



THE CANADIAN AEROPHILATELIST

#82

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

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993

E-mail: hargreavescp@sympatico.ca

WEBSITE - www.aerophilately.ca

SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, QUI SE DÉPLACE, OU LE RÉDACTEUR - ADRESSE CI-DESSUS.

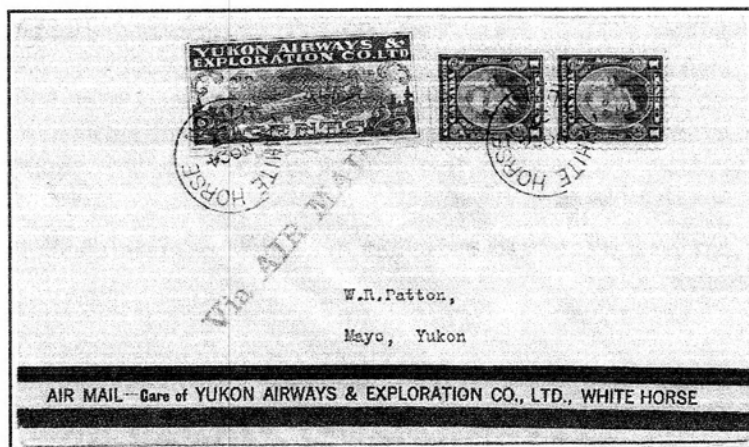
March 2010

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
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appears to the editor.

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

President: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
 Telephone: 613 389 8993 E-mail: hargreavescp@sympatico.ca

Vice-President: Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6
 Telephone: 905 985 8848 E-mail: n.h.hunter@sympatico.ca

Secretary-Treasurer: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
 Telephone: 613 226 2045 E-mail: bjnepean@trytel.com

Webmaster (www.aerophilately.ca): Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8
 Telephone: 519 913 1834 E-mail: steverman@rogers.com

Western Chapter Representative: Dave Brown, P.O. Box 2446, Blackfalds, Alberta T0M 0J0
 Telephone: 403 885 2744 E-mail: dgbrown_id@shaw.ca

Member at Large: David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6
 Telephone: 204 947 9904 E-mail: davidwhiteley531@hotmail.com

Past President: Major (Ret) R.K. "Dick" Malott, CD, 16 Harwick Crescent, Nepean, Ontario K2H 6R1
 Fax: 613 829 7673 Telephone: 613 829 0280 E-mail: toysoldier@sympatico.ca

PRESIDENT'S REPORT

I think that 2010 was a very good year for the CAS! Among the highlights for me were that:

- we implemented our new awards program, and recognized the very impressive achievements of ten members by electing them the first Fellows of the Canadian Aerophilatelic Society.
- we have begun the process of producing a revised edition of The Air Mails of Canada and Newfoundland. - See Neil Hunter's report later in this newsletter.
- we held a number of very pleasant and informative meetings during the year. These included meetings at the ROYAL and at BNAPEX, as well as our traditional meetings in Edmonton, Ottawa, Calgary and Toronto.

I want to thank all the members of the executive for their work throughout the year. - Brian, Dave, David, Dick, Neil and Steve have kept the Society functioning smoothly and unobtrusively.

In my President's report last year, I invited any members who were interested in helping with the running of the CAS, to join the Executive Committee as Members at Large. There no job descriptions for these positions, or tasks waiting for the appointees. The positions are intended as a way of giving everybody who wants to get more involved with the CAS a chance to do so; to increase the variety of opinions expressed when the Executive needs to make a decision; and to identify volunteers who are interested in taking on specific Executive roles in the future. - Being on the CAS Executive is interesting; it's enjoyable, (or I wouldn't still be on it after 16 years); and it's a great way of being involved in aerophilately without spending money!

If anybody would like to join the Executive as a member at large, or wants more information, please contact me or any member of the Executive.

Chris Hargreaves

The Canadian Aerophilatelist - Index and Back Issues

Thanks also to GORD MALLETT, who continues to regularly update the index to this newsletter.

The Index is now up to 32,970 words, and summarizes the contents of each Newsletter, from the July 1985 first issue, [Newsletter #1] to December 2009 [Newsletter #81]. - By entering a "keyword" a user can locate all articles linked to that word. The keyword can be any word or AMCN [Air Mails of Canada and Newfoundland] number for which the user wishes to search. .

Gord will email a free copy of the index in Microsoft Word format, to anybody who sends him their email address! He will also scan, and send out by email, copies of any pages from the newsletter at no charge, (up to six pages per request); and/or mail copies of articles, complete back-issues, or the entire index, for just the cost of photocopying.

Contact Gord at: #2 6909 Manning Place, Vernon, BC V1B 2Y6 (Email: gdmall@telus.net)

ORAPEX

ORAPEX 2010, the 49th Annual RA Stamp Club Exhibition and Bourse, will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in the Curling Rink.

Saturday May 1st: 10am - 6pm

Sunday May 2nd: 10am - 4pm

Parking and Admission is free.

Over 40 dealers and 150 frames of exhibits.

Presentation to Dick Malott

Dick Malott was awarded a GOLDEN F.I.S.A. PIN at the 44th FISA Congress held in Meyrin, Switzerland, last year. The pin will be presented to Dick by Stephen Reinhard, President of F.I.S.A., during the ORAPEX Wine and Cheese Awards Reception, which will be held from 6.30 to 8.00pm on Saturday night.

This award is in recognition of Dick's "*service and devotion to aero- and astrophilately*", and is very well deserved. Congratulations again Dick!

Aerophilatelic Exhibiting and Judging

Stephen Reinhard, President of F.I.S.A., and long-serving Treasurer of the American Air Mail Society, is one of the judges at ORAPEX this year.

Stephen will also be giving the **FIP Aerophilately Judging Seminar**, from 10:00 am to 11:30 am on Sunday morning. This seminar will be followed by the ORAPEX judging critique.

For more information about exhibiting at ORAPEX, and to see if exhibit frames are still available, contact Tom Hare at thare@sutton.com (T: 613 828-8048)

ANNUAL GENERAL MEETING of the CAS

Our AGM will be held on the Sunday afternoon of ORAPEX.

The meeting will start at 2:00 pm on Sunday May 2nd, and usually lasts about one hour.

We will have our usual mixture of Society business and enjoyable aerophilatelic chat.

All members are invited and encouraged to attend this meeting.

Changes to the CAS Constitution

A copy of the CAS Constitution is being placed on our website. - Any member without internet access may contact our webmaster, Steve Johnson, and he will mail you a copy of the Constitution.

It was mentioned in the September newsletter that, "*At our next AGM, an addition to the CAS constitution will be proposed, so that our Fellows can use the letters FCAS after their name.*"

This is a good time to also review the process for selecting Fellows, Life Members, and Honorary Members that was described in the March 2009 newsletter, and to adjust it to reflect what happened, and didn't happen, after that policy was announced.

The following, slightly revised CAS Awards Program, has been endorsed by the Executive, and will be presented at the AGM. If passed, it will replace the program adopted at our 2008 AGM, and become part of our Constitution:

CANADIAN AEROPHILATELIC SOCIETY AWARDS

The CAS has three awards for recognizing members and others who have made exceptional contributions to Aerophilately. The three awards are: a Fellowship, a Life Membership, and an Honorary Membership.

Continued

PROPOSED CHANGES TO THE CAS AWARDS PROGRAM continued:

The qualifications for each award are:

Fellowship - awarded to an individual who has been a member in good standing for fifteen years; who has actively participated in the activities of the CAS; and who has made a major contribution to Aerophilately, preferably with an emphasis on Canadian Aerophilately.

Fellowships will be restricted to no more than 10% of the membership.

The recipient receives a plaque or a certificate.

Fellows may use the letters F.C.A.S. after their name.

Life Member - awarded to an individual who has reached the age of 85 and has been a member in good standing for fifteen years, and agrees to allow members to contact him/her through the Executive for purposes of research.

The recipient receives a certificate, and is no longer required to pay the annual membership fee.

Honorary Member - awarded to an individual who is not a member of the Society, and who has made a contribution to Canadian Aerophilately.

The recipient receives a testimonial, and a free membership to the Society for one year.

Process for Selection -

Fellowships - Any CAS member may nominate an individual for a Fellowship at any time. The name of the nominee, and details of their contribution to aerophilately, should be sent to the CAS Vice President.

The Vice President will convene a Nominating Committee of three Fellows of the CAS. The Nominating Committee will review the nomination received, and a list of all CAS members who have been in good standing for fifteen years.

The Nominating Committee may recommend to the Executive a member or members to be awarded a Fellowship.

Life Member - Members approaching the age of 85 should contact the Secretary, as not all members have a Date of Birth recorded, and expressing their willingness to allow members to contact him/her through the Executive for purposes of research.

Honorary Member - Members may nominate at any time, a person for a one year Honorary Membership. The nominee's name and address, and details of their contribution to Canadian Aerophilately, should be sent to the Vice President.

CANADIAN AEROPHILATELIST EDITOR'S AWARD

In addition to the three above awards, the Society also presents the annual *Canadian Aerophilatelist Editor's Award* to an individual (member or non-member), selected by the Editor for an outstanding contribution to the newsletter or aerophilately.

Other changes to the Constitution

Since the Constitution was passed, a number of changes have been made in the way the Society operates. Some of these were voted on at an AGM. Others seem to have happened as the Society evolved. (For example, the Constitution states that elections shall take place in even numbered years, but they have been taking place in odd numbered years).

PROPOSED CHANGES TO THE CAS CONSTITUTION continued:

A summary of these changes that have occurred is given below.

This list will also be presented as a series of Constitutional amendments at the AGM. - If adopted, a revised Constitution will be then be drafted incorporating the amendments.

The draft revised Constitution will be published in this newsletter, so that all members can comment on the draft.

A vote on whether or not to adopt the draft as a new Constitution will then be taken at our AGM in 2011.

The changes which have occurred are:

- The Officers of the CAS are now referred to as the EXECUTIVE COMMITTEE, not the BOARD OF DIRECTORS.
- The Composition of the Executive Committee is:
 - President, elected at an AGM for a two year period.
 - Vice President, elected at an AGM for a two year period.
 - Secretary, elected at an AGM for a two year period.
 - Treasurer, elected at an AGM for a two year period.
 - Newsletter Editor, appointed by the executive.
 - Webmaster, appointed by the executive.
 - Western Chapter Representative, nominated and elected by the members of the Western Chapter.
 - Past President.
 - Members At Large, elected at an AGM, or appointed by the executive at any time.
- A member of the CAS can be elected and/or appointed to more than one office on the Executive Committee.
- The position of *Recording Secretary* is now part of the Secretary's role.
- The membership category of *Junior Members* has been discontinued.
- The Election of Officers now takes place in odd numbered years.

If any member has comments or concerns about these proposed amendments, and/or the drafting of a revised Constitution, please contact the President, or any member of the Executive.

Chris Hargreaves

Accommodation for ORAPEX

We have received a message that:

any CAS members or dealers looking for a downtown hotel for ORAPEX, might wish to consider the Bostonia Executive Suites. The rates there are \$104.00 a night + \$13.00 a night for parking. Apparently these special ORAPEX rates as negotiated by Jill Hare, can only be offered by the manger, John Wakely, himself. His phone number and email address is shown below. Also, their web site has some photos of the hotel.

Studio Suites - \$104.00 1 bedroom - \$138.00

Included are as follows: Full kitchens, Continental breakfast, Wireless Internet, Local telephone calls, 24 hour fitness room, Cable TV, Globe & Mail outside suite daily.

John Wakely, Sales Manager

341 MacLaren Street, Ottawa, ON K2P 2E2

www.thebostonian.ca T: (613)598-3902 F: (613)594-3221 Toll Free: 1 866-320-4567 E: john@thebostonian.ca

SECRETARY'S REPORT

Welcome to two new members:

#410 Terry Isaac of Upper Hutt, New Zealand

#411 Gary Dickinson of Kelowna, BC

As of January 01, 2010, the Society has a total paid membership of 144. This is a decrease of 1 from January 2008.

The breakdown of the membership is as follows:

(Province/State/Country)

CANADA:

Alberta	14
British Columbia	14
Manitoba	3
New Brunswick	5
Newfoundland	1
Northwest Territories	1
Ontario	55
Quebec	9
Saskatchewan	1

Total 103

INTERNATIONAL:

Australia	2
Cayman Islands	1
France	2
Germany	1
Netherlands	1
New Zealand	1
Switzerland	1
U.K.	6

Total 15

USA:

Arizona	1
California	1
Colorado	2
Connecticut	2
Florida	1
Illinois	4
Indiana	1
Kansas	1
Kentucky	1
Michigan	2
New Jersey	1
New York	3
Ohio	1
Oregon	2
Texas	1
Virginia	1
Washington, D.C.	1

Total 26

GRAND TOTAL: 144

Brian Wolfenden
Secretary, CAS

Many thanks to Brian and Joan for the magnificent job they do maintaining our records!

All members are encouraged to show their appreciation of Brian and Joan's work by making it easier. -
Please check the renewal list on the back cover now, and renew promptly if your name appears.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2008 AND 31 DEC 2009

	2008	2009
Opening Bank Balance	<u>11,658.01</u>	<u>10,388.84</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,047.32	2,949.45
CAS Covers – sale of various philatelic covers	374.30	1,231.16
Other Sales – includes e.g. books, pins & advertising	219.94	260.00
Donations – from members	600.00	0.00
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>4,241.56</u>	<u>4,440.61</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	15,899.57	14,829.45
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	147.39	206.99
Philatelic Covers-costs e.g.covers, postage & envelopes	1,390.38	571.54
Office Supplies	104.08	61.97
Postage-such as for CAS newsletter, covers & books	1,298.21	1,243.31
Printing and Photocopying – such as newsletter and catalogue	2,054.65	1,390.18
Bank Charges-chequing account,cheques,deposit stamp	6.08	19.80
AAMS – publications & other books	158.27	723.72
Web Site	203.36	70.00
Exhibit Fees – CAS newsletter	0.00	0.00
Engraving – presentation plaques/donations	<u>148.31</u>	<u>153.51</u>
Expenses Incurred during the Year	<u>5,510.73</u>	<u>4,441.02</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>5,510.73</u>	<u>4,441.02</u>
Closing Bank Balance	<u>10,388.84</u>	<u>10,388.43</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>10,388.84</u>	<u>10,388.43</u>

BRIAN WOLFENDEN
Treasurer - CAS

WEBMASTER'S REPORT

- **Aerophilately in the 1920's and 1930's:** the article by Don Amos on *The Golden Age of Canadian Air Mail* that was reprinted as a tribute to Don in the December 2009 *Canadian Aerophilatelist* has been added to the website.
- The links page has been updated. - I am always trying to find new links, so please pass any of your favorites along.
- The CAS Library page has been updated.
- The counter now stands at 2525.
- The CAS Constitution is being added to the website.

Please remember: If you do not have internet service, just contact me. I will mail any member a copy of any item added to the website, that has not been published in the newsletter.

Steve Johnson

WESTERN CHAPTER REPORT

The Western Chapter of the CAS met in Blackfalds Alberta on Saturday January 30th, six members attending. The meeting opened with a time of sharing regarding recent philatelic items found as well as projects being worked on. Discussion continued over lunch provided by the "After the Grind" coffee shop that generously provides our meeting room free of charge. The business portion of our meeting followed. That addressed the resignation of our Treasurer, and new banking arrangements.

The Alberta Aviation Museum will be conducting a commemorative flight at the end of May this year to pay tribute to the British Commonwealth Pilot Training Plan. A vintage aircraft will be flown to each of the training bases in Western Canada that currently have an operating airport. Those sites that no longer exist will have an honorary flight pass. The WCAS intends to develop a commemorative cover to be carried on the flight with post mark cancellations at the origin of the flight in Edmonton, the furthest point east, and at Edmonton upon return. The flight is expected to take place over a one to two week period, depending on weather. A limited number of covers will be produced. It is intended that a cover example will be ready at the end of April. Those interested in purchasing a cover should contact David Brown (email: dgbrown_id@shaw.ca) or leave a message at 403-885-2744.

Another aviation related event that will take place in Alberta this year is *Air Affair*. Held last year for the first time at the Penhold Base (Red Deer Airport), it was a great display and celebration of Canada's 100 years of aviation history. If you are going to be in Alberta in early June you might want to take in a fun filled day at the Red Deer airport. Watch for details at www.penholdbase.com

Dave Brown

NEW CANADIAN POSTAL RATES, effective JANUARY 11th 2010

LETTERMAIL™	STANDARD LETTERMAIL		NON-STANDARD AND OVERSIZE LETTERMAIL				
Canada	Up to 30g \$0.57	Over 30g up to 50g \$1.00	Up to 100g \$1.22	Over 100g up to 200g \$2.00	Over 200g up to 300g \$2.75	Over 300g up to 400g \$3.00	Over 400g up to 500g \$3.25
LETTER-POST	STANDARD LETTER-POST		NON-STANDARD AND OVERSIZE LETTER-POST				
USA	Up to 30g \$1.00	Over 30g up to 50g \$1.22	Up to 100g \$2.00	Over 100g up to 200g \$3.50	Over 200g up to 500g \$7.00		
International	Up to 30g \$1.70	Over 30g up to 50g \$2.44	Up to 100g \$4.00	Over 100g up to 200g \$7.00	Over 200g up to 500g \$14.00		

FOR ALL OTHER POSTAL PRICES VISIT canadapost.ca/rates

UPDATE on THE AIR MAILS of CANADA AND NEWFOUNDLAND

Work on the next edition of the Air Mails of Canada and Newfoundland has begun in earnest. While not all of the Section Editors have been appointed, those that have are busy updating the information in their Sections, and are soliciting **your help** in providing them with information of new flights and other information to be included.

The confirmed Section Editors and their email addresses are:

- Sections 1 & 2 - Ray Simrak - simrakr@hotmail.com
- Section 3 - Steve Johnson - steverman@rogers.com
- Section 4 - Barry Countryman - barrycountryman@gmail.com
- Sections 5, 6, & 11 - Richard McIntosh - mcintosh47@sympatico.ca
- Section 7 - Ken Sanford - aerophil@comcast.net
- Section 8 - Prof. François Brisse - fsbrisse@sympatico.ca
- Sections 12 & Canadian Warplane Heritage Covers - Ron Miyanishi - squeak@pathcom.com
- Sections 23, 24, & 25 - John Walsh - nsscat@nf.sympatico.ca
- Sections 15 & 26 - Richard Malott - toysoldier@sympatico.ca

Please send any covers/data you feel should be added to the Catalogue directly to the Section Editor. - If you do not have email please send the information to me at the address below.

When sending information, please forward a scan of the cover in 'tiff' format and not 'jpg' if possible, as they may wish to include the cover as an exhibit in the catalogue. 'tiff' (file format) provides a better image for reproduction purposes.

When sending the information on the flight, please include what you think would be an appropriate value to place on the cover.

The Section Editors are also looking for assistance in reviewing and pricing the various Sections. Please consider this plea for help, and send your interest to the appropriate Section Editor along with a copy to me of the email.

Thanks for your consideration.

Neil H. Hunter, Editor in Chief

Email: n.h.hunter@sympatico.ca

Address: 1F- 293 Perry Street
Port Perry, Ontario, L9L 1S6

FUTURE CAS MEETINGS

ROYAL 2010 ROYALE - May 28th to 30th 2010.

The annual convention of the Royal Philatelic Society of Canada will be held in Windsor, Ontario, at the St Clair Centre for the Arts, 201 Riverside Drive West, on Windsor's scenic riverfront.

There will be a CAS meeting at on the Saturday afternoon, that will include a presentation on **Airmail to, from and through Windsor, Ontario**. Anybody with interesting Windsor covers is invited to bring them to the meeting.

For more information on the Royal, check the website www.royal2010.com or contact Brian Cutler, 2370 Rankin Ave, Windsor, Ontario, N9E 3X6. [Email brian@clwindsor.org]

BNAPEX 2010 in Victoria, B.C. - September 3rd to 5th 2010

Last year's joint meeting of the CAS and the British North America Philatelic Society Air Mail Study Group at BNAPEX 2009 in Kingston was very successful. We will be having another joint meeting this year, at 2pm on Saturday September 4th.

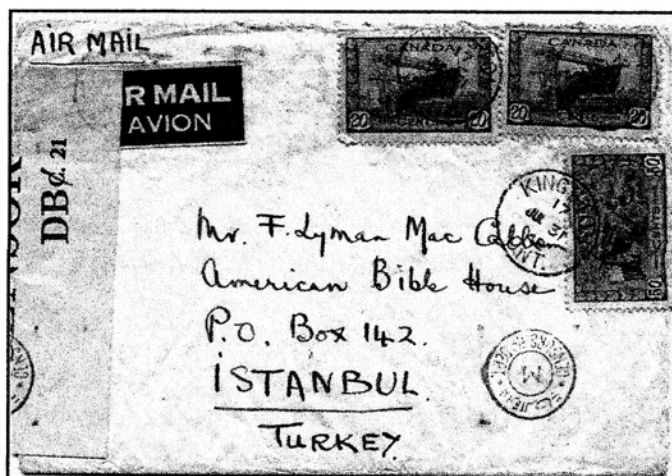
BNAPEX 2010 is being held at the Fairmont Empress Hotel and the Victoria Conference Centre, located right on the harbour front of historic Victoria, British Columbia. - For more information check the BNAPS website www.bnaps.org or contact Peter Jacobi, # 6 - 2168 - 150 A Street, Surrey, B.C. V4A 9W4

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2010

When I was asked to recommend a source of information about Canadian airmail during the Second World War, I immediately thought of Thomas Boyle's Airmail Operations During World War II.

What is remarkable about this recommendation, is that the description of Canadian airmail during the Second World War, is just one chapter of this book!

The complete book covers every region of the world. - Thanks to it, I was able to establish the eastern routes taken by this cover mailed from Kingston, Ontario, to Istanbul, Turkey, on July 31st 1942:



The cover would have travelled to Ottawa by rail to be censored, and then by air: to Montreal by *Trans-Canada Air Lines*; to New York by FAM 1, operated by *Colonial Airways*; to Miami by *Eastern Air Lines, Inc.* (Route No. 6, following the revised contracts of 1934); to Lagos, Nigeria by *Pan American Airways*, (FAM 22); Lagos - Kano - Khartoum - Cairo by *B.O.A.C.*; to Adana, Turkey: joint service operated by *B.O.A.C.* and the Egyptian airline *MISR AIRWORK*; Adana - Ankara - Istanbul by *Devlet Hava Yallari, (DHY)*, the Turkish state owned airline.

Without Thomas Boyle's book, I'm not sure how I would have researched this.

Airmail Operations During World War II is very highly regarded by many other Canadian aerophilatelists I have discussed it with.

It is also relied upon by many aerophilatelists around the world. - For example: the August 2009 issue of Air Mail News, the journal of the British Air Mail Society, includes a discussion about the route probably taken by an airmail cover from Togo to Switzerland in 1943. In discussing a suggestion by Michael Crux, the editor - Richard Saundry - commented that: "*Michael, like most collectors, relies heavily on Boyle to fill in the rest of the route which he considers to be Cotonou-Dakar-Casablanca by the French R.A.M.F. service, Casablanca - Tangiers by rail*". You'll notice that Richard didn't consider it necessary to say more than "Boyle". No full name or book title required!

However, Thomas Boyle does not seem to have received many awards for his book.

I want to do my part to correct this anomaly, by announcing that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2010

is being presented to

THOMAS H. BOYLE Jr.

in appreciation and admiration of his outstanding book

AIRMAIL OPERATIONS DURING WORLD WAR II

Congratulations Thomas!

Airmail Operations During World War II was published by the American Air Mail Society, but is now out of print. I still see copies for sale from time to time: I would encourage everybody who is interested in wartime airmail but does not yet have a copy of Thomas's book, to buy one at their first opportunity.

EDITOR'S REPORT

Once again I had a surplus of material for each issue of the newsletter this year.

As a result, producing each issue involves two balancing acts:

- to balance the interests of our two types of member: Canadians who are interested in any aspect of world-wide aerophilately, and collectors from around the world who are interested in Canadian aerophilately. - I aim to do this by publishing articles which are mainly related to Canadian aerophilately, while including questions about any covers or topics from anywhere in the world.
- to publish a mixture of "new" and "backlog" material, in order to encourage everybody to keep sending me items. - Among the items I try to publish promptly, are questions that members send in. If I receive an answer, this is passed on to the member who sent in the question as soon as soon as possible, and to other people who have responded to the question. However, the answer then waits among the "new" and "backlog" items, before being published in the newsletter.

The decisions made seem to have been well received by all concerned. However, if anybody is wondering why a particular item has not yet been published, please contact me.

Also, if anybody is wondering why any correspondence sent to me has not been acknowledged, please contact me. - Canada Post is generally reliable, but my email is fickle, and my filing system sometimes gets overwhelmed.

MANY THANKS TO EVERYBODY WHO HAS SENT ME AN ITEM, OR ITEMS, FOR THE NEWSLETTER.

Chris Hargreaves

LETTERS TO THE EDITOR

Most of the letters and emails 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.

I received a number of comments about items in the December newsletter:

- Ken Sanford was surprised by the item on page 30, regarding "First Flight Covers" for the Air Canada service between Geneva and Montreal, inaugurated in June 2009. Ken commented that this was not the first Air Canada service between the two cities: *"When I worked at the International Air Transport Association (IATA)--9 years in Montreal and 14 years in Geneva, I flew on the Air Canada service between the two cities many times. Air Canada discontinued the service sometime after 2000, and have recently resumed it."* The error here seems to lie with Air Canada. - I found an article about the 2009 service, that sounds like it's based on an Air Canada press release, at http://www.traveldailynews.com/pages/show_page/28453 The inauguration is described as a new service several times!
- It looks like Donald Holmes really is onto something! Once one starts noticing them, there seem to be numerous pilots called "Charles, Charlie & Chuck". - Mike Shand commented that the pilots in the 1934 MacRobertson England - Australia Air Race, (commemorated on page 24 in the December newsletter), included Charles W.A. Scott; Sqd. Ldr. Malcolm Charles McGregor; and Charles James Melrose, who *"was the youngest competitor in the race, and the only Australian to win a prize. He was sponsored by his mother, and called his plane (a Moth), "My Hildegarde" in her honour."*
- Mike also commented with regard to the stamps commemorating Charles Ulm shown on page 11 of the December newsletter, that *"the stamps you illustrate show a cover from his flights. Many stamps show other stamps, but I think these are the only ones to show covers? Anyone know of any others?"*. That's a great question, and an irresistible challenge for this year's Seasonal Special newsletter!

Please look out for covers on stamps, or covers on covers, and send them to me for our December 2010 newsletter.

Chris Hargreaves

THE NEW ZEALAND AIRMAIL CATALOGUE — 3RD EDITION

Reviewed by Ken Sanford

Edited by Mike Shand. Published by The Air Mail Society of New Zealand, 2009. 96 pages, soft cover, A4 format. Available for NZ\$55.00 for Canadian & U.S. & addresses. Price includes postage, from Mowbray Collectables, P.O. Box 15063, Otaki Railway, Otaki 5543, New Zealand. Email: mowbray.stamps@xtra.co.nz

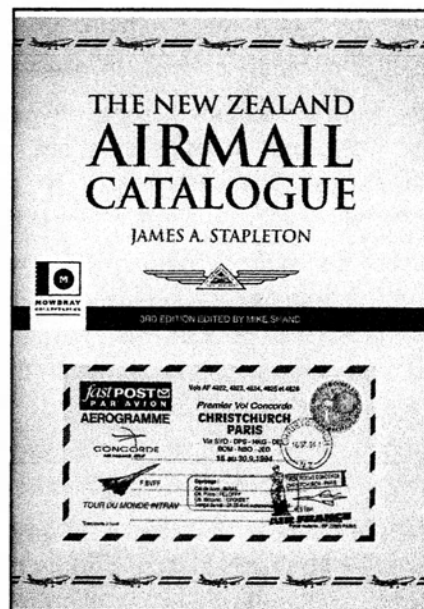
This is the 3rd edition of this Catalogue. The 1st edition was published in 1987, and the 2nd edition was published in 1994. The 1st and 2nd editions were compiled by the late James Stapleton. This 3rd edition was edited by Mike Shand, who is one of the foremost collectors of New Zealand airmails. It has been thoroughly revised and repriced. Several of the entries which were in the 2nd edition have been dropped, for example the 1897-1903 pigeongrams, as they are better covered in other publications, as well as flights for which there is no evidence of any mail. The entries refer mostly to flown covers (although a few non-flown souvenir items are listed) and exclude Cinderella labels.

There are more than 100 new entries in this new edition, and over 100 new illustrations, including some in color.

The listings are strictly chronological. There is a brief description of each flight or event, a listing of each different cover, the number of covers known, and the price in New Zealand \$ for each type of cover or card. Illustrations of covers are placed as near as possible to their related catalogue listing. The Catalogue primarily covers New Zealand domestic flights, and only brief listings are provided the external airmails for the period 1928-1970, as full details of the external flights are covered in "The Airmails of New Zealand, Vol. Two", by Doug Walker and Robin Startup, which was published in 1986.

Other areas not fully covered are those to do with wartime flights, Antarctic flights and those to and from the Chatham Islands, although a good representation of all of these is included. With regard to pricing, the values given for covers are, to the maximum extent possible, those which reflect current market values for covers in fine, fault free condition, based on auctions results or advertised sales lists.

The numbering system had to be completely rewritten because of the large number of additions & deletions, especially for the period from 1994 to 2009. In order to avoid any confusion arising from the use of the previous Stapleton numbers, it is being suggested that in the future, references to the listings in this 3rd edition be called "Shand numbers". The new Catalogue is very well done and will be an essential reference for collectors of New Zealand air mail material.



LIBRARIAN'S REPORT

We now have a copy of Mike Shand's revised edition of the New Zealand Airmail Catalogue. - I think it's a very impressive book, and definitely as good as Ken Sanford says it is in the above review!

The emphasis of the library has been to acquire and contain:

- books and other material on Canadian aerophilately and aviation history
- items written by CAS members, or "related to them", (e.g. auction catalogues for sales of members' collections)
- general aerophilatelic books and catalogues that may provide information about covers mailed to Canada.

The library has now reached a size, whereby I can usually find some information in response to most requests regarding Canadian or worldwide aerophilately. - Books, catalogues and periodicals in the library can be searched for information on particular topics, and photocopies supplied to members at cost.

A full list of the library holdings is posted 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 Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [Email: hargreavescp@sympatico.ca]

NEW CANADIAN FIRST FLIGHT COVERS

In the last newsletter, it was announced that David Whiteley was taking on a special project, and looking into how we can get information about new Canadian Flight Covers.

Unfortunately, David was unable to obtain information about Winter Olympics Flight Covers, from Canada Post or other sources.

However, there is a press release regarding new Air Canada flights in 2010, at

<http://www.newswire.ca/en/releases/archive/January2010/27/c4168.html>

It mentions seven new U.S. transborder routes:

Destination	Launching	Frequency	Service Provided By
Orange County, Calif	April 6	Daily year round ,	Air Canada A319
San Diego, Calif	June 17	Daily year round	Air Canada A319
Portland, Ore	June 17	Daily year round	Air Canada E90
Memphis, Tenn	May 17	Twice Daily year round	Air Canada Jazz CRJ
Cincinnati, Ohio	May 17	Twice Daily	Air Canada Jazz CRJ
Portland, Maine	May 17	Twice Daily	Air Georgian Beech1900D
Syracuse, N.Y.	May 17	Twice Daily	Air Georgian Beech1900D

The Executive of the CAS has decided that the CAS should try and encourage the production of new Canadian FFCs.

So, following on from the X-Prize for the first commercial flight of a man into space, (reported in our June 2003 newsletter), the CAS is going to offer:

THE Y-PRIZE

for the first person to produce new Canadian FFCs!

\$50 and a commemorative plaque

will be presented to the first person to have

10 Covers carried on a Canadian First Flight in 2010,

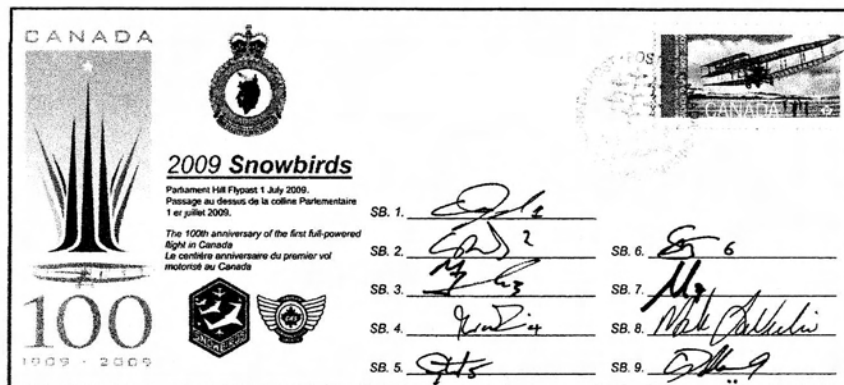
and sent to

Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

This prize should mean that anybody who is interested in making First Flight Covers will be guaranteed to make a small profit over their costs. We hope that this knowledge will encourage people who are thinking about producing FFCs, to actually do so.

Since the aim of the prize is to encourage people to create FFCs, the CAS will also offer a second prize of \$49, a third prize of \$48, and so on, so that nobody goes to the trouble of creating FFCs, and ends up out of pocket by not winning the first prize.

2009 SNOWBIRD COVERS



The covers flown over Parliament Hill by the Snowbirds on their 2009 Canada Day flypast, are now available for sale. **Many thanks to Dick Malott for organizing these covers each year.**

A cover signed by all nine pilots, as shown above, is \$30.00. - A set of nine covers, each autographed by one of the 2009 Snowbird pilots, is \$55.00. The price includes postage for delivery.

Each order will also receive two complimentary 2009 Snowbird brochures depicting the entire 431 Air Demonstration Squadron.

Orders should be sent to *Brian Wolfenden, CAS Secretary Treasurer, 203A Woodfield Drive, Nepean, Ontario K2G 4P2*. Payment can be made by cheque, payable to *The Canadian Aerophilatelic Society*.

Brian also has some past issued Snowbird covers and brochures for sale. - Please contact him for more information. (Email bjnepean@trytel.com)

NEWS - NEWS - NEWS

Congratulations to Peter Motson

Peter's exhibit of *Newfoundland Airmail Stamps and Flown Airmails 1919-1948* won a Gold Medal and Special Prize at the World Stamp Exhibition in Luoyang, China.

If you want to see Peter's exhibit, it has been published as part of the BNAPS Exhibit Series. - For more information see the review in our September 2009 newsletter; check the BNAPS website www.bnaps.org; or contact Ian Kimmerly Stamps, 62 Sparks St., Ottawa, Ontario K1P 5A8.

NAPEX 2010

NAPEX 2010 will be held from June 4th - 6th 2010. The venue is the Hilton McLean Tysons Corner, McLean, Virginia, which is just outside Washington, D.C.

It is one of the "World Series of Philately" shows. There will be 60 -70 dealers present, and about 250 frames of exhibits. NAPEX 2010 will also host the **American Air Mail Society Spring Meeting**, and there will be two airmail judges on the 5-person team. - The closing date for entries is likely to be May 1st.

For more information on the show, and the special hotel rate, check the website at www.napex.org or contact Ken Gilbert, 3315 Willow Glen Dr., Oak Hill, VA. 20171, U.S.A. (E: kdgmbg@aol.com)

GREETINGS TO DENNY MAY - HOPE YOU GET WELL SOON!

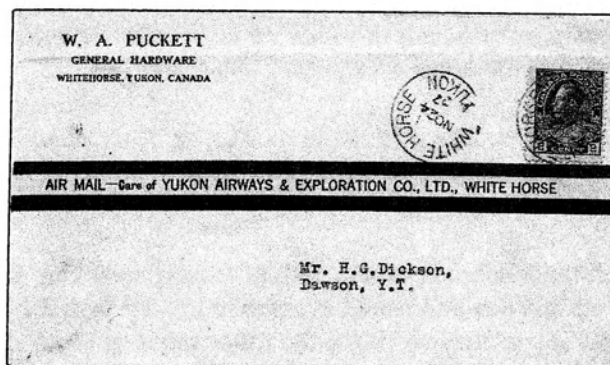
Denny was hit by a car while out for his daily bike ride, and sustained multiple fractures to 5 ribs and other injuries. He was in hospital for six days, and released from hospital on March 19th. Denny is now going to be on heavy duty pain killers for at least a month.

On behalf of the CAS, I want to send Denny our best wishes for a very speedy recovery!

Yukon Airways and Exploration Company LTD.

Details regarding the Second Official Flight from November 24, 1927.

Steve Johnson



Addressed to DAWSON, Y.T. Yukon Airways CL42 Semi-Official stamp on back.
Postmarked WHITE HORSE NO 24 27 Backstamped DAWSON DE 8 27

As noted in "The Airmails of Canada and Newfoundland", this flight began at Whitehorse and was later forced down at Pelly Summit due to either weather conditions or oil trouble. Mail was then taken by dog teams to various destinations. All of this is true, but now we can get a better description of what actually took place on that day.

The Queen of the Yukon left Whitehorse at 10:25am bound for Mayo, Keno and Dawson. Along with Andy Cruickshank as pilot, A.D. McInnes was aboard as a passenger. Also being flown was 140 pounds of mail for Mayo, 50 pounds of mail for Keno and a small amount of mail for Dawson. (One of the covers to Mayo is shown on the cover of this newsletter. Ed.)

Cruickshank then starts to relate the problems during the flight:

"Five minutes after leaving Whitehorse, we encountered a blinding snowstorm which forced us to fly over the tree tops in order to follow the course. At that, we missed the big pass at the mouth of the Little River and, as it was impossible to discern any of the adjoining hills, it was not until I perceived the roadhouse half way to Champagne that I realized we were off course."

By looking at a map of the Yukon, the proposed route to Mayo would be north of Whitehorse. Champagne is exactly west of Whitehorse. Cruickshank continues:

"We immediately altered our direction and headed for the Little River pass, but it was not until we were close enough to Carmacks that the blizzard through which we had been flying practically all the way from Whitehorse ceased and visibility became normal again. At Yukon Crossing the sky was clear and flying conditions were ideal save for the fact that we were pressing forward into fifty below zero weather. At Pelly I noticed that the oil pressure was decreasing rapidly, but figured that we would be able to make the big lake near Mayo junction. However, the lubricating oil leaked out faster than I had expected and the engine stalled while we were over the lake near Pelly summit. The lake is 1,500 feet long so that no difficulty was experienced in bringing the ship to a smooth landing."

This was just the beginning of the problems faced by Cruickshank and McInnes. After the landing, neither knew for sure which side of Pelly summit they crossed. Figuring the Mayo junction roadhouse was the closest place of refuge the pair began to head for the main road which was about one mile from the lake. They walked for an hour and a half after dark but needed to stop due to the extreme cold.

Continued

YUKON AIRWAYS AND EXPLORATION - SECOND OFFICIAL FLIGHT, NOVEMBER 24, 1927 by Steve Johnson continued:

Cruickshank explains:

"Neither my passenger, nor myself was sufficiently clothed for such weather. McInnes was wearing a blue serge suit, with white shirt and collar, leather shoes and felt hat, while the only protection I had against the weather was a short flying jacket, but luckily, warm moccasins on my feet. We did not have any provisions with us and, since we had not eaten since the early morning we were beginning to feel the effects of our unpreventable fast. Luckily, we carried a small camp ax by means of which we were able to build two fires, one on each side of us, and thus keep from freezing during the bitter cold.

By noon the next day we arrived at the Mayo Junction roadhouse, from which point the first word of our whereabouts and mishap was kindly carried forward to the nearest point of communication by A.N.C. Treadgold."

Cruickshank and McInnes left the roadhouse on the 26th of November taking with them the first class mail. An R.C.M.P. patrol left Mayo the same day and would eventually link up with the pair and would take them by dog team for the balance of the journey to Mayo arriving the following day. By the 28th, Cruickshank along with Eddie Kimbal, Sammy Rans and Jack Turner headed back to Mayo Junction roadhouse in an effort to make necessary repairs to the plane. Turner took a horse and sled to take the remaining mail and parcels from the plane to Mayo. Cruickshank relates:

"For two days after our arrival at the Mayo Junction roadhouse the weather remained at 60 below zero, so that we were unable to start out for the plane. The following day, the weather having moderated to 56 below, we started for the lake, swamped out a trail from the main road to the plane, ran the ship over to one of the banks and set up our tent over the engine.



Andy Cruickshank with the Queen of the Yukon

(Photo from the Bob Cameron collection, Yukon Archives. Used by permission.)

We worked on the motor that night and had the engine running in fine shape by the next morning, but on attempting to take off I found that the engine was not capable of the minimum number of revolutions. Further inspection of the engine revealed that three of the cylinders and pistons had been scored on the lack of lubricating oil."

The plane remained at the Pelly summit until new parts from the Wright factory arrived. With the parts in the Territory on January 5th, 1928, Cruickshank made his way back to Pelly summit. By January 23, the plane was

YUKON AIRWAYS AND EXPLORATION - SECOND OFFICIAL FLIGHT, NOVEMBER 24, 1927 by Steve Johnson continued:

ready to resume to Mayo. However, after 35 minutes in the air, The Queen on the Yukon was forced down 17 miles short of Mayo on account of the engine overheating.

This ended the association of Andy Cruickshank and Yukon Airways. On February 3, 1928, Cruickshank and his wife left the territory for the outside. Eventually a team of horses made its way to the disabled plane, and towed it back to Mayo, where a new pilot would be hired to repair the plane and to resume servicing the Yukon.



Towing the Queen to Mayo

(Photo from the Harbottle Collection. Yukon Archives. Used by permission).

Postscript:

Andy Cruickshank, left the territory in January of 1928. He started to fly for Western Canada Airways in the same year and took part in the McAlpine search in 1929. In June 1930, he was killed in a crash at Mazenod Lake north of Fort Rae in the North West Territories.

Bibliography:

- American Air Mail Society, The Air Mails of Canada and Newfoundland, pages 65-67.
- Cameron Collection, Yukon Archives. Received permission from Bob Cameron to use the photo with Andy Cruickshank stranded with The Queen of the Yukon
- Harbottle Collection, Yukon Archives. Received permission from the Archives to use the photo with the Queen of the Yukon being towed back to Mayo.
- The Dawson News, December 13, 1927 edition. Pilot Andy Cruickshank relates his story of the flight to the paper.
- Topping, William E., Yukon Airways and Exploration Company. Vancouver, British Columbia, Topping Books, 1996.

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40th Anniversary of APOLLO 13: 1970 - 2010

Last December's newsletter featured a number of covers commemorating "Aviation Events From Years Ending in 9". If the theme was continued for this year, one of the most memorable anniversaries from "Years Ending in 0", would be the return of APOLLO 13. - The following article by **Peter Hoffman** is reprinted from the March 2010 issue of *Orbit*, the journal of the *Astro Space Stamp Society*. (www.asss.utvinternet.com or contact the CAS editor.)

40 Years ON



The decade of the 1970s opened with the American nation polarized by the war in Vietnam and with NASA unsure of its future. After a year with two successful lunar landings, many felt that the time was right to abandon the costly high-tech lunar landing programme and use the funds to help improve life on earth. NASA budgets were scaled back to their lowest level in nine years and decisions taken that the number of planned flights to the moon was to be reduced.



Togo 1970 shows originally slated crew

Meanwhile, preparations went ahead for Apollo 13, set for a launch in the spring of 1970. The crew of James Lovell, Fred Haise and Ken Mattingly were training hard for the mission. At that time I was working at Grumman Corp and was involved with the guidance system for the lunar module. The weekend before the scheduled launch, Charlie Duke, the backup lunar module pilot, came down with a case of German measles. He had caught it from the child of a friend. NASA

doctors said that he was not contagious and his illness had been incubating for two weeks, during which time he had been to meetings with all three members of the crew. Lovell and Haise were determined to be immune, but the same could not be said for Mattingly. His backup, Jack Swigert, started more rigorous training. Finally, on the day before launch, the decision was made to replace Mattingly with Swigert for the flight. It turned out that he never did come down with German measles and he took Swigert's place in John Young's crew and went to the moon on Apollo 16.



Maldives 1970 shows the crew that flew

one hour. However, the only people that watched it were those in mission control because the networks felt that it was not newsworthy enough to broadcast live.

Odyssey's electric power came from three chemical power plants called fuel cells. Each fuel cell mixed liquid hydrogen and oxygen to produce water. The by-product of this reaction was electricity. Mission control wanted Jack Swigert to stir up the service module's tanks of cryogenic liquid hydrogen and oxygen.

In zero gravity, the super-cold fluids tended to become stratified, making it difficult to get accurate quantity readings. To remedy this problem, each tank contained a fan that acted like an egg beater to stir the contents. He turned the fans on, waited several seconds, and then turned them off. A moment later there was a loud dull bang and he uttered the famous words "Okay, Houston; we've had a problem."



Artists' impressions of the effect of the catastrophe on Maldives 1970, Fujeira and Mongolia 1971

Swigert had unknowingly triggered an electrical short in one of the two oxygen tanks causing it to explode. The jolt of the explosion caused the fuel cells' reactant valves to snap shut, cutting off their supply of oxygen and hydrogen and starving the electrical system. It also closed valves in the propellant lines that fed the manoeuvring thrusters, making it difficult to steady the spacecraft which was turning in response to the propulsive action of the venting gas. The blast caused the computer to stop in the middle of its work and suddenly restart itself. It also tore out part of the

Liftoff went smoothly on the afternoon of Saturday 11 April, as did the first two days on the outbound journey to the moon. On the evening of the second day, the crew gave a televised tour of the lunar module Aquarius and the command module Odyssey that lasted almost

APOLLO 13 - 40 YEARS ON by Peter Hoffman continued:

plumbing for the service module's remaining oxygen tank and its contents began to leak out.

It was only a matter of time before the last oxygen tank would be empty and the last fuel cell dead. At that point Odyssey's only source of electricity would be its batteries, but they were needed for re-entry. The only choice that they had was to use the lunar module Aquarius as a lifeboat. The LM pilot, Fred Haise powered it up. Before shutting down Odyssey, the navigation platform on Aquarius had to be aligned properly. This could not be done by star sightings because the debris outside the cabin interfered with star sightings. The alignment had to be done manually using the readings from the platform of Odyssey. Having done this, all systems on Odyssey were shut down. There was only fifteen minutes of power left, just enough for re-entry.

People around the country were being mobilized to help evaluate the situation and provide support to mission control in Houston. Our group at Grumman was one of them. The computer and guidance system that was designed for lunar landing and lift-off would be called upon to get the crew back home. Mission control asked us to evaluate the capability of doing this? We used our simulator to determine that the two required burns could be done safely.

But first, it had to be determined if they had enough consumables to survive the trip home. The lunar module was designed to provide life support for two crewmen for 45 hours. That would have to be stretched to over 90 hours for three crewmen. There was plenty of oxygen aboard for the descent and ascent engines, as well as the spacesuits for use on the lunar surface. Aquarius had no fuel cells, but used batteries for power. They were good for two days of normal operation. By turning off all but the most essential systems, there would be just enough battery power to get home. Water was the real problem. It was needed to cool the electronic gear as well as for drinking. They had to cut each man's daily ration to six ounces, a fifth of normal intake. They drank fruit juices, ate hot dogs and other wet-pack foods instead of those that were dehydrated.

The next problem was that the trajectory to the moon was not free-return as had been the case on Apollos 8, 10 and 11. The constraints on landing site location and proper lighting conditions for landing forced a hybrid trajectory that would not automatically return to Earth. As a byproduct it also saved fuel.

The descent engine was not powerful enough to put the spacecraft on a trajectory that would take it directly back to Earth, without going around the Moon, but a

short burn would put it back on a free-return trajectory. After rounding the moon, a five minute burn of the descent engine reduced the time of the trip home from four to two and one-half days. It also changed the splashdown point from the Indian Ocean to the Pacific Ocean where the recovery force was stationed.

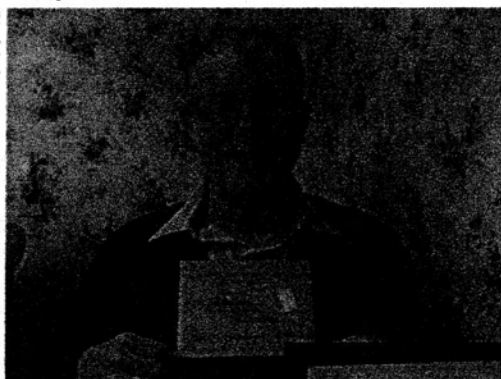


Service module, lunar module and command module (l-r) and right command module just before re-entry on Ras Al Khaima 1970

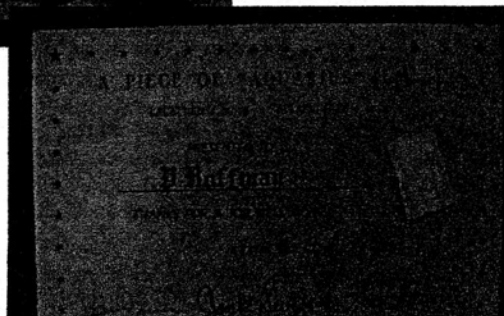
When the crew finally got home, they were tired, cold and dehydrated, but thankful to the resources of the people back home who came up with all of the procedures that helped make their return possible. Just before leaving Aquarius for the last time, they cut off some of the netting from the harnesses that were used in place of seats and brought it back to earth with them. Soon after the flight, the three astronauts came to Grumman to thank all those who took part in getting them safely home. Everyone that was involved, including myself, was given a small plaque with a message of thanks for a job well done. Each one had the person's name on it, was signed by the three astronauts and contained a one inch square of the netting from Aquarius. It is a very nice keepsake of my part in the mission.

References:

Apollo Expeditions to the Moon edited by Edgar M. Cortright, NASA
A Man on the Moon by Andrew Chaikin, Penguin.



Peter Hoffman and his piece of history in a recent photo. Peter comments that the plaque, originally blue, has faded with the passing of time.



APOLLO 13 - 40 YEARS ON by Peter Hoffman continued:*The Crew in the Aftermath*

Commander - James Arthur "Jim" Lovell, Jr.
(born March 25, 1928)



Born in Cleveland, Ohio to a Czech mother, Lovell's family moved to Milwaukee, Wisconsin, where he graduated from Juneau High School and became an Eagle Scout. His father died in a car accident when Jim was young and, for about two years, he resided with a relative in Terre Haute, Indiana. He attended the University of Wisconsin-Madison for two years. He continued on to the United States Naval Academy and, after graduating

in 1952, entered the United States Navy where he served in the Korean War. He spent four years as a test pilot at the Naval Air Test Center (now the U.S. Naval Test Pilot School) in Patuxent River, Maryland. Lovell was considered for the Mercury Seven but was ultimately turned down due to a medical technicality later deemed insignificant. He was selected in 1962 for the second group of NASA astronauts. From 1971 - 1973 Deputy Director Marshall Space Flight Center. Since 1973 President Fisk Telephone Systems; later Executive Vice President, Centel Corporation; then President of Lovell Communications, Chicago; in 1999, he opened up Lovells of Lake Forest, a classic full service restaurant in the heart of West Lake Forest. In addition to Apollo 13, he was on the Gemini 7, Gemini 12 and Apollo 8 flights.

Command Module Pilot - John Leonard "Jack" Swigert, Jr. (August 30, 1931 - December 27, 1982)



Attended Blessed Sacrament School, Regis Jesuit High School and East High School. Graduated from University of Colorado with Bachelor of Science in mechanical engineering. He earned a Master of Science degree in aerospace science from Rensselaer Polytechnic Institute in Troy New York and Master of Business Administration from University of Hartford in West Hartford, Connecticut. Served in the US Air Force 1953-56 as fighter pilot on Japan and Korea. He was a test pilot for Pratt &

Whitney 1957-64 and North American Aviation 1964-66. He was accepted into the Apollo program in April 1966. At that time, he was the only bachelor astronaut in the US space program. From 1973 - 1977 executive director of the Committee on Science and Technology in the U.S. House of Representatives; was elected to the U.S. House of Representatives, but a week before he would have taken this seat in Congress he died from complications of bone cancer. Hobbies: golf, handball, bowling, skiing, swimming, basketball, photography. Apollo 13 was his only space flight.

Lunar Module Pilot - Fred Wallace Haise, Jr.
(born November 14, 1933)



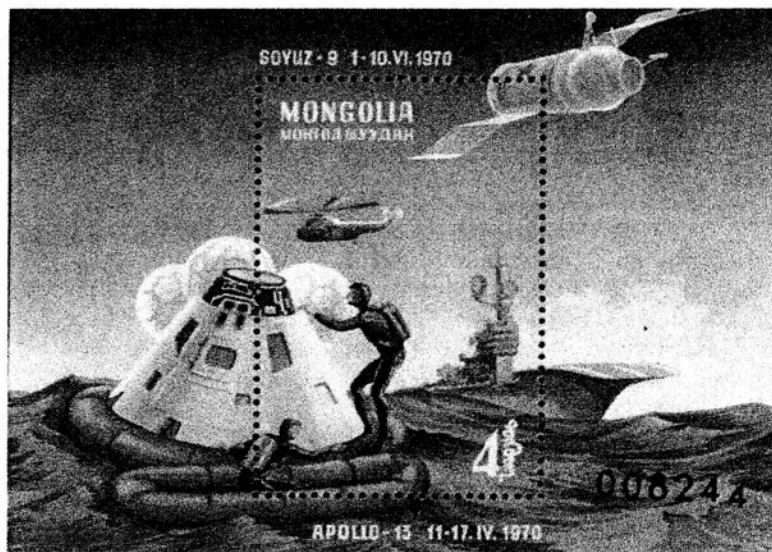
Born in Biloxi, Mississippi, attended Biloxi High School and Perkinson Junior College (now Mississippi Gulf Coast Community College). He graduated with honours in aeronautical engineering from the University of Oklahoma in 1959. He completed postgraduate courses at the USAF Aerospace Test Pilot School at Edwards Air Force Base in 1964 and the Harvard Business School PMD Program in 1972. NASA career began as an aeronautical research pilot at Lewis Research Center in 1959. He was the first of the 1966

group of astronauts to be assigned to Apollo duties - ahead of some group 3 members. He served on the back-up crew for the Apollo 8, Apollo 11 and Apollo 16 moon missions. Apollo 13 was his only space flight. He is married to the former F. Patt Price of Rogers, Texas. He has four children from a previous marriage to the former Mary (Sissy) Grant of Biloxi, Mississippi: Mary M. (Margaret) born on January 25, 1956; Frederick T., born on May 13, 1958; Stephen W., born on June 30, 1961 and Thomas J., born on July 6, 1970. He retired from NASA in June 1979, and became a manager with Grumman Aerospace, before retiring in 1996.

Crew Portrait stamps: Yemen Kingdom 1969 and Umm Al Qiwain 1970. Below photos of Lovell and Haise as they are today.



A little bizarrely, Mongolia decided to commemorate two roughly simultaneous flights in one issue showing a low flying Soyuz !!



APOLLO 13 - 40 YEARS ON by Peter Hoffman continued:

Grenada 1971 : the parachutes open within sight of the recovery ship the aircraft carrier *USS Iwo Jima* and in the water with flotation collar attached.



Yemen Kingdom 1970 : Fred Haise is out whilst another of the crew exits the capsule and all safely onboard *Iwo Jima* and needing a shave !

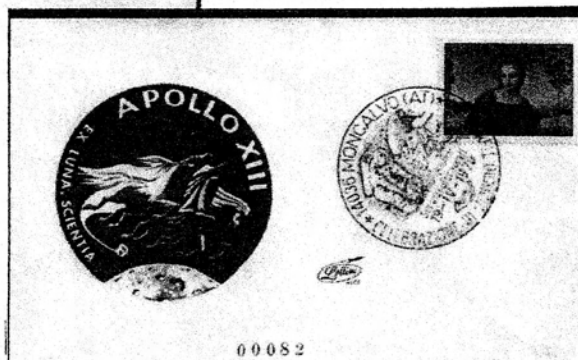
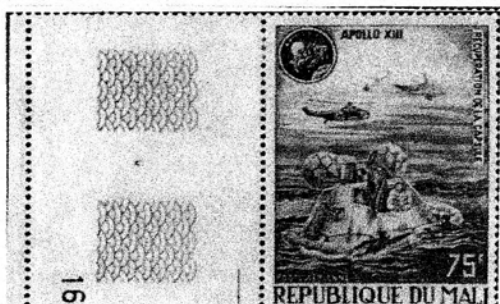
A number of territories simply overprinted previous Apollo issues in 1970
E.g. Togo, Fuzjeira and Haiti, whilst naturally Hungary and Mali produced elegant results



Arlington Supplies
201 Green Lane
Palmers Green
London, N13 England



Unusual British and Italian covers for Apollo 13



00082

THE CANADIAN FOOD MAIL PROGRAM

By Nino Chiovelli

Philatelist: – noun

1. One who collects stamps and other postal matter as a hobby or an investment.
2. One who devotes time to the study of postage stamps, revenue stamps, stamped envelopes, postmarks, postal cards, covers, and similar material relating to postal or fiscal history.

Collecting aero and astro philatelic materials created several specialized categories. Some of these categories are “in your face,” easily recognized areas of interest. Other categories are created and developed by interested individuals seeking the adventure of researching and fine-tuning many sub-categories of the hobby.

The Canadian Food Mail Program* (FMP) and similar programs that were introduced in Australia, Greenland and the United States of America (for the state of Alaska only) is an area that may have been overlooked by members of the aerophilatelic community. Why? Due to the fact that in Canada these shipments are delivered by air and bypass postal installations.

Since its inception, roads have been constructed to some communities, and they no longer use the program. The Food Mail Program is not used when seasonally operated maritime transportation or ice roads provide an alternative means of delivery.

Greenland and Australia have modified their systems over the past several years. Now it is only Canada and the United States who still use the Post Office airfreight distribution systems.

Canada is a signatory to the International Covenant on Economic, Social and Cultural Rights and has recognized the right of all of its citizens to an adequate standard of living. That right includes access to a nutritious food supply and other necessities of life at reasonable costs.

The Canadian system was originally administered by the then Post Office Department. The reason the FMP originated with the Post Office Department was that since the late 1920s it already had a well functioning discretionary surface rate News and Parcels operation serving isolated communities known as “Air Stage Mail.”

Shipments of essential living materials complying with the newly agreed to international covenants were incorporated into the Air Stage contracts beginning in the province of Quebec during the 1960s. That program soon expanded on an *ad hoc* basis to include many other isolated communities across Canada. During that period the Post Office absorbed the financial loss incurred operating the program. The FMP differed in that the shipments were sent from supplier directly to the carrier and the customer picked up the shipments at the airfreight terminal thus bypassing postal installations.

* *Combined with other Federal, Provincial and Territorial financial aid programs a decent standard of living is offered to all residents of isolated communities in Canada. Those who are brought into the isolated areas to fill work assignments have northern allowances and other benefits unrelated to the Food Mail Program included in their wage packages.*

THE CANADIAN FOOD MAIL PROGRAM by Nino Chiovelli continued:

In 1981 the Post Office Department was reorganized to become a Crown Corporation mandated to be financially self-sufficient with the resulting name change to Canada Post Corporation (Canada Post). This change shifted the responsibility for the payment of the subsidy to Indian and Northern Affairs Canada (INAC) in 1991. Health Canada (formerly Health and Welfare Canada,) is consulted for nutritional advice to help determine the nutritious foods that will qualify to be transported through the FMP. It is important to point out that countries other than those mentioned in this article have adopted ration card systems or direct or indirect subsidies to administer similar programs for their populations.

The subsidy paid for FMP service in 1986/87 was \$19,000,000.00. The budget for the INAC subsidy in 2009/10 is \$66,200,000.00.

Collectable FMP items available to those who may be interested are the address labels from individual parcels or pallets. They may be obtained by asking a recipient to provide them. Locating a person who would cooperate in this manner would require the hobbyist to contact the recipient and negotiate a transaction.

Secondly the Food Mail Program Manifest/Worksheet may be obtained from a company that airfreights the shipments when they destroy their files after the necessary tax accounting time limits expire. However this is subject to each company's privacy policies. In the case of larger companies they may place these documents in company archives and hobbyists doing research may be able to make copies of those documents.

Postage Paid manifests, are not obtainable because all shipments are prepaid by debiting or crediting the shipper's account as applicable or by affixing metered impressions to the back of the manifest. These manifests are kept at the designated accounting Post Office for verification of payment and audit purposes and are destroyed after a specific time period.

Companies shipping perishable and non-perishable goods are generally located in or near designated entry points to each isolated zone and deliver the shipments directly to the carrier. They must comply with health regulations and are subject to random inspections to ensure that shipments meet quality standards and that they are eligible for shipment under the FMP and that correct food handling procedures are strictly maintained. The contracted carriers and shipping facilities are also subjected to periodic inspection to guarantee safe handling and storage of food at points of departure.

Upon arrival at the destination the individual or merchant must pick up the shipment from the airport. There is no insurance available for these shipments of perishable foods or other non-perishable goods that may have been damaged in transit. However most airlines will pay damages or spoilage to the customer should the delay of delivery or damage, be the carrier's fault.

Continued

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THE CANADIAN FOOD MAIL PROGRAM by Nino Chiovelli continued:**How it works:**

An individual or merchant opens an account with a shipper at a designated entry point.

Shippers open an account with Canada Post.

Shippers prepare a manifest for postage payment and pay by use of their account or by attaching the correct postage on the back of the master manifest using meter impressions.

A breakdown manifest is also prepared for the airfreight company listing addresses and parcel categories included in that shipment.

Parcels and/or pallets have identifying address labels showing the originating address, and mailers indicia clearly indicating the shipping category, destination and addressee.

The shipment and manifests are taken to the airfreight company and handled following FMP Requirements and Guidelines.

The airfreight company delivers the shipment to the receiving location within the required delivery standards.

It is the responsibility of the customer to pick up the shipment upon arrival at the designated air or freight terminal.

NUTRITIOUS PERISHABLE FOOD ALIMENTS NUTRITIFS PÉRISABLES		CANADA POST POSTES CANADA 7002/10
From / Expéditeur: 504 TEST CUSTOMER -005 505 MAIN ST N MONTREAL QC H2B1A0		
EST Desktop/005 Bureau V2.0.000.00		
Shipper Reference Number / No de référence du client: 01000201		
Product Code / Code du produit: 395	DRY GOODS PÉRISABLE (sèche)	
To Destination: RCYRNAME RCYRCOMPANY RCYRADD1INFO RCYRADD1LINE1 RCYRADD1LINE2 CAMBRIDGE BAY NU X0B0C0		YCB
<small>Sender warrants that this item does not contain dangerous goods. L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.</small>		

NUTRITIOUS PERISHABLE FOOD ALIMENTS NUTRITIFS PÉRISABLES		CANADA POST POSTES CANADA 7002/10
From / Expéditeur: 504 TEST CUSTOMER -005 505 MAIN ST N MONTREAL QC H2B1A0		
EST Desktop/005 Bureau V2.0.000.00		
Shipper Reference Number / No de référence du client: 01000201		
Product Code / Code du produit: 395	COOLER (0 to 4 C) PÉRISABLE (0 à 4 C)	
To Destination: RCYRNAME RCYRCOMPANY RCYRADD1INFO RCYRADD1LINE1 RCYRADD1LINE2 CAMBRIDGE BAY NU X0B0C0		YCB
<small>Sender warrants that this item does not contain dangerous goods. L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.</small>		

Top left: Example of label used for parcels containing dry foods with expiry dates.

Top right: Example of label used for parcels requiring low temperature handling.

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NUTRITIOUS PERISHABLE FOOD
ALIMENTS NUTRITIFS PERISSABLES

From / Expéditeur:
RGA TEST CUSTOMER 005
502 MAIN ST N
MONTREAL QC H2B1A0

EST Desktop/CE5 Bureau V2.3.95C/01

Shopper Reference Number / 01000201
No de référence du client:

Product Code / Code du produit: 305

**FREEZER (-18 C)
CONGELER (-18 C)**

To / Destinataire:
RCVNAME
RCVCOMPANY
RCVADDR1INFO
RCVADDR1LINE1
RCVADDR1LINE2
CAMBRIIDGE BAY NU X3B0C0

YCB

Sendir esananta da this item does not contain dangerous goods.
L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

**AIRSTAGE FREIGHT NON-FOOD ITEMS
OMNIBUS ARTICLES NON ALIMENTS**

From / Expéditeur:
KOA T23T CLIENTOUR -005
802 MAIN ST W
MONTREAL QC H3B1A2

EST Despatch/CEE Bureau Y2.0.930.89

Shipper Reference Number / 01000201
No de référence du client:

Product Code / Code du produit: 722

**NON FOOD ITEMS
NON-ALIMENTAIRE**

To/Destination:
RCVIRNAME
RCVIRCOMPANY
RCVIRADPLINFO
RCVIRADPLINE1
RCVIRADPLINE2
CAMBRIDGE BAY NU X080C0

YCB

Sender warrants that this item does not contain dangerous goods.
L'expéditeur garantit que cet envoi ne contient pas de matières dangereuses.

[illegible]

Food Mail Program Manifest / Worksheet						Shipment Date 2020/06/12		
Shipper Address IDA TEST CUSTOMER 005 120 MAIN ST W MONTREAL QC H3B1A0 512-734-7708						Shipper Reference Number 01000201 Manifest Number D100061078 Page 1 of 1		
Ship To - Name and Address				Postal Code	Services	Product Code	Pieces	Weights
RowName	RowAddLine1	CAMBRIDGE BAY NU	X0B0C0	COOLER (8 to 4 C)	395	1	10	
RowName	RowAddLine1	CAMBRIDGE BAY NU	X0B0C0	COOLER (8 TO 12 C)	395	1	10	
						Total	2	20
RowName	RowAddLine1	CAMBRIDGE BAY NU	X0B0C0	FREEZER (-18 C)	395	1	10	
						Total	1	10
RowName	RowAddLine1	CAMBRIDGE BAY NU	X0B0C0	NON FOOD ITEMS	722	1	10	
						Total	1	10
RowName	RowAddLine1	CAMBRIDGE BAY NU	X0B0C0	DRY GOODS	395	1	10	
						Total	1	10
Total						COOLER (8 To 4 C)	1	10
						COOLER (8 TO 12 C)	1	10
						FREEZER (-18 C)	1	10
						NON FOOD ITEMS	1	10
						DRY GOODS	1	10
						Grand Total	5	50
QC Signature _____ Date _____						Airline Signature _____ Date _____		

Continued

THE CANADIAN FOOD MAIL PROGRAM by Nino Chiovelli continued:

Since its inception the Food Mail Program has been ignored as an area in the field of stamp collecting. None-the-less it is a legitimate postal operation. The fact that the specialized shipments bypass normal postal operations does not diminish the importance of adding Food Mail labels and documents as a specialized category in the Philatelic Arena. Perhaps this specialty could grow if stamp collectors living in isolated areas will start to obtain parcel labels and begin circulating them to fellow hobbyists?

Note: Information on the Food Mail Program can be obtained on the Canada Post or Indian and Northern Affairs web sites (<canadapost.ca> click "About Us" and key "food mail program" on the search window and click to open or <ainc-inac.gc.ca> click "The North" on the left hand menu, then click "Food and Nutrition"). Those who may not have internet access can obtain hard copy material by telephoning Information Canada at: 1-800-622-6232

I would like to thank: Bill McAllister, Washington, DC, USA for suggesting that this could be an interesting philatelic specialty.

The following persons have helped by setting up contacts, providing background information, soft copy forms and editing assistance: Joanne Reid, Manager, Retail Business, Canada Post, Edmonton, Alberta, Michael Fitzgerald, Food Mail Program Coordinator, Indian and Northern Affairs Canada, Ottawa, Ontario, Rene Brisson, Food Mail Coordinator, Canada Post, Val-D'Or, Quebec, Agatha Martyres, Manager Transportation, Canada Air, Canada Post, Ottawa, Ontario, Patrick Schmidt, Vice President of Business Development, Norterra Inc, Edmonton, Alberta, Chris Hargreaves, Kingston, Ontario, President of The Canadian Aerophilatelic Society and Editor of The Canadian Aerophilatelist. My wife, who is finally learning to tolerate the hobby.

With Gratitude,

Nino Chiovelli

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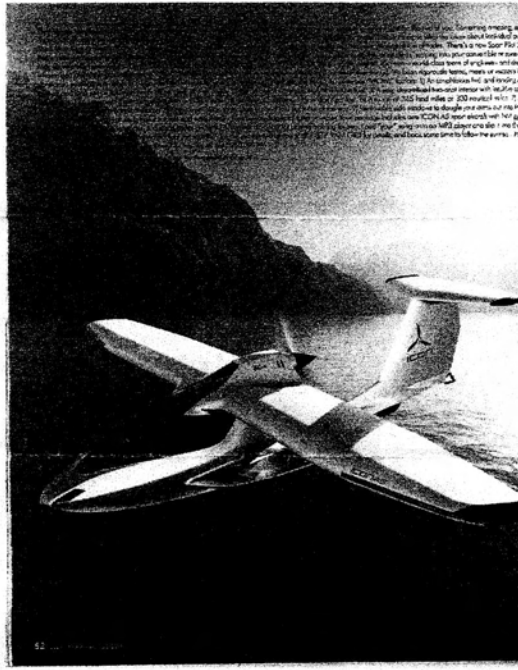
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FOLLOW UP - FLYING CARS

Bas Burrell wrote regarding the September 2009 newsletter, with the story about the *Terrafugia Transition* "Flying Car": *It is strange, but on the same day that arrived, Audrey got one of her many Neiman-Marcus catalogs. This one was the annual one with all the things one does not need. Last year it was his and her submarines. This year his and her flying cars!*



The text with the advertisement was:

The kids are healthy. The careers are under control. The in-laws are still, well, in-laws. You've earned something special, just for the two of you. Something amazing, exciting, and most certainly romantic. How about turning sci-fi into reality with a His & Hers luxury sports vehicle - in the air. First, let's erase what we know about individual aviation. The FAA got it together in 2004 and created the Light Sport Aircraft category, to encourage recreational consumer piloting at low altitudes. There's a new Sport Pilot License that's faster and easier to get. Under 10,000 feet and safely out of the way of commercial air space, you can now fly as easily as hopping into your convertible or speed boat. May we officially present our exclusive 2009 His & Hers gift package: the game-changing ICON A5 sports aircraft. It's from a world-class team of engineers and designers who helped create the groundbreaking Virgin® Global Flyer and X Prize®-winning SpaceShipOne® (among other things). It's been rigorously tested, meets or exceeds all FAA standards, production is about to begin, and the waiting list is stacking way up. Here are just ten of its numerous WOW! factors: 1) An amphibious hull and landing gear to take off and land just as easily on water as on land. 2) The ability to run on automotive gasoline or aviation fuel. 3) A sexy, streamlined two-seat interior with intuitive controls, including 4) FAA-approved flight instrumentation and 5) a state-of-the-art GPS system, so you don't get lost. 6) A range of 345 land miles or 300 nautical miles. 7) A next-generation lightweight carbon fiber frame. 8) Spy-movie wings that rotate up and fold back out of the way. 9) Removable side windows to dangle your arms out into the wind and sun. 10) A custom, high-tech trailer for fast and easy loading and unloading from land or water. Your package includes one ICON A5 sport aircraft with NM exclusive exterior and interior luxury upgrades, a custom trailer, and full FAA-certified Sport Pilot License training for two. Load "your" song onto an MP3 player and slip it into the dashboard dock and there it is, the perfect way to float through the clouds, just the two of you.

Seems from the reference to Light-Sport Aircraft licenses that the FAA may have less concern than I do about "flying-cars" and such like fitting in to the 21st Century Air Traffic Control regime!

Thanks Bas.

P.S. The price? - "One His & Hers ICON A5 Sports Aircraft and Pilot Training for Two. \$250,000.00"

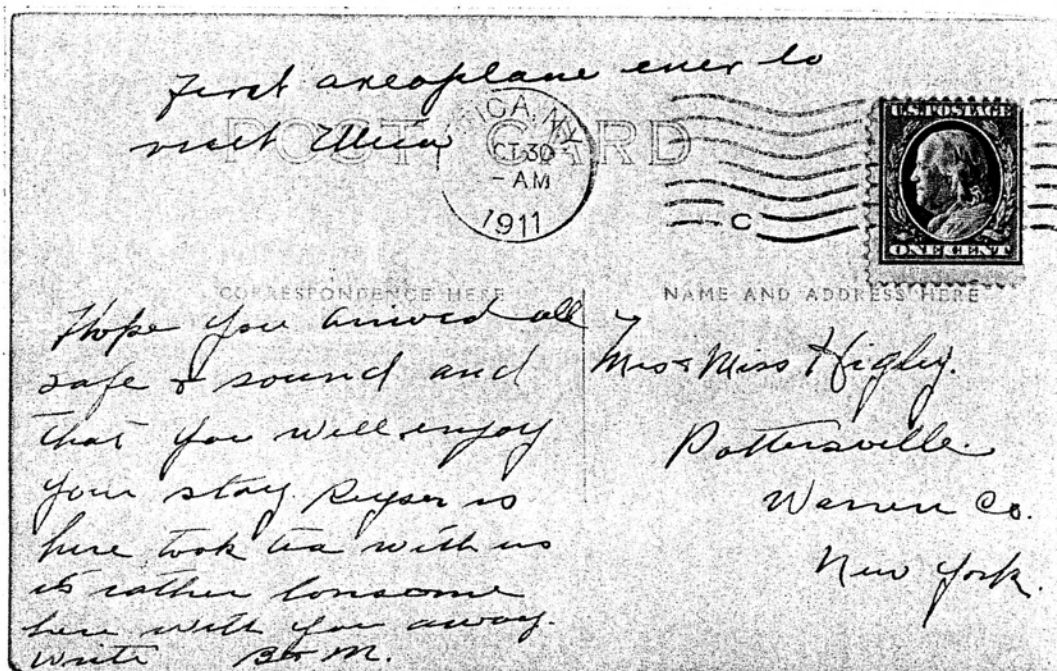
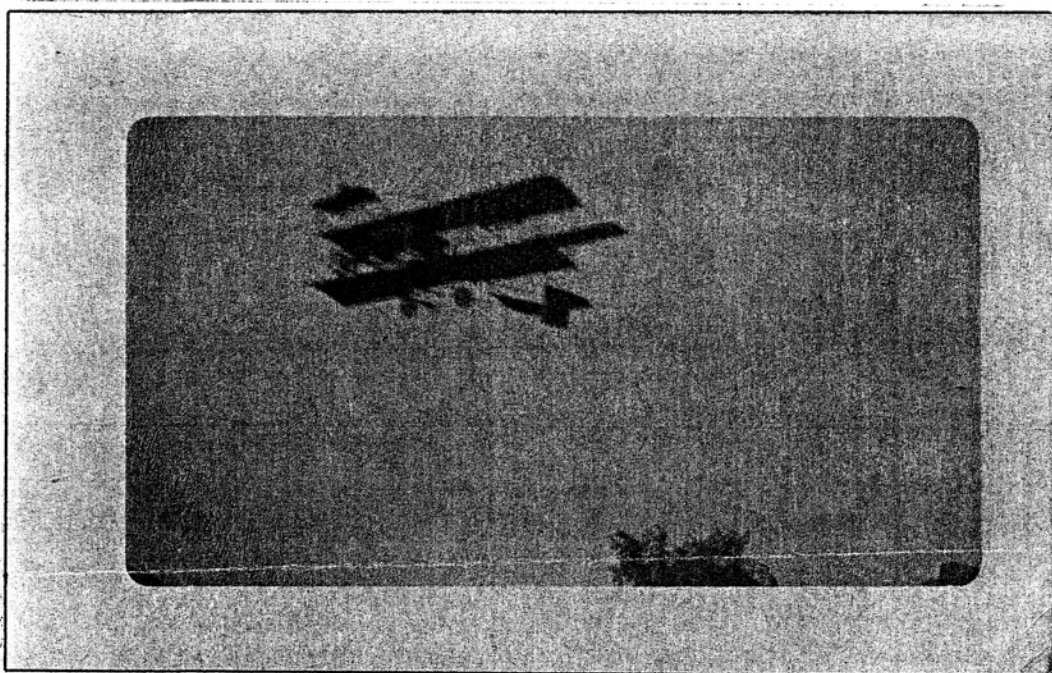
INFORMATION WANTED

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

Aircraft Identification

This postcard is cancelled UTICA, NY OCT 30 - AM 1911 and has a note on the back:

First aeroplane ever to visit Utica



It was sent to me with a question: Perhaps you or the membership can ID this plane?

If anybody can help, please send information to the editor.

CONSTANT VARIETIES on COMMERCIAL AIRWAYS STAMPS

Bas Burrell has written to me that:

Commercial Airways is listed in the Unitrade catalogue with the "Broken C" variety on the VIA AIR semi-official stamp. (CL47 and CL49).

I believe there is another equally constant and reliable variety on the AIR FEE stamp. (CL48 and CL50). The variation is a broken ring in the left oval that holds the words Air Fee. It occurs on stamp #1 of a pane of ten. The break is at about 7 o'clock.

Bas sent me a copy of this single stamp to illustrate the variety:



Bas also sent me copies of full panes of the 2nd June 1930 printing of CL48; the November 5th "intense black" printing of CL48; and the December 6th 1930 printing of the orange CL50 stamp.

The "broken ring" was easy to spot on the top left stamp in each pane, and did not occur in any of the other stamps.

Bas wonders whether others have found this variety?

Charles G. Firby
AUCTIONS

May 26-27th sale of Canada and B.N.A.

Including a very special offering of Canadian Semi-Official Airmails.

There are 350 lots including many of the area's rarities, both on & off cover,
being offered by 4 different collectors (there are several duplicate lots)
mostly having been held for up to 30+ years.

The sale will be held in our galleries (only 50 miles from the RPSC convention site) on the Wed -Thurs (May 26-27) before the show. The show setup is scheduled for the same Thursday. We have scheduled it so that the sale will be with more than ample time for anyone in attendance to get to the convention to setup their exhibit or dealer table. In fact, we will be pleased to drive any auction attendees across the border to the Windsor show after the auction concludes. It is approximately a 50 minute car ride.

Request Sale #0510 for a complimentary copy of the catalog.

www.FirbyAuctions.com

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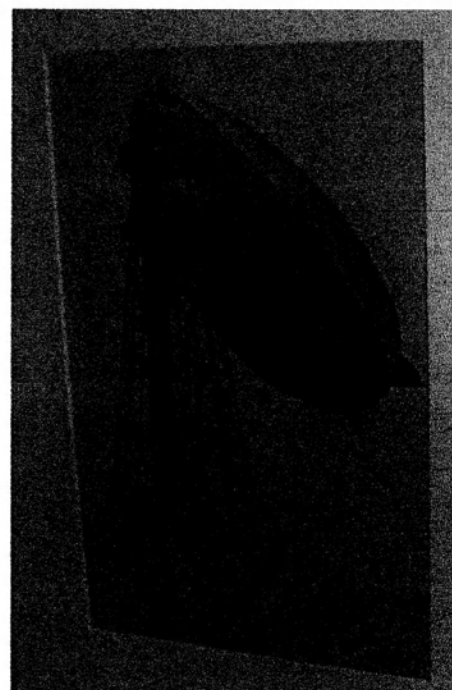
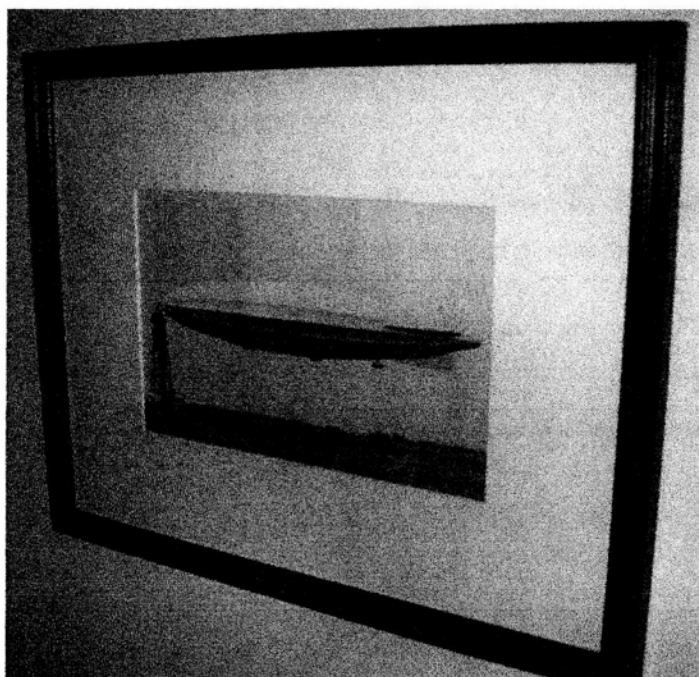
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POSTCARDS by RELL SAM CLEMENTS

I have been researching Rell Sam Clements, a photographer who lived in Lakehurst in the late 1920s and early 1930s. He took many photographs of zeppelins and sold them in a variety of formats, including panoramics and postcards. I currently have about forty of his postcards and about 25 photographs. My data base also includes images from other collections. I am working on a postcard exhibit of his cards tied to the photos of the same images. I also hope to do a publication of his images. When I visited my collector friend Hank Applegate, I learned that Clements had traveled to Canada to see the R100. Attached are two photographs that he took. Can members of the society check their collections to see if he ever made postcards from his R100 images? Ideally, I would like to obtain original photos and postcards, but I would also be very pleased to acquire scans for my reference files.

Cheryl Ganz

Chief Curator of Philately, Smithsonian National Postal Museum



Although many photographers took similar photographs of the R100, Clements almost always signed his photographs and postcards with a copyright symbol and his name. - This may be visible in the bottom right corner of the illustrations above.

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

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SALES AND WANTS

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

Bob Sharpe

has produced a number of aviation stamp combo-covers, which are shown to the right.

#1 (Top): Canada Post 100 Years of Aviation 54c stamp, plus 5c 50th Anniversary of Silver Dart stamp. 100 Years of Aviation cancellation.

15 covers made - Price \$15.00.

#2 (Middle): Combo 6 different Canadian aviation stamps, with 100 Years of Aviation cancellation.

5 covers made - Price \$25.00.

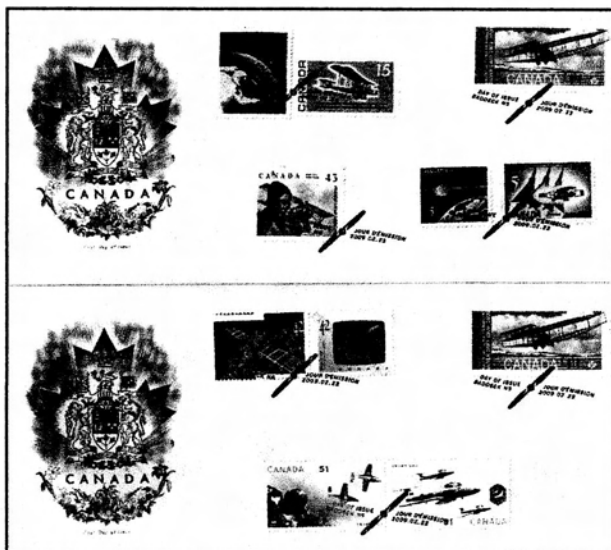
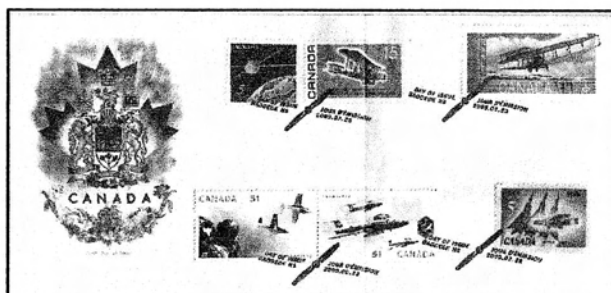
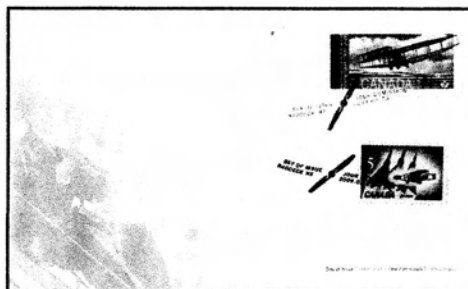
#3 (Bottom): Combo 10 different Canadian aviation stamps on 2 covers, all stamps cancelled with 100 Years of Aviation cancellation.

5 sets of 2 covers made - Price \$50.00.

The envelopes for #2 and #3 have a spectacular, multicoloured Maple Leaf cachet:



To purchase, or for more information, contact:
Bob Sharpe, 302-2388 Baron Road
Kelowna, BC V1X 6X4



NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly
in March, June, September and December.

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by May 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 aerophilatelic 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 \$21.00 US),

\$25.00 CDN for members Overseas, (or \$24.00 US, or 18 Euros, or 16 Pounds Sterling).

Payable to: The Canadian Aerophilatelic 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.

#314 Glenn Baechler
#313 Alastair Bain
#353 *Chris Carmichael*
#266 John F. Church
#326 Gary Cristall
#393 Malcolm Crux
#224 Charles G. Firby
#376 Charles S. Flynn
#342 Mrs. Sandy Freeman
#226 David Granger
#183 Robert A. Haslewood

24 Neil Hunter
#284 John Irvine
49 Jonathan L. Johnson Jr.
#359 Steve Johnson
#263 Louis K. Levy
#367 Doug Lingard
#177 John Masella
#330 John C. McCuaig
#375 Stewart R. Murray
#267 James H. Parker
#394 Sameer Pruthee

#360 Stephen C. Robbins
#396 Hans Steinbeck
#395 Rory Stewart
#315 Reginald Targett
29 Jim O. Turk
#302 Pierre Vachon
#262 *ESJ Van Dam*
#254 John Webster
#139 G.A. Wilson

(A member in italics is an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter. If anybody would like to become an Advertising Member, please contact the editor.)

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