



THE CANADIAN AEROPHILATELIST

#85

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

December 2010

Volume XXVI, Number 4

ISSN-1181-9766

CONTENTS INCLUDE:

PAGE:

EXECUTIVE COMMITTEE and REPORTS

2

SEASON'S GREETINGS

Short items from many members, on a wide variety of topics.

8



2010 WINTER OLYMPICS FLIGHT COVERS

24

DRAFT UPDATED CAS CONSTITUTION

26

RENEWAL LIST - *PLEASE CHECK!* and MEMBERSHIP APPLICATION FORM

32

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.

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 Wharnccliffe 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

Members at Large: Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6
 Telephone: 250 549 6896 Email: gdmall@telus.net

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 / EDITOR'S REPORT

I recently had a long conversation with William Cochrane, our new member in Australia, who called me to talk about a variety of things. One of the topics that cropped up, was how we should describe The Canadian Aerophilatelist?

For William, the term newsletter implied a small publication, of several sheets stapled together in the top left corner, emphasizing current "news" and events. It doesn't imply a publication containing long research articles, like The Canadian Aerophilatelist is now. I had also been wondering about this, and whether we should start referring to The Canadian Aerophilatelist as a journal?

This may just be a small issue of semantics, but as we post backissues of The Canadian Aerophilatelist to our website, is it important to describe the publication appropriately? Are people more likely to get interested in The Canadian Aerophilatelist, and in the CAS which publishes it, if it is described as a journal rather than a newsletter?

The CAS executive has had a cyber discussion about this, and we have decided that from now on, we should refer to The Canadian Aerophilatelist as the quarterly journal of The Canadian Aerophilatelic Society.

William runs a great philatelic website at

www.philatelicdatabase.com

It includes articles, and neat features like philatelic puzzles.

- For our Seasonal Special journal, William sent me this special Canadian Aerophilatelist word suduko. It follows the same concept as a regular sudoku: each of the letters in the topic must appear once in each of the nine rows, nine columns and nine 3x3 boxes.

R		C		I		E	A	
			H		C		R	
		P	A				H	
L	P	R	I			O	C	A
C	A	E	R	O	P	H	I	L
H	O	I	C	A	L	P	E	R
	R				I	A		H
	C		O		A			
	E	L		R		I		C

MANY THANKS to William for the puzzle, and to everybody who contributed to this issue of our journal.

VERY BEST WISHES TO ALL READERS FOR THE CHRISTMAS SEASON AND NEW YEAR.

Chris

(The solution to the suduko is on page 8.)

CAS NEWS

WELCOME to our newest member: Charles Livermore of Forest Hills, New York.

WEBSITE: we have now had our 3,000th visitor! The counter which measures the number of "computers" that have visited the site, and does not record repeat visits, now stands at 3,058.

CAS LIBRARY: MANY THANKS for much appreciated donations from

- DON FRASER for a binder of maps produced by Don Amos, showing early Canadian Air Mail routes.
- BRIAN WOLFENDEN for a binder of aviation and airmail related articles compiled by Bill Harrington.
- PAM INCE and MARY TATE for the a variety of magazines and research notes from Jack Ince. - Jack passed away peacefully in November. There is a tribute to him later in this journal.
- DAVID CROTTY and JOHN WILSON, for a *List of Canadian Air Services 1939 - 1945*, created by John from his long research work at the British Archives. - Other listings created by John of British Empire and Trans-Oceanic Services are available at the West Africa Study Circle website at www.wasc.org.uk - follow the links to "Publications" and "Additional Documents".

We have also acquired a copy of *Introducing Combi-Mail: Aeropostal History* by Frans J. van Beveren, which was published in 1990, and helped popularize the study of postal markings. It defined "combi-mail" as, "*airmail with added postal markings showing special postal service treatment*", and divided these markings are into fourteen categories.

A list of CAS library holdings is posted on our website at www.aerophilately.ca - For more information about any of the holdings, contact the librarian: Chris Hargreaves.

ORAPEX 2011

Doug Lingard has informed the CAS that, "ORAPEX 2011 will be held at the RA Centre in Ottawa on April 30 - May 1, 2011. Since we lately have had a number of aerophilatelic exhibits at the show, we have tried to ensure that one of our judges has a knowledge of this important area of philately. In 2011, Steve Johnson will be an apprentice on the jury and will be in position to provide knowledgeable input into the jury's decisions. Entry forms are available from Brian Watson at brian150@sympatico.ca."

The CAS will be holding its Annual General Meeting as usual on the Sunday afternoon of ORAPEX.

ROYAL 2011 ROYALE

The Lakeshore Stamp Club will be hosting the 83rd National Stamp Exhibition and Convention of the Royal Philatelic Society of Canada, from May 13 -15 2011 in Dorval, near Montreal, Quebec. - All the activities will take place at the Dorval Arena or the Sarto Desnoyers Community Centre. These two buildings are within 5 minutes walking distance of one another. Admission to the exhibition is free. There is ample free parking at the Arena and at the Community Centre.

Full information, and an exhibition prospectus and entry form, are available on the show website at www.royale2011.ca - Exhibitors should note that the new RPSC policy that, "*exhibitors wishing to exhibit at the ROYAL must be members of the Royal Philatelic Society of Canada, or if they are non-residents of Canada, are either a member of the RPSC or of the national philatelic body of their country of residence*", will apply to most exhibits at ROYAL 2011. It will not apply to the annual Lakeshore Stamp Club one-page exhibit competition, that all collectors are invited to compete in.

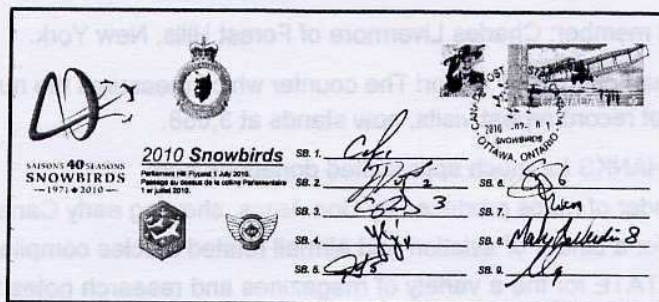
The CAS will hold a meeting at Royal 2011 on the afternoon of Saturday May 14th.

CAS SYMPOSIUM and

ROYAL 2013 ROYALE in WINNIPEG, JUNE 21st - 23rd 2013.

We are hoping to arrange a symposium that all CAS members will want to attend, if they are able to do so. - Details will follow, as arrangements are made.

2010 SNOWBIRD COVERS



The 2010 Snowbird Covers were flown over Parliament Hill on Canada Day.

There are ten envelopes again - a set of nine, each autographed by one of the nine 2010 Snowbird pilots for \$55.00 Canadian, and one individual envelope signed by all nine 2010 Snowbird pilots for \$30.00 Canadian. Each order will also receive two complimentary 2010 Snowbird brochures depicting the entire 431 Air Demonstration Squadron. The price includes postage for delivery.

Since Her Majesty Queen Elizabeth II was present for the Snowbirds' fly past we have added the current .57 cent QE II definitive to all the envelopes signed by all nine pilots and the envelopes flown by Pilot No. 1.

Payment may be made by personal cheque and made payable to the CAS. Orders should be sent to Dick Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. [Email toysoldier@svmpatico.ca or Brian Wolfenden, CAS Secretary Treasurer, 203A Woodfield Drive, Nepean, Ontario, K2G 4P2. [Email binepean@trvnet.com]

Brian has a few past issued Snowbird envelopes and brochures if you should wish any at similar prices.

Many thanks to Dick Malott for organizing these Snowbird covers each year.

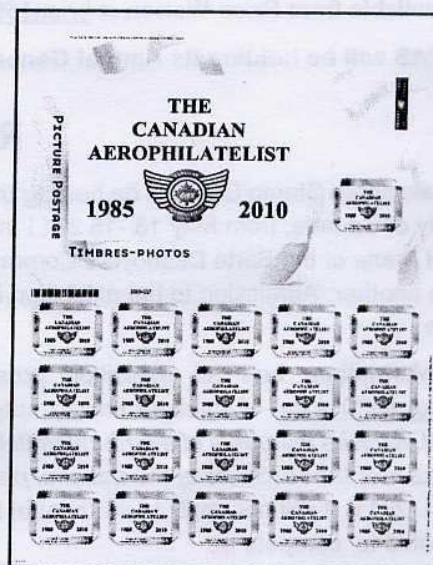
Canadian Aerophilatelist 25th Anniversary stamp

Several people have enquired about how the CAS stamp was made, and how they can get mint copies.

The stamp was a "PicturePostage" stamp, ordered from Canada Post. The PicturePostage program is designed to make personal stamps from 4"x 6" photographs. I designed the CAS stamp on my word processor, printed it, then scanned the print to create a .jpg file that could be sent over the internet to Canada Post. The PicturePostage stamps have a permanent postal value of the basic letter rate within Canada.

The CAS has ordered extra copies of the Anniversary stamp, so that everybody who wants mint copies can get as many copies as they want, in the format they want.

We are selling these at our cost of \$1.25 per stamp, plus a flat postage and handling charge of \$1.00 per order within Canada / \$1.50 to the U.S.A. / \$2.00 for orders mailed overseas. - Orders, including details of the format required, and payment should be sent to: Brian Wolfenden, Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2.



Payment can be made by cash or cheque (payable to: The Canadian Aerophilatelic Society), in Canadian \$ or US \$, (with U.S. \$ accepted at par), or by PAYPAL in CANADIAN \$ to binepean@trytel.com

A regular sheet of PicturePostage stamps contains 40 stamps. Canada Post also offers a "keepsake sheet" of 20 stamps, which includes an enlargement of the stamp image, as shown above. These can also be ordered from the CAS, at a cost of \$32.00.

Full information about the PicturePost program is given on the Canada Post website at www.picturepostage.ca



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

Due to the postponed opening of the new Berlin Airport - now in 2012 only, our member club IAPC, Berlin has had to cancel the planned stamp show and the organization of our FISA CONGRESS 2011.

I am very happy to announce that we have found a new location that will host our next congress: Graz / Austria. Embedded in OEVEBRIA 2011 and MARKE + MUENZE 11 we will celebrate the FISA CONGRESS 2011. Further we are invited and encouraged to participate either as official exhibitors (with jury) or to show our collections in an open section for Aero- and Astrophilately (without jury) - "Open FISA Class"; about 150 frames will be granted to FISA members.

The show will take place from May 13 - 15, 2011. The FISA CONGRESS will be held on Saturday, May 14, 10:30 at the Hotel Urdlwirt, Unterprenstatten, about 2 miles from the show location. Afterwards the Congress participants, FISA board members and guests per invitation are invited for a luncheon. In the evening all of the FISA family are invited together with officials, exhibitors and dealers to a reception hosted by the mayor of Graz-Seiersberg. On Saturday, May 14 the Palmarès will be organised in the evening.

For hotel accomodation we have made single- and double room reservations for our FISA-Members at the Hotel Liebminger, Graz-Unterprenstatten <http://www.hotel-liebminger.at/> This nice hotel is situated 800 m from the Hotel Urdlwirt which will host the FISA CONGRESS 2011. Reservations should be made under the reference: OEVEBRIA / FISA. The special price is: Single room EURO 49,00 incl. breakfast; Double room EURO 75,00 incl. breakfast.

The organization committee will offer sightseeing trips to Graz and the beautiful southern part of Steiermark (Styria).

Exhibitors and/or exhibits should arrive on Wednesday, May 12 and depart not earlier than 5 pm on Sunday. (Don't worry: this area is so beautiful you will wish to stay longer.) Applications have to be made until January 31, 2011. The Philatelic Committee will decide within one week until February 7, 2011. For those exhibitors that want to participate in OEVEBRIA 2011 please note that this is a so called Rang 2 exhibition with international participation. Thus you need to have the necessary qualification - and be aware that if you are on National or International level you will "only" qualify for the "Open FISA Class". I have taken the necessary steps to ensure that a FISA representative will become a member of the Philatelic Committee and that a renown jury member for Aero- and Astro-philately will be on board.

For more information and/or an application form, please contact Wolfgang H. Porges, FISA Secretary General, porgesberlin@snafu.de

If any member of the Canadian Aerophilatelic Society is going to OEVEBRIA 2011 and would like to represent the CAS at the FISA Congress, please contact the CAS president, Chris Hargreaves.

I have also been asked by Wolfgang, "Could you please tell me if any of your members will attend the Delhi World Exhibition?" - If any member of the CAS is going to INDIA 2011, please contact Chris Hargreaves. Thanks.

CONGRATULATIONS to CHERYL GANZ

Cheryl is a long time member of the CAS, well known as a collector of everything related to Zeppelins, and chief curator of philately at the Smithsonian National Postal Museum in Washington D.C.

She is also a recipient of the Smithsonian secretary's research prize! - According to a report in *Linn's Stamp News*:

The Smithsonian Congress of scholars nominated Ganz for her book *The 1933 Chicago World's Fair: A Century of Progress*.

In the book, Ganz describes how Chicago's 1933 World's Fair set a new direction for international expositions. Earlier fairs had exhibited technological advances, but Chicago's fair organizers used the idea of progress to buoy national optimism during the Depression's darkest years.

IN MEMORIAM

Jack Ince

Jack Ince was an enthusiastic collector, and diligent researcher, of covers from the Imperial Airways African Air Mail Services; and of covers flown across the Atlantic by Pan American Airways on routes FAM18 and FAM 22. He participated eagerly in our Annual Day of Aerophilately in Toronto until he was 90, and contributed to this journal until last year. Jack passed away peacefully in November at age 94.

Before turning to aerophilately, Jack had specialized in early Nigerian postal history. He co-authored a sumptuous book about the early Nigerian postal services with John Sacher, that in 1993 won the Crawford Medal, which is awarded annually by the Royal Philatelic Society London for "the most valuable and original contribution to the study and knowledge of philately" published in book form during the year.

The following review of Jack's book from *The International Journal of African Historical Studies*, published by Boston University, is reproduced here as a tribute to Jack.

THE POSTAL SERVICES OF THE BRITISH NIGERIA REGION. By Jack Ince and John Sacher, London: Royal Philatelic Society, 1992. Pp. xix, 556; 16 color plates, 200 illustrations. £66.

Among the joys of the discipline of history, especially as it has been developed over the past half-century, is the ever-widening circle of themes and sources that have been brought in from the periphery to its core. If geography has moved a long way from just maps and biography beyond chaps (if only on gender grounds alone!), history has made gigantic strides in distancing itself from king lists, dates of battles, heroes and World Events—the "1066 School" and all that. Social history, the history of sport, women's history, history from below, even the invention of history and the end of history, all are today recognizable and viable constructs. Where Third World history is concerned, the extension is yet more profitable, with oral history pressing its credentials, and local sources, often archival too, being skilfully set beside erstwhile metropolitan interpretations to produce a new look at old views. In the modern world, of say the past century and a half, and particularly in the case of the once-upon-a-time imperial age, the study of railway history, military history, and the history of major mercantile firms (even when they remain inhouse narratives) have all made a notable contribution to the study of the history of many a former colonial territory—that is to say, about a quarter of the world. To this argument, as a grateful practitioner of the discipline, let me now urge the merits of postal history. Here the volume under review represents a classic instance.

First, however, its title needs to be put into perspective. "The British Nigeria Region" is purposely chosen, for it includes what was long known as Fernando Po, the western towns of Kamerun, the coastal towns of Dahomey, and the southern towns of French Soudan. My choice of geographical nomenclature in this sentence demonstrates the other defining point to be made: the period covered does not go beyond 1914, starting in 1858 when the British consul opened a postal agency on Fernando Po (already a British naval base from 1827 to 1834) and handstamps replaced ship letter packets from Lagos.

The basic structure of the text is critical for the non-philatelist user. Discussion of each of the six postal areas (chronologically, Fernando Po, Lagos, Niger Territories, Oil Rivers and Niger Coast, Northern Nigeria and Southern Nigeria) consists of a short political history, a larger postal history, and a substantial, profusely illustrated, history of the postage stamps (and sometimes the postage stationery) used. If these "postal" sections represent the professional heart of the matter, they are nonetheless replete with "straight" historical data and references to well-known figures, places, and institutions in the region's political and administrative history, e.g. Baikie and Burutu, Degema and De la Rue, Hewitt and John Holt, Waterloo and the West India Regiment, and of course Lugard and Claude Macdonald. As if these four hundred pages did not offer enough of a mail-rich menu, the two hundred pages of appendices carry an explanatory three-page contents list of their own. Forgeries, gumming difficulties, revenue stamps, postcard regulations, reply coupons, soldiers' mail, "missent," "too late," and "found without contents" marks are some of the byways, all with illustrations, that the postal enthusiast can follow up.

The bibliography helpfully introduced me to the sterling professional publications of the two authors; in return, as it were, they might like to follow up my belief that they would find something of value in the pages of *The Nigerian Field*. But historians are in far greater debt to these two Fellows of the Royal Philatelic Society London (FRPSL is not to be found in the list of abbreviations, but then the majority of readers could be expected to recognize it at once) than, I suspect, they can be to us.

Here is a bumper volume by any standards, with nearly six hundred pages of detailed text, over two hundred

figures, a score and more of full-page color plates and maps, a gazeteer as endpapers, thirty appendices, a bibliography, and an index . . . and, to complete the image of bumperdom, weighing in at over six pounds! Compiled by, written essentially for, and published by and on behalf of the Royal Philatelic Society London, this is nevertheless a lot more than an authentic collector's piece and user's authoritative encyclopaedia of postal minutiae. Though hardly a book to "read," and certainly prevented by its very weight from being a bedtime companion or handy holiday vademecum, it is incontrovertibly a supplementary text and reference volume that any historian of the region between 1858 and 1914 would be proud to have in his or her library and would likely not be too proud to acknowledge that the text and illustrations had indeed added to his knowledge of the area's political and administrative history. The authors, sponsors, and publishers alike have earned the admiration, and indeed the gratitude, of at least one aspirant historian of Nigeria who is intellectually all the richer for this sumptuous display of philatelic expertise and historical authority.

Anthony Kirk-Greene, St. Antony's College, University of Oxford

Bill McCann

Bill McCann was a member of the CAS since 1995. He was a well known dealer at shows in Ontario, who specialized in booklets. He also published various articles and reference books on Canadian booklets over the years. Bill passed away in October following surgery.

Bill McCann was quite a philatelic character. He always had a joke ready to share with his philatelic friends. I supplied him with various first day of use booklet covers and also some special ones that the CAS produced for aerophilatelic events.

He was a loyal supporter of the ORAPEX Shows until he had to use a wheel chair to move about. I salute Bill as he leaves our midst.

Dick Malott

I will always remember Bill with fondness from my days of attending ORAPEX. He was a great dealer who seemed to remember everyone's collecting interests. He would always call you over and offer you a stack of covers he had put aside for you always relating to one's interests.

We will miss him

David Whiteley

**On behalf of the Canadian Aerophilatelic Society,
I would like to offer our condolences to the families of Jack Ince and Bill McCann.**

CANADA POST

New Postal Rates effective January 17th 2011

Lettermail	Standard Lettermail		Non-standard and Oversize Lettermail				
	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g	Over 200g up to 300g	Over 300g up to 400g	Over 400g up to 500g
Canada	\$0.59	\$1.03	\$1.25	\$2.06	\$2.85	\$3.25	\$3.50
Letter-Post	Standard Letter-Post		Non-standard and Oversize Letter-Post				
	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g	Over 200g up to 500g		
U.S.A.	\$1.03	\$1.25	\$2.06	\$3.60	\$7.20		
	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g	Over 200g up to 500g		
International	\$1.75	\$2.50	\$4.10	\$7.20	\$14.40		

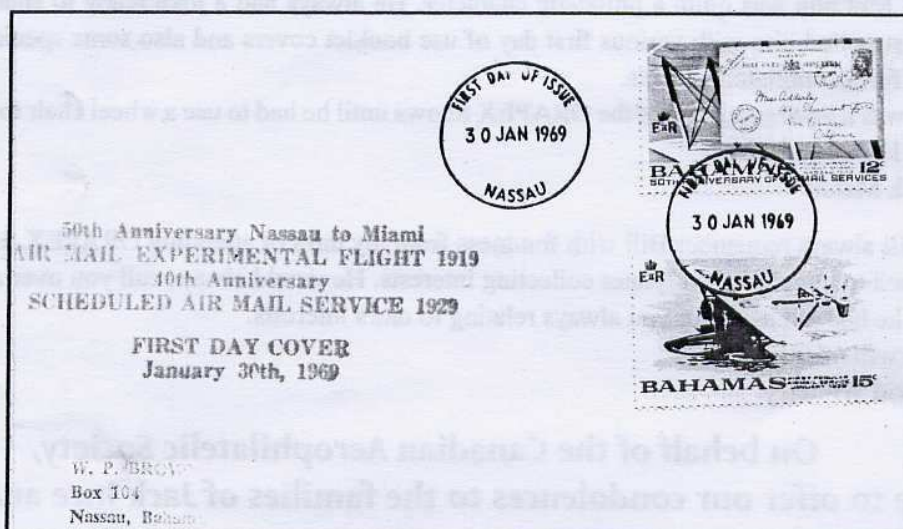
SEASON'S GREETINGS

CHRISTMAS CHALLENGES



In our March journal, I reported Mike Shand's comment that these Australian stamps commemorating the 50th anniversary of the first trans-Tasman airmail, and the first airmail flight from Australia to New Guinea, which showed Charles Ulm and his aircraft "Faith in Australia", "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?". I mentioned then that I reckoned it was a great question, and hoped it would be an irresistible challenge for this year's Seasonal Special newsletter!

Well, I found the challenge irresistible, and after periodic searching, have found just one more stamp illustrating a cover:



MANY THANKS to Mike for this challenge; to everybody who has contributed to this issue of our journal; and to William Cochrane for the CAS suduko. - The solution is:

R	H	C	L	I	O	E	A	P
E	I	A	H	P	C	L	R	O
O	L	P	A	E	R	C	H	I
L	P	R	I	H	E	O	C	A
C	A	E	R	O	P	H	I	L
H	O	I	C	A	L	P	E	R
P	R	O	E	C	I	A	L	H
I	C	H	O	L	A	R	P	E
A	E	L	P	R	H	I	O	C

VERY BEST WISHES TO ALL READERS FOR THE CHRISTMAS SEASON AND NEW YEAR.

Chris Hargreaves

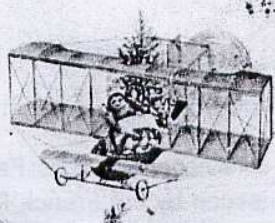
MERRY CHRISTMAS
AND
HAPPY NEW YEAR

— from Ottawa as
well as from the
Toronto postman
to your right.



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONTARIO CANADA
K2C 2H8

A Happy Christmas.



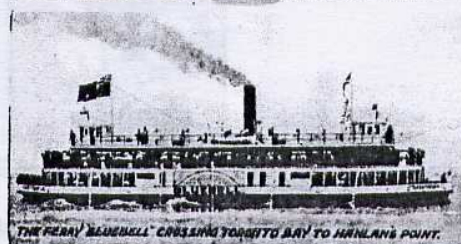
May Christmas bring this ever welcome guest
To leave you all you wish yourself, the best.

Toronto card
mailed 9 Sept
1914.

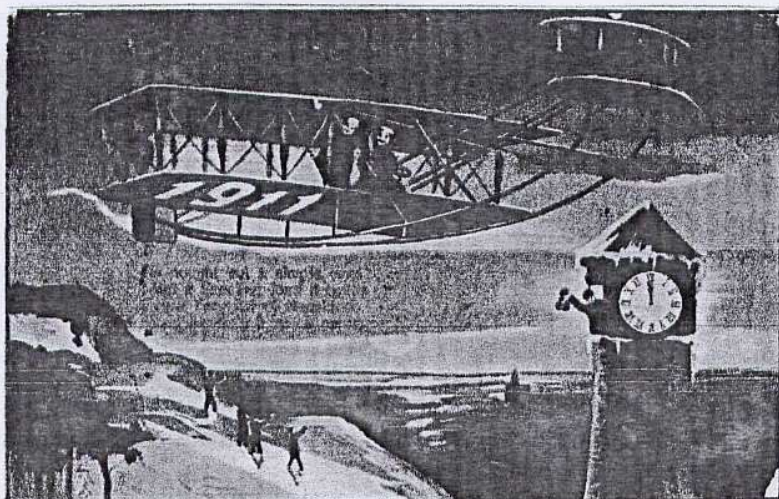
Xmas card
printed in
Saxony, mailed
in U.K. (date
uncertain)

100 Years
mailed
Gravesend UK
Nov 17 1910

**By Aerial Post from
TORONTO.**



There are
actually
12 little
views of
Toronto
that fold
out from
this card.



100 YEAR OLD NEW YEAR GREETING

The writing under the plane reads:

"Tis nought but a simple card
But a Greeting fond it bears
a New Year full of Happiness
And freedom from all cares."

Does anyone know when the first
'imaginary plane' card appeared???

THE CANADIAN AEROPHILATELIST

December 2010, Page 9

PIONEERS OF AVIATION - in FRANCE ...



Thanks to **DONALD HOLMES** for sending me this sheet of stamps featuring six aviation pioneers: Farman, Delagrange, the Wright brothers, Latham, Vedrines, and Deroche. - The sheet was issued by the French Post in October this year, partly in aid of the French Red Cross: it was sold for 5.40 Euros, with 1.92 Euros being donated to the Red Cross.

According to a press release:

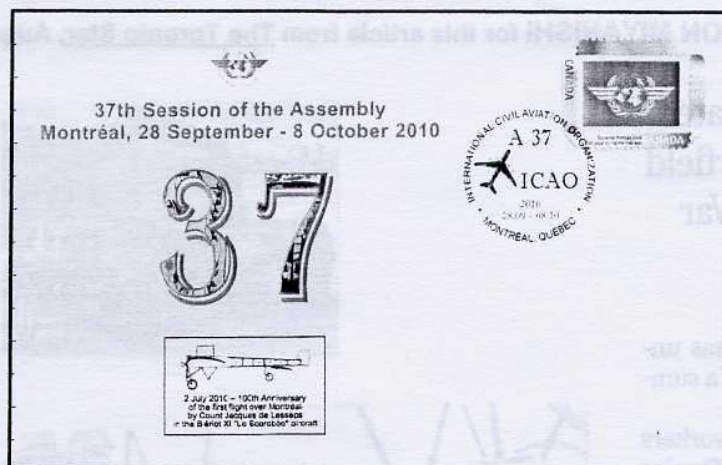
- Maurice Alain Farman was a French Grand Prix motor racing champion, an aviator, and an aircraft manufacturer and designer.
- Leon Delagrange was a French aviator who established a record flight in an airplane in 1908 and made a sensational flight in a storm in England in 1909.
- The Wright brothers, Orville and Wilbur, were two Americans who were credited with inventing and building the world's first successful airplane and making the first controlled, powered and sustained heavier-than-air human flight, on December 17, 1903.
- Arthur Charles Hubert Latham was a French aviation pioneer. He was the first person to attempt to cross the English Channel in an airplane. Due to engine failure during his first of two attempts to cross the Channel, he became the first person to land an airplane on a body of water.
- The first airplane to visit the Holy Land was a Bleriot XI, flown by the French aviator Jules Vedrines, who participated in a competition to fly from Paris to Cairo. He landed near Jaffa, on the Mediterranean coast, on December 27th, 1913.
- Elise Raymonde Deroche was the first qualified woman pilot in France and in the world.

Donald's letter was franked with another aviation stamp, issued by France in 2010 to commemorate the: *Centenary of First flight by Seaplane - Henri Fabre*



In his book *Wilbur's Story*, about the events surrounding the flight at Le Mans on August 8th 1908 that made the Wright Brothers famous, Donald described how the French were especially interested in aviation at the beginning of the 20th Century. - From the number of aviation commemorative stamps produced this year, it looks like they still are!

... and in Montreal



The 37th Session of the International Civil Aviation Organization General Assembly was held in Montreal this year. The Assembly is held every three years and is attended by delegations from almost all of the Member States of the Organization. This year 190 States were represented by about 1,200 delegates, a record number.

A special, non-flown cover was released to mark this event. The cover was noteworthy as:

- the stamp was the first time in history that the emblem of ICAO, as represented on its flag, was depicted on a postage stamp.
- the text is printed in green, referring to one of the main topics of discussion during this Session of the Assembly: the environment.
- the central part of the figure 37 was designed from a selection of drawings by children submitted during the competition on the theme of Aviation in a Green Environment, held at ICAO in 2009 for the World Environment Day.
- the bottom frame commemorates the 100th anniversary of the first flight over Montreal by Count Jacques de Lesseps on 2 July 1910 with his Bleriot XI named "Le Scarabee", during the first-ever air show held in Canada.

The covers were produced in limited numbers, and were only available to delegates to the Assembly and ICAO staff members. A few covers carrying a current domestic rate stamp and the special handstamp were also available.

Thanks to GEOFF THOMPSON for sending me this cover and information.

I have reported previously that Patrick Campbell and a team at the Canadian Aviation Heritage Centre, were building a replica of "Le Scarabee". Their replica was displayed in the Hall of Honour at Montreal City Hall from June 24th to July 11th, to commemorate the Centenary of de Lesseps flight over Montreal.



Photograph by djipibi.

LEASIDE AIRFIELD - 1918 / 2010

Thanks to RON MIYANISHI for this article from *The Toronto Star*, August 17th 2010.

Punctured tank located at site of former airfield from First World War

TERI PECOSKIE
STAFF REPORTER

A piece of Toronto's past was unearthed Sunday, courtesy of a summer rain storm.

That's when construction workers excavating the back lot of a Staples office supply store in Leaside ruptured an underground fuel tank — a remnant of a First World War airfield used to train pilots, mechanics and maintenance crews for the Royal Flying Corps.

The punctured tank didn't raise any eyebrows at first. The construction company made arrangements to have the contents pumped out Monday.

But then the rain came, kicking off a chain of events that led to the decades-old chemicals, including aviation fuel and kerosene, seeping into the sewer system and eventually into the waters of the Don River.

By Monday afternoon, the fuel spill had been contained by a series of booms and the tank taken away on a flat-bed truck, but Toronto Fire Capt. Mike Strapko said his hazardous materials team was still a little shocked over what had been uncovered.

"It's routine for us to control these kind of spills that get into the waterways and sewer system... but this one has been a little unusual," he said. "It could have been much worse."

Paul Cabot, curator of the Canadian Air and Space Museum, was aware of the spill, but surprised to hear it had originated from a buried fuel container at the Leaside Aerodrome.

He said it is just one of several wartime airfields — including Armour Heights, which Cabot said acted as an inspiration to famed flier Amelia Earhart — that was



Workers remove an old fuel tank that was punctured Sunday during excavation of the back lot of a Staples office supply store near Eglinton Ave. E. and Leslie St. At left, Toronto's first air express delivery is made at the Leaside Aerodrome in this June 18, 1918 photo.

slowly taken over by the expanding city as the war years wound down.

"She really caught the flying bug there before going back to the United States," he said.

Construction on the Leaside Aerodrome kicked off in May 1917, on more than 80 hectares of land in the area of present-day Eglinton Ave. E. and Laird Dr., Cabot said. The airfield boasted several hangars, repair buildings, a mess hall and was built to accommodate about 1,000 officers, cadets and other ranks. It was also the site of the Leaside Munitions Company, which manufactured artillery for wartime troops just a few kilometers upriver from a wartime munitions dump at the mouth of the Don, near Ashbridges Bay.

"It would have looked very different from the runways we know today," Cabot said. "They were really just grass fields."

"They used to take off from there and then dive down into the valley to get airspeed if they needed it."

The airport's real claim to fame, however, came in the summer of 1918 when Capt. Brian Peck safely landed the country's first airmail flight there.

What authorities didn't realize at the time was that Peck had used the delivery as a guise to transport several cases of liquor from "wet" Montreal to "dry" Toronto at the height of prohibition. The illicit libations — the weight of which forced Peck to refuel twice during the six-hour trip — were said to be a wedding gift for a friend.

Once the war was over, the airfield was reincarnated in 1931 as the Toronto Flying Club. Over the next few decades, however, factories, streets and homes started to close in on the site and the last hangar was eventually removed in the 1970s, Cabot said.

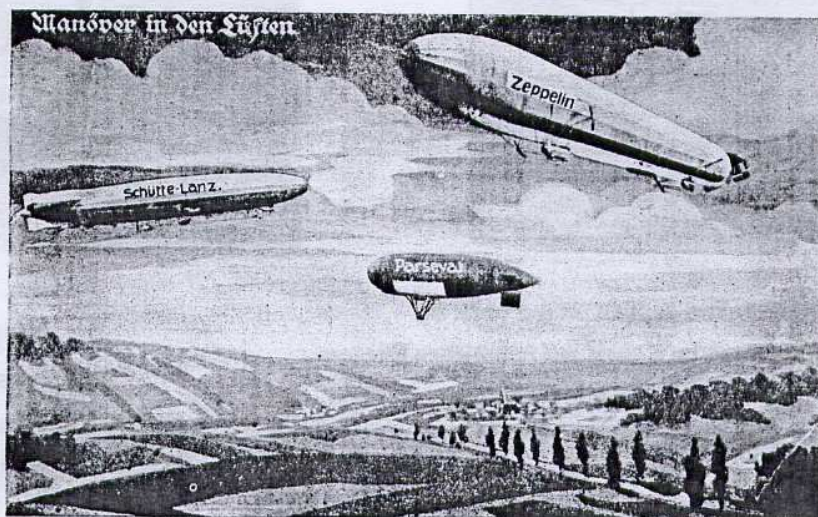
Today the area has been taken over by car dealerships, multi-unit homes and box stores — along with a couple of oil booms, now sopping up a piece of the city's history.

WORLD WAR I POSTCARDS

Patrick Campbell sent me these postcards, which were donated to the Canadian Aviation Heritage Centre. Patrick added some comments about the airships and aircraft illustrated, and also sent me some translations by Harald von Cramon. - One of the postcards was used in 1916, the other four were unused. Two are in colour, and three are in "black and white". All five have the same caption:

Deutscher Luftflotten-Verein
für Schaffung einer starken Deutschen Luftflotte
und Förderung der Luftfahrerschule!
Jahresbeitrag: einschl. Vereinszeitschrift
"Die Luftflotte" mindestens 3,- Mk.
Berlin W 57, Frobenstraße 27.

German Air Fleet Association - For the creation of a strong German Air Fleet (i.e. Airforce) - and support of the Flying School! - Annual subscription: incl. club newspaper - "The Airforce" minimal 3.- Mk - Berlin w 57 Forbenstr. 27.



Manoeuvring in the Air

The airships are:

- **SCHUTTE-LANZ** of Mannheim-Rheinau was a competitor of Zeppelin. Founded in 1909 by Dr. Johann Schutte (a professor in Danzig), they used laminated plywood girders. This is one of 22 built, (SL-1 of 1911 to SL-22 of 1918), mostly for the German Navy, but some were for the Army. They had a volume of 1 million to 2 million cubic feet; 4 Maybach engines; and flew at 60 to 70 m.p.h.
- **ZEPPELIN**. Count Ferdinand von Zeppelin built the first rigid airships: LZ-1 of 1900 to LZ-132 of 1938, including LZ-127 (The Graf Zeppelin), and LZ-129 (The Hindenburg). They had a volume of up to 4 million cubic feet, and up to 7 Maybach engines, and were used to bomb England in World War I.
- **PARSEVAL** airships of Major von Parseval. A total of 27 were made in Germany from 1906. England bought one. They were mostly used by the military.

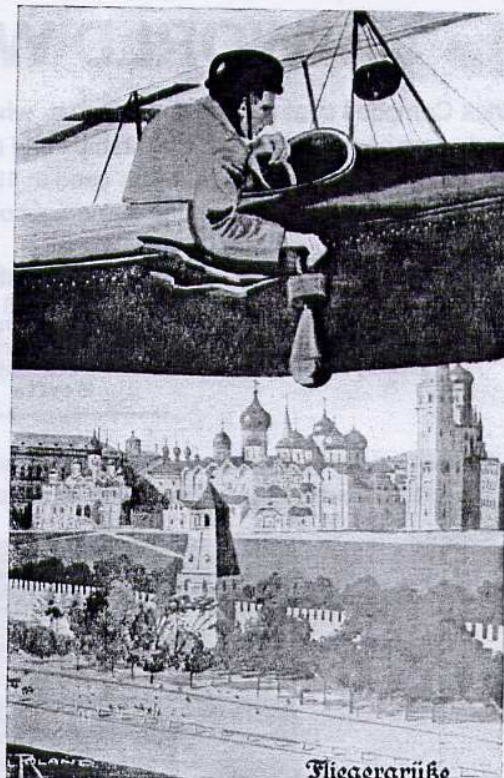
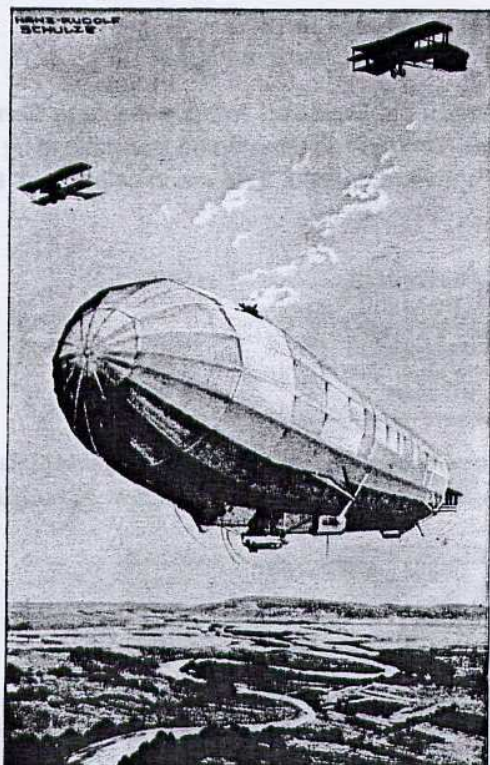
Continued

E.S.J. van Dam Ltd

Canada semi official air mail stamps & covers, bought and sold since 1970.

Regular Newsletters and Auctions - Sample on request.

P.O. Box 300, Bridgenorth, Ontario, Canada K0L 1H0, or call 1-866-EVANDAM (382-6326).
Plus hundreds of stamps and covers offered at our website: www.canadarevenuestamps.com



This is a coloured postcard. The caption on the back is:

Militarluftkreuzer "Hansa" im Kampf mit feindlichen Fliegern.

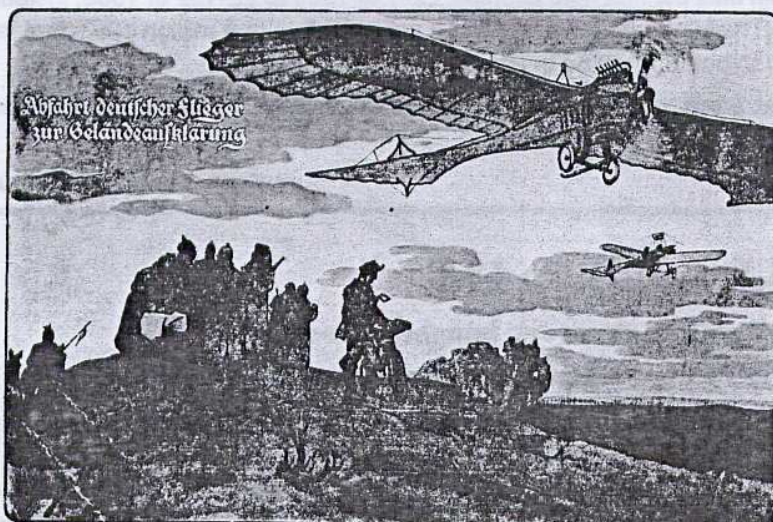
Military air cruiser "Hansa" in battle with enemy flyers.

The LZ-13 *Hansa* was a Zeppelin Type G of 1912: volume 670,000 cu. feet; length 484.5 ft. It was first operated by DELAG - the *Deutsche Luftschiffahrts-Aktiengesellschaft*. ("German Airship Travel Corporation"). DELAG was set up in Frankfurt in 1909, and operated airships carrying passengers and mail. "Hansa" flew the first scheduled international passenger flights, starting with a visit to Denmark and Sweden in September 1912. At the outbreak of World War I, the German military requisitioned it for use in attack flights, reconnaissance, and finally for the training of German Navy airship crews. It was dismantled in 1916.

Fliegergrüsse

"Greetings from the pilot".

An artist's impression of a German aircraft bombing the Kremlin!

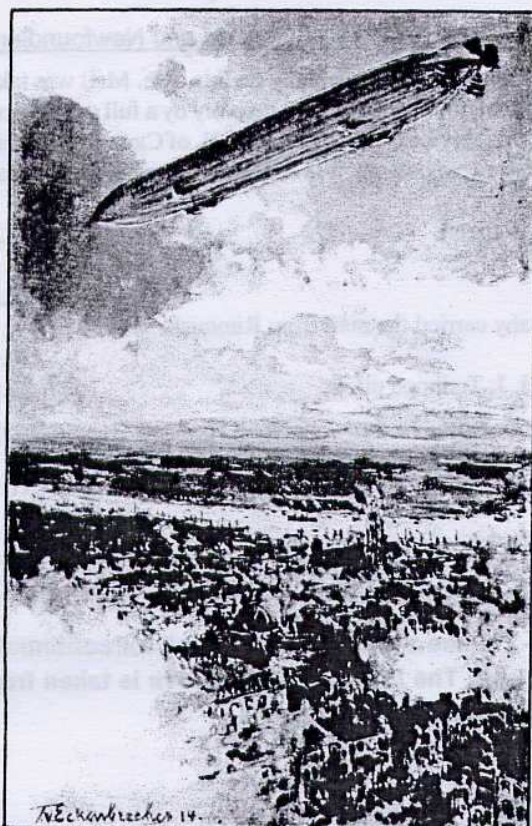


Abfahrt deutscher Flieger zur Geländeaufklärung

"Departure of German flyers for reconnaissance"

The aircraft is a Taube, designed by Austrian Etrich Taube, which served from 1914 to 1916. - It had a Mercedes 6-cylinder engine of 120HP, span of 47ft., speed of 63m.p.h., and a ceiling of 8,700ft.

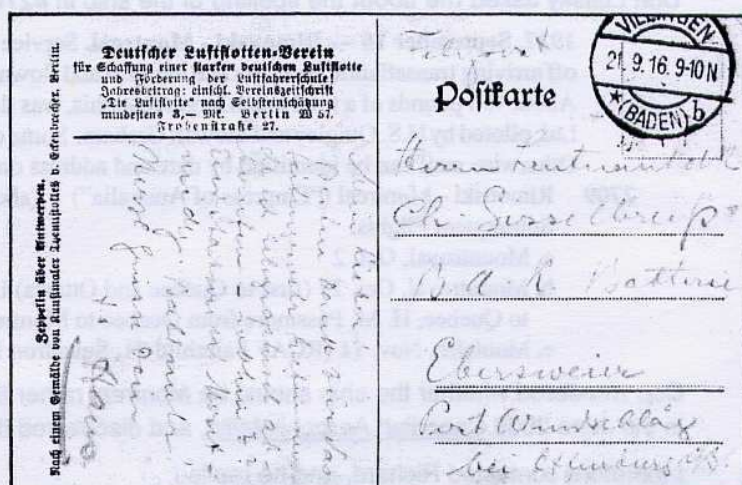
Continued

WORLD WAR I POSTCARDS continued:

The second coloured postcard. Inscribed on the back:

Zeppelin über Antwerpen
Nach einem Gemälde von
Kunstmaler Themistokles v. Eckenbrecher,
Berlin

Zeppelin over Antwerp
 After a painting by
 artist Themistokles v. Eckenbrecher, Berlin



Postkarte (Postcard) postmarked:
VILLINGEN 21.9.16 BADEN (Bavaria)

Address: Lieutenant Ch. Gisselbreit (?)
 B.a.K. battery [presumably a Bavarian unit]
 Ebersweier, (?) Winkelschlag, near Offenburg im
 Breissgau

Message: Dear Friend [My dear]:
 Many thanks for the bayonet. I have just been called
 up telegraphically - whereto ?? The final station is
 Montmedy. More soon!
 Heartfelt greetings, your Hans
 (Montmedy was a railway centre, 25 kilometres from
 Verdun.)

Endorsed: Feldpost (Above "Postkarte").
*It appears that since Hans had just been called up, he
 could avail himself of the free military mail even at
 home.*

Thanks again to PATRICK CAMPBELL for the postcards and notes, and to HARALD von CRAMON for the translations.

For more information about the Canadian Aviation Heritage Centre, check their website www.cahc-ccpa.com

Charles G. Firby

Offers expertising services for BNA material.

Works with clients to help them build world class collections.

Advises clients on where and how to offer their collections for sale.

6695 Highland Road, Suite #101, Waterford, Michigan 48327-1967. www.FirbyAuctions.com

The St. Lawrence Seaway Air Mail Service, 1927 ...

Don Lussky asked me about the spelling of the ship in #2709a & b in The Air Mails of Canada and Newfoundland:

1927, September 16 — Rimouski - Montreal. Service was inaugurated experimentally on this date. Mail was taken off arriving transatlantic steamers at Rimouski and flown to Montreal, thus expediting its delivery by a full day or more. About 450 pounds of a total much larger than this, was flown by this service by a chartered HS2L of Canadian Airways Ltd, piloted by H.S. Quigley and Stewart Graham. Some covers have a handstamp "Via Air Mail Rimouski - Montreal". Otherwise mail can be identified by date and address only.

- | | | |
|------|--|-------|
| 2709 | Rimouski - Montreal ("Empress of Australia") (about 450 pounds) | 25.00 |
| | Subsequent Flights: | |
| | a. Mountroyal, Oct. 2 | 20.00 |
| | b. Mountroyal, Oct. 27 (first to Quebec and Ottawa) L. Mulcahy carried the mail from Rimouski to Quebec, H. M. Passmore from Quebec to Montreal. | 20.00 |
| | c. Montairn, Nov. 11 (RCAF Fairchild 71, Squadron Leader J. J. Tudhope pilot). | 20.00 |

Don wondered whether the ship should be *Montreal* rather than *Mountroyal*? I then checked Richard Beith's article in the June 2009 Canadian Aerophilatelist, and discovered that said the ship was *Montroyal*!

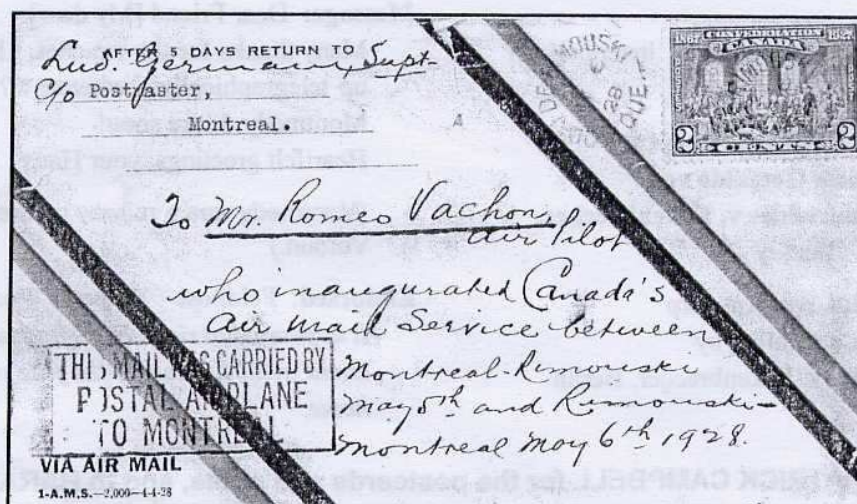
I therefore contacted Richard, and he replied:

It's *Montroyal* in Duncan Haws book: Canadian Pacific, No 23 in the 'Merchant Fleets' series.

The same volume also lists an earlier *Montroyal* and two different *Montreals*. So four ships in all.

Thanks to Don for the question, and to Richard for the answer. - Thanks also to Dick McIntosh for continually updating Section 5 of The Air Mails of Canada and Newfoundland. The listing of 2309 above is taken from Dick's latest version of Section 5, and is slightly different to the published listing.

... and 1928



Chris.

In relation to the article on the air mail service along the south shore of the St.-Lawrence printed in the June 2009 issue of the Canadian Aerophilatelist, I attach a scan of an envelope flown by my father on the inaugural flight of the commercial service when the Montreal-Rimouski air service was contracted out to Canadian Transcontinental Airways in May of 1928.

Season's Greetings,

Pierre Vachon

EDITOR'S NOTE: This is a lovely cover! Thanks to Pierre for sending a copy.

1939 - NEWFOUNDLAND AIRPORT



This cover is an uncommon airmail usage of a Newfoundland registry envelope (Webb RE1). It is also a very unusual air mail cover from "Newfoundland Airport".

The cancellation is Newfoundland Airport/ Newf'd/ June 29/ '39. Newfoundland Airport was the original name for what became Gander Airport.

The inscription written vertically to the left of the stamps reads, *First west bound airmail.*

There is a back stamp - Shediac Canada/ Jul 1/ '39 - which confirms that the cover was flown on the Botwood to Shediac leg of the first westbound Trans-Atlantic flight by Pan American Airways. (Flight F18-14a in AAMC 6th Edition, Vol 3; flight 3921k in AMCN.) It would have continued to St. Catharines by rail. - Sometimes there are R.P.O. cancellations on the back of registered covers which trace the route, but at other times the covers were bagged, and weren't backstamped individually. This cover has no R.P.O. backstamps.

The 20 cents franking is the 10cents airmail rate from Newfoundland to Canada + 10cents registration.

The Newfoundland Post Office didn't provide a First Flight cachet for the Pan Am First Flights. - Large green First Flight cachets are found on some covers from Botwood, but these were applied by the Pan Am office, to covers sent to that office for handling.

Happy Holidays to everyone. I hope that this cover interests and entertains some of you.

John H. Bloor

Englewood, Colorado

EDITOR'S NOTE: As John mentions, what is now Gander Airport was originally called Newfoundland Airport. - The airport was built in an area that was previously bush, and all supplies were sent in by railway. The postal address of the airfield was that of the nearest railway station. However, when the railway station was built to serve the airport, it was very practicably called Newfoundland Airport. If John had been working at the airport, his address would have been:

*John Bloor
Newfoundland Airport
Newfoundland Airport
Newfoundland*

I have been looking for an airmail cover addressed in this manner for many years, but never seen one. Has anybody else seen an air mail cover addressed like this?

Mark-Lane Stamps

Specialists in Canadian Semi-official Airmails.

Stamps, Panes, Errors, Essays, Proofs, Covers, and all "Exotica" in this area sold.

Want lists filled. - P.O. Box 626, West Haverstraw, NY 10993, U.S.A.

Tel/Fax: 845 362 5330 E-mail: rws45@aol.com

WWII - Trans-Atlantic Air Mail with a 4 cents Franking !

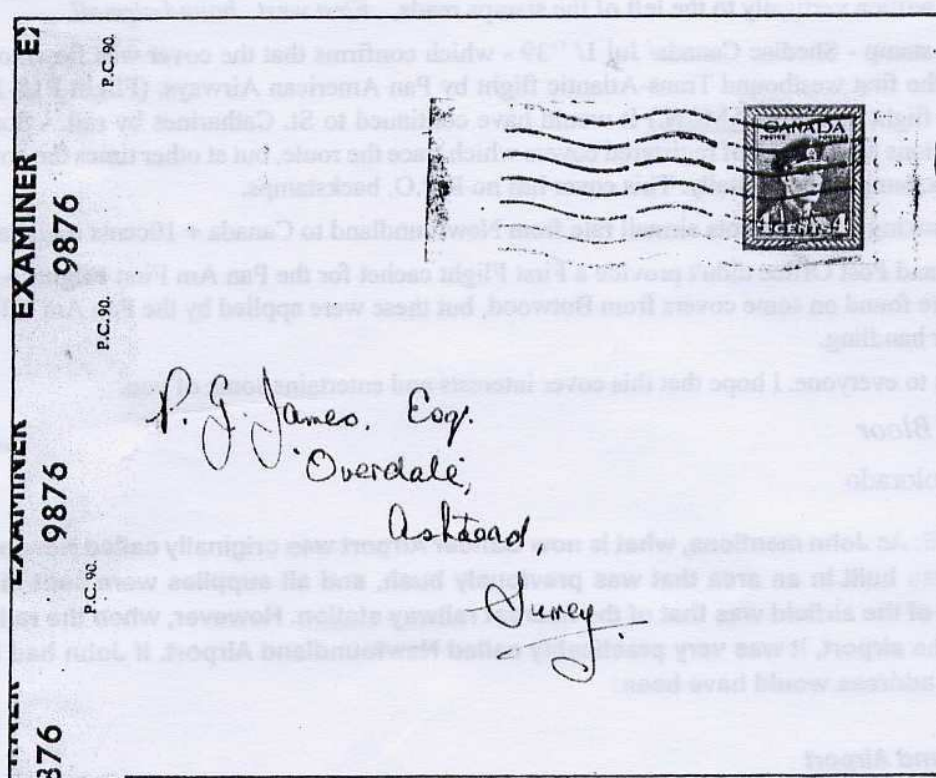
Blackout Postmarks of Canada

MONTREAL'S DORVAL AIRPORT and Royal Air Force Transport Command

In April 1943 the RAF Transport Command (RAFTC) continued responsibility of ferrying new aircraft from Canada to Great Britain. Command Headquarters was located at Montreal's Dorval Airport. The aircraft were mainly bombers that did not fly empty. War supplies, personnel and mail were all packed in.

The air route was Dorval, Gander and Prestwick, Scotland.

With the exception of Gander, N.F. (that did their own mail processing), government mail destined for overseas from any RAFTC was transported to Dorval for processing. Here a minimum rate postage stamp was affixed. Once the mail arrived in Britain, it was censored and the Canadian stamp cancelled before the mail was passed to the British Post Office for delivery.

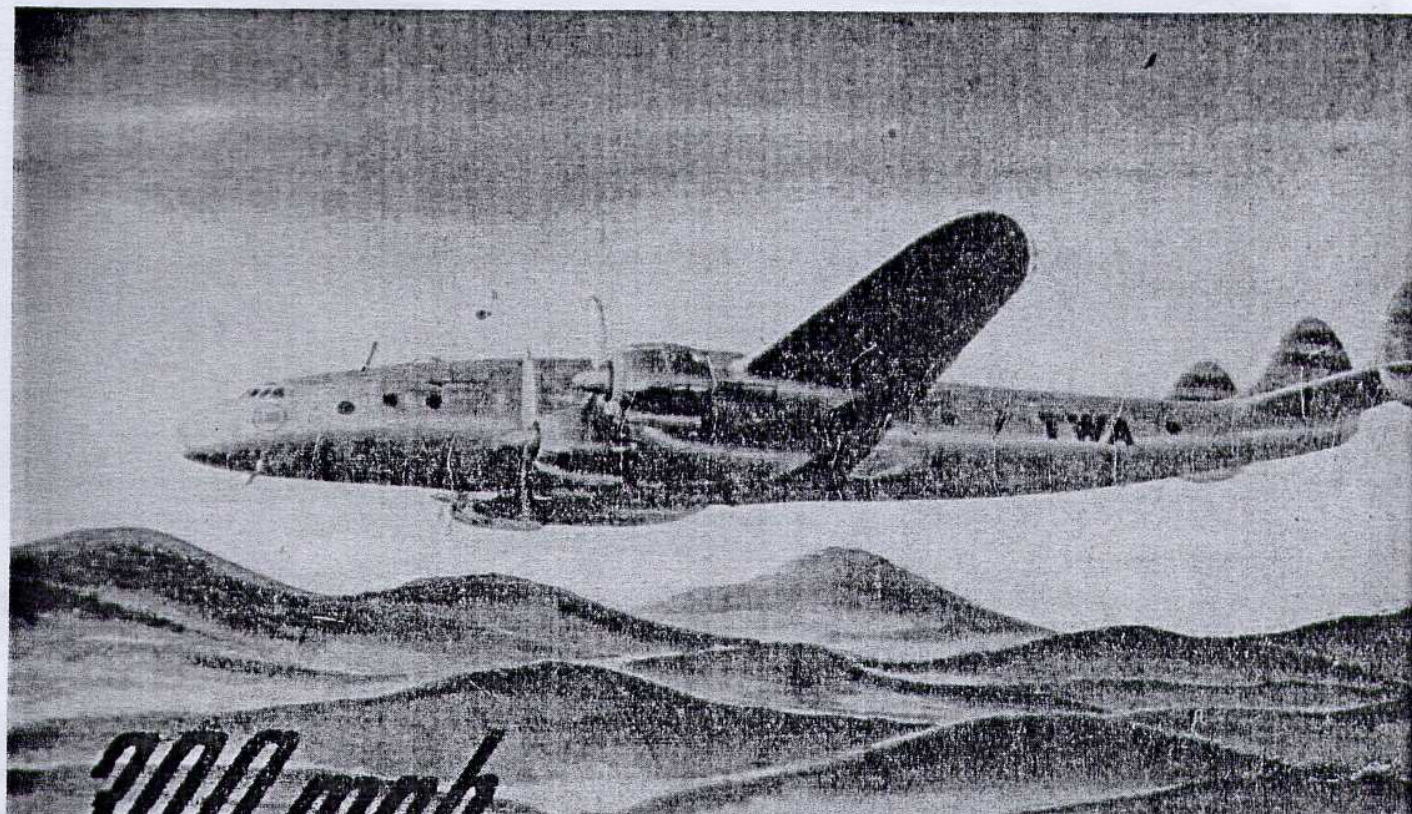


This cover was processed in Britain on a machine canceller that has the dater hub removed for security reasons. Note the segmented wavy-line killer bars – commonly seen on British mail of this period.

Return address on reverse is 45 Group RAFTC Dorval, Que.

Many thanks to CECIL COUTTS for sending me a copy of this page from his exhibit at BNAPEX 2010.

July 1945 - Advertisement from Aircraft magazine



300 mph

...easy for the Constellation and the Link!

On April 17, 1944, TWA's new Lockheed *Constellation* hung up the record of 6 hours 58 minutes for non-stop flight, Burbank, Calif., to Washington, D. C. Average speed: 330.17 M.P.H.

Constellations, developed for Transcontinental and Western Air Lines by Lockheed Aircraft Corporation, are going direct to the Army Air Forces Materiel Command for the duration. But when the war is won, they will carry 57 passengers coast-to-coast on regular nine-hour flights, or fly to London and Paris overnight.

Flight characteristics of the new giants of the air are matched by advances in the Link Trainer—which teaches instrument flying on the ground...safely, without cost of lives or gasoline.

TWA inaugurated Link training March, 1938. Links are now in operation in Kansas City, Chicago, New York, Burbank and Washington. Captains take Link refresher courses every month; co-pilots receive 20 hours of Link time in *basic*, 20 hours in *advanced* courses. TWA has given Link training to 900 commercial transport pilots, to 500 other pilots under the War Training Service Program of the C.A.A.

When you travel on United States air lines, you know that your pilot is trained, in case of need, to fly by instruments alone.



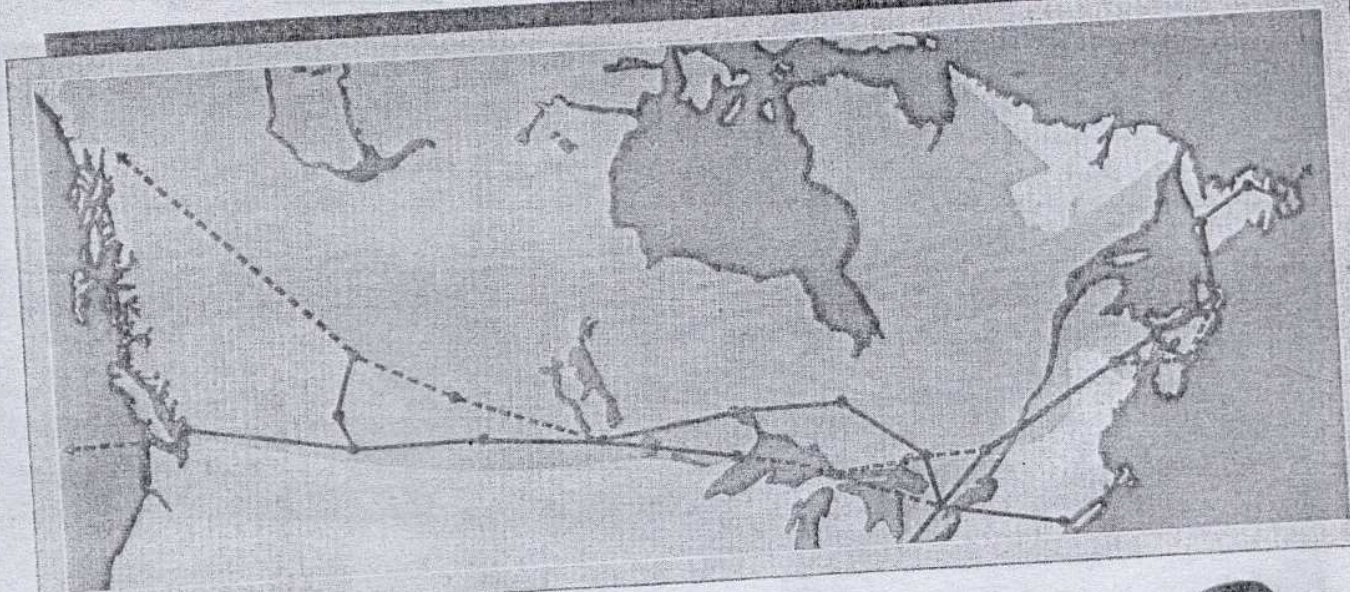
TWA LINK INSTRUCTOR, AL MUTCHLER, checks a "let-down" chart with a student of instrument flying. Formerly Link Instructor for the R.A.F., Mutchler trained many of the Ferry Command pilots who made the first vital deliveries of bombers overseas.

LINK MANUFACTURING COMPANY, LTD.,
GANANOQUE, ONTARIO, CANADA

LINK AVIATION DEVICES, INC., Binghamton, N. Y., U. S. A.
Link Trainers, Aviation Sextants, and other products contributing to the safety of flight

Aircraft, July, 1945. Page Twenty-seven

Continued



Returned War Pilots JOIN TRANS-CANADA AIR LINES

The job of training returned airmen for peace-time commercial transport flying has begun in Canada. Already engaged for the flight crews of Trans-Canada Air Lines are a number of Royal Canadian Air Force pilots who have distinguished themselves on operational duties overseas.

The first group of veterans to join T.C.A. is shown above in Link Training quarters in Winnipeg. Left to right, they are:

Flying Officer R. S. WHITE—40 operational flights, including 14 raids over Germany; service in Egypt, Libya and Malta

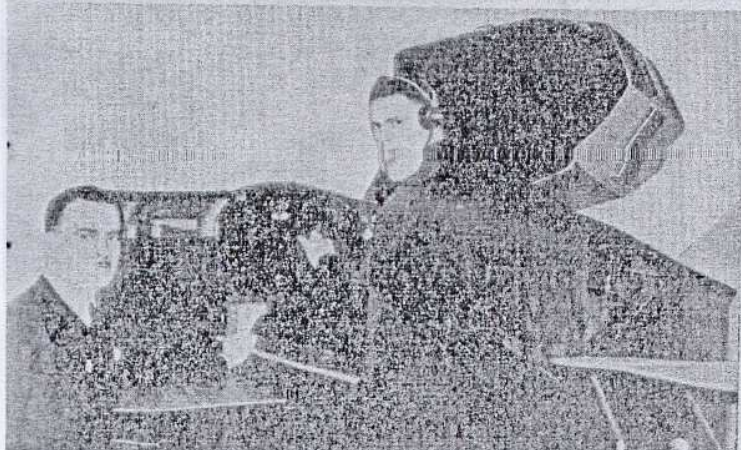
Flying Officer H. H. BOLTON—Coastal Command, Great Britain, operational flights as far as Iceland

Flight Lieutenant E. L. HOWEY, D.F.C. As member of Demon Squadron, took part in several 1,000-bomber raids on Germany

Flying Officer J. C. MORDEN—34 operations in Wellington bombers; service in Egypt and Libya

Flying Officer C. R. FOGAL—service in Scotland, Gibraltar, North Africa

Their tours of duty over and physically fit, these men are now learning air line procedure. Link instruction in instrument flying is an integral part of this training.



B. A. Rawson, Supt. of Flight Operations for T.C.A., starts Flight Lt. Howe, D.F.C., on his air line instrument flying course in the Link Trainer.

LINK MANUFACTURING COMPANY, LTD., CANANOE, ONTARIO, CANADA

LINK AVIATION DEVICES, INC. Binghamton, N. Y. U. S. A.

Link Trainers, Aviation Sextants, and other products contributing to the safety of flight

Many thanks to WILL COCHRANE for these adverts from the Link Manufacturing Company Ltd. - The adverts are intriguing, and so is the location of the company, since Gananoque is best known as the base of the 1,000 Islands cruise ships. The following history of the company is from *Thousand Islands Life Magazine* at www.thousandislandslife.com

Edwin A. Link (1904 - 1981) moved, with his family, from Indiana to Binghamton, NY, where his father had established the Link Piano and Organ Company. He dropped out of high school and went to work for his father. He learned to build and repair organs, and just about any other machine that needed fixing, experience that would prove to be invaluable. However, all he really wanted to do, was fly.

He needed to scrape together the funds for flying lessons and plane rentals. When his father heard of his flying escapades, he fired him. Fortunately, he was soon rehired. At 24, he persuaded his mother to lend him the money for his first plane. He then spent his spare time giving flying lessons, making air deliveries, and barnstorming at air shows to earn the funds for the loan repayment.

As he struggled with the high costs of learning to fly, he reasoned that a device that simulated the motions of an aircraft could reduce the time needed to train pilots. For 18 months he worked on this idea in the basement of the organ factory, naming his trainer the Pilot Maker.

His sales were few but he was determined and eventually enabled it to simulate different weather conditions which would allow pilots to "fly blind", i.e., by their instruments and without reference to the landscape below.

By 1934, he was running out of money. So, he made contact with the US Army Air Corps, pleading for the opportunity to demonstrate his technology. The Corps agreed and on "the" day, Ed took off from Binghamton and flew to the field at Newark, NJ, landing in a "pea soup" fog without incident! The Corps soon followed with an \$21,000 order for 6 simulators and Ed was "on his way". [The US Postal Service had contracted with the Air Corps to deliver mail. Sadly, within a month or two, the Corps lost nearly a dozen planes and pilots - all the crashes were in bad weather. Ed's making contact for the demonstration proved to be a life changer, and life saver.]

Gananoque's Role

Before and during WWII, Britain had restrictions on buying war goods from non-Commonwealth countries. Link realized that business would only increase if he had a plant in Canada. He owned an island east of Gananoque, Perch Island, and frequently flew from Binghamton in his amphibious plane to his cottage. As he always checked in with Customs and Immigration at Gananoque, he got to know the collector of Customs, Ken Mullins. One day he asked Mullins if he knew of a location where he could manufacture Link Trainers, and who he could recommend as its manager. Mullins suggested Keith Taylor and in 1938, the first Link Trainer was built in what became known as the "Link Plant", later known as the "Cliffe Craft Boat Buildings" and now vacant. Over 5,000 Link Trainers were built in Gananoque and with over 200 employees it was one of the town's most-important businesses.

The importance of the Link Trainer, in a larger context, was clearly identified when Winston Churchill, in a speech to the House of Commons, told the House that without the Link trainer the "Battle of Britain" would not have been won. Today, there are only three-living employees from the plant but many family members recall those crucial years, and the pivotal role played by the employees.

During the war years, Ed had another vision that of developing a trainer that would assist pilots in water landings and take-offs. He developed the "Aqua Trainer". Unfortunately, with the development of aircraft carriers, the interest in seaplanes declined and only one "Aqua Trainer" prototype was built.

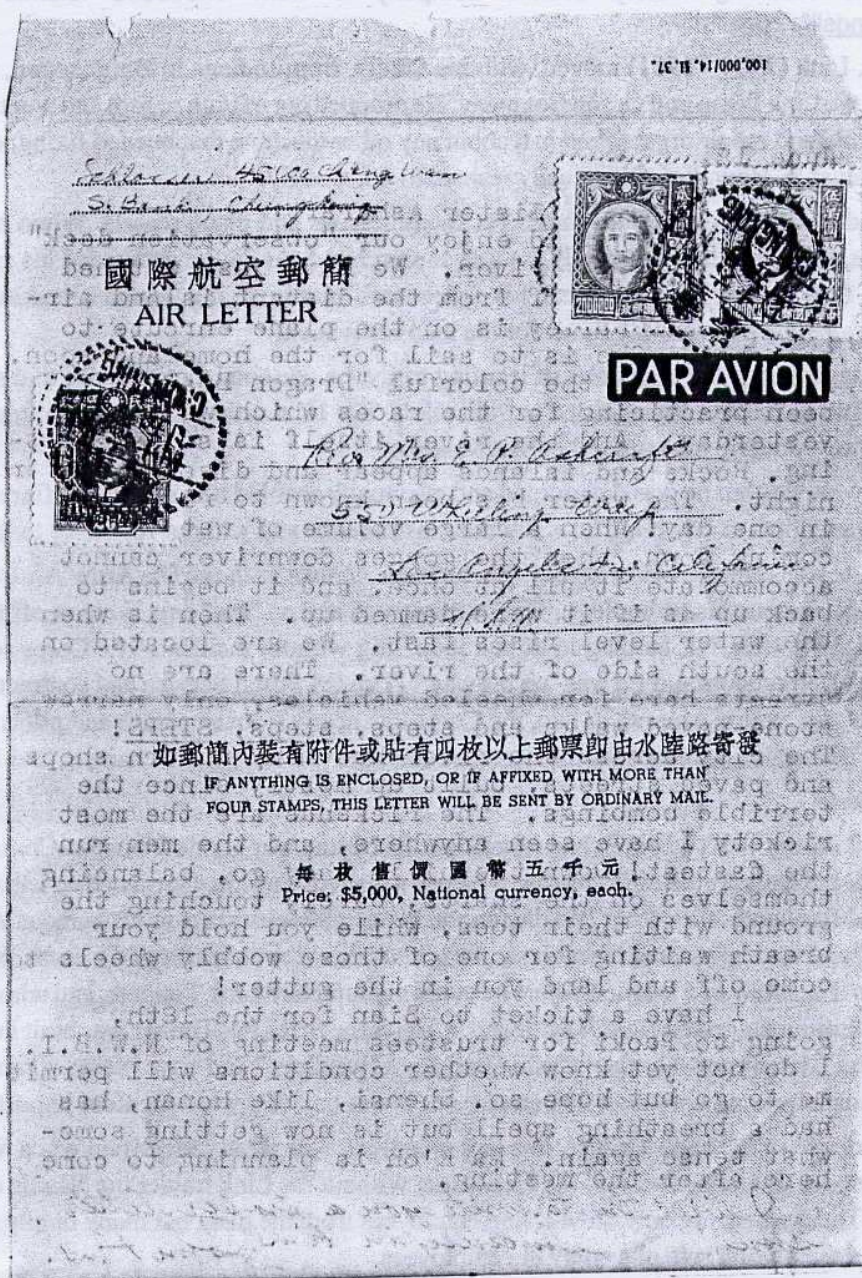
It is now on permanent display at Clayton, NY, in the Antique Boat Museum. Also on exhibit, at Gananoque's Arthur Child Heritage Museum, is a fully-equipped "Link Trainer" - it is part of an important exhibit commemorating Gananoque's history from 1895-1945.

When Ed Link died, he held over 30 patents and he had been a major contributor to the establishment of philanthropic foundations for research in aquaculture, undersea rescue, and undersea mining.

His "Link Trainer" made modern aviation possible and he was, truly, an aviation pioneer.

This article on the "Link Trainer" was prepared by John and Jim Taylor, the sons of Keith Taylor. As children, they grew up knowing the Link family and their parents were very good friends of Ed and Marion Link. Jim and John still live in Gananoque and summer on Tremont Park Island.

Air Letter with a Four Stamp Limit !



Thanks to DUFF MALKIN for this Air Letter, mailed from Chungking to Los Angeles on June 7th, 1948. There is an intriguing statement on the back:

IF ANYTHING IS ENCLOSED OR IF AFFIXED WITH MORE THAN
FOUR STAMPS THIS LETTER WILL BE SENT BY ORDINARY MAIL.

Duff commented that:

One sort of thinks there was a direct reason for the 4 stamps rule, and that it might have been that by this time anyone could put on a great number of postage stamps to use them up. This of course would have meant a) an increase in the weight of the form and b) a fair bit of labour on the part of the postal staff in canceling the envelope. It seems to be a form that was ordered on February 14th, in the 37th year of the Republic (1948).

CHRISTMAS GREETINGS from DICK MALOTT

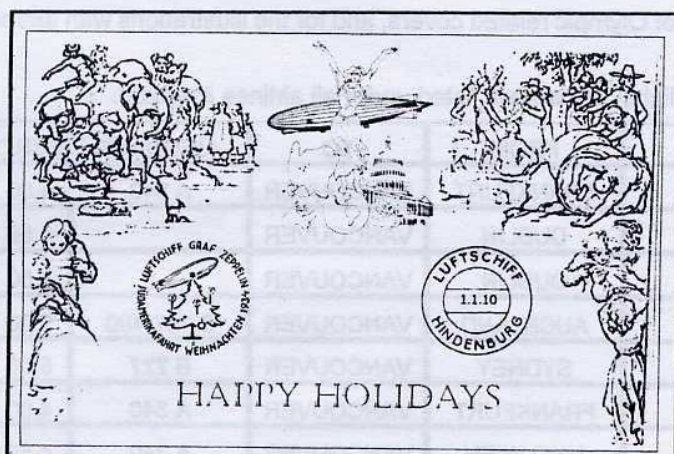
Aerophilately provides many wonderful opportunities to meet new aerophilatelists and philatelists in general. Over the last 60 years I have been seriously involved in Aerophilately locally in the Ottawa area, nationally in Canada and internationally worldwide. I have met hundreds of interesting and friendly philatelists and at Christmas time we exchange Christmas and New Years Greetings. Over the years I have amassed a large accumulation of these Christmas Greetings from Canada, the USA and worldwide. I now wish to share some of these lovely cards and tell you from whom they came. I hope to do this for many Christmas issues to come.

My first card is from Cheryl R. Ganz, the dynamic Curator of Collections at the Smithsonian National Postal Museum in Washington, D.C., U.S.A. Cheryl is the internationally famous Zeppelin researcher, collector, exhibitor and lecturer. About three years ago she presented in Toronto her inspiring lecture on the Hindenburg disaster in Lakehurst, New Jersey on 6 May 1937. Cheryl, a most congenial lady, always signs off with "Hugs".

My second Christmas card is from India's leading Aerophilatelist, Pradip Jain-Pramila from Mithapur, Patna, India. Pradip has received many international awards for his exhibits of Indian Aerophilately. He is now busily engaged in the preparations for the FIP International Exhibition, INDIA 2011 in New Delhi, India, 18-28 February 2011. If you require information on Indian Aerophilately Pradip is the one to contact at philapradip@gmail.com.

Best regards,

Dick Malott, Past President CAS



Great Britain issued pre-paid letter sheets in 1840, the same year it issued the world's first postage stamps.

This postal stationery, named for designer William Mulready, inspired caricatures, often satirical. My holiday "Mulready" caricature replaces Britannia with Chicago's allegorical figure "I Will."

Cheryl R. Ganz 2009



2010 WINTER OLYMPICS FLIGHT COVERS



I commented in the March [Canadian Aerophilatelist](#) that we had been unable to obtain information about covers flown to and from the Olympics in Vancouver.

I've now heard from Jacky Stoltz that more than 30 different flight covers were produced for the 2010 Olympics, most of them commemorating the flight of different teams to Vancouver!

Many thanks to Jacky for providing the following list of Olympic related covers, and for the illustrations with this article and on the front cover.

Note: in this list, covers flown on cooperation/pool flights are always listed under all airlines involved.

DATE	AIRLINE	FROM	TO	AIRCRAFT	EURO
28.11.2009	LUFTHANSA	FRANKFURT	VANCOUVER	A 340	4,00
29.11.2009	UNITED AIRLINES	DUBLIN	VANCOUVER		4,50
29.11.2009	AER LINGUS	DUBLIN	VANCOUVER		4,50
29.01.2010	AIR NEW ZEALAND	AUCKLAND	VANCOUVER	B 747-400	5,00
30.01.2010	AIR CANADA	SYDNEY	VANCOUVER	B 777	5,00
02.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER	A 340	4,00
02.02.2010	LUFTHANSA	UNO WIEN	VANCOUVER	A 340	4,50
02.02.2010	LUFTHANSA	WIEN	VANCOUVER	A 340	4,50
03.02.2010	KLM	MONACO	VANCOUVER	B 777	4,50
03.02.2010	AIR FRANCE	MONACO	VANCOUVER	B 777	4,50
03.02.2010	AIR FRANCE	AMSTERDAM	VANCOUVER		4,50
03.02.2010	KLM	AMSTERDAM	VANCOUVER		4,50
04.02.2010	AIR CHINA	PEKING	VANCOUVER	A 330	5,00
04.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER	A 340	4,50
04.02.2010	LUFTHANSA	BRÜSSEL	VANCOUVER	A 330	4,50
05.02.2010	IBERIA	MADRID	VANCOUVER		4,50
05.02.2010	BRITISH AIRWAYS	MADRID	VANCOUVER		4,50
05.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER		4,50
05.02.2010	LUFTHANSA	LUXEMBOURG	VANCOUVER		4,50
05.02.2010	IBERIA	LONDON	VANCOUVER	B 747-400	4,50
05.02.2010	CATHAY PACIFIC	HONG KONG	VANCOUVER		5,00
05.02.2010	KLM	AMSTERDAM	VANCOUVER		4,50

05.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
06.02.2010	AIR FRANCE	PARIS	VANCOUVER	B 777	4,50
06.02.2010	CHINA AIRLINES	TAIPEI	VANCOUVER	A 340	5,00
06.02.2010	BRITISH AIRWAYS	BUDAPEST	VANCOUVER		4,50
06.02.2010	JAPAN AIRLINES	TOKYO	VANCOUVER	B 747-400	5,00
06.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
06.02.2010	IRAN AIR	TEHERAN	VANCOUVER		5,00
07.02.2010	AIR CANADA	LONDON	VANCOUVER		4,50
07.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER	A 340	4,00
07.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
07.02.2010	AIR CANADA	DUBLIN	VANCOUVER		4,50
07.02.2010	LUFTHANSA	LISSABON	VANCOUVER		4,50
08.02.2010	AIR CANADA	FRANKFURT	VANCOUVER	B 767	4,50
08.02.2010	AIR CANADA	STOCKHOLM	VANCOUVER		4,50
08.02.2010	AIR CANADA	UNO GENF	VANCOUVER	B 767	4,50
08.02.2010	AIR CANADA	ZÜÜRICH	VANCOUVER	B 767	4,50
08.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
08.02.2010	AIR CANADA	VADUZ	VANCOUVER	B 767	4,50
08.02.2010	BRITISH AIRWAYS	KOPENHAGEN	VANCOUVER		4,50
08.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER	A 340	4,50
09.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
09.02.2010	FINNAIR	HELSINKI	VANCOUVER		4,50
09.02.2010	BRITISH AIRWAYS	LONDON	VANCOUVER	B 747-400	4,50
09.02.2010	FINNAIR	LONDON	VANCOUVER	B 747-400	4,50
09.02.2010	BRITISH AIRWAYS	HELSINKI	VANCOUVER		4,50
09.02.2010	BRITISH AIRWAYS	ROM	VANCOUVER		4,50
11.02.2010	CSA	PRAG	VANCOUVER		5,00
12.02.2010	LUFTHANSA	WIEN	VANCOUVER	A 330	4,50
12.02.2010	LUFTHANSA	VANCOUVER	FRANKFURT	A 330	6,50
12.02.2010	CONTINENTAL AIRLINES	NEW YORK	VANCOUVER	B 757	5,00
12.02.2010	KOREAN AIR	SEOUL	VANCOUVER	B 777	5,00
12.02.2010	LUFTHANSA	FRANKFURT	VANCOUVER	A 330	5,50
28.02.2010	AIR CANADA	VANCOUVER	DUBLIN	B 767	5,00
28.02.2010	LUFTHANSA	VANCOUVER	WIEN		5,00

For more information about these covers, contact:

Jacky Stoltz
Trans World Philair Club
Postfach 1563
65765 Kelkheim
Germany
Email:
js-twpc@t-online.de



Draft Updated CAS Constitution

It was noted in the March 2010 Canadian Aerophilatelist that since our Constitution was passed in 1986, 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). It was proposed that a revised Constitution will be drafted, reflecting the current practices of the CAS.

At our AGM in May 2010, it was agreed that the CAS Awards Program be added to the constitution, and that an updated Constitution reflecting current practices, "should be drafted, published in the newsletter, and voted on at our AGM in 2011".

The following draft updated Constitution has been approved by the CAS Executive.

If anybody has any comments, questions, or concerns about this draft, please contact the CAS President, or any member of the Executive Committee.

SECTION 1 - NAME

The name of the organization shall be THE CANADIAN AEROPHILATELIC SOCIETY.

SECTION 2 - STATEMENT OF PURPOSE

1. To promote the advancement and growth of Aerophilately in Canada.
2. To provide a forum for the exchange of information and news about Aerophilately among members.
3. To represent Canadian Aerophilatelists at the National and International levels.
4. To promote and support Aerophilatelic research in Canada.

SECTION 3 - MEMBERSHIP

1. Membership in the society is open to all interested individuals subject to formal application and payment of annual dues.
2. The society is the sole and only judge of its membership and may terminate membership at any time for cause. Such action must be taken upon a majority vote of the Society Executive Committee.

SECTION 4 - DUES

1. Dues shall be prescribed by the Executive Committee.
2. The membership year shall commence on the first day of the month of joining the Society, and dues shall be due annually on that date.
3. The secretary shall notify all members in arrears, and members still in arrears three months after such notification will be dropped from membership without further notice.

SECTION 5 - OFFICERS

1. The Officers of the CANADIAN AEROPHILATELIC SOCIETY shall be as follows: President, Vice-President, Secretary, Treasurer, Editor of The Canadian Aerophilatelist, Webmaster, Western Chapter Representative, Past President, Members At Large.
2. An individual may hold more than one office in the Society, and may be re-elected to the same or different office.
3. The Executive Committee of the Society shall consist of the Officers of the Society as listed in Part 1 above. The Executive Committee shall have general supervisory Powers over all matters pertaining to the Society. Decisions of the Executive Committee shall be made by majority vote.
4. The Executive Committee will appoint members to such committees as may be established to transact the business of the Society. The term of office for such appointments will be at the discretion of the Executive Committee.

Continued

CAS Draft Updated Constitution: Section 5 continued

5. The Executive Committee shall adjudicate in all matters of business transaction and ethics involving all members of the Society, and, where necessary, take necessary disciplinary action.
6. The President shall:
 - Chair the Annual General Meeting of the Society.
 - Represent the Society at meetings of other Philatelic organizations.
 - Serve as ex-officio member of all Society committees.
 - Perform such other duties as assigned by the Executive Committee.
 - Be elected at an AGM for a two year period.
7. The Vice-President shall:
 - Chair the Annual General Meeting of the Society in the absence of the President.
 - In the event of death, disability, resignation, or removal of the President, succeed to the Office of President.
 - Such other duties as may be assigned by the Executive Committee.
 - Be elected at an AGM for a two year period.
8. The Secretary shall:
 - Handle all routine correspondence of the Society.
 - Receive all applications for Society membership.
 - Admit to membership all applicants when conditions of membership have been met and payment for dues has been received.
 - Maintain a complete record of membership in the matter of application, admission, death, resignation, suspension, expulsion, and reinstatement.
 - Make a periodic report showing the status of the Society membership, and provide a membership list to members of the Executive Committee when requested.
 - Take minutes of the Annual General Meeting of the Society, and send a copy of the minutes to each member of the Executive Committee within one month of the meeting.
 - Perform such other duties as may be assigned by the Executive Committee.
 - Be elected at an AGM for a two year period.
9. The Treasurer shall:
 - Receive all dues and other income for the Society.
 - Take charge of all money, property, and securities of the Society, and deposit all money in a bank account in the name of THE CANADIAN AEROPHILATELIC SOCIETY.
 - Pay all bills and obligations of the Society with Society Funds.
 - Make a full and complete written financial report annually.
 - Perform such other duties as may be assigned by the Executive Committee.
 - Be elected at an AGM for a two year period.
10. The Newsletter Editor shall:
 - Be appointed by the Executive Committee.
 - Perform such duties as may be assigned by the Executive Committee. (See also Section 8).
11. The Webmaster shall:
 - Be appointed by the Executive Committee.
 - Perform such duties as may be assigned by the Executive Committee.

Continued

Vance Auctions Ltd.

Postal auctions every seven weeks,

offering 1,000's of Canadian and worldwide lots in all sizes and price ranges.

Call today for a FREE catalogue: 905 957 3364, or view it online at www.vanceauctions.com

or write to P.O. Box 267B, Smithville, Ontario L0R 2A0

CAS Draft Updated Constitution: Section 5 continued

12. The Western Chapter Representative shall:
 - Be nominated and elected by the members of the Western Chapter.
 - Perform such duties as may be assigned by the Executive Committee.
13. The Past President shall:
 - Perform such duties as may be assigned by the Executive Committee.
14. Members At Large:
 - may be elected at an AGM, or appointed by the Executive Committee at any time.
 - may be asked to undertake tasks by the Executive Committee.
 - These 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.
15. Any vacancy occurring in an elective office shall be filled by appointment of the Board of Directors until the next succeeding election, except for the Vice-President., who shall succeed to the Presidency.
16. No Officer shall receive any compensation for services in the performance of duties of the said office, but shall be reimbursed for any administrative expenses incurred.

SECTION 6 - ELECTION OF OFFICERS

1. The Officers of the Society shall be elected biennially, and shall serve for a period of two years, or until their successors have been elected.
2. Election of Officers will take place at the annual meeting of the Society in odd numbered years commencing in 2005.
3. Officers shall commence their terms of office immediately following the annual meeting at which they were elected.
4. Election will be determined by majority of those members casting ballots either in person at the annual meeting or by mail.
5. Any member of the Society in good standing may be nominated for and elected to any office of the Society.
6. The Executive Committee shall supervise the elections and certify the result thereof to the membership.

SECTION 7 - ANNUAL MEETING

1. An annual meeting of the Society shall be held each year at a time and place to be determined by the Executive Committee.
2. Should circumstances prevent the holding of an annual meeting within one year of the previous annual meeting, it may be postponed to an appropriate time as soon as possible thereafter.
3. Each member shall be entitled to attend the annual meeting, and shall be entitled to vote on all matters brought before the annual meeting. Such matters as are voted on by the membership at large will be decided by a simple majority vote of those present at the meeting.
4. The minutes of the Annual General Meeting of the Society shall be published in the issue of The Canadian Aerophilatelist following the meeting.

Continued

Ray Simrak

Canadian Pioneer & Semi-Official Air Mail Stamps and Covers Bought & Sold.

SCADTA stamps and covers (Canada "Ca") and (United States "EU").

Free list on request. Want lists welcome. Email: simrakra@hotmail.com

Allegory Inc., P.O. Box 792, Birmingham, MI 48012-0792, U.S.A. Phone 248-988-7027

CAS Draft Updated Constitution continued**SECTION 8 - PUBLICATIONS**

1. The Society will publish an official newsletter/journal to be known as "The Canadian Aerophilatelist". The newsletter/journal shall be for the purpose of promoting the objectives of the Society; to inform members of Society activities; and to inform members of information related to aerophilately.
2. The Society will maintain a website with the domain name www.aerophilately.ca
3. The content of the website will include past issues of The Canadian Aerophilatelist except those from the current and previous calendar year.
4. The Society publications shall be operated on a 'non-profit' basis and all those connected with their preparation and distribution shall serve without compensation.
5. Advertising may be accepted to help offset publication and distribution costs for the Society publications.
6. The Executive Committee shall appoint an editor for the newsletter/journal.
7. The Executive Committee shall appoint a webmaster for the website.

SECTION 9 - GENERAL

1. No member shall be allowed to send any other member of the Society, any unsolicited approvals or merchandise of any kind.

SECTION 10 - AMENDMENTS

1. These by-laws may be amended by a two-thirds vote of the members present and voting at an annual meeting.

SECTION 11 - CANADIAN AEROPHILATELIC SOCIETY MEMBERSHIP 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.

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.

Continued

CAS Draft Updated Constitution: Section 11 continued**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.

SECTION 12 - CANADIAN AEROPHILATELIC SOCIETY EXHIBITION AWARDS

The CAS will provide an award for the BEST AIRMAIL EXHIBIT at all National Level shows in Canada.

The CAS award will be open to all airmail exhibitors, whether or not they are members of the CAS.

Both single-frame and multi-frame exhibits are eligible for the award.

The award should be given to the best "airmail exhibit". - This may be an exhibit in the aerophilatelic class, an astrophilatelic exhibit, or an airmail related exhibit in any other class such as display or thematic.

If there is only one airmail exhibit, that exhibit should receive the CAS Award regardless of the medal level it achieves.

SECTION 13 - CANADIAN AEROPHILATELIST EDITOR'S AWARD

In addition to the 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/journal or aerophilately.

If anybody has any comments, questions, or concerns about this draft, please contact the CAS President CAS President, or any member of the Executive Committee.

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails,
Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!
www.brianwolfenden.com 203A Woodfield Drive, Nepean, Ontario K2G 4P2

I will also have a table at the

OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE
at the RA Centre, 2451 Riverside Drive, Ottawa.

9th January 13th February 13th March 10th April 15th May 12th June 10th July

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.

Herbert Lealman is looking for modern South African Flight Covers, and has about 100 spare to trade or sell. For more information contact: Herbert Lealman, Huttons Ambo, York YO60 7HF, England.

[Email: herbie@huttonsambo.com]



For Sale: Very Rare Flight cover. February, 1934, New Zealand-Australia F.F.C.

First Trans-Tasman Airmail Kaith in Australia, overprint stamp.

Price \$500.00 Offers Considered.

Bob Sharpe, 1160 Bernard Avenue – Suite 812, Kelowna, BC V1Y 6R2



Dedication flypast over the Alberta Air Crew Memorial for the British Commonwealth Air Training Plan, 3rd September 2004. Special flight in an R.C.A.F. CF-18 "Hornet", which flew from Cold Lake, Alberta, to Calgary and back. Covers are \$2.00 each, plus postage for the order of \$1.00 in Canada; \$1.25 USA; \$2.50 Overseas.

This is one of a number of covers and books available from Denny May. - For more information contact:

Denny May, PO Box 53083, RPO Glenora, Edmonton AB T5N 4A8.

Email maycroft1@shaw.ca or check the website www.wopmay.com

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 February 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 journal, 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 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 bjinepean@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.

#135 Beatrice Bachmann	#410 T. Isaac	#356 Musee Canadian Civilisations
#340 Harold Brosseau	#364 David Kelly	#321 Andrew Mrozowski
#322 David G. Brown	#111 Larry Kobelt	#207 Charles Oakley
#300 Bob Campbell	#310 Charles LaBlonde	#275 Thomas W. Shaw
#318 <i>Martin S. Cole</i>	#40 Jeffrey Lodge	#363 <i>Raymond Simrak</i>
#270 Earle Covert	#109 Gary Lyon	#222 Douglas M. Smith
#411 Gary Dickinson	#106 Maurice Malenfant	#392 Ken Thibault
#260 Fred C. Dietz	#277 Ed Matthews	#303 Ronald Trefrey
#355 Mrs. Mary A. Dunlop	#306 Gordon Mallett	#390 Dr. Hal Vogel
#312 Barry Frost	#329 Denny May	#13 Janice E. Weinstock
#193 J.P. Gadoury	#320 Gordon F. McDonald	#374 David Whiteley
#354 A. David Hanes	#17 Richard McIntosh	#311 Hans Wichern
#323 Donald B. Holmes	#155 Larry Milberry	

(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.