



THE CANADIAN AEROPHILATELIST

#76

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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 M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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DOROTHY MALOTT

I am sorry to report that Dorothy passed away on July 21st, after another stroke.
 On behalf of the CAS, I would like to offer our condolences to Dick and his family.

PRESIDENT and EDITOR'S REPORT

Having set a target in the March newsletter, that our June newsletter would be mailed out on or before June 15th, we were disappointed that it was not mailed out until July! I was informed by Steve that, "It was at the printers for about 2 ½ weeks. I was told their copier went down 3 times during the printing process. I was given a card for free copies next time I go in." I hope that most members will receive this issue before the end of September.

Letters to the Editor - *I've mentioned before that most of the letters I receive are a combination of social chat and aerophilatelic information, and sometimes include comments about the CAS and/or the newsletter. I do not want to "silence" anybody who wishes to express their opinions to all readers, but I also don't want to embarrass anybody who expected their opinions to be private.*

If you write to me, and want all or part of your correspondence to be published as you've sent it, please indicate that it is for the "Letters to the Editor" section. - This section will be a continuing feature of the newsletter, even though there are no letters in it this time.

There have been several items in past newsletters, regarding the scepticism that greeted the Wright Brothers' claims to have flown at Kitty Hawk, and the fact that it was Wilbur Wright's flight from Les Hunaudieres racetrack at Le Mans, France, on August 8th 1908, which made them celebrities.



Commemorative Printed postage envelope, issued by the French Post Office, for postage within France.

Commemorative cancellation from the opening of the Wright Brothers exhibition in Le Mans, 10-11 July 2008.

Cancelled by special post office at the Hunaudieres race track, during the Centenary Celebrations on 08-08-2008.

One of the highlights of my summer, was visiting Donald and Lesley Holmes, and attending the Centenary Celebrations with them.

I hope that everybody else has some good memories of the summer too.

Chris Hargreaves

SECRETARY'S REPORT

Welcome to two new members:

386 Gantsogt Jigjid of Mongolia

387 Ronald Markwell of Ontario

Gantsogt is interested in trading Mongolia for Canada. Please contact me if you would like more information. **Brian Wolfenden**

WEBMASTER'S REPORT

A number of updates have taken place:

- a) The CAS Library page has been updated with 13 new entries
- b) The CAS price list of available material has been updated
- c) CAS member advertisements have been updated, adding to the Items for Sale page and the Wanted page.
- d) The Canadian Aerophilatelist index has been updated. All back issues up to June 2008 have been added.

Our hit counter now stands at 1475. **Steve Johnson**

WESTERN CHAPTER REPORT

The Western Chapter will be holding a meeting during CALTAPEX 2008. The show runs from OCTOBER 17th to 19th in the Kerby Centre, 1133 - 7th Avenue S. W., Calgary.

Anybody reading this Report is most welcome to join us for lunch and /or other Western Chapter activities. - Please contact me for more information. **Dave Brown**

CHERYL GANZ in TORONTO

Cheryl is going to be making a presentation based on her acclaimed Display Class exhibit

Come Take a Ride on the Hindenburg

on Thursday, October 2nd at 7:45 p.m. at The Badminton & Racquet Club of Toronto, 25 St. Clair Avenue West, Toronto. (Just west of Yonge Street).

This will be the Third Annual Harry Sutherland Philatelic Lecture organized by The Vincent G. Greene Philatelic Research Foundation and the Philatelic Specialists Society of Canada. **They are inviting members, friends and interested members beyond the philatelic community, to attend.**

Cheryl Ganz is the Chief Curator of Philately, at the Smithsonian National Postal Museum in Washington D.C. Her presentation will include pages and items from her exhibit, as well as some non-philatelic items from the Hindenburg crash site.

The doors will open at 7:00 p.m. There will be a cash bar and opportunities to socialize. At 7:45 p.m. there will be introductions, then the presentation, followed by a dessert & coffee reception.

Tickets are \$ 5.00 and must be purchased prior to the event from Peter Butler at 416-690-4666 or pbutler@ilap.com, or Margaret Schulzke at the VGG Philatelic Research Foundation Office, 416-921-2073. - Written requests for tickets should be sent to: Harry Sutherland Philatelic Lecture, VGG Philatelic Research Foundation, 10 Summerhill Ave., Toronto ON M4T 2P1 (Please include a cheque to VGG and a return address.)

Limited parking is available at the B&R Club. There is also public parking across the street on the north side of St. Clair.

A commemorative cover is going to be produced to celebrate the event.

For more information, please contact Peter Butler.

TORONTO DAY OF AEROPHILATELY

This year's Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday October 26th, from 11.15am to 4.00pm.

The Foundation is at 10 Summerhill Ave., which is close to Summerhill subway station on the Yonge St. line. - This is the same location as in recent years, but everyone should check the streetsigns, to see where parking is currently allowed on Sundays.

This is the fourteenth annual Day of Aerophilately in Toronto. It features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - The regulars look forward to the gathering each year, and very much hope that more people will join them.

For more information contact Murray Heifetz, tel. 416 444 6494, or Dick McIntosh, tel. 416 447 1579.

ROYAL 2009 ROYALE



Canada's National Stamp Exhibition.

81st convention of the

Royal Philatelic Society of Canada.

June 12th, 13th, and 14th 2009

Parkway Convention Centre,

St. Catharines, Ontario.

For more information visit www.royal2009.ca
or contact Stuart Keeley,

Homer Bridge, Welland Canal, St. Catharines, Ontario 15 Baxter Crescent, Thorold, Ontario L2V 4S1

The CAS has arranged to hold a meeting at the Royal, from 1 to 2p.m. on Sunday June 14th. - If anybody would like to make a presentation as part of this, please contact Chris Hargreaves.

We have also been offered a table at ROYAL 2009. - Would any members who are planning to attend the show, and are interested in helping look after a society table, please also contact me, (Chris).

I've also been informed there's a Quality hotel adjacent to the show, that is now accepting reservations. "Quote Royal 2009 to get the right rate". (There's a link on the show web-site.)

AMERICAN TOPICAL ASSOCIATION national show 2009

To commemorate the 100th anniversary of US Military Aircraft, the ATA will hold its National Topical Stamp Show convention and exhibition at the cradle of aviation, Dayton, Ohio, on June 12-14, 2009 with the theme of *FLIGHT*.

It was in 1909 that the US Army bought its first Wright Military Flyer. The home of the Air Force Museum at Wright-Patterson AFB in Dayton, Ohio seemed to be the most appropriate place for this philatelic gathering of collectors from all aspects of Philatelic *Flight* to gather.

We expect that at least half of the dealers at the show will sell philatelic material other than topical so that the entire philatelic community can find something at NTSS.

We are also in process of locating non-philatelic groups who collect aircraft ephemera, seeking them through the Association of Collector's Clubs.

Our Bourse Chair will invite dollar cover dealers and postcard dealers to this stamp show.

If you or your members have exhibits that might fit in with our all-topical exhibition, I can send them a prospectus as soon as one is available.

For more information, contact: Ray E. Cartier, American Topical Association, P. O. Box 57, Arlington, TX 76004-0057. (E-Mail: americantopical@msn.com)

ACCOLADES for RICHARD BEITH

Richard has been a frequent contributor to this newsletter for many years, (including two items later in this issue), so I was very pleased to hear that he had been honoured at the Annual Congress of Scottish Philatelic Societies, held in Perth on April 18th and 19th.

On the Friday evening, Richard was asked to give the Tom Rielly memorial display and talk. - According to the Congress programme:

The Tom Rielly Display is given by a prominent philatelist. It consists of 10 frames of material. The host society selects the person to give the display. The philatelist concerned is asked to give a short talk on the display on the Friday evening. After the talk he or she will be presented with a Tom Rielly Medal. Struck in silver, the Tom Rielly Medal commemorates one of the best-loved and hardest working of Scottish philatelists who died in September 2001.

Dick Saundry, editor of the British Air Mail Society's Air Mail News, was a visitor to the Congress, and reported in that journal, that:

It was so good to savour the friendly atmosphere generated by Scottish philatelists, and to see our members 'North of the Border' in action. For me the highlight was to join an enraptured audience, in the presence of the Mayor and Mayoress of Perth, to listen to Richard Beith's address on '*South Atlantic Air Mails to 1949*', which was backed by some ten frames of choice material. Richard is, as all members will know, a consummate collector, writer and accomplished raconteur, and his half hour talk was most illuminating, even for those who had heard Richard speak on this subject before.

I remember Richard's presentation at CAPEX 96, when he spoke about *Scottish Air Mails*, and have no doubt that everybody in the audience would have enjoyed his talk.

The Tom Rielly display and talk was followed by a civic reception and the Congress Dinner, at the end of which Richard was asked to sign the Book of Scottish Philatelists. - According to Richard, he is the first one born in Hampshire to do so! (He added that his great-grandfather was born on the banks of the Clyde! - Richard has also lived in Scotland for many years.)

According to the citation in the Congress programme:

Signatory of the Book of Scottish Philatelists

Richard Beith

Stirling & District Philatelic Society

Richard Beith has been invited to sign the Book primarily in recognition of his enhancement of aerophilately. His collections of airmails have received major awards at international exhibitions. His researches in the field have resulted in the publication of over a hundred articles in the specialist journals, as well as four major monographs. In addition, his research into an aspect of military postal history resulted in a further significant monograph. He has also filled a range of editorial and other offices in national organisations with distinction.

I have been the fortunate publisher of some of the articles that Richard has written, and want to congratulate Richard on behalf of the Canadian Aerophilatelic Society for the distinctions he received.

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a detailed index to this newsletter by email at no charge, or on diskette in Microsoft Word or WordPerfect format, or as a printed version for the cost of production. He will also copy articles, and/or back issues of the newsletter. - For more information contact:

Gord Mallett, #2, 6909 Manning Place, Vernon, B.C. V1B 2Y6 (Email: gdmall@telus.net)

JIM MILLER

Jim Miller is a long time member of the CAS, and a regular advertiser in this newsletter. I have therefore decided to print in full an email I received from him at the beginning of August:

First, our latest upload is now ready on our website at www.canadacovers.ca.

NOW FOR THE BIG NEWS: Our six month stay on Vancouver Island has done what we thought it would. We've been on the Island for four of our six months stay so far and have decided that we would like to live here, and become completely retired. Most significant are the absence of Vancouver crowds & traffic issues. Furthermore, golf is very enjoyable here--easy to get to, not crowded, and lots of courses. Golfing season is just about year-round. Besides, Vancouver Island's fresh prawns & crabs taste much better and are plentiful!

So, that brings up my career as a stamp dealer for over 40 years. Mary and I want to retire to the fun part of philately--collecting! This means that our postal history business is for sale as of now!

The sale of our stamp business can take on one of several forms. To begin with, we offer the complete sale of the Ltd. company including the shares, philatelic stock, website domain, computer programs, supplies, customer list, library--the whole kit and caboodle going to one person or company. If the business is not sold by this December 2008, we will offer the philatelic stock to be sold separately (in various groups if desired), and the business portion (Ltd., Corporate shares, customer list, computer programs, domain) sold independent of the philatelic stock. In any case, there will be only one sale of the website programs and customer list. I am willing to provide a "training period" if desired. The financial statements are good, and the business is priced to sell!

We will continue our uploads as usual for the next four months, offering significant discounts on our remaining stock towards the end of 2008. In January we will close our doors and submit the remaining stock to auctions.

Here's a great opportunity for a postal historian wishing to learn more about this fascinating hobby, and get in on the ground floor of a business with a great potential. We have a lot of great ideas and ways to expand our operation that we will pass on to the buyer of the company.

We will entertain all serious inquiries. Please respond by e-mail, as our cell phone is often out of range to receive calls, 604-999-3551.

We are looking forward to finding and working with someone who loves postal history!

Jim & Mary

I received a further message from Jim at the beginning of September:

Our latest upload is now ready at www.canadacovers.ca and there's lots of goodies this time.

IMPORTANT: We will be able to service orders up to Sunday evening, Sept. 7; then not again until near the end of the month. We will be doing some traveling and non-stamp related activities.

Update on the sale of our business: A number of dealers have expressed interest in purchasing our stock, or portions of it, but no one has shown any interest in the entire business. Maybe that will change in the next month or two, but in the meantime we will start in October with discounted prices on every item in our stock, with the discounts getting larger in November and increasing again in December. Items still remaining in January will be sent away for auction.

Happy hunting...

Best wishes to Jim and Mary for their future plans.

NEW BOOKS

The Postal History of World War II Mail between Canada and Switzerland, Charles LaBlonde CPHH, FRPSL and John Tyacke.

Published by The American Helvetia Philatelic Society, 2008. iv + 250 pages, spiral bound. ISBN 978-0-9742619-3-5. Available from Charles J LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921-3554, USA; postpaid costs: USA: US\$30; Canada: US\$35; Europe (airmail) US\$40 or £20.

I already have three books by Charles LaBlonde in my reference library, all reflecting his fascination with the problem of maintaining postal communications with Switzerland during the Second World War. His first volume covered westbound mails from Switzerland to Great Britain, Canada and the United States (2003). This was followed in 2005 with a collaboration with Robin M Startup FRPSL, FRPSNZ, on WWII mails between Switzerland and New Zealand and another solo volume in 2006 on the suspension of United States mail to Switzerland in 1942 and 1944/45. In all these volumes the texts covered both surface and air mail routes. His latest volume has been produced in collaboration with Toronto-based John Tyacke.

The authors start by asking the question: 'Why this book?', and quickly give an answer by pointing out that Canada was immediately involved in the war in 1939 as a member of the British Commonwealth of Nations, that her forces were engaged in combat in many parts of the world, and that Canada housed Axis prisoners of war and internees, including some German and Italian civilian internees from Great Britain. As the war progressed, Canadian POWs were held in Europe, so there was a large two-way traffic in correspondence with Switzerland, as the home of the International Committee of the Red Cross (ICRC).

The book is divided into six sections and seven appendices. The main sections cover the routes of the mail from Canada to Switzerland, the operation of the censorship system in Canada, a study of how the Red Cross in Geneva handled internee/POW enquiries, an explanation of the civilian postal message scheme, westbound mail routes from Switzerland to Canada and, finally, the somewhat surprising topic of censorship in Switzerland itself. The appendices cover such topics as Canadian postal rates; Canadian postage due calculations; Canadian postal stationery used to Switzerland; Canadian 'Blackout' postmarks, that is, covers where the location of the dispatching post office has been obliterated, sometimes called 'sanitized' postmarks; Swiss postal rates; Canadian POW mail regulations and useful documentation of the Personal Postal Message scheme.

The above topics are all relevant whether a particular piece of mail has travelled by sea or by air between the Hemispheres. The authors pay particular attention to the sequence of military and political events which influenced routes and government decisions. The book is easy to follow, clearly divided and replete with many illustrations of covers, documents and maps. With more and more aerophilatelists finding the years 1939-1945 a rewarding period for collecting and for study, this volume should find a ready market. The authors are to be congratulated on providing such a thorough study at a very modest price.

Reviewed by Richard Beith

Editor's note: When I began the series of articles on *Censorship in World War 2* in the March Canadian Aerophilatelist, I commented on the paucity of information I'd found previously.

I think the amount of information that Charles LaBlonde and John Tyacke have gathered in this book is terrific, and their presentation is excellent.

Although the title may suggest that the book covers a rather limited topic, the authors state in their introduction that, *"this book actually paints a broad picture of WW II postal communications"*. - I agree entirely with that comment, and think this book will be a valuable reference on many aspects of censorship in World War 2, and the postal history of that time.

My congratulations to the authors for an excellent book!

Brian Wolfenden

**Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!**

www.brianwolfenden.com

203A Woodfield Drive, Nepean, Ontario K2G 4P2

ANOTHER NEW BOOK:**Intercontinental Airmails, Volume 1, Transatlantic and Pacific** by Edward Proud

Published in 2008 by Proud Publications Ltd., P.O. Box 74, Heathfield, East Sussex TN21 8PY, England. - Available from Leonard H. Hartmann, Philatelic Bibliopole, PO Box 36006, Louisville, Ky 40233-6006, U.S.A. (Email: Leonard@pbbooks.net) Price US\$142.50 plus postage.

Given the price of this book, first impressions may be significant. - It is a thick, (672 pages), traditional, cloth bound book, 17 x 27 cms, (7" x 10"), with high quality printing on smooth paper, lots of photographs of aircraft, and colour illustrations of some covers and advertising posters. So: it looks and feels like a \$142.50 book!

This is the first of three books by Edward Proud, the aim of which, according to the Foreward, is:

to cover all intercontinental flights up to the end of the war in August 1945, which carried normal civilian mail.

(I gather that volume 2 will cover Asia and Australasia, and Volume 3 will list Africa.)

In this volume, there are separate chapters for:

- North Atlantic - Pioneer Transatlantic Flights
- North Atlantic - The German Airship Flights
- North Atlantic Service - 1939-1945
- North Atlantic - Imperial Airways (BOAC from 1st April 1940) Service
- North Atlantic - Pan American Timetables
- North Atlantic - Trans Canada Air Lines
- French South Atlantic Service mail
- Lufthansa South Atlantic Service
- Italian South Atlantic Service
- P.A.A. South Atlantic Service 1942-1945 between Brazil and Lisbon
- P.A.A. South Atlantic Service (FAM 22)
- P.A.A. Transpacific routes
- New Zealand to Australia Service by Tasman Empire Airways Ltd (TEAL)
- European Link and Shuttle Services 1939-45
- The List of P.A.A. Clippers on the Atlantic and Pacific Routes
- Notes on Censorship

Within each chapter, there is usually:

- **a brief history of the service**, that gives more detail than introductory historical summaries normally do.
- **remarkably detailed schedules and/or lists of flights** on the service. - These are a terrific source of information! They usually identify the plane used for a flight, and include the date of departure, intermediate stops, and date of arrival.

The book includes this information for the *Canadian Government Transatlantic Air Service*, which I have not seen published before.

The chapter on the Pan Am North Atlantic service also includes very useful information about the dates when airmail had to be sent by sea. (E.g. in 1943, "Airmails of 19 August & 13 September forwarded by sea from New York received London 6 October".)

- **information on rates to and from a wide variety of places, which used that service.** (Such as Philippine Islands to Canada by Pan Am in 1937, and Afghanistan to Chile by Lufthansa in 1938.)

This book contains a tremendous amount of information, much of which I have not seen published before. It's not quite perfect, (e.g. it leaves out the eastbound stop at Shediac, New Brunswick, on Pan Am's 1939 Northern Trans-Atlantic flights, and some people may think it omits a number of early flights that might be considered to have carried "normal civilian mail",) but I think it's as close to perfectly edited as a book gets!

Congratulations to Edward Proud on a great book!

Reviewed by Chris Hargreaves

For information on other books stocked by Leonard Hartmann, check out www.pbbooks.com

There are more book reviews on Page 30 of this newsletter.

LIBRARIAN'S REPORT

Many thanks to JACK INCE, who has donated a number of books and photocopied articles from his library to the CAS. They include:

- Airmails 1870 -1970 by James Mackay (1970). A study of airmail services around the world.
- A History of the World's Airlines by R.E.G. Davies (1964). - Photocopied extracts.
- Farther and Faster: Aviation's Adventuring Years, 1909-1939 by Terry Gwynn-Jones (1991). - A history of aviation that focuses on speed and distance records.
- The Time Shrinkers - Africa by David Jones (1970). - The development of Civil Aviation between Britain and Africa, up to 1953.
- Imperial Airways and the first British airlines, 1919-40 by A.S. Jackson (1990). - 165 pages: lots of information and illustrations.
- Movements of Aircraft on Imperial Airways' African Route, 1931-1939 by Peter Wingent (1991) - Records of some 2,000 flights: flight numbers, dates, intermediate stops, and aircraft used.
- The GUBA story. A tribute to an elderly lady by John Wilson (1990). - The "lady" was a *Catalina* flying boat, that flew and carried mail in various places around the world, from 1937 to 1945.
- Wartime Air Mail - An Introduction by John Daynes (1996). Details of air mail routes, as described in Post Office reports from Britain and Switzerland.
- Report on the Progress of Civil Aviation 1939-45 by John Wilson (1994). - Extensive extracts from reports produced for the British Government at the end of each year.
- Imperial and Foreign Air Mail Services - Extracts from British Post Office Circulars, various dates between 27th May 1942 and 23rd August 1944.
- British Empire Civil Censorship Devices World War II - Trinidad and Tobago by R.G. Wike (1993) - Includes information on British and U.S. censor numbers.
- West African Censorship, World War I and II by J.J. Martin and F.L. Walton (1993). - Produced by the West Africa Study Circle, it covers Ascension, Cameroon, Gambia, Gold Coast, Nigeria, St. Helena, Sierra Leone and Togo.
- French Postal Censorship in The Levant, September 1939 - July 1941 by D. Zimmerman (1983) - Extracts from "The Bulletin of the Civil Censorship Studygroup".
- The Postal History of the British Niger Coast to 1900 by Jack Ince, in Opusculum1: an anthology of philatelic and historical papers, published by The Royal Philatelic Society of Canada Philatelic Research Foundation, 1995. - This was Jack's speciality before he switched to aerophilately.

We have also purchased for the library:

- American Air Mail Catalogue - 2nd Edition, Volume 2, (1950). - Includes separate sections for Canada on *Pioneer Flights*, *Semi-Official Flights*, and *Government Flights*. This will help track changes in cover descriptions from volume to volume of the "American Air Mail Catalogue".
- American Air Mail Catalogue of Air Letter Sheets including Military and POW Air Letter Cards (1951). - A world wide catalogue of airletters/aerogrammes with "an impression of a postage stamp" or other marking to indicate postage has been paid.
- Slogan Postmarks of Canada - 3rd Edition by Cecil C. Coutts (2007). - Now 307 pages, 8 ½" x 11". - Records slogan wording, where used, and period used.
- The Postal History of World War II Mail between Canada and Switzerland, by Charles LaBlonde and John Tyacke (2008). - Covers most aspects of censorship in Canada. - See page 7 of this newsletter.
- Intercontinental Airmails, Volume 1, Transatlantic and Pacific by Edward Proud (2008). - Historical descriptions, schedules, and lots of rates, up to 1945. - See page 8 of this newsletter.

A full list of our library holdings is on our website: www.aerophilately.ca For a printed copy of this list, and/or more information about any of the items in the library, just contact the librarian: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [Email: www.hargreavescp@sympatico.ca]



INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
 FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES
 INTERNATIONALER VERBAND DER AERO-PHILATELISTEN-VEREINE
 FEDERACION INTERNACIONAL DE SOCIEDADES AEROFILATELICAS

Centenary of First Crossing of the Channel by an Aeroplane

A National commemoration will take place in France to celebrate the Centenary of the First Crossing of the Channel by an Aeroplane.

This first crossing was realized between Calais (F) and Dover (GB) by Louis Blériot on July 25th 1909, on a machine built by himself.

The following events are planned in the period from 22nd to 26 July 2009 :

- Crossing the Channel with the same aeroplane. We already have a reply from the R.A.F. which will accompany the crossing up to England with it's aerobatic patrol. The French 'Patrouille de France' will normally do the same but must be confirmed yet.
- The French Post Office will issue a special stamp.
- An aerophilatelic exhibition will be organised by the C.A.F. / G.A.P.S. at Blériot Plage, close to Calais (F). Three classes are planned : Class of Honour; Class of One frame display; Class of Multi frame display. More than 300 frames will be available. All aerophilatelists of the world are invited to participate, but priority will be given to members of C.A.F., G.A.P.S. and BAMS. This exhibition will be completed with paintings, aeroplanes, models and conferences on the subject.

For more information, please contact: Gérard Collot, President - Cercle Aérophilatélique Français, 25 bis rue Victor Hugo, F-78230 Le Pecq, France

44rd Congress and General Meeting of F.I.S.A

This will be held on Saturday April 25th, 2009 at Meyrin, Switzerland on the occasion of PHILAERO '09. - For more information, please contact the F.I.S.A. Secretary General, Jacqueline Bekaert, Belgilaan 87, B - 9070 DESTELBERGEN, BELGIUM

For more information about FISA, check out their website: <http://fly.to/fisa>



MORE NEWS, RESOURCES, etc.

- **The 2008 CANADIAN STAMP DEALERS' ASSOCIATION DIRECTORY** has now been published. It lists CSDA members by alphabetically, geographically, and by speciality. There is also a list of traditional stamp stores across Canada - with only 17 entries! If you would like a copy of the list, contact your editor.
- **Canada Post is proposing an amendment to postage rates effective January 12, 2009.** The domestic Lettermail rate would increase from 52 to 54 cents in January 2009, and by two cents per year in the following two years. U.S. Letter-post up to 30 grams will increase to \$0.98, and standard International Letter-post up to 30g will increase to \$1.65.

A new **Irregular Oversize** Specification and Price is also being introduced, for Lettermail items that are "thick and rigid", or thick and have box-like edges. The Canada Post announcement states that " these types of items require additional efforts during the sortation and delivery processes." - *Regular Oversize* Lettermail items will include items that are between 0.18 mm and 10 mm thick, regardless of flexibility; and items that are between 10 mm and 20 mm thick that meet the new flexibility requirement and do not have box-like edges. In order to meet the flexibility specification for Regular Oversize Lettermail, "an item's short edge must be able to bend around a curve with a radius of 140 mm without being damaged". - The rate for *Regular Oversize* mail up to 100 grams will be \$1.18; the rate for *Irregular Oversize* mail up to 100 grams will be \$2.36.

Continued

MORE NEWS, RESOURCES, etc. continued:

- **EXPONET**, the permanent, international, non-competitive display of high quality philatelic exhibits on the internet, now contains 407 exhibits from 40 countries, and links to 150 more. - See <http://www.exponet.info>
The exhibits include **Steve Johnson's YUKON AIRWAYS AND EXPLORATION COMPANY LIMITED** (at <http://www.japhila.cz/hof/0406/index0406a.htm>). **Congratulation's Steve!**
- **The Most Popular Topical Collecting Interest in 2008** is *Animals On Stamps*. This was the conclusion of the American Topical Association survey, based on members' interests recorded in their 2008 Membership Directory. 5,113 entries were tabulated to ascertain the top 20 most popular topics. - #2 was Famous Men; #3 Sports, tied with Medical Subjects/Nursing; and #5 Flowers/Plants/Products.
Space/Space Covers were #13, (down from #6 in the last survey in 2003). *Aviation/Flight Related* was #20, (#18 in 2003). - Some topics which fell out of the top 20 this year were: Architecture (#20 in 2003); Performing Arts (#19); Science (#12); and Scouts (#10).
The ATA can provide handbooks on many topics; over 520 checklists on various topics; and copies of all articles which have appeared in over 59 years of publication of their journal, *Topical Time*. These articles are now sorted by topic so that requests for everything in print about these topics can be furnished at one time. Although the handbooks and articles are available to the general public, the checklists are a Members-Only benefit of the ATA. For more information about any of the above, contact the ATA at americantopical@msn.com or write to ATA, PO Box 57, Arlington, TX 76004-0057, U.S.A.
- **Some websites readers may find interesting:**
Imperial Airways - www.imperial-airways.com - lots of interesting information and pictures.
KLM - www.tca.viscal.net/klm/history.htm - lots of photographs, with a description of each one.
World War II - Netherlands East Indies - www.postalcensorship.com/examples/ww2dei/c_ww2dei.html - emphasis is on civil censorship and KLM flight information, illustrates covers, and gives links to other sites.
New Zealand Postal History - www.nzstamps.org.uk - lots of airmail covers illustrated and described.
Astronauts on Stamps - www.astronaut.ru/philo/start.htm - This site was created by Yuri Kvasnikov, who's article about Historical *Inaccuracies on some Space Stamps* was published in our March 1997 newsletter. The site is in Russian with an English commentary, (click on the British flag), and lists stamps by Countries, Years, Astronauts and Flights.
- **Mexican Philately** - I've received a letter from the MEXICO-ELMHURST PHILATELIC SOCIETY INTERNATIONAL, asking me to print the following information as a service to their society:
Mexico-Elmhurst Philatelic Society International (MEPSI) is the largest and oldest (began in 1950) society in the world devoted solely to Mexico philately. MEPSI has an informative quarterly journal, MEXICANA. MEPSI also has an extensive library, auctions, circuits, and expertization. They hold annual meetings in the US and Mexico. For more information see their website www.mepsi.org - For membership information, contact: Michael Roberts, MEPSI Treasurer, 5881 W. 75th Street, Los Angeles, CA 90045-1706 USA [megsi@ca.rr.com]
- **The 80th anniversary of the first East-West Trans-Atlantic flight** by the *Bremen* was celebrated on April 12th 2008. The Irish Post Office issued a special hand stamp, and a variety of covers were produced. Some covers were flown from Austria to Dublin; Dublin to St. John's, Newfoundland; and/or from Dublin to Montreal by Air Transat.

- **Paul Huber** - A couple of readers have commented that the web address www.fairwindspostalhistory.com given in the article about Max Berendes in the last newsletter, now goes to a financial company. I tried writing to Paul Huber at an address I found on the internet, but received no reply. If anybody has a current address for Paul Huber, or knows what has happened, please pass this information on to your editor.

MANY THANKS to Ray Cartier, Barry Countryman, Jeff Dugdale, Charles LaBlonde, Peter Laux, Alan Lieberman, Ron Miyanishi, John Mullen, Ken Sanford, Brian Warren, and David Whiteley, for sending me items for these pages.

In Memoriam – Richard Sanders Allen

Richard was a very generous source of information, a frequent contributor to this newsletter, and recipient of THE CANADIAN AEROPHILATELIST EDITOR'S AWARD in 2006.

He was born in Saratoga Springs, New York, in 1917.

Richard's father was an independent consulting engineer, who often took Richard along on trips to inspect roads, bridges, and tunnels. These trips gave Richard a lifelong fascination with covered bridges, which he wrote seven books about.

Richard also had a lifelong love of aviation, and aerophilately. He wrote about his early years in a MEMOIR OF AN AEROPHILATELIC BOYHOOD, that was published in this newsletter in June 1997, and repeated in March 2006.

Richard served in the Army Air Force as a postal clerk, with the rank of Sargent. He also worked as a postmaster for 17 years in New York; with a travel agency for 10 years; and was the first and last employee of the American Revolution Bicentennial Commission.

Richard wrote two books on airplanes, and numerous articles about different aspects of aviation history. - John Johnson mentioned to me that one of Richard's books - REVOLUTION IN THE SKY, The Lockheeds of Aviation's Golden Age - "opens with a letter to Rick from Charles A. Lindbergh dated 06Oct64. The letter says it all, Lindbergh enjoyed the book.":

A LETTER FROM CHARLES LINDBERGH

October 6, 1964

Dear Mr. Allen:

I returned last week from an extended trip abroad, and my wife handed me the copy of *Revolution in the Sky* which you so considerately sent us. Very many thanks.

I have been reading your book with interest and, as you can imagine, with some nostalgia. I am impressed by your detailed research and resulting accuracy. Obviously the manuscript involved a great many dedicated hours.

For your records I will amplify slightly the story of ordering the first Sirius. I wanted to obtain a low-wing, long-range plane for my survey flying. (Low-wing for safety in a forced landing, wider wheel spread, quicker take-off from rough fields, better vision in airport traffic, etc.) Nothing of this kind was being built in the United States. I met Jerry Vultee at the Cleveland National Air Races in 1929. I had flown Lockheed Vegas and liked them. Vultee and I discussed low-wing types—advantages and disadvantages. I offered to buy a low-wing Lockheed at the price of the standard Vega, and the deal was concluded on this basis. I am under the impression that my check to the Lockheed Corp., for \$17,825.00, included the engine. (I am not certain about this.) All engineering and tooling costs of the new type were to be borne by Lockheed and written off on hoped-for future orders.

My recollection is to the effect that our flying suits were heated by the engine gear-driven generator (page 36).

I had ordered a retracting landing gear for the Sirius, and a wing with this gear was completed shortly before our 1930 transcontinental, record-breaking, flight. But the gear looked to me so wobbly that I did not want to attempt a heavy-load take-off on it, and left it at Burbank for further development. I intended, at that time, to have the retracting-gear wing installed on our Sirius. Later plans for converting the Sirius to a seaplane resulted in our never operating the plane with a retracting gear. The Army Air Corps asked for the retracting-gear wing, and I authorized the Lockheed Corp. to turn it over to the Army.

Continued

IN MEMORIAM - RICHARD SANDERS ALLEN

A letter from Charles A. Lindbergh, in *REVOLUTION IN THE SKY, The Lockheeds of Aviation's Golden Age*, continued:

On page 94, it is stated that Carranza attempted his fatal New York–Mexico City flight in a replica of the *Spirit of St. Louis*. Actually his plane was basically the regular Ryan model, equipped with additional fuel tanks.

On page 104 it is stated: "Pan American had cached gasoline and supplies at prearranged way stops, and wired money ahead for such purchases in Siberia and Japan." Actually, I arranged and paid for all gasoline and supplies used on our flight to the Orient in 1931. Pan American did furnish the radio equipment we carried in the *Sirius*, since it was by far the most advanced available. We used Canadian Air Force gasoline caches in northern Canada. The Standard Oil Company arranged to send fuel to our Siberian stops.

On our 1933 Atlantic-survey flights, Pan American organized and financed the ground and water expedition which worked with us in the *Jelling* in the Labrador-Greenland areas of our survey. At a number of landings we used fuel cached or carried by the *Jelling*.

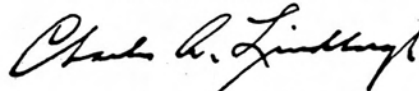
As you state in the book, I was working as consultant to Pan American. In this connection I wanted to become acquainted with northern routes and flying conditions. The results of my surveys and experience were, of course, fully available to Pan American. But I conceived of, and, with the exceptions outlined above, financed, the 1931 Orient and 1933 Atlantic survey flights myself.

The above is simply factual information, a result of the consulting relationship I maintained with Pan American and other organizations. It was my business to keep abreast of airline problems in general. My flights with the *Sirius* were independent of but closely related to (in most instances) the organizations I was consultant to. This arrangement seemed to work out advantageously from all standpoints, including Pan American's.

On page 105 it is stated that "Instead of the original orange, her [the *Sirius*'s] wings and tail were now red." I am not under the impression that the color was changed. According to my memory, it was always an orange-red (black and orange so it would have the maximum contrast under various ground-color conditions in case of a forced landing and search).

All of the above items are detail, and stated as a matter of interest and record. On the whole I think you have achieved extraordinary accuracy in your book. Regardless of how much research one does, it is impossible to keep minor discrepancies from slipping in. My congratulations on a fine job go to you along with my appreciation.

With best wishes,



CHARLES A. LINDBERGH

To Mr. Richard Sanders Allen

Richard Sanders Allen passed away on June 20th 2008.

ERIC GROVE

I reported in our last newsletter, that Eric Grove had passed away. He was the producer of the Canadian Warplane Heritage Museum souvenir covers. Eric's family have created a very interesting memorial site to him, at <http://www.grove.ca/eric-memorial/>

FRANK SILVEIRA

Francisco Lemos Da Silveira passed away earlier this year. He was author of Correio Aéreo Em Portugal - The Air Mail in Portugal, an international judge in aerophilately, and President of the Bureau of the FIP Commission of Aerophilately for eight years.

LEST WE FORGET:

By: Nino Chiovelli and Sandy Freeman



In late August 2004 an e-mail arrived from Alan Meech then President of the "Edmonton Stamp Club." Knowing that the newly formed Western Chapter of the Canadian Aerophilatelic Society was producing covers to commemorate specific aviation related events he attached a Provincial Government News Release from the bulletin "Alberta Connects." That News Release contained an article relating to the unveiling of the British Commonwealth Air Training Plan Aircrew Memorial in Calgary on 3 September 2004.

A total of 131,553 Commonwealth and Allied Aircrew were trained under the plan. The memorial would specifically honor the more than 1,600 Alberta fatalities from a total of over 17,000 Canadians who gave their lives while serving as aircrew in World War II.

This was a commemorative project that absolutely had to be celebrated with a philatelic acknowledgement. Several phone calls were made to 4 Wing Cold Lake to request that mail be carried on the Ceremonial Flypast. Then contact was established with Arthur Smith, the Chairman of the British Commonwealth Air Memorial Committee, to obtain permission to do the covers. As soon as these steps produced positive results, the Western Chapter Executive were informed and they quickly agreed to do this very worthwhile project.

The next hurdles were obtaining permission to use the 4 Wing Logo and prepare the French language text. A printer then rushed the production of 200 covers so that they could be franked and delivered to CFB Cold Lake within two days. A few days' lead-time was required by 4 Wing due to a heavy commitment of duties by the Air Force. That commitment also affected the selection of the aircraft that would be selected to perform the Flypast. Non-the-less using Expresspost, we managed to meet the deadline requested by 4 Wing's Public Affairs Staff.

Canada Post was contacted and arrangements were made to have the covers canceled with the Calgary City Cancel dated 3 September and back-stamped with the Base Forces Cold Lake Mailroom Cancel dated 3 September. Major J.P. Argue of 410 TF(OT)S, and Captain T.E. Woods of 416 TFS the CF-18 pilots signed each of the covers. Due to the heavy workload of everyone involved in these steps it took just over three weeks after the Flypast to have the covers and inserts ready for distribution.

The Western Chapter of the Canadian Aerophilatelic Society donated 70 Aircrew Memorial Covers to Air Force Veterans who were patients in DVA Hospitals in Calgary (35) and Edmonton (35). Sandy Freeman and Marge Hunt presented 34 covers and a Framed Tribute to the Air Force Veterans who were receiving care in the Calgary DVA Hospital on 12 November 2004. The Framed Tribute is composed of a Memorial Cover and a photograph of Premier Ralph Klein and Honorary Colonel Arthur Smith OC, AOE, DFC, LLD (Hon), Honorary Colonel 406 Squadron, and Chairman of the Aircrew Memorial Committee.

Arthur Smith, who conceived the idea of the Aircrew Memorial, had a very interesting resume: he was an Air Force Veteran, former educator, Calgary Alderman, MLA, MP, and a leader in the business community. Mr. Smith formed and chaired the committee that over a ten-year period raised the funds, obtained the site, commissioned the memorial, and detailed the ceremonial protocol for the memorial. The hard work and dedication of that Committee was completed on 3 September 2004 when the Aircrew Memorial was unveiled at the McDougall Centre on Calgary's 5th Avenue S.W.

continued

LEST WE FORGET by Nino Chiovelli and Sandy Freeman continued

That day dawned with cloudy skies, intermittent rain and cool temperatures. As the morning progressed the cloud ceiling lifted and the temperature warmed. Spectators began arriving prior to 10:30 a.m. and were entertained with pre-ceremony music played by the 4 Wing Brass and Reed conducted by Band Master Sergeant Geoff Gaye. Then Pipe Master Sergeant Chris Yeo, Director of the 4 Wing Pipes and Drums, piped in the dignitaries and guests that were to be seated.

Soon thereafter the Massed Color Party that included the 4 Wing Quarter Guard Commanded by Sergeant Robert Dumelie "Marched on," followed by:

- the National Anthem sung by Soloist, Alex Birnie
- introductory remarks were made by Hon. Col. Arthur Smith
- Calgary Mayor, Dave Bronconnier, spoke on behalf of the City
- former Alberta Cabinet Minister, Hugh Planche "“whose brother John P. Planche was “killed in action” represented the Aircrew Veterans and their families, and
- Maj. Gen. J.J.C. Bouchard OMM, CD, Commander 1 Canadian Air Division, representing the Canadian Air Force and Department of National Defence gave a salute to the fallen heroes.

After the Benediction by Reverend Gordon Smith, on queue the two CF-18s piloted by Maj. J.P. Argue and Capt. T.E. Woods carried out the Flypast directly down 5th Avenue.

Then Marg Southern, President of Spruce Meadows, gave a short speech, honoring all of the Alberta aircrew members who sacrificed their lives in World War II. After which the dignitaries including Alberta Premier Ralph Klein, Mayor Dave Bronconnier, Maj. Gen. J.J.C. Bouchard, Hugh Planche, Marg Southern, John Simpson of CANA Construction, and Dick Wilson of ENCANA Corporation proceeded to the base of the memorial for the unveiling.

The parachute shroud was removed to reveal a bronze casting of an aviator dressed in a World War II flight suit and parachute harness. The casting is mounted on a pedestal that contains the dedication plaque and other plaques listing the names of Alberta Aircrew who gave their lives in that conflict. Designed by Andrew Hulbert the bronze casting was done by Don and Shirley Begg of Studio West, located in Cochrane, Alberta.

Closing formalities including the playing of God Save the Queen were capped by the solo Flypast of a Tiger Moth piloted by Gordon Jones a former British Commonwealth Air Training Plan Flight Instructor.

Bibliography: Alberta Connects a publication of the Province of Alberta
4 Wing Public Affairs Office, Canadian Air Force
Program of the Air Memorial Unveiling Ceremony

French Language Translation on the cover and insert: Mrs. Marie Fraser Photograph: Sandy Freeman
Cover and insert assembly: Nino Chiovelli

Editor's Note: Nino asked me to publish this article and obituary after the death of Arthur Smith, who he described as one of the most kind and helpful people he has known.

Arthur Smith, OC, AOE, DFC, LLD (Hon)

Honorary Colonel 406 Squadron CAF

Honorary Colonel 4 Wing CAF

1919—2008

The kind, exuberant dynamo known as "Mr. Calgary" passed away on Monday 30 June 2008 at the age of 89.

Mr. Smith was born and educated in Calgary and served in the Royal Canadian Air Force during World War II as a bomber pilot. He was awarded the Distinguished Flying Cross for outstanding bravery during bombing raids in the European Theatre of Operations.

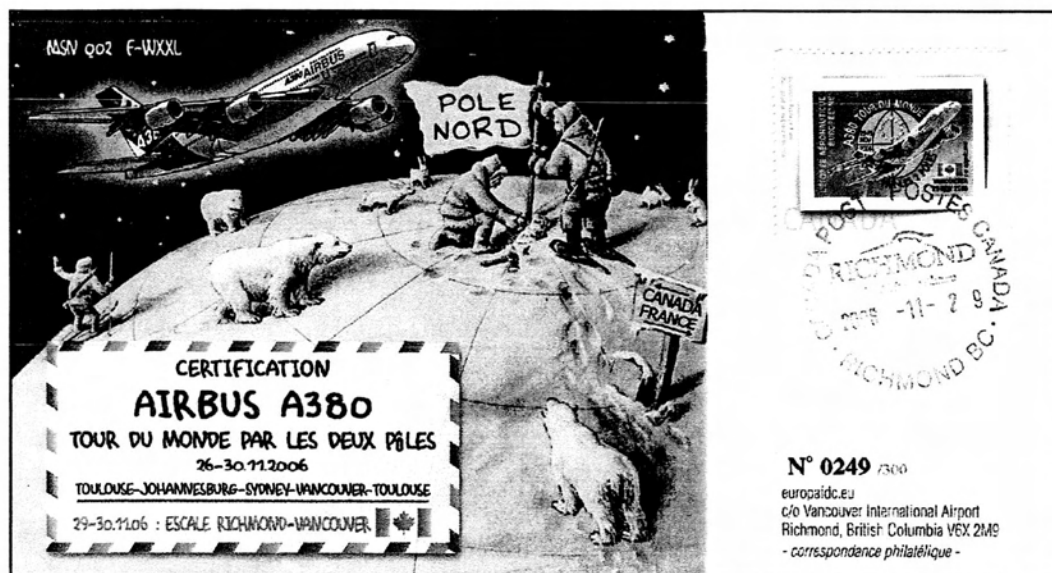
After the war he worked in the oil business for a few years. He moved from that area to devote much of his life to public service. His enthusiasm in promoting his home city soon earned him the name of "Mr. Calgary". He was very proud of his home, his province and his country, and served as an alderman, MLA, and MP. He had a positive vision for the future, and never hesitated to roll up his sleeves to do any chore that had to be carried out to make any project successful.

Mr. Smith was instrumental in founding the Calgary Economic Development Authority, and the Calgary Homeless Foundation. He also led the campaign to erect a memorial to Alberta aircrew who gave their lives in World War II.

When contacted by a representative of the Western Chapter of the Canadian Aerophilatelic Society, Mr Smith readily gave permission and full cooperation to the minting of 200 covers to commemorate the unveiling of the Aircrew Memorial.

AIRBUS A-380 STAMPS AND COVERS

Nino Chiovelli



In the 1990s Airbus Industries went head to head with its major competitor Boeing to design an aircraft capable of carrying up to 800 passengers. It was believed that this passenger volume would improve service and permit a substantial reduction in airfares. The aircraft types proposed by both companies were designed to service major hub airports and speed up long distance travel. Airbus Industries - a French, German, Spanish and British consortium of aircraft manufacturers - was the first out of the gate when their design, the A-380, made its maiden flight in 2005.

13.7 billion Euros were spent on development and production of the A-380. That is equal to \$21,862,370,674.00 Canadian at the exchange rate calculated on 15 July 2008. Airbus Industries must sell 260 of the aircraft at 280 million Euros each to break even. Almost three years into the production phase, Airbus Industries has 149 orders for the A-380. Several aircraft going to Dubai will be configured as flying luxury hotels for the upscale market in the Middle East.

Additional costs, in the millions of dollars, will be spent by each airport choosing to convert runway and terminal space to receive the A-380. Those extra curricular customer costs, and the present worldwide petroleum prices, influenced Boeing to cancel development of its Superliner. Boeing opted instead to build the 7E7, a mid-range aircraft. Boeing feels that earnings from the sales of the 7E7 will recover development costs for their shelved Superliner as well as earning a profit on its own merits.

It is important to note that the A-380 has been successfully flown using alternate fuel, and it is still very viable as a commercial aircraft.

Configured in first class, business class and economy class the A-380 can carry 555 passengers. Should the aircraft be configured to carry economy class passengers only, that figure would rise to 800.

Aerophilatists specializing in aircraft type topical collections will find that a steady diet of personalized stamps, Cinderellas, cancels and covers is being produced for the Airbus A-380 Superliner. The glut of limited edition material available can and will foster great opportunities for creating sub-topical collections involving specific milestones, such as: type certification, first visits to specific airports and countries, cold weather testing, time of flight records and many other events involving this aircraft.

A complete illustrated list of covers, most of which have been limited edition and serially numbered, Cinderellas, personal design stamps and cancels produced by "Editions Philatéliques Européennes" can be downloaded from their website: www.europafdc.eu

Continued

AIRBUS A-380 STAMPS AND COVERS by Nino Chiovelli continued:

The serially numbered cover shown above was canceled at the Richmond BC Post Office on the 29 November 2006. The Richmond Post Office was deemed to be the closest to the Vancouver International Airport. Covers in this series were franked with a Canada Post personalized stamp celebrating the four-day around the world certification flight that included passage over both poles. Other covers with a Canadian connection were issued for cold weather tests conducted at Iqaluit, Nunavut, in 2006 and the first flight to Montreal in 2007.

All illustrations courtesy of Editions Philatéliques Européennes Strasbourg - Illkirch Cedex, France.



Editor's Note: Many thanks Nino for drawing these covers to our attention. - A cover from the first Airbus A-380 flight from Paris to Montreal on November 12th 2007, is shown on the cover of this newsletter.

I have an extra copy of Editions Philatéliques Européennes' colour catalogue, that I will gladly send to the first reader to request it.

Thanks also to Ron Miyanishi, who sent me a copy of Australia Post's Stamp Bulletin for July 2008, that contained the advertisement below, offering covers to be flown on, *The first Australian commercial A380 International flight*. - I think it's great to see a Post Office offering a First Flight Cover to the public again.

YOU CAN BE PART OF THIS HISTORIC EVENT WITH A VERY SPECIAL COLLECTOR OFFER!

DON'T MISS OUT!
INTRODUCING AUSTRALIA'S FIRST FULL-COLOUR, DIGITALLY PRINTED POST MARK

Mr John Citizen
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Orange NSW

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Australia → XXX XXXX
Qantas A380 first commercial flight:
XX XXXXXX 2008

Qantas A380 FIRST FLIGHT

The first Australian commercial A380 international flight will depart in 2008 at a date still to be confirmed and Australia Post will place mail on this very first flight. We are offering our customers the opportunity to obtain a hand-addressed cover on this very first flight for just \$9.95.

Covers feature two A380 international stamps and complementing imagery of the A380 airliner. In addition, covers will feature an Australian first – a full-colour, digitally printed postmark. All mail will bear an exclusive official AIRMAIL sticker and cache recording mail items carried on the first flight, including origin, flight date and destination.

REGISTER FOR YOUR "FIRST FLIGHT COVER" BEFORE 24 SEPTEMBER 2008.
Refer to the order form with this edition for full details on how to secure this historic collectable.

OFFER ENDS 24 SEPTEMBER 2008

Stamp bulletin australia inc. 29 July–August 2008

Censorship in World War Two - Part 3

David Whiteley

The Development of Civil Censorship in Canada 1939-45. A Time Line Part II, January 1942 - 1945¹

B.C. West Coast declared "Protected Area: Japanese removed 1942

B.C. Coastal Area meaning roughly the area West of the Cascade Mountains was designated a protected area and all persons of Japanese racial origin were cleared therefrom and censorship examination applied to the mail of all such persons. This examination was maintained until the end of the War with Japan

As invading Japanese forces gained a foothold in Alaska consideration was given to the question of control for security purposes of all mail originating in the critical West Coast area. For a short time, January to May 1943 partial control was exercised to the extent that letters posted in the various electoral districts in the "Protected Area" were subject in rotation to an examination for three day periods. However, as the Japanese were ousted from Alaska and the threat of invasion was discontinued and the twenty-five additional examiners taken on for this purpose were released.

U.S.A. Forces at Prince Rupert 1942

At the request of the commanding Officer of the U.S. Sub Port of Embarkation at Prince Rupert in April 1942, it was arranged to have all mail posted at Prince Rupert diverted for censorship examination either to Ottawa or Vancouver, according to destination of the individual items. The purpose of this examination was to stop the leakage of military information contained in letters from U.S. Army and civilian employees posted outside military jurisdiction. The examination was maintained until after the occupation of Kiska in August, 1943.

United Kingdom Group departs September 1942,

As the volume of transit mail available for examination at Vancouver diminished, portions of the U.K. Group of examiners were reassigned by Headquarters to various other Censorship stations in the Western Hemisphere. By September, 1942 they had all been withdrawn from Vancouver.

Training at Courtney June - July 1943

For security purposes at the time Canadian Forces were training on Vancouver Island in preparation for the participation in the Canadian - U.S.A. expedition against Kiska, letters mailed in Post Offices in the Courtney-Comox- Nanaimo area, in attempts by armed forces to evade army and navy unit censorship, were diverted to Vancouver for examination during the months June and July, 1943. This examination had been specially requested by the Services concerned.

¹ PAC. RG3 Volume 2429 Cens. Volumes 1, 2, & 3. 1939-1946 Document Compiled by District Director Postal Services, Vancouver, B.C. September 12 1945.

Continued

Wolfgang Porges

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THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1942 - 1945 by David Whiteley continued:**German Occupation Extended to all France November 1942**

In November 1942, when U.S. and British Forces driving Axis powers Westward in North Africa, Germany countered by occupying the whole of France. At this time Vancouver was instructed to divert to Ottawa all mail of Canadian origin to all parts of the world except Latin-Americas, Hawaii, China, and Japan, - mail for which Vancouver continued to examine and dispose of. This was understood to mean that correspondence diverted to Ottawa was to be subjected to special treatment before being released.

U.S.S.R., Lend-Lease Carrier Ships *S.S.Divina* December 1943 & *S.S. Viborg* November 1944

The only ships carrying mail between the Orient and West Coast parts of the United States or Canada were those engaged in transporting lend-lease supplies to Russia. They usually carried mail in both directions between the United States and Russia. In general these ships called first at American ports and discharge cargoes including mail. The only ones that would come to Vancouver came for repair work. One exception was the *U.S.S.R. Divina* which put into Vancouver from the High seas owing to an accident at sea, she discharged all her mail here [Vancouver], which was disposed of as follows:

Mail for U.S. destinations forwarded to the Postal Censorship Station at Seattle for treatment.

Mail for Latin-Americas opened and correspondence written in oriental languages removed for examination at Vancouver. - the balance being forwarded to Chief Postal Censor, Ottawa, in reclosed bags.

Items examined at Vancouver if released were sent to Ottawa for reintroduction into original bags.

Prints & mails were examined and disposed of at Vancouver.

The *U.S.S.R. Viborg* was the only other Russian ship to land her mail at Vancouver. The date of her visit was the 10th November 1944.

In connection with the visits of all Russian ships to this port during the period of the war it may be of interest that no correspondence has been observed as having been written by or carried ashore by any members of the officers or crews.

Re-Censorship of Traveler's Documents May 1943-45

With the turning of the tide as signaled by the retreat of German Armies from Stalingrad in January 1943, the complete defeat of other of her armies in Africa in May 1943, her loss of the war in the Atlantic, there came a relaxing of the restrictions against the return of to their homeland of British civilians who had been evacuated to this country earlier in the war or who were in this country at its outbreak. To facilitate the handling of such persons by Security Officers at Ports of Embarkation, arrangements were made to have all documents being carried out of Canada to any country except the United States and Newfoundland by travelers examined and sealed prior to their departure by Canadian Censorship. This examination was carried on at Vancouver for repatriating Britishers and for travelers from May 1943 to to the end of the war with Japan. As applied to travelers to the United Kingdom this examination was discontinued after the surrender of Germany in May 1945.

Continued

THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1942 - 1945 by David Whiteley continued:**Mails Available for Exemption 1944-45.**

During 1944 and 1945 up to the capitulation of Japan virtually the only mail presenting itself for examination by Vancouver Censorship was the following:

- (a) Letters from the U.S.S.R. landed at U.S. West Coast Ports for Canadian destinations
- (b) Letters to and from Latin-American Countries.
- (c) Letters to and from personnel of Merchant ships
- (d) Letters in the Chinese language addressed to and from foreign countries or referring to remittances to China through the Bank of China, New York City.
- (e) Letters to and from persons of Japanese racial origin including domestic mails, Personal Postal Messages and International Red Cross messages written in Japanese originating in or addressed to Japan.
- (f) Letters to and from individuals in Canada concerning which the Chief Postal Censor specially instructed that confidential examination be carried out.
- (g) Letters from European Countries which in some manner had escaped earlier censorship and which were intercepted in Canadian Domestic mails.
- (h) Travellers' documents intended to be carried out of Canada by persons leaving for other countries except for the United States or Newfoundland.

Censorship Disbanded

On August 16 1945, the examination of mail was discontinued with instructions from the Chief Postal Censor. The members of the staff who were engaged as temporary employees received thirty days separation notice and arrangements were made to return to the Post Office members of that Staff who were on loan to Censorship.

Although this compilation deals with the activities of The Vancouver District's responsibilities regarding civil censorship similar instructions were almost certainly sent by the Chief Postal Censor to the other Postal Districts throughout Canada. I am sure like Vancouver special requests were made to East Coast facilities to undertake specific censorship duties as the situation warranted much along the same time line that applied in Vancouver.

In May of 1942 the Chief Postal Censor requested Censorship Offices to prepare a list of the number of employees required for both Civil and FECB examinations

Toronto: 11 required, Calgary: 5, Winnipeg 10, 3 of which would be for FECB examinations, Halifax: 36 2 full time FECB, St. John 32 2 full time FECB and 2 assistants, Montreal: 14 5 FECB, Moncton 10, Vancouver: 41 + 12 British 7 FECB, Ottawa, Post Office 4, Victoria 2 1 FECB, Niagara Falls 1, Hamilton 2. London 2, Edmonton 1, Windsor 1, Charlottetown 1, Saskatoon 1, Moose Jaw 1.

Editor's Notes: Many thanks for this information David!

When I began this series of articles on *Censorship in World War II* in the March 2008 newsletter, I commented that the information provided by David was much better than the information I'd found on Censorship in 2006.

Since that time, The Postal History of World War II Mail between Canada and Switzerland by Charles LaBlonde and John Tyacke has been published. - This book is also much better than the information I found in 2006, and I highly recommend it to anyone interested in Canadian censorship! See page 8 of this newsletter for more information.

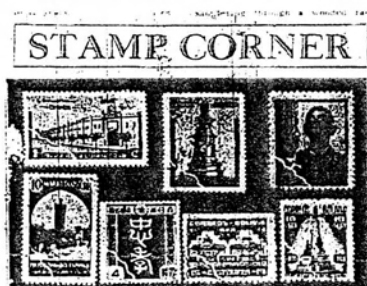
CENSORSHIP IN WORLD WAR TWO - PART 3 continued:

Barry Countryman sent me this intriguing copy of the *Stamp Corner* column from the *Toronto Daily Star*, Saturday July 24th 1941.

It comments that collecting wartime censored covers was a new speciality, and potentially profitable!

The complete column is shown below.

- The text is shown on the right.



Dominican Republic's new pictorials, showing scenes in the capital city of Trujillo, are shown at TOP LEFT and CENTRE. Cuba's soldier hero of the War of Independence, Major-General Moncada, was commemorated with a new stamp, TOP RIGHT, on the centenary of his birth recently. BELOW, LEFT to RIGHT, are a new pictorial from Spanish Morocco, a Japanese commemorative for education, and two values of Bolivia's recent commemorative set to patriots Murillo and Sagarnaga.

Interesting wartime sideline to stamp collecting is the assembling of postal censor stamps, slogans and cancellations. That it is a hobby of philatelic interest is shown by the fact that there is a big demand for envelopes with stamps and censor markings intact, and that large stamp dealers are buying such covers to meet the demand from collectors.

Most complete data on British Empire censor markings has been assembled by Franklin R. Bruns, Jr., of New York. His collection includes various colored "Opened By Censor" stickers, numerous designs of handstamps, stickers and handstamps marked "Not Opened By Censor," "Released By Censor," and prisoner of war mail. It is of interest to note that many of these British Empire censor items are written in two languages, English and another. Egyptian, Straits Settlements, Palestine, South African and Irish censor markings are all in two or more languages. Practically every British colony has its own censor stickers and rubber stamps.

An idea of the variety of censor stamps is had from those used by Great Britain itself. Most common are white stickers with large black letters "Opened By Censor" in two lines with censor number also printed. Censor numbers have been found as high as 5,000. Then there are white stickers with black letters "Opened By Examiner" and a number. Both these stickers exist in varying sizes. A third type reads "Examined By Censor" and is printed in yellow-orange with censor marking in blue crayon. There is also a red sticker reading "Opened By Censor" with number

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—Stamps courtesy Stamp Haven, Toronto.

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written on. There are a number of handstamps. One, octagonal in shape, contains the crown, the word "Passed" and censor number, with various colored ink pads used. A second type, applied in red, reads "Released By Censor." Another reads "Passed By British Philatelic Association Ltd," used for philatelic mail.

Collecting censor markings will make an interesting wartime field, and in time some of these envelopes, especially if high value stamps are on the envelopes, will make some of these items of considerable value.

New Poster Stamp

Poster stamp collectors can add a Latin American group of poster stamps to their collection, complete with album. These are also of interest to the general collector for use in the stamp album or as a supplementary item to the Latin American part of the collection. The Pan American Union has issued 24 views of Latin American countries and the United States in a series marked as "Know The Americas." The stamps are multi-color printed, available in a descriptive album, and map of the Americas with views in the series marked on the map. The set can be obtained from the Pan American Union at Washington at 15 cents for the set and album complete.

New Issues

Soudan stamps have appeared in a new design, featuring palm trees. . . . Niue is reported to be issuing a new pictorial set. . . . France has issued the stamp featuring the steamship Pasteur, which was to have been issued in 1939, the stamp appearing now with surtax and new value, surtax for shipwrecked sailors. . . . Rumania has issued a set of stamps for the 50th anniversary of the Carol I Foundation. . . . Monaco has started a new series for regular postage. . . . Bulgaria has issued three stamps to patriot Boteff on the 75th anniversary of his death. . . . Hungary expects to issue a set of stamps for the 150th anniversary of the birth of Statesman Count Szecsenyi. It is learned from New York. . . . Slovakia and Poland have issued new pictorial stamps, New York reports.

For

interesting offers by Stamp Dealers, see classification No. 68, "Stamps," in the Want-Ad Section of this paper, also in the Want-Ad columns of the News Section of The Star Weekly.

Toronto Daily Star, Sat. July 24/41, p. 25

Thanks Barry.

For

interesting offers by Stamp Dealers, see classification No. 68, "Stamps," in the Want-Ad Section of this paper, also in the Want-Ad columns of the News Section of The Star Weekly.

Toronto Daily Star, Sat. July 24/41, p. 25

MORE INFORMATION ON AMCN 3809, AND SIR HUBERT WILKINS SEARCH FOR THE SOVIET FLYERS

Our September 2006 newsletter contained an article by Mike Painter about an AMCN 3809 cover. A number of readers responded to this, and a "Follow Up" article was published in our March 2008 newsletter.



Backstamped: **AKLAVIK FE 18 38** and **EDMONTON MAR 18 38**

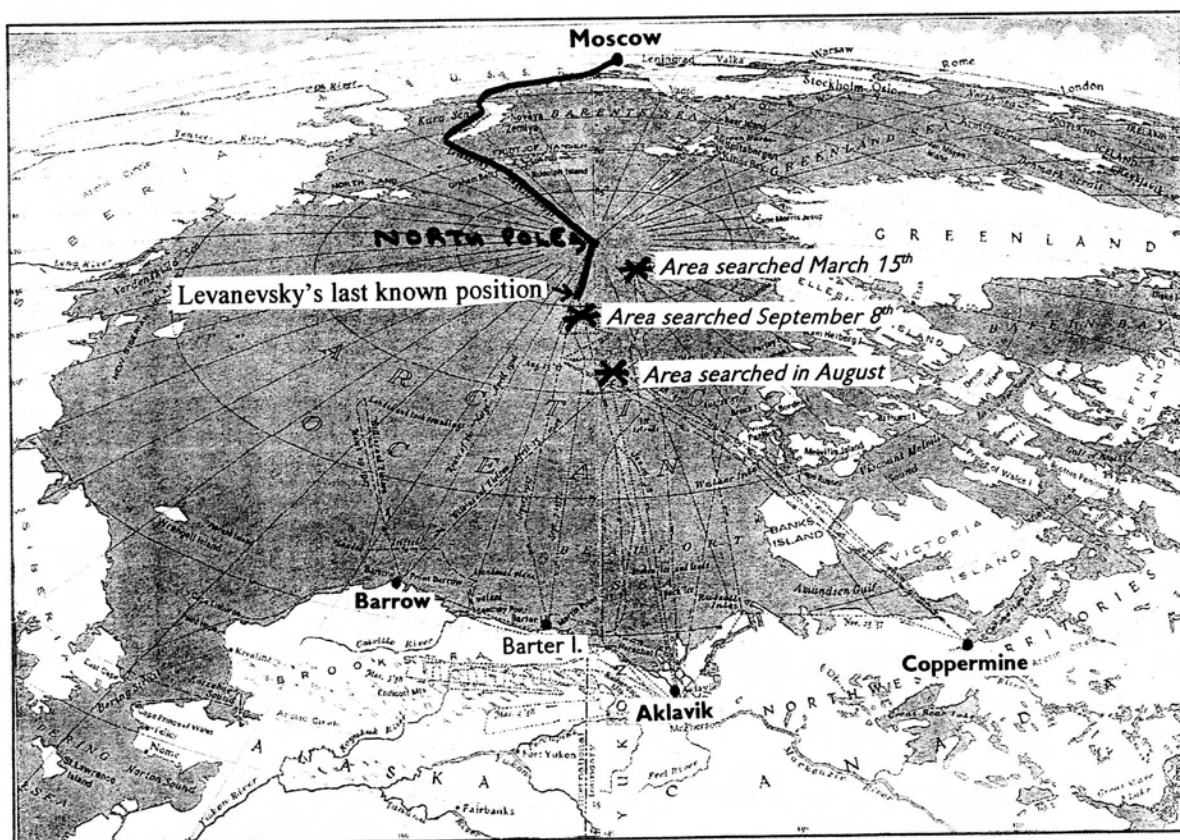
Thanks to Basil Burrell for sending me a copy of this AMCN 3809 cover from his collection. - The catalogue states that "very few pieces" were carried, but CAS members have six of these covers in their collections.

Thanks also to Kevin O'Reilly who has sent me a copy of a table he produced, showing the flights made on the search expeditions. He compiled this table from on a report found in the Wilkins papers held by the Ohio State University. (At <http://library.osu.edu/sites/archives/polar/wilkins/collection/wser.htm>)

127-15-5	Box 17	Folder 8	Soviet Search Expedition: Reports: By Captain Sir Hubert Wilkins: 1937-1938
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The charts were most interesting, and have copied them on the next two pages.

I have shown some of the key locations mentioned in these charts on the map below. - The base map is from an article *Our Search For The Lost Aviators* by Sir Hubert Wilkins in The National Geographic Magazine, August 1938.



MORE INFORMATION ON AMCN 3809, AND SIR HUBERT WILKINS SEARCH FOR THE SOVIET FLYERS continued:

CHARTS OF THE SEARCH EXPEDITION FLIGHTS

compiled by Kevin O'Reilly

First Search Expedition (using Consolidated PBV Flying Boat purchased from Richard Archbold)

DATE	START LOCATION	START TIME	FINISH LOCATION	FINISH TIME	COMMENTS
August 19, 1937	New York		Toronto		
August 19, 1937	Toronto		Port Arthur, Ont.	pm	Picked up S.A. Cheesman as co-pilot
August 20, 1937	Port Arthur, Ont.	7:30	Fort Smith, NWT	16:27	Refueled at Fort Smith
August 20, 1937	Fort Smith, NWT	18:55	Point Lake, NWT	21:55	Landed at west end of Point Lake due to darkness
August 21, 1937	Point Lake, NWT	5:30	Coppermine, NWT	8:20	
August 22, 1937	Coppermine, NWT	19:32			
August 23, 1937			Coppermine, NWT	8:05	Flight as far as over Mercy Bay, north coast of Banks Island (78° N 126° W)
August 24, 1937	Coppermine, NWT	7:15	Cape Cyclops, NWT	12:05	Refueled from drums on board
August 24, 1937	Cape Cyclops, NWT	13:45	Walker Inlet, NWT	22:10	Flight reached as far as 82° N 145° W
August 25, 1937	Walker Inlet, NWT	14:30	Coppermine, NWT	19:45	
August 28, 1937	Coppermine, NWT	8:50	small inlet on south side of Prince Patrick Island, NWT (near Cape Manning)	14:45	Flight over Banks Island and Prince Patrick Island
August 29, 1937	small inlet on south side of Prince Patrick Island, NWT (near Cape Manning)	8:00	Walker Inlet, NWT	8:25	
August 30, 1937	Walker Inlet, NWT	12:10	Coppermine, NWT	21:30	Flight reached 80° N 30' N 135° W
September 1, 1937	Coppermine, NWT	7:25	Aklavik, NWT	12:10	Flight over Baillie Island, fuel at Coppermine used up
September 2, 1937	Aklavik, NWT	16:10	Barter Island, Alaska	18:50	Mr. Bob Randall, Mackenzie Air Services reported Eskimos at Barter Island heard airplane on August 13
September 7, 1937	Barter Island, Alaska	8:50			
September 8, 1937			Aklavik, NWT	5:30	Flight reached 84° 45' N
September 10, 1937	Aklavik, NWT	15:05	Barter Island, Alaska	17:05	
September 18, 1937	Barter Island, Alaska	9:30			
September 19, 1937			30 miles from Aklavik, NWT	8:00	Message received to end search for the season
September 20, 1937	30 miles from Aklavik, NWT		Aklavik, NWT		
September 22, 1937	Aklavik, NWT		Fort Smith, NWT		
September 22, 1937	Fort Smith, NWT		Lake Athabasca		
September 23, 1937	Lake Athabasca		Lake Winnipeg		
September 24, 1937	Lake Winnipeg		Lac du Bonnet, Man.		
September 24, 1937	Lac du Bonnet, Man.		Toronto		
September 25, 1937	Toronto		New York		

Continued

CHARTS OF THE SEARCH EXPEDITION FLIGHTS, compiled by Kevin O'Reilly, continued:

Second Search Expedition (using Lockheed Electra 10E purchased by Amtorg Trading Company, New York)

DATE	START LOCATION	START TIME	FINISH LOCATION	FINISH TIME	COMMENTS
October 22, 1937	New York	pm	Cleveland	pm	Stayed overnight due to rain and darkness
October 23, 1937	Cleveland		Grand Forks	pm	
October 24, 1937	Grand Forks	9:00	Winnipeg		Wilkins went to Montreal to sort our radio equipment
November 1-11, 1937	Winnipeg		Winnipeg		Testing aircraft at Winnipeg
November 11, 1937	Winnipeg		Regina		Stayed overnight due to bad weather
November 13, 1937	Regina		Edmonton		
November 13-18, 1937	Edmonton		Edmonton		Testing aircraft at Edmonton
November 19, 1937	Edmonton	am	Fort McMurray		Returned to Edmonton due to bad weather
November 19, 1937	Fort McMurray		Edmonton		
November 20, 1937	Edmonton		Fort Resolution, NWT		Cheesman and radio equipment arrived at Fort Resolution via Canadian Airways on November 21
November 22, 1937	Fort Resolution, NWT		Aklavik, NWT		
November 26, 1937	Aklavik, NWT	am	Tuktoyaktuk, NWT		Investigating radio locations
November 27, 1937	Tuktoyaktuk, NWT		Baillie Island, NWT		Investigating radio locations
November 27, 1937	Baillie Island, NWT		Aklavik, NWT		
December 6, 1937	Aklavik, NWT		Barrow, Alaska		To test radio equipment
December 12, 1937	Barrow, Alaska		Barrow, Alaska		Attempted flight to Cape Halkett, returned due to bad weather
January 11, 1938	Barrow, Alaska		Aklavik, NWT	pm	
January 14, 1938	Aklavik, NWT	17:50			
January 15, 1938				3:30	Flight over Herschel Island, reached 77° 30' N 137° W, propeller damaged on take off
February 7-17, 1938					Wilkins went to Edmonton with Mackenzie Airways due to engine problems with the expedition airplane
February 26, 1938	Aklavik, NWT		Aklavik, NWT		Test flight with new engine
March 2, 1938	Aklavik, NWT	9:00	Aklavik, NWT	17:45	Flight over Alaskan mountains as far west as 154° W
March 3, 1938	Aklavik, NWT	8:00	Old Crow, Yukon		Refueled at Old Crow
March 3, 1938	Old Crow, Yukon		Old Crow, Yukon	pm	Flight west to 154° W, returned in darkness
March 4, 1938	Old Crow, Yukon	am	Aklavik, NWT		
March 10, 1938	Aklavik, NWT	7:00	Aklavik, NWT	16:00	Flight to 81° 10' N 112° W
March 11, 1938	Aklavik, NWT	7:00	Aklavik, NWT		Flight as far as Richards Island but forced back due to bad weather
March 14, 1938	Aklavik, NWT	7:30			
March 15, 1938	Aklavik, NWT		Aklavik, NWT	2:30	Flight as far as 87° 50' N 105° W
March 18, 1938	Aklavik, NWT		Cooking Lake, Alta.		Expedition over, 9.5 hour flight
March 20, 1938	Cooking Lake, Alta.		Edmonton		W.R. Wilson left to return to Toronto
March 24, 1938	Edmonton		Winnipeg		S.A. Cheesman left to return to Port Arthur
March 25, 1938	Winnipeg		Minneapolis		Engineer Dyne discharged
March 25, 1938	Minneapolis		New York	18:30	

* Editor's Note: In the September 2006 Canadian Aerophilatelist, Mike Painter suggested that only a propellor had been changed.

Thanks Kevin.

MORE INFORMATION ON AMCN 3809, AND THE SEARCH FOR THE SOVIET FLYERS continued:

After the article in our March 2008 newsletter was published, I also received an email from Richard Beith, with the intriguing comments:

The Wilkins Soviet Search Expedition. I know nothing about these interesting covers, but has anyone heard the suggestion that there was, in fact, nothing to search for?

By chance, some years ago, I found in a second-hand bookshop in the north of England, a book which suggested that the earlier USSR to North America "non-stop polar flights" were faked and that the 12 August 1937 Levanevsky flight which allegedly crashed in the polar regions never actually left Moscow. The book: "Russia's Shortcut to Fame - A Fifty-Year Hoax Exposed" was written by Robert J Morrison, and published in 1987 by the Morrison & Family Publishing House, Inc, Vancouver, Washington 98663, with an ISBN: 0-9618694-0-2.

The picture shown at the top of page 12 of the March Canadian Aerophilatelist, is also shown in Morrison's book, but Levanevsky is identified as third left. After identifying the crew, the caption continues: "The author believes these men never left Russia and that Levanevsky and possibly others were executed shortly after this picture was taken."

Morrison suggested that Stalin perceived Levanevsky as a threat as he might have exposed the previous faked flights. By faked flights, Morrison implied that the planes were crated in Russia and secretly re-assembled somewhere in Alaska, to give a much shorter flight.

I asked Richard for more information about Morrison's claim. He replied that he was curious to hear if any readers had heard about this theory, and kindly sent me the following article:

AMCN 3809 - Was there an actual crash site to search for?

Richard Beith

Mike Painter posed a number of questions about AMCN 3809 and a detailed follow up was later published. The need for these flights was the alleged disappearance of a four-engined Soviet plane under the command of Sigismund Levanevsky, "The Soviet Lindbergh", on a proposed Moscow - Fairbanks flight, claimed to have departed from Moscow on 12 August 1937. This flight was the last of four apparent attempts to fly directly from the Soviet Union over the Arctic wastes to North America without any intermediate stops in the period 1935-1937. Of the four claimed flights, two ended with Russian planes arriving on the American west coast.¹

Flight 1: On 3 August 1935, an ANT 25, chief pilot Sigmund Levanevsky, crew George Baidukov and Victor Levchenko, took off just after dawn from the Shelkova military airfield, near Moscow, on what was called a non-stop flight to the USA. At 3pm a distress call was received indicating trouble with an oil line, and Levanevsky received permission to turn around, and landed at Leningrad after dark. The attempted flight had been marked philatelically by the issue of a single commemorative stamp, a 1 rouble surcharge on a 10k stamp issued earlier in 1935 to mark pilot Levanevsky's part in the rescue of the survivors of the ship *Chelyuskin*, which had been trapped in the polar ice. The original 10k stamp was overprinted in Russian with reference to a Moscow-San Francisco flight. (SG 706)

The flight is listed in the 1981 AAMS Catalogue as TO 1238, with the note that covers have a cachet and were cancelled in Moscow on 3 August. One card is known sent by the Russian government to President Roosevelt. As 'interrupted mail' the flight is listed by Nierinck under date reference 350803 with a 1992 valuation of 3,500 Swiss Francs. Muller also listed this flight under his reference: '79'. Flown covers do appear at auction from time to time, but even the most prestigious auction houses often fail to make reference to the fact that the flight did not leave Soviet airspace and never reached San Francisco.²

Flight 2: This flight resulted in an ANT 25 landing at Pearson Field, Vancouver, Washington, USA, on 20 June 1937 with a crew of three: Valery Chkalov (pilot), George Baiduov (copilot) and Alexander Beliakov (navigator). The flight was given Soviet philatelic commemoration in 1938 with the issue of a set of four stamps on 10 April: SG 780-783. It was listed under AAMS TO 1284 and by Muller as his '93' with the route described as: 18-20.6.37: Moscou-Pole Nord-Portland USA.³



Stamps
from the
SG
780-783
set

Continued

AMCN 3809 - WAS THERE AN ACTUAL CRASH SITE TO SEARCH FOR? by Richard Beith continued:

Flight 3: Again under reference TO 1284, the AAMS catalogue noted: 'Three Soviet flyers, Mikhail Gromov, pilot, Andre Yumashev, co-pilot and Sergei Danilin, navigator, took off from Schelkovo Airfield (Moscow) at 8.24pm, 12 July 1937 on a nonstop flight over the North Pole to San Francisco, California. At 8.14pm the next day the fliers crossed the Pole. Two days later at 5.0am the plane passed over San Francisco, but continued on even though it had broken the (long distance) record. The Soviet crew attempted to reach San Diego but were forced down in a cow pasture near March Field, San Jacinto, at 10.27 am, 14 July, flying nonstop 6,262 miles in 62 hours, 2 minutes.'

A cover is illustrated above the TO 1284 text. It seems to be a Russian postal stationery envelope without postal markings but with route inscriptions. Muller listed this flight as his '95' with the route described as: 12-14.7.37: Moscou - Pole Nord - St Jacinthe.

The Aero Field noted that 'Only one cover was carried on the second Russian trans-Polar flight, and pilot Gromoff endorsed this envelope: 'Letter placed on board ANT 25 from Moscow, July 12, 1937' and signed his name'. The cover bears the inscription in Russian: Airmail-USSR-USA-Flight No 2 via Ice Floe, North Pole, North America.' This written description seems to tally with the unpostmarked cover illustrated as TO1284. This flight was also given philatelic commemoration in 1938 with the issue of a set of three special stamps on 13 April: SG 784-786.⁴

Flight 4: Whilst the crew of flight 3 were still enjoying American hospitality, plans for a third trans polar flight of 1937 were announced. Levanovsky with a crew of five was to fly a four engined, 12 seater DB-A plane non-stop to Fairbanks, Alaska, and then on to Chicago with an intermediate stop at Edmonton, Alberta. Departure of the flight from Moscow was announced on 13 August, 1937, stating that the take off had been 20 hours earlier. The authorities announced that the North Pole had been passed and later referred to an engine failure. Those waiting at Fairbanks eventually realised that the plane was long overdue and a prolonged search of the Arctic Regions was initiated, which also resulted in the AMCN 3809 covers. Though searches continued for many months, neither plane nor crew were ever found. The attempted flight was not listed by Muller, Nahl or Nierinck.⁵

In 1987, Robert J Morrison, published a book in the USA which raised serious doubts over the history of these flights. The synopsis on the dust jacket made intriguing reading:

'In 1937, the Soviet Union claimed to have made 'transpolar flights' to the United States. Russia concocted its story of long flights over the dangerous North Pole in order to convince other nations, particularly its enemies, that its aviation technology and pilots' daring led the world. In retrospect it seems incredible that governments, the news media and aviation insiders never questioned the 5,300 mile 'flights', despite the false statements, discrepancies and flaws in the official chronicles. Though the English magazine *The Aeroplane* publicly doubted the truth of the Russians' claims the rest of the world, particularly the United States, fell for the story and heaped praise on Stalin's pilots.'

Morrison's thesis included the following points. Flight 1 was only for show and it was realised that it did not have the necessary range for a non-stop trip, so a convenient fault was all that was needed to prove that the Soviets could have flown that distance. For Flights 2 and 3 he postulated that the two single engined ANT 25s were crated up and reassembled in a remote part of the Alaskan shoreline and flown from there. Morrison even claimed to have identified a Native American who helped the Russians with their reassembly work. He also suggested that the ANT 25s were Soviet rebuilds of two French long-range Dewoitines which had crashed in remote parts of the Soviet Union. As to Flight 4, he suggested that this never even left Moscow, that Levanovsky and his crew had fallen foul of Stalin's paranoia and had been executed at about the time of the promised flight.

Morrison also noted that the British magazine *The Aeroplane* was not convinced about the Soviet claims at that time. In a series of articles commencing in September 1937, they analysed all the relevant data for flight 3, and deduced that a refuelling stop would have been essential. They suggested that this could have taken place at Prince Rudolph Island and noted that:

'We have been reproached by various readers for suggesting that the long-distance record claimed by the Russians who flew from Moscow to Los Angeles was a fake. We add that our disbelief is shared by certain French long-distance pilots

So, if the doubts expressed in a British magazine in 1937 and by an American author in 1987 are well founded, then

Continued

AMCN 3809 - WAS THERE AN ACTUAL CRASH SITE TO SEARCH FOR? by Richard Beith continued:

all those flyers trying to track down Levanevsky and his crew in late 1937 were risking their lives for nothing. Readers may well ask: did Levanevsky's ANT 6 (DB-A) have the necessary range for a flight over the Arctic? Davies noted that the ANT 6, designed as a bomber in 1930, had a typical range of 1,350 km, (840 miles). The DB-A claimed for use in Levanevsky's flight was a modified version of the ANT 6 and Andersson recorded that it had been newly-built in 1937, but failed to quote a range. Morrison claimed that the range of the DB-A was only 650 miles, an exceedingly short distance.⁶

It must be pointed that Morrison's text appears to represent a lone voice. If one enters 'ANT 25' into Google, you obtain a range of references which accept the Soviet trans-polar flight claims (as did Davies and Andersson), but you also get a condensed version of Morrison's book, but without reference to the queried Levanevsky flight. Perhaps in this post-communist era, the answer lies waiting to be found in former Soviet archives? Again, entering 'Levanevsky' gives rise to a wide selection of theories about his disappearance.

Notes:

¹ Painter, Mike, 'AMCN 3809 - Edmonton/Aklavik round trip', *The Canadian Aerophilatelist*, Vol XXII, No. 3, September 2006, pp15-17; 'Follow Up: 'AMCN 3809 - Edmonton/Aklavik round trip', *The Canadian Aerophilatelist*, Vol XXIV, No. 3, March 2008, pp11-15.

² Nahl P C, (ed), *American Air Mail Catalogue, Volume 4, Fifth Edition*, (Cinnaminson NJ, American Air Mail Society, 1981), p1583; Nierinck H L, *Courrier recupere, 1910-1936*, second edition, (Antwerp, the author, 1993), p465; Muller F, *Catalogue des aerogrammes du monde Entier*, (Paris, Editions Bertrand Sinais, 1991) (reprint edition), p375

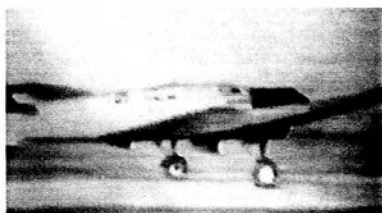
³ Nahl, p1590; Muller p376.

⁴ Nahl p1590; Baldwin N C, ed *The Aero Field*, Vol 1, No 8 (new series), October 1937.

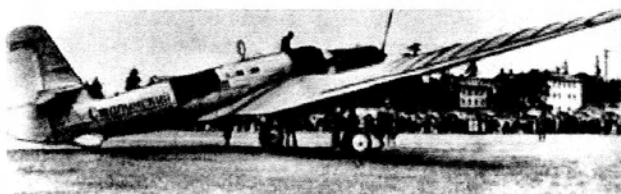
⁵ Nierinck H L, *Courrier recupere, 1937-1988*, second edition, (Antwerp, the author, 1995)

⁶ Morrison R J, *Russia's shortcut to fame - a fifty-year hoax exposed*, (Vancouver WA and , London, Morrison & Family Publishing House Inc and Robert Hale Ltd, 1987); anon, 'A Flight of Fancy', *The Aeroplane*, 8 September 1937; Davies, R E G, *Aeroflot: an airline and its aircraft*, (Shrewsbury, Airline Ltd, 1992) , pp31-32; Andersson, Lennart, *Soviet Aircraft and Aviation 1917-1941*, (London, Putnam, 1994), p254; Morrison, p228.

Editor's Comment: I love studying hoaxes, claims of hoaxes, etc. So I Googled ANT 25, and found a website <http://www.heretical.com/miscella/rstofame.html> This showed some photographs to support Morrison's claim, e.g.:



This photo was reproduced from one frame of a video tape of a film produced by the Soviets to show the takeoff of an ANT-25 aircraft from Shelkova airport, near Moscow, to the United States on June 18, 1937. No markings are detectable on the aircraft.



This photo, taken shortly after the ANT-25 landed at Vancouver's Pearson Field in Vancouver, Washington, shows lettering on the right side of the fuselage, which translates to "Route of Stalin."

However, I've been thinking about the ground/ice conditions up north, and am wondering: if "the planes were crated in Russia and secretly re-assembled somewhere in Alaska, to give a much shorter flight" where did they find a flat surface on which to take off from?

SO, I AM VERY SCEPTICAL ABOUT THE CLAIM THAT THE FLIGHTS WERE FAKED. BUT I'D LOVE TO HEAR OTHER READERS COMMENTS ABOUT THIS THEORY.

More information on the "Labrador labels" of 1908



Our last newsletter included copies of articles from Gibbons Stamp Weekly, that described these labels as "*bogus rubbish*" back in 1908. - So how come these labels keep appearing on the philatelic market?

Many thanks to John Bloor who sent me an article by H. Warren K. Hale, that John describes as "probably the definitive article about the Labrador Labels". - The article, titled "*The Labrador Company, U.S.A.*", was included in Byways of Philately - Privately-Owned Posts and Early Locals, a collection of articles published in 1966, that was compiled and arranged by Elliott Perry "in memory of H. Warren K. Hale".

According to Warren Hale, interest in these labels revived in 1927...

When the circumstances regarding the original promotion had become obscured and the details recorded in the older literature had been lost. Only the distorted groundwork of the old tale remained.

In the weekly paper, *Philatelic Gossip*, published at Holton, Kansas, W.R. Patton, editor of the Canadian Department, contributed a series of communications and notes regarding "The Stamps of Labrador" during the year 1927.

"Thanks for the laugh" was his pat introduction.

The story described by Patton, was similar to "Piece 1" in the article in our March 2008 newsletter. - The stamps were ordered by an American business man from a printers in Montreal. Shortly after the set was issued, the business man was arrested in Montreal, for being in possession of spurious stamps. However, it was impossible to convict him, as the judge considered the case a matter for the courts of the United States and Newfoundland only, and Newfoundland wasn't part of Canada at that time. The man was therefore released on turning the stamps over to the judge. The judge ordered them burned, but the policeman who was instructed to burn them, later said he'd kept a couple of the sets.

Then the editor of *Gossip* received a letter from the "Superintendent of the Post Office" at Honolulu, saying he had two of the stamps, which were from a lot captured by the Royal North West Mounted Police. The circumstances of their capture, as described to the Superintendent by Corporal D — of the — Infantry, Schofield Barracks, T. H., was: (the Corporal speaking)

"Some time after I was discharged from the Canadian Army, at the close of the War, I was attached to the R. N. W. M. P. While I was a sergeant, I was sent with others of the Force to investigate the killing of one of our members by an Esquimaux in the Far North. The Sergeant killed was a buddy of mine and the killing was done because the Native preferred death to being brought for trial to Lower Canada. He had slain a fellow countryman and was to be tried for his life, and my buddy was bringing him out. Frequently the Esquimaux begged my friend to kill him and once while they slept, the prisoner being chained to the Sergeant, the native awoke and thinking to make the Sergeant shoot him, he secured the gun of the Guard, and intending to wound him, put the pistol against the fleshy part of the Sergeant's leg. Just as he pulled the trigger the Sergeant turned over quickly, and the native shot him through the abdomen. The Sergeant died almost instantly, and the Esquimaux placed the gun to his own head and fired.

"Another force went up to investigate and bring back the body of the dead Police. Getting the data, we started to return, and after a few days travel by dog sled, we saw that we were headed into a blizzard, and so started to detour. Two of us went on ahead through the unknown snows, sighted a house ahead just as the storm broke upon us.

"We knocked at the door of the shelter, knowing that according to the code of the Northwest it could not be refused. Our knock was responded to, and we entered a cozy room. There spread on a bunk were great piles of stamps like these, and which two men were examining. When the others arrived we sensed something was wrong about these stamps, and asked to examine them.

The examination convinced us that they were fakes and so we confiscated the lot of about \$250,000 worth and carried them and the two men on to Toronto, where we turned them over to the Postal Inspector Division. We kept out a few for souvenirs, but did not tell anyone about that. I noticed the three denominations, had several of each, but gave them away at various times."

Continued

Extracts from *The Labrador Company, U.S.A.* by H. Warren K. Hale continued

In September, 1927, Patton, who had continued to follow up the stories he had received, closed the affair as far as *Gossip* was concerned by the publication of the following letter from the Commissioner of the Mounted Police:

"Dear Sir: I have to acknowledge receipt of your letter of the 20th August regarding the 'Labrador Stamps'. The story told by Corporal D—— is untruthful as to facts and absurd as to statements. It is true that a non-commissioned officer, of this Force, Corporal Doak, was murdered by an Eskimo in April 1922, at Tree River, Coronation Gulf. Everything else in the story is inaccurate. The prisoner was not chained to the 'Sergeant', but was under open arrest. He killed him treacherously, and soon afterwards was arrested by other members of the detachment, no expedition being necessary to investigate the matter. You doubtless know enough of the geography of Canada to realize the impossibility of such statements as that after a few days travel from Coronation Gulf a house would be found in which counterfeiting operations were being conducted; or that a detachment travelling from the Western Arctic would proceed to Toronto; or that travellers would make a detour to escape a blizzard. Neither is it likely that a non-commissioned officer of this Force would retain possession of samples of a seizure which he had made.

"Further, as I have already informed you, the stamps were seized in Montreal, in July 1910; I can throw no further light upon their history.

"Yours faithfully,

Cortlandt Starnes,
Commissioner, R. C. M. P."

Although this letter closed the affair as far as W.R. Patton was concerned, that was not the end of the story:

Fred Jarrett obtained copies of the stamps in 1926 and later read Patton's articles. He described and illustrated the labels in his B.N.A. book in 1929.



L1

L2

L3

1	L1	5c	Labrador Essays.	
2	L2	25c	Green and Black.....	10.00
3	L3	\$1.	Blue and Black.....	10.00
			Green, Pink and Red.....	10.00

We invite those who delight in stamps with stories back of them to pay attention to the three stamps of Labrador inscribed "U.S.A. Post Office" illustrated above.

W. R. Patton, editor of Canada and Newfoundland Section, Philatelic Gossip, 1927, supplies a few particulars of these stamps, but first let the author state that he purchased two sets from a Montreal dealer in September, 1926. These were in perfect mint condition, with no defac-

ing marks whatever. The dealer knew little about them except that "many years ago an American had intended to use them on the Labrador Coast and the police had seized them, the lot being destroyed with the exception of a few sets, which had been eagerly sought after by collectors at the time."

This is what Mr. Patton has to say: "There is a great stamp story behind these. I have been after it for nearly a year, but there is much to get yet. The Supt. P.O., Honolulu, got a great deal of information about these from a Private in the U.S. Army, stationed there, formerly of the Royal North West Mounted Police, who had seized them when bringing in an Eskimo prisoner from the far North, and later destroyed them in Toronto. An item in a philatelic paper published in Regina during 1910 referred to these stamps as having been seized in Montreal, however. It appears that the American gentleman who was responsible for the stamps had issued nearly One Million Dollars' worth, as I have evidence that \$675,000 were destroyed by the Government, probably more."

The gentleman made a mistake in trying to annex this territory to the United States.

From F. Jarrett, *Stamps of British North America* (1929).

So: the labels described as "bogus rubbish" in 1908, were listed by Jarrett as essays in 1929. - Other dealers then sold them with comments such as "*Catalog Value by BNA Catalog is \$10.00!*"

The article sent to me by John, also included some of Warren Hale's own research into these labels. Hale found that they had not been given to a policeman for destruction, but sent to Ottawa. His research also indicated that not all the sets had been siezed. However, the number that remain in circulation is not clear.

Many thanks to John Bloor for this extra information.

MORE BOOK REVIEWS

South African Airmails, by Nicholas Arrow. Published by author, Musbury, United Kingdom, 2008. 203 pages, soft cover, A4 (8¼ x 11½) inch size. Color illustrations. UK£30.00 (approximately US\$58.00) plus UK£10.00 (US\$19.00) airmail postage worldwide (outside the UK). Also available from Ken Sanford.

Comments from a review by Ken Sanford:

There are chapters on: pioneer and other special flights to 31st August 1939; internal scheduled flights to August 1939; external scheduled flights to August 1939; the War Years, including the "Horseshoe Route", mail between South Africa and America, crash mail, air letters, aerograms & Airgraphs; the post-war era to 31st May 1961, which describes the first flights of various airlines that have served South Africa, such as BOAC, KLM, Pan Am, Air France, Swissair, Sabena, Qantas, etc; the period 1st June 1961 to 1974; then 1975 to 1981; then 1982 to 7th February 1994.

Each chapter is written in narrative style, and then includes a chronological listing of the flights. Some chapters give a rarity factor of covers from each flight, but others don't. It does not include pricing of covers. Throughout the chapters, some covers are shown in color, but the illustrations are not as numerous as this reviewer would have liked.

Overall, the handbook is very well done, and it is a valuable addition to the literature on South Africa Airmails.

Handbook of Aeropostal History of Chile 1916 - 2006, by Dr. Eduardo Madsen. Published by the author, 2006, 698 pages, A4 format, soft cover. Available from the author: Dr. Eduardo Madsen, Albrecht-Duerer Strasse 15, D-65195 Wiesbaden, Germany [Email: emadsen@t-online.de] Price of 72 Euros (€) including surface postage, or 82 Euros (€) by airmail, worldwide.

Comments from a review by Ken Sanford:

Chapters, in both English and Spanish, include "Mail dispatched on first, inaugural, special and occasional flights 1916 - 2006", "Special and instructional hand stamps on letters and post cards forwarded on scheduled flights 1930 - 2006", "Domestic and international flight schedules 1927 - 1948", and "Letter and postcard rates and airmail surtaxes 1927 - 2003".

This handbook is a much expanded version of an earlier book by the same author in Spanish, "80 Años de Historia Aeropostal en Chile 1919 - 1999".

The book is very well done, and is a monumental effort, covering the airmail of a small country.

Collecting British Postal Stationery, by Alan Huggins and Colin Baker. £30 + postage (£4 UK, £7 Europe, £10 Rest of World from Ian Harvey, 27 Landford Rd., London SW15 1AQ, England. Also available from Stanley Gibbons.

Review comments by John Holman in the May 2008 Gibbons Stamp Monthly included:

Despite its subtitle, "A Simplified Listing of British Postal Stationery 1840 to 2007", this is a major piece of work, distilling detailed study and research into a manageable and well-illustrated book. The listings are arranged in broad categories such as Envelopes, Letter Sheets, Letter Cards and Air Mail Letter Sheets (aerogrammes). Each section is well illustrated showing entire items of stationery or the imprinted stamps to facilitate identification, and each item has a reference number which will be used by both collectors and dealers. Items are priced mint and used, although much modern material is unpriced used. - Commercially used examples (as compared to philatelic usage, often with special handstamps) of modern items are rarely seen on the market, and it is thus difficult to give a price. Where modern material is priced mint and used, the used prices are often higher, sometimes much higher.

The authors are to be commended for a job well done, likely to remain the standard reference book on GB postal stationery for many years.

Thanks to Duff Malkin and Ken Sanford for sending me these reviews.

Ken can be contacted at Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A.

[Email: kaerophil@gmail.com]

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.

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WANTED

Postcards depicting Canadian aviation theme or Canadian aviation personality, postally used prior to 1915. - Please contact: Murray Heifetz, 75 Wynford Heights Cres. Apt. 2106, Don Mills ON M3C 3H9. (Email: MurrayHeifetz@rogers.com)

Airmail covers franked with the 50c munitions stamp. - Please contact: Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8. (E-mail: steverman@rogers.com)

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December. The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

November 15th.

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 this newsletter, 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;
- discount prices on several aerophilatic publications;
- a "sales department", with 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

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN in U.S.A. (or \$22.00 US),

\$25.00 CDN for members Overseas, (or \$25.00 US, or 18 Euros, or 13 Pounds Sterling).

Payable to: The Canadian Aerophilatic Society. - Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, 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: _____ Fax: _____

E-mail: _____ Date of birth: _____

Collecting interests: _____

(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.

203 John Bloor
242 Jacques Bot
130 Basil Burrell
1 Patrick Campbell
271 Nino Chiovelli
62 Gary Coates
352 Tony Conyers
304 James Davidson
369 Hugh Delaney
336 George Dresser
55 J.M.Ellis
182 Robert Foottit
211 Carl Freund
383 Larry Goldberg

371 Geoff Green
273 Denise Guimond
384 William Harris
215 Jack Ince
319 Donald Kaye
54 Norbert Krommer
380 Duff Malkin
92 Robert Marcello
381 Daniel Michaud
155 Larry Milberry
170 Kenneth Mitchell
350 Bill Pearce
212 Harold Petoskey
194 Derek Rance

81 Stephen Reinhard
370 David Reynolds
56 William Robinson
286 Jean Rowe
6 Ken Sanford
4 Mike Shand
382 Rick Sommerville
20 Gibson Stephens
189 Jacky Stoltz
9 Geoffrey Thompson
379 E. Wall
378 Owen White

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