

THE CANADIAN AEROPHILATELIST

No.
106

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2016

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Volume XXXII, 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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ VOUS ADRESSER À:
 PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3
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The Canadian Aerophilatelist Editor - Chris Hargreaves, Assistant - Paul Balcaen, Index - Gord Mallett

CAS CALENDAR**EDMONTON SPRING NATIONAL SHOW - April 2nd and 3rd 2016 - www.edmontonstampclub.com**

Located at the Lions Centre (11113 113 Street) in Edmonton. The show attracts dealers from across Western Canada.
 Open Saturday 10 - 5 pm, and Sunday 10 - 4 pm. The theme for 2016 is "Edmonton: gateway to the North".

ORAPEX, Ottawa - Saturday April 30th and Sunday May 1st 2016 - 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 The American Air Mail Society, The Metropolitan Air Post Society, and The Wreck & Crash Mail Society are sharing a society booth at the show. Several aerophilatelic events have been organized, including:

Sat. May 28 - 12 noon to 1 p.m. - American Air Mail Society Membership Meeting

Sat. May 28 - 1 to 3 p.m. - AAMS - "Ways to Collect Zeppelin Mail"

Introduction to Zeppelin Mail, Cheryl Ganz
 Collecting USS Macon Covers - Why and How, Bob Helms
 Collecting Roessler Printings on Flown Zeppelin Mail, August Kalohn
 Collecting Hindenburg First Flight Mail on a Budget, Bob Horn
 Collecting Graf Zeppelin and Hindenburg South Atlantic Flights, Jim Graue

Sat. May 28 - 3 to 4 p.m. - Metropolitan Air Post Society - "Gerhard Zucker's project for rocket mail over Niagara Falls in 1936 - Visionary, Fantasy or Fraud?", by Chris Hargreaves

Sunday May 29 - 10 - 11 a.m. SCADTA First Issues

2 - 3 p.m. - AAMS - "The ATC carried the mail in Africa during WWII", by David Crotty

Tuesday May 31 - 11 a.m. - 12 noon - Wreck & Crash Mail Society - "Air Crash Mail of Pan American World Airways", by Kendall Sanford

Saturday June 4 - 10 to 11:00 a.m. - Metropolitan Airpost Society - Show & Tell. Members bring 16 album pages to show and discuss.

For more information see the website: www.ny2016.org 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

BNAPEX 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.

CALTAPEX 2015 - CALGARY - www.calgaryphilatelicsociety.com

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

CANPEX 2016 - London, Ontario - October 15-16, 2016

CANPEX is the acronym for CANadian National Philatelic EXhibition, the first of which will be in 2016. It is hosted by the Middlesex Stamp Club and is managed by volunteers from various stamp clubs in Southern Ontario and related philatelic organizations and societies.

CANPEX 2016 will be held at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. Open: Saturday 10-5, Sunday 10-4. Free Admission, free parking, lunch counter.

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

SECRETARY'S REPORT

Welcome to four new members:

#457 Ralph H. Dimond of Portage WI

#458 Dr. Sam Chiu of North York ON

#459 Ray Ireson of Roxboro QC

#460 Diana Trafford of Luskville QC

As of January 01, 2016, the Society had a total membership of 132. This is an increase of 3 from January 01, 2015. The breakdown of the membership is as follows:

Membership Breakdown:

(Province/State/Country)

CANADA:		USA:		INTERNATIONAL;	
Alberta	11	Arizona	1	Australia	1
British Columbia	15	California	2	Cayman Islands	1
Manitoba	3	Colorado	1	France	1
New Brunswick	6	Connecticut	3	Israel	1
Newfoundland	2	Illinois	4	Netherlands	1
Northwest Territories	1	Kentucky	1	New Zealand	2
Ontario	43	Michigan	1	Switzerland	1
Quebec	7	New Jersey	1	U.K.	7
Saskatchewan	2	New York	4	Total	15
Total	90	Ohio	1	GRAND TOTAL: 132	
		Oregon	3		
		Texas	2		
		Virginia	2		
		Wisconsin	1		
		Total	27		

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2014 AND 31 DEC 2015

	2014	2015
Opening Bank Balance	<u>21,338.93</u>	<u>23,101.19</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,589.03	4,224.76
CAS Covers – sale of various philatelic covers	83.00	212.00
Other Sales – includes e.g. books, pins & advertising	6.50	77.88
Donations – from members	0.00	6,181.56
Western Chapter – cash on hand **	<u>3,000.00</u>	<u>0.00</u>
Income Generated and Received during the Year	5,678.53	10,696.20
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	27,017.46	33,797.39
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	0.00	323.04
Philatelic Covers-costs e.g. covers, postage & envelopes	51.03	0.00
Office Supplies	177.47	190.53
Postage-such as for CAS journal, covers & books	897.93	1,023.15
Printing and Photocopying – such as journal and catalogue	2,499.55	802.48
Bank Charges-chequing account,cheques,deposit stamp	0.00	0.00
AAMS – publications & other books	256.56	0.00
Web Site	0.00	0.00
New C.A.S. catalogue	0.00	563.87
Engraving – presentation plaques/donations	<u>33.73</u>	<u>55.94</u>
Expenses Incurred during the Year	<u>3,916.27</u>	<u>2,959.01</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>3,916.27</u>	<u>2,959.01</u>
Closing Bank Balance	<u>23,101.19</u>	<u>30,838.38</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>23,101.19</u>	<u>30,838.38</u>

**** Western Chapter \$3,000.00 is returnable to them upon request.**

**BRIAN WOLFENDEN
Treasurer – CAS**

PRESIDENT'S REPORT

I trust everyone had a safe and happy holiday season! Hard to believe it is winter in London with the temperature hovering around 6c as I write in February. However, who am I to complain!!

If you are a member of the American Airmail Society, you are most probably aware of the recent editorial by President Jim Graue relating to the serious issue of placing Astrophilately as a new sub class of Aerophilately. This was seemingly approved at the FIP level some time ago, and came to a surprise to many in the Aerophilatelic world and certainly to the Astrophilately folks. My initial reaction, as Chris can attest, was very negative. The study of Aerophilately is essentially a postal history exhibit with the development of routes and rates for a region or service etc. Astrophilately, in my mind, can be treated in many different exhibit classes and with many different elements such as stamp, signed covers, cachets etc. In my mind, the only common thread between both subjects is that "stuff went through the air". After reviewing the information at hand, it would seem that my fears are somewhat misplaced. While Astrophilately will be potentially placed as a subclass of Aerophilately, the treatment of both exhibits are to stay the same. The question therefore, why the change at all? As someone not involved at the FIP level, I can only make assumptions and therefore, in all fairness to the parties involved, cannot make that judgement here. It did make for some spirited conversation over the phones!

On a lighter note, I would like to announce CANPEX 2016, a new National level show, held October 15-16 2016, here in London Ontario. Please visit <http://www.canpex.ca> for more information.

I also want to remind everyone that our AGM will be at Orapex, which is held on April 30-May 1, 2016. The theme will be aerophilately and hope to see as many members as possible.

My best wishes to all members and let's hope for an early spring!

Steve Johnson

INTERNATIONAL REPORT

I want to start this report by thanking Jim Taylor for the excellent job he does in keeping me informed about developments at the International level of philately.

In his report above, Steve commented that the FIP proposals, "came as a surprise to many in the aerophilatelic world". - The potential for this arose because there are three different strands of communication when it comes to international aerophilately:

- the "top" international body, The Fédération Internationale de Philatélie (FIP) is a federation of national societies, such as the Royal Philatelic Society of Canada. This body communicates with the RPSC's President, (George Pepall), and the RPSC's International Liaison Officer, who is Jim Taylor.
- the FIP has a number of specialist commissions, such as the FIP Commission for Aerophilately, and the FIP Commission on Astrophilately. Representatives to these Commissions are also appointed by the national societies. They then receive information from the Chair of the Commission.
- FISA - the Fédération Internationale des Sociétés Aérophilatéliques - is completely independent of the FIP! - FISA is a Federation of Aerophilatelic Societies, and has its own executive, which communicates with delegates appointed by the aerophilatelic societies, not the national societies.

To keep things simple, I was appointed by the RPSC as the Canadian representative to the FIP Commission on Aerophilately, and to the FIP Commission on Astrophilately; and by the CAS as the Canadian representative to FISA. - I am also in regular communication with Jim Taylor, so we should both know about "everything" that is happening with regard to aerophilately internationally. And - since I am also editor of The Canadian Aerophilatelist, international news can be regularly passed on to CAS members. Unfortunately, since Jim and I are dealing with international organizations, which have officers from around the world who speak different languages, communication is not always as good as we would like it to be.

To try and improve communication, FISA is enhancing its website, with the aim of making it a forum for the

exchange of information to FISA societies, between FISA societies, and also between the members of FISA societies. - The FISA site can be viewed at www.fisa-web.com

Chris Hargreaves



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. ORAPEX is a National Level show, and is part of the American Philatelic Society's "World Series of Philately." It features some 40 dealers and 150 frames of exhibits.

The theme of ORAPEX 2016 will be AEROPHILATELY, and a number of aerophilatelic events are planned:

- Friday afternoon, April 29th. - a trip to the Canada Aviation and Space Museum: if you are interested, please contact Doug Lingard by March 31st at lingardd@istar.ca or call him at 613-737-4864.
- Saturday afternoon - talk on "Air Mail Along the St. Lawrence" by Chris Hargreaves, to the St. Lawrence Seaway BNAPS group. Everyone is welcome to this meeting.
- Sunday morning - talk on "The Development of Canada – U.S. Air Mail" by Chris Hargreaves at the breakfast meeting of The Philatelic Specialist's Society of Canada. Non members of the PSSC are welcome. Seating is limited: tickets need to be purchased in advance from Bob Vogel at berlinb@csolve.net
 The price for breakfast is \$20.00 per person
- Sunday afternoon: The CAS Annual General Meeting,

For more information check the ORAPEX website - www.orapex.ca , or contact Dick Malott: toysoldier@bell.net

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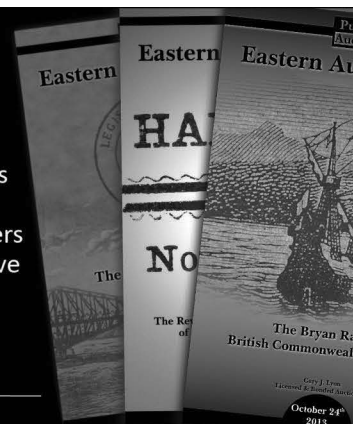
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EDITOR'S REPORT

I recently received an offer of books from Bas Burrell, and was pleased to add The Canadian Postage Due Stamps by Andrew Chung and Hans Reiche to the CAS Reference Library.

I have also been doing some research on Laurentide Air Service Limited, and one of the articles I consulted was written by Basil for the BNAPS Air Mail Study Group's newsletter in December 1993!

I started reflecting on the fact that throughout the 23 years between these two events, Bas has been a great supporter of aerophilately and the Canadian Aerophilatelic Society. - He edited the BNAPS Air Mail Study Group newsletter until 2004, during which time he encouraged research on a wide variety of topics. He was also Secretary/Treasurer for the Study Group. Bas has also produced an index for the BNAPS Air Mail Study Group newsletters, all of which can be viewed in The Horace W. Harrison Online Library of the British North America Philatelic Society at www.bnaps.org

Since 2004 Bas has contributed to articles in The Canadian Aerophilatelist on many different topics, from errors in the Semi-Official stamps of Commercial Airways, to the development of "flying cars". He has also found Canadian Post Office announcements for many First Flights from 1928 to 1939, and provided copies of them to the CAS Reference Library.

Bas was also active in aerophilately before 1993. - He was Secretary of the Aerophilatelic Federation of the Americas, and co-ordinated input from the AFA members for The Air Mails of Canada and Newfoundland. I am very pleased to be able to thank Basil for everything he has done for aerophilately, by announcing that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2016

is being presented to

BASIL BURRELL

in appreciation for his many contributions

to aerophilately and

The Canadian Aerophilatelist

I also want to look forwards, and thank my Assistant Editor Paul Balcaen, for everything he is doing to produce a top quality cyber edition of this journal.

Chris Hargreaves

AMCN EDITOR'S REPORT

In my various conversations about revising AMCN, the two sections that people most often talk about wanting to see revised are:

- **SECTION 5: GOVERNMENT AND OTHER AIRMAIL COVERS OF CANADA.** - This has been extensively revised by Dick McIntosh, and covers produced since 1997 have been added. A draft copy of the revised Section 5 is available for peer review from Dick at mcintosh47@sympatico.ca
- **SECTION 3 – SEMI-OFFICIAL STAMPS AND COVERS.** This is being updated by Steve Johnson, but it is a very complicated and time-consuming task.

Some years ago Neil Hunter did a lot of work contacting people to revise various sections of the catalogue. A variety of deadlines were set, but then things fizzled for a number of reasons.

Once I receive the revised Section 3, I will be able to set a time scale for submitting revisions, and to propose a timeline to the AAMS for publication of the revised catalogue. - I will then start contacting people about

revisions to the other sections: I don't want to contact people until I can give them a timeline, and I don't want to set a timeline until it can be kept.

Many thanks to everybody who is keeping a record of changes needed to their section, and/or has offered to help with proof-reading, etc.

I hope to be in touch with you all soon.

Chris Hargreaves, AMCN Editor-in-Chief.

SINGAPORE 2015

Congratulations to CHARLES LABLONDE, whose book *Swissair Special Flights of 20 September 1944 - Postal History Perspective*, won a Large Silver medal in the Philatelic Literature class at the World Stamp Exhibition in Singapore!

I heard about Charles achievement after publishing other results from Singapore in our September journal, and am very pleased to pass on this information now.

IN MEMORIAM

CHRIS EDWARDS was a new member of the CAS, who enjoyed collecting Air Mails to Africa. He suffered a massive and fatal heart attack early in November. When Garfield Portch passed on this news, he added: "Chris was a really decent gent. We struck it off very quickly when I discovered that he was a rugby referee and he was interested in my career as a soccer referee. As professional match officials, we had plenty to discuss beyond stamps."

I have also received the following information from Dick Malott:

- GRAHAM COOPER, FRPSL of Nassau, Bahamas, died on October 4, 2015. He helped with our catalogue for the Newfoundland Section.
- DR. TEDDY DAHINDEN, FRPSL, AHF of Esslingen, Switzerland, died on September 12, 1915. He was very active in the FIP.
- DR. FRANCIS KIDDLE, RDP of Hampshire, England died in October 2015. Francis was one of the leading philatelists in the UK and very senior in the hierarchy of the FIP.

Dick comm

LETTERS TO THE EDITOR

UPDATING THE NIERINCK CRASH COVER CATALOG - Ken Sanford

The American Air Mail Society has acquired the rights to the Nierinck air crash cover catalog "Recovered Mail". The AAMS plans to publish a new edition, which will incorporate the Interrupted Flights section of the American Air Mail Catalogue, and also Section 7 "Interrupted & Crash Covers of Canada and Newfoundland" of AMCN.

Nierinck has the following listing which is not included in AMCN:

290914 Meriton, Canada

Special flights were originated on the 13th, 14th & 15th of September for the inauguration of the Niagara District Airport at St. Catherines. The 14th, the flight took a dramatic end when the plane crashed at Meriton.

The 6 occupants were killed.

Can anyone provide any additional information about this crash, and/or scan of a cover?

I also need help from anybody who can go through the Nierinck catalog and look at all the listings that fall under your speciality, where you have covers, or where you have made notes on things to be corrected. Please send me any corrections or additions where the information is either incorrect or incomplete. Try not to expand the text, as it should remain as brief as possible. Please send actual changes to the text, not articles

about various crashes. The revised catalog will be published in English, so there is no need to send changes to the French text.

If you have any covers that are not listed, or they have cachets, labels, markings that are not listed, or are accompanied by post office explanations and/or ambulance covers, please scan them in at least 300 dots per inch (dpi) and save them as JPG files. Please send a scan of the complete cover or item, not just the cachet or label.

Regards, Ken Sanford [kaerophil@gmail.com]

The Collectors Club of Chicago Launches Collector-Friendly Website ...

<http://www.collectorsclubchicago.org>

The website's construction was the result of an all-volunteer CCC members' team effort requiring almost three years for its completion. It is a living document, which continuously is being updated, upgraded and otherwise enhanced.

Aside from basic information related to the CCC and its operations, the website's majority content is philatelically related information of value for both the collector, and for the dealer. The data is easily found by cruising the navigation bar, which outlines the various webpages by designated categories.

The data includes information on:

- Thirty specialized handbooks published by the CCC. Those handbooks no longer in print have been digitized, and are available under the 'CCC Publications' icon. Further handbook additions are in various stages of completion for entry on the website.
- Six CCC-sponsored Salm Foundation reports. The Salm Foundation was organized by the CCC in order to conduct technical research on philatelic products, and to report on matters relevant to philatelic forgeries and fantasies.
- The award programs instituted by the CCC for the collecting public.
- The 'Philatelic Resources' icon takes one to six different webpages designed to provide the collector and dealer with technical information related to the hobby: a Philatelic Encyclopedia, Expertizers and Expertizing Committees, Worldwide Philatelic Dealer Associations, Worldwide Philatelic Publications, Books on Philately and Published Specialized Articles.
- The Philatelic Encyclopedia is a CCC team endeavor to assemble in a single basic information source a comprehensive compendium for all of the information available representing philately's various spheres of collecting. It includes documentation for the terminology associated within the many collecting aspects of philatelia, ranging from the most basic concepts of the hobby, to the most complex and esoteric. In order to create an all-encompassing encyclopedia, nomenclature for the most common terms related to philatelia are translated from or into forty-eight different languages.
- The 'Exhibits' icon presents the CCC exhibits gallery, which includes award-winning name collections assembled by CCC members, and by guest speakers who made presentations during the monthly CCC general meetings.
- The 'Links' webpage includes a very comprehensive listing of worldwide General and Specialty Societies, Philatelic Libraries and Commercial Philatelic Companies, each accompanied by their website URL for contact purposes.

The Collectors Club of Chicago, incorporated on 13th October 1928, has as its primary objective the documentation, preservation, advancement and promotion of philately through education, study, research and services. The CCC Library, considered the largest and most comprehensive philatelic literature library in mid-West U.S.A., is maintained not only for the use of CCC members, but is open to anyone in the philatelic

community demonstrating a need to conduct philatelic research.

Charles E. Cwiakala, President Collectors Club of Chicago

Canadian Philately Stamp Blog

The reason for my e-mail is that I want to draw your attention to a blog that I started on Canadian Philately back in July. I post detailed articles dealing with all aspects of Canadian philately and as of today, my blog has 64 posts. I thought that you or the members of your club may find material of interest to them here. They are free to use my material as they wish, since the purpose of this blog is to disseminate ideas and knowledge. My only request if someone wishes to use my material directly is to quote me when they do. I try to update this blog with additional posts several times per week. My next group of posts will deal with the King Edward VII Issue, the Quebec Tercentenaries and the Admiral Issue. Then my plan is to go back to the modern Cameo and Centennial Issues.

I am short of material for aerophilatelic topics and would welcome guest posts from your members, who of course would be fully credited in my blog.

I am Toronto's newest dealer and I have been a philatelist for 39 years now. The link to the blog is:

<http://canadianphilately.blogspot.ca/>

Christopher McFetridge, CPA, CA

New Portal of Philately

I am pleased to inform you that our society ASSOCIAZIONE ITALIANA COLLEZIONISTI POSTA MILITARE E STORIA POSTALE AICPM has built a new PORTAL OF PHILATELY www.stampontheweb.com

We have worked hard to present a site where collectors' queries can be answered with their satisfaction. Under Postal history you will find more than 150 links to PH Societies, more than 170 in Traditional and so on, and more than 4000 exhibits on line: a great treasure for all collectors that wish to satisfy their curiosity, improve their knowledge, or build an exhibit for competitive shows.

The new portal has been very well received by the philatelic community with over 4000 visits from 90 countries in the first week.

We have done our best, but we are fully aware that it can be improved significantly. In this respect we need your help and we welcome your suggestions and remarks, additions and corrections: please send to pmacrelli@aicpm.net



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Future Seaplanes?

EDITOR'S NOTE: Many thanks to David Crotty for passing on this story from the website <http://nextbigfuture.com/> - I found it very interesting to read about these possible future developments, but note there are no comments about the sea conditions required for the operation of a "2,000 passenger seaplane", or about the onshore infrastructure that would be needed.

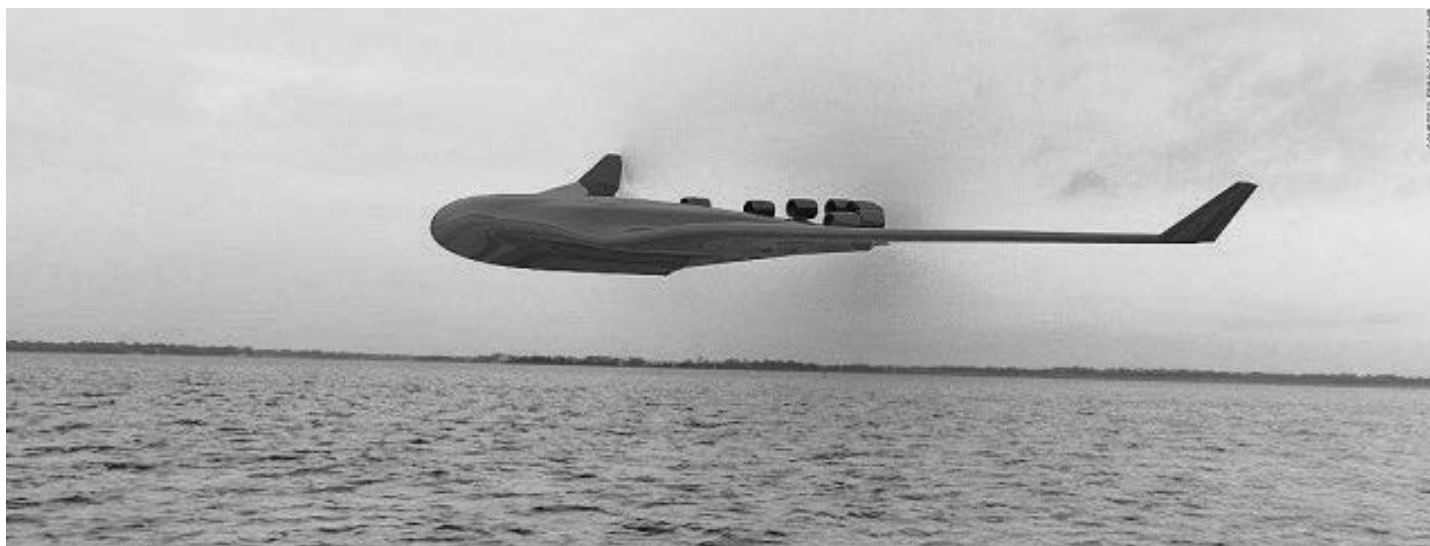
UK has 2000 passenger seaplane design and China is building 50 passenger seaplanes

The world is experiencing growth in global air traffic and in order to cater for the growing market, the aviation industry is seeking to expand major airports, allowing for the development of bigger, faster, and more efficient aircraft. However, concerns over environmental degradation and noise pollution pose a barrier to the expansion of many already heavily constrained major airports.

Imperial College of London researchers have the largest concept seaplane design. It would have the capacity to carry up to 2000 passengers at a time. This is compared to the world's largest passenger airliner currently in operation, the Airbus A380, which can hold only to 800 passengers in a trip.

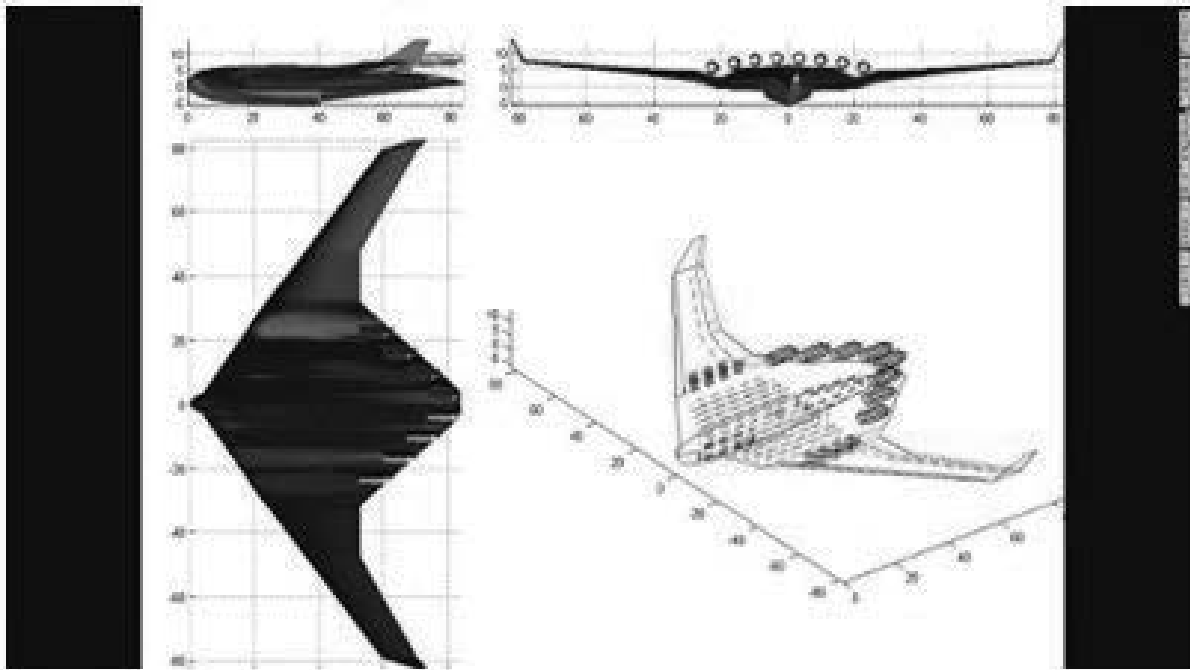
Researchers assessed the possibility of using highly advanced waterborne aircraft as an alternative to conventional planes for trans-Atlantic travel. The team showed that such a radical design could be feasible, although further design refinements would be needed.

Dr Errikos Levis, from the Department of Aeronautics at Imperial, said: "For many people the majestic seaplanes of the 1940s evoke a more romantic era in aviation history. However, when it came to efficiency and the sheer volume of people that they needed to carry, these planes couldn't compete with the newer passenger aircraft coming on to the market in the 1950s and they quickly lost their appeal.



Dr Levis experimented with different seaplane configurations, studying their hull shapes and wing sizes, and concluded that the largest plane design was the most efficient in terms of fuel consumption and stability in rough seas. However, the fuel efficiency achieved still falls short compared with conventional aircraft of comparable size. With further modifications to the design of the hull shape and a reduction in the structural weight of the plane, Dr Levis suggests that a modified design may be able to compete with the fuel efficiencies of conventional aircraft.

The colossal size of the seaplane design could have another advantage say the team, enabling it to use environmentally friendly hydrogen fuel, which has no harmful emissions. Hydrogen fuel takes up four times the amount of space of traditional kerosene fuel and is currently impractical for conventional aircraft to store.



China building fifty passenger seaplanes now

China is building about 100 fifty passenger seaplanes. The first flight was initially forecast for 2015 but was postponed until 2016

China Aviation Industry General Aircraft has received 17 orders from domestic companies. One of the buyers will use it to carry tourists to reefs and islands in the South China Sea. The AG-600 will play an important role in forest fire control, maritime search and rescue, personnel and supply transport and law enforcement tasks at sea.

The plane can fly a round trip between Sanya in Hainan province and the shoal of Zengmu Ansha, the southernmost point of China's territory, without refueling.

The AG-600 can carry 50 people during a maritime search and rescue mission. To extinguish forest fires, it can take on 12 metric tons of water from a lake or sea within 20 seconds and pour it on the fire.

The project was launched in September 2009. The aircraft's debut flight is planned for the first half of next year, according to a statement by the company, a subsidiary of Aviation Industry Corp of China.

Powered by four turboprop engines, it will be the world's largest amphibious aircraft, surpassing Japan's ShinMaywa US-2 and Russia's Beriev Be-200

It will have a maximum takeoff weight of 53.5 tons and an operational range of about 4,500 kilometers.

SOURCES - Imperial College of London, China Daily, Wikipedia



BOOK REVIEWS



SOVIET SPACE DOGS by Olesya Turkina,

Senior Research Fellow at the State Russian Museum, St. Petersburg. 240 pages. 205x125 mm hardback £19.95
Can buy with PayPal

(See: <http://fuel-design.com/publishing/soviet-space-dogs/>).

Reviewed by Jim Reichman

This very interesting book is non-philatelic, but it provides some excellent background on these dogs, and many of the book's illustrations use philatelic materials.

The book is dedicated to the dogs who were crucial to the success of the early Soviet space programme. All of them formerly homeless on the Moscow streets, they fitted the necessary profile: small, robust, placid and able to withstand the punishing preparations for space flight. They were also photogenic.

On 3 November 1957, Laika was the first Earth-born creature into outer space, giving her instant global fame. Her death a few hours after launching was used to transform her into a symbol of patriotic sacrifice. Subsequent canine space travellers, Belka and Strelka, were the first to return alive, and were immediately featured in children's books and cartoons. Images of the Space Dogs proliferated, reproduced on everyday goods across the Soviet Union: cigarette packets, sweet-tins, badges, stamps and postcards. This book uses these ephemeral items to illustrate the poignant tale of how the unassuming Soviet Space Dogs became legends.

Jim originally reviewed this book in ORBIT, quarterly journal of the Astro Space Stamp Society, with which we exchange journals. For more information on the ASSS visit their website:

www.astrospacestampociety.com

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AN INTRODUCTION TO INTERNATIONAL EXHIBITING:

Sandy Freeman

WHICH GREX WILL YOU CONSIDER?

General Regulations for Exhibitions

For the philatelic exhibitor, an international exhibition held under the patronage of the Fédération Internationale de Philatélie (FIP) which is the world body, is the highest level of competition one can achieve. Each country's main philatelic federation pays dues to belong to the FIP which has its headquarters in Switzerland.

Before considering the idea of graduating to the ranks of an international show, an exhibitor must first have achieved a national level gold or vermeil award with that exhibit and must be a member of his/her country's FIP affiliated federation to even qualify, to apply, to enter, a world exhibition. It is a slow process. I strongly recommend that you get an idea of the judging criteria used on the international level.

(See: <http://www.f-i-p.ch>) for the current FIP regulations.

There are substantial differences between the Criteria used for national level shows and those used at FIP-sanctioned shows. This organization and the shows held under its patronage are governed by a set of rules named:

- The GREV – General Regulations for Evaluation of Competitive Exhibits.
- These rules set down how a federation may operate its world exhibition from a managerial standpoint.
- The SREVs - Special Regulations for Evaluation of Exhibits for Competitive Classes.
- These rules outline how exhibits in each category of competition are to be judged in order to guarantee fairness and uniformity.
- If the IREX – Individual Regulations of the Exhibition Regulations deviate from the Grex, Grev and SREVs, the IREX will apply.
- If your exhibit is new to international exhibiting and/or if it has never won at least a Large Vermeil medal in any FIP international show, you will only be allowed to enter five 16-page frames of material. Any exhibit with an FIP Large Vermeil or higher can be allotted eight frames.

JUDGING STANDARDS

There are several vital differences between the criteria used to evaluate your exhibit on the international level, as opposed to the national level you are used to.

Key among these differences:

- on the national level, a judge must evaluate your exhibit based on **what is actually in the exhibit;**
- at the FIP level, your exhibit will be judged on what the judge perceives is **missing from it.**

Thus, completion is a major factor at a world show.

- In effect, all criteria – presentation, condition, treatment, rarity/acquisition difficulty, knowledge, write-ups, etc. - are more closely examined at the FIP level.
- There are more medal levels in FIP exhibiting. The standard five levels are analogous to those awarded at national shows, including Large Silver, Large Vermeil and Large Gold.
- FIP shows are judged by large juries broken down into teams with each team being assigned to judge exhibits with which they have expertise. For instance, an airmail exhibit will be evaluated by judges who have wide airmail judging experience.

Breakdown of Aerophilately Exhibit points:

Treatment: development, completeness and correctness.....	20
Philatelic Importance: relative importance in aerophilately.....	10
Philatelic and General Knowledge, Personal Study and Research:	

Analysis and evaluation of items displayed; original research.....	35
Rarity: rarity and significance of items displayed.....	20
Condition: condition of item shown in light of quality obtainable	10
Presentation: General layout and clarity.....	5
	100

Breakdown of Medal points:

Large Gold.....95+	Gold.....90+
Large Vermeil.....85+	Vermeil80+
Large Silver75+	Silver 70+
Silver Bronze65+	Bronze60+

VARIOUS RECENT DEVELOPMENTS

International exhibits are now accepted in “Open Class” which is analogous to Display Division, although it is not completely equivalent.

- One frame exhibits are now accepted. They are judged according to a scale with only four medal levels – bronze, silver, vermeil and gold.
- Youth exhibits may not be awarded medals above a large vermeil at FIP shows.
- FYI: Singapore 2015 Expo had 13 competitive exhibit classes with some sub-classes.
- One of the important ways that FIP exhibitions keep fresh is that at least 20% of the exhibits at each show must not have been shown at this level before.
- International exhibits are judged on a point system. The judges’ point evaluations are made available to the exhibitors after each show.

TITLE PAGE

There are FOUR things you should consider when composing your title page:

1. PURPOSE OF THE TITLE PAGE
2. STRUCTURE OF THE TITLE PAGE
3. THE STRUCTURE OF THE EXHIBIT
4. BIBLIOGRAPHY

This is different from the situation at national level exhibitions, where a bibliography is not expected as part of the title page. It is expected as part of a synopsis, which is distinct from the title page of the exhibit.

In the FIP regulations, there is nothing written about a synopsis in any class. The judging is done by what is written on the actual “Title Page” of an exhibit.

(It will be accepted, if you want to provide more information than what is on the title page.)

The bibliography is there purely so that the judges can get an idea of where the exhibitor had obtained his information to aid themselves in researching the subject.

SYNOPSIS

All of the above and more are included in a national level synopsis. It is not required under the FIP. It is a US invention and is not used universally beyond North America. Therefore, it is important to ensure that when you are exhibiting outside of Canada/US that your introductory statement is also part of the exhibit.

***! I cannot stress too strenuously, that exhibitors should read the IREX just as the prospectus should be followed to the letter in applications to exhibit at Canadian national exhibitions. Failure to do so may result in loss of points, a drop in medal level without recourse or rejection of the exhibit.

Eg: in the 2013 FIP Melbourne Expo, the IREX clearly called for a title page and a synopsis on both sides of a single piece of paper. One Canadian exhibitor did not read the IREX and submitted

the application with the title page and synopsis on two separate sheets of paper. Guess what? The organizing committee took the title page and submitted it to the judges. The separate sheet of paper with the synopsis was tossed.

IREX - Individual Regulations of the Exhibition

Please familiarize yourself with the IREX of the expo you wish to participate in.

Some articles might leave a 'bad taste' what with unfamiliar requirements/regulations/exhibit classes and participation fees.

Yes, you may have to rework your exhibit to comply with the respective IREX. And/or be blown away with the fee schedules.

You're accepted (!) or rejected (?). Don't be surprised if with your first international provisional entry that your exhibit is not accepted for that show. This can happen to the highest level exhibitor for a show selects exhibits to give its event the most diverse array of philately possible.

On the other hand, 20% of the exhibits must be new to the International arena, so your first-time FIP exhibit may have a good chance if most of the provisional applications are for exhibits that have been previously shown at this level.

The acceptance/rejection letter is sent out by the Commissioners about six months before an expo takes place. If your exhibit is accepted, the envelope will include the Final Entry Form to be filled out and returned quickly with your cheque for the entry fees. Do not dawdle. For if you do, you may miss the boat. Pay attention to all of the deadlines.

GOOD LUCK!!

Sandy Freeman

References: *The Philatelic Exhibitors Handbook*
2013 FIP Aerophilately Seminar – Ross Wood
Dr. Fernando Aranaz – Spain (FIP Aero Team Leader, SINGAPORE 2015)
Fredrik Ydell – Sweden (FIP Aero Judge)

Editor's Note: Thanks Sandy!

One of the differences Sandy mentioned between North American and International exhibiting, was the expectations regarding the Title Page. – As an illustration of this, I have shown on the next page the Title Page from Peter Motson's exhibit of "Newfoundland Airmail Stamps and Air Mail Flights : 1919 – 1948" which won an International Gold Medal and the Best In Class Award for Aerophilatelic Exhibits at LONDON 2010.

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com



See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

Newfoundland Airmail Stamps and Air Mail Flights : 1919 - 1948

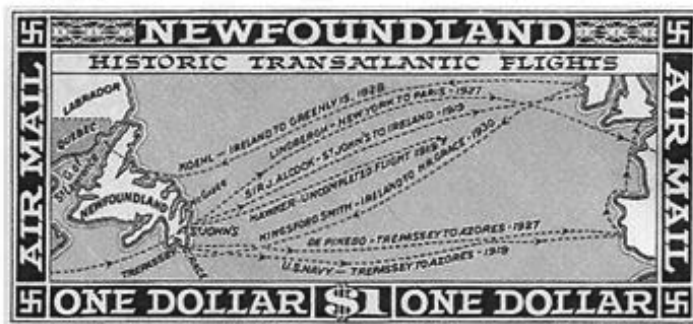
A study of Newfoundland airmail stamp issues and varieties

plus pioneer internal flight covers and pioneer international flight covers to and from Newfoundland territory.

PURPOSE : The first purpose of this exhibit is to show the progress of Newfoundland's Air Mail stamps from early overprinted and surcharged definitive Air Mail stamps through to the last designed Air Mail stamp. Included are examples of Newfoundland Air Mail stamp essays, proofs, dies and issued varieties, etc. Examples of various postal rates and stamp usages are also illustrated. The second purpose of this exhibit is to demonstrate Newfoundland's important role in the historic development of Northern Transatlantic airmail routes and also, the establishment of internal airmail facilities within Newfoundland Province. This is illustrated with a variety of Air Mail items from such pioneer international and pioneer internal flights. The prerequisites of this exhibit are: Newfoundland Air Mail stamps and Air Mail items to, or from, or within Newfoundland and/or involving Newfoundland territory.

BACKGROUND : In 1931 the Newfoundland GPO celebrated seven important pioneer Air Mail Flights by illustrating their specific flight routes on the \$1 value of the first Newfoundland Air Mail stamp issue, as below.

250% enlarged reproduction of the 1931 \$1 stamp die in the issued colour. (sheet #36). Only six of the seven illustrated flights achieved a successful crossing



In 1931, no other Post Office in the world had issued an Air Mail stamp design as illustrative as this. The issued stamp was utilised on many subsequent flights

"Historic Transatlantic Flights" summarised chronologically:
1919 - H.C. & A.C. Reed USA 1919 - Hawker & Grieve (mid-Atlantic "aircraft icon" indicates failed attempt)
1919 - Hogg & Brown (first successful Non-Stop crossing) 1927 - de Pinedo 1927 - Lindbergh
1928 - Koel von Huesfeldt & Finsmark 1930 - Kingsford-Smith

Handley Page engineer W Stedman wrote to E Ruston in 1919 (sheet # 15); "Just another step towards the future of mail carrying".

PERSONAL STUDY AND RESEARCH : Research has been sourced from exhibitor interviews with historians and study of expert information and historic documentation. This is evidenced by plating of de Pinedo stamps, grouping of the various DO-X postal aspects and also Balbo postmarkings. This exhibit includes items that have not previously been recorded, as indicated in the item notes.

RARITY INDICATIONS : Significant scarce items in this exhibit are indicated by coloured font text and include the following items:

1919 Hawker: mint pair. (frame#1) 1919 Hawker: supplementary mail. (frame#1) 1919 Martinsyde: supplementary mail. (frame#1)
1919 Handley Page: supplementary mail. (frame#1) 1921 Halifax: inverted overprint - contemporary use on cover. (frame#2)
1927 de Pinedo: proof sheet. (frame#4) 1932 DO-X: signed proof. (frame#5) 1932 DO-X: invert surcharge to block x 4. (frame#5)
1931 Graf Zeppelin: Polar Flight PSC. (frame#5) 1932 Mollison: mint Unofficial Overprint. (frame#6)
1933 Balbo: flown documentation. (frame#6) 1940: Pioneer BOAC cover. (frame#7) 1943/44 RAFFC: Censor marks. (frame#8)

CONVENTIONS : "Bogus" items are clearly identified Expertisation Certificates are confirmed : (e)
Category Headings font: Arial Narrow / coloured / bold
Item Headings and Philatelic notes font: Arial Narrow / black / bold. Item notes font: Arial Narrow / black.
Item transcription/s of manuscript or printed "text" font: Comic Sans MS / black / Italic
Significant scarce items font: Arial Narrow / coloured

STRUCTURE : Chronological overall and within 5 categories as following index of item Categories :

Category 1 > Trans-Atlantic Pioneer attempts 1919: frame 1
Category 2 > Early Internal & Provincial Flights and Air Mail stamp issues 1921 - 1933: frames 2, 3 & 4
Category 3 > International Flights 1927 - 1948: frames 4, 5, 6 & 7
Category 4 > Commercial Airline Flights 1929 - 1948: frames 7 & 8
Category 5 > WW II Censored Airmail 1940 - 1945: frame 8

BIBLIOGRAPHY & SOURCES :

H.M. Goodkind "The Hawker Stamp of Newfoundland". C.H.C. Hamer (1984 Revised Edition) "Newfoundland Air Mails".
Norma D. Dyer "Postal Stamps & Surcharged Issues of Newfoundland". John Duggan "Airships over the Arctic".
German Democratic Republic Cultural Studies-Litpost Handbook : "Airmail Group". R.E. Lang "The Mass Flights of Italo Balbo".
Adolph Ackerman "Via the Red Skies - Development of Soviet Airmail". Dr. N. Colley & W. Gattard "Censorship in the Royal Air Force 1918 to 1956".
Provincial Archives of Newfoundland and Labrador, St. John's, Newfoundland.

The Calgary Bleriot

The article in the last newsletter about Patrick Campbell, and the pilot's notes he produced for the Bleriot XI replica built by the Canadian Aviation Heritage Museum, included a reference to a Bleriot XI replica flown by Frank Tallman that was built in Calgary as a technical school project.

It was great to receive an email from Denny May, with "a couple of photos of the Bleriot we built at the Southern Alberta Institute of Technology & Arts (Calgary) in 1953."

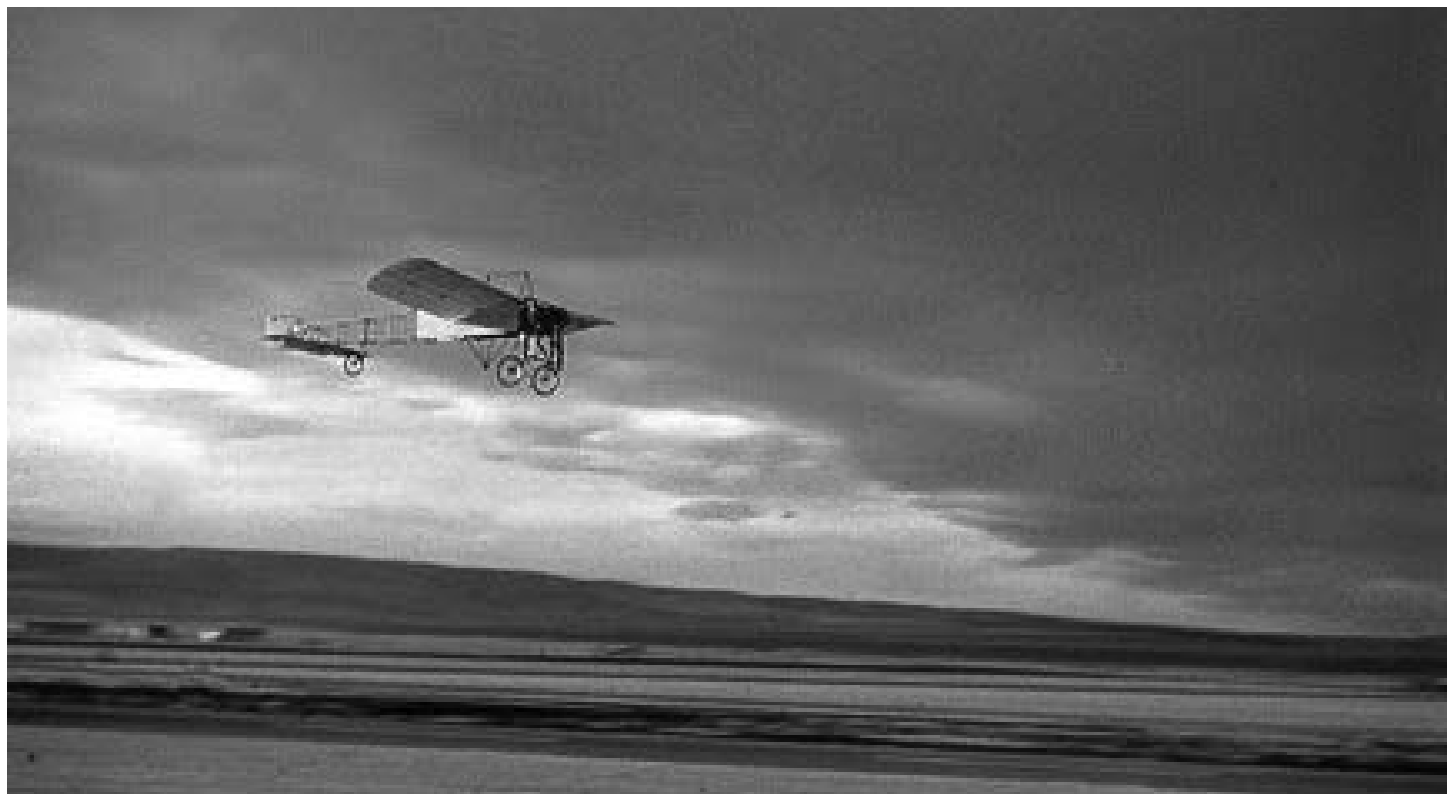
The First Flight, 1953

When I asked Denny if he was involved in the building of the replica, he responded: "Yes, all of us students were involved - that's where I learned to weld Aluminum - not easy like steel is!! We also sewed the fabric on treadle machines - I got good at that skill."



The students did a great job on the Bleriot replica. - It flew the English Channel twice! There is a history of the Calgary Bleriot on the internet, written by Trevor McTavish:

The Bleriot XI replica originally belonged to my



late grandfather - Franz McTavish of Calgary, Alberta, Canada.

The airplane was built as a project for aircraft maintenance students at the local technical college during the 1952/53 school year. My grandfather was a strong supporter of education, and very good friends with the head of the aeronautics programs at the local technical college.

This man, Stan Green, was interested in pioneering airplanes, and thought a Bleriot would make an excellent training tool for his students. My grandfather purchased the materials and promised to do all the test flying. I have no idea if much thought was given to its eventual use or its practicality in a city where 30-40mph winds are common.

It first flew in November 1953, registered CF-HDG-X and flown locally for a brief period. It was one of the first 'home-built' airplanes in Canada and because there wasn't a category to certify it as such, it retained its experimental status, hence the -X at the end of the registration.

It was really only about 80% authentic. There were material substitutions, the original horizontal stabilizer and elevators were changed after the first flight for a conventional set-up, and the original 20hp engine and prop were changed for a Continental A40 (from a Taylor J-2). That was changed for a C65 (from an Aeronca Champ) because the 40hp engine wasn't powerful enough for Calgary's 3,500 foot elevation.

Since it wasn't very useful as a private plane (it couldn't go anywhere, or carry anything) it didn't do too much flying. Some of the more experienced local pilots managed to log flights, although they were usually less than 15 minutes in duration.

At one point a descendant of Louis Bleriot approached Stan Green about using this plane for a commemorative flight across the English Channel. Stan was excited by the idea, and although my grandfather couldn't afford to write off his investment, Stan's friendship and his excitement at the prospect of visiting his home in England made him turn over his half of the plane. Of course the cost of shipping the plane to England was countered by signing the plane over to Bleriot's descendant, who we later learned was a failed actor.

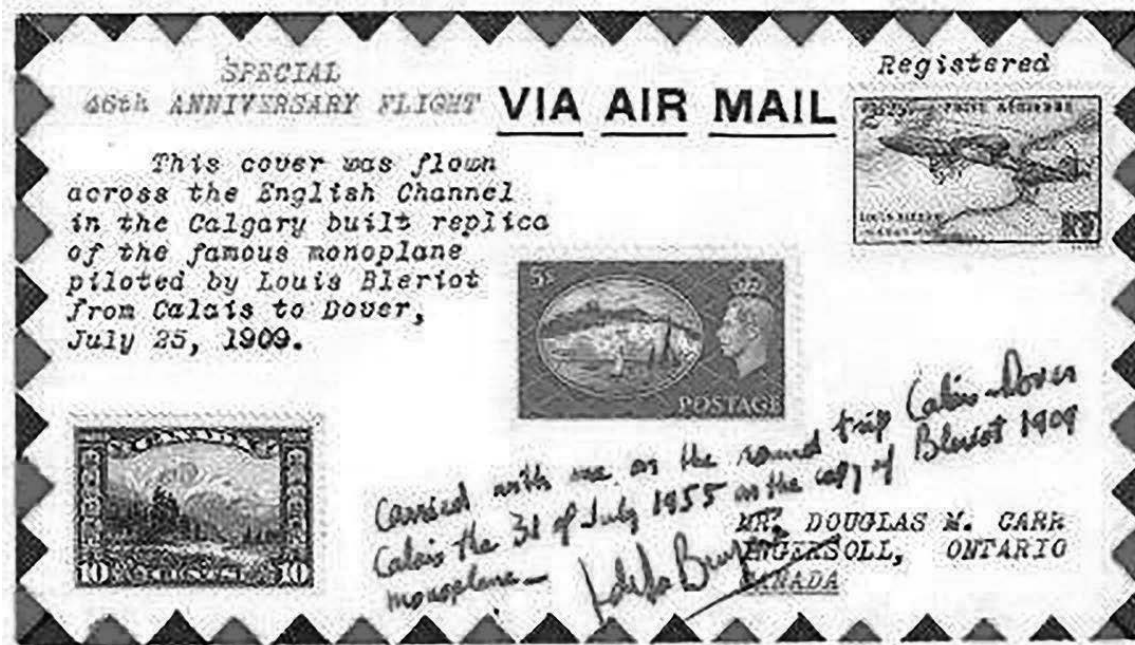
Once in France it was discovered that none of the paperwork permitting the flight had been approved. I believe it was the British who didn't approve the Bleriot landing on their soil. Instead, the pilot flew across the English Channel, turned around and went back to France because the Continental engine's reliability could permit this. As soon as he landed the authorities impounded the plane and fined the pilot. Having done what he'd set out to do, the pilot abandoned the airplane. Stan Green wasn't in a financial position to reclaim the plane, so it stayed with the French government.

Apparently it went to the national museum in Paris, where it was displayed, complete with a painted over Canadian registration. Anyone who has seen paint on fabric will know this isn't a very convincing means at omitting a black registration. Eventually a real Bleriot was located and the offensive foreign replica sold.

We understand it was supposed to be used in the movie "Those Magnificent Men and Their Flying Machines." Which means it would have been sold about 1964. A real Bleriot was used in the movie, so 'HDG-X was never on the screen. Frank Tallman purchased 'HDG-X and put it in the Movieland of the Air. When my grandmother and her second husband visited the museum on their honeymoon (she married her company's chief pilot and mechanic after my grandfather's death), they discovered the Bleriot. All the signage called the plane an authentic 1909 Bleriot XI. It was not. They asked to talk to a museum official and Frank Tallman came out personally. When he asked why they claimed his Bleriot wasn't authentic they told him simply, "Because it was built by Stan Green and Franz McTavish." They went further, when Gerry Stauffer (second husband) showed Tallman his initials (GVS) stamped into the fuel tank. Rather than being upset Tallman promised to have the signage changed to reflect that it was a replica, built by aircraft maintenance students in Canada.

From: <http://www.aerovintage.com/forum/viewtopic.php?p=964&sid=02c335db934f5bd311384b6cf1730dfb>

The "Movieland of the Air Museum" was located in California. - It was a "working museum" that housed the aircraft collections of Frank Tallman and Paul Mantz. These aircraft were maintained as active flyers, and were regularly flown in Hollywood movies and at airshows.



I also received a cover from Dick McIntosh, that was carried on the Calgary Bleriot when it flew across the Channel:

The pilot for this re-enactment was Jean de La Bruyère from Edmonton, and sixty years later his flight was described in one of The Edmonton Journal's series of articles "This Day in Journal History":

AUG. 13, 1955: EDMONTON PILOT TELLS OF FIRST ROUND-TRIP FLIGHT OVER ENGLISH CHANNEL IN RICKETY FLYING MACHINE

Chris Zdeb, Edmonton Journal 08.11.2015

On July 31, 1955, young Edmonton developer Jean de La Bruyère made headlines on both sides of the Atlantic Ocean after recreating the first flight across the English Channel in 1909. Twenty-seven-year-old French-born de La Bruyère outdid French aviator Louis Bleriot by flying across the channel and back without stopping in a replica of Bleriot's monoplane.

While Frenchmen were toasting de La Bruyère, the same day crowds of Britons packed the beaches and cliffs of Dover on the other side of the channel to shout support to 17-year-old Marilyn Bell of Toronto as she completed her 25-mile swim of the English Channel.

Two weeks later, de La Bruyère was back in Edmonton regaling Journal readers with the harrowing details of making the round trip in a rickety flying machine with an "engine that sputtered dangerously and oil splattering in waves against his goggles." His first problem was getting his plane overseas. It was to arrive at Le Havre from Montreal July 14, but it didn't show up until July 29 in Antwerp. De La Bruyère took a truck to Antwerp pick up the aircraft. He slept two days in the truck driving back to Calais where an auto mechanic helped him reassemble the plane. He had to slip aboard the plane, built by students at Calgary's Institute of Technology and Arts, because French authorities had forbidden him to take off. They claimed the machine was unsafe. They were right.

Within minutes of taking off, he had to turn back because oil had been leaking from a loose gas cap and he'd lost half his supply. Oil coated the plane's wings and fuselage and his face and goggles. He couldn't see a thing, but somehow managed to turn the plane around and land back at Calais. Six men then pushed him back to the runway, but the stabilizer was torn on an airfield marker and the flight was further delayed while he patched it with adhesive tape.

Five miles from Dover, his engine began misfiring. "It vibrated madly, threatening to shake the flimsy airplane

apart. He made one circle over Dover and headed back to France. The engine began sputtering. The plane dropped 400 feet in three minutes. Smoke came from the engine, but still he pressed on. When oil covered his goggles, he wiped it away with a handkerchief.

He returned to France 139 minutes after taking off. The plane had no brakes so three men ran alongside and grabbed hold of it. The machine, whose performance he admitted "scared me pretty badly a couple of times during the flight," was turned over to a friend who collected antique planes.

De La Bruyere founded the Maclab Construction Co. (later known as Maclab Enterprises) with Sandy Mactaggart in 1954.

He died in 1990.

From: www.edmontonjournal.com/history

1934 U.S. BOMBING SQUADRON VISITS EDMONTON

Hal Vogel



Figure 1: Cover illustrated in the December 2015 CANADIAN AEROPHILATELIST.

Postmarked EDMONTON JUL 21 34

Cachet reads: U.S. BOMBING SQUADRON WASHINGTON to ALASKA

WELCOMED AT EDMONTON JULY 21, 1934 EDMONTON CHAMBER OF COMMERCE

On July 19th 1934 ten of the U.S. Army Air Corps' new Martin B-10 bombers departed from Bolling Field, Washington, DC, on a five-day flight to Fairbanks, Alaska. They were preceded a week earlier by an advance party of two O-38 observation planes.

Colonel Henry "Hap" Arnold led the squadron and one of its three divisions. The other divisions were led by Majors Ralph Royce and Hugh Knerr. Fourteen officers and sixteen enlisted men (mechanics) made the multi-stop, 7,360-mile mass round-trip flight. The route to Alaska went via north central USA and northwest Canada, including stops in Edmonton, and at Whitehorse, Y.T. The squadron arrived at Weeks Field, Fairbanks, July 24.

While in Alaska the squadron performed a number of missions including surveying and aerial photography of over 20,000 sq. miles.

The return flight was made August 16-20, via Juneau, Alaska, to Seattle, Washington, then Salt Lake City, Utah, before heading east to Bolling Field.

This was the first demonstration of US military capability to link Alaska with a mass nonstop flight from continental USA.

A number of covers were carried courtesy of several B-10 pilots. Examples are shown in Figures 2 and 3. These carried covers are rather rare. - In 20 years I have only seen about 8-10 pieces.

There were also souvenir covers produced, but not flown, for the takeoff from Washington, DC, (e.g. Figure 4), and for the stop en route in Edmonton, (Figure 1).

The flight was historically very important in proving a number of concepts, and in testing a number of airmen who would go on to more elevated careers in the USAAF. It also did some important flying and aerial photographing in Alaska.



U.S. Army Air Corps Martin B 10 (on left) and Douglas O-38. (From www.1000aircraftphotos.com)

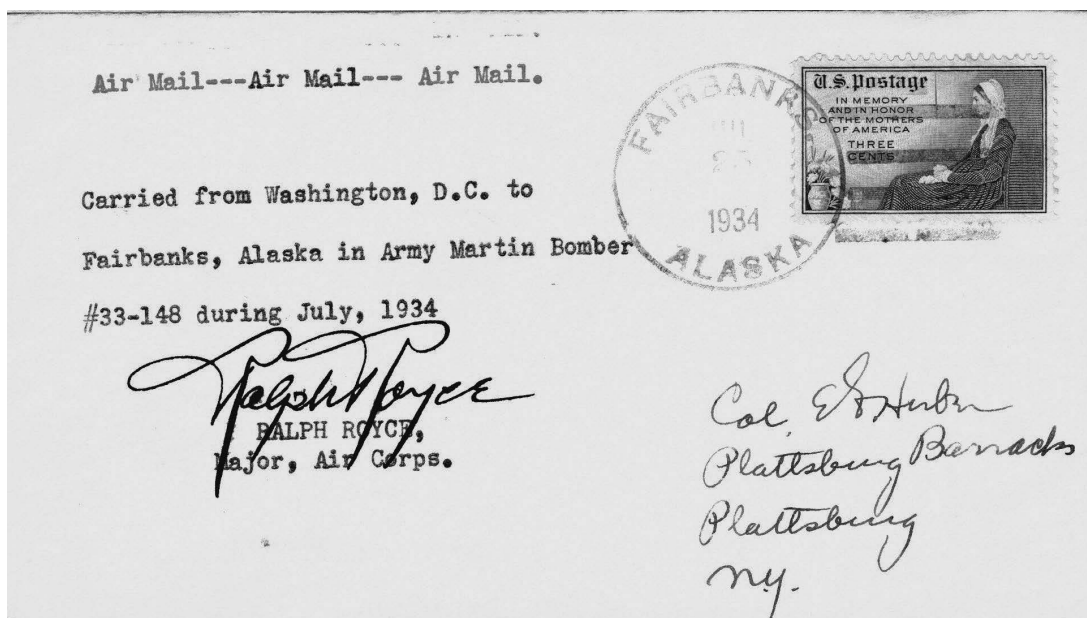


Figure 2 - Postmarked on arrival in Alaska: FAIRBANKS JUL 25 1934



Figure 3 - Carried on the return flight: postmarked WASHINGTON D.C. AUG 22 1934



Figure 4 - Commemorating departure from Washington, DC. - postmarked WASHINGTON JUL 19 1934

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:
(please use high res images - 300 dpi)

Chris Hargreaves,

4060 Bath Road, Kingston,

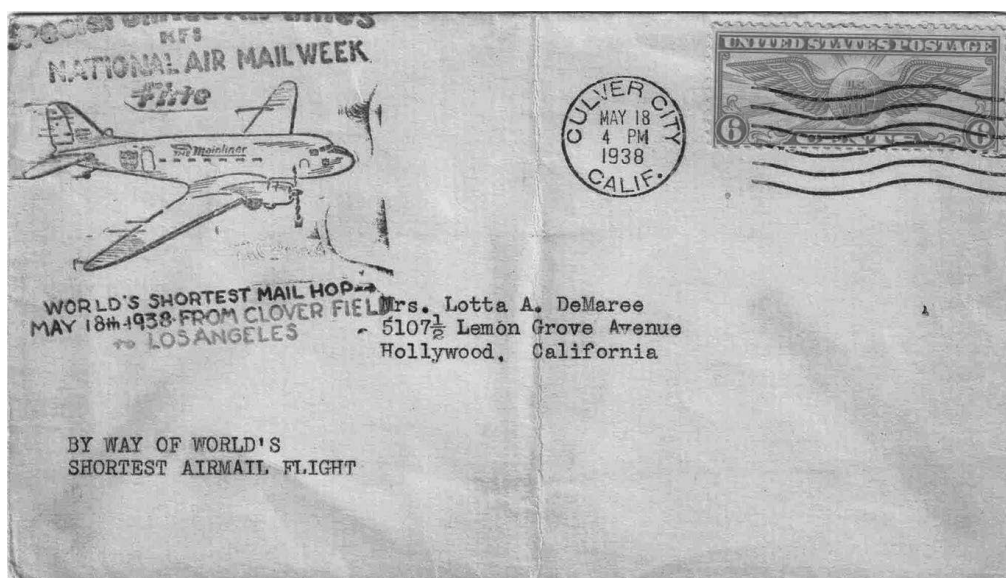
Ontario K7M 4Y4

Email: hargreavescp@sympatico.ca

by May 1st.

FOLLOW UP TO VARIOUS ITEMS IN PREVIOUS ISSUES:

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



Postmarked CULVER CITY CALIF. MAY 18 1938 Cachet reads:
WORLD'S SHORTEST MAIL HOP – MAY 18th, 1938 – FROM CLOVER FIELD TO LOS ANGELES.

By coincidence, this cover was described by Steve Swain in the December 2015 Air Post Journal, at the same time as I launched the Christmas Time Quiz in the Canadian Aerophilatelist.

Clover Field is now the Santa Monica airport. Steve did some measurements, and reported that, "According to MapQuest, the driving distance from Santa Monica (Clover Field) to Los Angeles is 16.5 miles. The flying distance – without the twists and turns of a highway - would more than likely be somewhat less, possibly 13 miles, give or take."

Steve also commented that in 1922, the Douglas Aircraft Company had moved to an abandoned movie studio in Santa Monica and began making military planes. It used nearby Clover Field for testing its aircraft, which is why the image of the Douglas-built Mainliner airplane is part of the cover's cachet. The Mainliner was being promoted in the initial years of its availability as the state-of-the-art equipment for both business and personal travel. A 1937 United ad boasted, "Mainliner Sleeper service -- a new standard of luxurious night travel. Dinner in New York -- breakfast in California."

It's neat to see another cover with a statement that it was flown by the World's Shortest Air mail flight.

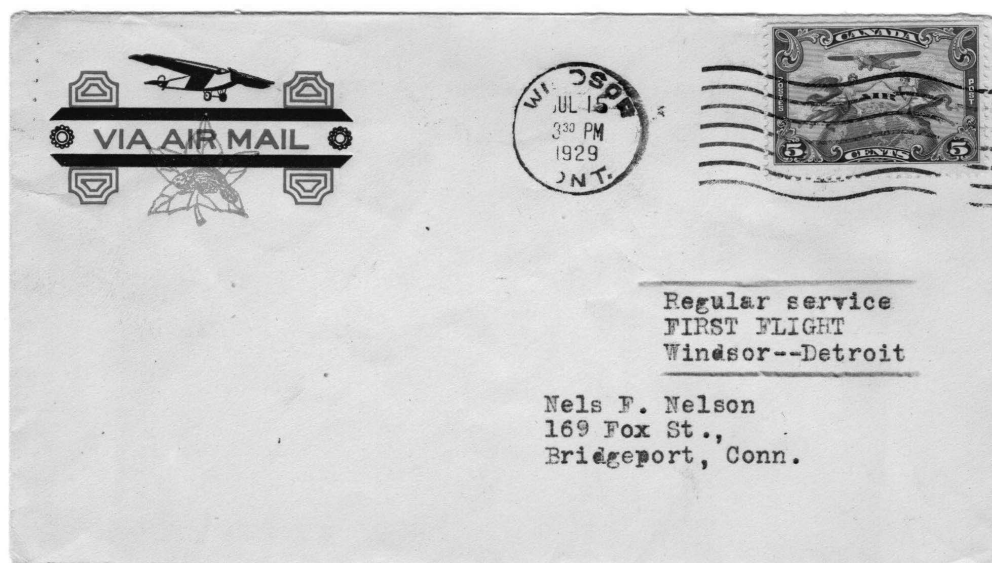
BUT, Ian Macdonald wrote to me that: I don't know if mail was carried but when I worked for Pacific Western Airlines in the early-1980s we had a scheduled once-a-week Edmonton International to Edmonton Municipal trip, an extra leg added to the Yellowknife-Edmonton 737 flight. The purpose was to position the plane back at the Municipal but it operated as a revenue leg. That was my shortest airliner flight. I don't recall how many minutes but it must have been one of the shortest in Canada.

BUT, I've also received more information from both Richard Beith and John Symons regarding the Westray – Papa Westray air mail service, which it was noted in our last issue is recognized by the Guinness Book of Records as being the shortest scheduled passenger flight in the world. This service operates between two islands in Northern Scotland. "The distance is 2.8 km (1.7 mi) and the scheduled flight time, including taxiing, is

two minutes.”

A distance of 1.7 miles, and recognition by the Guinness Book of Records, is definitely hard to beat.

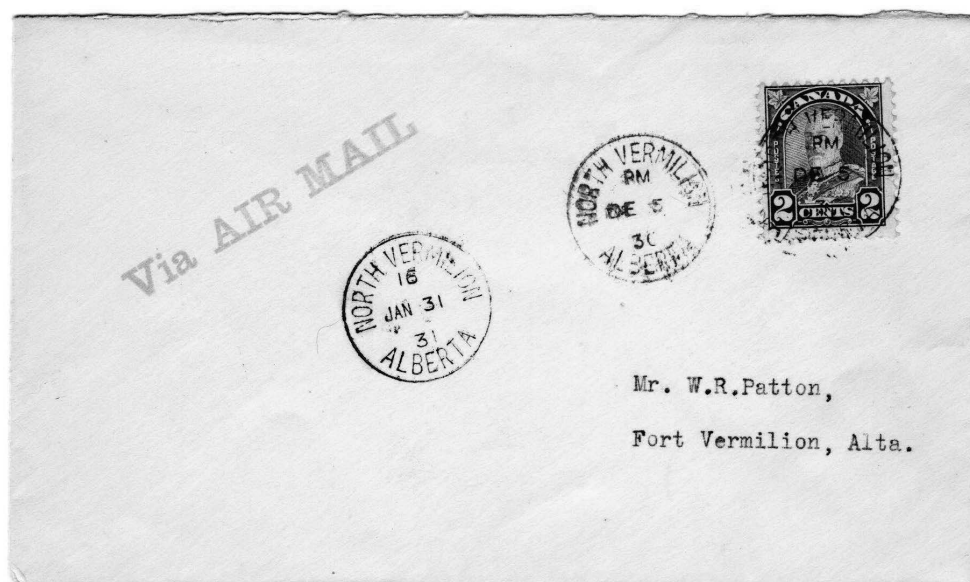
HOWEVER, in the 1930's there were a number of air mail routes in North America that just crossed a river, for example Minneapolis – St. Paul, and Windsor – Detroit.



Postmarked WINDSOR JUL 15 1929

Typed endorsement: REGULAR SERVICE FIRST FLIGHT WINDSOR-DETROIT

There was also an air mail service between North Vermillion and Fort Vermillion, that Denny May described in his book “Air Mail in Alberta” as being “half a mile apart across the Peace River”. Denny noted that, “There is a bridge across now, but even in the mid 1960's during early winter & spring break up one had to fly between the two communities.”



Postmarked NORTH VERMILION DE 5 30 and JAN 31 31

Backstamped FORT VERMILION JAN 31 31

An air mail service from Peace River to North Vermillion was inaugurated on January 31st 1931, with intermediate stops at Carcajou and Fort Vermilion. - First Flight Covers from Fort Vermilion to North Vermillion

are listed in The Air Mails of Canada and Newfoundland as #3103e, and FFCs from North Vermilion to Fort Vermilion are listed as #3103f.

The air mail route between Fort Vermilion and North Vermilion is my candidate for being the “World’s Shortest Air Mail Route”, though it would come into the “was” rather than “is” category.

However, in the 1930’s there were also some autogiro services in the U.S. from Post Offices to Air Mail Fields. – I don’t know much about these, and am hoping somebody will send in some information about them.

I expect the title of “World’s Shortest Air Mail Route” will have moved around a lot, as new services were introduced and then terminated. – I am looking forward to receiving more nominations, and eventually compiling a list of title holders.

Please send more nominations and comments to hargreavescp@sympatio.ca or to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada.

CANADIAN AIR MAIL PILOT SIGNATURES

John Lewington

DALE ATKINSON - Dale Sydney Eldon Atkinson. Pilot licence #222 issued Feb 5, 1927. He flew for PA&E, WCA, CAL and STAT. He is credited with first air mail flight AAMC 2803 Jan 25, 1928 outward from Rolling Portage to Narrow Lake. His signature appears on covers for this flight. Dale has incorrectly been credited with the Dec 31, 1928 mail flight from Sioux lookout to Pickle Lake. This flight has now proven to have been piloted by A.H. Farrington. Both flights involved WCA aircraft.

A.H. FARRINGTON - Albert Harold Farrington. Pilot License #208 issued Aug 1, 1925. Harold flew for FAL, JVE, DAEL, WCA, CAL and SEL. During the 1926 Red Lake gold rush, A.H. piloted the first flights from Hudson to Red Lakes. He piloted the inbound AAMC flight 2803 on Jan 25, 1928 from Narrow Lake to Rolling Portage and should have been credited for the first air mail flight from Sioux Lookout to Pickle Lake, AAMC 2802, on Dec 31, 1928. There is a correction pending on the latter and his signature will be found on covers for this flight. He is credited with four AAMC first air mail flights. Farrington retired in 1961, age 65, to the Red Lake area.

S.A. CHEESMAN - Silas Alward Cheesman. Pilot Licence #233 issued May 16, 1927. ‘Cheesy’ flew for WCA, NAME, PTC and EXA. His signature will be found on CL41 covers dated July 1, 1927, when it is believed he co-piloted the Red Lake Mining District flight, with J.R.’’Rod’ Ross, for. His signature is also on covers related to the 1937 search for the Russian aviators. Cheesman died on Apr 2, 1958 at Fort William.

H.A. HOLICK KENYON - Herbert Holick Kenyon. Pilot Licence #340 issued Sept 6, 1928. Herbert flew for WCA, CAL, BNAAL and CPA. His signature will be found on Prairie Air Mail First Flight covers as well as the 1937 search for the Russian aviators. He is credited in AAMC with seven Prairie air mail first flights. He died July 30, 1975 in Vancouver.

A, D, CRUIKSHANK - Andrew David Cruikshank. Pilot Licence #230 issued July 5, 1927. Andy flew for YAEL, WCA, and CAL. His signature will be found on a CL40 WCA cover for the first air mail flight from Prince George to Ingenika Mines Aug 24, 1929. He is also credited with several Yukon air mail first flights although we have no signed covers. Cruikshank died in the crash of CAL Fokker Super Universal G-CASQ at

Mazenod Lake, NWT, June 29, 1932.

AIRLINE COMPANY ABBREVIATIONS:

BNAAL-British North American Airways Ltd.

CAL- Canada Airways Limited

CPA- Canadian Pacific Air Lines Ltd.

DAEL-Dominion Aerial Exploration Ltd.

EXA-Explorers Airways

JVE-Jack V. Elliot Air Service

NAME-Northern Aerial Mineral Exploration Ltd.

PA&E-Patricia Airways & Exploration Ltd.

PTC-Pigeon Timber Co.

SEL-Skylines Express Ltd.

STAT-Starratt Airways & Transportation Ltd.

WCA-Western Canada Airways Ltd.

YAEL- Yukon Airways & Exploration Ltd.

Dale Atkinson



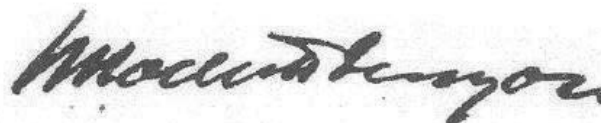
A.H. Farrington



S.A. Cheesman



H.A. Holick Kenyon



A.D. Cruikshank



Thanks John.

**QUESTION from the September 2015
Canadian Aerophilatelist:**

**1937: ENGLAND to MACAO
via NEWFOUNDLAND ?**



Meter franking of 1 ½ pence from MANCHESTER, Gt. BRITAIN, dated 9 SEP 1937

Addressed to: Mr Pedro Paula Angelo, Avenida Horta e Costa, Macau

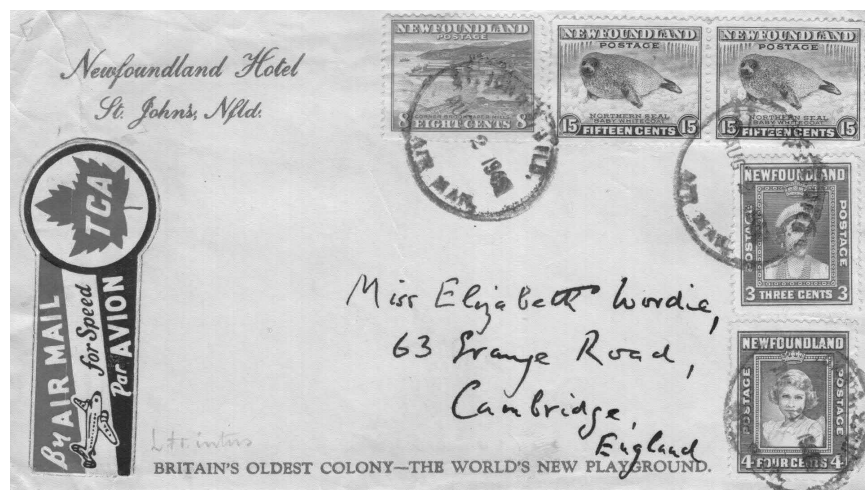
“Franked” with two, 3 cent Newfoundland Custom stamps. These have been cancelled by a partially legible handstamp. - The date includes SEP and 37.

J.D. Williams & C. Ltd. Advert and world map on map Backstamped 15 - X - 37 MACAU

Nobody has reported seeing an envelope like this before, or suggested why this was franked in Newfoundland, while travelling from England to Macau.

But thanks to Erling Van Dam for some related information: *Newfoundland customs duty stamps are typically not cancelled. A very interesting and rare cover also from the standpoint of a revenue stamp collector.*

SEPTEMBER and DECEMBER 2015 - A 45 cent franking from Newfoundland to England in 1945?



Postmarked St. JOHN'S Aug 2 1945

I've had an interesting correspondence with C.A. Stillons, Robert Toombs, and Hal Vogel regarding this cover. The correct franking for an air mail letter to England up to ½ ounce was 30 cents, so the 45 cent franking seems to have been a mistake. We've been wondering how the mistake might have occurred? One thought was whether there was confusion between Canadian and Newfoundland rates? However, although the air mail rate from Canada to England was 15 cents per ½ ounce in the late 1940's, this rate did not come into effect until November 1st 1946 - In 1945 the Canadian rate was 30 cents: the same as the Newfoundland rate.

Another possibility is that the franking is based on an earlier rate. Air mail from Newfoundland to England had been suspended at the end of 1939, and when it was re-introduced in May 1942, the rate was 35 cents per ½ ounce. However, in January 1943 the Newfoundland Post Office announced that:

Trans-Atlantic Air Mail Confined to Airgraph and Armed Forces Air Letters.

The increasing demand on Trans-Atlantic aircraft capacity for vital War supplies has created an almost complete absence of space for mail on aircraft. Conditions have become so acute in recent weeks that practically all correspondence prepaid at Air Mail rates has to be despatched from Newfoundland, Canada and the United States to Great Britain by surface means.

The Trans-Atlantic air mail rate from Newfoundland to England was reduced to 30 cents on June 10th 1943, but it's possible that this reduced rate was not well used or well known. So: is it likely that when Sir James Wordie went to mail this letter in August 1945, a hotel clerk quoted him the old rate of 35 cents? He may have added 10 cents for registration, even though the hotel subsequently failed to present it at the PO counter for the registration action, which would give a rate of 45 cents!

Does anybody have a better suggestion?

DECEMBER 2015

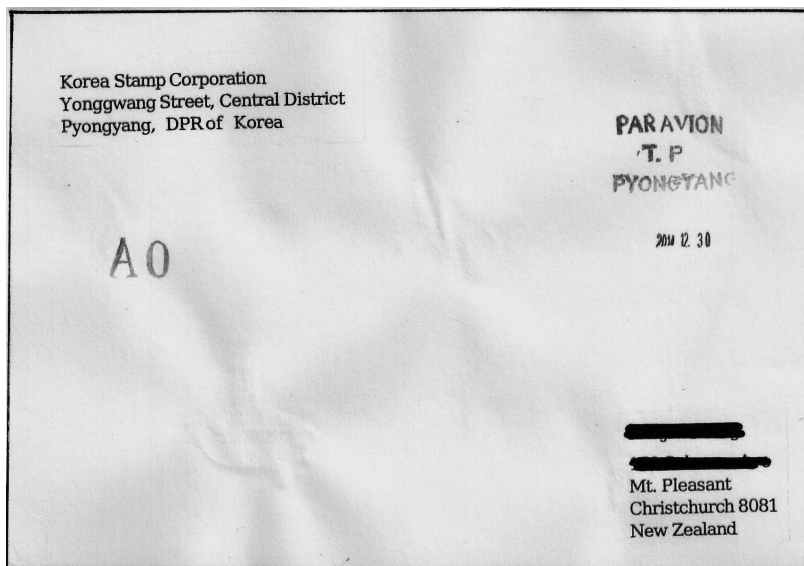
St Lawrence Seaway/North Atlantic Air Mail Service

John Johnson has suggested contacting Lloyd's of London for information on Canadian Pacific Transatlantic Summer sailings, schedules, etc. He added that, "Many years ago K. Goldsmith visited them and obtained some info I was looking for."

JUNE 2015

The A.O. Directional Marking

A.O. is an abbreviation of the U.P.U. phrase 'Autres Objets', which translates from the French as "Other Objects". The term refers to items such as printed matter, in contrast to 'L.C.' = 'Lettres, Cartes', i.e., first class mail. It also refers to small packets that could be included with letter mail, but are in effect larger than normal.



A question on page 27 asked why the handstamp was used this cover from Korea which is was 200mm x 135mm: when regular letters in Canada are up to 245mm x 156mm?

Thanks to **Nino Chiovelli** for explaining the situation:

The cover mailed by the Korean Stamp Corporation of the People's Democratic Republic of Korea from Pyongyang to an address in New Zealand is in fact an "A O" mail item. The contents of that cover were probably a broadsheet or pamphlet advertising philatelic products for sale to a subscriber. The envelope was probably sealed which is legal and by marking the envelope "A O," THE SENDER AUTHORISED ANY AND/OR ALL POSTAL AUTHORITIES EN ROUTE TO INSPECT THE CONTENTS TO VERIFY THAT PERSONAL CORRESPONDENCE WAS NOT ENCLOSED IN THAT ENVELOPE. Simply put the use of the letters "A O" permits inspection.

As an aside, The Korean PDR and most countries do not frame the letters "A O." Canada and Indonesia frame the letters "A O," perhaps to add a touch of professionalism to the mail service?

Cheers, Nino

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INFORMATION WANTED

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

White “beads” on a CL51



QUESTION: “I attach a scan of a recently acquired stamp on which I would like to get additional info. The colour of this stamp is an intense blue. The unusual feature is the “string of beads” in the Canadian Airways Limited block at the top of the stamp. The “beads” are approximately the same size and spacing as the perfs. It looks as if a string of perf cuts lay on top of the stamp preventing the ink from reaching the paper. I do not know a lot about the printing process but I would assume the perfs were cut AFTER the pane of stamps was printed. If that is true then perf cuts getting on the paper prior to printing seems unlikely. Any thoughts?”

If you can help, please send information to the editor:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.
(Email: hargreavescp@sympatico.ca)

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.

FOR SALE: A collection of Canadian First Flight Covers, formed because I was fascinated with the informative cachets. “Three Frames” of covers through to 1931, and an additional 63 covers extending from 1932-34. The AAMS Catalogue lists most of them at \$3, which is what I paid. The exceptions are: 2941 (\$25); 3301 (\$15); 3335 (\$10). Most Canadian aerophilatists might have all of these, but it would be a great start for a new collector. For more information contact Alan Bentz: email apbentz@tvconnect.net

Aviation books - CANAV BOOKS 2015-16 Fall/Winter Newsletter and book list is now available. To get a copy, email Larry Milberry at larry@canavbooks.com
For more information on CANAV BOOKS books, and/or to read their aviation blog, check out www.canavbooks.com and www.canavbooks.wordpress.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) OR check out our website: 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\$13.00 or 8 GB pounds or 10 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$18 or 13 GB pounds or 16 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 \$21.00 US),
\$35.00 CDN for members Overseas, (or \$25.00 US, or 17 Euros, or 23 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$38.00 US)
\$65.00 CDN for members Overseas, (or \$45.00 US, or 32 Euros, or 42 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

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:

#451 Chris Anstead
#313 Alastair Bain
#439 David Bartlet
#393 Malcolm Crux
#376 Charles S. Flynn
#401 Tony Hine
#367 Doug Lingard
#155 Larry Milberry
#407 Peter Motson
#452 Steve Mulvey
#315 Reginald Targett
#254 John Webster

Advertising members:

#412 John Walsh

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.