

# THE CANADIAN AEROPHILATELIST

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QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

December 2015

## IN THIS ISSUE:

- **SEASON'S GREETINGS!**

This issue follows the December tradition of including a variety of items from many contributors. Very best wishes to all readers.

*CHRIS and PAUL*

- **INFORMATION ON ORAPEX 2016**  
(the theme is *AEROPHILATELY*)

- **AND MUCH MORE!**

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 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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ VOUS ADRESSER À:  
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**Revisions to *The Air Mails of Canada and Newfoundland*:** Two sections are now available for peer review: Section 5: Government and Other Airmail Covers of Canada - contact Dick McIntosh [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca) Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty [decrotty@yahoo.com](mailto:decrotty@yahoo.com)  
 For information on other sections, contact the editor-in-chief, Chris Hargreaves (address above).

**CAS CALENDAR**

**EDMONTON SPRING NATIONAL SHOW** - April 2nd and 3rd 2016 - [www.edmontonstampclub.com](http://www.edmontonstampclub.com)  
 The theme for 2016 is "Edmonton: gateway to the North".

**ORAPEX, Ottawa** - Saturday April 30th and Sunday May 1st 2016 - [www.orapex.ca](http://www.orapex.ca)

Held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. This national level show features some 40 dealers, over 150 frames of exhibits and a large bourse. For 2016 the theme will be AEROPHILATELY. The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.

**World Stamp Show NEW YORK 2016 - NEW YORK CITY, UNITED STATES**

May 28-June 4, 2016 Jacob J. Javits Convention Center  
 Website: <http://www.ny2016.org>

**ROYAL 2016 ROYALE - Kitchener Waterloo, Ontario** - August 19th to 21st 2016

Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see [www.rpsc.org](http://www.rpsc.org)

**BNAPLEX 2016 - Fredericton, New Brunswick** - September 30th to October 2nd

Annual exhibition and convention of the British North America Philatelic Society. For further information see [www.bnaps.org](http://www.bnaps.org)

**CALTAPEX 2015 - CALGARY** - [www.calgaryphilatelicsociety.com](http://www.calgaryphilatelicsociety.com)

Annual show of the Calgary Philatelic Society, held every October.

**TORONTO DAY OF AEROPHILATELY** - Sunday November 6th 2016.

Displays, trading, and lots of excellent conversation. Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto.  
For more information contact Dick McIntosh - [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)

**PRESIDENT'S REPORT**

As I write this report, the November weather feels like a December winter evening, better suited to sit by a warm fire with a glass of my favorite beverage. It's a time to reflect and to give thanks that the Holiday Season approaches with peace and love in our hearts to share with family and friends. I wish you all a Merry Christmas and Happy Holidays. May it be safe and joyous for all.

We have some exciting news regarding The National Level Stamp Show held in Ottawa (Orapex) April 30-May 1, 2016. The theme of the show will be Aerophilately. To help offset the cost of exhibiting, the CAS has decided to pay frame fees for all CAS members wishing to participate in the exhibition. Orapex is an excellent show and is highly regarded as one of the best exhibiting shows in Canada. Please take advantage of this opportunity and get your exhibit entries as soon as possible. The exhibits will be mounted on Friday evening, April 29th, and we hope the CAS members will go out for dinner together afterwards.

I would also like to congratulate our newest CAS member, Sam Chiu, who won the CAS Award for the Best Air Mail Exhibit at Filex. Sam is an accomplished International level judge and exhibitor and will be the head of the jury at Orapex.

I would personally like to thank the executive for the hours of work they put into the society, and to the members who share great stories and articles found in our excellent newsletter. I wish you all, a safe holiday season and all the best in the coming New Year.

**Steve Johnson**

**ORAPEX 2016**

at the R.A. Centre, 2451 Riverside Dr., Ottawa, Ontario

Saturday April 30th 10-6, Sunday May 1st 10-4 Free admission and parking.

2016 will mark the 55th edition of this annual show, which features some 40 dealers and 150 frames of exhibits. The show is managed by volunteers drawn from the RA Stamp Club, the Amicale des philatélistes de l'Outaouais, the Ottawa Philatelic Society and related philatelic societies and organizations.

**ORAPEX** is one of only a few national-level stamp shows held annually in Canada, and is part of the American Philatelic Society's "World Series of Philately." - The winner of the Multi Frame Grand Award at ORAPEX is invited to the APS StampShow Champion of Champions event, and the winner of the Grand Award for the One Frame Category at **ORAPEX** is invited to the winter APS AmeriStamp Expo Champion of Champions event for one frame entries. The ORAPEX Committee is proud to manage a WSP show, where the best exhibits move on for recognition at the largest annual stamp shows in North America.

**For 2016 the theme of ORAPEX will be AEROPHILATELY.**

The panel of judges will include Sam Chiu, who won a Gold medal for his aerophilatelic exhibit at FILEX 2015; and Dick Malott, who is qualified as an aerophilatelic judge at both the national and international levels. This is a great opportunity for another gathering of aerophilatelists.

To encourage participation, the CAS will pay the frame fees for all CAS members who are exhibiting aerophilately!

Members will need to enter ORAPEX using the entry form at [www.orapex.ca](http://www.orapex.ca)

On acceptance, send your receipt to our treasurer Brian Wolfenden for reimbursement of fees: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

If you need help getting an exhibit to ORAPEX, contact Sandy Freeman: [freemangs@shaw.ca](mailto:freemangs@shaw.ca)

For more information check the ORAPEX website, or contact Dick Malott: [toysoldier@bell.net](mailto:toysoldier@bell.net)

The ORAPEX committee is planning a trip to the Canada Aviation and Space Museum on the Friday afternoon, April 29th. If you are interested, please contact Doug Lingard by March 1st at [lingardd@istar.ca](mailto:lingardd@istar.ca) or call 613-737-4864 as his email may be changing.

## SECRETARY'S REPORT

Welcome to two new members:

#455 Bernie Finkelstein of Belleville ON

#456 Chris Edwards of Etobicoke ON

**Brian Wolfenden**

## CONGRATULATIONS TO CAS EXHIBITORS AND AWARD WINNERS

### **BNAPEX - Niagara Falls, Ontario - September 11th to 13th 2015**

|               |                                                 |                        |
|---------------|-------------------------------------------------|------------------------|
| Earle Covert  | Armed Forces Air Letter Sheets                  | Gold                   |
|               |                                                 | CAS Best Airmail Award |
| Stuart Keeley | American Aero Philatelic Society 2nd Convention | Vermeil                |

### **CALTAPEX - Calgary, Alberta - October 17th and 18th 2015**

|                |                                                           |                        |
|----------------|-----------------------------------------------------------|------------------------|
| Walter Herdzik | Imperial Airways, England- Africa First Flights 1931-1932 | Gold                   |
|                |                                                           | CAS Best Airmail Award |

### **FILEX 2015 - Boucherville, Québec - October 31st and November 1st 2015**

|            |                                                              |                        |
|------------|--------------------------------------------------------------|------------------------|
| Sam Chiu   | Hong Kong Wartime Airmail – September 1939 to December 1941  | Gold                   |
|            |                                                              | CAS Best Airmail Award |
| Ray Ireson | The Development of Aviation and Airmail Services in Columbia | Vermeil                |

### **BNAPS Vincent G. Greene Award**

For the best article or series appearing in BNA Topics in 2014

**Chris Hargreaves** for "Update on the 'D.w.' Covers, Parts I and II"

These were slightly modified versions of the articles which appeared in *The Canadian Aerophilatelist* in September 2013 and March 2014.

## LIBRARIAN'S REPORT

Many thanks to Mattia Guida who recently acquired a box full of aerophilatelic bulletins, etc, as part of a large lot of European stamps he was interested in, and donated the bulletins to the CAS library. Thanks also to Garfield Portch provided transportation of the box.

The CAS library now has copies of many aerophilatelic books, catalogues, and magazines, which can be searched for information on different topics. For more information contact [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

**Chris Hargreaves**

## INTERNATIONAL EXHIBITING

In the latest issue of his International Exhibitor newsletter, Jim Taylor reported that the competitive frames for New York 2016 are heavily oversubscribed. Apparently 6,200-frame applications have been received by the Commissioner General for the 4,000 frames available. This international show will be held from May 28th to June 4th in the Jacob J. Javits Convention Center. For more information see [www.ny2016.org](http://www.ny2016.org)

To be added to the distribution list for Jim's International Exhibitor Newsletter, contact Jim at [miquelon@shaw.ca](mailto:miquelon@shaw.ca) and include your full name, city and one email address.

## FIRST FLIGHT - October 1st 2015

### Air Berlin: Düsseldorf - Montreal - Düsseldorf



Air Berlin is Germany's second largest airline, after Lufthansa, and Europe's eighth largest airline in terms of passengers carried.

The airline's network includes a total of 17 German cities, some European metropolitan areas, and several leisure destinations in the Mediterranean region, Madeira, the Canary Islands and North Africa, as well as inter-continental destinations in the Caribbean and the Americas.

It has a fleet of 127 aircraft, including forty Airbus A320-200, and twenty-five Boeing 737-800.

**Thanks to Gunter Rennebeck and Herbert Lealman for telling me about these covers.**

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## Patrick Campbell, CAS member #1

Congratulations to Patrick, who received the CANADIAN AERONAUTICAL PRESERVATION ASSOCIATION ACHIEVEMENT AWARD for 2014. The award is presented: *To honour an individual who has over a significant period of time made a major contribution towards the preservation of Canada's aviation history, its historic aircraft, and its artifacts.*

Patrick has been a key volunteer at the Canadian Aviation Heritage Museum outside Montreal for many years. He is shown above working on some leading edges for a Bolingbroke which is being restored.

CAPA also presented the CAHM with its EXCELLENCE IN RESTORATION AWARD, for its full scale Replica Bleriot XI. - This aircraft took 15 years to construct, and was a replica of "Le Scarabée", the first aircraft to have flown over the City of Montreal in 1910. The replica is shown on the next page, during its maiden flight on August 29th 2014. It was piloted by Robert Erdos, Chief Test Pilot with the National Research Council of Canada.

One of Patrick's many contributions to the Bleriot project, was to prepare a set of "pilot's notes" compiled from the accounts of various pilots who flew either the original Bleriot XI, or one of the modern replicas. These included the following extract from Phillip Jarrett's *Pioneer Aircraft, Early Aviation before 1914* - Chapter 8: Flying Pioneer Aircraft by Dan Taylor of Old Rhinebeck:

Dan has been flying the Rhinebeck Bleriot XI (c/n 56) for 6 years' with a 35 hp Anzani engine. Essential to remove all plugs before flight to drain surplus oil. Earlier Bleriot VIII had the Bleriot "cloche" and wing-tip "ailerons" (pivoting wingtips). Bleriot XI, like the Wrights, the Fokker Eindecker, the Demoiselles and

the Taube, had wing warping.

Bleriot adopted it after witnessing the Wrights' August 8, 1908 flight at Hunaudières (Le Mans). Early aircraft operated at full power, and when a wing is down, one tends to move the control to raise that wing, but warping will increase drag and cause the wing to drop even further, and power is already at 100%! And the Bleriot is sluggish in lateral control and very sensitive in pitch. The Wrights patented solution was to link the rudder into the system of warping. Dan took off at full power, and raised the tail high, thus reducing the angle of incidence of the wing, and decreasing drag. He says it helps to shift from left or right in the seat to keep the wings level at takeoff - that's how sensitive it is! [Patrick added a footnote, "We had best have a wide seat for the pilot and loose safety harness."]

The nose must not be raised or the machine will pancake. The wing is sensitive to ground effect and has abrupt stalling characteristics. Too fast a climb will cause a stall, so give opposite rudder and get that wing flying again. Climb is done in a series of small steps. Wings must be kept level and stalls avoided entirely. Avoid steep banks, as recovery may not be feasible. For landing, do not reduce power or the wing will stall: reduce power only at the flare. Pitch is very sensitive right to touchdown, and make three-point landings.

With no brakes, and castoring wheels, the aircraft may hit a bump and go off at an unexpected angle. If all else fails, jump out and drag the aeroplane to a stop.

Patrick also included some notes from Flying the Old Planes published by the Calgary Institute of Technology, regarding a Bleriot XI replica flown by Frank Tallman and others:

I believe this is the Bleriot built in Calgary as a technical school project. It was flown in Alberta, then taken to England where Jean de Bruyère flew it both ways across the Channel. Frank Tallman bought it and shipped it to Hollywood for a movie.

Tallman says the basic design was light and simple to maintain, easy to take apart and set up for the flight: only 30 minutes to assemble. As to flying . . . Tallman says, "It's hard to put into words readily explainable to the modern pilot how perfectly awful it really is to fly the Bleriot, and what a great admiration I have for the pilots whose raw courage often outstripped their piloting skills and knowledge."

The Calgary Bleriot had no more than 10% of the aileron control of a modern aircraft, while the rudder is no more than 30 to 40 percent as effective. The elevators are about equal to modern practice, but slower in action.

This Bleriot was re-engined with a 65hp Continental, which improved the performance. However, it kept the original mahogany scimitar shaped propeller, cut and reshaped for proper rpm, so it could make a decent circuit and a respectable landing. Previously, every time the Bleriot turned down wind, it started to sink. Twelve different propellers were tried, but only the original old-style propeller gave the thrust needed.



Photograph by  
Matthew Carson on CAHM website.

# 1911 VIN FIZ Flight

## First Flight Across the United States

Illustration from [www.siegelauctions.com](http://www.siegelauctions.com)



A total of twelve different examples of the Vin Fiz stamp have been recorded. There are seven pieces of mail with the stamp properly used. This card was cancelled Nov. 8 at Pasadena Cal., addressed to Germany. It realized \$88,000 in the Siegel 1999 Rarities Sale.

The Vin Fiz flight is described in the American Air Mail Catalogue Sixth Edition, Volume I as:

1911, September 17 - December 10 — FIRST SUCCESSFUL TRANSCONTINENTAL FLIGHT - CAL RODGERS "VENT FIZ FLYER" - SHEEPSHEAD BAY, L.I, N.Y. - LONG BEACH, CALIF. Calbraith Perry Rodgers' transcontinental flight was financed by the Armour Company, makers of "Vin Fiz," a popular soft drink of the same name. Rodgers flew a Wright model EX, nicknamed the "Vin Fiz Flyer."

A semi-official stamp, purportedly created by a member of the Rodgers family when the flight arrived in Kansas City, was affixed to some mail flown by Rodgers. Mail flown on the trip, with stamp attached, is known from Vinita, Oklahoma, on October 15, 1911, from Dallas, Texas on October 19, from Waco on October 20, from San Antonio on October 22, from Imperial Junction, California on November 4, and finally from Pasadena on November 8. (Note: The only known piece of mail from Dallas, Texas, postmarked on October 19, 1911, which was a postcard of Rodgers and his plane, has been reviewed by the Editors. The "Vin Fiz" stamp, which was originally attached to the picture side of the card, is no longer present and its whereabouts are unknown.)

Rodgers arrived in Pasadena on November 5 after many delays caused by accidents, necessitating frequent repairs to the aeroplane. During the coast-to-coast trip he was in the air a total of three days, ten hours and fourteen minutes. His elapsed time, however, for the 4,331 miles flown was 49 days. Rodgers died in a flight at Long Beach on April 3, 1912.

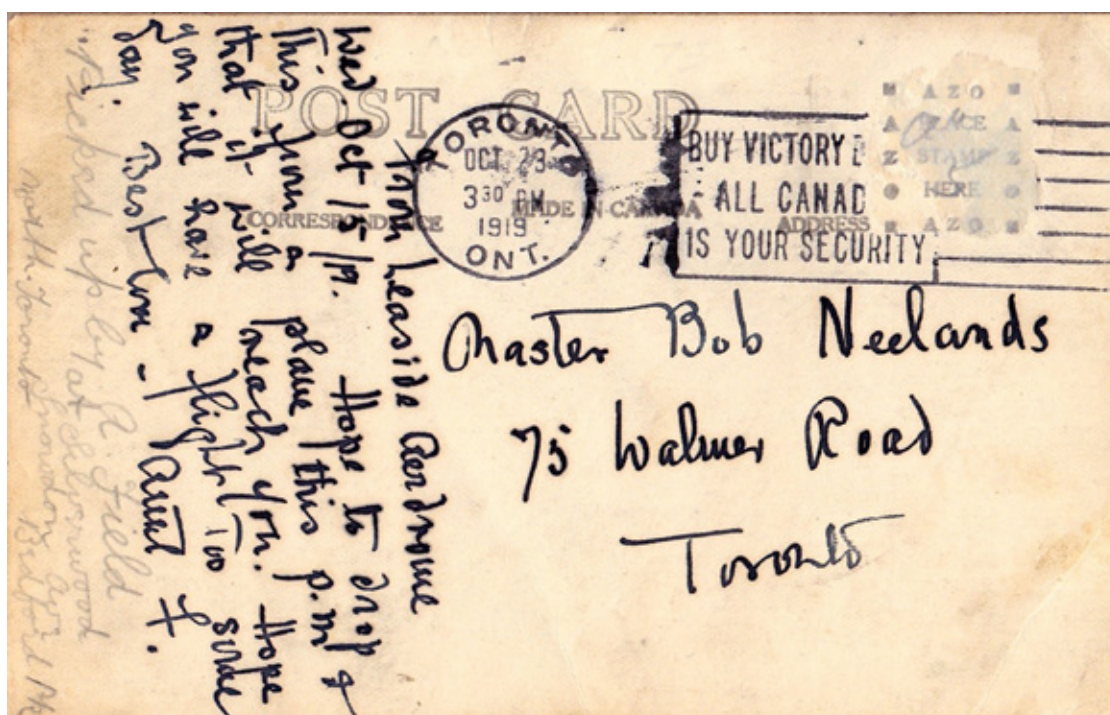
I've received a request from Jamie O'Bannon, who is updating the section on U.S. Pioneer Flight Covers, for the 7th edition of The American Air Mail Catalogue:

*I am trying to find the listing for the Vin Fiz used stamp that was in an auction sometime over the past year. It was a faulty and damaged example, but I need to determine which auction house had this listed. It may be a new find, or could even be the stamp missing from cover. I have searched the web without any luck. Maybe someone will know. Thanks for any help.*

**If you can help, please contact Jamie at [aero1918@bellsouth.net](mailto:aero1918@bellsouth.net)**

## 1919 - Aunt F's Pioneer Air Mail Post Card

Ian MacDonald



Hello Chris,

I bought this post card for the good view of Hanlan's Point as it appeared before Toronto Island Airport was created. The stadium was about where the button of Runway 26 lies today, but the message turned out to be

of more interest;

*From Leaside Aerodrome*

*Wed. Oct 15/19*

*Hope to drop this from a plane this p.m. & that it will reach you. Hope you will have a flight too some day.*

*Best love - Aunt F.*

and a pencilled marginal note apparently added later -

*Picked up by A. Field at Silverwood, Snowdon Ave, Bedford Park, North Toronto*

*(Silverwood was a house on the north side of Snowdon Avenue).*

The 1919 City Directory indicates that 75 Walmer Road was owned by Ernest V. Neelands, a mining engineer. Who was Aunt F? She may perhaps have been Florence H.M. Neelands, a teacher at St Margarets College, 144 East Bloor Street.

**Enjoy, Ian**

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# 1919 ATTEMPTED TRANS-ATLANTIC AIR MAIL



Thanks to **Gary Loew** for alerting me to this very interesting cover, being offered in Cherrystone Auctions December 1st-2nd sale, with a minimum bid of \$25,000.00.

It is Lot #485, and is described on the [www.cherrystoneauctions.com](http://www.cherrystoneauctions.com) website as:

1919 3c "Martinsyde" manuscript overprint "Aerial Atlantic Mail, J.A.R." handwritten overprint applied by Postmaster General J. Alex Robinson on a 3c Caribou (117), tied by St. John's machine cancel, April 19, 1919 on cover with "Per Aeroplane Raymor Newfoundland to Britain, by courtesy of Major Morgan and F.P. Raynham Esq." corner address in manuscript, backstamped London, Jan. 7, 1920, re-addressed, with Great Britain 1 1/2d George V adhesive added to pay local forwarding charges, v.f., signed H.R. Harmer, Dalwick and Bojanowicz, with 1983 Dena certificate. This provisional was made by W.C. Campbell, the Secretary of the Postal Department. Stanley Gibbons states that 25 to 30 used examples are known. In 1919, the London "Daily Mail" offered a £10,000 prize for the first non-stop flight over the Atlantic. The 1st plane, known as the Hawker, was forced down in the Ocean about 1,000 miles out. A second plane, the "Martinsyde" Raymor, piloted by Major F.P. Raynham and navigated by Major C.W.F. Morgan (listing ends).

Both the Hawker and the Raymor were delayed by bad weather until May 18th. The Raymor tried to take off an hour after the Hawker, but there was a mishap and both airman were slightly injured.

Morgan returned to England on medical advice, and was replaced by Lt. C.H. Biddlescombe, who arrived in Newfoundland on June 14th. By this time, Alcock and Brown had made the first non-stop trans-Atlantic flight. Morgan and Biddlescombe decided to try and beat Alcock and Brown's time for the trans-Atlantic crossing. They took off on July 17th, but after covering some 50 yards the aircraft plunged downwards and was wrecked. Fortunately neither occupant was injured.

Raynham then returned to England by ship, taking the mail with him, but on arriving in London forgot to hand it to the authorities. This resulted later in an official enquiry and he recalled the mailbag was stored with luggage at his home. It was handed over on January 7th 1920, at which time the mail was backstamped.

This additional information is from *NEWFOUNDLAND AIR MAILS* by C.H.C. Harmer, which is still available from the American Air Mail Society at [www.americanairmailssociety.org](http://www.americanairmailssociety.org)

## 70 ft Cement Arrows across the U.S.A.

A story about these arrows was included in the September 2013 Canadian Aerophilatelist.

Thanks to **Hugh Delaney** for this up to date pictorial display regarding this intriguing bit of Postal History.

All over the country, 70-foot concrete arrows can be found in remote locations.

Follow them, and they'll point you out of the desert.



They come courtesy of the US Postal Service's Air Force and will point you all the way across the continental United States. They were constructed in 1924 to guide postal planes in the right direction as they carried mail from coast to coast. These old planes couldn't rely on radio as much at the time, so they used these arrows, along with beacon towers, to navigate.



The towers were 50 feet tall and fixed with gas lights that could be seen from 10 miles away, in order to help lost pilots find their way. This is a model of the arrows and towers in their heyday.



World War II brought new advances in radio technology that effectively made the towers and arrows system obsolete. The towers were mostly dismantled. There has been an effort to restore and preserve some of them, however. Like this one in New Mexico complete with its generator shack.



This is a pretty cool piece of history, even if it was short lived. To think of those early postal pilots navigating like this from coast to coast is mind blowing.

# 1928 - BRITISH COLUMBIA AIRWAYS

**Barry Douch**

This pair of B.C. Airways unused and unfolded tickets are numbered 1832 & 1833. They measure 2 13/16" X 11 3/4". I had a third ticket which I sold. It would be interesting to know how many others exist.

BRITISH COLUMBIA AIRWAYS LTD.  
Agent's Stub (to be detached when sold)  
R-T  
**ROUND TRIP**  
N<sup>o</sup> 1833  
From \_\_\_\_\_  
To \_\_\_\_\_  
Sold by \_\_\_\_\_  
Date \_\_\_\_\_

---

BRITISH COLUMBIA AIRWAYS LTD.  
**NON-TRANSFERABLE  
ROUND TRIP TICKET**  
Sold subject to regulations printed on back  
When officially stamped, good for one passage as indicated on coupons attached.  
In selling this ticket and in checking baggage hereon, the British Columbia Airways Ltd., acts only as agent and is not responsible beyond its own lines.  
Not good after 30 days from date of issuance.  
Reservation for passage on this ticket is made for \_\_\_\_\_ 192\_\_\_\_\_  
(Signature of passenger)  
(Agent—Witness)  
**CECIL H. EVE,**  
Manager.

R-T Void if detached  
N<sup>o</sup> 1833  
BRITISH COLUMBIA AIRWAYS LTD.  
Good for one passage by air  
From \_\_\_\_\_  
To \_\_\_\_\_  
Price \_\_\_\_\_ Sold by \_\_\_\_\_  
**ROUND TRIP**

Return reservation is made for \_\_\_\_\_ m.,  
Date \_\_\_\_\_, 19\_\_\_\_  
Please have this reservation confirmed 24 hours before schedule time of departure. No refund will be made, in the event of cancellation, unless sufficient notice is given to enable the Company to dispose of the seat before departure.

R-T  
N<sup>o</sup> 1833  
BRITISH COLUMBIA AIRWAYS LTD.  
Passenger Identification Check  
Not Good For Passage  
From \_\_\_\_\_  
To \_\_\_\_\_  
Price \_\_\_\_\_ Sold by \_\_\_\_\_  
**ROUND TRIP**

R-T  
N<sup>o</sup> 1833  
BRITISH COLUMBIA AIRWAYS LTD.  
Good for one passage by air  
From \_\_\_\_\_  
To \_\_\_\_\_  
Price \_\_\_\_\_ Sold by \_\_\_\_\_  
**ROUND TRIP**

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(Agent—Witness)  
**CECIL H. EVE,**  
Manager.

R-T Void if detached  
N<sup>o</sup> 1833  
BRITISH COLUMBIA AIRWAYS LTD.  
Good for one passage by air  
From \_\_\_\_\_  
To \_\_\_\_\_  
Price \_\_\_\_\_ Sold by \_\_\_\_\_  
**ROUND TRIP**

Return reservation is made for \_\_\_\_\_ m.,  
Date \_\_\_\_\_, 19\_\_\_\_  
Please have this reservation confirmed 24 hours before schedule time of departure. No refund will be made, in the event of cancellation, unless sufficient notice is given to enable the Company to dispose of the seat before departure.

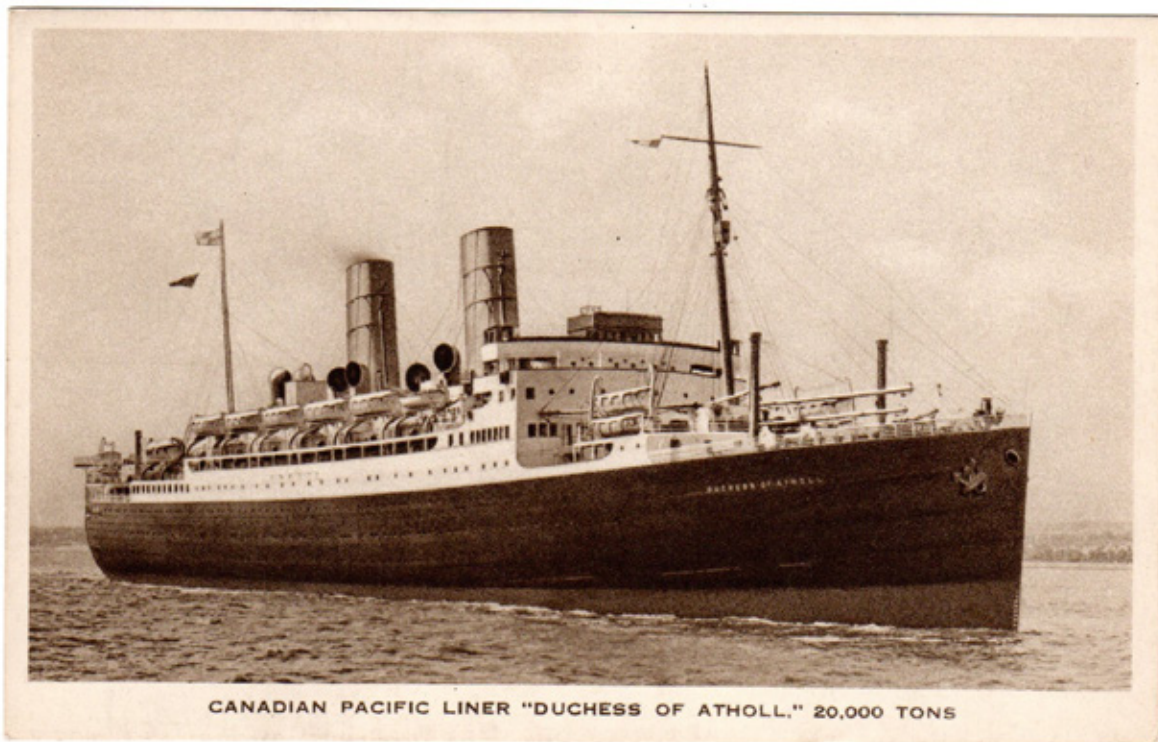
Full size

British Columbia Airways was formed to provide service between Victoria and Vancouver. It began a daily service on July 23rd 1928, operating a single Ford 4-AT-B Tri-motor aircraft. The aircraft was lost at sea on August 25th 1928, when it plunged into the Strait of Juan de Fuca while flying through dense smoke from a forest fire.

## St Lawrence Seaway/North Atlantic Air Mail Service



Via S.S. "Duchess of Atholl" First Flight, 1934 By Air from Rimouski  
Postmarked: NORWICH 19 APR 1934 Backstamped: MONTREAL 10 AP 30 34



CANADIAN PACIFIC LINER "DUCHESS OF ATHOLL," 20,000 TONS

I've had a request for details of the Canadian Pacific Transatlantic Summer sailings.

What were the schedules? How long was the crossing from Montreal to Southampton? When did ships stop at Rimouski, and at Bradore Bay?

**Does anybody know where this information is available / easily accessible?**

## A Christmas Time Quiz

# WHAT IS/WAS THE SHORTEST AIR MAIL ROUTE IN THE WORLD?

Chris Hargreaves



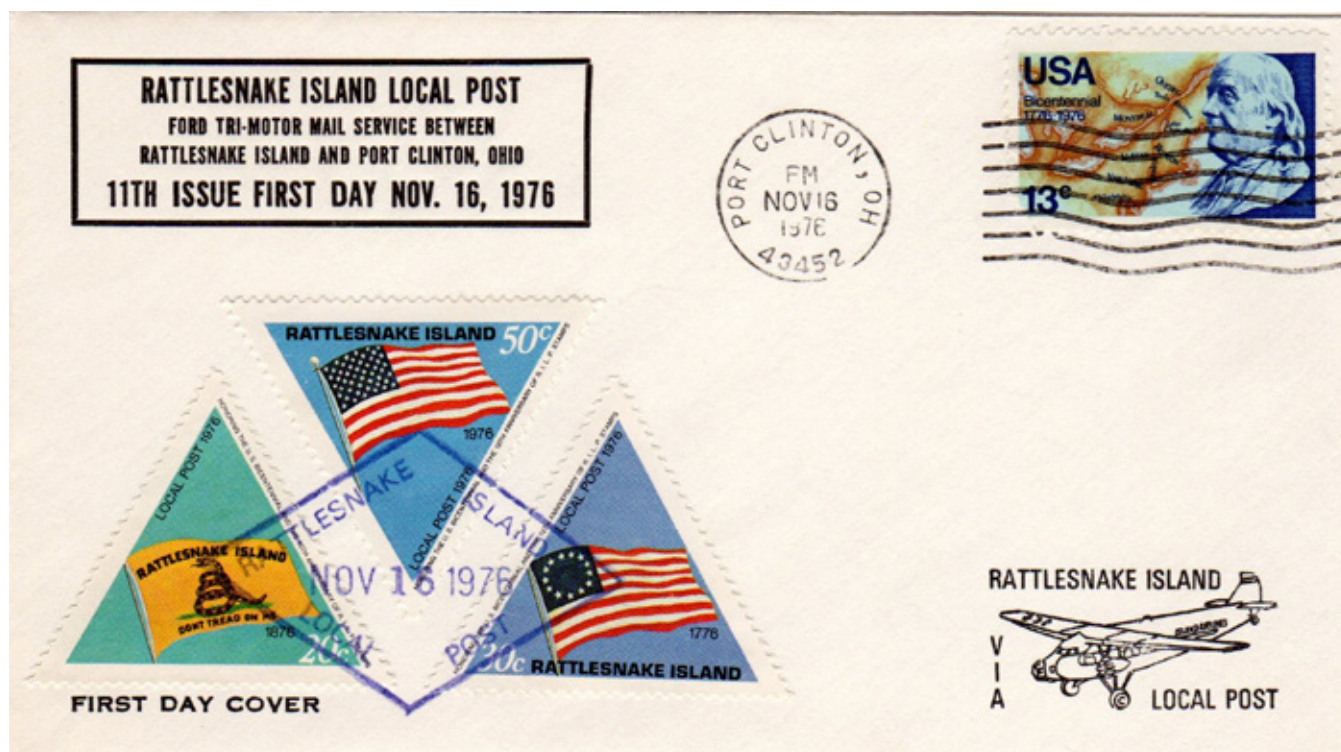
According to the cachet on the top cover, it is/was the route from San Jose to Oakland.

**BUT** - according to the inscription on the cover below it, Pelee Island to Leamington is "The shortest regular route in the world"..

**BUT** - this postcard has a claim on the back that Island Airlines was the “Shortest Airline in the World”, and their Ford Tri-Motor carried the Rattlesnake Island local Post for many years:



**3 Miles East of PORT CLINTON, OHIO**  
 Winging over a three mile stretch of beautiful Lake Erie, the dependable "Tin Goose" heads for Put-In-Bay. The scenic 10-minute flight has become a tourist highlight for thousands.  
 Flying 1928 Ford Trimotor planes, the line offers low fares and frequent schedules year around.



**BUT** - in a talk he gave at CAPEX in 1996 about Scottish Air mails, Richard Beith said that a service between Westray and Papa Westray in the Orkney Islands had been recognized as the World's shortest scheduled airline and airmail flight in the Guinness Book of Records!

**MEANWHILE** - I can think of five routes that might be shorter than these: two in Canada, two in the U.S., and one across the border.

**AND** - when I decided to Google the answer, the first ten listings gave four different routes, only two of which are among the nine above!

**SO** - everyone is invited to send in what they think the **SHORTEST AIR MAIL ROUTE IN THE WORLD** is, or was. Copies of covers, particularly ones with claims that they were flown on the shortest route, are especially welcome.

Please send your nominations to [hargreavescp@sympatio.ca](mailto:hargreavescp@sympatio.ca) or to

**Chris Hargreaves**, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada.

# 1929 Camp Borden to Victoria

David Hanes



I specialize in Camp Borden mail, and just received a Registered, Special Delivery Airmail sent from Camp Borden to Victoria, BC in 1929.

I expected to find a raft of cancels on the back....but there were only two samples of the Camp Borden cancel, two samples of the local RPO - Meaford to Hamilton, plus a receiver from Victoria!

It was cancelled in Borden...Aug 29, 1929 and received in Victoria - Sp 3, 1929....much too quickly for travel via train...

We had no trans Canada Airmail at that time, so must have gone into a sealed bag in Hamilton, then flown Hamilton – London – Windsor – Detroit on the service inaugurated on July 15th 1929. After it crossed over into the US, it went west via American airmail services to San Francisco; and SF to Seattle.

Although there was an airmail service between Seattle and Victoria, this was co-ordinated with ships to and from the Orient, so the cover probably went by surface routes Seattle to Vancouver; and Vancouver to Victoria.

**The best to all for Christmas and New Years.**

**Dave**

## INFORMATION WANTED



I've received a request from R.I. Yonge:

*My quest relates to relative of mine a John "Jack" Arthur Yonge (may be spelt YOUNGE) who joined Canadian Airways in 1930, and on the 7th June in that year did the inaugural mail flight London-Brantford-Hamilton.*

*According to his service record, from 1933 he also had his own company "Yonge's Letter Service" and I am especially interested in that*

*He came to Canada from UK shortly after WWI and returned to UK in 1940 to rejoin the RAF and never returned to Canada*

**If anybody can help, please contact:**

R.I. Yonge, Pilgrims, Marley Lane, Haslemere, Surrey GU27 3RF, England

e-mail [iyonge@Legalisp.net](mailto:iyonge@Legalisp.net) Web site [Yongefamily.info](http://Yongefamily.info)



**David Reynolds** sent in this unlisted cover for the Seasonal Special, with a cachet reading:

U.S. BOMBING SQUADRON WASHINGTON to ALASKA

WELCOMED AT EDMONTON JULY 21, 1934

EDMONTON CHAMBER OF COMMERCE

**Can anybody provide any information about this event?**

# 1932 - A FIRST FLIGHT COVER WITH METER STAMPS

Walter Herdzik



*First Scheduled Flight, London to Cape Town, January 20th - February 2nd, 1932*

In addition to being a relatively scarce "speedbird" cover, this item has a relatively early use of postage meter stamps paying the one shilling rate to South Africa. This is an example of advancing technology where pre-paid stamps were replaced with postage meters, primarily for business purposes and security. The meter was produced by Roneo-Neopost Ltd. with denominations of 1d. It is noted as license number N76 with the die London S.W.1 struck in red. (The earliest license number, N1 was used in November 1928 for the London Stamp Exhibition). The slogan promotes and provided detail of the "Pageant of Postage Stamps Dorland Hall London S.W. Jan. 6th 23rd". It is likely that the Roneo-Neopost Ltd. Meter machine was a dealer at the Pageant of Postage stamps show, promoting the use of postage meters. The cover represents posting from the stamp show in combination with the first scheduled flight to Cape Town.

The cover has receiving cancels on the back from Cape Town (Feb. 2) and Simonstown (Feb. 3).

---

## Brian Wolfenden

Canadian First Flight Covers a specialty - [www.brianwolfenden.com](http://www.brianwolfenden.com)

I will also have a table at the

**OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE**

at the RA Centre, 2451 Riverside Drive, Ottawa.

Jan. 10th, Feb. 14th, March 13th, April 10th, May 15th, June 12th,  
July 10th, Aug. 14th, Sept. 11th, Oct. 9th, Nov. 13th & Dec. 11th

---

# MIKE SHAND ~ GEORGE BERNARD SHAW

Apart from KINGSFORD SMITH and fellow fliers, one of my 'heros' has always been GBS. In part because he too was never one to accept conventional wisdom.

"In 1934, Charlotte (his wife) and he went to New Zealand where a guide who showed him through the Rotorua district, said he had never accompanied a man who walked as quickly as GBS." ("Bernard Shaw" by St John Ervine, Constable 1956)

We recently visited the Shaw festival at Niagara-on-the-lake to see Pygmalion (as written, not as 'adapted' in 'My Fair Lady'.)



Shaw on the beach at Mount Maunganui, New Zealand, 28 March 1934  
(Photograph by Jack Duncan; Shaw collection of Dan H. Lawrence, University of Guelph Library)

SHAW was 78 years old.



Fuelling the "Southern Cross" at Ninety Mile Beach on the eve of her third flight from N.Z. to Australia.

Mr. F.J.Smith of N.Z. created many interesting and colourful covers using newspaper clippings of the day (the whole story of the GBS tour is on the reverse of the cover above.)

Fortunately in March 1934, GBS was bathing on Mount Maunganui Beach (near Tauranga).

Had he been at 90-mile Beach he would have had to duck sharply as Kingsford Smith in "Southern Cross" was taking off from there on a successful flight to Australia, March 29.

MERRY XMAS TO ALL



MIKE SHAND  
1183 AGINCOURT ROAD  
OTTAWA ONTARIO CANADA  
K2C 2H8

# 1937

## Norwegian registered special delivery airmail cover to Canada

Duff Malkin



Mr. Rolf Wallgren Bruhn MPP, 1878-1942, was also known as "Mr. Sicamous" after the town he lived in and represented as Member of Parliament, in Victoria, BC. His house still stands there.

He was born the son of Alex Wallgren, a Crown Reeve in Sweden, who was accused of embezzlement and fled, alone, to Canada, and changed his name to Bruhn. This left Rolf in Sweden with the rest of his family. He won a raffle, gave the bulk of the proceeds to his mother and used the rest to buy a ticket to Canada, wherein he also changed his name to Bruhn and started to work as a sailor on the Great Lakes.

He moved with his wife and family to Sicamous in 1910, where four years later he was elected an Alderman there. During World War One he supervised the construction of a road along the east shoreline of Mara Lake that was built by German internees who were camped at Two Mile and Hummingbird Creek. He started a forestry industry in 1917. He ran for the Conservatives in 1917 and won, in spite of a Liberal victory. He was

noted for sometimes voting against party lines and became an Independent as a result of the Depression and the rejection of the Conservative government to form a coalition with the Liberals at that time. When a coalition was formed during the Second World War, he returned to the Conservative Party. The biography consulted does not state whether he was born in what became Norway.

It would seem that he had family or longstanding friends in Norway who wrote to him, sending this registered airmail cover to him on March 13th, 1937, which then took a whole month to get to New York (April 13th, 1937). Thence it went to Seattle (April 14th), Vancouver (April 15th), the Calgary – Vancouver Railway Post Office (read “C.P.R.” – same day) and reached Sicamous on April 16.

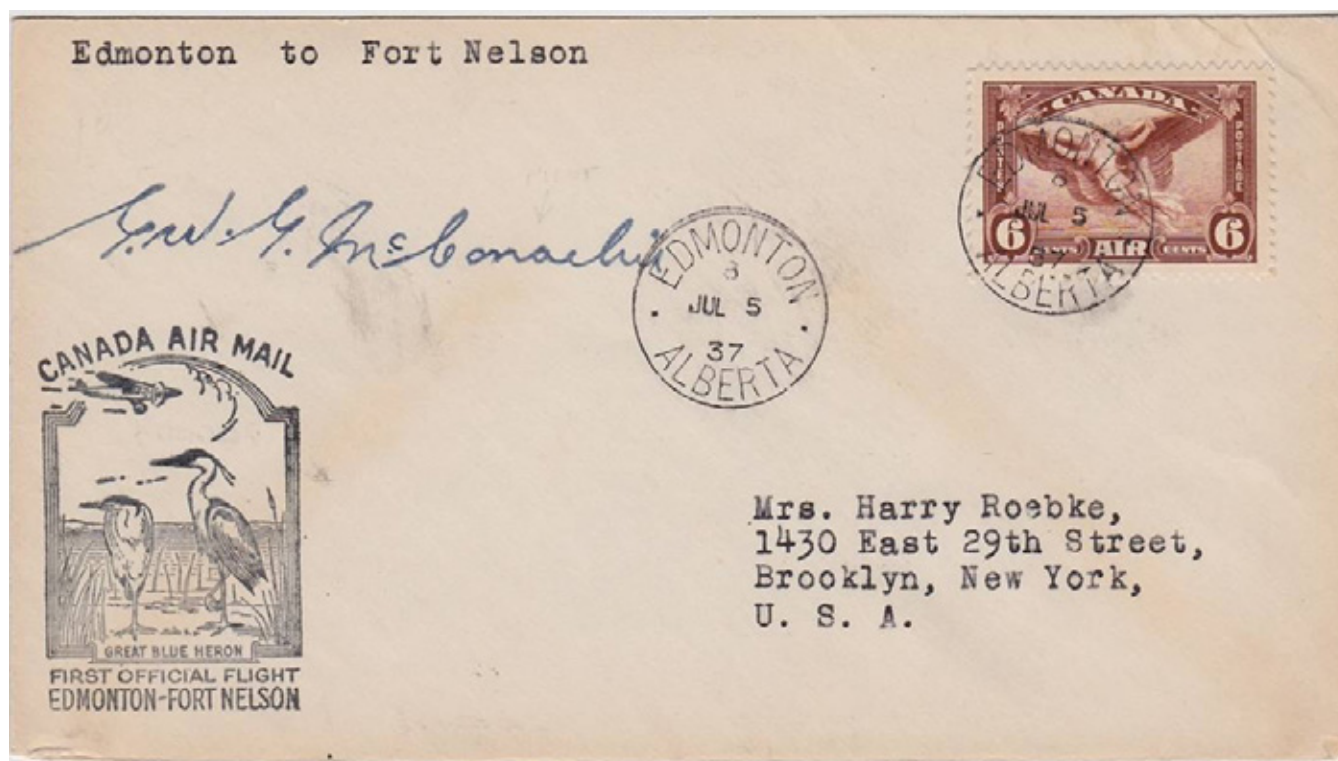
There was no regular trans-Atlantic airmail, so it went by sea mail from England to New York, but what took it so long to get to England?

---

## GRANT McCONACHIE SIGNED COVERS

Ian MacDonald, Chris Hargreaves, and Gord Mallett

### Part I - From Ian to Chris



I have a question about the pilot's signature on this first flight cover, the first Edmonton to Fort Nelson trip, 5th July 1937 flown by Grant McConachie, # 3713 in The Air Mails Of Canada And Newfoundland. I recently acquired the cover for what I felt was a low price considering Grant McConachie's fame, at least in the Canadian aviation world.

At first glance a nice clean signature but when examining it closely a small voice says "that signature is a stamp". Could the signature have been applied with a rubber stamp rather than hand written? If that is the case it would explain why a McConachie-signed cover I bid on last year sold for way above my budget, but this one I secured for \$25.00. Was McConachie known to use a stamp of his signature?

Even if a stamp I am still pleased to have the cover, as my first airline job was with McConachie's Canadian Pacific Airlines, albeit after his death.

**Part 2: From Chris to Ian**

I've been looking at your cover with the Grant McConachie signature. It doesn't look like a rubber stamp to me, but that may just mean there are signs on your original that aren't apparent on the scan. - I decided to see what covers I had to compare it with, but that hasn't helped: two definitely have McConachie's signature, but one is another maybe.

I don't think the price you paid is likely to be a determining factor, as dealers' attitudes to pilot signed covers vary widely. - Some dealers seem to think that anything pilot-signed is worth at least \$75, while others just put them in a "box" of \$3 covers.

I'll forward your question to Gord Mallett, who has a special interest in pilot-signed covers, and see what he thinks.

**Part 3: A terrific response from Gord Mallett! - THANKS GORD!**

## **G.W.G. McConachie signatures - analysis by Gord Mallett**

The cover scan sent to you by Ian Macdonald as well as several scans you supplied and cover scans I also have on file, provide the answer to a question posed by Ian— "Was McConachie known to use a stamp of his signature?" A total of twenty of McConachie's signatures were available for comparison.

The above-noted covers present watertight evidence that Grant McConachie applied facsimile "G.W. G. McConachie" hand stamp signatures to many of the covers he carried on his numerous first and/or related noteworthy flights. Of the covers studied, ten display the facsimile signature and ten bear his pen-and-ink signature. This latter handwriting, in either blue or black ink, is of several types: "G.W. G. McConachie", "Pilot G.W. G. McConachie", "G.W. G. McConachie Pilot", and the signature with his plane identified - "G.W. G. McConachie Pilot G-CARM."

One of the "G.W. G. McConachie" facsimile signatures on cover was applied firmly in black stamp pad ink (see below) rather than the usual blue. The five explanatory words "Pres United Air Transport Pilot" beneath it are written in the recognizable script of Postal Superintendent Walter Hale, whose signature is also seen on the cover. Hale had accompanied McConachie on that flight to a Northwest Aviation Planning Council Convention in Portland, Oregon. (McConachie's black facsimile signature is encircled on the envelope's reverse side as is Hale's pen-and-ink black script on the face.)

### **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:

**Chris Hargreaves,**  
4060 Bath Road, Kingston,  
Ontario K7M 4Y4  
Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)  
**by February 1st.**



This December 1936 McConachie flown cover will appear as a new entry (# 3616) in the future revised Air Mails of Canada and Newfoundland. Carried by the Canadian delegation, it bears more than twenty signatures, a dozen different postal strikes and dual [Canada and USA] franking. Shown below are several more facsimile signatures found on McConachie flown covers.

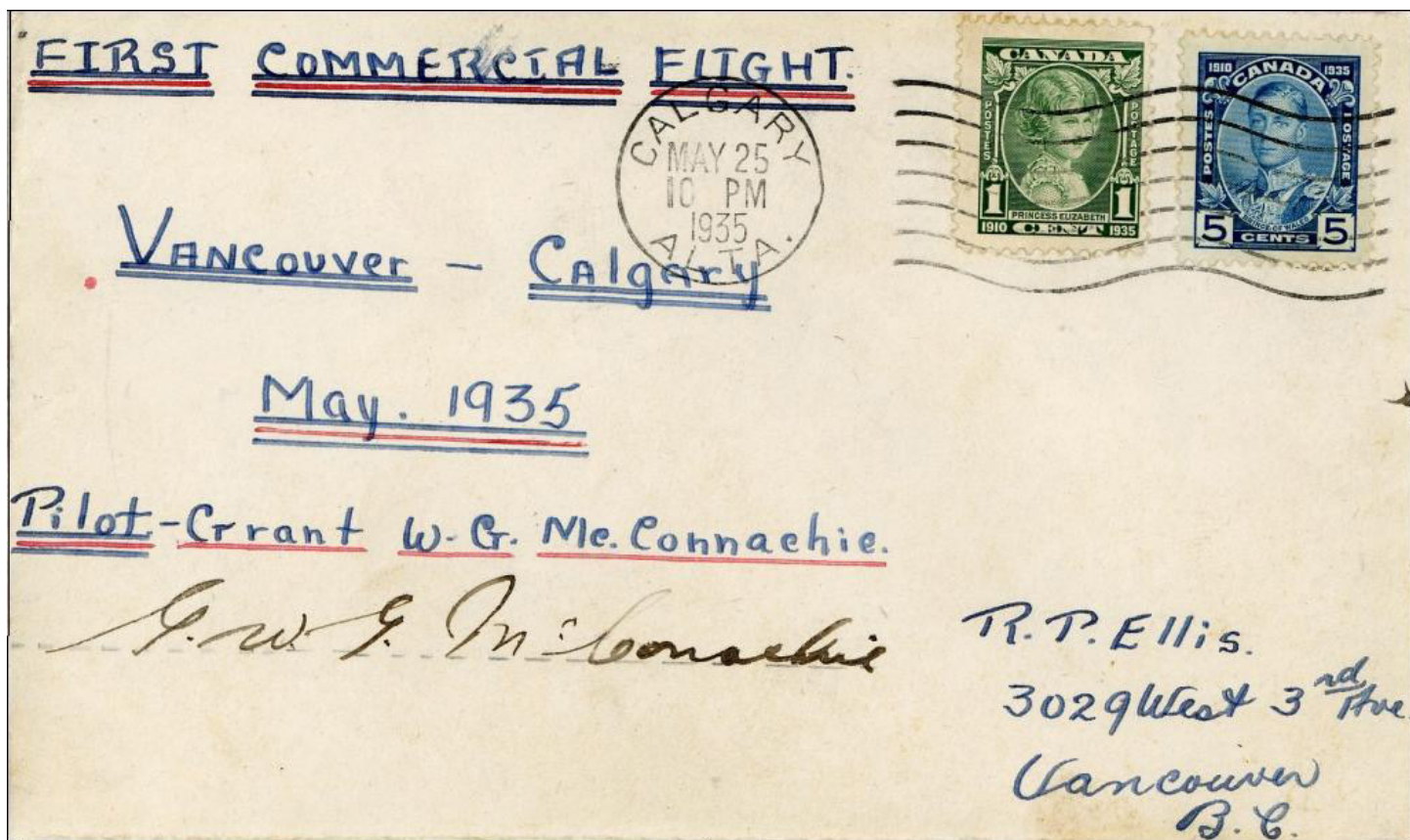
E. W. G. Inchausti

Geo. G. Ingleton

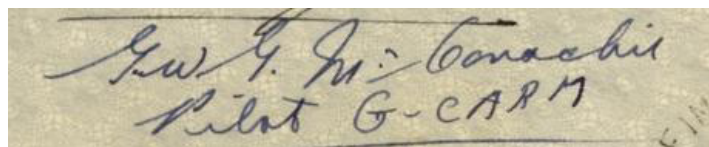
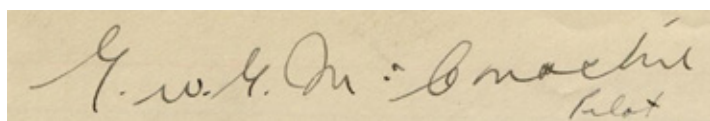
E. W. G. Inebonachii

Carl G. McConachie

A May 1935 cover in CAS member Denny May's collection provides an excellent example of a pen-and-ink McConachie signature—the first-ever Canadian commercial flight across the Rocky Mountains (not reported in the current AMCN catalogue)!



Two further examples of pen-and-ink signatures on cover:



Note: Scans of over two hundred covers containing early Canadian pilot signatures are on file, arranged alphabetically by pilot name. Most are high quality 300 DPI scans, saved in JPG or TIF format, a total of about 1 GB. Researched data linked to a number of key flights is included. (For anyone wishing to obtain a copy of the signatures file, on DVD or flash drive, please contact [CalderRiver@hotmail.com](mailto:CalderRiver@hotmail.com).)

**Gord Mallett.**

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- stamps; airmails; flights; forgeries; die proofs; unissued essays; revenues; stationery; Government Official flights; semi official airmails and flights •

# 1939: a PAQUEBOT cover to SOUTH AFRICA

A question from Peter Wingent:



I have attached scans of the front and reverse of a cover, posted 16 June 1939 and I am wondering why it is franked 11 cents when the rate for the Empire Air Mail Scheme was 6 cents per ½ oz.

I have discovered that the cover was carried by the Canadian Pacific ship "Duchess of Bedford" which sailed Montreal 9th June and arrived Glasgow 16th.

The cover contains the original letter, which contains only holiday news and travel details. This suggests it is not a philatelic cover.

**Can anybody suggest a reason for the overfranking?**

# 1939: AN AROUND THE WORLD COVER

## PRODUCED BY STEVEN MILLS

Allen Klein



Sent via IMPERIAL AIRWAYS Montreal - Southampton to NEW ZEALAND

Addressed to: Mr. Steven L. Mills, c/o Director General of Posts and Telegrams, P.O. Wellington, New Zealand



Endorsed AUSTRALIA - HONG KONG - U.S.A.

Backstamped WELLINGTON N.Z. 30AU39 and NEW YORK 11 2 1939

Addressed To: Mr. Steven L. Mills, 1290 S - 4th St., Springfield, Ill U.S.A.

This is one of several exotic covers Allen has created by Steven L. Mills.- Some of them are addressed to Mr. Steven L. Mills, Bureau of Bridges, State Division of Highways, Springfield, Illinois, U.S.A.

**Does anybody else have covers created by Steven L. Mills ?**

**Can anybody provide any information about him ?**

## Another Newfoundland Rate Mystery

C.A. Stillions

*St. John's to Singapore, 1 November 1941. No markings on back.*



Is this postage correct? - Newfoundland had no air mail service at this time. The air mail postage rate to Singapore from the USA was 70 cents a half ounce, and the Newfoundland surface postage rate to the USA was 5 cents an ounce at this time. By this route the cover either overpaid the postage for a ½ ounce letter by 50 cents, or underpaid postage for a letter weighting between ½ and 1 ounce by 15 cents.

### Editor's comment:

Clarence's reference to a possible 15 cents discrepancy had me thinking about Hal Vogel's cover from Newfoundland to England that was included in the last issue of our journal:



That cover was mailed to England on August 2nd 1945, at which time the air mail rate was 30 cents per ½ ounce. - The cover was franked 45 cents, so it was either overfranked 15 cents for a letter up to ½ ounce, or underfranked 15 cents for a letter up to 1 ounce!

**Is a similar discrepancy of 15 cents just a coincidence, or was there something else going on?**

## CHRISTMAS GREETINGS from DICK MALOTT



To all CAS colleagues a cheery greeting for Christmas 2015 and the New Year 2016. To me the years are passing very quickly and with time so do many friends, including many associated with philately, Aerophilately and the Canadian Aerophilatelic Society.

Christmas is a wonderful time to reconnect with friends wherever they may be and what better way is there than to send warm greetings by a Christmas card. There is a growing tendency to use Email which lacks the personal touch. Over the years I retained Christmas cards from local and world wide friends, many of whom are now deceased.

Unfortunately I lost most of these nostalgic cards in a monstrous flood in my apartment's basement where storage units were located. Thirty-three boxes on the lower shelf were inundated by two feet of muddy water.

I lost Christmas cards from past demised aerophilatelic friends many of whom assisted in the production of our catalogue "The Air Mails of Canada and Newfoundland". Some were Pat Sloan, one of our CAS Presidents, Nelson Bentley a past CAS Secretary/Treasurer, "Ritch" Toop, Col. Bill Robinson, Jim Kraemer, Murray Heifetz, Phil McCarty, Ian McQueen, Alexander Newall and Henri Nierinck. They were all great contributors to Aerophilately and are very much missed. Their tangible Christmas greetings are now gone but the memory of the senders and their Christmas Greetings remain with me.

However other aerophilatelic colleagues are well and still send Christmas cards. I have selected a card from a well known CAS member, Aerophilatelist, Mike Shand, a Past Vice-President of the CAS and a top expert on New Zealand Aerophilately. Mike's card, sent in 2013, depicts a cuddly white polar bear restfully sleeping over a caption "All is Calm". The cover reproduces the same cuddly bear and the stamp used is the Silver Dart stamp commemorating the 100th anniversary of a heavier-than-air controlled aircraft flight in Canada on 23 February 1909 at Baddeck, Nova Scotia. Mike used this type of stamp for many years for his Christmas cards. A fine tribute to Canadian Aerophilately.

I appreciate receiving Christmas cards from Mike and his wife, Rita, and many others. May they continue to send them to me and their many friends for a long time to come. As Santa exclaimed as he took off in his sleigh "Merry Christmas to all, and to all a good night".

**Dick**

## BOOK REVIEWS from KEN SANFORD

### AUSTRALIAN CRASH MAIL AND OTHER INCIDENTS, VOL ONE: 1917-1930

by Brian R Peace FRPSL

Published by the author, 300-pages, A4, full color. US\$90 outside the UK & Europe, UK£50 within the UK, and Europe €80, all postpaid. Payment by PayPal to Brian Peace at [brpeace@ntlworld.com](mailto:brpeace@ntlworld.com) or go to [www.brian-peace.com](http://www.brian-peace.com). For alternate payment method contact author.

The title is slightly misleading. This book covers all air crashes and incidents where mail was involved; but it is much more than that. It is effectively a study of the birth of aerial mail in Australia and New Zealand, and a comprehensive examination of the challenges and hazards facing those pioneers, from a social and historical, as well as a philatelic perspective.

The book is the culmination of decades of research and writings. The author first wrote on the subject 53 years ago, and is the acknowledged authority on the subject. Some of the cover scans are rather faint and poor quality, which is probably because the author received scans from many collectors and he had to use what he received. We are told that four further volumes will follow over the next few years. This first volume has set a standard which it is hoped will be maintained. The book is very well done and will be essential for collectors of Australia & New Zealand crash covers.

### AIRMAILS ACROSS THE MIDDLE EAST – 1918 - 1930, by Laurence Kimpton.

328 pages, soft cover, A4 format, color throughout, over 460 illustrations (covers, photographs, ephemera & maps). Published by the author, 20, Greytree Crescent, Dorridge, Solihull, B93 8SL, United Kingdom. UK£45.00 plus postage (approx £15.00 to Canada). Payment by Paypal available. Contact author for more information: [l.j.kimpton@macunlimited.net](mailto:l.j.kimpton@macunlimited.net)

The Middle East occupied a strategic location in the early development of air transport. The need to carry mail quickly and efficiently was a major incentive in the development of the air services from Europe to the Middle East, India and beyond. This book considers the pioneer flights which crossed the Middle East after the end of the First World War, the RAF Cairo-Baghdad Air Mail Service and the development of regular air services by Imperial Airways and other airlines. While the book builds upon and draws together the work of other authors, research in the Royal Mail Archive, the UK National Archives and elsewhere has produced much previously unpublished information, especially on the airmails of the early long distance pioneer flights, the RAF flights between Baghdad and Cairo in 1919, the RAF Cairo-Baghdad service and the development of the services of Imperial Airways.

All covers and illustrations are shown in full color, which greatly enhances the book. Lots of detail is included for each flight, and this is accompanied by useful charts, maps and bibliographic references.

For more information contact Ken Sanford [kaerophil@gmail.com](mailto:kaerophil@gmail.com)

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## 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)

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

- 1 year - \$15.00 Canadian or US\$13.00 or 8 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$21 or 14 GB pounds or 18 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 \$25.00 US),  
\$35.00 CDN for members Overseas, (or \$29.00 US, or 25 Euros, or 19 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$45.00 US)  
\$65.00 CDN for members Overseas, (or \$53.00 US, or 47 Euros, or 35 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

The following members are 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.

### Regular members:

- |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>#260 Fred Dietz</p> <p>#193 J.P.Gadoury</p> <p>#434 Robert D. Galway</p> <p>#410 T. Issac</p> <p>#364 David Kelly</p> <p>#111 James Larry Kobelt</p> <p>#310 Charles LaBlonde</p> <p>#106 Maurice Malenfant</p> <p>#320 Gordon F. McDonald</p> | <p>#17 Richard McIntosh</p> <p>#435 Thomas Reyman</p> <p>#446 Norman Pike</p> <p>#363 Ray Simrak</p> <p>#73 Kurt Tischler</p> <p>#445 Robert Timberg</p> <p>#13 Janice Weinstock</p> <p>#374 David Whiteley</p> <p>#422 William Wysminity</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### Advertising members:

- #444 Daniel F. Kelleher  
Auctions LLC

*The dues for Advertising Members are \$30 Canadian with an email journal / \$40 with a paper journal. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.*

**To all members listed above, who have already renewed their membership, thank you for doing so.**