

# THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2020

No. 122

Cover: Apollo 16 astronaut John Young collecting samples at North Ray crater during EVA on the moon, 1972

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**Volume XXXVI, Number I**

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

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Index - Gord Mallett - (see contacts above)

**CAS CALENDAR**

**TORONTO DAY OF AEROPHILATELY 2020** - Sunday November 1st, 11.15 a.m. to 4.00 p.m. Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Chris Hargreaves: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

The usual Calendar has been omitted  
 due to the number of events being cancelled or postponed due to COVID 19.  
 For events listed later in this issue,  
 please contact the organizers to find out the latest information about them.  
 We hope that our journal will provide some enjoyment  
 for you during these challenging times.

Best wishes to all readers.  
 Chris and Paul

## PRESIDENT'S REPORT

Some troubling news to start the New Year. It is my sad duty to announce the passing of Richard K. 'Dick' Malott. To say Dick was a champion of Canadian Aerophilately is an understatement. I could list many of his accomplishments but it is safe to say Dick was an avid collector, researcher, and exhibitor of Canadian airmail. Dick was heavily involved with the creation of our Society, and served as editor and later President.

From a personal point of view, I would like to add that Dick was a great mentor. He encouraged me to strengthen my exhibits and added his feedback whenever necessary. He also encouraged me to become a judge. When that didn't work, I recall an elbow to my ribs when at a judges seminar they informed the public we needed more judges. It seemed to have the desired effect as I completed the judging apprentice program last year. More importantly, Dick was just a great friend.

So I raise my glass and salute you dear friend, and I will quote the RCAF motto, "Per Ardua Ad Astra" (Through Adversity to the Stars). May you rest in eternal peace.

Our annual general meeting will be held in Ottawa at ORAPEX which takes place on May 2-3. I will be giving a PowerPoint presentation on Yukon Airways and Exploration Company.

I wish everyone safe travels and happy collecting

**Steve Johnson**

**Major (Rtd.) Richard K. Malott,  
CD, AHF, FRPSC, FRPSL.  
1927 - 2020**



Dick Malott was the foremost Canadian aerophilatelist for many years.

He began collecting and researching Canadian air mails in the 1950s, and was able to interview several of the pilots who had made the pioneer flights.

He developed outstanding collections of "Canadian Pioneer and Semi-Official Air Mail Flown Covers", and of "Canadian Interrupted Covers", which won 12 large and 5 small gold medals internationally, and many Canadian and American Air Mail Society awards.

Dick was also very involved in organized philately. Among his many roles he had been a Director of the Royal Philatelic Society of Canada; Canada's National Commissioner for CAPEX 96 in Toronto; an international judge; and Editor-in-Chief for the first edition of The Air Mails of Canada and Newfoundland.

Dick was elected a member of the Aerophilatelic Hall of Fame in 1996. He also received many other awards over the years, including election as a Fellow of the Royal Philatelic Society of Canada in 1986, as a Fellow of the Royal Philatelic Society of London in 2005, and was presented with a Golden F.I.S.A. Pin "for his service and devotion to aero- and astrophilately" in 2009.

In spite of all his achievements and awards, Dick never seemed to slow down: he was a judge at ORAPEX in 2018, on the organizing committee of ORAPEX for 2019, and continued to support and encourage other philatelists. He will be missed by many people.

A detailed philatelic biography of Dick was published in our December 2020 journal, and has been posted on our website at [www.aerophilately.ca](http://www.aerophilately.ca)



**SECRETARY'S REPORT****CAS SECRETARY'S REPORT 2020**

Welcome to 4 new members:

#493 Bruce Charkow of Thornhill, ON

#494 Andrew Selbie of Toronto, ON

#495 Gordon Easton of Toronto, ON

#496 Tom Watkins of North Saanich, BC

As of January 21, 2020, the Society had a total membership of 128. This is an increase of 6 from January 01, 2019. The breakdown of the membership is as follows:

**Membership Breakdown:  
(Province/State/Country)**

**CANADA**

Alberta.....	10
British Columbia .....	17
Manitoba .....	1
New Brunswick.....	4
Newfoundland .....	2
Northwest Territories.....	1
Nova Scotia .....	1
Ontario.....	44
Quebec.....	9
Saskatchewan .....	1

**Total.....90**

**USA:**

Arizona.....	1
California .....	2
Colorado .....	1
Connecticut .....	2

Illinois .....	4
Kentucky .....	1
Maryland .....	1
Michigan .....	1
New Jersey.....	1
New York.....	4
Ohio.....	1
Oregon.....	1
Texas.....	2
Virginia .....	2
<b>Total .....</b>	<b>24</b>

**INTERNATIONAL;**

Australia.....	2
Cayman Islands.....	1
France.....	1
Israel .....	1
Netherlands .....	1
New Zealand .....	2
Sweden .....	1
Switzerland.....	1
U.K.....	4
<b>Total .....</b>	<b>14</b>

**GRAND TOTAL:..... 128**

**Brian Wolfenden**  
Secretary, CAS

*Many thanks to Brian and Joan for all the work they do for the CAS.*

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**TREASURER'S REPORT****CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT  
FOR THE YEARS ENDING 31 DEC 2018 AND 31 DEC 2019**

	2018	2019
Opening Bank Balance	<u>31,108.01</u>	<u>29,476.10</u>
<b>INCOME</b>		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Income Generated During the Year</b>		
Dues – new members & Renewals	2,724.97	2,318.53
CAS Covers – sale of various philatelic covers	0.00	7.00
Other Sales – includes e.g. books, pins & advertising	20.00	0.00
Donations – from members	<u>5.00</u>	<u>53.00</u>
Income Generated and Received during the Year	2,749.97	2,378.53
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	<b>33,857.98</b>	<b>31,854.63</b>
<b>EXPENSES</b>		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Expenses Incurred During the Year</b>		
Dues & Advertising-other philatelic organizations	100.00	284.06
Exhibiting fees	35.32	44.30
Office Supplies	33.33	71.77
Postage-such as for CAS journal, covers & books	822.18	493.07
Printing and Photocopying – such as journal and catalogue	763.31	1,132.41
Bank Charges-chequing account cheques deposit stamp	175.72	0.00
AAMS – publications & other books	218.06	164.87
A&Brown, Peck & Stinson Cent. Flights	1,821.85	2,097.19
New C.A.S. catalogue	313.80	70.48
Engraving – presentation plaques/donations	<u>98.31</u>	<u>96.05</u>
Expenses Incurred during the Year	<u>4,381.89</u>	<u>4,454.20</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>4,381.89</u>	<u>4,454.20</u>
Closing Bank Balance	<u>29,476.10</u>	<u>27,400.43</u>
<b>FINANCIAL POSITION</b>		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>29,476.10</u>	<u>27,400.43</u>

**BRIAN WOLFENDEN**  
Treasurer – CAS

## CONGRATULATIONS TO CAS MEMBERS:

### Terry Isaac

Terry received a Large Vermeil for his 2 frame exhibit of "Newfoundland airmail 1921-47" at AEROPEX, held in Adelaide, Australia, in November 2019.

Terry is one of the two CAS members who lives in New Zealand.

### Steve Johnson

Steve has been nominated as a Board Member of the Royal Philatelic Society of Canada.

Steve will be joining three other CAS members who are on the Board of the RPSC: Ed Kroft (President), Sam Chiu (Vice-President), and Hugo Deshayes.



Fédération Internationale  
des Sociétés Aérophilateliques

## AEROMFILA 2020 - Bucharest

This is a National exhibition with International participation, to mark the accomplishment on April 23, 2020 of:

- 100 years since the creation of the FIRST TRANSCONTINENTAL - INTERNATIONAL AIRCRAFT IN THE WORLD for passengers, freight and mail: FRANCO-ROMANIAN AIR NAVIGATION COMPANY - CFRNA
- 50 years of existence of the Aerophilately Commission within the Romanian Philatelic Federation, and
- 50 years since the first edition of the exhibition AEROMFILA.

The exhibition will be held between April 23 and 25, 2020 in Bucharest in the Museum of Romanian Records, 25-27 Parfumului Street, under the patronage of AIJP and FISA.

This is the XXXVI edition of AEROMFILA, and is organized by: Romanian Philatelic Federation - Aerophilately Commission, Museum of Romanian Records, BARTOC Cultural Foundation.,

For more information contact Alexandru Bartok:  
[fundatiabartoc@gmail.com](mailto:fundatiabartoc@gmail.com)

## New Book:

### Censorship and Bermuda's Role in Winning World War II

By Horst Augustinovic. - Available from  
[zirinskystamps.com](http://zirinskystamps.com) (\$75.00 US + shipping.)

This is the story of Bermuda Postal Censorship during World War II, not a catalogue.

It is a coffee table formatted book, but not a light-weight book philatelically. It brings together a huge amount of censorship information, including from sources not readily available outside of Bermuda. The book's 10 chapters (covering 173 pages) are packed with information about the organization of censorship in Bermuda, forms and handstamps, the censors, the Prize Court, Bermuda's military wartime history, etc. These are followed by 10 Appendices (another 85 pages) with minutiae including (among others) a selection of General Orders, Flying Boat schedules (24 pages) a fascinating reproduction of the Stamp Watch List from November 1941, a listing of mails to/from Bermuda lost due to enemy action, and a 2-page Index.

This summary is from Dann Mayo's review for the Civil Censorship Study Group. - For information about the CCSG see [www.c-c-s-g.org](http://www.c-c-s-g.org)

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**May 2nd - 3rd 2020 - RA Centre,  
245 I Riverside Dr, Ottawa**

Brian Wolfenden has offered to look after the CAS society during the show, but would like some volunteers to spell him off for an hour or so. If you are interested in helping, please email Brian at [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

The CAS AGM will be held during ORAPEX from 2 to 3 on Sunday afternoon.

## CAPEX 2022

Canada will host a four-day international exhibition – CAPEX 22 – in the Greater Toronto Area sometime in June 2022. The specific location and dates are to be decided; however, what's certain is that CAPEX 22 will be a two-class exhibition with 400 single-frame exhibits plus a philatelic literature class. The exhibition will be organized by the Canadian Association of Philatelic Exhibitions and hosted by the RPSC under the patronage of FIAF. The FIP board gave recognition to the event in January 2020.



Douglas Adams wrote "Space is big. Really big." But even with such a big frontier to explore, man's exploration of space has only occurred for about the last 70 years. The Space Unit, founded in 1957, brings together collectors interested in space topics on worldwide stamps and covers. Membership in the Space Unit includes a subscription to the unit's bimonthly journal *Astrophile*, and members are encouraged and assisted in building philatelic exhibits for display at stamp shows. Everyone is invited to attend the Space Unit's annual meeting during the Great American Stamp Show in Hartford, Connecticut, August 20th - 23rd.

For more information check out the Space Unit's website at <http://www.space-unit.com/> or contact David Ball at [davidsball47@gmail.com](mailto:davidsball47@gmail.com)

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## IN MEMORIAM

### Jack McCuaig

John (Jack) Clifford McCuaig was a leading member of the Western Chapter of The Canadian Aerophilatelic Society.

He was born on July 9, 1928 to John and Evelyn McCuaig in Consort, Alberta. He was raised in Monitor, Alberta and was the second oldest of twelve children. As a young child, Jack spent a number of years in the Calgary Children's Hospital because of osteomyelitis. Growing up, Jack liked trains & cars. Jack began his work career with CP Rail until it was discovered he was colour blind. He then went on to work with AGT, starting as a lineman, then foreman and finally supervisor. In his 35 year career, he saw many changes in telecommunications and embraced every change and loved to always be learning. After his retirement in 1983, he volunteered in many capacities through his church, the Shriners and the Masonic Lodge. He was also a proud member of the Retired Telephone Pioneers and met weekly for many years to fix talking books for the blind and updating computer equipment to be donated to schools. Jack was also an avid collector of telephone memorabilia, telephone insulators, post cards, stamps and coins. He researched and wrote many articles about them all over the years.

Jack was a long time member of both the Masonic Lodge and the Al Shamal Shriners. While with the Shrine he performed in charity magic acts with the clown unit and played the bagpipes with pipe and drum band in many parades as well as the opening and closing ceremonies of the 1978 Commonwealth Games.

Jack and his wife Dorothy enjoyed travelling for many years after retirement and loved spending time with family.

He passed away peacefully on December 5, 2019 in Edmonton.

### Tom Shaw

Tom lived in Vancouver, and was a member of the CAS since 1998.

Tom was born in Shawinigan Falls, Quebec, on November 1st 1930. After graduating from Concordia University, he worked for Dupont of Canada in their explosives division for over 40 years.

He was involved in scouting most of his childhood and adult life. Tom loved stamp collecting, bridge, golf, skiing and cruising, especially with his family.

### Herbert Lealman

Herbie lived in Huttons Ambo, Yorkshire, England. He ran a "corner store" with a sub-Post Office for many years, until it was closed in a Post Office reorganization. He then continued to run his "corner store", which was a centre of village activity.

Herbie was an active member of both the British Air Mail Society, and the Canadian Aerophilatelic Society.

He was a valued contributor to this journal and to the revised Air Mails of Canada and Newfoundland, frequently sending me information on new and unlisted items that he came across.

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## EDITOR'S REPORT



### **First Flight Cover from Air Canada's Montreal - Geneva inauguration: June 1st/2nd 2009.**

This is one of the First Flights that was not publicized in Canada, but that Herbert Lealman sent me details of.

Last year the first part of Terry Judge's research into the WINTER AIR MAIL SERVICES IN NEWFOUNDLAND, 1947 - 1948, was published in the June 2019 issue of The Canadian Aerophilatelist. The second part of Terry's research, which covers December 1948 - January 1949, and also describes NEWFOUNDLAND AERO SALES AND SERVICE which was contracted to fly the initial air mail service, is included in this issue.

I think this is terrific research, that draws attention to an overlooked air mail service, that made a major difference to many people's lives.

I am very pleased that I can recognize Terry's research by announcing that:

### **THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2020 is being presented to Terry Judge for his research on WINTER AIR MAIL SERVICES IN NEWFOUNDLAND, 1947 - 1949**

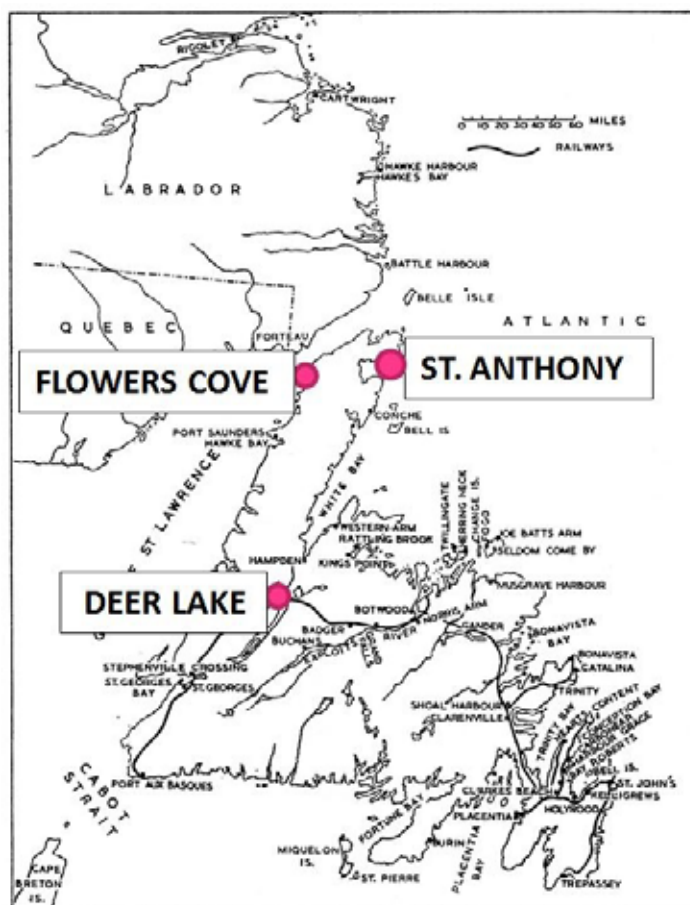
I have often commented that I enjoy all aspects of editing The Canadian Aerophilatelist except writing obituaries. I think the obituaries are very important, and I write them carefully, but I don't like writing them. As a result, the CAS Editor's Award was created in 1999 as an award that I can present to anybody I choose, to recognize "an outstanding contribution to the journal or aerophilately". It was created to give me a "good news" story as a consolation for writing obituaries.

**Congratulations Terry!**

**Chris Hargreaves**

# WINTER AIR MAIL SERVICES IN NEWFOUNDLAND 1947 – 1949: Part 2

Terry Judge



## Companies Involved in the Newfoundland Winter Air Mails: 1948 and 1949

**Beginnings.** After the end of the Second World War, Newfoundland found itself in a bit of a quandary. True, there was an Aeronautics Act on the books, but it dated from 1929 and was out-of-date. More seriously, the Newfoundland Government had never enacted the supporting Air Regulation. As a result, after the war "The Old Colony" had to start from scratch and the new legislation did not become operational until August 1946.

This setback did not deter two St. John's businessmen, W.R. Goobie Jr and Jim McLoughland. In 1945 they bought two Piper L-4B aircraft from the US military with a view to starting a flying club in Newfoundland, but then had to put them into storage pending legislation. Also

that year, Eric Blackwood had returned from overseas, hoping to start a flying service in his native Newfoundland. Hearing of Goobie and McLoughland, he approached them to determine if they were interested in a partner, one who could fly. As a result, Newfoundland Aero Sales and Service Co Ltd was incorporated in December 1945.

Blackwood, however, had more ambitious plans for the company and during 1947 larger, revenue-earning aircraft were introduced to the fleet. These allowed for a limited regular schedule (three times a week) to a number of places, though how "regular" these flights were is now difficult to determine. When the Commission of Government decided to introduce a winter airmail service to the isolated Northern Peninsula, NASSCO was really the only viable operator.

**1948 Winter Air Mail.** For the 1948 season, starting Jan 1, it was planned to schedule two weekly trips, one up the east coast and the other up the west coast, dropping off mail at designated points from where it was delivered by couriers and their dog teams. NASSCO allotted two aircraft for this service; Norseman VO-ABJ and Anson VO-ABO. Things did not start well as on Jan 26, after landing on the ice at St. Anthony and while taxiing to the shore, the Norseman went through the ice. And although the damage did not appear to have been great, the aircraft was not repaired in time to take any further part in the winter airmail. It was replaced, temporarily, by their Piper Super Cub VO-ABH, leaving the bulk of the flying to the Anson. By early March, a second Anson, VO-ABP was put into service. Although the weather made keeping to a regular schedule almost impossible, the winter airmail was considered to have been a success.

The rest of 1948 did not go so well for NASSCO.

After the winter mail and seal spotting contracts were completed, the company had invested heavily in additional aircraft. In July, Newfoundland voted for Confederation with Canada and Canadian companies started to express an interest in establishing a foothold in Newfoundland. Such an opportunity soon arose.

**Railway Strike.** In September, all nine international railway unions announced plans to shut down Newfoundland Railway in support of their demands for better pay. Since the railway, other than shipping, was the only connection between the east and west coasts of Newfoundland, this threat caused some concern.

But the Government did not budge on its position, and by the time the strike started on October 10, Maritime Central Airways (MCA) of Charlottetown, PEI, had contracted with Bowaters Pulp and Paper Mills

(Newfoundland) Ltd of Corner Brook to provide that company with aerial services. They had also started to form a subsidiary, Newfoundland Airways Ltd, and then announced that this new company would bid for the winter airmail contract.

During the strike, the distribution of goods of all kinds, including mail, was thrown into chaos and the Department of Posts and Telegraphs used every available means of transportation, including aircraft, to move the mail. NASSCO used all their available aircraft (Ansons VO-ABO and VO-ABP, and Norseman VO-ABQ) but quickly lost Anson VO-ABO when it taxied into a truck on Torbay Airport. Buchans Mining Co Ltd used their Norseman VO-ABN for some mail flights. MCA's Canso CF-FVE may have made one mail flight to the Corner Brook area but thereafter this aircraft was restricted to passenger flying as the unions picketed those operators they considered to be strike breakers. The strike ended on November 12.

1949 Winter Air Mail. On November 26, 1948, NASSCO was devastated when they were informed by the Government that the contract for the 1949 winter airmail had been awarded to Newfoundland Airways Ltd. At the time, NASSCO was, as noted above, heavily in debt and was depending on the 1949 winter airmail contract in order to meet their financial obligations. Having been awarded this contract, Newfoundland Airways then made an offer to buy out NASSCO who reluctantly agreed to accept it. Part of this agreement was that NASSCO would go into voluntary liquidation.

1948.12.14 St. John's Evening Telegram p 3 (Tues).  
Northern Airmail Service.

The Northern Airmail Service inaugurated last year by the Dept of Posts & Telegraphs will be continued this year and will be extended to include the Labrador side of the Straits of Belle Isle.

The service will be operated in three sections. The first covering the territory from Cowhead to Cook's Harbour, with plane landings at Parsons Pond, Port Saunders, Port aux Choix, Brig Bay and Flower's Cove.

The second section will be from Sop's Arm to Raleigh, with plane landings at Sop's Bay, Harbour Deep, Englee, Roddickton, Main Brook and St. Anthony on the west side. Baie Verte is a new landing.

The third section will be the section of the Labrador Coast from Forteau to Cartwright, with six landing, as follows: Forteau, Red Bay, Henley Harbour, St. Mary's River, St. Michael's Bay and Cartwright.

The first two sections – that is, the great Northern Peninsula – will be supplied with a weekly plane service.

The Labrador section will have a monthly service.

The service will continue during the period when the coastal steamers do not run. As was the case last year, the aircraft engaged in this service will operate from Deer Lake, where a subsidiary sorting office will be set up.

Post Offices between landing points will be served by surface couriers. The air route will replace the winter truck surface routes and it follows therefore that all classes of mail, including parcels, will be carried.

It is to be noted that normal postage rates will apply, and that there will be no special or additional air mail charges.

Last year, due to the late freezing of Deer Lake, the service was poor in the month of January and many complaints were received. This year, in order to overcome the delays that may be encountered due to weather conditions, it is planned to take advantage in the early stages of the landing strip at Little Rapids, near Corner Brook, should Deer Lake not be frozen at the time when the service is scheduled to start on January 1st.

The contract for the service has been let to the Newfoundland Airways Ltd, a recently formed airways company, who will have two planes continuously in this service

1949.01.05 St. John's Evening Telegram p 3 (Wed).

## **Two Planes Have Arrived for Airmail Service. Maritime Central Airways Ready to Begin Mail Shuttle Service to Northern Areas.**

Two planes of the Maritime Central Airways have arrived at Torbay Airport to operate the winter airmail service to the Great Northern Peninsula and the Straits Shore of Labrador, Secretary W.S. Roddis of the Department of Posts and Telegraphs told the Telegram late yesterday.

The planes are said to be a Norseman and a Stinson. The airmail service was to have begun on January 1st but owing to the adverse weather of the past few days they have been grounded at the airport and have been unable to begin the service.



Mr Roddis said that for the present, when the aircraft commence operations, they will utilize the airstrip at Hammond's Farm on the Humber river as an airmail base. [Later referred to as the Little Rapids air strip].

The original intention was to have the planes operate from Deer Lake, and this will be adhered to when the lake freezes over. A twice-monthly airmail lift will be provided to the Great Northern Peninsula, and once a month to the Labrador Straits shore.

1949.01.07 St John's Daily News p 3 (Fri).

### **Mail Planes Left Recently for Operating Base.**

On Wednesday the two mail planes acquired recently by the Posts and Telegraphs Department left here for their operating base at Little Rapids, near Corner Brook. Carrying capacity of each of these aircraft is approximately 1,500 lbs. They will be serving the Great Northern Peninsula and the Labrador Coast. Weekly trips will be made to the former area and monthly trips to the Labrador coast. At present the backlog of mail for these areas is not great as the coastal steamers cleared up much of the late mail.

1949.01.14 Western Star p ? (Fri).

### **Gander Notes.**

A number of Piper clubs [sic] owned by Maritime Central Airways are now at Gander, operating mail runs for the North, for Department of Posts and Telegraphs. These planes are ski-equipped and should provide a very efficient service. [MCA never had Piper Cubs, though they did have a couple of Stinson 108 Voyageurs.]

1949.01.18 St John's Daily News p 3 (Tues).

### **Air Mail Service to Northern Peninsula Begins. Plane which was unreported Sunday safe at Roddickton.**

Many people are wondering when the airmail service will start on the Great Northern Peninsula.

The Dept of Posts and Telegraphs advises that bad flying weather made it impossible to inaugurate the service, as intended on January 1st. As a matter of fact, it was not possible to make the first flight until Sunday. Then two planes took off from the improvised landing strip at Little Rapids near Corner Brook.

One plane, carrying mail to the west side of the Peninsula, called at Parson's Pond, Port Saunders, Daniel's Harbour, Flower's Cove and St Anthony. She had sixty-one bags of mail, all of which were delivered. After leaving St Anthony the weather closed in and the plane was forced to land at Roddickton, where it is at present waiting for the weather to clear.

When the plane did not return to its base by nightfall grave fears were entertained for its safety and enquiries were made intermittently over Station VOWN and requested telegraphers along the coast to report any information regarding the missing plane. The Corner Brook station remained on the air until 11:30 o'clock Sunday evening when the post offices throughout the area closed down for the night.

It was not until noon yesterday that the pilot was able to communicate with Corner Brook from Roddickton advising that the plane was safe and only awaited suitable weather to return to Little Rapids.

The second plane carried mail to Roddickton and had on board Rev Father Murray, of St George's, who was on a mercy flight to Flower's Cove in connection with an emergency call received by His Excellency Bishop O'Reilly on Friday last. This plane took off at 11:30 am, went to Roddickton, delivered the mail, then went on to Flower's Cove, landed Father Murray, who performed his mission and returned to the plane which was back at Little Rapids again Sunday afternoon.

If the weather is suitable today a flight will be made to the Baie Verte and Englee sections.

There are about two hundred bags of mail now at the terminal waiting to be delivered. These will be brought to their destinations as soon as flying conditions will permit.

1949.01.20 St John's Daily News p 5 (Thur).

### **Flies Mail to Baie Verte.**

The Newfoundland Airways Co plane which was engaged in the airmail service to the Great Northern Peninsula and which was compelled to land at Roddickton on Sunday afternoon due to bad weather, arrived at Little Rapids landing strips at 11:30 Tuesday morning.

It was immediately loaded with approximately eight hundred pounds of mail and took off for Baie Verte direct. This was the only mail despatch to go forward Tuesday.

The second plane engaged in this service made an emergency trip to Baie Verte early Tuesday morning to attend to a serious medical case which had arisen there. The plane got back the same afternoon after a successful trip.

1949.01.21 Western Star p 2 (Fri).

### **Editorial. The Mails.**

As a Corollary to last year's experience in flying mails to the isolated sections of the country, the government has wisely decided to increase the number of distribution points during the current season's operations.

The first mail planes for the season left Little Rapids on Sunday morning carrying a three weeks accumulation of mail matter to the northern section of the country. As soon as landing conditions permit, the new ports, which are located in the southern regions of the White Bay area will be visited regularly.

It is only those who are permanently residents of the isolated areas, who can fully appreciate the value of this new public service. True it is that radio helps keep them in touch with the outside world, but it can scarcely take the place of those precious letters from loved one in other parts of the country and abroad. These, together with newspapers and magazines help make life tenable to these people during the long and cold days of winter, when surface traffic is suspended for from three to five month, depending on ice conditions.

Mr. Roddis and his staff at the Department of Posts and Telegraphs are to be congratulated for their interest in the long neglected residents of the north country who will eagerly scan the skies for their weekly visitor as he flies in to break the monotony of their cold isolation.



*An Anson of Maritime Central Airways*

1949.01.22 St. John's Evening Telegram p 3 (Sat).

### **Here, There and Everywhere.**

Due to the storm which was reported

sweeping over sections of the coast yesterday the two airmail planes were grounded at the west coast airstrip.

1949.01.24 St John's Daily News p 3 (Mon).

### **400 Bags Mail to N. Peninsula Already Delivered. Little Rapids airstrip proving great help.**

Delivery of mail by air to the northern peninsula is well ahead of last year, according to Postal authorities.

Up to Saturday 400 bags of mail had been delivered by air to that area whereas at the same date last year none had been delivered.

It is admitted that utilization of Bowaters farm emergency airstrip at Little Rapids had been of much assistance in satisfactory deliveries, whereas suitable bases were difficult to use last year.

1949.01.28 St. John's Evening Telegram p 3 (Fri).

### **Planes Catch Up With Mail Backlog.**

Mail airlift by Newfoundland Airways Corp planes has now caught up with the backlog of mail for the Great Northern Peninsula, and commencing next week the regular schedule to the various areas will be put into effect.

This will mean a weekly delivery to both sides of the Peninsula and monthly to the Labrador side of the Straits of Belle Isle.

Aided by good flying weather yesterday both planes engaged in the service made flights to the northern areas from Little Rapids landing strip which has played an important part in the airmail scheme of things.

At 10 am the Norseman plane took off with mail for Roddickton and St. Anthony. This craft also went to Port Saunders, where it picked up a man and conveyed him to the Grenfell Hospital at St. Anthony.

The Stinson aircraft left at 9 am for Harbour Deep with mail for that place. This plane made a quick return and left again at 1:30 in the afternoon for Sop's Arm with mail.

Another of the company's air fleet, an Anson, was flown to St. John's yesterday with the company's manager, N. McDonald, who will be spending the next few days in the city on business.

### **Terry Judge**

**Part 3: February - April 1949:  
Problems and Politics  
will appear in a future issue.**

## How I became an Aerophilatelist - David Whitbread



Sometimes becoming an aerophilatelist isn't just about a love of aviation. It can also be about obsession.

In my case, obsession came in the form of CLP I, the first semi-official label issued in August 1918 to support the first airmail flights between Ottawa and Toronto. It's a simple enough stamp, crudely illustrating the shooting down of a German zeppelin by Canadian Flight Sub-lieutenant Warneford over Belgium early in the First World War. It was based on the engraved sticker produced by the United Empire Loyalists in their support of the Canadian Aviation Fund.

I saw my first CLP I stamp in 2007 at Ian Kimmerly Stamps, the venerable stamp store that was a fixture on Ottawa's Sparks Street for years. The mint stamp was on display in a glass counter. It came with a certificate of genuineness from Ian Kimmerly, describing it as having "*deep intense colour and is genuine in all respects and possesses large part original gum.*" He was right.

As much as I tried to ignore the stamp, it kept calling. It also sparked a curiosity in that strange category of philatelics: Canadian semi-official airmails. With the larger than life personalities of early aviation

and unique stamp-issuing companies like Cherry Red Airlines, the attraction to me was irresistible.

Then there was the mathematics behind the stamp. Only 194 were printed. More compelling: according to both the Unitrade catalogue and the Longworth-Dames manual, only 27 single copies survived. The rest were used on mail. To own one of only 27 was a privilege. What better way to start a new collection?

That started the obsession.

Over the years, a flurry of purchases occurred involving both semi-official airmail stamps and postal history. But the lure of CLP I remained. If I had one of the remaining mint stamps in existence, where were the other 26?

Twenty-seven is a small number but it is large enough to feed an obsession. If I could own one of the 27, why not more? Why not the majority of them?

The first opportunity presented itself in June of 2012, when Sparks Auctions of Ottawa offered three CLP I stamps. An opportunity to own four out of the 27 remaining mint stamps was irresistible. I succeeded in buying two out of three consignments on offer, one described as very fine with some creasing, the other with "*major faults...still very presentable*". Their prices reflected their condition. Not great but three out of 27 was still one-ninth of the total mint items known to exist.

Owning 11 per cent of something is enough to push any serious collector to obsession. I then started scouring the internet, other auctions, e-Bay, private dealers and others. I wanted CLP I.

Despite searching, nothing presented itself for the rest of 2012 and 2013. I was busy buying other semi-official airmails and postal history. It wasn't until May of 2014, that Vance Auctions presented an opportunity to increase my CLP I collection to four. Presented as "*fine to very fine, original gum with small flaws,*" it was estimated at a fair price, below catalogue, which was then around \$1,500. But I had to have it. I bid high and ended up paying well more than the estimate but still well below catalogue.

Later that year, during my lunch break, I decided to Google CLP I, partly for curiosity and partly out of boredom. It was there. A CLP I offered at a discount price by a reputable stamp dealer in Atlanta, Georgia. I won the bid. I got what I paid for.



The stamp featured well worn perforations and no gum. It was tired. But it became number five out of 27.

Number six presented itself at Eastern Auctions, of Bathurst, New Brunswick, in February 2015. A nice example, with generally good perforations, clean colours but with heavy hinging. It was another strong bid that resulted in a purchase below catalogue value but not by much.

One year to the day later, Eastern offered candidate number seven "*a mint single, couple light gum bends of no importance...full original gum...lightly hinged.*" A beautiful stamp. By this time the catalogue value had risen considerably. It was one that an obsessive person would sweat over. Expensive but a chance to own one-quarter of the mint stock on hand. I bid – and won.

November 2017 presented a rare opportunity: two CLP 1s through Eastern Auctions. One in very fine condition; the other excellent. By this point, obsession has become a need. I had to have the stamps. This time, I consulted with Chris Green of Chris Green Stamps. This is a case where accredited stamp dealers can offer real value to collectors like me. Chris offered an unbiased estimate of the value of each stamp, highlighting their respective strengths and faults. We established a fair bid price and strategy that ultimately proved to be successful. Numbers eight and nine were secure.

The *Canadian Aerophilatelist* can take credit for the adding of numbers 10 and 11 to my mint CLP 1 collection. An ad placed by an Ontario dealer in March 2018 hinted of a specialization in Canadian aerophilatelics. Off chance, I enquired via email about CLP 1. He had two available, both in excellent condition. A friendly email exchange finalized the details.

The year 2018 was a banner year in my search for CLP 1. In November, Eastern Auctions offered one featuring a hard to see crease, with "*in large part original gum.*" Again, Chris Green's services helped to establish a value and a buying strategy. Despite heavier than expected bidding, stamp number 12 became mine at a price well higher than the Eastern Auctions estimate but still well below catalogue. Securing one of these treasures was getting harder.

Just one month later, a search on e-Bay found candidate number 13, offered through a prominent New Jersey-based stamp dealer. Off centred, but otherwise in very fine condition, the stamp was listed and priced at the catalogue value of stamp CLP 2, the near

twin of CLP 1. (CLP 2 has a denomination value of 25 cents. No value appears on CLP 1. Its catalogue value is about one-quarter of CLP 1.) I confess that I took advantage of their error and paid their asking price.

With 13 out of the 27 mint labels now in my collection, the pace –and self-imposed stress – of my goal to own the majority of the stamps grew. I checked Google, e-Bay and various auction houses and dealers virtually every week. There was no use in almost achieving my objective. Obsession seldom allows for near misses.

The chance to own number 14 was presented by Vancouver's FVH Stamps in April 2019 in one of its weekly auctions. Described as having "*slight gum wrinkling but fresh*", the slightly off centred piece with some worn perforations came right at income tax time. The Canada Revenue Agency can't be ignored. Plus, the catalogue value of CLP 1 had ballooned to \$2,500. A difficult quandary.

I placed a high bid. That Friday night, FVH owner Frank von Hausen phoned my home. "Are you sure you want to place that bid?" he asked. Here was my chance to retreat with dignity intact. I gulped and said yes. "Just checking," Frank said as he hung up the phone.

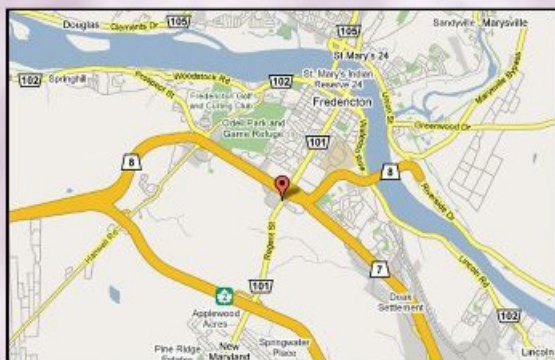
I won on a high bid. Number 14 was mine. A 12-year hunt for one semi-official airmail stamp was over. The "triumph" of having the majority of the mint issues of the stamp was mine. I did it. I could stop now.

Or could I? September 27, 2019 saw me at the Sparks Auction in Ottawa bidding vigorously on Lot 316, a mint CLP 1, with "*no gum...a thin, a corner crease and a rounded corner.*" Hardly the pride of my semi-official airmail collection. But, it is now number 15 out of 27.

With a secure majority of the stamps at hand, the angst of obsession returns. The inevitable question arises: *If I own 15 mint CLP 1 stamps, just how many of them are really out there?* Are there really only 12 more mint copies of the stamp in existence? How many more may be buried in lost collections throughout the world? How many have been destroyed or lost over the past century?

I may never know the answers to those questions. In the meantime, my obsessive hunt for the mint CLP 1 continues.

**David Whitbread**



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## NEXT ISSUE DEADLINE

### THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June,  
September and December.

If you have anything you'd like to be included in  
the next issue, please send it to the editor:

(for images, make high res tifs/jpegs - 300 dpi)

**Chris Hargreaves**

4060 Bath Road, Kingston,  
Ontario K7M 4Y4

Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

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# SEMI-OFFICIAL NOTES

Tom Reyman

No. 9

## WESTERN CANADA AIRWAYS SERVICE

### FLIGHTS TO ONTARIO AND EASTERN MANITOBA

In the Summer of 1926, there was much activity in the mining districts of Ontario and central Manitoba. Mr. James A. Richardson had a keen interest in aviation and saw an opportunity to invest in the use of aircraft to support these mining interests. In November 1926, he formed Western Canada Airways (WCA) with Pilot H. A. "Doc" Oaks, a former pilot with Patricia Airways and Exploration Company. The company acquired a Fokker Universal airplane, "The City of Winnipeg", and began freight service to Sioux and Red Lake areas of Ontario on December 27, 1926. Mail had been accumulating at several locations after the demise of several other airline companies. Over the next few weeks, under Post Office contract, several flights were made to Woman Lake, Goldpines (Pine Ridge), Narrow Lake, and Hudson (Rolling Portage) to pick up mail and clear the backlog.

In February 1927, the Canadian Government contracted with WCA to transport over four tons of freight and supplies to Churchill in support of establishing a supply base there. For this task, the company purchased a second Fokker, "The City of Toronto" (registration G-CAGD) and began moving material in March. In the meantime, the company applied for and received permission to issue its own Semi-Official stamps and begin to carry mail commencing on May 10 to Rolling Portage (Hudson), Goldpines, Red Lake, and Woman Lake. Within a few weeks, service was begun to the Eastern Manitoba mining locations of Rice Lake and Lac du Bonnet.

The new stamps were printed in black and light red and showed an image of the G-CAGD aircraft. Since the stamp was produced in a two-part process, some printed stamps showed the airplane with its skies touching the setting sun thereby creating a flaw that gives these stamps a higher catalog value.

Here are images of the regular stamp compared to the stamps with the printing flaw.



Some of the envelopes for the company mail showed the Eastern Manitoba and Ontario routes and destinations for WCA. Figure 1 is an example. A stamp dealer in Winnipeg, Mr. W.R. Patton was responsible for producing many of the First Flight covers and his name appears on many of these covers as either the sender or as the recipient, sometimes both. Figure 2 is one of the First Flight from March 10.



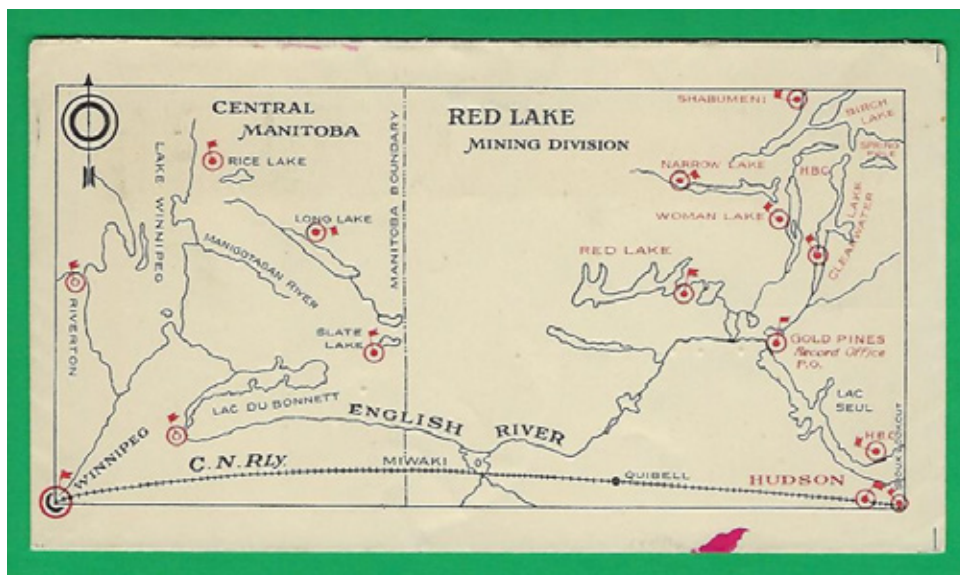


Figure 1 – map from the back of a company envelope showing the WCA flight destinations.



Figure 2 – a May 10 First Flight Cover from Red Lake to Rolling Portage signed by the pilot F. J. Stevenson. Company stamp is on the back.



The First Flights to the Central Manitoba Mining District (including Lac du Bonnet, Long Lake, and Rice Lake) began on May 30/June 1, 1927. The First Flight imprint on the cover is specific to the Central Manitoba District. Figures 4 and 5 are from these flights.

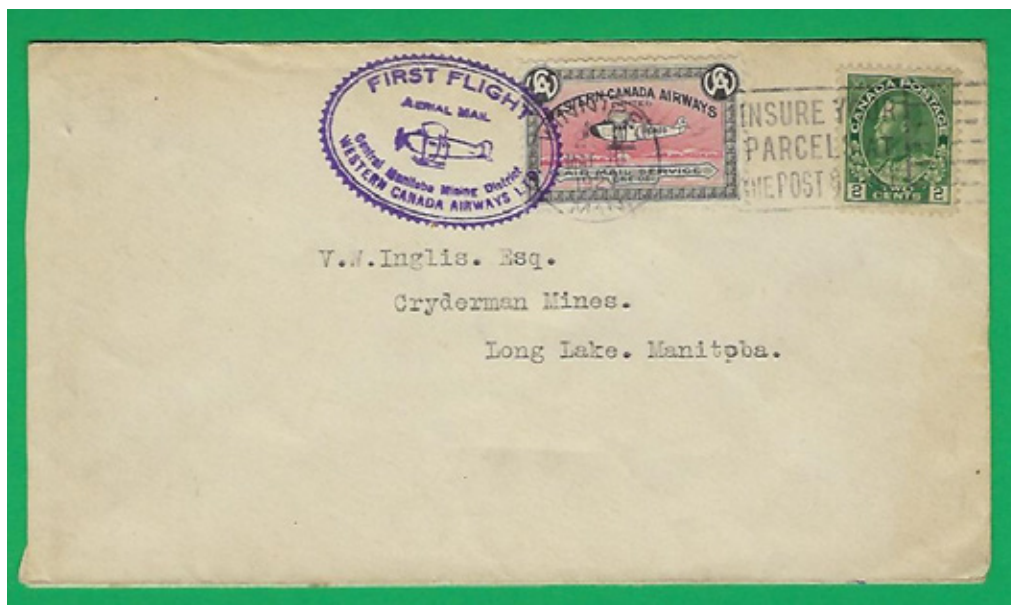


Figure 4 – Lac du Bonnet to Long Lake (now named Wadhope) the site of the Cryderman Mines.

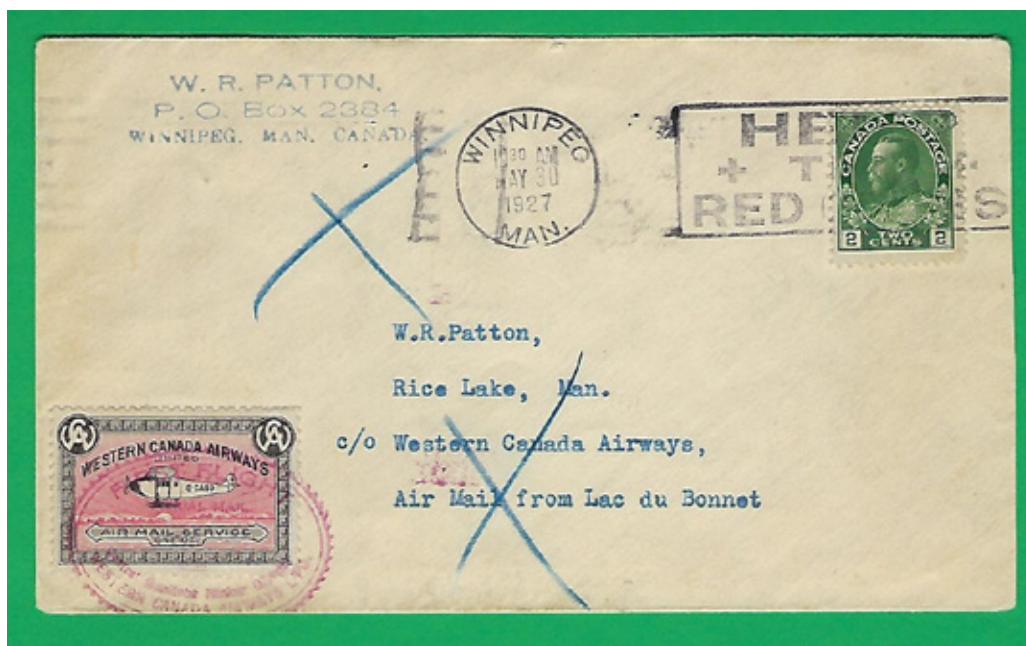


Figure 5 – First Flight from Rice Lake to Lac du Bonnet. This is a Patton to Patton cover. Note the “Central Manitoba Mining District” imprint in red ink (vs. blue or violet)

### Special Jubilee Flight

To commemorate the 60<sup>th</sup> Anniversary of Canadian Confederation (1867 to 1927), the Canadian Government proposed that airmail flights that were scheduled for July 1, 1927 should carry special or cachets to mark the occasion. These flights were to carry greetings to Ottawa, the capital of Canada. Many of the smaller airlines examined the potential costs of meeting this request but found that they would be too high. As a result, the proposal was withdrawn by the Government. However, WCA wanted to participate in this commemoration and asked that the company be permitted to issue and use a special Semi-Official stamp to be use only on that day on covers carried by the company. With permission granted, a unique stamp (CL41) was

produced and was placed on covers that were to be flown to destinations in the Red Lake Mining District (by Pilots J.R. Ross and S.A. Cheeseman) and the Central Manitoba Mining District (by Pilot F.J. Stevenson) on July 1. There were 10 specific routes that were flown on that day. Figure 6 is one of the Jubilee covers, this one flown from Red Lake to Rolling Portage, Ontario.

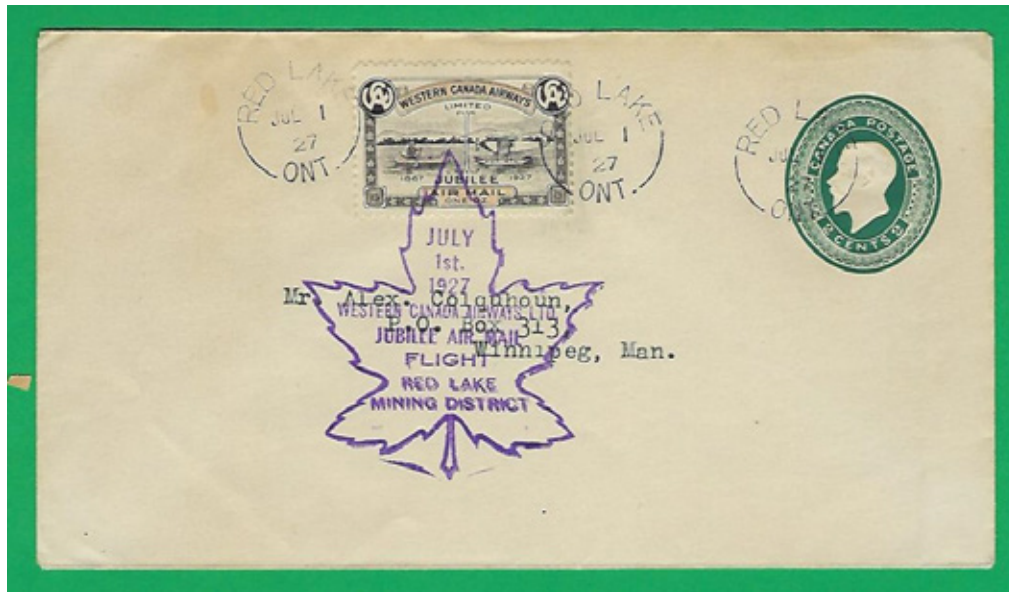


Figure 6 – a Jubilee cover from Red Lake to Rolling Portage flown on July 1, 1927.

As the company expanded over time more routes and destinations were added to the company schedules. Over the life of the company from May 1927 until November 1930, Western Canada Airways purchased and used over 30 aircraft for mail delivery and operated more than 40 for all purposes to service their routes. In 1928 alone, 28 aircraft were added to the roster.

This first installment of the beginnings of WCA only addressed a portion of the total span of the company. Over time, WCA expanded to include flights to Western Manitoba, Saskatchewan, Alberta, BC, Yukon and into the Northwest Territories. The next two installments will include these additional First Flights as the WCA company continued to develop and grow.

- Flights to Western Manitoba, Saskatchewan, Alberta, BC, and Yukon
- Mackenzie River Flights to The Northwest Territories

#### References:

- *Air Mails of Canada and Newfoundland*; Sixth Edition:1997, Pages 59-65.
- C. A. Longworth-Dames; *The Pioneer and Semi-Official Air Mails Of Canada 1919-1934*: The Unitrade Press, Toronto, 1995. Pages 107-123.
- Milberry, Larry; *Aviation in Canada: The Formative Years*; CANAV Books, Toronto, 2009, Pages 72-77, 98, 110.
- Molson, K. M.; *Pioneering in Canadian Air Transport*; D.W. Friesen, Altona, Manitoba, 1974, Pages 19-55.
- *Unitrade Specialized Catalog of Canadian Stamps*, The Unitrade Press, Toronto, 2017, Page 582.



## How I became an Aerophilatelist - John C Symons

Reading the September 2019 issue of the Canadian Aerophilatelist I was prompted to respond to Chris Hargreaves' article in this ongoing series. Like all previous contributors my earliest stamp collection grew out of visits to Woolworths and purchasing one or more of the many packets they had on offer. It never became very serious but did contribute to my limited success in the study of geography, my favourite subject at school.

After leaving school and enlisting as an apprentice in the Royal Air Force stamp collecting fell by the wayside, that is until I got married at which point I discovered my wife's early collection and started to expand on it, again with the help of Woolworths. It soon became abundantly clear an all world collection was an impossibility, and some degree of specialization was essential resulting in my focus on Great Britain and Pakistan, the latter because I could afford SG1, and therefore achieve completion of all issues by subscribing to a first day issue service. In collecting Pakistan I got hooked on the 1947 local issues that resulted in shortages of postage stamps during the months following partition. Once again interest waned and some thirty years ago I disposed of the collection. (In passing I now regret disposing of the Pakistan collection, although no doubt I would have drawn a line on collecting first day issues.)

Following retirement I again sought an interest and once more some ten years ago turned to philately (rather than stamp collecting). I immediately looked for some specialist interest realizing that was the only way to make sense of this overly expansive hobby. I elected to concentrate on the postage stamps of Great Britain issued during the reign of King George V. As the collection progressed I decided to add a few covers to illustrate different postage rates and frankings. And so (at last) to aerophilately. I came across the cover with its interesting notes on the reverse illustrated below on eBay and bought it. Posted in Wigtown, Scotland on 6th November 1933, the cover was carried to Nairobi, Kenya by Imperial Airways on flight number ASI41, which departed from Croydon on 8th November, and arrived on 14th November. The following day the cover was flown to Dar es Salaam by Wilson Airways' Coastal Service, departing at 06:00hrs, and arriving at 14:00hrs the same day. For the final stage to Masasi the notes on the rear of

cover state it was entrusted to the mail runner, who over the next two to three days covered a distance of some 90 miles travelling west on the caravan routes from Lindi, delivering the cover at Masasi on 21st November. The total transit time was 15 days. From Dar es Salaam the cover was transported by sea, departing on 15th November on board the SS Dumra, British India Steam Navigation's coastal service to Lindi, a port in the south of Tanganyika, arriving on 19th November, and from Lindi to Masasi where it arrived on 21st November. At this time of year mail



was carried by motor vehicle, not runner (My thanks to Peter Wingent British Air Mail Society (BAMS) member for his help with this cover). Postage paid 7d, which was the correct rate for a cover weighing less than ½ oz for a letter posted in Britain. The recipient W O Harvey was a game ranger or warden on the Masasi Reserve. (Annual Game Preservation Report, 1933.)



This cover I found so fascinating, particularly the route undertaken, that I slowly migrated my

interests from postage stamps to airmail covers and hence aerophilately, and like the other participants in these columns have discovered fascinating material. But above everything else, as a member of the BAMS I have made numerous friends both in the United Kingdom and abroad. The collection has expanded to include the flown covers of Imperial Airways, Pan American Airways, that have crisscrossed the oceans

and continents of the world, as well as the many airlines which carried mail within the United Kingdom. The result of which I have gained a not unreasonable knowledge of the two pillars of aerophilately, routes and rates, as well as social history. This hobby will keep me going for a few years to come.

**John Symons**

## More Information on Canadian Pacific Airlines 1955



This cover (above) was illustrated in the December 2019 *Canadian Aerophilatelist*. – Thanks to Hal Vogel who wrote to say that it was posted on the stop-over of a route training flight from Vancouver to London, England. It is listed in the *American Air Mail Catalogue*, 7th Edition, Volume Two (Polar Aerophilately) as:

**PP 268 1955, April 11-15. First Canadian Pacific Airlines Polar Route Passenger Flight**

Canadian Pacific Airlines (CPA) flew two simultaneous trans-polar route training flights April 9-15, 1955, in preparation for June 8 scheduled trans-polar service to Amsterdam via Sdr. Stromfjord, Greenland

- London. Second Douglas DC-6b, leaving Vancouver April 11, was a 50-person Vancouver Board of Trade charter, flown by CPA chief pilot E. C. Kendall with CPA President Grant McConachie aboard.
- Greenland-leg mail canceled Sdr. Stromfjord, April 14.
- Six-line advisory cachet "FIRST PASSENGER FLIGHT / VANCOUVER, B.C. LONDON, ENG. / TRANS-POLAR - VIA SONDESTROM / VANCOUVER BOARD OF TRADE / VIA CANADIAN PACIFIC AIRLINES / April 11th 1955." Some crew and passenger mail recorded.
- International aviation industry legal rules barred any mail documentation from Canada or England.
- a. Mail posted April 22 on return flight ..... 100.00



## CARRIED AS OUTSIDE AIR MAIL Handstamp

I've received a question about a cover with a very unusual CARRIED AS OUTSIDE AIR MAIL handstamp:



No markings on back

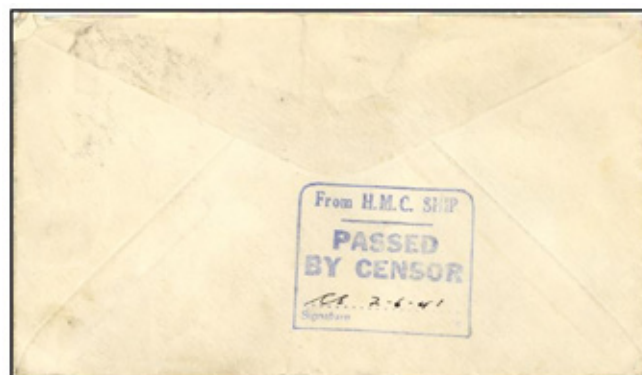
This handstamp was studied in the December 2011 and March 2012 issues of The Canadian Aerophilatelist, which concluded that:

*The CARRIED AS OUTSIDE AIR MAIL handstamp was applied in Toronto, to indicate a cover which arrived at the Toronto Air Mail Field outside a regular airmail bag. After being handstamped to show how it arrived in Toronto, the mail was then put into the regular (surface) mailstream.*

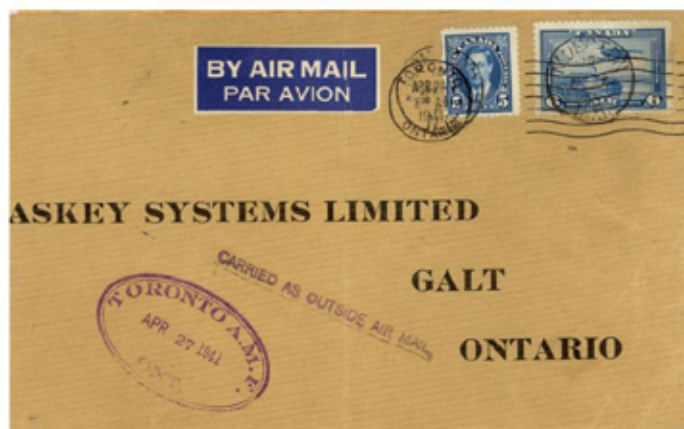
The study had begun with three covers:



**#1 - FRONT: No place or date on obliterator. Addressed to WOODSTOCK, ONTARIO.**



**#1 - REVERSE: Censor handstamp with date 2-6-41**



**#2 - Postmarked MONCTON 15 APR 27 1941  
Handstamp TORONTO A.M.F. APR 27 1941  
Postmarked (over first postmark) TORONTO APR 28 8.30AM 1941  
No postal markings on back of cover.**



**#3 - Postmarked TORONTO APR 17 7.30PM 1941  
Addressed to BARRIE ONTARIO.  
No postal markings on back of cover.**

In the December article, three possible explanations for the handstamp were proposed:

1. It was applied at the point of origin of the



cover, to indicate that the cover was being flown, but not in a bag of air mail.

2. It was a Toronto Air Mail Field marking, to indicate a cover which arrived at the Toronto AMF outside an airmail bag. After being handstamped CARRIED AS OUTSIDE AIR MAIL to show how it got to the Air Mail Field, the mail was then put into the regular mailstream.
3. Since there was no airmail service from Toronto to Galt or Barrie, but these envelopes carried postage for airmail, the handstamp may have indicated that the letter was sent by surface routes in spite of being paid for airmail.

The issue was resolved when Ken Lemke sent me copies of two more covers with this handstamp:



**#4 - Postmarked TORONTO ONT. 16 NO 10 39 #5  
POSTAL TERMINAL A  
Addressed to Toronto, Ontario.**



**#5 - Postmarked OTTAWA J?? 1940  
Addressed to Toronto, Ont.**

Cover #4 was postmarked in Toronto, to an address in Toronto. - This rules out the first alternative, as the cover was not going to be flown anywhere.

Cover #5 was franked 6 cents, but had neither

an endorsement nor air mail postage stamp to indicate that air mail service was expected. There was therefore no need for the type of marking suggested by option 3, to indicate that air mail service was not being provided.

It therefore seems that the handstamp was applied in Toronto, to indicate a cover which arrived at the Toronto Air Mail Field outside a regular airmail bag. After being handstamped to show how it arrived in Toronto, the mail was then put into the regular (surface) mailstream.

This explanation explained the marking on all five of the initial covers, and also explains the new, sixth cover. - It would have been handed to a TCA crew member in Kapuskasing, which had been added as a stop on Trans-Canada Air Lines route from Vancouver to Toronto on December 21st 1939. It was then handstamped to show how it had arrived in Toronto, before being added to the regular mail, and delivered to the addressee in Toronto.

Although the new cover would fit the theory even better if it had been given a regular postmark on arrival in Toronto, I don't think the lack of a postmark negates the theory.

**Thanks to Ken Lemke, Charles Livermore, Mike Street and Robert Timberg for their past and present contributions to this research.**

## LONDON 2020 Postponed

The organizers of the International Stamp exhibition scheduled to be held in London have announced that:

In line with UK Government guidelines, it is now impossible for the exhibition to happen in May 2020. We have consulted with all our major partners in the planning of the show:

- Fédération Internationale de Philatélie (FIP)
- Federation of European Philatelic Associations (FEPA)
- The venue, the Business Design Centre (BDC)
- Stamp World Exhibitions Ltd (SWE)
- Philatelic Traders' Society (PTS).

Although we have not fully defined all the details, the exhibition will go ahead at the same venue on the earliest feasible dates available: 19 to 26 February 2022.

## “IMPERIAL AIRWAYS” FLIGHT TO NEWFOUNDLAND, 1937



**ENDORSED:** 1st Flight to Newfoundland / Imperial Airways  
**POSTMARKED:** MONTREAL.P.Q STA'N.B 1130AM JUN22 37  
**HANDSTAMP:** Boxed "Air Mail" (by Canadian Post Office)  
**BACKSTAMPED:** MONTREAL C CANADA 1230PM JU?22 37 Duplex S  
**ADDRESSED TO:** Dr. N.F.S. RUSTED, Crosbie Hotel, St. John's, Newfoundland

This cover was sent in by Michael Deal, who commented that:

*Dr. Rusted, the addressee on the cover, is Nigel Francis Scarth Rusted, who was a member of the St. John's Philatelic Society until his death at age 105 in 2012. His father, Cannon Rusted, was a famous NF collector, whose name appears on many pioneer flight covers from 1919 into the 1930s. Nigel had inherited his father's wonderful collection of early covers.*

Pan American Airways and Imperial Airways commenced survey flights for a trans-Atlantic route on July 5th 1937. The flights studied weather conditions over the Atlantic, and tested the accuracy of weather forecasts. The initial flights by Pan Am heading east, and Imperial Airways heading west, passed each other in the mid-Atlantic.

A number of covers are known from these survey flights:

- **July 5th 1937 — Foynes, Ireland - Botwood, Newfoundland - Montreal, Canada.** Imperial Airways flying boat *Caledonia* carried a small amount of souvenir mail from Foynes to Botwood, and from Botwood to Montreal. (Listed in AAMC 5th Edition, Vol.

4: Newfoundland #38)

- **July 5th 1937 — Botwood, Newfoundland - Foynes, Ireland.** Pan American Airways first trans-Atlantic survey flight by *Clipper III*. (Listed in AAMC 5th Edition, Vol. 4: Newfoundland #39).

Since the cover was created by/for a philatelist, and endorsed 1st Flight to Newfoundland Imperial Airways, it looks like it was intended to be carried on the survey flights. However, it is postmarked in Montreal on June 22nd 1937, which was several weeks before the survey flights!

The backstamp looks to be the same day it was postmarked, which suggests that instead of being held for the first survey flight, the cover was put in the mail to Newfoundland immediately.

The Montreal "C" and duplex S cancellation is usually associated with air mail. That, together with the AIR MAIL rubber stamp, indicates it was sent by air mail from Montreal, so was flown to New York. That would give the sender a service in return for the air mail fee, but I'm not sure it would expedite the cover's journey to St. John's!

**Can anybody provide more information related to this cover and its route?**

# Astrophilately: The Intersection of Space and Postal History

David S. Ball, RPSL

Growing up in the 1960's NASA audacity and success was remarkable to behold. In 10 years, the Earth-to-orbit weight lifting capability grew 10 thousand times. In its twilight years, the Saturn rocket lifted a Skylab module weighing 100 metric tons into orbit not 15 years after our nation have trouble lifting a satellite the size of a grapefruit. For those who collect stamps and are fascinated by spaceflight there exists a wonderful outlet – Astrophilately.

The author was 10 years old when Neil Armstrong and Buzz Aldrin landed on the moon. I distinctly remember thinking of the rest of my life divided in two. Those things that happened before men walked on the moon and things that happened after. For an entire generation we began saying, "We can land a man on the moon but we can't..." What we were really saying was with effort and teamwork all things were possible.

## What is Astrophilately?

At the international stamp show in Washington, DC in 2006, I was in the audience of an interesting lecture. Beatrice Bachman, the grande dame of Astrophilately, was explaining how stratospheric balloon flights contributed to the human conquest of outer space. Using envelopes cancelled on the day of the event and at the closest post office, she weaved a tale of adventure, danger, and ground-breaking science. Many of the events originated in remote locations with little notice for collectors. Getting postmarks from near the unpredictable landing point could be even tougher. The pilots on the record-breaking flights had carried some of her covers. It was an aerospace story told with postal history.

In that moment a light bulb shown above my head. Astrophilately was not about stamps with rockets on them. It was not about First Day Covers with pictures of astronauts or envelopes with anniversaries of space achievements. It is the rigorous pursuit of envelopes postmarked on the exact date and place where aerospace history occurs.

If I were to tell you the story, for example, of the first manned lunar landing I could do it with three envelopes. The first cancelled July 16, 1969 [Figure 1] at the Kennedy Space Center, Florida



Figure 1.

where the rocket took off. In addition to the postmark this cover has two other interesting attributes. First is the cachet, or artwork. NASA gift shops are called Exchanges where this envelope with the mission emblem was sold. You would refer to this as a NASA Exchange cover. The second thing of interest is the sender. His last initial matches the first letter of the addressee's last name so we can assume they are related. More interesting is the return address. The sender apparently worked in the VAB, the Vehicle Assembly Building. In addition to being the largest building in the world by volume it is also where the Apollo 11 rocket was mated before flight.

Once the vehicle clears the gantry tower, control is transferred to the Manned Spaceflight Center in Houston, Texas. When I show you an envelope for the walk on the Moon it needs to have a Houston or equally nearby cancel like Webster or Clear Lake [Figure 2]. From a philatelic perspective, it is very important to know where the post offices adjacent to events or controllers of events and whether the post office was open at the time of the flight. When the



Figure 2.



mail facility is closed at the time of the event, a cancellation from the next day is acceptable.

If you ask a European when Americans first walked on the Moon they will say July 21st because the event happened after midnight Greenwich Mean Time. In Houston (where the event was controlled), however, it was just past 10pm so it was still July 20th.

Launching the rocket and walking on the Moon does not tell the whole story. Before the Space Shuttle brought astronauts home to a pinpoint landing on airport runways, the Navy used to rescue astronaut pilots at sea. The capsule would enter the Earth's atmosphere and be lowered into the ocean by parachute. Underwater Demolition Team divers would deploy flotation collars around the capsule and assist the crew in getting aboard a waiting helicopter to take them to a nearby carrier. To complete our story you need a cover postmarked on the USS Hornet on July 24, 1969 [Figure 3].



Figure 3.

By the moon landings getting covers cancelled on the Prime Recovery Ship had become commonplace. The USS Hornet postmarked 250,000 envelopes for collectors on that day in 1969. In contrast, only 44 philatelic cancels were struck on the USS Lake Champlain in 1961 when it recovered Alan Shepard, America's first space pilot.

### Things to collect and exhibit

For those of us who collect space event envelopes there are many avenues to pursue. One chapter is the precursors, events that eventually took us to the stars. Flying coveralls or even partial pressure anti-G suits are not part of our story but Wiley Post and his full pressure suit is. Since the vacuum of space makes life without a pressurized cabin or full pressure suit impossible, our conquest of the heavens should include Post and his 1934 outfit. After completing the

first solo flight around the world by air he pioneered the suit as part of his high altitude work during which he discovered the jet stream.

The same is true about balloons. Gordon Bennett balloon races and sport ballooning have little to do with spaceflight. That being said, stratospheric flights have contributed enormously to our capacity to operate in space. Due in large part to the work of Professor Auguste Piccard and his family, scientific ballooning more than seven miles above the Earth has done much to advance hermetically sealed enclosures, addressing the physiological needs of pilots, and increasing our understanding of the upper atmosphere and cosmic radiation.

On the final flight of the Navy Strato-Lab High program a record 113,000 feet was reached as part of a program to test full pressure space suits. The cover shown [Figure 4], is addressed to the Commander of the Aeromedical Center at NAS Pensacola and was flown on the record breaking flight. During the recovery operations LCDR Prather slipped out of the rescue sling and drowned. The next day LCDR Alan Shepard would become the first American in space.



Figure 4.

Similarly, propeller and jet driven aviation are not part of the space story. Both require air to function. Reaction motors, devices that carry their own gases that push against the walls of the engine combustion chamber to propel the vehicle, are required in space.

The envelope at right [Figure 5] was carried as a favor by test pilot Gene May in the D558-II on the first combination jet-rocket flight. Flown rocket plane covers remain rare. Generally just a small handful were carried and often just placed on the pilot's seat and sat on during the flight.

There are numerous stories the





Figure 5.

astrophilatelist can tell. For 10 years, from 1965 to 1975, NASA had Pitney Bowes print a rubber stamp cachet on the day of the launch. This occurred for all manned as well as some unmanned launches and special events like Fire Prevention Week and the agency's Open House. The Gemini V envelope shown [Figure 6] is addressed to the great astrophilatelist Amanda Hoerschgen. It is autographed by the KSC Postmaster, "Dusty" Rhodes, and carries a circular information stamp produced by cachet designer Morris Beck.



Figure 6.

A favorite of many is to collect crew signed covers. Depending on how long a pilot was with NASA and how generous they were about signing autographs some are harder to find than others. This crew signed envelope is an "Insurance" cover. With life insurance expensive for test pilots these philatelic items were left with families in case the astronauts didn't return. Proceeds from the envelopes could pay off a mortgage or put the children through college. This example [Figure 7] from the second manned lunar landing, was later gifted to NBC space correspondent Jay Barbee.

Part of the manned spaceflight story is the worldwide radio network required for voice and telemetry. Since radio waves are line of site, tracking



Figure 7.

stations (and sometimes tracking ships) are required to relay to and from the spacecraft. Shown here is a very early example [Figure 8] in place for a Mercury monkey flight. Joe Frasketi, the astrophilatelist who had the cover serviced was a "Range Rat" working for RCA during the flight in 1961. He remains a space event cover dealer to this day.



While most of the pioneer rocket mail dating back to the 1930s was philatelic in nature, this piece [Figure 9] sent by the Postmaster General by supersonic missile from a submarine to NAS Mayport in Florida. Three thousand were created for members of Congress, senior military leaders and other VIPs. The one shown here [Figure 9] was forwarded by regular



Figure 9

mail after the high speed flight to the published of Look magazine, Vernon Myers.

Philatelic documentation need not be from a manned program. Many of NASA's greatest achievements have been of the unmanned variety. Virtually every great leap humankind has made has been in the footsteps of robots. In this case [Figure 10] this wonderful envelope, JPL letterhead, accompanied the Galileo spacecraft from the Jet Propulsion Laboratory in Pasadena by cargo aircraft to the launch facility in Florida. You can see how all the elements (postmarks,

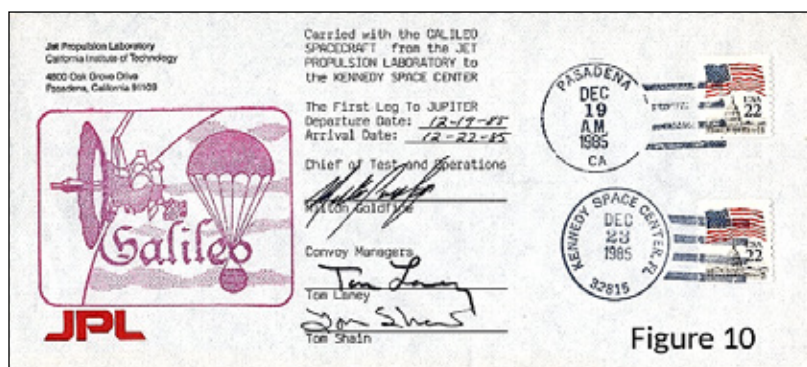


Figure 10

cachet and autographs) combine to tell a story. The postage stamps are rather incidental serving as a reason to apply the cancels. Since the mission is an unmanned probe the correct mission management location is Pasadena and not Houston.

Many of the best astrophilatelic items can be costly. A great exception is the 1983 USPS/NASA joint venture. The Postal Service and the space agency agreed to pack upwards of a half million in Get Away Storage containers in the cargo bay. About half were unflown and subsequently destroyed before the Post Office sold the ones carried in the Space Shuttle Challenger [Figure 11] to the public for \$15 each. They remain a great way to start someone in Astrophilately and can be bought on eBay in the



Figure 11

\$10-30 range.

Other nations have important space related stories to tell as well. Nine Canadians have participated in a total of 17 space missions. Americans will remember the indispensable Canadarm integral to the Space Shuttle that made satellite capture and deployment possible. Less well known is the more advanced Canadarm2 attached to the International Space Station (ISS) and Dextre critical to the Mobile Servicing System on the ISS.

The Russians have had a continuous presence in orbit for years. They remain a principal partner in the International Space Station circling the Earth every 90 minutes for the past 20 years. The letter (written on the back of a page from an orbital manual) was penned by a cosmonaut floating on the Station. The envelope (below) bears the octagonal ISS station mark as well as the smaller circular rubber stamp that identifies the specific cosmonaut pilot. As a modern sign of authenticity, a digital photograph of the cover drifting by



a porthole (with our planet in the background) was forwarded by email when I acquired the piece.

After a long hiatus America has begun launching new space hardware. Led by industry, this creates an entire new generation of component and qualification testing, integration and simulation, and first flight covers. Shown here [Figure 13] is the follow on capsule to replace the Apollo spacecraft that carried astronauts from 1968 to 1972.





Figure 13

### FIP and trends in American judging

The Fédération Internationale de Philatélie (FIP) was founded on 18 June 1926, and is the world federation for philately based in Zürich, Switzerland. It sets the standard for the evaluation of Astrophilatelic Class exhibits. The companion standard in the United States is the American Philatelic Society (APS) Manual of Judging 7th Edition (MOJ7). An effort to align the regulations with the specialty and each other has been largely successful. As the US Delegate to FIP for Astrophilately I recommend that all exhibitors hold themselves to the most rigid standards. This provides the greatest challenge and makes it more likely you will score well when you exhibit.

Judging in the United States is changing. There is a relaxation and expansion of classes and a concerted effort to provide exhibitors with a detailed and

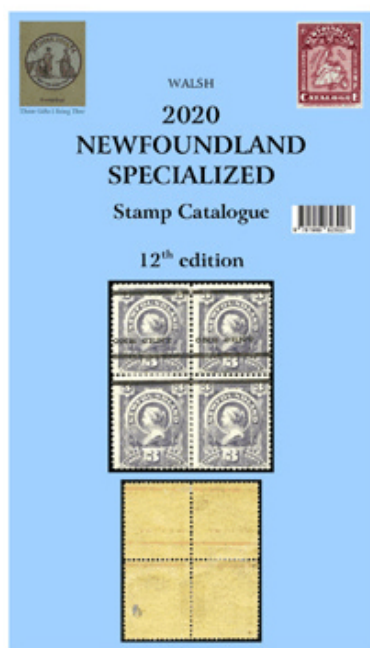
quantified evaluation form. This makes bending hard and fast Class specific rules less costly. Instead, judges expect exhibitors to be explicit about what they are shown and will grade based on how well the expectation was realized.

This has both positive and negative consequences. It permits new flexibility to tell stories with less medal killing constraints. It is hoped that those intimidated or beat down by regulation will respond with a resurgence of innovative frames. My concern (perhaps premature or unfounded) is that by relaxing rules we lose our unique identity. Without rigid regulation do we run the risk of disappearing into the First Day Cover or Display Classes?

### In conclusion

Astrophilately is a wonderful way to exhibit a love for philately and space history. The arrow of progress starts with the stratospheric balloonist and rocket pioneers, passing through the WWII V-2, on past the X-1 and X-15 rocket planes, and on to unmanned and manned spaceflight. With the advent of Spaceshipone, Blue Origins, and SpaceX we are beginning a whole new era that will return us to the Moon, onto Mars, and finally beyond. Take the plunge and become an Astrophilatelist.

**David Ball**

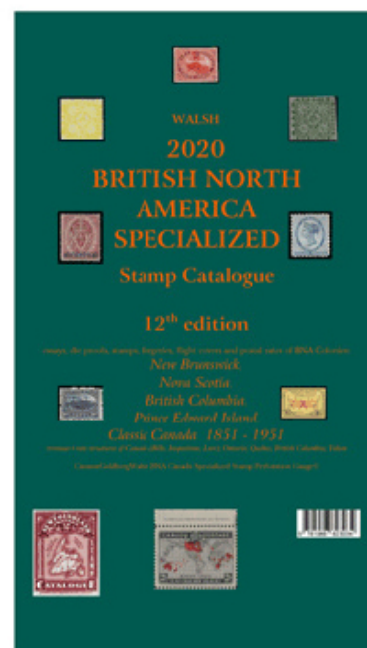


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## SALES AND WANTS

**All members are invited to send in details of items wanted or for sale to the editor. They will be published as soon as space permits, at no charge to the member.**

### AIRLINE/AIRPORT POSTCARDS



*Flughafen Düsseldorf-Lohausen, Trans-Canada Air Lines*

I am excited about joining the CAS as it brings me a new perspective which relates to my life-long fascination with commercial aircraft, especially on postcard. I have collected airline/airport postcards for over 40 years and my collections of TCA/AC and CPA postcards are especially extensive, and I think fantastic! If any members have airline/airport postcards for sale or trade – TCA/AC and CPA especially – please let me know.

Bruce Charkow, Thornhill, ON [broose1946@gmail.com](mailto:broose1946@gmail.com)

### Lufthansa First Day Covers

I have been collecting Lufthansa FDC's for a long time, and have about 4000 covers from the 1950's to the 1980's with some rather rare ones.

As I'm starting to dispose of my various collections including the Lufthansa collection, I wonder whether members of The Canadian Aerophilatelic Society would be interested?

Please respond to Klaus Niemann [klausandlou@gmail.com](mailto:klausandlou@gmail.com)



## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The Society also provides a number of other services, including: a question-and-answer service for mystery air mail stamps and covers; a small library that can be searched for information on particular topics; a "sales department", with discount prices on several publications, and a variety of modern covers for sale; 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, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. ( [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) ) OR check out our website: [www.aerophilately.ca](http://www.aerophilately.ca)

### Membership rates based on current exchange rates

#### The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 17 Euros, anywhere in the world

#### The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$24.00 US),  
\$35.00 CDN for members Overseas, (or \$28.00 US, or 24 Euros, or 22 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$44.00 US)  
\$65.00 CDN for members Overseas, (or \$52.00 US, or 44 Euros, or 40 Pounds Sterling)

Members receiving a paper journal may also receive an emailed journal at no extra charge.

**Dues can be paid by cheque in Canadian \$, U.S.\$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN \$ to [bjnepean@trytel.com](mailto:bjnepean@trytel.com)**

If you would like to join, please send the following information with your dues to:

**Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2**

Name: _____	
Address: _____	
Telephone: _____	Date of birth: _____
Period and Type of membership: _____	
E-mail: _____	
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)	

## MEMBERSHIP RENEWAL

All memberships were extended for three months in March, while Brian convalesced from his fall. The following members are now due for renewal before publication of the next newsletter. - Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay. PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

**In response to the COVID 19 disruptions,  
the CAS is not asking for membership renewals at this time.  
All memberships are being automatically extended for 3 months at no  
charge.**