



THE CANADIAN AEROPHILATELIST

#87

Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

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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

Quarterly Journal: THE CANADIAN AEROPHILATELIST

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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.

PRESIDENT'S REPORT

May was a very good month for me, and I much enjoyed the CAS meetings at ORAPEX and ROYAL 2011. Full reports on these meetings are given later in this journal.

I think it was also an excellent month for the CAS, as our AGM elected a restructured Executive Committee that sets us up very well for the future.

Before our AGM, Neil informed me that he wanted to step down as Vice-President, but would stay on the CAS executive as a Member-at-Large, and concentrate on his role as Editor-in-Chief of the revised *Air Mails of Canada and Newfoundland*. - I much appreciate Neil's contributions to the CAS in his three years as Vice-President, and all the work he is continuing to do on our catalogue.

I called Steve Johnson to see if he was interested in taking on the role of Vice-President as well being our webmaster, and am delighted that he agreed to do so!

It seems to me that the main role for the Vice-President, is to get ready to take over as President. - To give some predictability to the future, I told Steve that I was happy to stay on as President for another two years, but then want to pass on the role of President, so that there is change and renewal in the CAS. I will, however, be glad to stay on as Editor of *The Canadian Aerophilatelist* after 2013.

I am very pleased that Steve said he is also willing to be nominated for President of the CAS in 2013.

PRESIDENT'S REPORT continued

I also want to welcome David Crotty to the CAS Executive. - He was elected as a Member-at-Large at our AGM.

David is a keen collector of Trans-Atlantic Airmails, Trans-Pacific Airmails, and Canadian Metered Mail, and exhibited at BNAPEX 2009 in Kingston, and ROYAL 2010 in Windsor. He participated in our Day of Aerophilately in Toronto last year, making a special trip from his home in Kentucky. David is also a section editor for the revised *Air Mails of Canada and Newfoundland*, and has taken on the major task of updating Section 17 - *Canadian Air Mail Rates*.

In addition to all this, David is increasingly involved with the American Air Mail Society, and will be able to provide us with information as to AAMS developments, and to tell the AAMS about CAS developments.

I am very pleased that the other members of the CAS Executive are all continuing in their previous positions. - I think this is terrific for the CAS, as our society has run very well in the past, and our new executive will be a terrific way of getting change, continuity, and renewal in the CAS!

I have found being on the CAS Executive has been both interesting and enjoyable. - The executive is open to new members-at-large at any time, so if any member would like to join the Executive Committee and participate in our decision making, please contact me.

Meanwhile, David Whiteley and Steve Johnson are doing well after their winter injuries; life is getting back to normal for David Reynolds and Alan Tunnicliffe after the New Zealand earthquakes; and our Manitoba members were not physically affected by the floods.

I hope everybody else is doing well, and that you all have a great summer.

Chris Hargreaves

Minutes of the Annual General Meeting of "The Canadian Aerophilatelic Society"
Held May 1, 2011
At the RA Centre, Ottawa, during the annual ORAPEX Philatelic Exhibition
Taken by: Brian Wolfenden

In attendance: A. Bain, R. McIntosh, S. Johnson, N. Hunter, R.K. Malott, C. Hargreaves, B. Wolfenden

C. Hargreaves called the meeting to order at 1.35 p.m. & welcomed those members present

There was a minutes silence to remember our departed members Bob Campbell, Robert North Sr., Jack Ince, Bill McCann & Jeffrey Lodge who all passed away in the last year.

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

The minutes of the 2010 meeting were approved. Motion by N. Hunter, seconded by R.K. Malott. Passed unanimously.

The Secretary & Treasurer's reports that appeared in the March 2011 mailer were approved. Motion by N. Hunter, seconded by S. Johnson. Passed unanimously. - It was pointed out that the treasurer's report is a cash report, not a financial asset report.

On a motion by C. Hargreaves, seconded by S. Johnson, it was agreed to buy a suitable token of appreciation for J. Hafer for the work she does for the CAS. Passed unanimously.

As no comments have been received after the publication of the updated constitution in the December 2010 journal, on a motion by R.K. Malott, seconded by B. Wolfenden, it was agreed to rescind the current constitution & replace it with the updated constitution. Passed unanimously.

Continued

MINUTES OF 2011 A.G.M. Continued:

Neil Hunter, Editor-in-Chief of "The Air Mails of Canada & Newfoundland" gave an update on the progress towards our new catalogue. It was agreed that production issues pertaining to the new catalogue be resolved with the AAMS

A draft design for the "25th Anniversary of the CAS" labels was approved on a motion from B. Wolfenden, seconded by R.K. Malott. Passed.

Election of officers for 2011 – 2013: The following were elected by acclamation.

President:	C. Hargreaves
Vice President	S. Johnson
Secretary-Treasurer:	B. Wolfenden
Members at Large	D. Crotty
	N. Hunter
	G. Mallett
	D. Whiteley

(Dave Brown will continue as Western Chapter Representative, chosen by the Western Chapter, and Dick Malott will continue as Past President.)

It was agreed to move our 2013 AGM to Winnipeg, to be held in conjunction with Royal 2013. It was also agreed that there would still be a CAS meeting at ORAPEX 2013. Moved by N. Hunter, seconded by R. McIntosh, passed unanimously.

R.K. Malott announced that the 2011 Snowbird covers will picture the Duke & Duchess of Cambridge as they will be on Parliament Hill for the fly past.

The next meeting of FISA has a motion to disband on the agenda. If it does the CAS should get some of its membership dues back. *(See page 10 of this journal for more information. Ed.)*

It was agreed that as part of the CAS presenting an award for ORAPEX each year, we would also push to have an aerophilatelic judge on the panel each year

There being no further business, on a motion by N. Hunter, seconded by S. Johnson, the meeting adjourned at 2.43p.m. Passed unanimously.

Brian Wolfenden



Alastair
Bain

Brian
Wolfenden

Chris
Hargreaves



Neil
Hunter

Steve
Johnson

Dick
McIntosh

Dick
Malott

EXHIBITION RESULTS

Congratulations to our Aerophilatelic exhibitors:

Edmonton Spring National - March 25th -27th 2011

Sandy Freeman Lloyd Aéro Boliviano 1924-1945

Vermeil

CAS Best Airmail Award

AAMS Best Airmail Award

ORAPEX 2011 - Ottawa, Ontario

Neil Hunter Commercial Airmail Across the Atlantic Ocean

Vermeil.

AAMS Best Airmail Award.

Alastair Bain Commercial Airways Limited.

Silver.

CAS Best Airmail Award.

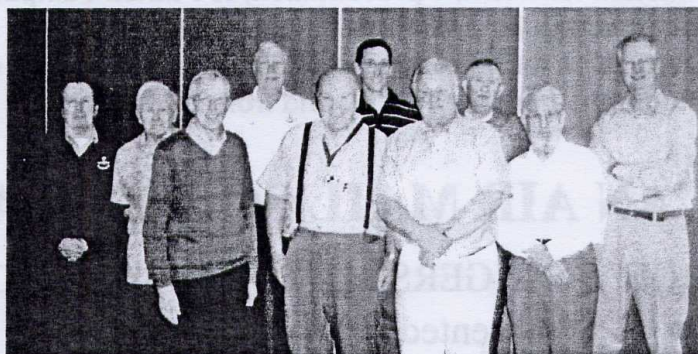
There were no aerophilatelic exhibits at ROYAL 2011 ROYALE.

CAS MEETING at ROYAL 2011 ROYALE

ROYAL 2011, the 83rd National Stamp Exhibition and Convention of the Royal Philatelic Society of Canada, was hosted by The Lakeshore Stamp Club in Dorval, near Montreal, Quebec, from May 13th -15th 2011. - It was a very active and well organized show.

The CAS meeting was switched to the morning of Saturday May 14th. - This worked out well, as it turned into a full day of aerophilately.

Our meeting was open to all, and attended by eleven people:



John Church Geoffrey Thompson Ken Sanford Francois Bourbonnais John Johnson Chris Hargreaves

Albert Plessier Dick Malott Pierre Vachon Patrick Campbell

[And Jacques Le Potier, who left before the photograph was taken.]

This was a very satisfactory attendance, both numerically, and for the discussions that took place within the group.

- It included 8 CAS members, and 3 visitors.
- The CAS members included four members from the meeting during CANADA 84 in Montreal, when it was decided to form a Canadian Chapter of the American Air Mail Society: Patrick Campbell (member #1), Dick Malott (#2), Ken Sanford (#6), and Geoffrey Thompson (#9). This Chapter became The Canadian Aerophilatelic Society in 1986.
- Two members, John Johnson and Ken Sanford, came up from the U.S.A. for the meeting.

Continued

REPORT ON THE CAS MEETING AT ROYAL 2011 ROYALE continued:

Our speaker was **PIERRE VACHON**, son of Roméo Vachon. Pierre gave a very interesting PowerPoint presentation about his father's experiences in the Canadian Air Force, as an airmail pilot along the St. Lawrence River in the 1920's and 1930's, and then with Trans-Canada Airlines.

One of Roméo Vachon's achievements described by Pierre, was making the First Same Day Return Airmail Flight from La Malbaie to Seven Islands on January 31st 1928. - According to a report in *L'Action Catholique* on Friday February 3rd 1928, translated by Google Translate and your editor with his French-English dictionary:

Two airmen from Canadian Transcontinental Airways, the Pilot Vachon and his mechanic Thibault have made the trip from La Malbaie to Seven Islands, and returned in one day. They did this in a temperature that was not at all favorable for a flight of more than five hundred miles. Another problem was the fog that forced the aviators to fly at a higher altitude than they intended, where the temperature was fifteen degrees below zero, which made the engine's operation difficult. The airmen left La Malbaie last Tuesday (January 31, 1928) at eight forty en route to Seven Islands, and all along the way they dropped mailbags to different centres. They had great difficulty in this work because of the mist that rose on the river, and prevented them from seeing the locations at which they were to throw their parachutes. At three fifty their plane, which carried the letters G-CAFF, returned to its base at Lake St. Agnes after putting a record in the books of the Canadian Transcontinental Airways company for having crossed 550 miles in less than a day and in quite disadvantageous conditions. What adds much to the success of the flight, is that it was conducted by two French-Canadians who are carving out an enviable reputation as heroes of the air.

Pierre would very much like to obtain one of the pieces of mail carried on January 31st 1928. - If anybody can help, please contact him at 249 Guilford Street, Saint John, N.B. E2M 1V5. [E: sarocloud@gmail.com]

After Pierre's presentation, Ken Sanford presented an AAMS Earl and Fred Wellman Award to Chris Hargreaves. [See next page for details.] A group of us then went out for lunch, while others went back to the bourse.

In the afternoon, some of us visited the Canadian Aviation Heritage Centre, and were given a tour by Patrick Campbell who is very involved with a number of the projects there. - Our tour included the replica Bleriot XI they have built; a 1928 Fairchild FC-2; and a 1942 Bristol Bollingbroke that is being restored.

The Canadian Aviation Heritage Centre is located on the Macdonald Campus of McGill University, in Ste-Anne-de-Bellevue, west of Montreal. - For more information check their website at www.cahc-ccpa.com or call 514 398 7948.

Many thanks to Pierre Vachon for a terrific presentation; to Patrick Campbell for a very interesting tour; to everybody at our meeting for a stimulating and sociable time; to Chuck Colomb and the other organizers of ROYAL 2011 for everything they did to provide a very enjoyable show; and to Dick Malott for the photographs from the ROYAL and from ORAPEX. .

AMERICAN AIR MAIL SOCIETY AWARDS

THE GEORGE W. ANGERS MEMORIAL AWARD FOR 2011

presented to **DON AMOS**

The **GEORGE W. ANGERS MEMORIAL AWARD** is one of the major awards of the AAMS. George Angers was a co-founder of the AAMS, who for almost four decades, rendered outstanding and unselfish service to the hobby of aerophilately and to the American Air Mail Society. The award is presented every two years to a person who has rendered outstanding service to aerophilately.

Don Amos was nominated for this award at the time of his 99th birthday. It was presented posthumously at the AAMS meeting in Boxborough on April 30th 2011. The citation on the award states:

The American Air Mail Society is honoured to present The George W. Angers Memorial Award to the late Donald Amos of Winnipeg, Manitoba for his years of dedicated and untiring work for the advancement of the American Air Mail Society and Aerophilately worldwide during the 1930's and 1940's. Don, an early researcher and writer of Canadian Air Mail flights epitomizes the unselfish dedication of the person after whom this award is named, George W. Angers.

AMERICAN AIR MAIL SOCIETY AWARDS continued

Don Amos produced lists of First Flights from Canadian Post Office Bulletins in the 1930s and 1940s, which were later used for the Canadian sections in the *American Air Mail Catalogue*. He was also an Associate Editor for the "Canada Air Mail Notes" in the *Jack Knight Air Log* during the 1960s; received the first CAS Editor's Award in 1999; and was elected a Fellow of the Canadian Aerophilatelic Society in 2009.

Don described airmail collecting in the 1920's and 1930's in an article, THE GOLDEN AGE OF CANADIAN AIR MAIL, that was originally published in *The Canadian Aerophilatelist* in 1998. It was re-printed in our December 2009 journal after Don passed away, and is being posted on the CAS website at www.aerophilately.ca

AAMS PRESIDENT'S AWARD - 2011

In his "President's Message" in May 2011 *Airpost Journal*, Mark Banchik announced that:

One of the great pleasures of office is bestowing awards and recognition! This year it is my great honor (and pleasure) to award Janice Weinstock the 2011 AAMS President's Award for service to the Society, aerophilately in general and for organizing the Northwest Chapter get-togethers. Weinstock also has served as AAMS Historian until recently, turning the position over to Len Lukens. We had the opportunity to meet at the American Philatelic Society's Stampshow (Richmond, Va.) last year, and I look forward to seeing her at her "home show" (Pipex) in Portland Ore., in May 2014.

Janice is also member #13 of the CAS. Congratulations on your award Janice!

EARL AND FRED WELLMAN AWARD

Your editor was very pleased to receive the following message from Dick Malott, who is Chairman of the AAMS Awards Committee:

Dear Chris:

I have been authorized by the President of the American Air Mail Society (AAMS), Mark Banchik, to officially advise you that you are the 2009 recipient of the Earl and Fred Wellman Award, for publishing the best segment of the Jack Knight Air Log, Canada Air Mail Notes. Your dedication over many years to have ready your Canada Air Mail Notes for publication in the Jack Knight Air Log on time is most commendable. Your wide range of Canadian Air Mail topics is much appreciated by Aerophilatelic enthusiasts.

As soon as the appropriate plaques are ready arrangements will be made to present this plaque to you in May 2011 at the RPSC Convention in Dorval by Ken Sanford and me. I apologize for the late presentation.

Yours sincerely,

Richard K. Malott

Major (Retd) CD, MSC, BA (Hist), FRPSC, FRPSL, FCAS, AHF



Chris
Hargreaves

Ken
Sanford

The "Canada Air Mail Notes" are an abridged version of *The Canadian Aerophilatelist*. They are published in each issue of *The Jack Knight Air Log*, in order to present questions, research, and news about Canadian aerophilately to a large audience of AAMS members.

For information about the AAMS and its publications, check the website: www.americanairmailssociety.org

In Memoriam - Bob Campbell

Bob was one of our Winnipeg members, who joined the CAS in 1999.

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

SECRETARY'S REPORT

Welcome to another new member: #418 Ian MacDonald of Ottawa.

Many thanks to Paul Cere and Charles Flynn for their donations to the CAS.

NEWS - NEWS - NEWS

- **Richard Saundry** has just stepped down after 10 years as editor of the British Air Mail Society's *Air Mail News*. I corresponded frequently with Richard, and he provided information on several questions that were published in our journal. In appreciation of his contributions to aerophilately and the CAS, Richard has been presented with an Honorary Membership in the CAS.
- **John Symons** has taken over as editor of the *Air Mail News*. I hope John enjoys being a journal editor as much as I do.
- **Australia newspapers, book, journals, photographs, letters, and more have been digitized and can be accessed, free on <http://trove.nla.gov.au/> which is part of the National Library of Australia.**
New Zealand Newspapers and periodicals from 1839-1945 have been digitized and are on-line , free, at paperspast:
<http://paperspast.natlib.govt.nz/cgi-bin/paperspast> This collection is part of the National Library of New Zealand.

Thanks to **Ken Sanford** for passing this on.

- The website of the **Astro Space Stamp Society** is now at www.astrospacestampsociety.com

FUTURE CAS MEETINGS

BNAPEX - September 3rd 2011

Vic Willson will be giving a talk about *Canadian Airmail Through US Carriers, 1920-1941*, at 10am on Saturday September 3rd, to a joint meeting of the CAS and BNAPS Airmail Study Group. The meeting is being organized by George Dresser, Chair of the BNAPS Airmail Study Group.

BNAPEX 2011 is being held from September 2nd to 4th in North Bay, Ontario. The show will be held at the Clarion Resort Pinewood Park Hotel, located five minutes from the center of North Bay. This is a very large convention facility, which can accommodate four hundred people.

The show will include twenty dealers and one hundred and sixty exhibition frames. - There were still frames available for those wishing to exhibit when this journal went to the printers.

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

TORONTO DAY OF AEROPHILATELY - November 6th 2011

This years Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday November 6th, from 11.15am to 4.00pm.

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

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

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

FUTURE CAS MEETINGS continued:**ROYAL 2012 ROYALE - EDMONTON**

Royal 2012 will be held at the Europa Conference Centre in the West Edmonton Mall, Edmonton, Alberta, from June 1st - 3rd 2012. - CAS activities will be co-ordinated by Dave Brown. [Address on page 2].

CAS SYMPOSIUM at ROYAL 2013

ROYAL 2013 is going to be held in Winnipeg from June 21st to 23rd 2013. Our CAS 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 an 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.

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

- traditional philatelic exhibiting, in which exhibits are judged by RPSC qualified judges.
- non-competitive exhibits, in which people can show what they want, how they want.

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

LETTERS TO THE EDITOR

John Bloor wrote:

I have an anecdote that you will enjoy. Back in the 1998 Christmas issue of the *Canadian Aerophilatelist* I submitted a Christmas greetings page showing a block of 8 of a black reverse die proof of the United Empire Loyalist label from which the central design for CLP1 and CLP2 was taken. About a month ago I got an email from Ray Simrak in which he requested a copy of the scan of the block. He collects Canadian SOAs and noticed the article while he was looking through some back issues of the CAP. I sent him the scan and some additional material about the provenance of the block which I didn't have when I submitted the original article. It was pleasing to know that someone reads old issues of the CAP and that the block was of interest to at least one other collector.

Thanks John. - I too am pleased to hear that old issues of our journal are being read.

AMERICAN PHILATELIC SOCIETY - "Philatelic Articles of Distinction"

APS would like to honor authors by creating a "Philatelic Articles of Distinction" archive on our website. In addition to awarding the authors, this opportunity will give publicity and a link to your group, encourage philatelic writing, and benefit the membership by sharing the articles.

How does it work? It's easy!

Hold an annual "best article" competition - If your group produces a publication/newsletter simply advertise the competition and set some simple guidelines - all philatelic related articles published are eligible to win.

Submit the Article to the APS - All current APS Affiliates and Chapters may submit an annual "best article" winner.

APS will post the article to the "Philatelic Articles of Distinction" archive and provide a certificate of achievement to the author. Articles will be uploaded and archived on the APS website by topic with a link to your group.

This sounds interesting, and a chance to get some feedback from readers about *The Canadian Aerophilatelist*.

To keep things simple, please send me an email or letter stating your favorite article or articles, (as many as you want), from the four most recent journals (including this one, so numbers 84 to 87.) Pick whichever article or articles you like: don't worry about how "philatelic" related they are.

Please respond within two weeks of receiving this issue of the journal to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [Email: hargreavescp@sympatico.ca]



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

The passing of Kuno Sollors, Honorary President of FISA, on December 26th 2010, was reported in the last issue of this journal. - Kuno had been a Board member of FISA since 1983, and was President from 1998 to 2007. When Kuno stepped down in 2007, Stephen Reinhard was elected as President of FISA

In January this year, Stephen submitted his resignation as President of FISA, with immediate effect. - In his letter to FISA, Stephen explained that:

When I accepted this position four years ago Kuno convinced me that the future of FISA was in the United States, and that the interest in FISA was dying in Europe. I told him that I would try to keep FISA alive. It hasn't worked out well. Now that Kuno is gone it is time to end the charade.

FISA was born and raised in Europe. It has been a European organization since its inception. If it survives it will do so because of interested parties in Europe, not in the Americas or Asia or Australia. The American experiment just doesn't work. It is too costly for Board members and others to fly to the U.S. A FISA located in the U.S. would draw mainly from the U.S. and Canada. That is not what FISA is supposed to be.

FISA grew out of desperation, as FIP tried to ruin the aero and astro exhibiting hobby. I have worked hard these past four years to solidify the good relations that we now have with FIP. My term as Aero Commission Chairman ends next year. I will no longer be able to advocate for aero and astro exhibitors. So, that part of my role as FISA President will end.

At the Congress in Graz the delegates will have to decide whether FISA serves any purpose anymore. Our member clubs don't seem to support us. I have serious doubts as to the future viability of the organization. But, if FISA survives it will be because a group of Europeans are willing to try to keep it going.

The documents for the 45th Congress and General Meeting of FISA, held in Graz, Austria, on May 14th, 2011 as part of OEVEBRIA 2011, included the following:

MOTION OF THE DIRECTORATE TO DISSOLVE FISA

On April 23 1960 FISA was founded as a mere European Lobby in Strasbourg. The Constitution specifies the object as follows:

The worldwide association of Aero- and Astrophilatelic Societies, Study Groups etc. for the purpose of close cooperation.

Further the Constitution includes various purposes, especially:

Preparation and enforcement of rules and regulations for the judging of aero- and astrophilatelic exhibits, as well as guidelines for exhibitors and judges of such exhibits.

FISA has fulfilled this once existential purpose, and even more than that, FIP founded Commissions for Aero- and Astrophilately, presently managed by Stephen Reinhard and Igor Rodin.

From our point of view FISA as a worldwide lobby of Aero- and Astrophilately is a run-out-model.

We did not succeed to unify all potential members as mentioned in the object — not even in Europe we could get a strong foothold, not to mention Asia or Africa.

The members show less and less interest in an international cooperation and question their annual payments because what offers FISA yet? And they are right since the Directorium sees, sadly to say, no opportunities to offer its members fair value for their dues.

The issuance of our own Bulletin to encourage the exchange of information among members was discontinued when Alex Newall passed away and Wolfgang Porges's Newsletter quickly ceased to exist due to lack of input from our members!

What is left except our financial support for exhibitions, symposia, seminars and aero- and astrophilatelic literature?

Continued

FISA REPORT - MOTION OF THE DIRECTORATE TO DISSOLVE FISA continued:

To do this one does not need an International Federation of Aerophilatelic Societies — that's what „FISA“ stands for — staffed with a high calibre Directorium spending quite some private expense for virtually Nothing. That's sadly the reality in 2011!

Text of Motion:

The General Meeting decides the Dissolution of FISA. Processing has be effected until September 30, 2011. The Residue of the Federation's Property as per June 30, 2011 will be disbursed in equal shares among the members.

This motion was discussed by the CAS Executive, and at our AGM. - It was felt that the preamble to the motion was an accurate summary of the current situation, and that we would support the Motion of the Directorate to dissolve F.I.S.A.

The FISA Congress at OEVEBRIA 2011 had been publicized in our journal. There was a request that any CAS member who was going to OEVEBRIA 2011 contact the CAS president, and an invitation for them to represent the CAS at the FISA Congress.

There were no responses with regard to CAS members going to OVEBRIA. Wolfgang Porges, Secretary General of FISA, was therefore appointed as the Canadian Aerophilatelic Society delegate to the FISA Congress, in order that the CAS could cast a proxy vote on the future of FISA. - The CAS voted in favour of the motion to dissolve FISA.

The CAS also expressed an opinion that it was a pity that F.I.S.A. has waned, but that all concerned should be pleased with F.I.S.A.'s early achievements. The Directorate was also congratulated on recognizing the current situation, and for taking action about it.

There was then a surprising turn of events! - **The motion didn't pass!**

The Minutes of the Congress reported that:

Motion of Directorium to dissolve FISA until 12-31-2011 and Discussion

Already in preparation of the Congress the Directorium's Motion caused some alarm and intensive discussions. A lively - partially controversial - discussion started and it became soon clear that a strong majority of the Members favoured the continuation of FISA. Even within the Directorium the members had differing views on the continuation of FISA.

More or less all participants would request to speak and formulated suggestions, wishes, proposals etc. In the next weeks the Directorium will work on this valuable input - structure, format and communicate to the Members.

Open Ballot of Directorium's Motion

After about one hour the ballot took place. The Motion of the Directorium received 14 Yes and 12 No votes, thus the Motion was declined as the necessary 2/3 majority was not reached. That means FISA is still alive!

Election of Directorium until 12-31-2011

The Members of the Directorium (Presidium and Board of Directors) had already agreed to continue until 12-31-2011, uncertain was the question who would be prepared to run for Presidency. During the Presidium's Meeting on 05-12-2011 Ross Wood [Australia] announced his willingness to run for Presidency.

The General Meeting unanimously elected the following Directorium: Ross Wood, President; Dr. Stefan Bruylant and Dr. Bedrich Helm, Vice-President; Wolfgang Porges, Secretary General; Hans Mierl, Treasurer; and the Board of Directors: Gérard Collot, Hugo Goeggel, Derrick Pillage, Nevill Polakov and Romano Savini.

The Presidium will enter into a dialogue with the members in due course in order to prepare the ground for a continuing reasonable cooperation.

The President then addressed the meeting on what was required for the current Presidium to continue beyond 31 December 2011 and on to the next Congress that has already been arranged for April 2013 at Westpex in San Francisco USA. He stated:

"I would like to thank you all for the confidence that you have in the support of FISA. However we have a lot of work to do in the next six months if FISA is to continue. We need your

Continued

FISA REPORT - ADDRESS BY ROSS WOOD, NEWLY ELECTED PRESIDENT OF FISA continued:

Member clubs to advise FISA of your activities so that all the other clubs and their members can be advised of future meetings, publications and exhibitions. This means that you not only send the Secretary General your publication, but write directly to him or myself to ensure all the information is put on our website. This information needs to be in PDF or word format so that it can be easily added to the website or added to the newsletters that will send to each of our Member clubs.

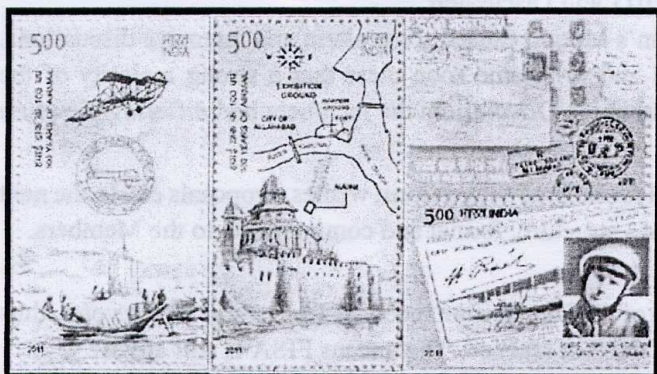
If in November the Directorium agrees that the Members have provided sufficient information and support to show that FISA has a real purpose to exist and it is my wish and hope that this will happen so that we will continue."

The CAS is one of the members that has been sending information to FISA on a regular basis in the past. We will continue to do so, and wish Ross Wood and the FISA Directors every success in re-vitalizing the organization.

Chris Hargreaves, CAS President

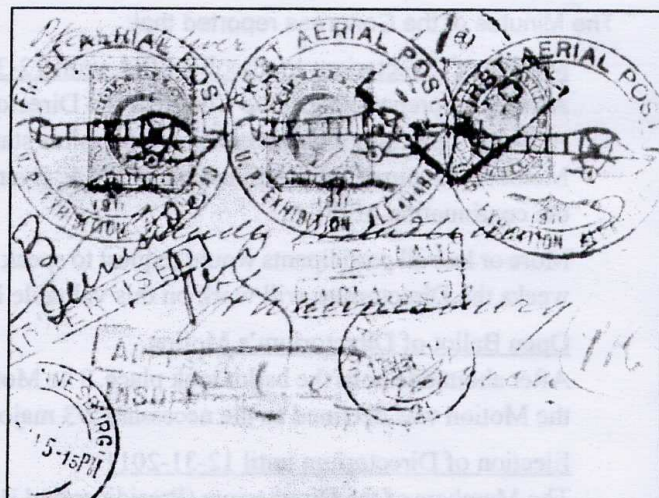
MORE ON THE CENTENARY OF FIRST AIR MAIL FLIGHT IN ALLAHABAD

There was an extensive report on the original flight on February 18th 1911, and on the Centenary celebrations, in the last issue of this journal.



India issued this set of four stamps to commemorate the flight. - The fort which features prominently in the design of the stamps, was built by Emperor Akbar. It was completed in 1583 after decades of construction. According to Wikipedia, *"this huge fort has three galleries flanked by high towers. It is the largest fort built by Akbar. In its prime, the fort was unrivaled for its design, construction and craftsmanship."* It is currently used as an army barracks.

The illustration on the stamp is based on an engraving of the fort in the 1850s. The complete engraving is incorporated into the souvenir sheet, that was shown in the last issue of this journal.



The December issue of *Aeroletter* featured the above cover, sent by Captain Windham, who organized the flights, to his brother in Johannesburg. It is one of two covers from the Allahabad flight that were addressed to South Africa.

Some 6,500 letters and postcards were flown on the February 18th 1911 flight.

Does anybody know whether any of them were addressed to Canada?

Aeroletter is the journal of the Aerophilatelic Society of Southern Africa, with which the CAS exchanges journals. - For more information on ASSA contact Neville Polakow, nevillep@intekom.co.za



25th ANNIVERSARY OF THE CANADIAN AEROPHILATELIC SOCIETY

Chris Hargreaves

Back in 1996, I did some research for an article on the Tenth Anniversary of the CAS. I discovered we were in fact twelve years old at that time, and had been formed in 1984 as the Canadian Chapter of The American Air Mail Society

The first meeting took place during CANADA 84, which was held at Place Bonaventure in Montreal, from October 25th to 28th 1984. - According to Patrick Campbell, our member #1:

"The American Air Mail Society had a table, and I think Ken Sanford was running that. . . At some point the formation of a Canadian society was suggested and we all trooped off to a bleak concrete room where the subject was discussed at length. Eventually I got up and asked "where do I sign" so someone produced a piece of paper and I was the first to sign. . . I guess I wanted to get back to the show."

Dick Malott became member #2, and the Chapter's Vice-President.

Nelson Bentley signed as #3. - He recalled that:

"somebody said "Will you look after the money, Nelson" and I was Treasurer! I think it was Ken Sanford that said it."

Mike Shand, a future CAS Vice-President, was #4; and Pat Sloan, our first President, #5.

Ken Sanford signed up as member #6, and became the society's first Secretary. - Ken held this position for one year, then stepped down when he was elected President of the AAMS.

The first issue of *The Canadian Aerophilatelist* was edited by Dick Malott, and produced on July 1st 1985.

Our name was changed to "The Canadian Aerophilatelic Society" in 1986, following a discussion at the Annual General Meeting in January 1986, and a ballot of the members. - According to the minutes of the AGM:

In discussing possible names it was pointed out that the name "Canadian Air Mail Society" which seemed to be most popular, might be understood to imply that membership would be restricted to those who collect only Canadian Air Mails."

Our constitution, with our new name, was authorized on September 1st 1986.

**Congratulations to all our early members
for getting the C.A.S. started, and to everybody
who has contributed to our society's expansion and activity.**

DESIGNING THE CAS 25th ANNIVERSARY MINIATURE SHEET

At our AGM in 2010, Mike Shand suggested that we get some labels/stickers produced to commemorate the 25th Anniversary of the CAS in 2011. This idea was approved at the meeting.

Mike then contacted the New Zealand Air Mail Society, which often produced such labels, to get details of their printer, who is Lindsay Armstrong, of Wellington, New Zealand. - A quick check of some Canadian printers and supply stores, established that printing perforated stamps was not one of the services they offered.

A potential design was created by Chris Hargreaves, and is shown on the left below.

1911 Centenary of the World's First Official Air Mail Flight 2011	 18 th February 1911	1986 25 th Anniversary of The Canadian Aerophilatelic Society 2011
1911 Centenary of the World's First Official Air Mail Flight 2011		1986 25 th Anniversary of The Canadian Aerophilatelic Society 2011
1911 Centenary of the World's First Official Air Mail Flight 2011	 18 th February 1911	1986 25 th Anniversary of The Canadian Aerophilatelic Society 2011

1911 Centenary of the World's First Official Air Mail Flight 2011	 18 th February 1911	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
1911 Centenary of the World's First Official Air Mail Flight 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
1911 Centenary of the World's First Official Air Mail Flight 2011	 18 th February 1911	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
Produced by	The Canadian Aerophilatelic	Society

This draft was created in WordPerfect, and was all in "black and white" except for the CAS logo. It was sent to Lindsay with a note: *I'm assuming you will make up a design using your typeface, optimizing the size, centering, etc. (And adding something like "Produced by The Canadian Aerophilatelic Society" in the bottom selvage.)*





Lindsay sent back the design on the right above, with an explanation: *I've used my initiative and added some extra colour to some of the text. If you don't like it I can change it back to black and do any other changes you want. The black borders will be used for lining up the printing but are removed once I do the final print.* - Lindsay put the years in red, and the text in blue.

After considerable discussion by the CAS executive, it was decided that the sheet should just commemorate the CAS.

Lindsay was asked for: *a revised layout based on the sheet you sent previously, but using just two of the designs: the CAS text and CAS logo.*

Lindsay then created the two alternative designs, shown at the top of the next page.

DESIGNING THE CAS 25th ANNIVERSARY MINIATURE SHEET continued:

1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011		1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011	1986 25 th Anniversary of the Canadian Aerophilatelic Society 2011
Produced by	The Canadian Aerophilatelic	Society		Produced by	The Canadian Aerophilatelic	Society

These designs were passed on to the CAS Executive, and everybody preferred the design on the right.

An order for 200 sheets was then sent to Lindsay. - The final sheet is reproduced full-size on the front cover of this journal, and one is being sent to each member of the CAS with this issue of our journal.

Many thanks to Lindsay Armstrong for his quick, helpful and accommodating responses at each stage of the design process.

CAS "STAMPS" FOR SALE

Extra copies of our 25th Anniversary miniature sheet can be purchased from the CAS. - The price is \$2 per sheet, plus a flat charge per order for postage and handling of \$1 within Canada / \$1.50 to U.S.A. / \$2 overseas. Orders 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 bjinepean@trytel.com

A few mint copies of the "PicturePostage" stamp produced last year for the 25th Anniversary of *The Canadian Aerophilatelist* are still available. - 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, per details above.



YURI GAGARIN

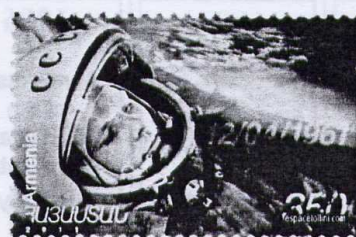
50th ANNIVERSARY OF THE FIRST MAN IN SPACE



RUSSIA



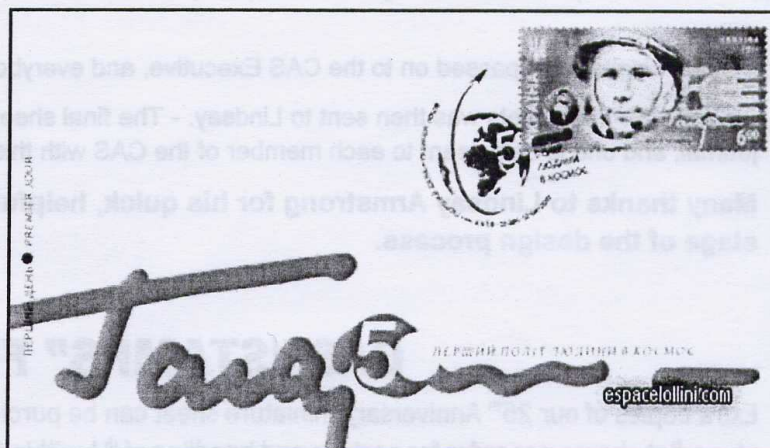
KYRGYZSTAN stamps - Vostok and Gagarin.



ARMENIA



GERMAN cancellation.



UKRAINE First Day Cover

The announcement of Yuri Gagarin's spaceflight, was one of the most memorable air-and-space events of my lifetime!

To commemorate the 50th Anniversary of this event, I am reprinting an article *Gagarin - the Back Story* by John Beenan. This article first appeared in the March 2011 issue of ORBIT, journal of the Astro Space Stamp Society, with which we exchange newsletters. - For more information on the ASS, write to Jeff Dugdale, Glebe Cottage, Speymouth, Mosstodloch, Moray, Scotland IV32 7LE. (Email: jefforbited@aol.com) or visit their website www.astrospacestampssociety.com

My thanks to John Beenan for the article. Thanks also to Gunter Rennebeck for the cover with the German cancellation above. - The other illustrations are from the Espace Lollini website at www.espacelollini.com

Gagarin - the Back Story

John Beenen recounts the background to the sensational and controversial flight of Yuri Gagarin in April 1961....

Yuri Alexejevitch Gagarin was born on March 9th 1934 in the small village of Klushino close to the village of Ghzjatsk in the Oblast Smolensk. Both his parents worked at a collective farm. He was the third of four children and was mainly raised by his elder sister. In WWII his elder brothers were forced to do slave labour in Germany and returned home only after the war.

After his schooldays Gagarin worked as an apprentice in metalworks as a foundryman. Still at school he was chosen for further education at the town of Saratov. Here he joined the local flying club and took his license for small airplanes. After completing his technical school he entered military flight training at Orenburg where he met his wife, Valentina Goryatcheva, whom he married in 1957 and with whom he had two daughters, Yelena and Galya. After getting his pilot's wings for a MIG-15 he was transferred to the Norwegian border in the neighbourhood of Murmansk. Gagarin was not very tall, only 1,57 cm, and his modest height would prove to be an advantage later on in the confines of the narrow Vostok capsule. In those days cosmonauts were selected on their height, their weight (less than 75 kg) and their age (less than 30). On November 5th 1957 he became a lieutenant of the Soviet Air force and two years later a Senior Lieutenant.

Out of 3000 applicants he was selected to join the first cosmonaut training group, which first was reduced to 102



and then to 20 as the Soviet chief of the space programme, Sergei Korolev (1907-1966), wanted to have the group three times larger than of the Americans. (Soviet Union, Gagarin and Korolev, Y 4794, 1981)

As this article is mainly about Gagarin and his achievements in space, let's pause briefly to take a look at this training group. Along with Gagarin were selected : Ivan Anikeyev (1933-†1992), Pavel Belyayev (1925-†1970), Valentin Bondarenko (1937-†1961), Valeri Bykovsky (1934), Valentin Filatyev (1930-†1990), Viktor Gorbatko (1934), Anatoli Kartashov (1932-†2005), Yevgeni Khrunov (1933-†2000), Vladimir Komarov (1927-†1967), Alexei Leonov (1934), Grigory Nelyubov (1934-†1966), Andriyan Nikolayev (1929-†2004), Pavel Popovitch (1930-†2009), Mars Rafikov (1933-†2000), Georgi Shonin (1935-†1997), Gherman Titov



Soviet Union Y 2401, 1961; Y2506, 1962

(1935-2000), Valentin Varlamov (1934-†1980), Boris Volynov (1934) and Dmitri Zaikin (1932).

Of those twenty only twelve would fly in space: Bondarenko died in a pressure chamber accident, Anikeyev, Nelyubov, Filatyev and Rafikov were dismissed for disciplinary reasons (misuse of alcohol) and others were disqualified on medical grounds: Varlamov (swimming injury) and Zaikin (Ulcer) and Kartashov (centrifuge problem), although he was considered to be the best of the training group.

The main group destined for the first flight in space comprised only six : Gagarin, Titov, Nelyubov, Bykovsky, Nikolayev and Popovitch. Previously Kartashov and Varlamov were chosen but both were injured and replaced by Bykovsky and Nelyubov. From those six finally Gagarin, Titov and Nelyubov remained as candidates and Nelyubov lost his position through his behaviour and alcohol misuse, though he still stayed as a member of the team, finally left the group as late as November 18th, 1966. The Head of the programme was General Nicolai Kamanin (1908-†1982) and the cosmonauts were located at Tyuratam base.

After passing several exams the cosmonauts prepared themselves intensively in all aspects of their mission. In that period landing on water was extensively discussed but

dismissed as neither the ejection seat nor the spherical re-entry capsule were designed to float.

In the presence of the three selected cosmonauts on March 25th 1961 Sputnik 5 was launched, weighing 6000 kg with on board the dog Zvezdochka and a dummy Ivan Ivanovitch. The dummy was successfully recovered and landed by parachute. The dog landed with the capsule (Soviet Union, Zwozdotchka, Y2426, 1961)



On April 3rd the Central Committee of the Soviets led by Nikita Khrushchev approved the first ever manned spaceflight and final preparations were made. Still the prime cosmonaut for the first flight has not been chosen.

In the meantime the cosmonauts were screened for unforeseen events such as a landing on foreign territory. Although automatic flying and landing was planned the cosmonauts were also prepared for manual procedures. However, to override the automatic system they only could do after they had opened a sealed envelope. One source mentions that before the flight of Vostok 1 the code was already known to Gagarin as 325.

It was also decided that during the first 40 seconds only Korolev or Kamanin could abort the flight for manual ejection.



(Soviet Union, Titov, Y2452/53, 1961)

As Titov seemed to be the stronger character and better suitable for the planned longer second flight, at last Gagarin was chosen for the first. Another unverified argument for choosing Gagarin might have been the fact that Titov's first name was 'Gherman', which sounded too much like "Germany". 30 years later Titov recalled that he was not pleased with the decision

although he understood that his chances were minimal as Gagarin was the son of a labourer, much more worthy in a "worker's paradise", and he the son of a teacher.

In the meantime Nelyubov made himself unavailable by a common Russian habit of drinking too much alcohol which only added to his other problems.

Gagarin learned of his selection for this task only three days before the mission. At 5:30 a.m. on the 12th of April Gagarin and Titov (his back-up) were wakened and prepared in their space suits then bussed the short distance to the launch pad. On leaving the bus Gagarin needed to relieve himself and did so against one of the tyres of the bus, so establishing a

tradition followed by all male cosmonauts ever since.

(Togo, Vostok 1, Y 1048, 1981)

After a small delay caused by a hatch which would not close correctly, at 9:07 Moscow time, Vostok 1 (meaning "East" with call sign Kedr, i.e. cedar) with Gagarin aloft, was launched for one orbit of the earth. 'Here we go' (Pojechali) yelled Gagarin. The Vostok weighed 4725 kg and had an orbit of between 327 and 180 km. Ten minutes after burn out and 25 minutes after launch it was known that a stable orbit had been reached. At a speed of 27.400 km/h he orbited earth in 89 minutes and 34 sec. During the flight he said: 'I can see the clouds, I can see everything, it is beautiful'. He also described the effect of zero gravity and his feelings about it. Gagarin orbited earth once only and landed safely after 108 minutes.

After that experience it was claimed that Gagarin may have said: 'I don't see God up here', but this is a false claim. The phrase actually came from a speech of Nikita Khrushchev before the plenum of the Central Committee. In a certain context he said: 'Gagarin flew into space, but didn't see any God there'

After re-entry Gagarin was ejected at a height of about 7 km and landed by parachute. This event was kept secret as according to the rules the flight for a world record could be ratified only when the pilot stayed in the vehicle. The capsule landed at 10:05 Russian Time south west of Engels Smelovka, Saratov. The first persons Gagarin met were an old woman (Anna Tachtarova) with her grand-daughter (Rita) and a dog. An interesting video of his flight is available on You Tube.

A very obstinate rumour persisting on the Internet concerns the suggestion that Gagarin may not have been the first. In one of my previous articles I wrote about 'Phantom Cosmonauts' and in my opinion probably Ledovsky in 1957, Shiborin in 1958 and Mitkov in 1959 all died in earlier flights.

In the former communist states a story was made up that the space trip of Gagarin had been faked. Many Western governments were supposed to know of this story but would not reveal the truth as, for investment reasons, it would have shown that the Soviet state was not so advanced as they would have us believe. An interesting book is 'Gagarin, a space lie' (Budapest 1990) written by the Hungarian journalist Istvin Nemere.

Arguments are: Until 1961 the USA has launched 42 satellites, the Soviets only 12. Also the USA was very quick with information about the space trip of Alan Shepard with Freedom on May 5th, 1961.



To save face the Soviet Union was forced to do something and on April 7th Soviet cosmonaut Vladimir Ilyushin was sent into space. The Americans were supposed to have intercepted several radio communications between him and the Space Centre in the Soviet Union. But Ilyushin's landing failed, he landed in China and he became seriously wounded and could not be shown to the world. It was announced that he had been in a car accident and sent to China to receive better treatment.

Actually, he may have crashed in China and been kept in detention for one year after been released. A Russian TV-documentary 'Cosmonaut cover-up' also claims a spaceflight of Ilyushin where he got into trouble during the first orbit and crashed in China on the third. Afterwards he might have been killed in a faked car accident, but that is not true as later on he was shown to be still alive, though suffering from severe wounds.

It was claimed that at that time the Soviets did not possess a spare rocket for launching and therefore it was decided to try a gigantic piece of poker, a cosmic lie.

On April 11th 1961, the British newspaper *Daily Worker* (typically sympathetic to the Communists) printed a front page article about this flight with Ilyushin. Up to today, Dennis Ogden, the journalist, claims he was right and the Ilyushin flight actually took place.



There are still some weak points in the story. Nowhere in the stories known today is Ilyushin mentioned as part of the cosmonaut team and some preparations for such a flight are certainly necessary, although it must be admitted, the Soviets are very good in "disappearing" someone. Another weak point is the fact that no spare missile would have been available. Due to poor Soviet organization at that time it could have been possible, but did they make such mistakes? Then they were really desperate.

A third argument: why he was sent to China? Is there not enough medical treatment in Russia?

In any case, one ref (2) cites a long letter of someone who did long time research to the story and he claims vigorously that the story of Ilyushin is true.

However, I still think that the long enumeration in 'Astronautix' shows the right sequence and the flight of Gagarin did take place, but that Ilyushin might have preceded him.

After the flight Gagarin was transported to Moscow where he met Korolev. Some days later he gave a carefully orchestrated television interview. After that he underwent several medical and physical tests for 6 days. On May 1st he was the focus of the annual parade.

Inevitably, as number 11.175, he became 'Hero of the Soviet Union'. After that he was used for Soviet publicity and had to visit a large amount of states such as: Bulgaria, Czechoslovakia, Finland, England, Iceland, Cuba, Brazil, Canada and Hungary.

Already in October Gagarin like Titov showed extreme masculine behaviour in drinking too much and insulting people. At a meeting in the Crimea Gagarin jumped from a balcony of the hotel and was seriously wounded as he was trying to make love to a 27 year old nurse. Such behaviour was not unknown by later cosmonauts and reading the book 'The right Stuff' even Americans played their glamorous role of popstar. With regard to Popovitch in particular some bad behaviour is known



(Soviet Union, Popovitch, Y 2551, 1962)

Gagarin needed ten days of healing and sustained a permanent scar on his face. For the benefit of outsiders it was suggested that he was suffering from exhaustion. Both cosmonauts were severely reprimanded about their way of living and promised to behave better. They were needed for further publicity.

After that, the travelling abroad started again with an Asian tour and after that an African one. For his service Gagarin earned 639 roubles a year, Titov 579 and his boss Kamanin even less. (During this time Rafikov and Anikeyev were dismissed for escapades for which in the cases of Gagarin and Titov were tolerated.

On June 12th Gagarin became a lieutenant-Colonel (Podpolkovnik) of the Soviet air force and on November 6th a full Colonel (Polkovnik).

In the meantime several Vostoks and Voskhods were launched. Gagarin was involved in all preparations for these flights. Valentina Tereshkova, the first woman in space, revealed in Cuba that Gagarin became the head of the lunar cosmonaut team in Star City near Zvyozdny Godorok. After an assignment for the 5th and 6th Soyuz flight, he was slated to be the first stand-in for Vladimir Komarov in the first Soyuz flight. After the disaster in which Komarov died, Gagarin and Leonov wanted Mishin to be

At that time, after the death of Korolev, Mishin was in charge of the space programme and as such he could be held responsible for all errors and mistakes of the Soyuz 1.

As the Soviet leadership thought Gagarin was too important for their publicity they removed him from the list of cosmonauts and was allowed to fly aircraft only.

On March 27th 1968, although he was a very skilled pilot, Gagarin together with his instructor pilot Seryogin was killed on a flight with a MIG-15. On the internet this crash is surrounded by many urban myths, but the main reason for this crash was a sudden pressure drop in the cabin which caused a free fall or turbulence caused by another aircraft passing too close.

Both were buried in the walls of the Kremlin in Red Square.



(Soviet Union, Gagarin statues, Y 4795, 1981)

Gagarin is honoured with a monument at Cosmonauts Alley in Moscow, a 40 m tall monument in titanium erected in 1980 and a number of commemorative coins. Another stands not far from Korolev Avenue.

And there are several others such as a plane taking off in Snizhne, his bust in Erfurt (Thüringen), a memorial in Aue-Zelle (Sachsen), a sculpture in the metro of Moscow Zvezdnaya, a large flying rocket column in Saratov, his head in Irkutsk, in Star City to name but a few.

There is also a wide, shallow circular and heavily eroded crater on the far side of the Moon named for him.

April 12th 1961 in the Soviet Union and thereafter became known as Cosmonautics Day, for philatelists an interesting day as every year since some interesting stamps have been issued.

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www.enchantedlearning.com Gagarin

www.nasa.gov Yuri Gagarin

www.ffagency.com Gagarin - statues

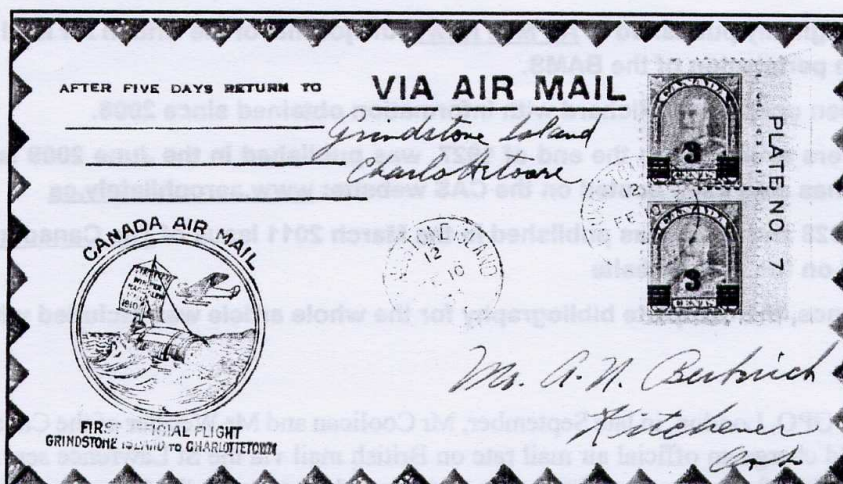


Popovitch Leonov Nikolayev Rafikov Anikeev Belyayev Titov Nelyobov Bykovsky Shonin
Gorbatko, Khrunov, Zaikin, Volynov Korolev, Nina Koroleva Karpov Nikitin Fedorov
Dismissed from service: Kartashov, Varlamov; Dead: Bondarenko, Indisposed: Komarov

A photo showing most of the first group of twenty cosmonauts

CANADA POST NEW ISSUE - METHODS OF MAIL DELIVERY

The Magdalen Islands emergency mail barrel will be familiar to many readers of this journal from the cachet on the 1933 Grindstone Island to Charlottetown First Flight Covers:



The barrel has now been featured on one of two stamps depicting "some unusual mail delivery methods", issued on May 13th 2011:



According to the announcement in the April 2011 *Canada's Stamp Details* :

Given Canada's sometimes daunting landscapes and often extreme weather, delivering the mail has, at times, required a little ingenuity. This se-tenant stamp issue, issued in time for the 2011 Royal Philatelic Show, depicts two of the more unusual methods of mail delivery.

In the winter of 1910, a snapped telegraphic cable severed communications between the people the Magdalen Islands north of Cape Breton and the mainland. Faced with isolation, the leaders of the community rigged a ponchon - a large barrel used for transporting molasses - with a rudder and sail, marked with the inscription "WINTER MAGDELEN MAIL."

After testing to ensure their jerry-rigged vessel was watertight, they piled in steel boxes filled with letters, including one explaining the situation and imploring the finder to mail the letters. Launched on February 2nd, the ponchon was found at Port Hastings, Nova Scotia, more than a week later, by Murdoch McIssac - who forwarded the letters as requested.

Prior to the air mail advances of World War I, the only reliable method of mail delivery in northern Canada in winter was by dog team, a practice that persisted in more remote regions until the early 1960s. Dog breeds and sledding equipment varied, depending on the terrain, climate and era. Today, every January, the Gold Rush Trail Dog Sled Mail Run allows mailers to have envelopes carried by dog team and delivered via Canada Post. The artwork for this stamp was unveiled earlier at this year's edition, held January 21-23, 2011.

According to Stamp Design Manager Liz Wong, "these stamps honour Canada Post's history and depict the role of mail delivery in the development of our nation."

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 3)

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

Part 2, covering 1928 and 1929, was published in the March 2011 issue of *The Canadian Aerophilatelist*. It is also being posted on the CAS website

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

1930 Flights

During a visit to the GPO, London, in late September, Mr Coolican and Mr Webster of the Canadian Post Office noted that the GPO should charge an official air mail rate on British mail via the St Lawrence service and suggested 2½d for the first ounce and 2d for each succeeding ounce. 2½d would equate with the Canadian 5 cent rate. The Canadians then revealed that:

'A scheme is in hand for transferring air mails at a point considerably further down the Gulf of St Lawrence than Rimouski, and if this scheme proved practical, an additional 24 hours would be gained. In that case there will be a definite advantage of one day for mails sent by (this) direct route and by air, over mails sent via New York.'

In late September 1930, the first experimental extension of the air service was made to a steamer near the Quebec/Labrador border. The Press Bulletin of the Office of the High Commissioner of Canada in London, commented on 4 November that:

'An experimental flight was recently made to test the practicability of establishing an air mail connection with inbound and outbound Atlantic steamers in the Strait of Belle Isle. Two seaplanes left Quebec carrying European-bound mails for shipment on the eastbound SS *'Empress of Australia'*, the transfer of mails being made near Forteau Bay (Labrador) ... a total of a half a ton of letters ... thus reached Great Britain about 48 hours earlier than would have been possible in the absence of air mail connections. The success of this experiment may lead to the extension of the air mail service some 600 miles eastward from the usual point of connection at Father Point, which is 300 miles below Montreal on the St Lawrence. Should this extension be approved, mail matter from Canada to Europe would travel by air about 900 miles out of the total journey of 2,700 miles, thus shortening the sea trip by about one third.'¹

Covers are known from both inward and outward flights to the Straits performed by K F Saunders and A S Schneider of Canadian Transcontinental Airways. The outward flight left Montreal on 25 September, the mail including a Quebec despatch postmarked on 24 September. The return flight was made on 27 September; mail received a machine cancellation: 'By Seaplane from Strait of Belle Isle - 1/3 of Shortest Route from Europe'. If half a ton of mail was carried to the UK, the AAMS reference to only 50 to 100 covers being carried must refer to a specially prepared dispatch. It was reported that the outward mail:

'... included letters for the Canadian Ministers sailing in the *Empress of Australia* to attend the Imperial Conference and a letter of greeting ... to the British Postmaster-General'.

Proud recorded that the 1930 rate for British mails was 4d per half-ounce.²

¹ GPO memorandum, dated 24 September 1930; *Press Bulletin* of the Office of the High Commission of Canada, London, dated 4 November, 1930, both in POST 33/5251.

² Malott p.124; Stanley-Smith, Part 2, p.7; Muller, p.155; Proud, E B, *The Postal History of British Air Mails*, (Heathfield, Proud-Bailey Co Ltd, 1991), p.223; *The Times*, 26 September 1930, cited in Stanley-Smith, I, p.55.

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 3) by Richard Beith continued:**1931 Flights**

The major advance of flying all the way to and from the Straits of Belle Isle was short-lived, a victim of the world-wide economic recession. On 12 March 1931, Mr Coolican, Assistant Deputy Postmaster-General in Ottawa, wrote to the GPO regretting his inability to give definite information on air mail developments in Canada. He noted:

'... the situation here is not particularly cheerful in view of the urgent necessity for economy and the Government is exerting every effort to cut down expenditure wherever possible. Whether or not this will mean a diminution or a halt in our aerial activities I am unable to say, but as the matter is now being thrashed out, I do expect to have something definite on the subject in the course of a few days. Personally I should be very sorry to see the Belle Isle connection set aside as I consider it to be the outstanding air mail operation and one which cannot fail to contribute materially to the commercial importance of the Saint Lawrence route. As I see it, a connection with the 'Empress of Britain' would mean four days from Southampton to Quebec, — a clear saving over the New York route ...'³

Main commented:

'The airmail services (in Canada) were coming along nicely, ... when the depression struck. ... One or two trans-border services were continued and the airmail-boat summer service between Montreal and Rimouski was maintained until 1939 ... but records maintained in the Post Office Department indicate that all intercity airmail contracts ... were cancelled as a result of the depression.'⁴

Similarly, Christie added 'the ship-to-shore operation survived, however, because it was seen as a link with the future ...'. The 1931 Montreal-Rimouski service did indeed operate as before, Baldwin and Proud both recorded that mail from the United Kingdom to Canada was accepted from 8th May. It was announced in *The Times* for 6th May that:

'The Postmaster-General announces that a new combined sea and air service to Canada will be available from Friday, May 8. Letters posted in time for the direct Canadian Pacific Railway steamers sailing twice a week from this country will be carried to Rimouski, on the St Lawrence river, by aeroplane to Montreal and beyond, and should normally gain about one day to Montreal, Ottawa and Toronto, and up to two days to Winnipeg and beyond. ... The combined air fee and postage payable will be 2½d for the first ½ oz and 1½d for each succeeding ½oz.'

Baldwin added that:

'...letters ... were also flown via the Winnipeg-Regina-Moose Jaw-Calgary (or Edmonton) service and the Fort McMurray-Aklavik service when addressed to points benefiting.'

Covers from the first British despatch are relatively well-known, though obviously philatelic in origin. Covers often carried inscriptions such as 'By combined sea and air service, Rimouski-Montreal, by first despatch per SS *Duchess of Richmond* from Glasgow 9.5.1931', see Figure 9. Irish Free State despatches have been recorded. One, franked at

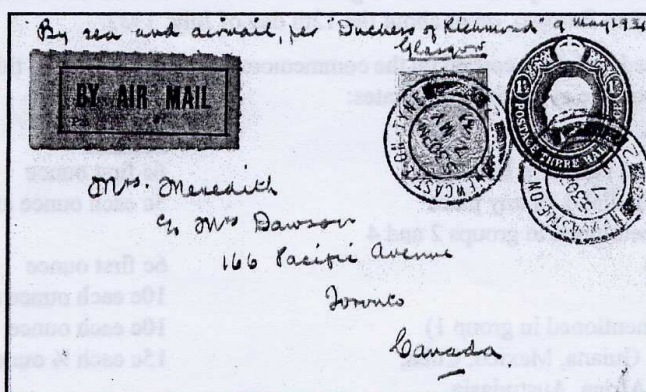


Figure 9. (Illustrations are numbered in sequence from Part 1.)

³ Letter from Assistant Deputy Postmaster-General, Ottawa, 12 March 1931, to GPO London, in POST 33/5251. The *Empress of Britain* was the massive new flagship of the Canadian Pacific's transatlantic fleet. A list of "The Mail Steamers" will be given in an Appendix to the complete article.

⁴ Main, p.101.

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 3) by Richard Beith continued:

3½d, was postmarked in Dublin on 7 MY 31. It was claimed that about 70 Irish covers were despatched by this flight. Vogt has noted two J S Davis covers also from May 1931, franked at 3½d and five Smye acceptances from May, four franked at 2½d (The British rate) and a registered cover franked at 6d.⁵

1932: flights on behalf of the Imperial Economic Conference, Ottawa

Baldwin and Stroud both recorded the resumption of the now regular Rimouski-Montreal flights, when the *Duchess of Richmond* left Glasgow on 9 May. Mail was franked at the same rate as in 1931. Malott, however, gave an earlier date of 23 April with mail carried to Rimouski by the *Empress of Australia*. The cover shown as Figure 10 was seemingly posted on board that liner; the 2½d franking was certainly cancelled in Montreal and backstamped on 24 April.⁶

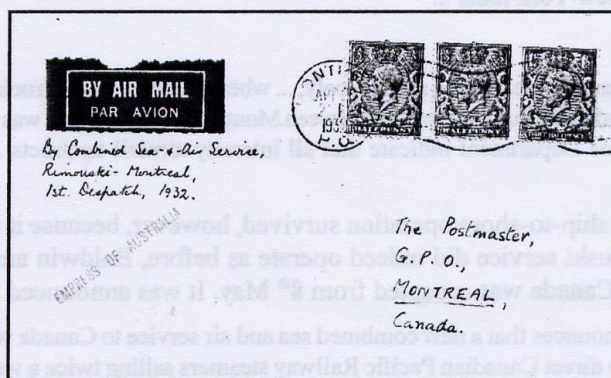


Figure 10. Handwritten endorsement: *By Combined Sea & Air Service, Rimouski - Montreal, 1st. Dispatch, 1932*
Handstamp *EMPERESS OF AUSTRALIA* below endorsement. Roller cancellation MONTREAL APR 24

Following on from the 1930 test flight to the Strait of Belle Isle, a major development took place in July and August 1932 intended to speed up mails to and from the United Kingdom and the Imperial Economic Conference in Ottawa. Mail was again to be flown to and from steamers at the Strait of Belle Isle. A Post Office, Canada, Announcement, dated June 1932, described the official background and announced the postal charges:

'In order to commemorate the opening of the Imperial Conference at Ottawa in July, 1932, and further to demonstrate the time-saving qualities of combined air and fast steamship transport via the Saint Lawrence route to Europe, the Postmaster General of Canada has authorized a special air mail flight between Ottawa and Bradore Bay, on the Strait of Belle Isle, (one-third of the shortest seaway to Europe), on or about the 12th day of July, 1932.

A special cachet will be used on letters carried on the commemorative flight. However, this cachet will only be used on such covers as bear Canadian postage at the following rates:

<u>Addressed to any place in:</u>	<u>Postage</u>
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in groups 2 and 4	6c first ounce 5c each ounce after
2. United States, Bermuda	6c first ounce 10c each ounce after
3. Europe (except places mentioned in group 1)	10c each ounce
4. West Indies and British Guiana, Mexico, Cuba, Central America, Asia, Africa, Australasia	15c each ½ ounce
5. South America (except British Guiana)	45c each ½ ounce

⁵ Christie, C A, *Ocean Bridge - The History of RAF Ferry Command*, (Earl Shilton, Midland Publishing Limited, 1995), p.9; Baldwin, N C, *British Air Mails 1784-1946*, (Sutton Coldfield, Francis J Field Ltd, 1947), p.51; Proud, p.225; 'Quicker mail for Canada', *The Times*, 6 May 1931, cited in Stanley-Smith, Part 1, p.57; 'Irish Acceptances for the Rimouski-Montreal-Toronto Air Service', *O.E.* 78 (Irish Air Mail Society), Vol 9 No 1, October 2007, p.5; Vogt, R, personal communication, 10 November 2007.

⁶ Baldwin, p.59; Proud, p.225; Malott, p.135.

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 3) by Richard Beith continued:

and these covers, in order to ensure transmission by the inaugural flight, must be sent under cover to the Postmaster at Ottawa, Canada, to reach him not later than 10th July, 1932. All covers should be sealed and contain enclosures of suitable size and thickness to facilitate handling and ensure clear impressions of cachets and datestamps. All covers so prepaid and bearing an indication as follows:

VIA AIR MAIL
Ottawa - Bradore Bay

will be datestamped by the despatching Post Office and backstamped at the Post Office at the end of the flight, in addition to bearing the commemorative cachet.'

This notice also indicated that correctly franked Registered and Special Delivery letters would be carried and that 'all covers conveyed on this flight addressed to points not on this route ... will be placed in the mails at the terminus of the flight and will go forward to the addressee in the regular way'.

A test flight was made from Red Bay to Ottawa on 28th June which demonstrated the three stage route that was to be followed in both directions in all the official flights. This was:

- i) Red Bay (Labrador) to Harve St Pierre (Quebec) on the north shore of the estuary, by Bellanca floatplane.
- ii) Harve St Pierre to Rimouski (Quebec) on the south shore of the estuary by Vancouver flying boat
- iii) Rimouski to Ottawa via Montreal by Fairchild 71 landplane, with a Steerman held in reserve.

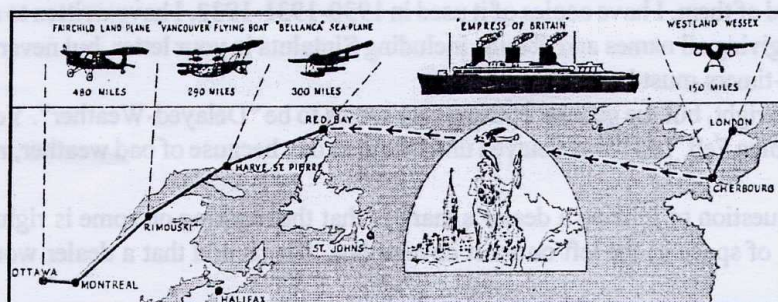
A naval minesweeper, either HMCS *Festubert* or HMCS *Ypres* took the mail to or from the steamer in the Strait of Belle Isle and the floatplane in the more sheltered waters of Red Bay.

At this stage, it seems necessary to define the differences between Bradore Bay and Red Bay as both locations have been referred to as the destination of outbound flights. Bradore Bay is located in the Province of Quebec, so firmly in Canadian territory then and now. Red Bay is located on the Labrador shoreline, hence in 1932 was not part of Canada, but part of a separate country: Newfoundland. Labrador had been part of Newfoundland since 1809 and Newfoundland only joined the Canadian Federation in 1949. It seems reasonable to argue that mail was never sent to the Straits of Belle Isle for delivery in Newfoundland, but only to be transferred to (or collected from) a ship in Newfoundland waters. When the Canadian Post Office wanted to have philatelic mail backstamped towards the end of an outward publicity flight, they made use of Bradore Bay which had the merits of being in Canadian territory and having a post office.

Although a civilian contractor had initially been sought, all flights were entrusted to the RCAF. Flights were planned to coincide with the timetable of the *Empress of Britain* which had only entered service with Canadian Pacific late in the previous year.

Pilots on the 28th June test flight were i) S/L R S Grandy (Bellanca) who paused at Bradore Bay one hour into the flight because of heavy fog, ii) F/L N C Ogilvie-Forbes (RAF) (Vancouver) and iii) Sgt J T Bowker (Fairchild) to Montreal, F/L D Harding, Montreal to Ottawa. A total of 14 mail bags, 174 pounds of mail was delivered.

Thereafter, air connections were provided to coincide with the sailings of the *Empress of Britain* from Southampton on 13 and 30 July, 12 and 27 August. At the British end, Imperial Airways provided a Westland Wessex to carry late mails on a Croydon - Cherbourg service to catch up with the liner after she had left Southampton. Proud commented that a four day transmission resulted between London and Ottawa, a saving of about three days compared with ordinary mail. A second proving flight was scheduled for 4 July but cancelled due to the weather conditions.

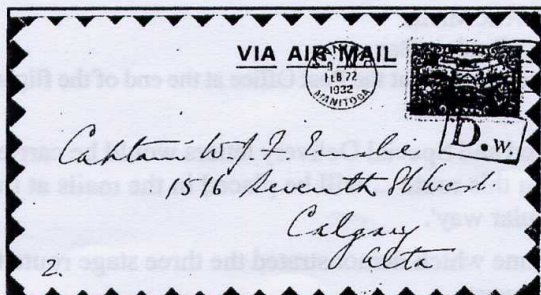


Francis J. Field map of the route, with special cachet that will be studied in the next Part of this article.

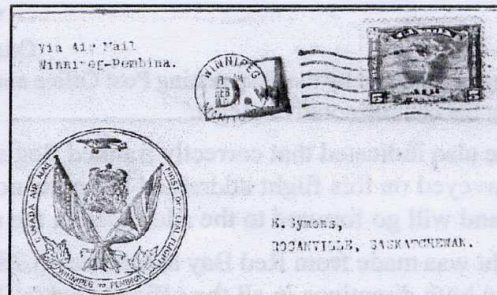
The Bibliography is with Part One in our June 2009 journal, and on the website www.aerophilately.ca

"D.W." COVERS - the mystery continues!

Chris Hargreaves



Cover 2



Cover 9

(Cover numbers are the same as in the earlier article in the September 2010 *Canadian Aerophilatelist*.)

What does "D.W." stand for? Who applied the handstamp? Why?

Review: the problem as described in the September 2010 *Canadian Aerophilatelist*:

The article in our September 2010 journal examined 11 covers, and two theories to explain the purple "D.W." handstamp.

- The covers were mailed between March 25th 1930 and February 22nd 1932.
- 6 of the covers were Canadian First Flight Covers, and 1 had a Zeppelin cachet.
- Two were from the Amos - Siscoe First Flight to different addresses.
- There were covers from both legs of the Amos - Siscoe First Flight to the same address.
- The covers were to 10 different addresses in 3 Provinces in western Canada.
- They were mailed by 3 or more people, (based on return addresses), in 3 countries: Canada (9), England (1), and Germany (1).

This handstamp was debated in the *BNAPS Air Mail Study Group newsletter* some years ago.

The first explanation for it was suggested by Trelle Morrow in December 1994:

is a private collector's mark, such as some people use in approval books, or for other markings. I have seen several of these covers so marked, and one cover has the sender's return address. It is W.C. Diment, Sintaluta, Sask. So I believe that the Dw endorsement is that of Mr. Diment.

The second theory was proposed by the late Don Amos in December 2002. Don wrote to Bas Burrell, who was editor of the *Air Mail Study Group newsletter* at that time:

Now we come to a dandy. I read somewhere you were losing your sanity over the marking D.w. So am I! Before I retired I was in the main post office. One day I wanted to check back in the records for someone asking a question about them. I went to the room where the records were.

I was told they needed the room and the records were all thrown out. I couldn't believe it. I tried Ottawa but they had no record of them. I have copies of it used in 1930-1931-1932. I have written to all the postmasters of each town and/or city giving all names and details, including Sintaluta in your letter, but never received a reply from any of them. The old-timers must have all gone.

Trelle may be right, but the general opinion here seems to be "Delayed-Weather". You are probably aware that the FF from Pembina Feb. 1931 was delayed until the next day because of bad weather, referring the through flight from the east.

The thing I question of it being a dealer's mark is that the marking on some is right up cancelling the stamp, yet there is miles of space at the left on most covers thus. Seems odd that a dealer would put it up in that small space.

These D.W. covers have also been studied by Murray Heifetz, who supported Don's theory. - Murray's conclusion was that the handstamp was, "applied by a person unknown, for reasons unknown, who was employed in the Winnipeg Post Office where normal mail was handled. They may have been his or her initials.

"D.W." COVERS - THE MYSTERY CONTINUES! by Chris Hargreaves continued

The article in 2010 included illustrations of 11 covers with the "D.W." handstamp. Some of these illustrations were from the original BNAPS Air Mail Study Group newsletter articles; others were of covers I have come across in recent years. In correspondence with Trelle about these covers, he commented that, *"I thought I had a couple of the D.w. covers, but can only put my hands on one at the moment. I have never intentionally searched these out, so have seen likely 4 in my life."* It seems very unlikely that Don Amos would have seen all these covers when he proposed his explanation for the handstamp.

Studying the covers raises points in favour of each theory, and against them!

Don Amos thought it odd that a dealer or collector would place a handstamp so close to the postal markings, when there was ample clear space elsewhere on the cover. - The apparent indifference with which the handstamp was applied, suggests it was some sort of official handstamp.

But the "D.W." doesn't look like a Post Office marking, as Post Office handstamps normally state the reason for which they are applied in full. Then again . . . Don Amos worked in the Post Office, and he thought the handstamp was an official marking.

If the handstamp was applied inside the Winnipeg Post Office, it must have been an official marking, but what did it stand for? If D.W. were the initials of a postal employee, wouldn't somebody applying their monogram to covers have taken more care with the handling of the mail than was given to Cover 11?

Cover 11 - Postmarked FRIEDRICHSHAFEN 15.08.1931

**Addressed to: Mr. Ernest Lombard, General Delivery,
Prince Albert, Sask., Canada**

This cover is in Hans Steinbock's exhibit of *Zeppelin Mail to and From Canada*. I asked Hans to see if looked like the Zeppelin cachet was applied on top of the D.W. handstamp, or if the D.W. handstamp is on top of the Zeppelin cachet, or if one can't tell. Hans replied: The D.w. stamp is on top of the Zeppelin confirmation stamp.

**Responses to the September 2010 article.**

I was very pleased to receive a comment from Trelle Morrow. - He wrote:

The D.w. is still an intriguing story.

I like the perspective of Don Amos. He would be in the firing line for all kinds of stuff coming through the mails. However, the design of the D.w. does not seem like something the Post Office would produce. Why not simply D.W.? Then too, there are other reason for delaying flights, so why single out just the weather? And if this designation was felt essential for Post Office usage, why was it not issued for use all across Canada? A simple DELAYED rubber stamp would have been more useful. So, I think the Post Office context is problematic.

For the time being, I will hang in with my own assessment of the D.w. Do hope that some one will come along with the correct info on this matter.

I also received a response from Mike Shand, who studied the same information as Trelle, but reached a different conclusion:

Very interesting puzzle about D.w. Much regret I have no solution. I would have argued in favour of it being a postal marking, being placed hither and yon on the envelopes you show. When collectors mark envelopes (they do sometimes, I wish they wouldn't) they usually do it discretely on the back, or say clearly who they are ("from the Roosevelt collection" e.g.) Or an authentication mark for perhaps doubtful items. However, your covers do not seem either rare or doubtful, and one would think this is more like an OAT marking. Possibly "Delayed weather".

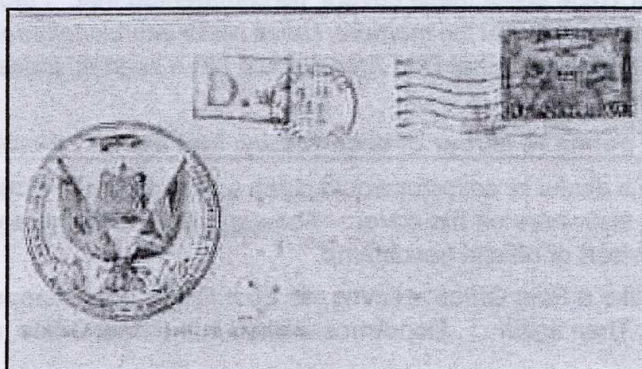
However I cannot think why a Postoffice would put a capital D and a small w. I looked through Ian McQueen's books and postal markings do tend to stick to one size type although there are exceptions.

A third response came from Will Cochrane, who wondered what else D.W. might stand for, such as *Dispatched Winnipeg?*

Continued

"D.W." COVERS - THE MYSTERY CONTINUES! by Chris Hargreaves continued**Additional Information****Cover 12**

(Covers obtained since the September 2010 article, have been numbered sequence following those in that article.)



Addressed to:
Fred A. Woodward,
PO Box 818,
The Pas, Manitoba.

Backstamped:
Winnipeg
6.30 pm Feb 3, 1931

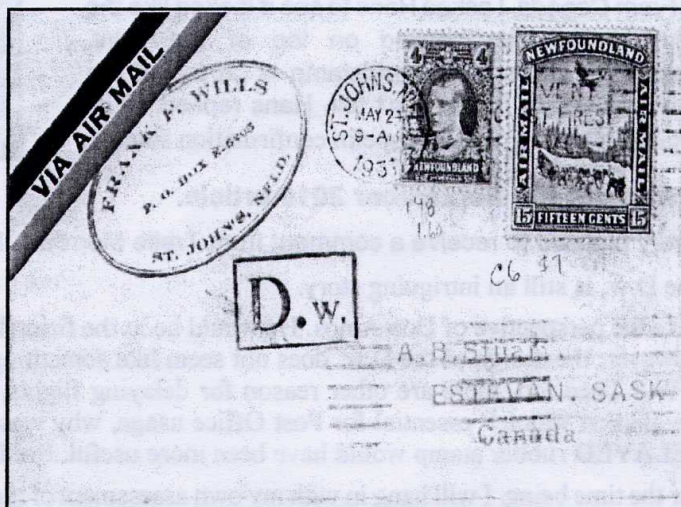
Dick McIntosh sent me a copy of the above cover. - It is from the same First Flight as the top-right cover on page 26, (Cover 9), but to a different address. This cover is also backstamped. Cover 9, which was addressed to E. Symons, Rocanville, Saskatchewan, wasn't backstamped.

Covers 9 and 12 look similar, and may have been prepared by the same person. However, there are variations in layout, like the routing instructions being placed in the top-left of cover 9, but the bottom left on cover 12, so this seems unlikely.

Cover 13

Bill Beaudoin sent me a copy of this cover which he described as:

- a. AAMS Catalogue (pg 489) Nfld Flight FF-42 (St John's Burn/return). All the correct dated cancels and postal slogans. This flight was delayed but neither AAMS or Nfld Air Mails (Harmer) gives a reason.
- b. Cover sent by noted collector/dealer Frank R. Willis and addressed to A.B. Stuart Estevan Sask.
- c. Cover receipted at Moose Jaw 23 Sask on Jun 5 31 .
- d. D.W. centrally position on envelope



Bill added:

I favor the school of thought that suggests a collector's mark (and as suggested W.C. Diment).

My logic (not necessarily correct) suggests:

- a. All correspondence destined for Prairie provinces (regional flavor)
- b. D.W. seems to be extremely consistent in appearance suggesting one or few points of origin. I would imagine hard to have a consistent stamp originating both nationally and internationally..therefore somewhere on this end and thereby likely eliminating the delayed by weather view. Extremely hard to confirm/deny delayed by weather view as flight dates often different from cancel marks.
- c. All covers are airmail/first flight suggesting a specialist collector.

Bill's last point rises another question: has the "D.W." handstamp ever been seen on "regular" mail? - Are we only finding it on airmail, because that's what "we" collect?

Continued

"D.W." COVERS - THE MYSTERY CONTINUES! by Chris Hargreaves continued**Cover 14**

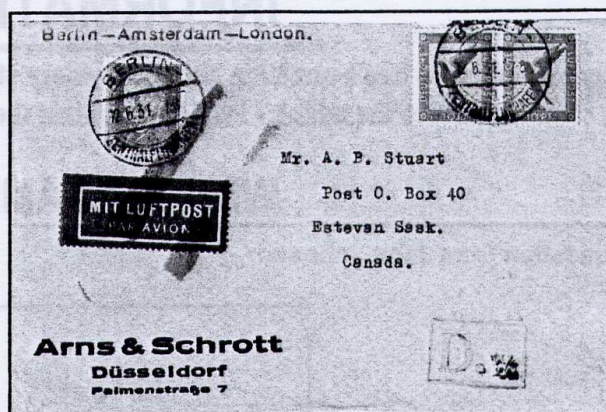
Mailed Berlin 12th June 1931.
Flown Berlin - Amsterdam - London.

Purple bars applied in London to mark the
end of air mail service.

Addressed to:

Mr. A.B. Stuart
Post O. Box 40
Esteran Sask.
Canada

This is the same addressee as for Cover 13.

**Facing slips**

Some Post Office facing slips with the D.W. handstamp on them were once sold by Ihor Rudyk, a dealer in Calgary. Don Fraser told me about the facing slips, and we discussed them with Ihor at BNAPEX 2010 in Victoria. Unfortunately Ihor sold them a while ago, and could give no information about them.

Conclusions?

The use of the handstamp on Post Office facing slips may tilt the balance of the argument in favour of the handstamp being a Post Office marking.

However, if we review the covers with the D.W. handstamp, we now have:

- 14 covers, still mailed between March 25th 1930 and February 22nd 1932.
- 7 are Canadian First Flight Covers, 1 was a Newfoundland First Flight, and 1 had a Zeppelin cachet.
- Two were from the Amos - Siscoe First Flight to different addresses, and two from the Winnipeg - Pembina First Flight to different addresses.
- There were covers from both legs of the Amos - Siscoe First Flight to the same address, and two covers addressed to A.B. Stuart in Esteran.
- The covers were to 12 different addresses in 3 Provinces in western Canada.
- They were mailed by 3 or more people, (based on return addresses), in Canada (10), Germany (2), Newfoundland (1) and England (1).
- On reviewing the covers for this article, I've noticed that the addressee of Cover 9, [E.Symons, Rocanville, Saskatchewan] is the same as the return address on Cover 1.

These covers have a wide variety of origins, but a small and related number of addressees!

If the D.W. handstamp is a Post Office marking, why was it applied to these particular covers? - How come it was applied to covers from Newfoundland and Germany to A.B. Stuart? Why did a First Flight cover to E.Symons, and a FFC from E.Symons both get the D.W. handstamp, when thousands of covers from the same flights didn't?

If there's not a logical explanation for the Post Office applying a handstamp saying just "D.W." to these particular covers, is it possible that the facing slips were in somebody's collection, and got zapped with the handstamp at the same time as some covers in the collection - like cover 11, the Zeppelin cover?

Many thanks to Bill Beaudoin, William Cochrane, Don Fraser, Murray Heifetz, Dick McIntosh, Trelle Morrow, Mike Shand, Ken Snelson, and Hans Steinbock for their contributions to this current enquiry, which builds on the earlier work by Don Amos, Bas Burrell, Gord Mallet, and Trelle Morrow.

If anybody has a facing slip with the D.W. handstamp on it, or covers with the D.W. handstamp on them, please send copies to the author. I would also be very pleased to hear about any other information or suggestions that readers have about this handstamp.

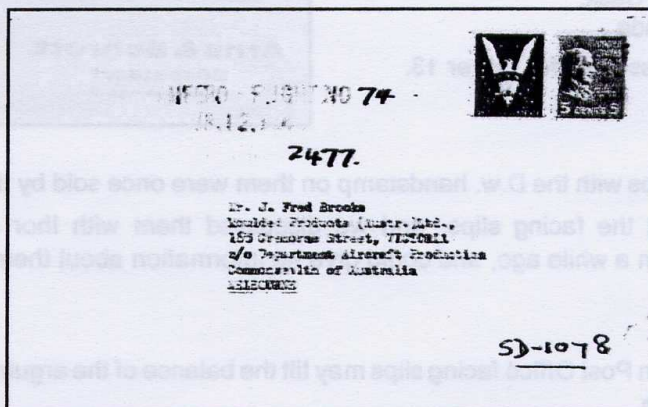
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [E: hargreavescp@sympatico.ca]

INFORMATION WANTED

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

What does AMFERO stand for?

A question from John Johnson:



Full size 180 x 110 mm.

(Approx 7 1/4 x 4 3/8 inches).

This cover came from a 'Lot' of US APO used in Australia, much being from US military to Australian civilians and firms using US stamps to pay postage. - There is a "handstamp" with numbers added by pen:

AMFERO - FLIGHT NO 74

18.12.1942

REG. NO. 2477

The Air Corps Ferrying Command had its origins in 1941 in an attempt to assist the British in the delivery of American-built aircraft to England. The British had pointed the way toward development of long-range strategic air supply services by establishing early in the war, air supply lines from North America to the United Kingdom, and from the home bases to the Middle East. In November 1940 a Canadian civilian agency under contract with the British government began the ferrying of American-built bombers across the North Atlantic from Newfoundland to Scotland, a distance of approximately 2,100 miles.

The British ferrying service was well under way when the Lend-Lease Act became law on 11 March 1941. Improving weather conditions in the Spring of 1941 and increasing aircraft production made possible a speedup in trans-Atlantic deliveries, but the Atlantic ferrying organization, or ATFERO as it became known when taken over directly by the British Ministry of Aircraft Production, experienced considerable difficulty in recruiting a sufficient number of pilots and other crew members to maintain schedules.

DOES ANYBODY KNOW WHAT AMFERO STANDS FOR, AND WHERE DID IT OPERATE - TO and FROM?

JUNE 1942 Crash Cover

Ken Sanford is trying to locate the buyer of the following item in the Harmer's of London auction of 29 Sep. 2010:

88 HF 1943 (June), Unknown crash, aerogramme datelined June 18 from Ceylon franked 25c. and 50c., addressed to Canada with, on reverse Egypt transit c.d.s. and violet "SALVAGED MAIL/FROM/—" cachet, (Nierinck 430600c)

He would like to get a scan in at least 300 dpi as a TIFF or JPG file.

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

SALES AND WANTS

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

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

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NEXT ISSUE DEADLINE

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

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

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

by **AUGUST 15th**.

Editor's Postscript - Problems at Canada Post

Over the years, writing, production and mailing of *The Canadian Aerophilatelist* has been delayed for many different reasons. - This issue has been delayed by the re-occurrence of an old problem: a labour dispute at Canada Post. Canada Post locked out most of its workers on June 15th, after a series of rotating strikes. Postal service resumed on June 28th, after legislation was passed on June 26th.

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 \$23.00 US),

\$25.00 CDN for members Overseas, (or \$26.00 US, or 18 Euros, or 16 Pounds Sterling).

Payable to: The Canadian Aerophilatelic Society. - Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, or by PAYPAL in CANADIAN \$ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of birth: _____

(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.**
PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

#405 William Beaudoin

#237 Michel Brisebois

#172 Ivan Burges

#415 William Cochrane

#318 Martin Cole

#403 David Crotty

#290 Michael Deal

#238 Cheryl Ganz

#361 Walter Herdzik

#401 Tony Hine

#347 Marge Hunt

#324 H.Lealman MBE

#416 Charles Livermore

#308 Don Lussky

#387 Ronald Markwell

93 Ron Miyanishi

#234 Kevin O'Reilly

#194 Derek C.Rance

#235 Dominique Tallet

#404 Robert Toombs

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

EDITOR'S NOTE: I was on the list above, so paid my dues promptly. Everybody else is encouraged to make Brian's job easier, by renewing promptly too. - If you are on the list above, but have already renewed your membership, thank you for doing so.