an active post as Chief Ground School Instructor in that company's flying school. In this capacity he graduated over 35% of the elementary flying instructors engaged in the British Commonwealth Air Training Plan in ground school subjects.

In June, 1941, he was appointed Chief Air Navigation Instructor at No. 20 Elementary Flying Training School, Oshawa, where he organized the first practical Navigation Flight to be established in any elementary flying training school in Canada – to borrow his own expression, "To try to keep the boys off the railway tracks and on their own instrument panels".

At 45, veteran of WW I, Mr MacDonald was later engaged on war service flying duties as a Transatlantic Ferry Pilot with the Royal Air Force Ferry Command.

Following the war, and up to his recent retirement, he was Public Relations Manager for de Havilland of Canada, Ltd. Best known of his many aviation writing works is "From The Ground Up", which is the standard ground school instruction



manual for many flying clubs and schools across Canada, and for which he received in New York just before his death the Sherman Fairchild International Air Safety Writing Award.

The death of Sandy MacDonald has removed one more of Canada's famous aviation personalities.

In regards to the first official air mail flight from Chesterfield Inlet to Fort Churchill NWT, which is listed in AAMS as 3163, he wrote:

"No. 3 General Purpose Detachment, R.C.A.F., equipped with two (2) Bellanca Pacemaker seaplanes, was doing a photographic survey operation in the summer of 1931 along the coast of Hudson Bay from Fort Churchill to Chesterfield Inlet and inland from the coast to Lake Kaminuriak. The detachment also carried out a transportation operation between Baker Lake and Beverley Lake, moving supplies for the Northwest Territories Branch, Dominion Government. The Detachment was based at Tavane. Personnel consisted of Flt. Lt. A.F. MacDonald (the writer) Flying Officer P.B. Cox, LAC Harvey, LAC Green, and Sgt. Lunney. (It is noted here that Cox was later Inspector for R.C.M.P. and was for many years in charge of R.C.M.P. Air Service Aviation.)

Early in July we received advice from R.C.A.F. Headquarters that we were to carry mail from Chesterfield Inlet to Fort Churchill on a special air mail flight authorized by the Post Office Department. No special stamp was issued, but notice of the flight had apparently been widely publicized to stamp collectors, as a large number of letters began to arrive from many parts of the world. Most of these were accompanied by a request for the carrier's identification and the pilot's signature, so we imprinted the Detachment rubber stamp on the envelopes and added our signatures. We split the load between the two aircraft, VA and VB. The latter was flown by F/O Cox and the former by the writer. The flight was carried out on August 31<sup>st</sup>, 1931 in accordance with the Operation Order.

Via Air Mail

First Flight: The Pas -

Tavane, N.W.T.

*A.F. MacDonald*

A. F. Macdonald) Flt. Lt.  
Officer Commanding  
No. 3 G.P.D. R.C.A.F.



Edward R. Tavender,  
1211 Colbourne Crescent,  
CALGARY, Alberta.

AIR MAIL

3  
1  
6  
3  
b

Flight 6503:

On page 204 of the Air Mails of Canada and NFLD this flight shows as round trips from Ottawa to both Washington and Baltimore. I picked up a copy of this numbered flight with the note that it is unlisted as it is from Ottawa to Miami and is backstamped in Miami.

I read the text and see that Miami is mentioned and also that some may have originated in Montreal. Since this is a Dick Malott cover I wonder if there is more that should be shown. It is a relatively recent flight and Dick's volume of material in the archives should perhaps give a better explanation.

Perhaps Dick McIntosh, who wrote this section can help us to find an answer and in the next issue complete the listing. I wonder how many others there may be hanging around that could help with this. If you have one not listed please drop me a note and we will see what comes of it.

Catapult Airmail Transfer at Sydney N.S.

In the April 2004 issue of the Air Post Journal there is a very interesting article by our member Murray Heifetz on this subject. If this is an item of interest in your collecting please let me know and I can include a copy with the December issue.

WESTERN CANADA AIRWAYS

In the April issue, 2004, of this Newsletter we were shown a mis-register of the stamp known as CL40. Our eagle eyed print-master, John Wannerton, had the following comment upon seeing the article.

*It is simply an old fashioned Mis-register. A printer would, or should, have thrown it out, but collectors like them. I looked at my own examples but their register is spot on. I would say it is a very nice item to add to ones collection, particularly because of the very wide difference. With some of the smaller printing firms, to the best of my knowledge, if they were required to print only a small amount (say 50 sheets), that was the number they did. If some were a bit wayward, hard luck. There was never a thought of a few extra sheets in case of a varying register. John*

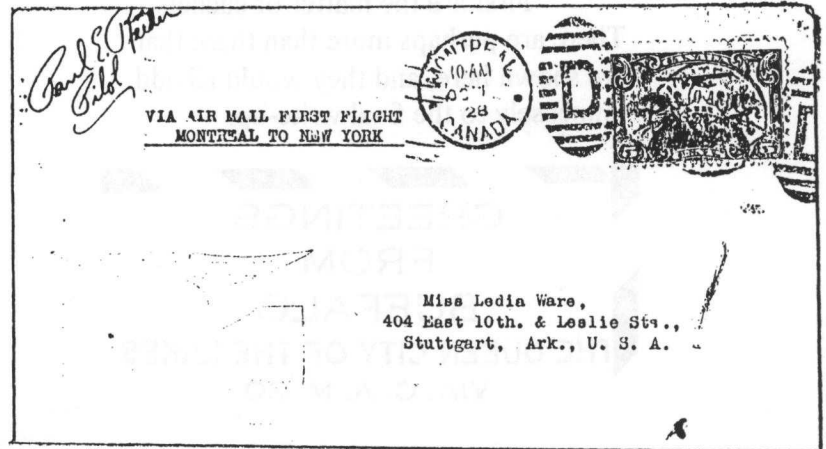
FAM 1

Our friends at the Metropolitan Air Post Society in New York have helped us to understand this flight schedule from Montreal to New York and return via Albany. But there is much more to be known and they have asked us if we have any help for them.

Shown here is the normal Montreal to Albany cover with a Backstamp at Albany at 6:30 PM On October 1<sup>st</sup>, 1928.

This cover also is signed By the pilot Paul E. Reeder.

It would seem to show the Catalog in error when it says he Flew the Albany to Montreal Rt. Others will have to decide.

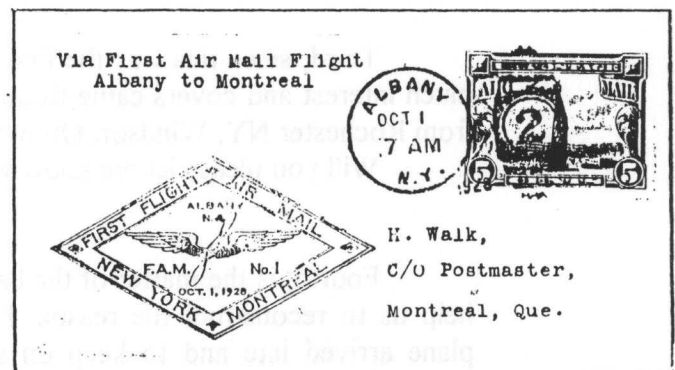


The mail that arrived in Albany was then put on the night train to New York to go to the central post office as it would be much longer to fly it to Teterboro, NJ and come back to the city.

Albany to Montreal and New York to Montreal are both pretty straight forward.

They have a magenta cachet with Albany cancel at 7:00 AM and a Backstamp in Montreal at 1:00 PM. The New York to flight is cancelled at 4:30 Montreal AM and then backstamped in Montreal at 3:00 PM.

All of these are Oct 1<sup>st</sup>, 1928.



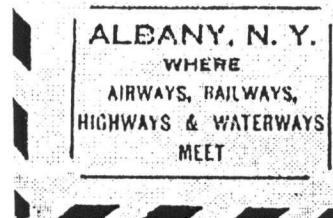
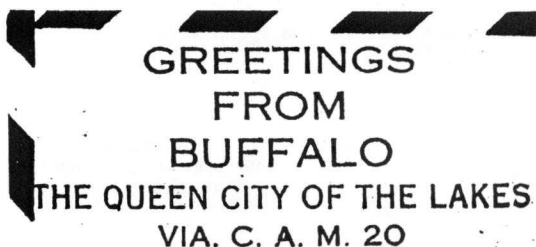
I am not lucky enough to be able to illustrate the flight from the New York Air Mail Field. Perhaps someone can send me a copy so we can write this up complete. I also have several of the New York to Montreal covers with the magenta cachet that were carried for 2 cents, while the rest all have 5 cent stamps. Is this unusual ?

FAM 1 – Continued:

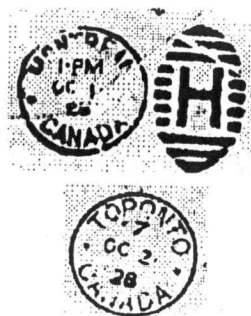
Now that we know what the usual FAM 1 covers look like we are ready to take on the matter of what is extraordinary.. Here is where the study group can help put together a complete listing of what happened here. If you have examples of these oddities and care to share them with the rest of us it would be appreciated.

First are the matter of cachets.

There are perhaps more than these that are shown here, and they would all add immensely to the final write-up.



Second are the dates and times on the back stamps. For example we know that some mail intended for Albany was flown to Montreal and back to Albany getting October 2<sup>nd</sup> back stamp dates. Do you have any others ?



Albany , Oct 1, 7 am, 1928  
Montreal, 1-pm, Oc 1, 28  
Toronto, 7 [am?], Oc 2, 28  
[Sent on backup plane]

Third, since this was the first international flight (or so people thought) there was much interest and covers came from many cities to be included in the flights. I have them from Rochester NY, Windsor, Ottawa, Kingston, Quebec, Toronto.

Will you please let me know what kind of variety you have in your collection.

Fourth, is the matter of the backstamp dates. You may find October 2<sup>nd</sup> and it will help us to reconstruct the reason. For example on the New York to Albany flight the plane arrived late and to keep on schedule Colonial put a second plane in the air to maintain the schedule. I presume it had to do with a fear that they might be docked or lose the contract if they didn't toe the line. Anyway it will produce a different time on the back stamp.

Fifth, do you have evidence of a letter going from FAM 1 to another flight like the Montreal to Toronto route that was also flown on October 1<sup>st</sup>, 1928. I always wonder if the Montreal Post Office didn't feel a bit overworked that day.

There is much more, but lets start here and see what develops.