

# Details

Your source for new Canadian stamps

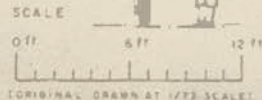
## AVRO CF-105 ARROW mk.1

Span: 50 ft. 0 in.  
 Length: 77 ft. 9.65 in.  
 with probe: 82 ft. 2 in.  
 Height: Tail 21 ft. 3 in.  
 over Cockpit 14 ft. 6 in.  
 Wheel Base: 30 ft. 1 in.  
 Wheel Track: 25 ft. 5.66 in.  
 Wing Area: 1,225 sq. ft.



Max. Speed: Mach 0.9  
 Service Ceiling: 50,000 ft.  
 Mk.1 Engines: 2 x Pratt & Whitney J75 P-5  
 RL-201: Pratt & Whitney J75 P-5  
 12,500 Lb. Static Thrust (dry)  
 18,500 Lb. Thrust with Afterburner  
 15 stage - 2 spool compressor, 8 flame tubes

BACK OF SPEED BRAKE



# CANADIANS IN FLIGHT

Issue date: March 27, 2019

For millennia, we have looked skyward, longing to break the bonds of the earth to soar among the clouds. Canada has had its share of pioneers who bravely reached for the skies when flight was in its infancy or who used their gifts and vision to create new and better ways to fly. This stamp issue, designed by Ivan Novotny of Taylor|Sprules Corporation, celebrates three individuals and two aircraft that took Canadian aviation to new heights.

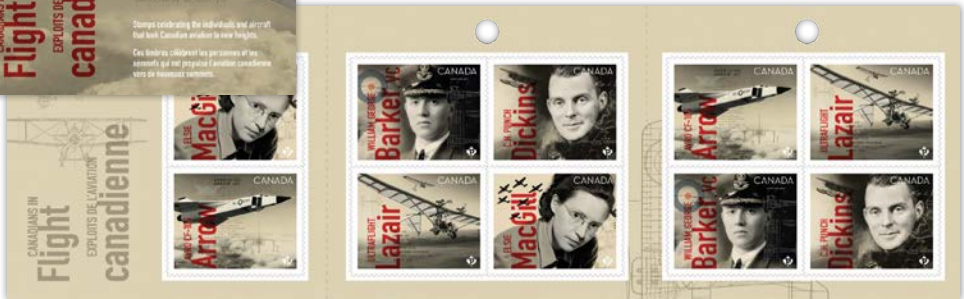
**For each subject came a wealth of material, stunning old photos, rare artifacts and great stories.**

Ivan Novotny, stamp designer



**\$9**  
Booklet of 10 stamps  
414106111

**\$4<sup>50</sup>**  
Pane of 5 stamps  
404106107



Product	Denomination	Size	Quantity	Printing process
Booklet of 10 stamps	5 x Permanent™ (domestic rate)	40 mm x 32 mm	200,000	Lithography in 5 colours
Pane of 5 stamps ‡	5 x Permanent™ (domestic rate)	160 mm x 180 mm	50,000	Lithography in 5 colours
<b>Official First Day Covers</b>				<b>Cancellation sites:</b>
– Elsie MacGill	Permanent™ (domestic rate)	190 mm x 112 mm	8,500	Vancouver BC
– Avro Arrow	Permanent™ (domestic rate)	190 mm x 112 mm	8,500	Malton ON
– William George Barker	Permanent™ (domestic rate)	190 mm x 112 mm	8,500	Dauphin MB
– Lazair	Permanent™ (domestic rate)	190 mm x 112 mm	8,500	Port Colborne ON
– Punch Dickins	Permanent™ (domestic rate)	190 mm x 112 mm	8,500	Portage la Prairie MB

**Design:** Ivan Novotny, Taylor|Sprules Corporation **Photos:** See credits below and on following pages **Printer:** Lowe-Martin  
**‡Gum Type:** PVA

Included in *Stamps of Canada* January-March 2019 collector's pack: die-cut single stamps from booklet, pane of 5 stamps.

Photos: Avro Arrow – Department of National Defence; specifications, crest – Canadian Aviation Historical Society.

# Elsie MacGill

Vancouver-born Elizabeth Muriel Gregory (Elsie) MacGill was an aviation engineering pioneer in an era when women faced significant hurdles pursuing careers in science and technology. MacGill accomplished an astonishing number of firsts. She was the first woman in Canada to earn a degree in electrical engineering and is thought to be the first woman in the world to hold a master's degree in aeronautical engineering. She was recognized as the first female aeronautical engineer and professional aircraft designer in the world, the first woman elected to corporate membership in the Engineering Institute of Canada, and the first woman to chair a United Nations technical committee.

In 1938, MacGill was hired as chief aeronautical engineer at the Canadian Car and Foundry plant in Fort William, now Thunder Bay, Ontario. She designed all major components of the firm's Maple Leaf Trainer II aircraft. During the Second World War, the manufacturer was contracted to supply the Royal Air Force with Hawker Hurricanes. MacGill guided their production and oversaw design refinements for a modular system that simplified construction, repair and parts replacement. MacGill, who was celebrated in a wartime comic book as "Queen of the Hurricanes," later advocated for equal rights and served as an influential member of the Royal Commission on the Status of Women.



**\$1<sup>90</sup>**  
First day of issue  
special envelope  
414108131

Also available in the set of 5 OFDCs.  
See page 8 for details.



**It's a privilege to contribute to the Canadians in Flight stamp issue and the effort to introduce more Canadians and people around the world to Elsie MacGill and her inspiring life story.**

Dick Bourgeois-Doyle, former Secretary General of the National Research Council of Canada and author of *Her Daughter the Engineer: The Life of Elsie Gregory MacGill*

# Avro Arrow

Possibly one of the best known planes that never saw mass production, the Avro CF-105 Arrow was a twin-engine, supersonic, interceptor aircraft. It was designed and produced by A.V. Roe (Avro) Canada and its two subsidiaries – Avro Aircraft and Orenda Engines – in what was then the town of Malton, today part of Mississauga, Ontario. Developed between 1953 and 1959 to bolster North American defence in the postwar era, the delta-winged Arrow is considered one of the greatest technological achievements in Canadian aviation history. The Arrow, capable of flying at more than twice the speed of sound, was the first aircraft to adopt a

“fly by wire” automated flight control system, and it featured a weapons bay that could hold almost any size weapon. Its Iroquois PS-13 engine offered groundbreaking advancements in power, lightness of weight and fuel efficiency.

The first Arrow (RL-201) was completed in October 1957. The following March, test pilot Jan Żurkowski made a successful 35-minute flight from Malton Airport (now Toronto’s Lester B. Pearson International Airport). Five Arrows were produced before the program was cancelled on February 20, 1959.



**\$1<sup>90</sup>**  
First day of issue  
special envelope  
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See page 8 for details.

## In many Canadian hearts, the Arrow still flies.

Greig Stewart, aviation historian and author of *Shutting Down the National Dream: A.V. Roe and the Tragedy of the Avro Arrow*, and *Arrow Through the Heart: The Life and Times of Crawford Gordon and the Avro Arrow*



**I was delighted when I heard that Canada Post was planning a stamp for this aircraft, and honoured to be consulted on its design.**

Chris Gainor, author of five books on the Avro Arrow and space exploration

Photos: Stamp – Canada Aviation and Space Museum; background – Canadian Aviation Historical Society.

# William George Barker, VC

Born in a log cabin near Dauphin, Manitoba, William George Barker, VC, was a First World War pilot with the Royal Air Force who became (and remains) the most decorated member of the military in the history of Canada and the British Empire. For his wartime deeds and bravery, including 50 aerial victories in more than 900 hours of combat, Barker received the Distinguished Service Order (twice), the Military Cross (three times), the Croix de Guerre and the Medaglia d'Argento al Valor Militare (twice). He was awarded the Victoria Cross for downing four German planes during his final fight over France in October 1918, despite being vastly outnumbered and falling in and out of consciousness from his wounds.

Back in Canada after the war, Barker and fellow flying ace Billy Bishop formed Bishop-Barker Aeroplanes Limited, one of Canada's first commercial air services. In a round-trip aerial race from Toronto to New York in 1919, Barker became the first Canadian pilot to carry international airmail. In 1921, he became the first to fly commercial cargo between the United States and Canada. Barker was appointed the first president of the Toronto Maple Leafs® by the hockey team's founder (and fellow Flying Corps member) Conn Smythe. His last, solo dogfight became an instant legend inspiring writers for decades to come. He is a named character in Ernest Hemingway's 1936 short story *The Snows of Kilimanjaro*.



**\$1<sup>90</sup>**  
First day of issue  
special envelope  
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Also available in the set of 5 OFDCs.  
See page 8 for details.

**In war, our grandfather was a trailblazer during the transition from cavalry to aircraft. In peace, he continued to innovate, flying some of the first airmail in history. A stamp is a fitting tribute to him.**

Ian and David Mackenzie, grandsons of William Barker



**It is most gratifying Canada Post has remembered him with a stamp. He was a hero in his time – a hero for all time for this country.**

Wayne Ralph, author of *William Barker, VC: The Life, Death & Legend of Canada's Most Decorated War Hero*

# Lazair

The Ultraflight Lazair – better known as the Lazair – was a family of twin-engine high-wing ultralight monoplanes designed by Dale Kramer of Port Colborne, Ontario. Kramer completed his Lazair prototype in late 1978 and revealed it at the 1979 Sun 'n Fun fly-in and expo, where it won the award for best home-built ultralight. With its true aircraft configuration and 11-metre, glider-like wingspan, the Lazair combined a light, efficient chainsaw motor with modern aircraft materials. Although production ended in 1985, today there are still more Lazairs registered in Canada than any other basic ultralight, and it is considered one of the best light aircraft ever made.

In its early years, the Lazair won top honours in every air show it was entered. In 1982, Kramer flew in exhibition flights at the Paris Air Show. The same year, the Fédération Aéronautique Internationale awarded a Diplôme d'honneur to Kramer's company, Ultraflight Incorporated, for its contributions to the progress of aviation. In 1983, the Canadian Aeronautics and Space Institute presented Kramer with the Roméo Vachon Award for outstanding contribution to the development of aeronautics in Canada. In 1986, he received an Award of Merit from the Ernest C. Manning Awards Foundation for designing, producing and marketing "one of the world's finest ultra-light aircraft."



**\$1<sup>90</sup>**  
First day of issue  
special envelope  
414111131

Also available in the set of 5 OFDCs.  
See page 8 for details.



**When I was told the Lazair was chosen for a stamp I was overwhelmed with pride. I still fly mine, and I never tire of the feelings of freedom and wonder that I experience. I am grateful for the many individuals who have carried on the passion for the Lazair. This stamp will fuel their enthusiasm.**

Lazair inventor Dale Kramer, who piloted the Lazair in the main photo shown on the stamp and contributed the background vector drawing.

Photos: Stamp – Carmen Kramer; specifications – Dale Kramer; background – Dave Loveman, Andy Weiher.

# Punch Dickins

A favourite son of Portage la Prairie, Manitoba, First World War flying ace and Distinguished Flying Cross recipient C.H. "Punch" Dickins was an aviation pioneer and bush pilot. Enlisting in the Canadian Expeditionary Force (196<sup>th</sup> Battalion) in 1917, he later transferred to the Royal Flying Corps and flew 73 combat missions in the First World War. He later served in the Canadian Air Force, then joined Western Canada Airways, flying the first scheduled airmail delivery from Winnipeg to Edmonton in 1928.

That same year, Dickins made the first reconnaissance flight across the unmapped barren lands of the Northwest Territories in his Fokker Super Universal float plane, covering more than 6,000 kilometres in

37 hours of flying time. For this accomplishment, he received the Trans-Canada Trophy (also known as the McKee Trophy) for outstanding achievement in air operations. During the Second World War, Dickins managed flight training schools as part of the British Commonwealth Air Training Plan, and he headed the Atlantic Ferry Organization, which saw North American-made planes make the dangerous flight overseas to aid the Allies. Dickins held leadership roles at Canadian Pacific Air Lines and at de Havilland Canada, where he influenced the design and launch of the DHC-2 Beaver, often considered the best bush plane ever built. He was the first pilot to log one million miles in flight (1.6 million kilometres).



**\$1<sup>90</sup>**  
First day of issue  
special envelope  
414107131

Also available in the set of 5 OFDCs.  
See page 8 for details.



**He mapped without GPS. He could fish, trap or catch food to survive. He could repair any plane engine or part. He was brilliant, kind, compassionate, fearless, careful, calculated, responsible, patriotic – a great human being.**

John Dickins, Punch Dickins' grandson

# THESE COLLECTIBLES ARE READY TO TAKE OFF

Our Canadians in Flight collectibles celebrate the people and aircraft that make our hearts soar.

**\$9<sup>50</sup>**

First day of issue special envelopes (set of 5)  
414106131



Only 100 available

**\$59<sup>95</sup>**

Framed pane

12.5 in. x 13.5 in. / 317.5 mm x 342.9 mm  
342215

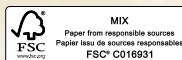
Items may not be exactly as shown.


## NEW ISSUE DATE


**Vancouver Asahi:  
April 25**


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