



THE CANADIAN AEROPHILATELIST

#86

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

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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.**

March 2011

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the flight from Allahabd to Naini, February 18th 1911

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commemorating the Allahabad flight

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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.

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

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Telephone: 403 885 2744 E-mail: dgbrown_id@shaw.ca

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PRESIDENT'S REPORT

I want to begin my report to offering commiseration to all members and correspondents who are not thinking much about aerophilately at the moment.

They may include:

- David Whiteley, who fell during the winter and broke a hip.
- Our webmaster Steve Johnson, who injured his right arm and has had trouble using a keyboard.
- David Reynolds, one of our New Zealand members, who lives in Christchurch. I emailed David after the earthquake of February 22nd, and was pleased to hear that, "*happily I have had no house or property damage – only some broken china.*"
- Alan Tunncliffe, editor of "New Zealand Air Mail News", who also lives in Christchurch. I heard from Alan on February 25th that: *I am pleased to report that I myself am unscathed. I was very lucky not to have been in the central city but at home when it happened.*

I have had many things like books, pictures, ornaments etc come off walls and shelves in all rooms of the house and garage which I am still in the process of clearing up. Only a few things were broken but not of great value. I lost electricity for only 6 hours and my water (and sewage) supply is okay and I can use the internet.

My house has suffered damage with 8 rows of bricks leaning outwards from the outside front wall at the top. I have already registered a claim with the Earthquake Commission and on Wednesday afternoon I managed to put up wooden props to stop the wall from falling over.

David and Alan are both now living with several aftershocks each day.

I am also feeling very glad I don't live in Japan!

I hope all readers find aerophilately, and this journal, a pleasant distraction from life's problems - like I do.

For the Canadian Aerophilatelic Society, I think 2010 was a very good year. We held meetings at ORAPEX, ROYAL 2010 in Windsor, Ontario, and BNAPEX in Victoria, BC; have begun publishing backissues of this journal on our website; drafted an updated Constitution; continued work on a revised edition of *The Air Mails of Canada and Newfoundland*; produced a Picture Postage stamp to commemorate the 25th Anniversary of *The Canadian Aerophilatelist*; and have begun planning a major aerophilatelic symposium to take place as part of ROYAL 2013 in Winnipeg.

Many thanks to the members of the executive, and other members of the CAS, who's work for the society made all this possible.

Chris Hargreaves

ANNUAL GENERAL MEETING and ELECTIONS FOR THE EXECUTIVE OF THE CAS

Will be held on the afternoon of Sunday May 1st at ORAPEX.

ORAPEX 2011, the 50th Annual RA Stamp Club Exhibition and Bourse, will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in the Curling Rink.

Saturday April 30th: 10 a.m. to 6 p.m. Sunday May 1st: 10 a.m. to 4 p.m.

Admission and parking are free.

Over 40 dealers and 150 frames of exhibits. Talk by Jon Johnson - see page 31 of this journal,

For more information contact Brian Watson at brian150@sympatico.ca

THIS IS A CAS ELECTION YEAR. ELECTIONS WILL TAKE PLACE AT OUR AGM.

- The President, Vice President, Secretary, Treasurer, and Members at Large, will be elected for a two year period.
- The Newsletter Editor and Webmaster are appointed by the Executive Committee.
- The Western Chapter Representative is nominated and elected by the members of the Western Chapter.
- The Past President is automatically a member of the Executive Committee.

Members can be elected to more than one office if they are successful.

Would any member who is interested in standing for any of the positions on the Executive, assisting with any of the positions on the Executive, or joining the Executive Committee as a Member at Large to participate in decision making, please contact the President or any member of the Executive Committee.

UPDATED CAS CONSTITUTION

No comments have been received about the Draft Updated Constitution since it was published in the December 2010 Canadian Aerophilatelist. This should be a good sign, since the aim was to produce a non-controversial document, that reflected changes that have occurred in the way our Society operates since our original Constitution was passed in 1986. The draft Constitution was also carefully examined by the CAS Executive before it was published in our journal.

There will be a motion at the AGM to rescind the current Constitution of the CAS, and to replace it with the updated Constitution as published in the December 2010 Canadian Aerophilatelist.

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 is available on the show website at www.royale2011.ca

The CAS will hold a meeting at Royal 2011 on the afternoon of Saturday May 14th. - Our guest speaker will be PIERRE VACHON, who will talk about the experiences' of his father - Roméo Vachon, the early airmail pilot; and his mother - Georgette Vachon, author of the book *Goggles, Helmets and Airmail Stamps*.

(For more information about Roméo Vachon, see pages 26 to 29 of this journal.)

SECRETARY'S REPORT

Welcome to another new member: #417 Stephen Rose of Virginia Beach, VA USA

As of January 01, 2011, the Society has a total paid membership of 133. This is a decrease of 11 from January 2010.

The breakdown of the membership is as follows:

CANADA:

Alberta	11
British Columbia	15
Manitoba	2
New Brunswick	7
Newfoundland	2
Northwest Territories	1
Ontario	47
Quebec	7
Saskatchewan	1

Total 93

USA:

California	1
Colorado	2
Connecticut	2
Florida	1
Illinois	3
Indiana	1
Kansas	1
Kentucky	1
Michigan	2
New Jersey	1
New York	5
Ohio	1
Oregon	2
Texas	1
Virginia	1
Washington, D.C.	1

Total 26

INTERNATIONAL:

Australia	1
Cayman Islands	1
France	2
Germany	1
Netherlands	1
New Zealand	2
Switzerland	1
U.K.	5

Total 14

GRAND TOTAL: 133

Brian Wolfenden
Secretary, CAS

TREASURER'S REPORT

Here are some clarifications re the treasurer's report on the next page:

1. I have \$1494.00 of postage on hand that was bought at Sparks Auctions late last year.
2. Cover sales. Snowbird covers were very late in arriving last year. Much of the 2009 sales show in 2010 along with much of the 2010 sales. Hence the large sales increase.
3. Bank charges are up due to having to buy more cheques plus a returned cheque from a renewing member who died before the cheque was deposited.

If there are any other questions or comments, please please contact me.

Thanks, Brian

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

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

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2009 AND 31 DEC 2010

	2009	2010
Opening Bank Balance	<u>10,388.84</u>	<u>10,388.43</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,949.45	2,806.07
CAS Covers – sale of various philatelic covers	1,231.16	2,834.64
Other Sales – includes e.g. books, pins & advertising	260.00	205.64
Donations – from members	0.00	31.41
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>4,440.61</u>	<u>5,877.76</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	14,829.45	16,266.19
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	206.99	211.40
Philatelic Covers-costs e.g.covers, postage & envelopes	571.54	837.85
Office Supplies	61.97	90.86
Postage-such as for CAS newsletter, covers & books	1,243.31	2,997.05
Printing and Photocopying – such as newsletter and catalogue	1,390.18	1,975.40
Bank Charges-chequing account,cheques,deposit stamp	19.80	74.35
AAMS – publications & other books	723.72	108.59
Web Site	70.00	127.20
Exhibit Fees – CAS newsletter	0.00	0.00
Engraving – presentation plaques/donations	<u>153.51</u>	<u>64.34</u>
Expenses Incurred during the Year	<u>4,441.02</u>	<u>6,487.04</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>4,441.02</u>	<u>6,487.04</u>
Closing Bank Balance	<u>10,388.43</u>	<u>9,779.15</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>10,388.43</u>	<u>9,779.15</u>

BRIAN WOLFENDEN
Treasurer - CAS

WEBMASTER'S REPORT

The counter on the CAS website currently stands at exactly 3,300, compared to 2,525 at this time last year. This measures the number of different "computers" that have visited the site. - It does not count repeat visits by the same user.

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

Steve Johnson

45th F.I.S.A. Congress - May 2011

The 45th Congress and General Meeting of F.I.S.A. will be held on Saturday May 14th, 2011 at Graz, Austria on the occasion of ÖVEBRIA 2011. - Full details were given in the December *Canadian Aerophilatelist*, and are available on the F.I.S.A. website at www.fisa-web.com

The Congress will include a discussion as to the future role of F.I.S.A., its relationship with the F.I.P. Commissions for Aero- and Astrophilately, and whether F.I.S.A. should be dissolved.

If any member of the Canadian Aerophilatelic Society would like copies of the agenda and documents prepared for the Congress, and/or is going to ÖVEBRIA 2011 and would like to represent the CAS at the FISA Congress, please contact the CAS President, Chris Hargreaves.

BNAPEX - September 2011

This year's BNAPEX will be held on September 2nd to 4th in North Bay, Ontario. There will again be a joint meeting of the CAS and BNAPS Airmail Study Group. It is being organized by George Dresser, Chair of the BNAPS Airmail Study Group.

The show will be held at the Clarion Resort Pinewood Park Hotel, located five minutes from the center of North Bay. This is North Bay's largest convention facility, and can accommodate four hundred people. Among the amenities are a heated pool and free wireless internet access. The rooms are all spacious, bright and air conditioned. The exhibition facility will comfortably accommodate twenty dealers and one hundred and sixty exhibition frames.

For more information on BNAPEX, check the BNAPS website: www.bnaps.org

CAS SYMPOSIUM at ROYAL 2013

ROYAL 2013 is going to be held in Winnipeg from June 21st to 23rd 2013. Our plans for a CAS Symposium as part of the show, now have the support of the RPSC executive.

We are hoping to attract 80 frames of exhibits to the show. The aerophilatelic exhibitors will have two choices:

- those who enjoy traditional philatelic exhibiting can 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.
- there will also be an opportunity for non-competitive aerophilatelic exhibits, in which people can show what they want, how they want. These non-competitive exhibits will be displayed close to the competitive exhibits. There will be no judging type "grading" of the non-competitive exhibits, but there will be a forum at which the non-competitive exhibits will be discussed, and "viewer's choice" award for the most popular of the non-competitive exhibit. Exhibitors in the non-competitive section will not need to be members of the RPSC.

The Symposium will also include a "Day of Aerophilately" on Saturday June 22nd, with talks on airmail and/or aviation history topics in the morning; and the exhibitors' forum in the afternoon. We will also try and arrange tours of the Winnipeg Aviation Museum, and of the museum in the Billy Bishop Building, on the Friday afternoon.

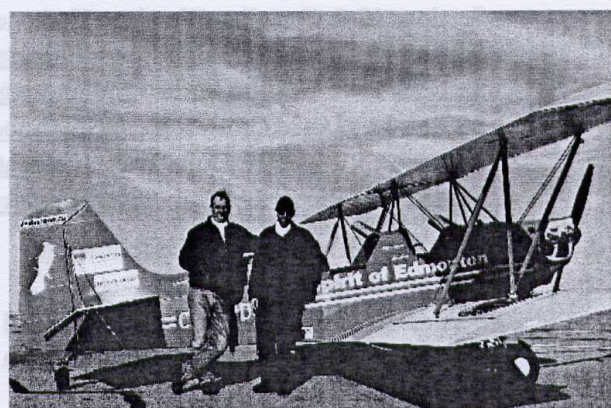
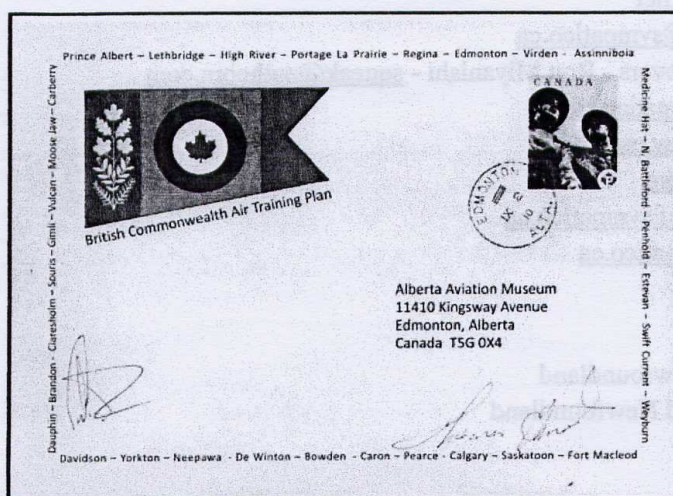
All the Symposium events will be open to every visitor to the show, not just CAS members.

Our Symposium plans are being co-ordinated by David Whiteley. Please contact him with suggestions, and/or for more information. [Details on page 2.]

WESTERN CHAPTER REPORT

The Western Chapter of the CAS met in Blackfalds, Alberta in January, and in Edmonton in March, where Denny May gave a talk about *The First Arctic Air Mail* at the Edmonton National. - For information on future meetings, please contact Dave Brown, [details on page 2].

Flight Covers for 70th Anniversary of The British Commonwealth Air Training Plan



The British Commonwealth Air Training Plan was formed in 1940. Canada graduated over 130,000 aircrew - it was the largest aviation training program in history & was responsible for training pilots, navigators, bomb aimers, gunners, wireless operators, observers and flight engineers. Students attended from Argentina, Australia, Belgium, Canada, Ceylon, Czechoslovakia, Denmark, England, Finland, Fiji, France, Greece, Holland, New Zealand, Norway, Poland, South Africa & the U.S.A. Over 231 sites across Canada were involved - 32 of them in the Prairie Provinces as listed on the front of this cover.

The Alberta Aviation Museum (Edmonton) commemorated the 70th anniversary of the Plan in 2010 by flying from Edmonton to Lacombe, Innisfail, Calgary, Nanton, Vulcan, High River, Brooks, and Penhold. Plans are underway to tour Saskatchewan & Manitoba Bases in 2011. The flight took place using the Alberta Aviation Museum's Kelly-D Biplane "The Spirit of Edmonton". Pilots Tom Hinderks & Curtis Peters flew the aircraft in difficult weather conditions.

The Western Chapter of the Canadian Aerophilatelic Society arranged for covers to be carried on this flight. They are signed by Curtis (lower left) & Tom (lower right), and postmarked at Edmonton on September 2nd, 2010 the day the aircraft took off for the epic flight. The post office allowed the use of the old "hammer" which will be retired in 2011. Only 75 Covers of the 2010 flight were produced - plans are underway to do a similar cover for the 2011 flight.

The 2010 Flight Covers can be ordered from Denny May, 10326 - 145 St NW, Edmonton AB T5N 2X7. or e-mail: WCCAS@shaw.ca Price is \$7.00 Each (postage included). Cheques or international money orders should be made payable to WCCAS. Payment can also be made by PayPal: please email Denny for an invoice.

Denny will also reserve one of the 2011 Flight Covers, (@ \$7.00), and notify people when they are available.

THE AIR MAILS of CANADA AND NEWFOUNDLAND

David Crotty has joined the team to update Section 17 - Canadian Air Mail Rates - Domestic and Foreign.

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

- Sections 1 & 2 - Ray Simrak - simrkr@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 - fsbrisse@sympatico.ca
- Section 9 - Simine Short - simine13@comcast.net
- 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
- Section 17 - David Crotty - decrotty@yahoo.com
- Sections 23, 24, & 25 - John Walsh - nsscat@nf.sympatico.ca
- Section 26 - Richard Malott - toysoldier@sympatico.ca

Section editors are still required for the following:

- Section 10 - Helicopter Flight Covers
- Section 13 - Airmail Perfans of Canada and Newfoundland
- Section 14 - Civilian Aerograms of Canada and Newfoundland
- Section 19 - Jusqu'a Markings
- Section 20 - Astrophilately in Canada

The current sections 21 - Pigeon Post and 22 - Aircraft on Canadian Stamps will likely be dropped.

Sections 4 - Airships, 7 - Interrupted & Crash Covers, and Sections 23, 24, 25 (which have been consolidated into one Section) have been reviewed and are ready for final review and production.

Section 3 - Semis is well underway and a number of the sub-sections have been reviewed and revised.

Sections 5, 6, and 11 are being updated by the Section Editor and have not been reviewed as these sections form a major part of the catalogue and will be reviewed close to the final production period.

Section Editors are still accepting new information. 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

EDITOR'S REPORT

I am pleased to say that I have again had a surplus of material for each issue of our journal this year.

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

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

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

I also want to use this annual Editor's Report, to invite readers to send me a reminder about any correspondence that they are waiting for a response or follow-up to. - Canada Post is generally reliable, but my email is fickle, and my filing system sometimes gets overwhelmed.

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

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2011

Back in June 2009 I started to reprint Richard Beith's article on *The St Lawrence Seaway Air Mail Service*, from the May 2008 *Air Mail News*. - This was a great article about the first air mail service to be financed by the Canadian Post Office, which makes it one of the most significant events in Canadian aerophilately.

The first installment covered events up to the end of 1927. It was followed by an analysis of covers related to the September 1927 inauguration of service, and a series of questions about these covers

The second installment of Richard's article has kept being postponed for a variety of reasons. - I was hoping to get some responses and more information about the 1927 questions, but never did. I was also hoping to get additional information about some covers after 1927 to include with Richard's article, but that hasn't happened either. Then, with a surplus of material for each issue of our journal, and the possible arrival of more information about the St. Lawrence Seaway Airmail Service, the second installment of Richard's article kept getting postponed to the next issue of the journal.

Meanwhile, there is considerable interest in the St. Lawrence Seaway Air Mail service. I receive questions about it from time to time, and Richard's article is the best source of information on the service.

So, I am including a second installment of Richard's article in this issue of our journal, and plan to continue it in the next issue.

I also want to recognize what a great article Richard wrote, by announcing that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2011

is being presented to

RICHARD BEITH

in appreciation of his research and writing on

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE 1927 - 1939

Congratulations Richard!

EDITOR'S REPORT continued:

I gather the second "cover on a stamp" to be found, did not reproduce well in some copies of last December's journal. - It was issued by Bahamas in 1969, to commemorate, *the 50th Anniversary of the 1st flight from Nassau, Bahamas, to Miami, Florida, January 30th 1919.* (Scott #288.)



LIBRARIAN'S REPORT

Many thanks to John Bloor for donating a copy of the 1966 Sanabria *World Airmail Catalogue* to the CAS library. This was the last full edition of the Sanabria catalogue to be published, and is a very nice addition to our library

We now have a very useful collection of books and magazines in our library. - The emphasis of the library has been to acquire and contain:

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

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

A full list of the library holdings is posted on our website: www.aerophilately.ca For a printed copy of this list, and/or more information about any of the items in the library, just contact me. [Details page 2.]

Chris Hargreaves

The Canadian Aerophilatelist - Index and Back Issues

The Index has been updated, and summarizes the contents of each Newsletter, from the July 1985 first issue, [Newsletter #1] to December 2010 [Newsletter #85]. - By entering a "keyword" a user can locate all articles linked to that word. The keyword can be any word or AMCN [Air Mails of Canada and Newfoundland] number for which the user wishes to search.

I will email a free copy of the index in Microsoft Word format, to anybody who sends me their email address!

I will also scan, and send out by email, copies of any pages from the newsletter at no charge, (up to six pages per request); and/or mail copies of articles, complete back-issues, or the entire index, for just the cost of photocopying and postage. [Addresses - page 2.]

Gord Mallet

Sikorsky Newsletter and Archives

I received an email from Denice Guimond that: *During a recent meeting at Sikorsky's Headquarters, I picked up a copy of Sikorsky Archives News. Although not a philatelic publication, it may be of interest to some CAS members. Earlier Newsletters on their website contain information about many historical events (Pan Am, S-38, S-42, etc.).*

Copies of the newsletters are at: <http://www.sikorskyarchives.com/Newsletter.php>

The January 2011 issue contains a long, well illustrated article about Sikorsky Aircraft on Commemorative Stamps and Postcards.

The website also gives a lot of information about Igor Sikorsky and his aircraft.

Many thanks to Denice for passing this information on.

IN MEMORIAM

Jeffrey Lodge - CAS Member #40.



Jeffrey was one of the early members of the CAS. - I came across an item in the sixth issue of *The Canadian Aerophilatelist*, February 1987, in which he was promoting the cover shown above. It was produced for the Festival of Remembrance at the Royal Albert Hall, London, by the Royal British Legion, and the Vintage Aircraft and Flying Association based at Brooklands Museum in Weybridge, Surrey.

Jeffrey was a farmer, and very involved in his community. He served on Durham Rural District Council, and its successor Durham City Council, from 1967 until 2009, and was Mayor of Durham in 2006. He was also very active with the Royal British Legion, chairing the local branch and serving as a national trustee and chairman of the RBL National Homes and Property Committee. In March 2010, Jeffrey was made an Honorary Freeman of the City of Durham. A memorial service was held for Jeffrey in Durham Cathedral on September 14th.

Col. William G. Robinson

Bill Robinson was a stalwart of Canadian philately. He was the editor of Section 16, "Canadian Airport and Air Mail Field Cancels", of *The Air Mails of Canada and Newfoundland*. He was also a former President of the Postal History Society of Canada, a Past-President of the British North American Philatelic Society, a Director of The Royal Philatelic Society of Canada since 1984, and President of the RPSC between 1993 and 1997.

Bill was born in Winnipeg, and held an honours graduate degree in civil engineering from the University of British Columbia. He worked for 34 years with the National Parks Branch and Indian Affairs Branch, retiring as Director of Engineering and Architecture for BC and Yukon.

I was very pleased to meet Bill at BNAPEX 2010 in Victoria. He was a bit frail, but his memory was sharp, and it was nice to talk to him. He passed in December 2010.

Kuno Sollors, Honorary President of FISA

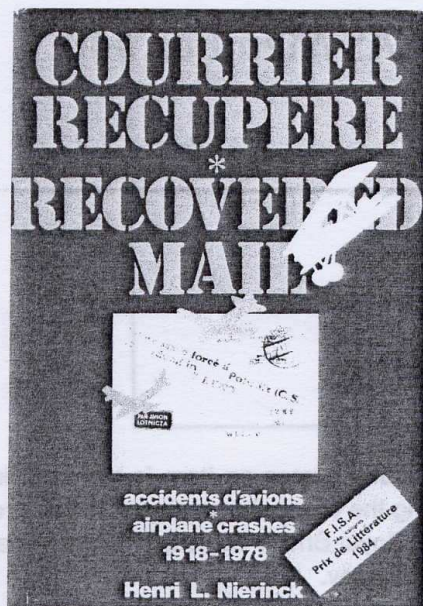
Kuno was born on February 16th 1932. After World War II he went to the United States and worked in Texas and New Mexico. After returning to Germany, he started a philatelic shop at his home in Dissen am Teutoburger Wald, near Osnabrück.

Kuno became a Board member of FISA in 1983, Vice-President of FISA in 1992, and served as President of FISA from 1998 – 2007. In 2005 he was elected to the AAMS Aerophilatelic Hall of Fame.

Kuno was the author of several catalogues related to airship mail. He also formed a very extensive collection of documents and other items related to F.I.S.A. activities, and of covers and stamps related to the history of airmail collecting and great achievements of aerophilately. This collection was donated to the AAMS for research and exhibition purposes, at the American Philatelic Research Library in Bellefonte, Pennsylvania.

Kuno passed away on December 26th 2010.

HENRI NIERINCK



Henri Nierinck passed away in January, after battling Alzheimer's disease for many years. Henri was born in Oostende, Belgium in 1925. After having collected stamps since his early childhood, in the summer of 1977, he discovered a "crash cover" in one of his latest stamp purchases. From there, he started his real passion, collecting and studying recovered mail. He did extensive worldwide research on air crash mail and created a large collection of air crash covers.

He also collected newspaper clippings, pilot's remembrances and postal documents connected with airline crashes. This inspired him to write his first book on the subject in 1984, "Recovered Mail – 1918-1978". This became the "bible" for worldwide air crash covers. Henri later published a revised edition in two volumes, covering air crash mail from 1910 to 1988.

Before retiring in 1975, Henri owned a Mercedes dealership in Oostende and later he started a Fiat dealership.

I spent many pleasant times with Henri at various philatelic exhibitions, and during his annual trips to Crans-Montana, Switzerland. Henri was a very pleasant man and he was always helpful to anyone interested in air crash mail.

He will be greatly missed and his legacy will continue for many years to come.

Ken Sanford

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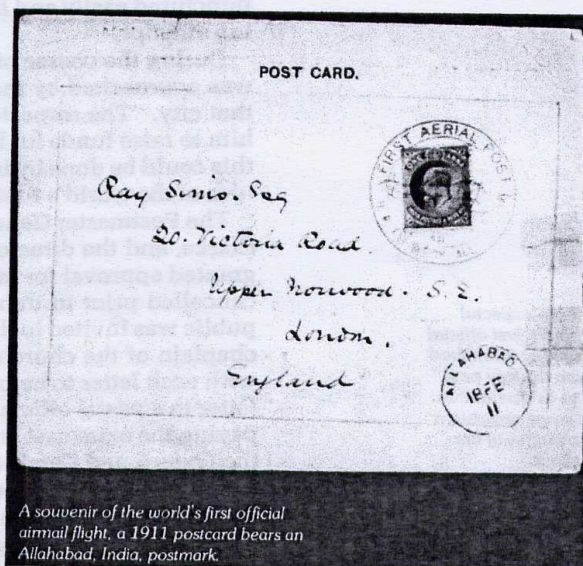
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CENTENARY OF THE WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT ALLAHABAD, INDIA – February 18th 1911



Illustration, and caption, from *Flying The Mail* - Time-Life Books "Epic of Flight" Series, 1982.

The following description of the flight in Allahabad, and the events surrounding it, is reproduced from Donald Holmes *Air Mail - an illustrated history 1793 - 1981*:

1911 February India

A flying mail dream comes true Early in the year this entry appeared in an Indian newspaper: "Rudyard Kipling dreamt of a great flying mail through the sky to New York, but Capt. Windham has succeeded in actually reproducing this movement on a small scale." Windham's small-scale replica of Kipling's imaginative dream was small indeed. It involved an airplane flight (with mail) of about five miles. But it was witnessed by thousands, and it had the blessings of a government.

The ties between man's unfolding history in the air and his transport of written messages have always been close. Despite the fact that airplane development centered itself in the United States and Europe, the first officially flown mail in a heavier-than-air machine occurred deep in the heart of Asia. It is surprising but true. Behind this evolutionary anomaly was an Englishman, who believed deeply in the commercial future of aviation.

Walter Windham, a motor-car producer and racer, was one of a handful of men in England who had taken aviation quite seriously from the start. In addition to building a biplane of his own design and founding the first airplane club in Great Britain, Windham also took an active interest in aviation as it developed across the Channel in Europe. He was one of two Englishmen present in Calais to observe Latham's and Blériot's preparations for their flights, and he formally participated with the organizers of the first international aviation meet at Reims in 1909. As the

official who registered the pilot entrants there, he publicly decried the fact that only one of these flyers—George Cockburn—was British.

At the time of his cross-Channel triumph, Louis Blériot had been presented, in addition to his many other awards, a gold cup, offered by Captain W. G. Windham to commemorate the occasion. Windham, in a revealing insight into his thoughts about the 1909 era, expressed these views of the Blériot achievement:

This crossing had an immense influence on the public mind, particularly in Great Britain. All through the centuries we had been effectively separated from the Continent by the Channel. When Blériot sped through the sky to Dover we had to realize that the "silver moat" was no longer defensive in the older sense. The people of England had to realize, whether they liked it or not, that the world was moving into a great phase of flying, and that it would be imperative for us to devote ourselves just as energetically to airfaring as, in the past, we had done to seafaring and the motor-car.

Toward the end of 1910, Walter Windham was invited by the government of the United Provinces of India to take part in their annual commercial and cultural exposition at Allahabad in February of 1911. He was asked to bring planes and pilots and to make demonstration flights to help advance Indian understand-

continued

THE WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT: ALLAHABAD, INDIA -**February 18th 1911 - described in Donald Holmes *Air Mail - an illustrated history 1793 - 1981* continued:**

Far right: Three applications of Sir Walter Windham's special postal marking identify this cover as from the world's first official transport of mail by airplane. Properly backstamped at Allahabad on February 18, 1911, the cover made its way from the tiny post office at Naini through the regular Indian posts to its destination. With the cover is the high value of a three-value commemorative series issued by India in 1961 to mark the golden jubilee of her historic first aerial post; the low value appears above.

ing of the airplane and the young art of flying. "Confident as to the future of aviation," wrote Windham, "I decided to give up my motor business and booked a passage to India in 1910, taking with me two flyers, Messieurs Pequet, a Frenchman, and Mr. Keith Davies, an Englishman." He also took with him eight airplanes—two Sommer-type biplanes with 45 and 50 hp engines and six Blériot-style monoplanes, powered by 35 hp 3-cylinder Humber engines. One of the monoplanes eventually received a gold medal award, being on public display throughout the Allahabad exhibition. Except for the display model, the planes were housed in a tent-like canvas hangar situated on the parade ground that overlooked the Ganges River.

Henri Pequet actually made the first airplane flight from Indian soil while testing one of these planes at Allahabad in December 1910. Other flyers arrived in India about this time. Baron de Caters flew in Mysore and Rangoon, and Jules Tyck in Madras in February 1911. After the Allahabad stay the Windham team proceeded on to Bombay for other appearances before they departed India for home.

Several flights were made by Henri Pequet and Keith Davies in keeping with the wishes of the United Provinces Exhibition Committee. The biplanes performed well at Allahabad, but the monoplanes, with engines of lower power outputs, did not seem to operate well in the heavy warm air made increasingly turbulent at ground level by the landing field's proximity to the Ganges and Jumna rivers. The flyers encountered another prob-

lem in the form of large, sharp thorns which were found abundantly in all corners of the landing field. Tires on the planes punctured easily and had to be repaired after almost every landing attempt.

During the course of his stay in Allahabad, Walter Windham was approached by the chaplain of the Holy Trinity Church in that city. "The respected clergyman... asked me if I could help him to raise funds for his new hostel, and it occurred to me that this could be done by inaugurating an aerial post." And thus the idea of the world's first official airplane mail was born.

The Postmaster General of the United Provinces, Sir Geoffrey Clarke, and the director-general of the post office in India both granted approval for mail to be officially received and specially cancelled prior to transport by one of Windham's planes. The public was invited to deliver stamped and addressed mail to the chaplain of the church, enclosing either sixpence or six annas with each letter to be posted by air. Or it was possible to hand a letter to a postal official at the tent hangar at the parade ground, paying the extra cost at that time. The surcharge was donated to the Oxford and Cambridge Hostel for Indian students. The letters all received the special cancellation and were readied for a flight that was supposed to take place on February 20.

The special mail flight was actually made on February 18, 1911, two days earlier than planned. Thousands of Indian citizens viewed Pequet's takeoff, as did United Provinces' governor Sir John Hewett and his wife. The departure was well attended for reasons other than advance publicity and the attraction of the exhibition itself. At least one million Indian visitors were in Allahabad at the time to observe the religious festival of Hartel, the occasion for the washing away of sins in the sacred waters of the Ganges. Further, Indian people were greatly drawn to aviation happenings because of a legend, very much alive in their cultural tradition, which emanated from the sacred Vedas; the final days of the earth's existence were supposed to occur one thousand years after a man descended to earth in a mode of flight.

Flying one of the two Sommer-type biplanes from the parade ground, Pequet made history by carrying approximately 6,500 letters and cards on the first authorized air mail carry. The flight itself, for reasons of safety and convenience, was limited to about 5 miles, Pequet coming down near the jail in the town of Naini, on the outskirts of Allahabad. Here the mail was turned over to postal officials for surface transport to destinations all over the world. Pequet's journey to Naini had required all of 13 minutes.

The special postmark used on the Allahabad mail was quite distinctive. "The die for it," wrote Windham, "was cut at the insistence of the Government of India, and I had the honor of

continued

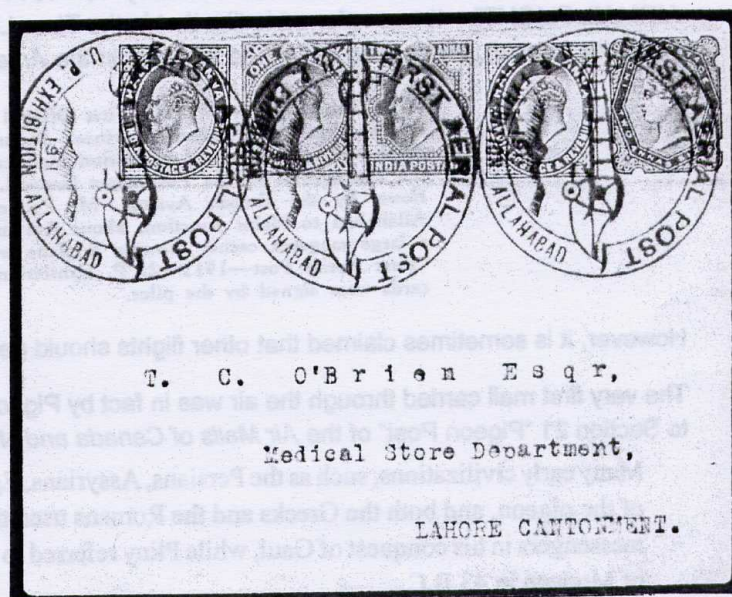
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THE WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT: ALLAHABAD, INDIA –**February 18th 1911 - described in Donald Holmes *Air Mail - an illustrated history 1793 - 1981* continued:**

drawing the design, the silhouette of a biplane in flight over the mountains of Asia." The postmark had been made at the postal works in the city of Aligarh and was reported to have been destroyed immediately after Pequet's mission was accomplished.

Among the mail carried were a number of picture postcards depicting Pequet and his biplane. These were autographed in advance by the pilot and sold at a price of one rupee each, again for the benefit of the Oxford and Cambridge Hostel. The signed cards are extremely scarce and much coveted by aerophilatelic collectors the world over.

The organizing committee of the United Provinces Exhibition used the occasion of the air mail to send letters of greeting to European royalty and to prominent people in Great Britain. Walter Windham sent the following letter concerning the Allahabad air mail to the man who had just ascended the throne of England, King George V:

May it please Your Majesty:

I have the honour to request that you will be graciously pleased to accept the enclosed as a souvenir of the first official air post which was dispatched from the United Provinces Exhibition at Allahabad, and carried by aeroplane under the Government Post Office regulations, 20th February, 1911, under cover bearing the impress of the first air post.

I have the honour to be, Sir,
yours most obediently,
Walter Windham

Within a short time, the following reply was received:

Dear Sir,

I am commanded by the King to thank you for the letter received from India by this mail bearing the inscription 'First Aerial Post,' which will be an interesting addition to his Majesty's collection of stamps.

Yours truly,
Clive Wigram

Among the congratulatory letters sent to Windham after Pequet's flight was one he valued greatly and which reached him almost at once. It was dated the very day that Windham's creative idea for air mail was carried through, and was written on the stationery of an Allahabad hotel. It read:

Dear Captain Windham,

Allow me to congratulate you and your associates upon your successful demonstration of the practicability of establishing a postal service through the air.

Yours sincerely,
Alexander Graham Bell

In 1961, India issued a series of three postage stamps on February 18 commemorating the fiftieth anniversary of Henri Pequet's brief but momentous flight with mail and the first official cancellation prepared for mail to be flown. Pequet, who became France's eighty-eighth licensed pilot in 1910, lived to be 86 years old, dying at Vichy in 1974.

After the flight Henri Pequet gave an interview to Edmond Petit for *French Air Forces and laare*. Among his comments were that:

- In front of the pilot was just a space. His instruments were a watch on his wrist, and an altimeter on his left knee.
- Take-off was at about 1200 revolutions on the oil gauge.
- He flew at 60 miles per hour, (50 on landing), at a height of 120 to 150 feet.
- The Ganges was 3 or 400 metres wide. - He commented. "I was not quite sure that I would make it", and that it was "the crocodiles that I feared".
- On arrival in Naini there was not a crowd, "only a post office employee to whom I delivered my sack of mail."

These quotes are from an article by Pradip Jain in the *Airpost Journal*, March 2011.

IS THE TERM "WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT" JUSTIFIED?

The flight from Allahabad to Naini on February 18th 1911 is generally called the "WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT". - It was referred to like that in the Time-Life Books Epic of Flight series, (as reproduced on page 13 of this journal), and is also described that way in the *American Air Mail Catalogue*, (Fifth Edition, Vol. 1, p. 174):

1911, February 18—World's First Official Air Mail Flight, Allahabad. In connection with the United Provinces Industrial and Agricultural Exhibition at Allahabad, a number of exhibition mail carrying flights were arranged through the cooperation of the Postmaster General. About 6500 letters and cards were flown by the French Aviator, M. Pequet, from the Exhibition Grounds at Allahabad to Naini Junction, about five miles away. Covers were marked with a large magenta cachet showing a plane within a double lined circle, inscribed "First Aerial Post—1911—U. P. Exhibition Allahabad". About 40 larger sized cards were signed by the pilot.

However, it is sometimes claimed that other flights should get that title.

The very first mail carried through the air was in fact by Pigeon Post. - According to Elmer Cleary in his introduction to Section 21 "Pigeon Post" of the *Air Mails of Canada and Newfoundland*:

Many early civilizations, such as the Persians, Assyrians, Egyptians and Phoenicians recognized the homing ability of the pigeon, and both the Greeks and the Romans used them for communication. Julius Caesar used pigeons as messengers in his conquest of Gaul, while Pliny referred to pigeon communication used by the Romans at the siege of Modena in 43 B.C.

During the Crusades, the Saracens made general use of the pigeon, and Gibbon records their use at the sieges of Acre and Jerusalem. In the second half of the twelfth century, the Abbasid Caliphs of Baghdad organized an actual pigeon postal service, including the provision of way stations along the various routes. This message delivery system flown by pigeon connected Baghdad with Cairo, a distance of some 1,200 kilometers. It also linked Cairo with other cities of the Near East, such as Alexandria, Gaza, Jerusalem, Damascus and Aleppo. While the service deteriorated over time, remnants of this "Arab pigeon post" existed until the end of the fourteenth century.

If we think in terms of mechanically assisted communication, a lot of messages were carried by balloon. The earliest instance was on November 30th 1784, when Dr. John Jeffries dropped three messages to the ground while on a flight over London, England, with Jean-Pierre Blanchard. However, dropped messages may not count as "airmail".

A "true" airmail delivery occurred on January 7th 1785, when Blanchard and Jeffries made the first crossing of the English Channel by balloon. They traveled from Dover to Calais, and carried with them a mailbag which contained:

*several letters, all addressed to the Mayor of Calais, to be re-despatched to their addressees, one of which was the British Prime Minister, William Pitt.*¹

Balloons are also famous in aerophilately, for the mail service operated from Paris during the Franco Prussian of 1870-71. 67 balloon flights were made out of Paris over a period of 128 days, with 2 departures recorded on 12 of those days. 55 (or 56) of the flights carried mail, and between 2 and 3 million letters were flown. Many of the balloons also carried passengers. Some of them also carried homing pigeons, which were used to carry micro-filmed messages back into Paris.²

Following balloons came Zeppelin airships which could be steered, and so gave much more control regarding the destination of an air mail flight. The first reference to a message dropped from a Zeppelin in the *American Air Mail Catalogue*, (Fifth Edition, Vol. 1), is to a message dropped over Zurich on July 1st 1908 from L.Z.4. Dropped mail became a feature of many later Zeppelin flights. In August 1909 a special cancellation was used for the first time, applied to cards carried on the Z 3 (LZ6).

Continued

¹ *History of Air Cargo and Airmail from the 18th Century* by Camille Allaz.

² Different sources state that 65, 67, or 69 balloon flights were made from Paris. The figures I've used come from Donald Holmes *Air Mail - an illustrated history 1793 - 1981*.

IS THE TERM "WORLD'S FIRST OFFICIAL AIRMAIL FLIGHT" JUSTIFIED? continued

So far as "aircraft" are concerned, back in 1995 I was an underbidder on a postcard inscribed, "*This card was flown at the Boston - Harvard Aero Meet Sept. 1910 by T.D.M. Sopwith*". I doubt this was the first postcard flown on an aircraft by favor. [If anybody knows of earlier card, letter, or message flown on an aircraft, or a claim as to the earliest such "mail", please send me details of it.]

With regard to official air mail flights, I recently received a copy of the February 2011 *eZEP-Newsletter*, with the comment:

100 years ago: Fred Wiseman flew on 17 February 1911 from Petaluma to Santa Rosa (California) and on board he carried three covers. This was the first airmail carried by an airplane. The next day, on 18 February 1911, the first official airmail was carried between Allahabad and Naini in India. Both events mark the beginning of airmail transportation, and both first flights happened just 100 years ago....

There has been a long-standing debate in the U.S. as to whether or not Fred Wiseman's flight, which carried a message from the Post Master in Petaluma, counts as the "First Official Air Mail Flight" in the U.S.A. - That distinction is usually awarded to Earle Ovington who was sworn in as the first U.S. airmail carrier on September 23, 1911, and then carried over 43,000 pieces of mail between Long Island and Mineola, New York, over a nine day period. But, when I visited the National Postal Museum in Washington in 1996, Fred Wiseman's plane was on display, with a sign saying: "*IN 1911 THIS WISEMAN-COOKE MADE THE FIRST AIRPLANE CARRIED MAIL FLIGHT OFFICIALLY SANCTIONED BY A U.S. POST OFFICE*".

However, a very significant fact in determining whether the Petaluma flight or the Allahabad flight was the first to carry official mail, is that Wiseman's flight took two days to complete its flight, as the aircraft made two forced landings due to equipment failure. - It seems to me that the title of "world's first flight official air mail flight", should be based on when the flight finished, not when it started!

According to the Smithsonian's website:

Fred Wiseman needed two days to fly his meager handful of mail from Petaluma to Santa Rosa, California in 1911. His airplane, now on display in the National Postal Museum, never exceeded 70 miles per hour or flew higher than 100 feet off the ground. He carried three letters from the mayor and other town leaders, some groceries, and copies of the local newspaper, the "Press-Democrat." While passing over a woman's farmhouse, he grabbed a newspaper out of the bundle and tossed it to her. History did not record the name of the woman who received the first quasi-official U.S. airmail.

The trip was too much for the little airplane and the engine gave up, forcing Wiseman down in a large muddy field. A skid broke in landing but both it and the engine were repaired. It was too late to fly out that night, so Wiseman directed his crew to cover the airplane with a large tarp as protection. The next morning, they removed the tarp and used it to create a "runway" for Wiseman to use in taking off.

Wiseman's craft just couldn't make the whole trip. In sight of Santa Rosa, a wire broke loose and caught in the propeller, stopping the engine. The airplane was down again. Wiseman stepped out to a growing, cheering crowd who picked up the pilot and his mail and drove them into town.

Among the items Wiseman brought to Santa Rosa that day was a letter from John E. Olmstead, Petaluma's postmaster, to Santa Rosa postmaster, Hiram L. Tripp. The letter read:

Dear Sir and Friend, Petaluma sends, via the air route, congratulations and felicitations upon the successful mastery of the air by a Sonoma County boy in an aeroairplane conceived by Sonoma County brains and erected by Sonoma County workmen. Speed the day when the U.S. Mail between our sister cities, of which this letter is the pioneer, may all leave by the air route with speed and safety.³

So, strictly speaking, when celebrating Allahabad we're actually commemorating, ***The Arrival of the World's First Official Airmail Flight by a Heavier Than Air Aircraft.***

Is it reasonable to abridge that to its conventional short form of the "**World's First Official Air Mail Flight**"?

I think it is. - I'd also be glad to receive "Letters to the Editor" stating other opinions.

Chris Hargreaves

³ http://postalmuseum.si.edu/airmail/historicplanes/early/historicplanes_early_wise.html

COMMEMORATING ALLAHABAD

City witnesses historic re-run of first airmail services

The Times of India, February 13th 2011

ALLAHABAD: To mark the centenary of the airmail services, the Indian postal department along with the Indian Air Force commemorated the first air postal service on the tarmac of Bamrauli airport, on Saturday.

The world's first airmail service took off between Allahabad and Naini on February 18, 1911, with 6500 letters and 40 autograph picture postcards in Humber Sommer biplane. French aviator Henry Pequet was the pilot.

The credit for the start of the airmail service goes to the Commander Sir Walter G Windham and the then post master general of United Provinces, Sir Geoffrey Clarke.

At around 9.45am on Saturday, two chopper pilots, Wing commander Mukesh Kothari and Squadron leader Anshul Saxena, took off from Bamrauli Air Force Station on Chetak helicopter and carried 500 odd letters to Naini, thus revisiting the history. Incidentally, the day on which the first airmail was carried, i.e, February 18, 1911, was also a Saturday.



Those who witnessed the start of the airmail service in 1911 included the then governor of United Provinces Sir John Hewett and Lady Hewett along with thousands of citizens and pilgrims who had assembled at Sangam for the Kumbh Mela. On Saturday too, thousands watched the Chetak helicopter fly on the blue sky of Sangam city.

The chief guest on the occasion was Governor BL Joshi while the guest of honour was AOC Central Command, Air Marshall GS Kochar. The chief postmaster general, UP Circle, Lucknow, Col Kamlesh Chandra and postmaster general, Allahabad region, Udai Krishna were also present.

On the occasion, Joshi released four postal stamps, issued by the Indian postal department. Each stamp, of Rs five denomination, carries picture of the first airmail service. While one stamp shows the famous Allahabad Fort along with the sketch of two rivers and the area of Naini, the other shows the airplane and photo of the pilot. There was a rush among visitors to buy the rare first day cover.

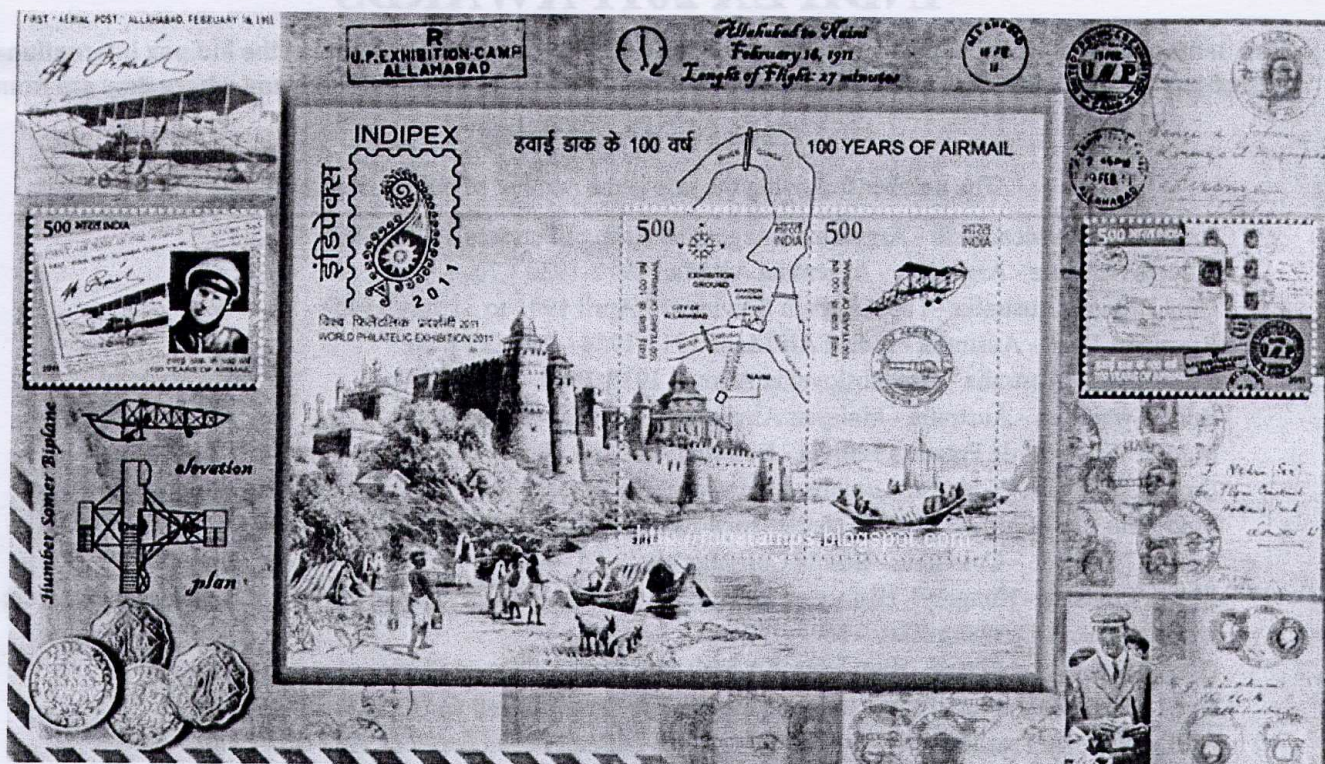
The French government too would issue a special stamp on February 18 to commemorate the event.

A souvenir sheet with the Indian stamps is shown on the next page, as is the French stamp.

The Allahabad flight was also commemorated at INDIPEX 2011 - an International Philatelic Exhibition held in New Delhi, from February 12th - 18th 2011. This involved 555 exhibits, (147 of them from India), totaling about 3,000 frames. This exhibition was intended to focus on aerophilately. The aerophilatelic and astrophilatelic Palmares are shown on page 20 of this journal.

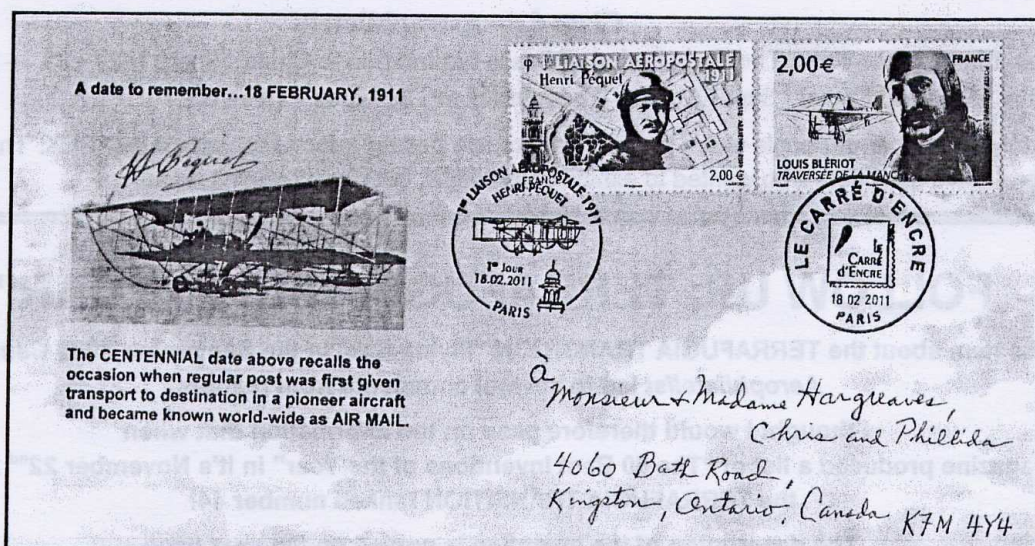
During the Palmares, Pradip Jain was presented with a plaque for his induction in to the AAMS Aerophilatelic Hall of Fame.

Pradip Jain was also presented with a plaque from The Canadian Aerophilatelic Society: *In honour of the Centenary of the First Official Air Mail Flight Worldwide From Allahabad to Naini, India 18 February 1911.* The plaque was presented by Mr. Tay Peng Hian, RDP, President FIP.

COMMEMORATING ALLAHABAD continued:

The French stamp honoured the pilot of the Allahabad Flight: Henri Pequet.

Donald Holmes, who I have quoted from extensively in this issue, now lives in France. He is as interested in air mail history as ever, and is still creating souvenir covers. - I was very pleased to receive the cover below from Donald. It commemorates 18 FEBRUARY 1911: *the occasion when regular post was first given transport to destination in a pioneer aircraft and became known world-wide as AIR MAIL.* It is a First Day Cover for the Henri Pequet stamp, and is also franked with last year's Louis Bleriot commemorative.



INDIPEX 2011 AWARDS

Ken Sanford sent me this list of awards to Aerophilatelic & Astrophilatelic exhibits at the Indipex international exhibition in New Delhi. - It is interesting to see who exhibited, what they exhibited, and where they are from:

Class 5 — Aerophilately

The number following the title is the number of points awarded.

- Jorge Eduardo Moscatelli - Argentina - Argentina Airmail Services 1939-1950 - 82 V
 Alberto Schwarz - Argentina - Argentina Air Mail 1917-1930 - 70 — S
 Gary Brown - Australia - The Airgraph Service (17 April 1941 to 31 July 1945) - 82 — V
 Raymond Todd - Australia - Indian Air Mails 1911-1934 - 95 - LG & SP
 Ross Wood - Australia - Czechoslovakia Airmail 1918-1940 - 80 — V
 Boon-Swee Yen - Australia - Malayan Airmails 1919-1942 - 93 — G
 Martha Villarroel de Peredo - Bolivia - Bolivian Air Mail - 90 — G
 David Lu - China - Chinese Airmails & Forerunners - 97 - LG & SP & Grand Prix International Candidate
 Mao-Hsin Lin - Chinese Taipei - Netherlands East Indies Airmail From 1920-1942 - 86 — LV
 James C Johnson - Colombia - Scadta Consular Mail - 85 — LV
 Zoltan Koleszar - Hungary - History of The First International Civil Airmail Service of The World Budapest - Vienna-Krakau-Lemberg-Kiev - 86 — LV
 Gyorgy Szirtes - Hungary - Hungarian Air Mail 1910-1940 - 77 — LS
 Nand Kishore Agrawal - India - Indian Airmails The Development and Operations-1911-1945 - 83 — V
 Feridoun Novin Farahbakhsh - Iran - Study of Iran Airmail Postal Services 1918-1944 - 80 — V
 Ivar J. Sundsboe - Norway - AV2 and Air - Transit Markings on Air Mail - 85 - LV & Felicitations
 Jacek Kosmala - Poland - Airplane Services on the Polish Territories 1914-1939 - 92 — G
 Graham Cosh - Portugal - German Aerophilately 1888-1938 - 88 — LV
 Joao Lopes Soeiro - Portugal - Portuguese Airmail - 86 — LV
 Leonid Tuhtyaev - Russia - The Post of an Airship "Graf Zeppelin LZ-127" - 78 — LS
 Sava Velickovic - Serbia - Airmail of Yugoslavia 1923-1941 - 77 — LS
 Sa Bee Lim - Singapore - Malayan Airmails - 96 - LG & SP
 Jose Pedro Gomez-Aguero - Spain - Airmail On Spanish Land (1919-1939) - 85 — LV
 Vicente Pastor - Spain - Catapulted Flights - 85 — LV
 Janis Orbe - Sweden - The Airships and Their Journeys 1909-1926 - 82 — V
 Margaret Joyce Boyer - United Kingdom - Austrian Airmail 1918-1938 - 78 — LS
 John F Cress - USA - Development of Australian Air Mail 1914-1939 - 88 — LV

Class 6 — Astrophilately

- Da'an Lin - China - From The Early Period of Space Exploration to China's Space Mail - 85 — LV
 Safdar Mohamed Kamal - Saudi Arabia - The Journey to The Moon - 73 — S

Unfortunately, a number of people seem to have had trouble getting information about INDIPEX. There may have been several more exhibitors who wanted to exhibit at INDIPEX, but didn't/couldn't do so.

FOLLOW UP: TERRAFUGIA "FLYING CAR"

The item about the TERRAFUGIA TRANSITION "Flying Car" in the September 2009 *Canadian Aerophilatelist* led to several comments from readers.

I thought I would therefore pass on the information that when *Time* magazine produced a list of "The 50 Best Inventions of the Year" in it's November 22nd 2010 issue, the TERRAFUGIA TRANSITION ranked number 44!

The description of the invention is copied on the next page.

Time magazine 50 Best Inventions of 2010 - number 44:

NO. 44

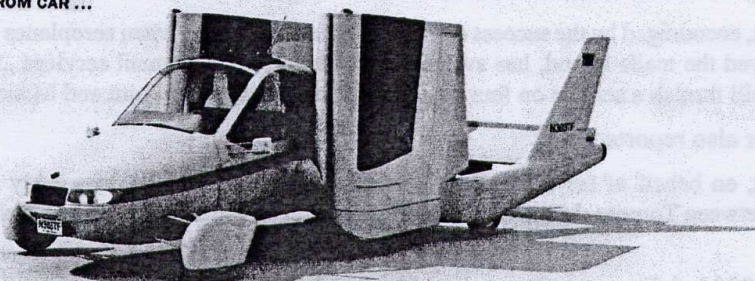
Terrafugia Transition



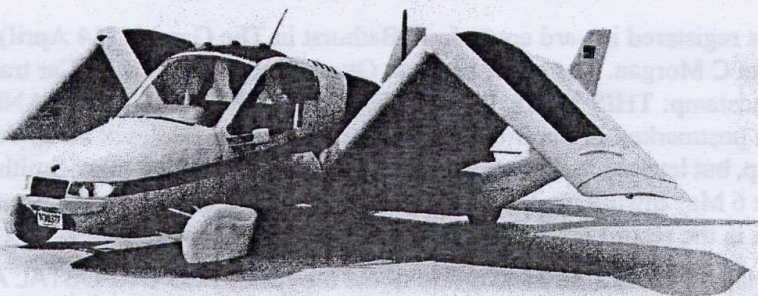
The Terrafugia Transition could redefine the convertible. And door-to-door travel. Designed by a team of MIT aeronautics engineers, including Terrafugia co-founders Carl Dietrich and his wife Anna Mracek Dietrich, the Transition is a street-legal, airworthy, airbag-and-parachute-equipped flying car that at \$200,000 is priced less than a Lamborghini.

The first models will be delivered next year. True, with its wings retracted like football goalposts, the Transition, whose 100-horsepower engine gets it 35 m.p.g. on terra firma, isn't going to be a match for an Italian sports car. But extend the vehicle's gull wings—and you are requested to do this at an airport—and the rear-propeller-powered Transition can fly two passengers about 500 miles at a cruising speed of 105 m.p.h. After you land, you will not be heading to the rental counter.

FROM CAR ...

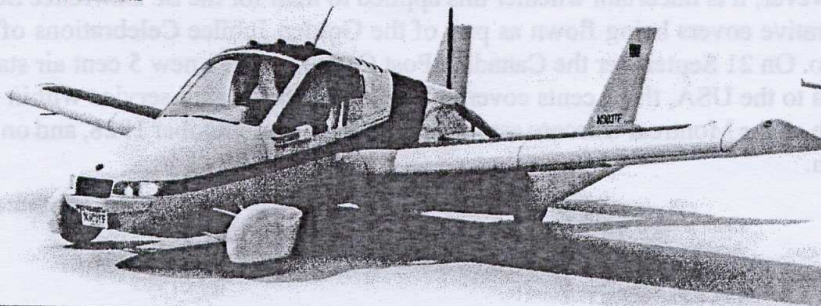


In car mode, the 100-horsepower Transition gets 35 m.p.g.



The company recommends that pilots open the gull wings only at an airport

... TO PLANE



The plane needs a mere 1,700 ft. of runway to achieve liftoff

You read about it first in *The Canadian Aerophilatelist*! - September 2009.

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 2)

by Richard Beith

This article was originally published in *Air Mail News*, the journal of the British Air Mail Society, in May 2008. It is reprinted with permission of the BAMS.

The article has been updated by Richard with information obtained since 2008.

Part 1, which covers events up to the end of 1927, was published in the June 2009 issue of *The Canadian Aerophilatelist*. It has also been posted on the CAS website: www.aerophilately.ca

For ease of reference, the complete bibliography for the whole article was included with Part 1.

1928: Flights resumed

A British newspaper for 3 April, datelined from Ottawa, noted:

'The Canadian Government, encouraged by the success of the experiments last year, when aeroplanes met incoming steamers at Father Point and conveyed the mails inland, has awarded four contracts for air-mail services ... The Canadian Trans-Continental Airways Ltd will furnish a service on four days a week between Father Point and Montreal.'

An American philatelic paper also reported that:

'An official announcement, on behalf of the (Canadian) Postmaster-General ... that a tri-weekly mail service would be established in a few days between Toronto, Montreal and Rimouski with an estimated saving of 24 hours on mail for Great Britain and Europe ...'

The first outward flights of 1928 left Toronto, Ottawa and Montreal on May 5th/6th and connected at Rimouski with the Regina. A number of Letter Bills have survived, they bear the earliest known examples of the boxed Canadian Air Mail handstamp, above the manuscript phrase 'Via Montreal to Rimouski', see Figure 3. News of this service had obviously reached aerophilatists, see the cover by this first despatch addressed to Francis J Field Ltd at Sutton Coldfield, Figure 4.

Stewart Duncan has reported a registered inward cover from Bathurst in The Gambia (14 April), no less, addressed to the previously mentioned Ian C Morgan. The cover bears an Ottawa and Toronto Mail Car transit mark for MY 6 28 and a three line boxed handstamp: THIS MAIL WAS CARRIED BY/POSTAL AIRPLANE/ TO TORONTO. Further inward mail is known postmarked in Sheffield on 14 June and from Middlesex on 27 July. Both envelopes bear a similar boxed handstamp, but lettered for Montreal, see Figure 5. Malott and Stanley-Smith confirmed that this type of cachet was used on the 6 May inward mail. It was also reported that mails which left Southampton on 2 June reached Toronto via Rimouski in the record time of six days, six hours and 42 minutes.¹

[EDITOR'S NOTE: Murray Heifetz wrote a detailed article about the "CARRIED BY POSTAL AIRPLANE" cachet. It was published in the September 1997 *Canadian Aerophilatelist*, and has also been posted on the CAS website.]

Canadian mails despatched on early flights in 1928 continued to be carried at the Empire surface rate of 3 cents per ounce, see Figure 6. According to Smith and Warwukiewicz, a 5 cent air mail rate was introduced on 24 August and included a 1 cent war tax. However, it is uncertain whether this applied to mail for the St. Lawrence Seaway air mail service, or only to commemorative covers being flown as part of the Golden Jubilee Celebrations of the Canadian National Exhibition in Toronto. On 21 September the Canadian Post Office issued a new 5 cent air stamp, primarily intended for mail from Canada to the USA, the 5 cents covering any available air mail service within the USA. The stamp was also intended for use on the Montreal-Toronto service inaugurated on 1 October 1928, and on the Montreal-Rimouski service from then on.

Text continued on page 24.



¹ 'Air Mails in Canada', report dated 3 April; 'Air Mail Service opens in a few days', in *Weekly Philatelic Gossip* (undated); Letter Bill of 5 May 1928 from Montreal to Liverpool and Glasgow via the *Regina*, in POST 33/5251; Stanley-Smith, Part 2, p.6; 'Air Mails', *Flight* (?) (undated).

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 2) by Richard Beith continued:

[illegible]

Figure 3: Letter Bill “postmarked” MONTREAL May 5 1928, LONDON 14 MY 28.
(Source: Post Office Archives, London, file POST 33/5251)

Air Mail.
First Flight Toronto,
Montreal to Rimouski.



Francis J. Field, Ltd.
Sutton Coldfield
Birmingham, England

FIGURE 4: Postmarked TORONTO May 5 1928

Continued

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 2) by Richard Beith continued:

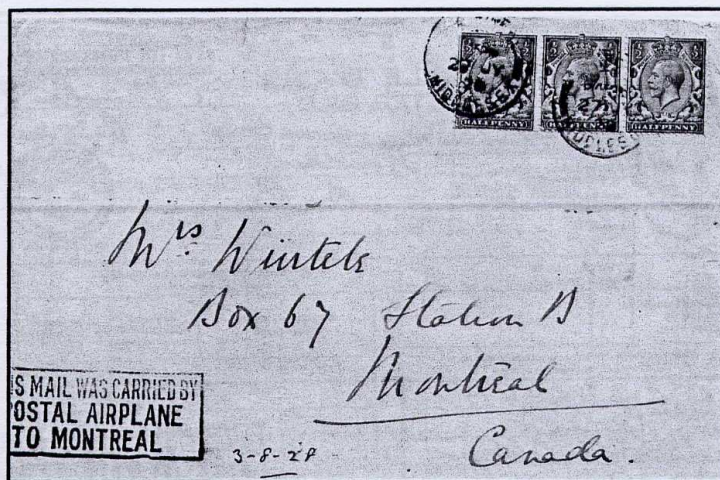


Figure 5. Postmarked 29 JY 28. in MIDDLESEX, England. - Manuscript notion 3 - 8 - 28 beside cachet at bottom.

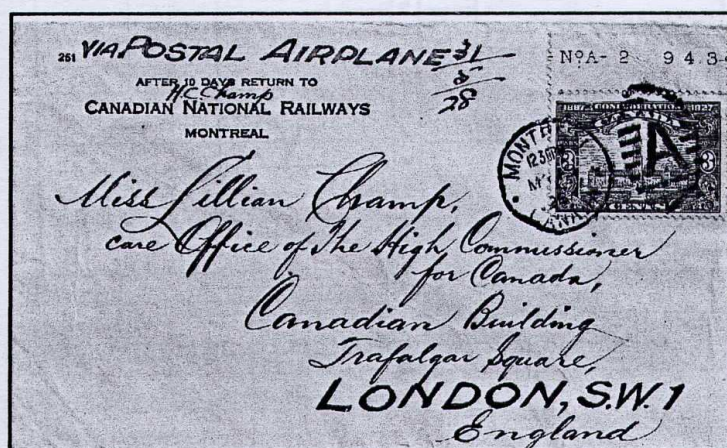


Figure 6. Postmarked MONTREAL MY 19 28, manuscript 31/5/28 beside endorsement at top.

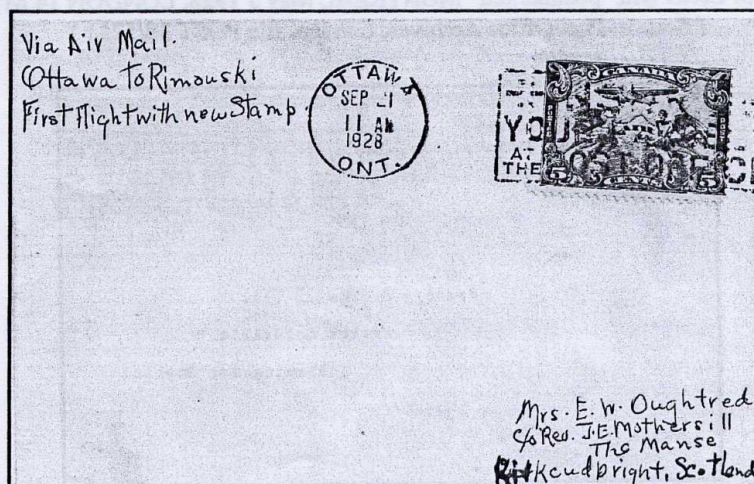


Figure 7. Postmarked OTTAWA SEP 21 1928.

Continued

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 2) by Richard Beith continued:

The 21 September cover addressed to Kirkcudbright, Scotland, shown as Figure 7, bears the inscription 'Via Air Mail, Ottawa to Rimouski. First flight with new stamp.'²

The few known flights from 1928 are summarised below:

Inward mails:

6 May	<i>Empress of Scotland</i>	(799 pounds of mail, pilot Godfrey M Dean)
28 May	?	(202 pounds of mail, pilot Ayres)
5 June	?	

Outward mails:

5 May	<i>Regina</i>	(961 pounds of mail, pilots Romeo Vachon and J Caldwell)
20 June	?	
5 October	<i>Duchess of Bedford</i>	
9 November	<i>Calgaric</i> ³	

The existence of known October and November flights suggested that flights did indeed take place throughout the summer.

1929 Flights

No 1929 flights were recorded by Baldwin, T Field, Malott, Muller or Stanley-Smith, but the air mail service between Ottawa, Montreal and Rimouski was resumed on 25 April when mail was collected from the *Duchess of York*. Canadian Government statistics for 1929 recorded that 114 single trips were completed on the Montreal-Rimouski-Montreal route and that 68,672 pounds of mail was carried. Presumably not all this mail related to the ship-to-shore service. This represented 16% of all air mails carried on Canadian contract mail services that year. Figure 8 shows a registered air mail cover from Montreal (8 July) to Switzerland, which arrived in Zurich on 19 July.⁴



Figure 8. Registered air mail cover Montreal 8th July 1929 to Zurich.

27 cents rate = 13 cents to Europe including air in Canada + 10 c Registration = 2 cents air fee London to destination.

[Bibliography is with Part One on website www.aerophilately.ca]

To be continued.

² Smith, Dr R C and Wawrukiewicz A S, *Canada, Domestic and International Postal Rates and Fees, 1870 - 1999*, (Snow Camp NC, The Press for Philately, 2000), p.18; Whiteley D H, *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1925 - December 1942*, (Winnipeg, DHW Publications, 2000), pp.7-8.

³ Malott pp.99-100.

⁴ 'Civil Aviation Statistics for 1929', *Canadian Aviation*, April 1930, pp.46-47.

NEW BOOK - SPECIAL OFFER

Postal and Airmail Rates in France & Colonies 1920-1945

by Robert F. Picirilli

The France & Colonies Philatelic Society is pleased to announce the forthcoming publication of a major new philatelic work covering French Colonial Airmail rates from 1920 to 1945, compiled and written by our member Bob Picirilli, of Hermitage, Tennessee, U.S.A.

This A4 format, 234 page, card backed volume covers the letter rates and airmail surtax for French colonies from the start of commercial aviation to the end of WW2, and provides for the first time a comprehensive source of information to explain the postage rates applied to pre 1946 French colonial airmail covers.

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An international group of collectors was involved, over a period of some 14 years, in supplying information from other sources and providing valuable input for the data-base. Routes and airlines are mentioned where these have a bearing on rates.

The size and cost of the book have been kept to a most reasonable level by including extra material on a CD, which is a free courtesy of the France and Colonies Philatelic Society. The additional information includes the 7,500 cover data-base, in Excel format, Bob Picirilli's comments on the postage rates, the covers on the data-base plus full colour versions of the black and white illustrations used throughout this magisterial work

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ROMEO VACHON - AUTOGRAPHED COVERS

Roméo Vachon was one of the major forces in the development of Canadian air mail services, and was inducted into the Canadian Aviation Hall of Fame in 1974. His citation on the CAHF website states:

"His complete dedication to the advancement of manned flight in the service of frontier communities, in his dual capacity as pilot and air engineer, has been of outstanding benefit to Canadian aviation."

Roméo Vachon served with the Royal Navy as an engineer until his discharge in 1919, when he enlisted in the Canadian Air Force. During his career he piloted a WWI flying boat in which he flew forestry patrols and, after the war's end, he flew the first airmail service at Rimouski, Quebec with Canadian Transcontinental Airways. In 1928 Vachon successfully designed a new aerial service for the forwarding of mail to and from Europe. In 1936, as director of Canadian Airways, Vachon also set up new aerial transportation facilities in Labrador and Newfoundland to service the mining industry.

Many thanks to Pierre Vachon, (Roméo's son), for sending me: *"three copies of replies he had sent for first flight envelopes signed by him as pilot. One of them mentions the death of Jack Caldwell when he was flying for Vickers in Montreal."* The letters are reproduced on the next three pages of this journal.

The letters give an interesting insight into the process of obtaining pilot signed covers. As Pierre commented, *"they appear to show there was no pecuniary advantage to be gained by the pilot."*

The absence of payment matches the comments by Don Amos in his aerophilatelic memories of the 1930's: *"After receiving the cover back, we sometimes tried to get them signed by the pilot. There were various ways of doing this. I lived in Winnipeg at the time, so could go out to the airfield, and walk in to a Company's office. If the pilot was in, they would sign the cover. If the pilot was away on a flight, you could leave the cover with the Company, and the pilot signed it when they got back. You could also mail your cover to a Company's office at another airfield, and they would get it signed for you."*

ROMEO VACHON - items from Pierre Vachon continued

Oct 14/31

H. R. G. Dyffett
Oakland Cal.

Dear Sir:

It will be a
pleasure for me to swing
your envelopes, if you wish
to send them some time
in the later part of December
for I am sailing to England
this week. Schneider, Drenier
Vachon will be in Montreal
about that time, and

I could pass your mail
to them. Earl Hand whom
is National Air Transport
Ltd Toronto Ont.

As to our old friend
Baldwell he was killed
in a aircraft accident
over two years.

Yours truly
R. Vachon

Romeo Vachon,
12, 1 st Ave.,
Longueuil, Quebec.

After reading the letters Pierre sent, I began wondering how/why his father's files contained longhand copies of letters sent by him? I asked Pierre, who was also wondering about this:

How did all of these letters come to be in my mother's possession? I wish it were otherwise but I can not explain the two letters signed by my father unless he had copies made for his own files and these were kept by my mother among his papers after he died. The letter of January 5/32 is on onion paper as was typically used for file copies, so I think my hypothesis of this one being a file copy is probably a good one. The one dated Oct 16/31 appears to have been made using paper from a small 3-ring note book and being all in his own handwriting, I am inclined to think it was also a copy he wrote for himself. The third letter, recorded on something like personal stationery, is in someone else's script and is a total mystery to me.

The typed letter dated January 5/32, has a signature that is unmistakably his and there is no question in my mind that the one dated Oct. 16/31 is also in his own handwriting. The November 25th 1931 letter was not written by him, and of that I am certain; I have no idea who it is as my mother's penmanship was full of flourishes and this is such a tight-written script. All pertain to flights he actually did make but I can not go beyond that.

Continued

ROMEO VACHON - items from Pierre Vachon continued

November 25th. 1931

Dear Sir

It will be a pleasure
for me to sign the envelopes
which I had carried by
plane from Ottawa to
Toronto on the occasion of the
Exhibition in 1928

Yours very truly
-P. Vachon-

In 1931 Canadian Transcontinental Airways was taken over by Canadian Airways. Romeo Vachon left the company due to a conflict with one of his new supervisors. He then worked for Saunders-Roe, a subsidiary of Avro which specialized in the manufacture of seaplanes.

In 1932 he returned to Canadian Airways, but in a management position. He was appointed Quebec Superintendent for Canadian Airways, and then Assistant Manager of Quebec Airways. In 1937 he was awarded the McKee Trophy (now the Trans-Canada Trophy) - the highest honor in aviation - for his contribution to the development of commercial aviation in northern Quebec.

In 1938 Romeo Vachon joined Trans-Canada Airlines, became head of the new station at Dorval Airport in 1940, and was later promoted to Special Advisor to the President of TCA.

In 1944, he joined the Air Transport Board of Canada, and participated in the Canadian delegation to the Conference in Chicago at which the International Civil Aviation Organization was founded.

Romeo Vachon died in Ottawa on 17 December 1954, at the age of 56.

Pierre Vachon is currently working on an English version of a French language biography of his father, to be published in early 2014.

Don Amos's aerophilatelic memories were published in the December 2009 *Canadian Aerophilatelist*.

ROMEO VACHON - items from Pierre Vachon continued

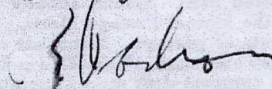
Longueuil P.Q.,
Jan. 5/32

Mr. Ralph E. Moffett
552 Miranda St.
Oakland California
U.S.A.

Dear Sir;

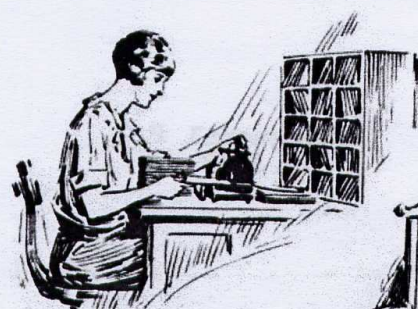
I am forwarding to
Mr. A. Schneider Your letters after singing them
myself, I am at lost to know where is Mr. Fleming
It is impossible to state how many letter was
caried for they where in sealed bags and han
dled by the officials of the Post Office.

Yours truly


R. Vachon
12 Charlotte Street
Longueuil P.Q., Canada

WANTED - Old Canadian Postage Meter Ads

Now compare the **Metered Mail System**



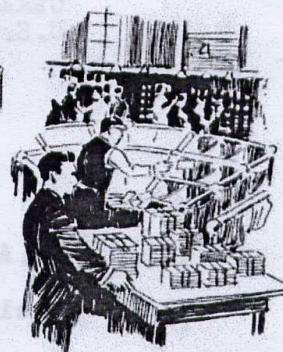
A. Preparation

Organized mail facilities are a first essential to any business. With a Postage Meter your mail is sealed, stamped, postmarked, canceled, all in one operation. No delay, neat work, no "loose postage."



B. Delivery

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C. Despatch

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COMMUNICATION is vital to business. Sixty percent of the day's work is represented in the mails travelling over the country at night. No factor is more fundamental to efficient management than the accurate and prompt handling of mail. The adhesive stamp is expensive of manufacture and distribution, laborious of handling, often disorderly in appearance, impossible of accurate accounting, and delaying to Post Office despatch. It is inadequate for modern business requirements.

Progressive concerns need no longer accept adhesive stamps as a matter of course or as a necessary evil. The license to print postage is now available and practical for any established business house. The Canadian Postal Service has extended the benefits of the "Metered Mail" System already generally in use in the larger institutions in Canada, by the authorization of the Midget Postage Meter. The Midget is designed for the moderate mailer and is capable of printing any rate of postage. Hundreds of these smaller machines are already in use.

Like the larger automatic Pitney-Bowes Machines, the Midget seals the mail at the same time as printing postage—all in a compact desk model operated by a simple turning of a lever. Descriptive illustration of this and other Pitney-Bowes models is shown on the last page of this folder.

The "Metered Mail" System:

1. Expedites the Post Office despatch of mail by the elimination of the delays and hazards shown on the opposite page.
2. Protects the postage account. Metered postage is not negotiable and cannot be used for personal mail.
3. Simplifies postage purchases. The registers of the meter show at a glance the amount of postage consumed and the balance remaining—no question of denominations, you buy your postage in dollars and cents.
4. Establishes mailing records by permitting the mailer to postmark his own mail with the date of despatch.
5. Enhances the appearance of mail. The "Metered Mail" indicia demands respect and inspires appreciation of your progressiveness.
6. Entitles the user to a 2% discount on postage purchased.

David Crotty is looking for original postage meter brochures and ads, like the one above.

(More are shown on the website www.meterstampsociety.com/adverts.html)

If anybody knows of old ads that somebody saved, or dusty old shop somewhere that has piles of old magazines he could page through looking for postage meter ads, please contact him:

David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A. [Email: decrotty@yahoo.com]

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All members are invited to send in details of items wanted or for sale to the editor.

They will be published as soon as space permits, at no charge to the member.

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Jim Reichman is making some of his previously issued publications newly available. See <http://www.americanastrophilately.com/Reichman.html> for your interest and ordering details. Web site viewers can click on the small image of the book cover and a close-up of the front cover will pop up. These pop-up images also alert the viewer that there is a CD enclosed with the book. These CDs have not only the whole book in colour but also three other, shorter philatelic articles (previously published in stamp journals) that are referenced in the books. Having these articles on the CD will make it easier for readers to find and read this background information.

Johannes E. Palmer

Please take a look at www.aerophil.de. There you will find all information about me. Since 18 years I am auctioneer for aero philatelic items and every year there are about four or five auctions. My customers are from all over the world and my catalogue is delivered to 3.000 collectors and dealers. Johannes E. Palmer, AEROPHILATELIE, Falkenweg 3, Biberberg, D - 89284 Pfaffenhofen a.d. Roth, Germany. Email: mail@aerophil.de

NEXT ISSUE DEADLINE

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

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

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

by May 15th.

Late News About ORAPEX

Jon Johnson is making a presentation to the BNAPS St. Lawrence Seaway Regional Group:

Flying High in Colour - Canada's Colourful Preprinted Commercial Airmail Covers.

The meeting will be held from 2:30 pm to 4:00 pm on Saturday April 30th.

One does not have to be a member of the BNAPS regional group to attend.

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 19 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.

#314 Glenn Baechler

#313 Alastair Bain

#353 *Chris Carmichael*

#414 Peter A. Carter

#266 John F. Church

#326 Gary Cristall

#393 Malcolm Crux

#224 *Charles Firby*

#376 Charles S. Flynn

#342 Mrs. Sandy Freeman

#183 Robert A. Haslewood

24 Neil Hunter

#284 John Irvine

#49 Jonathan L. Johnson Jr.

#359 Steve Johnson

#263 Louis K. Levy

#367 Doug Lingard

#177 John Masella

#330 John C. McCuaig

#243 Jim Miller

#375 Stewart R. Murray

#267 James H. Parker

#360 Stephen C. Robbins

#395 Rory Stewart

#315 Reginald Targett

#302 Pierre Vachon

#412 John Walsh

#262 *E.S.J. Van Dam*

#254 John Webster

#139 G.A. Wilson

#413 Howard Wunderlich

(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.