



THE CANADIAN AEROPHILATELIST

#83

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, 249 GUILFORD STREET, SAINT JOHN, N.B. E2M 1V5.

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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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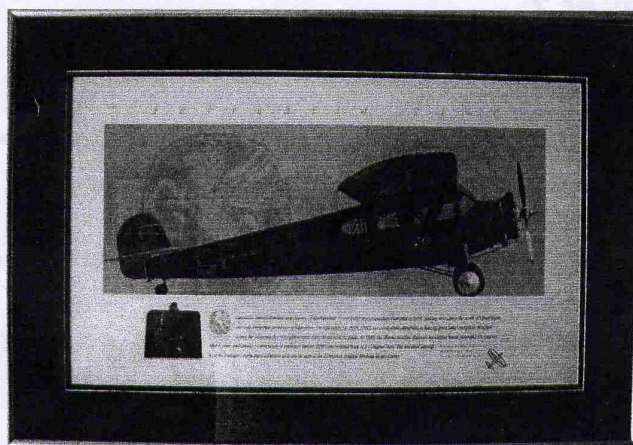
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PRESIDENT'S REPORT

FUTURE CAS ACTIVITIES - ANOTHER BIG MEETING! POSTAL GEOGRAPHY?



Early in May, the CAS received a very nice donation from Ken Thibault, of a framed print showing Fairchild 71-C, CF-ATZ. The print was produced by the Edmonton Aviation Heritage Society, and shows ATZ in the livery of Canadian Airways Limited.

Many thanks to Ken for this kind donation.

In correspondence with Ken, and with Gord Mallett who helped with the logistics of the donation, it was suggested that the CAS use the print as a special prize or award. This seemed like a great idea.

And: since we now have a grand prize, it seemed like we should try and have a big event to go with the prize!

The last big CAS aerophilatelic gathering was at the ROYAL 2008 ROYALE philatelic exhibition in Quebec City, when we strongly encouraged CAS members to participate. This produced 73 frames of aerophilatelic exhibits from twelve exhibitors, which was the most aerophilatelic entries at an exhibition in Canada since CAPEX, the international exhibition held in Toronto in 1996. We also had an afternoon meeting with five speakers on *Early Airmail Pilots and Services*, that attracted the largest attendance at a CAS meeting since CAPEX.

The CAS Executive has been discussing how to organize another gathering, which we are going to call a symposium. Our aim is to make it so appealing to members that we will get even more participation than we did in Quebec City!

PRESIDENT'S REPORT continued:

A number of possible and hypothetical times and locations for the symposium were discussed by the Executive.

During our discussion, David Whiteley informed us that the Winnipeg Philatelic Society is going to be host for ROYAL 2013 ROYALE in June 2013. - We were then invited by Al Wingate, Chair of the WPS Royal 2013 Committee, to hold our symposium as part of ROYAL 2013 ROYALE! We reckon this is a terrific offer:

- Winnipeg's location is as central as one can get for CAS members in Western Canada, Eastern Canada, and the U.S.A.
- the Royal has a tradition of being a very good show, and of attracting major dealers to the bourse
- we will have three years to plan a superb CAS symposium.

The CAS executive has enthusiastically accepted the Winnipeg Philatelic Society's invitation, and I am very pleased to announce that:

A CAS Symposium will be held in WINNIPEG in June 2013 as part of ROYAL 2013 ROYALE.

Many thanks to Al Wingate and the Winnipeg Philatelic Society for their invitation, and to David Whiteley for offering to act as liaison between the WPS and the CAS.

Attracting Exhibits

I mentioned above that there were 73 frames of aerophilatelic exhibits from twelve exhibitors at ROYAL 2008. It would be great to match or exceed this number at our next convention, but I wonder what needs to be done for that to happen? - At this year's ROYAL there were just 15 frames of aerophilatelic exhibits from three exhibitors.

Although ROYAL 2008 was a terrific show in most respects, I am concerned that after the Judges Critique, two of the exhibitors commented to me that they would not be exhibiting again!

There was nothing particularly unusual about the Judging Critique. The comments made were quite in line with comments I've heard at other Judging Critiques in Canada, the United States, and New Zealand. But that was the problem! - The exhibitors had used their exhibits as a way of presenting new information and research findings. This was great for the other aerophilatelists who learned from the exhibits. However, it did not go down well with the judges, and the exhibits were criticized for having too much writing up!

The debate about how much writing up there should be in an exhibit has been going on for years. I am concerned that the current approach of emphasizing "material, material, material", (to quote a judge from a particularly heated critique I attended some years ago), is causing many more than the two exhibitors from ROYAL 2008 to stop exhibiting!

These concerns were also discussed by the CAS Executive, and we have decided that in order to make our symposium attractive to as many members as possible, we will have both competitive and non-competitive exhibits:

- members who enjoy traditional philatelic exhibiting will be able to enter the normal competition held at the Royal, where exhibits are judged by RPSC qualified judges, according to the expectations laid out in the APS Manual of Exhibiting.
- other members can send in a non-competitive exhibit or exhibits, showing what they want, how they want. These exhibits will be displayed as part of the CAS Symposium.

The aim of having non-competitive exhibits is to get more members to participate. - This leads to many questions as to how the non-competitive exhibits should be organized, in order to get lots of members to participate?

- Will just having an exhibit be seen, be enough to induce people to send in non-competitive exhibits?
- Should we have a forum, at which exhibitors who are at the symposium can discuss their exhibits?
- Should written, anecdotal comments be provided for exhibitors who can't attend the symposium? If so, who should write them?
- Is the opportunity to win a prize an important factor in attracting participation?
- If prizes are important, could they be determined by a vote, like is done for the "viewers' choice" award at many shows? If there is a vote, should it only involve CAS members at the show, or should it be open to everybody at the show?

Everyone is invited to send me comments on these questions, and/or any other issues involved in non-competitive exhibiting. - If you would like your comments published as sent, with your name, please indicate that

PRESIDENT'S REPORT continued:

they are a "Letter to the Editor". Comments are also welcome as part of general correspondence, in which case they will be published as part of a summary of responses.

Postal Geography?

Several members of the CAS have commented that they are interested in finding out more about the places that First Flight Covers originate from, and why airmail services began at the particular time they did.

During the CAS meeting at ROYAL 2009 in St. Catharines, there was some discussion about organizing a POSTAL GEOGRAPHY PROJECT, in which the Canadian First Flights were divided up between a number of researchers, with people choosing Provinces, cities, or flights that they were particularly interested in. - The aim of this was not to restrict what anybody did, but to avoid duplication of effort when there are so many flights to be researched, and numerous questions to be answered.

Maybe this project could be combined with the non-competitive exhibits at our symposium?

What if each participant was to make up an exhibit, or exhibits, about the where and why of their chosen flight or flights? The exhibit could be as long as they wanted, and include what they wanted. - Probably a map; illustrations; maybe postcards; text; and perhaps a description of the First Flight Cachet, since there was usually a connection between the cachet illustrations and the places involved.

A number of frames could be provided at our symposium, so that all the Postal Geography exhibits could be displayed in chronological order. Project participants who came to the symposium could bring their exhibits with them. Other participants could mail in colour photocopies of their pages. If the exhibitors also provided a copy their pages, then photocopies of the complete project could be produced.

A Postal Geography Project could also proceed independently of our symposium. - If you are interested in participating in it, please contact me, and let me know which areas and/or flights you are interested in, and any comments/suggestions you have as to how the project might be organized.

Other attractions?

WITH THREE YEARS TO GET ORGANIZED, WE CAN TRY TO ARRANGE A SYMPOSIUM THAT EVERY CAS MEMBER AND READER OF THIS NEWSLETTER WILL WANT TO ATTEND!

We already have the bourse and other attractions of the ROYAL 2013 ROYALE, and areas for both competitive and non-competitive exhibits.

Speakers are a traditional part of a symposium. - Are there particular speakers that you have read about in the past, who you would like to hear?

It has also been suggested that trips might be organized to the Winnipeg Aviation Museum, the museum in the CAF Billy Bishop Building, and/or The Archives of Manitoba, which holds the Richardson Archives with all the files from Western Canada Airways.

What else would readers like to see arranged, that would encourage everybody who can to come to the symposium?

Please send me your comments and suggestions, and I will publish them in the next newsletter.

MORE DONATIONS

As well as thanking Ken Thibault for the print of CF-ATZ, I would also like to recognize:

- Paul Cere and Chas Flynn for making donations to the CAS with their membership renewals
- Ian Kimmerly for donating two of the late Pat Sloan's binders to the CAS library. - One contained articles and research notes, the other contained photographs of Zeppelin covers from Pat's collection.

Many thanks on behalf of the CAS for all these donations.

Chris Hargreaves, President CAS

4060 Bath Road, Kingston, Ontario K7M 4Y4 [Email: hargreavescp@sympatico.ca]

**Minutes of the Annual General Meeting of "The Canadian Aerophilatelic Society"
held May 2, 2010
at the RA Centre, Ottawa, during the annual ORAPEX Philatelic Exhibition.**

In Attendance: C. Hargreaves, B. Wolfenden, J. Irvine, S. Murray, R.K. Malott, N. Hunter, M. Shand,
D. Guimond, F. Brise, S. Johnson, S. Reinhard, J. Walsh

C. Hargreaves welcomed all the members present to the meeting & offered greetings from our New Zealand member David Reynolds.

There was a minutes silence to remember our departed member Don Amos, who passed away last year.

The agenda was adopted on a motion from R.K. Malott, seconded by N. Hunter, passed unanimously

Stephen Reinhard, the President of FISA gave a report on the activities of FISA. Highlights included FISA sponsoring the recent Air mail exhibition held in Beijing with 200 frames of exhibits & he told us that the next FISA congress will be in Berlin, Germany in late 2011. He then answered questions from the assembled CAS members.

The minutes from the 2009 AGM were approved on a motion from N. Hunter, seconded by R.K. Malott, passed unanimously.

The Secretary & Treasurer's reports that appeared in the March 2010 mailer were approved on a motion by S. Johnson, seconded by R.K. Malott, passed unanimously.

All other reports that appeared in the March 2010 mailer were discussed & approved on a motion by B. Wolfenden, seconded by S. Johnson, passed unanimously.

The addition to the constitution of the CAS Awards Programme of Fellows, Life Members & Honorary Members was approved on a motion by S. Johnson, seconded by N. Hunter, passed unanimously

The changes to the constitution re the composition of the executive & the abolishment of the Junior Members was approved on a motion by S. Reinhard, seconded by R.K. Malott, passed unanimously.

The CAS exhibition awards programme was discussed based on what had been described in the September 2009 issue of "The Canadian Aerophilatelist". After much discussion it was agreed to offer just a single award for "The Best Airmail Exhibit", and that this award would be offered if there was one or more airmail exhibits at the show. Approved on a motion by R.K. Malott, seconded by S. Johnson, passed unanimously.

It was agreed that an updated Constitution incorporating the above amendments and reflecting current practices should be drafted, published in the newsletter, and voted on at our AGM in 2011.

Neil Hunter, Editor-in-Chief of The Air Mails of Canada & Newfoundland, led a discussion on the progress of updating the catalogue.

Ways of commemorating the 25th Anniversary of The Canadian Aerophilatelist on July 1st 2010, and/or the 25th Anniversary of the CAS in 2011, were discussed. - C. Hargreaves will order commemorative "Picture Postage" stamps from Canada Post for the 25th Anniversary of The Canadian Aerophilatelist, to be used as part of the mailing of the September newsletter. M. Shand will look into getting labels/stickers produced to commemorate the 25th Anniversary of the CAS in 2011.

R.K. Malott announced that all the 2009 Snowbirds covers are now ready for distribution, and that he has arranged for our annual covers to be carried on the Snowbirds Canada Day flypast over Ottawa again this year. He was thanked for this annual activity on behalf of the CAS.

The meeting was adjourned at 3.17pm.

Brian Wolfenden and Chris Hargreaves

Editor's Note: For more information on the FISA congress in Berlin, 2011, see page 6 of this newsletter.

The 2009 Snowbirds covers are available from *Brian Wolfenden, CAS Secretary Treasurer, 203A Woodfield Drive, Nepean, Ontario K2G 4P2*. A cover signed by all nine pilots 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. 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)



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

On April 24, 2010 an official meeting of FISA's Board Members took place in Berlin/Germany.

The main topics discussed were:

- FIP Exhibition Lisbon October 2010, FISA will be represented by Steve Reinhard and Bedrich Helm. Lisbon will see the rollout of FISA's new power point presentation on Aero- and Astrophilately by Steve Reinhard.
- In February 2011 India hosts an International FIP exhibition in Delhi celebrating the 100th Anniversary of the first official airmail flight in a heavier-than-air craft anywhere in the world (Allahabad). - More information is available on the website at www.indipex2011.com
- FIP Exhibition Yokohama August 2011; FISA will be represented by Bedrich Helm.
- FISA CONGRESS 2011
The Congress will take place in Berlin/Germany in the first half of November 2011. On 10-31-2011 the new international Airport Berlin-Brandenburg "Willy Brandt" will be opened and the local clubs will link this event with both an International Airmail and Astro Exhibition (*No Jury*) and the FISA Congress.

Wolfgang H. Porges, FISA General Secretary.

F.I.S.A. has also:

- invited member societies to make proposals for further Board Members.
- invited member societies to make proposals for Gold/Silver/Bronze Medal(s).
- has informed member societies that, "We need definitely a PR specialist on the Board. We need by far more presence in the media. We do also need clear targets/goals packed in modern slogans. This mail should start a brainstorming all around the Aero- and Astrophilatelists of the world. Please make sure that this discussion will also be held in your local meetings."

If any member of the CAS has a proposal or suggestion for F.I.S.A., please contact the CAS President.

CONGRATULATIONS TO DICK MALOTT FOR HIS AWARD OF A GOLDEN F.I.S.A. PIN!

The Pin was presented to Dick by Stephen Reinhard, President of F.I.S.A., during the Awards Reception at ORAPEX 2010.



Stephen Reinhard - Jane Sodero - Dick Malott
Both judges at ORAPEX

EXHIBITION RESULTS

Congratulations to our Aerophilatelic exhibitors:

ORAPEX 2010 - Ottawa, Ontario

Neil Hunter	Evolution of Air Mail - Toronto, Canada	GRAND AWARD Gold. AAMS Best Airmail Award. CAS Best Canadian Airmail Award. Book award from Larry Milberry, Toronto.
Neil Hunter	Air Mail Across the Atlantic Ocean: May 1939 to December 1941.	Vermeil. CAS Best World Airmail Award.
Chris Hargreaves	Aerial Mail To and From Kingston, Ontario.	Silver.
Stewart Murray	Imperial Airways in Africa, 1925 - 1934	Silver.
Steve Johnson	Patricia Airways and Exploration Company Ltd.(One frame)	Silver-Bronze.

**Neil Hunter
(right)
being presented with
the GRAND AWARD
at ORAPEX by
Charles Verge,
Chair of the Judges.**



**CONGRATULATIONS
NEIL!**

ROYAL 2010 - Windsor, Ontario

Neil Hunter	Evolution of Air Mail - Toronto, Canada	Court of Honour.
Ray Simrak	The SCADTA System from Canada to Columbia, South America (One Frame.)	Gold Best Single Frame Award B.N.A.P.S. Best BNA Single Frame Award
Neil Hunter	Air Mail Across the Atlantic Ocean: May 1939 to December 1941.	Vermeil. CAS Best Airmail Award. AAMS Best Airmail Award.
Hans Steinbock	Zeppelin Mail to and from Canada	Vermeil Medal

Editor's Accolades:

- to HANS STEINBOCK for an extremely informative exhibit
- to CAS member DAVID CROTTY who exhibited *Canada Postage Meter Stamps*, and received a Gold Medal, the B.N.A.P.S. BNA Research Award, and the Philatelic Specialists Society of Canada Award for the Best Research by a non-PSSC member.

SECRETARY'S REPORT

Welcome to two new members:

#412 John Walsh of St. John's, Newfoundland

#413 Peter Carter of Evansville, Ontario

Brian Wolfenden

WEBMASTER'S REPORT

The website continues to be well used. - The counter now stands at 2,777 compared to 2,525 in the last report. Since this measures the number of "computers" that have visited the site, and does not record repeat visits, there have been 250 first time visitors to our website during the last three months.

Steve Johnson

WESTERN CHAPTER REPORT



The Alberta Aviation Museum is organizing a commemorative flight to pay tribute to the British Commonwealth Pilot Training Plan. The biplane *Sprit of Edmonton* 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 has arranged for commemorative covers 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. It was initially hoped to start the flight in May. The flight has been delayed, but should take place this summer. A limited number of covers will be produced. The cover design is shown above. It is planned to have an insert page briefly describing the importance of the BCATP and the purpose of the flight, to go along with each cover. The cost of the cover is anticipated to be around \$5.00 each. Those interested in purchasing a cover should contact David Brown (email: dgbrown_id@shaw.ca) or leave a message at 403-885-2744.

Many thanks to Denny May and Jack McCuaig for setting up a CAS table at "Airfest". This event was held at the Penhold Base (Red Deer Airport), and featured a display of a vast array of aircraft, as well as cars and army tanks.

Dave Brown

In Memoriam - Robert North Sr.

Robert was a long term member of the CAS, having joined in 1987. At that time he lived in Mississauga. Robert later moved to Clarksburg, Ontario.

On behalf of the CAS, I would like to offer our condolences to Robert's family.

THE AIR MAILS of CANADA AND NEWFOUNDLAND

Work on the next edition of The Air Mails of Canada and Newfoundland is well underway.

Jim Miller has offered to update Section 16 - Canadian Airport & Airmail Field Cancels, and Section 18 - Canadian Air Mail Endorsements.

The list of Section Editors and their email addresses is now:

- 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 - Richard McIntosh - mcintosh47@sympatico.ca
- Section 7 - Ken Sanford - aerophil@comcast.net
- Section 8 - Prof. François Brisse - fbrisser@sympatico.ca
- Section 11 - Richard McIntosh - mcintosh47@sympatico.ca
- Sections 12 & Canadian Warplane Heritage Covers - Ron Miyanishi - squeak@pathcom.com
- Section 15 - Richard Malott - toysoldier@sympatico.ca
- Sections 16 & 18 - Jim Miller - jmillerltd@shaw.ca
- Sections 23, 24, & 25 - John Walsh - nsscatt@nf.sympatico.ca
- Section 26 - Richard Malott - toysoldier@sympatico.ca

Everybody's help is solicited in providing information of new flights and other information to be included.

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.

If you have any other comments / suggestions regarding the updated catalogue, please contact me.

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

BNAPEX 2010 in Victoria, B.C. - September 4th at 2pm

DENNY MAY is going to give a PowerPoint presentation on **The First Air Mail to the Arctic, 1929** to a joint meeting of the CAS and the British North America Philatelic Society Air Mail Study Group. This will include some anecdotes about the experiences of his father, Wop May.

Your editor is very pleased to report that Denny is making a good recovery after being hit by a car in March, and is travelling around again. - I have also heard about talks given by Denny in the past, and am very much looking forward to his presentation at BNAPEX.

BNAPEX 2010 is being held from September 3rd to 5th 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

TORONTO DAY OF AEROPHILATELY 2010

This years Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday November 7th, 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 usual, but everyone should check the streetsigns, to see where parking is currently allowed on Sundays.

This is the sixteenth 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 this meeting 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.

BOOK REVIEW

Dear Chris,

Herewith a slightly obscure literature review for you:

Hans E Aitink: 'Luchtpost onder invloed van oorlogsomstandigheden' (Air Mail in Wartime).

Posthistorische Studies No 25, Po and Po Publications, The Netherlands, 2010, softback, 264 pages, ISBN 978-90-71650-25-3. Available from Henk Kolner, po-en-po@planet.nl Cost 23 Euro plus postage. PayPal payment accepted at h.kolner@planet.nl Further information at www.po-en-pol.nl at "Publicates"

Hans Aitink is a well-known author whose English language "Bridging the Continents in Wartime", co-authored with the late Egbert Hovenkamp, was an instant best-seller and soon sold out. The present Dutch language volume resulted from a series of articles written for the Flying Dutchman magazine between 2000 and 2009. As Hans said "A lot of my friends asked me to write this book in Dutch". I do not read Dutch so must restrict myself to a listing of the contents, but must also note that there is much information to be derived by a non-Dutch reader from the countless excellent illustrations, mostly in colour, the maps, posters and the tabulated data. For example, I was able to deduce that the 1938 KNILM services to Sydney opened using five Lockheed Electras complete with their registration letters. This helped to describe a 1939 cover of mine from the Slovak State to Wellington, NZ, whose Sydney air mail transit mark coincided with the arrival of a KNILM plane from Batavia.

There are ten main chapters dealing with the aerophilately of:

- The Spanish Civil War, 1936-1939;
- Dutch routes between 1939 and 1942 linking The Netherlands with England, Scandinavia, Belgium, Portugal, Johannesburg and the Naples-Dutch East Indies route;
- routes in and to the East Indies, Lydda-Bandoeng, Batavia-Manila, Batavia-Sydney; the 1939-1945 activities in the Dutch West Indies;
- British routes such as those to India, Africa and Australia, including the "Horseshoe Route";
- French routes including the South American service to 1940, and lines in the Middle East and North and Central Africa;
- German routes 1939-1945 including Berlin-Lisbon;
- Italian services 1939-1943, including LATI to 1941;
- Spanish routes 1939-1945
- Scandinavian routes 1939-1945.

Richard Beith

The following article was sent to the Aerophilatelic Society of Southern Africa on behalf of the Canadian Aerophilatelic Society, for issue number 100 of their journal, the *Aeroletter*.



Greetings and best wishes from
The Canadian Aerophilatelic Society
 to all members of **The Aerophilatelic Society of Southern Africa**
 on the 50th Anniversary of the ASSA,
 and on the publication of issue number 100 of the *Aeroletter*.

I would also like to congratulate NEVILLE POLAKOW on regularly producing the best looking aerophilatelic journal I see, and to thank Neville for inviting me to contribute an article to this special issue of the *Aeroletter*.

Chris Hargreaves, President Canadian Aerophilatelic Society

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA

Please note that all rates refer to the charge for a letter up to one ounce in weight unless otherwise mentioned, and that for this article I have defined "southern Africa" as the area south of the equator.

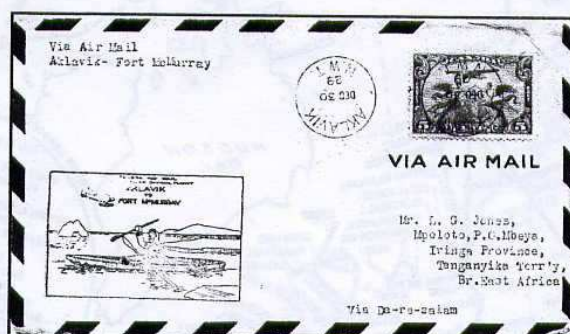


Figure 1: Postmarked AKLAVIK DEC 30 29

Addressed to: Mpoloto, P.O. Mbeya, Tanganyika Territory, Br. East Africa

Backstamped: EDMONTON JAN 10 6 PM 1930 DARESSALAAM 13 MR 1930 MEBEYA 7 AP 1930

From 1928 until 1939, and occasionally thereafter, the Canadian Post Office produced commemorative cachets each time it introduced new airmail services.

This was a period when interest in both aviation and stamp collecting was intense, and First Flight Covers which combined the two interests became popular collectibles.

The Canadian Post Office operated two types of airmail service at this time: AIR MAIL SERVICES which offered

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA by Chris Hargreaves continued:

faster delivery of mail, on payment of a higher fee; and AIR STAGE SERVICES that used aircraft to carry mail to and from communities that were otherwise isolated. Air stage services carried mail at regular postal rates, (2 cents for the first ounce within Canada or to the U.S.A.), but if a collector wanted the commemorative cachet, the cover had to be franked at the airmail rate of 5 cents for the first ounce.

The Post Office sent out notices of coming first flights to people on a mailing list, and also announced them in the press and stamp magazines.

Collectors were instructed to address covers to themselves, with the address at the right to leave room for the cachet; mark it "Via Air Mail" and put the route beneath it; enclose a filler, (to receive a good impression of the cachet and postmarks); prepay it at the air mail rate; and send it, (or them), under cover to the District Superintendent of Postal Service at the distributing city of the flight area.

Although collectors were supposed to put their own address on the envelope, so that covers could just be added to the regular mail at the end of flight, some collectors preferred to address their covers to the end of the flight.

About 25% of the Flight Covers produced seem to have been sent to Canadian addresses, and 75% sent to addresses in the U.S.A. - Covers sent outside of Canada and the U.S.A. can be found, but are very unusual.

The cover in Figure 1 was an Air Stage service. - Aklavik was a small hamlet in the Northwest Territories, near the mouth of the Mackenzie River. It grew up around a Hudson's Bay Company trading post, and became the administrative, medical, and religious centre of the region. It was also the Western Arctic headquarters of the Royal Canadian Mounted Police, but by 1930 its population was only about 400. Before the introduction of airmail, communication with the rest of Canada was by steamer along the Mackenzie River in summer, and by dogsled along the frozen river in winter.

The inauguration of airmail service from Fort McMurray to Aklavik was announced by the Post Office in August 1929. There would be 12 intermediate stops, and the Post Office offered a separate cachet for service between Fort McMurray and each stop. - The route can be traced on Figure 2, which shows all the airmail routes operating by 1940. However, it should be noted that the service to Aklavik was one of the earliest airmail services in Canada: at the time it was inaugurated, there were no other Post Office airmail services in Alberta or the Northwest Territories, although a few airline companies carried mail on a semi-official basis.

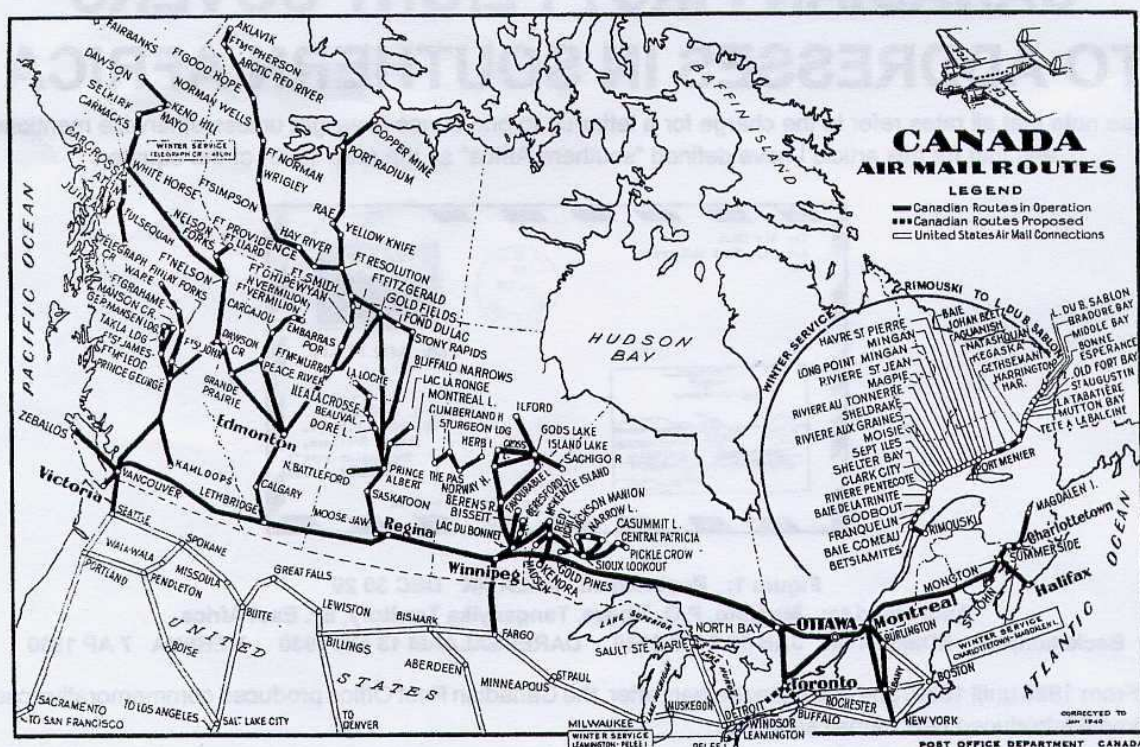


Figure 2 - Canadian airmail routes operating by 1940.

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA by Chris Hargreaves continued:

In 1929, there was not only great interest in aviation and stamp collecting, but there was also considerable excitement regarding anything to do with the Arctic. The result of these three factors was that by the end of October, the Post Office in Edmonton had received about 120,000 covers to be carried on the inaugural flights! These weighed over 7 tons, and was far more mail than had been expected. Commercial Airways Ltd., which had been awarded the contract for the service, had to acquire three additional aircraft for the inaugural flights.

On November 26th the mail was sent by rail to Fort McMurray, which was the northern terminus of the railway from Edmonton. Starting on December 10th, a team of four aircraft and six pilots began shuttling mail on the 1,676 mile route north. Some aircraft carried mail as far north as possible, while others took the cancelled mail south, and returned with mail for more northern points. The first flight reached Aklavik on December 27th, having overcome very severe weather. On Christmas Day the temperature dropping to -60° overnight, and it was -44°F when the aircraft had to be started and take off the next morning.

The return flight from Aklavik left on December 30th, and the mail reached Edmonton on January 10th. The cover in Figure 1 would then have crossed Canada by train, and continued by surface routes. - The total distance travelled by this cover provided remarkable value for a 5 cent stamp!

One quirk of Canadian Flight Covers in 1928 and 1929, is that the Canadian Post Office did not publish a schedule of airmail rates to overseas destinations until March 1930! - The result is that FFCs from Canada to overseas destinations are found with a variety of frankings.

Since the Empire Surface mail rate had been reduced to 2 cents on December 25th 1928, and was the same as the rate within Canada during 1929, it seemed logical that the rate for FFCs to destinations within the Empire should be the same as that for FFCs within Canada: 5 cents. The fact that many covers to Empire destinations have a 5 cent franking and were not charged Postage Due, indicates that this logic was widely accepted. However, a study of the covers suggests that some people thought the correct rate to Africa was the surface rate (2 cents) + the airmail rate (5 cents) = 7 cents.



Figure 3 - Postmarked CALGARY 1.30 AM MAR 3 1930
Backstamped WINNIPEG 12.30PM MAR 3 1930
Addressed to Broken Hill, Northern Rhodesia
Re-directed and cancelled BROKEN HILL 12 APR 30 on front.



Figure 4 - Same CALGARY postmark and WINNIPEG backstamp as Figure 3.
Addressed to Dar Es Salaam, Tanganyika Territory
Backstamped DAR ES SALAAM 11 AP 1930

On March 3rd 1930, the Post Office inaugurated an AIR MAIL service to accelerate mail between Winnipeg and Calgary. Westbound mail left Winnipeg at 9.00pm, and flew overnight via Regina, Moose Jaw, and Medicine Hat, to reach Calgary at 5.00am. Eastbound mail left Calgary at 2.15am, and reached Winnipeg at noon. There was also a daylight connecting service from Regina via Saskatoon and North Battleford to Edmonton.

The covers in Figures 3 and 4 both flew on the inaugural Calgary - Winnipeg flight, and continued to Empire destinations in southern Africa. - Why the different rates?

There was a problem with these covers, as in the Post Office's March 1, 1930 Weekly Bulletin, the Post Office had published a schedule of overseas airmail rates for the first time. According to this schedule: "Postage including fee for air mail service in Canada and the United States only" to "Great Britain and all other places in British Empire" was 7 cents for the first ounce.

The covers in Figure 3 and Figure 4 should therefore both have been franked at 7 cents. But the Post Offices involved in the Prairie Air Mail Service would have already received a large number of First Flight Covers franked at the old rates, before the new schedule was published. These now underfranked covers were carried on the flights, but some post offices charged Postage Due, and some didn't. So the cover in Figure 3 was underpaid, but lucky!

The March 1st 1930 Weekly Bulletin also included a long schedule of "Postage including fees for all air mail

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA by Chris Hargreaves continued:

services available en route and in Country of Destination". This listed rates to over 90 different countries, some of which were quoted as a rate per ounce, and some as a rate per half ounce. - British East Africa, South Africa, and Tanganyika were all quoted as "15c. each ounce". Northern Rhodesia wasn't listed.

On February 2nd 1931, the Post Office introduced a much simplified schedule of airmail charges, with just 4 rates:

1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, United States or any other place in North America not mentioned in Group 3.	5c the first ounce, 10c each additional oz.
2. Europe (except places mentioned in Group 1).	10c each oz.
3. West Indies, Mexico, Cuba, Central America, Asia, Africa	15c each half oz.
4. South America	45c each half oz.



Figure 5 - Postmarked EDMONTON FE 15 31

**Typed instructions Airmail to New York City Addressed to Simon's Town, South Africa
Backstamped SIMONSTOWN 16 MAR D 31**

On February 15th 1931 the Prairie Air Mail Service was modified, and night flights between Edmonton and Winnipeg were introduced. The cachet on the cover in Figure 5 consists, (from top to bottom), of the arms of Edmonton, an arrow showing the location of Edmonton on a map of Canada, the statements *Chamber of Commerce EDMONTON, ALBERTA The Sunniest Spot in Western Canada*, and a box with the text: *FIRST FLIGHT - 15 FEB. 1931 (DIRECT INTERNATIONAL SCHEDULE) EDMONTON to WINNIPEG*.

Earlier in February 1931 another new service had been introduced, from Winnipeg to Pembina on the Canada-U.S. border, beyond which airmail continued by U.S. airmail routes south to Fargo, and then east to New York.

The two violet bars through "Via Air Mail" on Figure 5 are the type used in New York to mark the end of airmail service, and indicate that this cover did indeed travel by "Direct International Schedule" to New York.

Although the cover did not receive airmail service beyond New York, somebody decided that it should have been franked at the new, February 2nd rate of 15 cents for "all air mail services available en route and in Country of Destination". It was therefore assessed as 5 cents shortpaid, which was doubled to 10 cents deficiency, converted to 50 Centimes, and marked as "TAX 50" on the cover. Once in South Africa this was converted to 5 pence Postage Due.

Later in the 1930's as the Canadian Government responded to the Great Depression, some of its austerity measures impacted on the airmail services.

On July 1st 1931, the basic airmail rate for a letter within Canada, and to countries in Group 1, increased to 6cents for the first ounce. There were also a number of cuts to airmail services, and the Prairie Airmail service ended on March 30th 1932.

There were more changes to the airmail rates on July 1st 1934, at which time the rate to Africa was increased to 35 cents per half ounce.

However, new Air Stage Routes to support isolated communities continued to be introduced. - Figure 6 is a cover from the First Flight on the Air Stage service between Telegraph Creek and Atlin in northern British Columbia, correctly franked at the new 35 cents rate.

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA by Chris Hargreaves continued:

Figure 6 - Postmarked TELEGRAPH CREEK B.C. NO 13 34
Addressed to Harrismith, O.F.S., South Africa Re-directed to Hamilton, Ontario, Canada
Backstamped ATLIN NO 13 34 HARRISMITH 21DECA34 HAMILTON JAN25 35

On July 1st 1935 some of the airmail rates were changed again. But this time the rate to Africa was reduced to 25 cents per half ounce.



Figure 7 - Postmarked EDMONTON JUL 5 37 Addressed to DURBAN, SOUTH AFRICA
Only backstamp is FORT NELSON JUL 5 37

In 1937, the Canadian government began to support fast Air Mail services again. The cover in Figure 7 was flown on the inauguration of service between Edmonton, capital of Alberta, and Whitehorse, capital of the Yukon Territory. Fort Nelson was the only intermediate stop on this route.

Figure 7 was franked with the five Canadian airmail stamps that had been issued up to 1937. These are generally referred to by their numbers in the Scott Catalogue. From left to right they are C4, C3, C2 and C1; with C5 below.

Figure 8 - C1



- C1 was issued on September 21st 1928. This stamp was quite controversial, as the design (shown in Figure 8) involved two angels with joined hands over a globe, and an airplane flying overhead. But the angels each had only one wing! The Canadian Bank Note Company, which had designed and printed the stamp, explained that one wing was eliminated so as not to crowd the design. There were also complaints that the angels on the stamp were female, but that in the Bible angels were referred to as "Sons of God", and were therefore male!
- C2 was issued on December 4th 1930, after the five-year contract for printing Canadian stamps was awarded to

CANADIAN FIRST FLIGHT COVERS TO ADDRESSES IN SOUTHERN AFRICA by Chris Hargreaves continued:

- the British American Bank Note Company. The design shows Hermes speeding through space.
- C3 was an overprint of C1 to revalue it at 6 cents. This was released on February 22nd 1932, nearly eight months after the postage rate had been increased.
 - C4 was an overprint of C2, to commemorate the Imperial Economic Conference being held in Ottawa. It was released on July 12th 1932.
 - C5 was released on June 1st 1935, and shows Daedalus in flight. The issue of this new airmail stamp after using overprints for three years, was the result of the printing contract going back to the Canadian Bank Note Company. The total value of the five stamps on Figure 7 was 28 cents, so the airmail rate was overpaid by 3 cents.



**Figure 9 - Postmarked WHITEHORSE AUG 6 38 Addressed to PRETORIA, S. AFRICA
Signed by the pilot Sheldon Luck. Backstamped VANCOUVER AUG 8 1938**

Figure 9 was carried on another new Air Mail service, between Whitehorse and Vancouver, which accelerated mail delivery on payment of a higher fee. It is endorsed "Empire Air Scheme to S Africa", which had come into force between Canada and South Africa on February 23rd 1938, and meant that the 6 cents franking for a regular Canadian airmail letter, was now sufficient for airmail across North America, sea mail to England, and then airmail from England to South Africa. This cover was franked with a 10 cents stamp, so was in fact overfranked by 4 cents.

Since there were no airmail services eastward from Vancouver in August 1938, the cover would have been flown from Vancouver to Seattle, and then from Seattle to New York by U.S. airmail services.

In 1939, airmail services across the Atlantic were introduced by Pan American Airways, and by Imperial Airways.

However, if a writer wanted their letter to be flown across the Atlantic, the rate from Canada to Africa was 30 cents per half ounce.

Unfortunately I do not have a First Flight Cover from Canada to southern Africa franked at 30 cents to illustrate this article, but I am enjoying looking for one!

I hope that all members of the Aerophilatelic Society of Southern Africa enjoy their airmail collecting as much as I do, and that you have years of pleasure in the future.

Chris Hargreaves

Resources

For readers in southern Africa who would like more information about Canadian airmails, I recommend:

- Air Mail in Alberta, by Denny May. This is an excellent book that concentrates on covers from Alberta, but will provide a great introduction to Canadian airmail services in general. It is 55 pages with lots of illustrations, and is available on a CD, which minimizes postage charges. The CD costs \$10.00 Canadian or US, including postage worldwide. Payment can be by PayPal (Denny will send an invoice), or by cheque or international money order, sent to: Denny May, 10326 145 St NW, Edmonton AB T5N 2X7, Canada. [Email: maycroft@shaw.ca]
- the Canadian Aerophilatelic Society's website at www.aerophilately.ca, which includes a section on "Sources for More information".

EARLY CP AIR TRANSPOLAR ROUTES

Barry Countryman

Prime Minister Mackenzie King once observed, "If some countries have too much history, we have too much geography." But the Arctic offered an aerial shortcut from Western Canada to Europe. Post-WWII commercial northern aviation meant reduced payloads due to the lack of airfields and the need for more meteorological and navigational assistance.

Scandinavian Airlines System's "Arild Viking" left Los Angeles on Nov. 19, 1952. Passengers included the Danish and Norwegian ambassadors, and Col. Bernt Balchen, who had flown non-stop over the North Pole from Alaska to Oslo in 1949. The Douglas DC-6B passed over Salt Lake City and landed in Edmonton for a 2-hour stopover just at sunset. The rest of the journey would be in darkness.

The magnetic compasses became unreliable about an hour out of Edmonton, and meridian lines were quickly crossed in high latitudes. A "polar path" control system built for this flight was a precise gyro compass to provide direction near the north magnetic pole and was linked electrically to the automatic pilot. The "polar-grid" heading was checked every 20 minutes using the planet Jupiter as the leading star. (Polar-grid direction mapping helped its developer, Kenneth Maclure, enter the Quebec Air and Space Hall of Fame.)

Two hours into the flight the plane picked up the Thule, Greenland radio beacon, still 5½ hours away. The U.S. Air Force base was the only refuelling stop before Copenhagen, which was reached in a downpour at 9:47 p.m. on Nov. 20. This was a first step to link Tokyo with SAS's existing service via India and the Mediterranean, and thus save up to 30 hours.

SAS inaugurated its Los Angeles-Copenhagen transpolar service of 5,800 miles in the early minutes of Nov. 15, 1954. Aboard the "Royal Viking" were public officials, 2 dozen reporters and Hollywood actors Jean Hersholt and Walter Pidgeon. They arrived six hours later at Winnipeg's Stevenson Field at 8:15 a.m. Manitoba Premier Douglas Campbell welcomed them to Canada. The plane picked up 5 additional passengers including federal Transport Minister George Marler. Sondrestrom, Greenland was the refuelling stop.

Marler announced Jan. 21, 1955 that Canadian Pacific Airlines' application to operate the Vancouver-Amsterdam transpolar route had been approved, thereby saving 1,000 miles over the Montreal and North Atlantic route.

The airline promoted Amsterdam (KLM was already serving Montreal in a bilateral treaty) as a customs- and immigration-free gateway to major cities, and for Europeans, CPA flights from Vancouver to the Orient and South Pacific. Other benefits were smooth, storm-free polar air, and no more than 90 minutes from an airport — even if they were airstrips built to ferry planes to Britain during the war.

A CPA familiarization and crew training flight left Vancouver on April 9 on a DC-4 to practise approach and landing at 6 alternate airports enroute to London. A chartered DC-6B left Vancouver for



AMCN 5509: Canadian Pacific Airlines, Sydney - Vancouver - Amsterdam. 8th June 1955.

EARLY CP AIR TRANSPOLAR ROUTES by Barry Countryman continued:

London 2 days later under the command of CPA chief pilot Capt. Ralph Leslie, who had observed a SAS transpolar flight with chief navigator E.C. Kendall. Aboard were CPA president Grant McConachie and 50 Vancouver Board of Trade members who intended to establish contacts, buy British goods and promote the direct link with British Columbia.

On April 15 crews from both planes landed the DC-6B at Prestwick and Amsterdam, and practised approaches at Dusseldorf, Frankfurt and Brussels. The DC-4 left for Vancouver on April 22 making 3 training stops enroute. The Board of Trade charter departed the next day.

The first commercial flight left June 3 at 11:30 a.m. Aboard the "Princess of Amsterdam" were 41 journalists, businessmen, and Canadian and foreign politicians. At the airport ceremony McConachie, on his way to buy planes, was presented with a statue of George Vancouver by Mayor Fred Hume to be given to the mayor of Amsterdam. Sondrestrom, Greenland was the only refuelling stop.

Flights of 4,825 miles and 18 flying hours would leave Vancouver every Friday with a refuelling stop at Churchill, Manitoba, and Amsterdam Saturday evenings; its refuelling stop, against prevailing winds, was Sondrestrom. In the first 9 months the service carried more than 2,000 passengers.

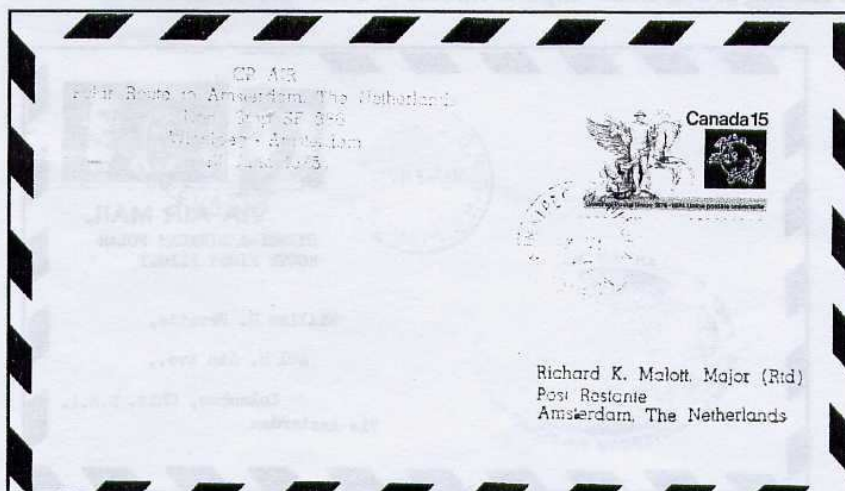
Ottawa ruled that CPA could not charge lower fares to London, via Amsterdam, than its government-owned Trans-Canada Air Lines (which had never objected to the transpolar application), nor pass along any savings. CPA passengers weren't the only losers. Transport Minister Marler told Parliament on July 22 that he and his department saw no reason to grant Winnipeg traffic rights to SAS without getting something of equal value in return, but "we can see no economic advantages at the present time. ..."

Per Holting left Greenland shortly after midnight on Oct. 25, 1957 and attempted to disembark when the SAS plane arrived around 7:30 a.m. at Stevenson Field in St. James, then outside Winnipeg. The 26-year-old was anxious to edit film and tapes from his 2-month stay in Greenland; a CBC broadcast deadline was approaching. (It was the beginning of a 30-year career for the Danish-born freelance journalist who later hosted radio and television programs for CBC Winnipeg.)

Two St. James policemen waited until he had finished his call to the CBC, then escorted him onto the Los Angeles-bound plane. He reached Winnipeg via Minneapolis 2 days later, still unrepentant about challenging the deplaning policy, as were Winnipeg and the province because it hampered Stevenson Field as an international airport — a point Manitoba's premier had made again a week before.

The Holting incident raised questions editorially and in the House of Commons about the rights of someone, in Canada since 1950 and a citizen for a year, to leave a plane at any point on Canadian soil. SAS had never made an application for passengers to disembark at Winnipeg, probably fearing a Canadian airline would ask for reciprocal rights.

On June 1, 1958 Canadian Pacific introduced the faster Britannia on its transpolar route from Vancouver to Amsterdam; Frobisher Bay, now Iqaluit, was the refuelling stop. As CP Air it began Winnipeg-Amsterdam service on June 17, 1975.



AMCN 7503: CP Airlines, Winnipeg - Amsterdam. 17th June 1975.

EARLY CP AIR TRANSPOLAR ROUTES by Barry Countryman
continued:

FLY CPA'S NEW POLAR ROUTE



1000 miles shorter, VANCOUVER EUROPE

Just one stop . . . only 18 hours!
Canadian Pacific's smooth-flying
Polar route brings the Continent to
your door.

You fly Vancouver direct to
Amsterdam—hub of all Europe. No
en route stopovers—London, Paris
just minutes beyond. Your own deep
Leonaire chair all the way.

World-famous hospitality as you go.
Enjoy superb service, fabulous foods,
rare wines . . . air-conditioned
warmth in your spacious Super
DC-6B cabin as you cruise over the
lands of the midnight sun.

Choose either luxury first class or
thrifty tourist services. Book early
. . . book now!

See Your Travel Agent

Canadian Pacific AIRLINES



FASTEST TO 2 CONTINENTS AND 66 COMMUNITIES IN CANADA

Advertisement from The Vancouver Sun,
Thursday June 9th 1955, page 2.

Charles G. Firby
AUCTIONS

CHANGING DIRECTION!

We have enjoyed our 25 years in the stamp auction business, but it is now time to refocus our energies.

After our May 26 - 27 auction

We will no longer present consigners material in a General Auction catalogue format as we have done over the past 25+ years.

We will continue to present our award winning one owner specialty auction sales upon request, with a much reduced commission to the seller.

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Charles G. Firby

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Mail to Occupied Countries: WW II

David H. Whiteley

During the Second World War the opposing sides realized it would be necessary to arrange for the passing of mail matter through the offices established in a neutral Country. The British Post Office, on its part in order to avoid being seen as collaborating with the enemy appointed the London travel agency Thomas Cook & Son as its official intermediary. Initially Thomas Cook & Son offices in Amsterdam were appointed the exchange pointⁱ.

After the occupation of Holland in the May 10 1940 operations were transferred for the duration of the war to Thomas Cook and Son offices in Lisbon, Portugal, the mailing address being Box 506 Lisbon.

Special regulations were drawn up between 1940 and 1943 regarding contents, length of letter, cost and mailing.

Conditions under which letters may be sent to relatives or friends in Enemy Countries or Enemy-occupied Territories.

1. *The Territories include Belgian, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, (Zone left unoccupied by the enemy in 1940), Germany, Greece, (mainland), Greek Islands and Crete, Holland, Hungary, Italy and Italian possessions not occupied by the United Nations), Latvia, Lithuania, Luxembourg, Norway, Poland, Romania and Yugoslavia.*
2. *Communications must be clearly written . . . (without erasures) . . . and should not exceed two sides of a normal size sheet of notepaper. Only one letter may be placed in each envelope.*
3. *Letters and envelopes must omit the senders address. They must only refer to matters of personal interest . . . (a) no reference may be made to any town (other than Lisbon), village, locality, ship, or journey, . . . No indication may be given that the writer is not in Portugal. . . (b) (mention of a letter . . . received from or written to enemy or enemy occupied territory.*
4. *Each letter must be placed in an open unstamped envelope . . . fully inscribed to the addressee who should be asked to address any reply to your full name, care of Post Box 506 Lisbon, Portugal, Poste Restrante addresses are not accepted.*
5. *The open envelope containing the letter should be placed in an outer stamped envelope and sent to THOS COOK & Son, LTD, Berkeley Street, Piccadilly, London, W1, together with a memorandum in Block Letters containing in the name . . . and full address of the sender.*
6. *The communication to Thos Cook & Son, Ltd must enclose a postal order for 2/- . . . which fee will cover the postage of one envelope containing one communication to the neutral country . . . also a reply (if any) from the neutral country to Messrs Cook's Head Office in London. For an extra fee of 6d each letter can be sent by Airmail between London and Lisbon*
7. *Business Letters must not be sent.*
8. *Communications for Prisoners of War and Civilian internees cannot be sent under the forgoing arrangements.ⁱⁱ*

Continued

MAIL TO OCCUPIED COUNTRIES: WW II by David H. Whiteley continued:

An arrangement, however, was reached between the British and German authorities in 1941 where POW mail could be exchanged through Lisbon.

'The German authorities undertook to carry by air free of charge between Lisbon and Germany correspondence to and from British prisoners in return for the free conveyance by air between Lisbon and the United Kingdom of correspondence to and from German prisoners. The combination of British and German air services reduced the actual transit time between the United Kingdom and Germany (excluding censorship at both ends) to two to three weeks, a great improvement on the previous transit time, which frequently ran to two months. A similar arrangement was made with the Italian authorities in the spring of 1942.

The services offered correspondence in the outward direction were: postage-free letters and postcards which were carried by sea to Lisbon and the by air to Germany or Italy as the case maybe, and an airmail service at 5d for the first ounce and 3d for each subsequent ounce for letters, postcards two pence half penny each and an air letter service on special forms sold by the Post office at an inclusive charge of 3d each. The latter proved very popular and constituted about 80% of all letters sent to Germany and Italy. Airmail correspondence was carried by air to Lisbon and so received air correspondence all the way to Germany or Italy. The total traffic in the last years of the service was about 200,000 items per week.ⁱⁱⁱ

The liberation of France brought the agreement with Germany to an end and simplified communications with Switzerland. Prisoner of War mail was then routed through the Red Cross in Switzerland by air from Britain via Lyons. The Swiss Red Cross in 1944 handled some 100,000 to 200,000 letters per day.

From the above information I believe it can be inferred the mail to and from both allied and axis internees and Prisoners of war and civil correspondence sent to or from Canada was handled in a similar way by the British, German and Italian authorities.

ⁱ Much of the information for this article has been taken from Camille Allaz, translated by John Skilbeck, *The History of Air Cargo and Airmail from the 18th Century*, (Chicago: Christopher Foyle Publishing 2004), pp 145-146

ⁱⁱ Based on *Postal History Journal* (US). Vol. VII, No. 2, December 1963, pp. 3-8

ⁱⁱⁱ Postal Union "L'Administration des Postes de Grande Bretagne pendant la Guerre, July 1946, pp. 170-171.

BILL ROBINSON'S COLLECTIONS

Bill Robinson has decided to dispose of his collections. He has had some health issues recently, but is still fairly active. Bill was one of the early members of the CAS, an occasional contributor to this newsletter, and editor of Section 16, Canadian Airport and Air Mail Field Cancells, of The Air Mails of Canada and Newfoundland. He was also very involved with many other philatelic organizations, and is a member of the BNAPS Order of the Beaver.

Bill's collections are being sold by Jim Miller. Some of the collections are being sold intact, while other items are being sold on an individual basis, or in small lots. Jim is willing to provide a want-list approval service on some of Bill's material.

Among the collections being offered intact is Bill's award winning collection of *WWI Royal Air Force-Royal Flying Corps in Canada 1917-1918*:

This was a WWI pioneer military air training operation in Ontario, and operated in Texas during the winter of 1917-1918. Bill formed a unique collection of covers, view postcards, and photographs. It consists of the 2-frame exhibit (32 pages) + a nice bunch of extra covers, postcards, and photographs. Some of the highlights include Canada Militia Long Branch, Camp Leaside, Camp Taliaferro Texas, Camp Mohawk Deseronto, Camp Rathburn Deseronto, R.F.C. Repair Park Toronto, and #4 School of Military Aeronautics Toronto.

For more information, contact Jim at jmillerltd@shaw.ca

1602-154 Promenade Drive Nanaimo, BC V9R 6Y3 [Phone: 250-591-1125]

THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY"



In our September 2009 newsletter, Bas Burrell questioned the statement on page 48 of The Air Mails of Canada and Newfoundland:

DISAPPROVED ESSAY — A stamp in blue on white paper was prepared for use by the airline. As it carried an actual denomination of 25c, it was rejected by the Post Office Department. A small printing was made (40 have been reported) and most were used on postings from Kitchener on March 2 by collector A. Berberich. The new CL 6 had to be used over the essay. On some covers the essay was left intact; on others it was partially torn off.

CL6-2600 Rolling Portage - Red Lake, postmarked Kitchener March 2, 1926 60.00

Bas commented, "I have seen quite a few and wonder how accurate the 40 is? You might want to canvas the members and see what we get."

Many thanks to Alastair Bain, John Bloor, Louis Levy, Ed Matthews, David Michaud, Ken Mitchell, and Marilyn Peterson for responding to this question.

Most of the responses commented that they had also wondered about the figure of "40" copies, and it turns out they had very good reason to. - **Between us, we have 80 copies of this "essay"!**

- 35 on cover
- 44 mint copies
- 1 used single copy.

Louis Levy, who has a specialized collection of these "essays", commented that:

- he was once offered a partial sheet of 22 of these "essays". (This adds to the mystery, as the later semi-official stamps of Jack V. Elliot Air Service Ltd. were printed by The Toronto Star in sheets of 16.)
- by lining up the cuts/tears on his stamps, he reckons they may come from three different sheets. (I have shown some of the different shaped stamps above. - The remnant attached to the torn stamp looks like it is part of one of the "VIA AIR WAY" etiquettes used on covers with the "essay" on the back.)
- than the printing on the mint "essays" is a lighter blue than on those used on covers.

With regard to the covers I was sent copies of, they were all addressed to one of three people:

- Mr. A.U. Berberich, *either* Via Rolling Portage P.O. Ont, Red Lake Ont *or* c/o Dominion Bank, Kitchener
- Mr. J. Moert, Via Rolling Portage P.O. Ont, Red Lake Ont
- Miss Edna Ortwein, 2415 Kildare Ave., Chicago, Ill.

However, as can be seen in the illustrations later in this article, all the covers were prepared on the same typewriter.

So, if we have 80 copies, how many were produced? How were they produced? And are they really essays? - In The Pioneer and Semi-Official Air Mails of Canada 1918-1934 C.A. Longworth-Dames states that, "These labels were privately produced and have no connection with the company."

These "essays" have intrigued collectors for a long time. - On the next page I've copied a letter about them written by Don Amos in 1970. I've also reproduced some notes about the "essay" and the Jack V. Elliot Air Service produced by Houghton Sanguinetti, showing what he knew - and didn't know - about them. (Both these items are from Don Amos's research notes, that were very kindly donated to the CAS library by Don's daughter, Susan Henderson.)

If anybody can provide more information about these "essays", please contact the editor.

THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:

British North America Philatelic Society

R. J. WOOLLEY
1520 BATHURST STREET
APARTMENT 206
TORONTO 10, CANADA



Office of Handbook Sales

11 April '70

Dear Don,

Sorry I was away when your first request came in for a Sissons and just returned yesterday. Your \$3 enclosed.

Well informed collectors here are suspicious of the Elliot label for the same reason that you note. Berberich, who seems to have had a bit of a reputation for doing a little philatelic faking.

Note that the labels VIA AIR WAY that you mention are the same ink and color as the Elliott stamp?.

I suppose there is still a good chance that the blue Elliot was legitimately prepared. My assumption is that the fact that it had "25¢" on it did not comply with the postal regulations and the company had other stamps prepared in time to use for the first flight and placed them over the incorrectly preped stamps.

I think that all the covers I have seen, 6 in all, were all Berberich covers.

Best regards

Continued

THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:

CANADIAN SEMI-OFFICIAL AIRMAIL STUDY GROUP

JACK V. ELLIOT AIR SERVICE

By Haughton Sanguinetti.
Former Red Lake Resident.

MAIN BASES: Rolling Portage (now Hudson) and Red Lake, Ontario.

DESIGNED BY:

PRINTED BY: Toronto Star

STAMPS: Two authorized and approved issues and one authorized but approved design, sometimes called "Essay."

Unapproved Issue

COLOUR: Blue

SIZE: Same dimensions as the approved issues.

ISSUED: Imperforate. Wide margins on all sides.

FORMAT: Unknown.

NUMBER ISSUED: Not determined. Fred Jarrett believed that not more than 40 were printed and about one-half had been affixed to prepared covers before the design was disapproved by Postal authorities. Unused copies reported to have been destroyed by Jack V. Elliot. None are known uncanceled.

USED COPIES: The only known copies of this issue are those on flown covers that had been prepared at Kitchener, Ontario in advance of First Flight. When the design was rejected by Postal authorities presumably because it included a stated face value, the accepted, or approved, design stamps were placed on top of the rejected stamp and then flown from Rolling Portage. These covers were backstamped at Kenora, Red Lake, there being no post office at Red Lake.

Detection possible by use of modern equipment or by careful removal of stamp of approved design from back of First Flight cover when the thickness of the company stamp arouses suspicion that there may be another stamp beneath it.

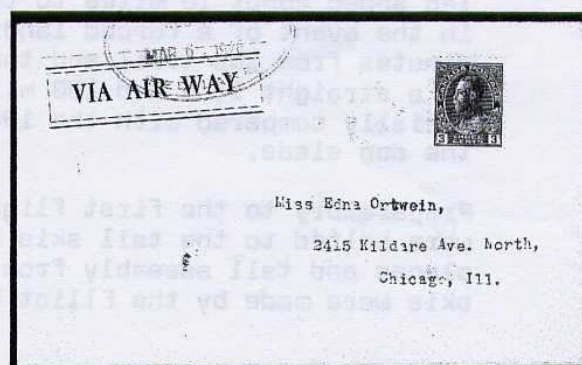
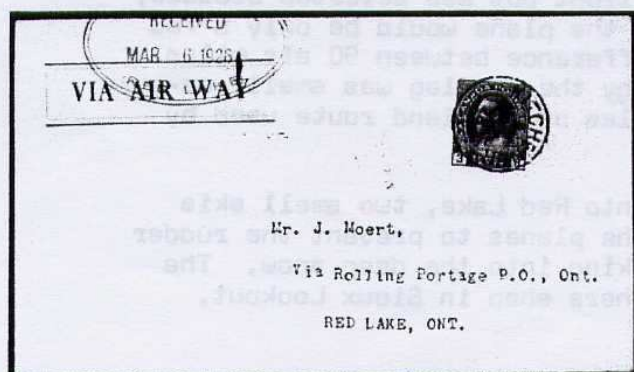
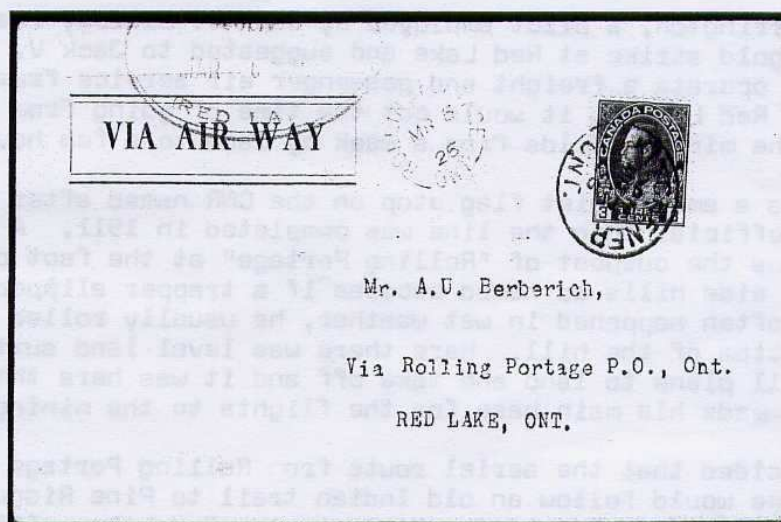
DESIGN: Stamp inscribed "JACK V. ELLIOT - AIR SERVICE - Red Lake Gold District - 25 CENTS 25" in four lines enclosed in a border resembling three strands of cable with another rope wrapping the strands at intervals.

THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:**HISTORY**

This company was started by Jack V. Elliot to serve the newly discovered gold fields in Northwest Ontario. It was the first commercial air service to operate in the Red Lake mining area.

Jack V. Elliot owned and operated an air service in Hamilton, Ontario, and Rouyn, Quebec. He had taught flying, branstormed through Canada, engaged in aerial photography and mapping the territory from the air.

In 1924, gold was discovered in paying quantities at Red Lake and J.E. Hammel rushed a party of prospectors to the area in planes of the Ontario Provincial Air Service, a brance of the Ontario Department of Lands and Forests that did engage in charter service. This was the first large scale movement of mining men to a gold rush by air.

Continued**Covers with the "essay" on the back**

JACK V. ELLIOT AIR SERVICE: notes by Haughton Sanguinetti continued:

Red Lake, Ontario, is a gold mining community in the Kenora District of Northwestern Ontario about 93 air miles from the town of Kenora. The lake called "Red Lake" is 25 miles long and about 2 miles wide as an average. The gold fields were on the Southeastern shore of the lake. Gold was first discovered at Red Lake in 1897 but it was of low grade and the Yukon and Klondike discoveries that same year attracted the prospectors.

In October 1925 the first air freight was flown into Red Lake by the Ontario Provincial Air Services. Word of the large gold discovery was reported in the Canadian newspapers. It attracted prospectors and mining engineers. About 1200 men rushed in by dog sleds and on foot from the head of the railroad at Hudson and were followed by hundreds of tons of freight and mining equipment hauled in by dogs and horses. The area between the railroad and the lake was covered with forests with many lakes, swamps and rivers. Frozen in the winter it was a quagmire of mosquito and insect habitats in the summer, but in the next few years almost 10,000 mining claims were staked in an area 40 miles long and 20 miles wide.

Harold Farrington, a pilot employed by Jack V. Elliot, read of the rich gold strike at Red Lake and suggested to Jack V. Elliot that they operate a freight and passenger air service from Hudson to Red Lake as it would cut the time of going from the rail head to the mining fields from a week by land to a few hours.

Hudson was a small quiet flag stop on the CNR named after a railroad official when the line was completed in 1911. A few miles distant was the outpost of "Rolling Portage" at the foot of a series of side hills so named because if a trapper slipped and fell, as often happened in wet weather, he usually rolled and fell to the bottom of the hill. Here there was level land suitable for a small plane to land and take off and it was here that Jack V. Elliot made his main base for the flights to the mining area.

It was decided that the aerial route from Rolling Portage (Hudson) to Red Lake would follow an old Indian trail to Pine Ridge and then turn a few degrees to the North to the Red Lake. This dog leg added about 10 miles to the flight but was selected because, in the event of a forced landing, the plane would be only a few minutes from the trail and the difference between 90 air miles in a straight line and 100 miles by the dog-leg was small, especially compared with the 190 miles of the land route used by the dog sleds.

Preparatory to the first flight into Red Lake, two small skis were bolted to the tail skid of the planes to prevent the rudder planes and tail assembly from sinking into the deep snow. The skis were made by the Elliot Brothers shop in Sioux Lookout.

Continued

JACK V. ELLIOT AIR SERVICE: notes by Haughton Sanguinetti continued:

There were no maps of the region so Jack V. Elliot and A. Harold Farrington, each flying a plane, and flying together for safety used a sketch map from a CNR timetable by which to plot their course.

The planes were training open cockpit Curtiss JN4 built in Canada in World War 1 as trainers. These "Jennies" or "Canucks" were powered by a 90 HP OX5 engine capable of carrying a pay load of 200 pounds and had dual controls. The rate for air service between Rolling Portage and Red Lake was set by Elliot at \$1.00 per pound for passengers, baggage and air freight, alike; and 25¢ for each letter.

Jack Elliot had heard that the Post Office Department was authorizing air service operators to carry mail without subsidy but for a charge per letter and that to evidence payment of the company's letter fee the Post Office had authorized the air service to issue its own stickers subject to approval of the design and rates by the postal administration. A design of a stamp was prepared and sent to the post office for approval. Since the postal authorities required a sample of the actual sticker to be issued Elliot ordered some of the "Essays" printed at the office of the Toronto Star.

In anticipation of the approval of the design some of these "Essays" were affixed to covers at Kitchener, Ontario, that were to be flown on the First Flight of the Company. The stickers were printed in blue and had a stated value of 25 cents. The Post office did not approve these stamps because regulations prohibited any statement of value on the stamps, and a new design was prepared and submitted to the post office.

When the post office approved this later design and a supply of the new stamps was received in Kitchener, Ontario, the approved stamps were placed on top of the disallowed "essay". The covers were flown on the First Flight from Rolling Portage to Red Lake on March 6, 1926.

The first flight with mail from Rolling Portage to Red Lake on March 6, 1926 was in the plane piloted by A. Harold Farrington and all of the mail was carried in his plane. Jack V. Elliot flew to Red Lake that day from an air field at Sioux Lookout but no mail is known with the Sioux Lookout postmark.

Shortly after the first flight, Jack V. Elliot was appointed Red Lake's temporary postmaster. Mail was left and picked up at the Mining Recorder's office in Red Lake. In June, 1926, a log house was built for the post office and Bill Brown was appointed postmaster. Previously, he had been a mail carrier and carried the mail once a week from Pine Ridge by dog team.

If anybody can provide more information about these Jack V. Elliot Air Service "essays", please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

FOLLOW UP: VARIETIES on COMMERCIAL AIRWAYS STAMPS

Our last newsletter contained a note by Bas Burrell:

Commercial Airways is listed in the Untrade 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.

My thanks to Alastair Bain who emailed me that:

The variety mentioned was noted last year in my display of Commercial Airways at ORAPEX 2009. I showed ESJ Van Dam the variety and he relayed the information to the editors of the Untrade catalogue. In their 2010 catalogue there is now a listing CL48d "break in oval, pos. 1". There is another constant error that I showed to Van Dam, which was not accepted by the editors of the catalogue: I called this the "broken line" variety; it is a break in the line directly below the "c" in COMMERCIAL and occurs only in position 10. I believe this is worthy of mention in the catalogue.

The 2010 Untrade listing, and a copy of CL48 position 10 (enlarged), are shown below:



CL48



CL50

	NH +25%	(Qty)	Single	Pane	✂
CL48 (10¢) black, AIR FEE, thick paper, Jun 2, 1930		(2,000)	15.00	150.00	50.00
a deep black, thin paper			15.00	150.00	50.00
c imperf. pair			300.00	—	—
d break in oval (pos. 1)			50.00	—	—
CL49 (10¢) purple, VIA AIR, Jul 21, 1930		(2,000)	175.00	1,500	225.00
a broken "C" in "CIAL" variety			250.00	—	450.00
b imperf. pair			400.00	—	—
c imperf. pair, with broken "C" variety			500.00	—	—
d vertical pair, imperf. between		(2)	1,250	—	—
e extra row diagonal perfs			300.00	—	—
CL50 (10¢) orange, AIR FEE, thick paper, Dec 6, 1930		(5,000)	17.50	175.00	60.00
a thin paper			17.50	175.00	60.00
c imperf. pair			300.00	—	—
d break in oval (pos. 1)			50.00	—	—
e as "c" one each CL50d and CL50			350.00	—	—

CL48d
CL50d

Thanks also to Murray Heifetz, Ed Matthews, and Brian Wolfenden, who contacted me about this variety.

Murray commented that he had done a major plating of CL 48, which was published in The Canadian Philatelist in September 1972. - Murray's article can be found in the archives on the Royal Philatelic Society of Canada website at www.rpsc.org - If you click on "Canadian Philatelist" at the top of the homepage, you'll be taken to the search function.

We are hoping that backissues of The Canadian Aerophilatelist will soon be available on the CAS website.

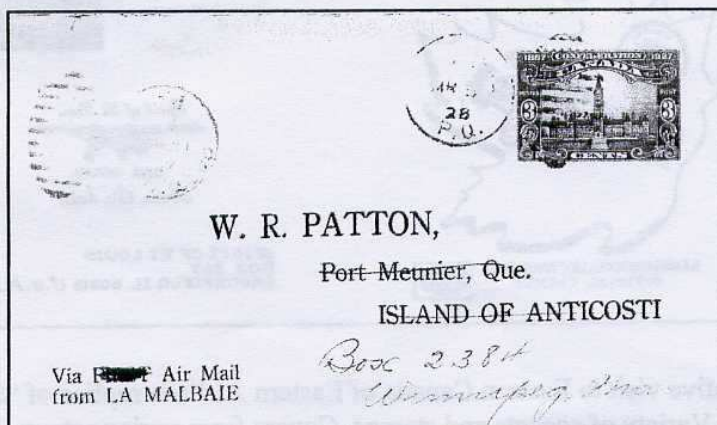
INFORMATION WANTED

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.

W.R. PATTON

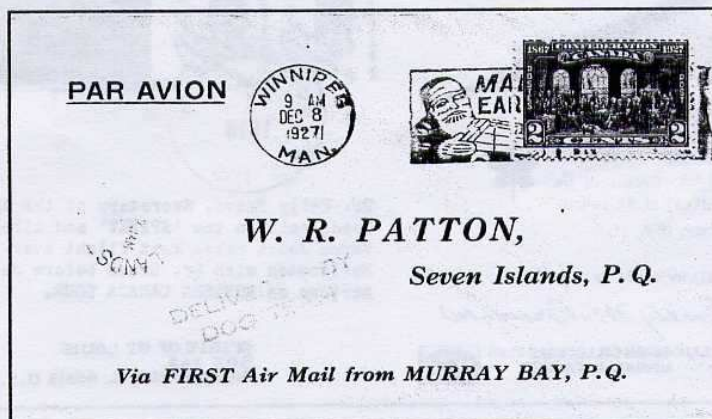
The First Flight from LA MALBAIE to PORT MENIER is listed in AMCN as #2805. It left La Malbaie on Feb. 8th 1928. FFCs were backstamped in Port Menier, and returned on the second flight on Feb. 11th 1928.

John Irvine sent me the cover below, which is postmarked LA MALBAIE MAR 5 28, with a PORT MENIER receiver cancel of MR 6 28 on the front; and backstamped PORT MENIER March 30th and LA MALBAIE 30 MR 28



It seems a bit strange that a dealer of Patton's standing would be creating covers with "left over" envelopes, and overfrank them. - The correct postage was 2 cents!

The cover set me thinking again about a perplexing Patton cover in my collection:



This cover is postmarked WINNIPEG DEC 8 1927; embellished *Via FIRST Air Mail from Murray Bay, P.Q.*; has a SEVEN ISLANDS receiver cancel of 17 JAN 28 on the front; and is backstamped SEVEN ISLANDS JAN 31 28.

However, the First Air Mail from Murray Bay to Seven Islands was flown on December 25th 1927. (AMCN #2721.)

The cover is also handstamped DELIVERED BY DOG TEAM. This either means it was carried by the traditional mail service along the North Shore of the St. Lawrence and not flown, or is a big exaggeration for a cover that flew but was carried by dog sled between the landing site and the Post Office.

It seems very strange that W.R. Patton would be involved in two such questionable covers! - If anybody can provide more information about either cover, or Patton's credibility, please contact the editor.

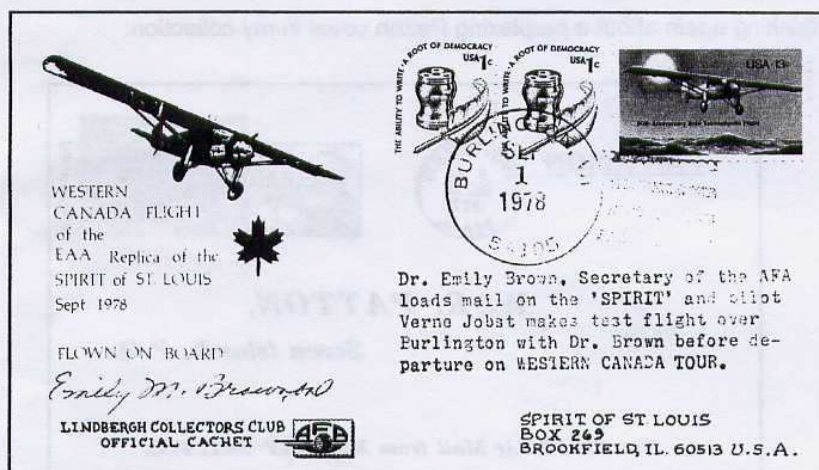
JACK KNIGHT AIR MAIL SOCIETY OFFER

The society has found several sets of covers flown on the *Spirit of St. Louis* commemorative flights, and is offering them at the same price that Fred Wellman labelled them at 32 years ago.

These flights are listed as 7817 and 7822 in Supplement 6 to *The Air Mails of Canada and Newfoundland*, published in the March 2000 *Canadian Aerophilatelist*.



7817 - Commemorative visit to Eastern Canada of Eastern Airlines replica of "Spirit of St. Louis". Piloted by Vern Jobst. Variety of cachets and stamps. Covers from various stops, including 6 US cities.
29 covers. Price: \$45 + postage.



7822 - Commemorative visit of Eastern Airlines replica of "The Spirit of St. Louis" to Western Canada. Various cachets and franking. 43 covers, including 13 from Canadian stops.
Price: \$60.00 + postage.

Postage (by flat rate shipper) is \$4.50 in U.S., \$11.45 to Canada, for either or both sets. Payment by U.S. or Canadian cheque. For more info. Contact bsburrell@hotmail.com

Please send orders to:

Basil Burrell, 857 Pembridge Drive, Lake Forest, IL 60045, U.S.A.

NOVAPEX 2010

The Nova Scotia Stamp Club will be holding it's annual show and bourse as a regional /national show, at the Dartmouth Sportsplex, on September 24 - 26 2010. They are planning to have 160 frames of exhibits, and 20 dealer tables. There will be a CAS plaque for the Best Airmail Exhibit at the show. For more information contact: Michael Peach, 100 Lake Drive, Bedford, NS B4A 1H9. [Email: michael.peach@ns.sympatico.ca]

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NEXT ISSUE DEADLINE

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

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

by **AUGUST 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 \$22.00 US),

\$25.00 CDN for members Overseas, (or \$25.00 US, or 20 Euros, or 17 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: _____

(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.

405 William Beaudoin	290 Michael Deal	387 Ronald Markwell
402 Mark Berner	238 Cheryl Ganz	228 William McCann
237 Michel Brisebois	361 Walter Herdzik	93 Ron Miyanishi
172 Ivan Burges	401 Tony Hine	234 Kevin O'Reilly
348 Canada Aviation Museum	324 H.Lealman MBE	235 Dominique Tallet
230 Canada's Aviation Hall of Fame	308 Don Lussky	404 Robert Toombs

(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.

**Your editor was on Brian's list, so renewed his membership promptly.
Would everybody else on the list please help Brian by renewing promptly too.**