



THE CANADIAN AEROPHILATELIST

#89

Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
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FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 249 GUILFORD STREET, SAINT JOHN, N.B. E2M 1V5.

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

EXECUTIVE COMMITTEE

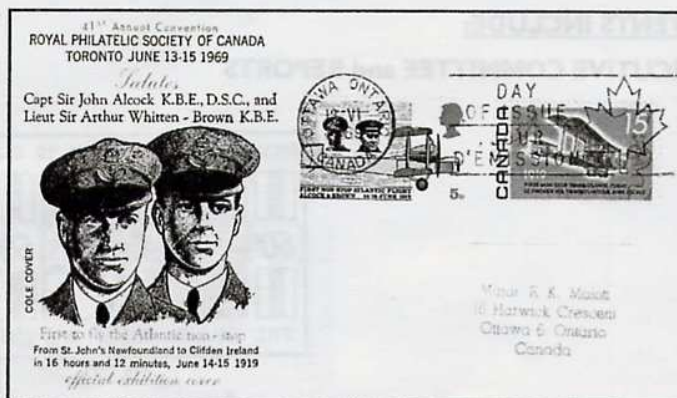
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END OF AN ERA

For over fifty years, Dick Malott has been creating covers addressed to 16 Harwick Crescent, Ottawa, but no more!

He moved in November!

Please note his new address that is given above.



PRESIDENT and EDITOR'S REPORT

Every year I make a New Years Resolution to try and respond to mail, both email and traditional, aerophilatelic and other, more speedily.

I think I did well this year, but will be making that resolution again on January 1st 2012.

Meanwhile some traditional mail sent to me over the summer disappeared at the time of the Canada Post labour dispute. (However, my wife received two pieces of mail "Returned To Sender" after the dispute, as the address was unknown. - They were details of art shows: one she had sent out in 2005, the other in 2006!)

However, I think Canada Post is still more reliable than cyber post, as some emails sent to me disappear en route, apparently at random.

I also now have a lot of electronic files, and items sometimes end up in the wrong files.

So: if anybody is wondering why they have not yet had a response to some correspondence, or why an item has not yet been published in *The Canadian Aerophilatelist*, please send me the email or letter again.

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

Chris Hargreaves

SECRETARY'S REPORT

Welcome to another new member: Vic Willson of College Station, Texas.

THE CAS IN A MOVIE

Film maker John Bertram is making a documentary called PLANE CRAZY!, and asked to film part of the CAS Day of Aerophilately in Toronto. He describes the film as:

an enthusiastic encounter with the ultimate in enthusiasts: the plane-possessed "Aviationists" - those ground-based but sky-focused aerial aficionados, for whom life is always looking up. Loaded with plenty of aerial eye candy (including some dazzling images by the spotters themselves), PlaneCrazy!'s passenger manifest reveals a diverse cross-section of these dedicated flight attenders: men and women from nine to 90 ~ the collectors and the restorers, the modellers and the artists, the spotters & photographers ~ standing watch at every runway in every season; the determined devotees whose dogged pursuit of the sharpest image, the classiest livery, the most authentic model or the rarest registration number is a lifelong love.

John's plan was for us to be part of a section on "Stamps":

which will profile the life and work of Order of Canada winner Robert Bradford, whom I've been interviewing at his home here in Toronto. I've already received permission (via museum administrator Fiona Smith Hale) to record some footage of the originals of several of his paintings, currently stored in the Aviation Museum's collection at Rockcliffe, and have just recently secured the same permission vis-a-vis the original artwork Mr. Bradford created for Canada Post back in 1969 (1 stamp) and again in 1979-82 (4 stamps each year for a total series of 16).

This in turn overlaps with another section of the film, in which I'd like to show how various kinds of aircraft have been depicted on postage stamps, from the first days of air mail service in the 1920s all the way through today -- with a particular emphasis of course on stamps issued here in Canada. Much of that philatelic history (including illustrations of many of the relevant stamps) was very well documented in the 1983 book "Airborne" which Mr. Bradford wrote for Canada Post, and which has already proven a valuable resource in my research.

This section on stamps is now going to include First Flight Covers.

We're not sure how many of the CAS members at the meeting would consider themselves to be "plane crazy", or "aviationists", but we reckoned this would be good publicity for the hobby of aerophilately.

More information about the movie is available at www.johnbertram.ca/PlaneCrazy

EDITOR'S REPORT - The D.w. Handstamp

Many thanks to Barry Countryman, Murray Heifetz, Neil Hunter, Denny May, Kevin O'Reilly, and David Reynolds for their responses to the article "D.w." Covers - the mystery continues in the June 2011 issue of *The Canadian Aerophilatelist*.

Articles summarizing the research and describing the puzzle of the D.w. covers have also been published in:

- the July 2011 issue of the *Jack Knight Air Log* of the American Air Mail Society
- the November 2011 issue of *Air Mail News* published by the British Air Mail Society

and been submitted to *BNATopics* of the British North America Philatelic Society.

The additional responses tend to indicate that the handstamp was a Post Office marking applied in Winnipeg, but there are still a number of questions about why it was applied to the particular covers it was applied to? Hopefully the wider audience for the questions will result in additional information to solve the mystery. A detailed Follow Up article will be published once there has been time for further responses to be received.

Thanks also Bas Burrell, Bill Beaudoin, William Cochrane, Don Fraser, Gord Mallet, Dick McIntosh, Trelle Morrow, Mike Shand, Ken Snelson, and Hans Steinbock for their earlier contributions to this enquiry, and to everybody who has sent me information about any topic during the year.

LIBRARIAN'S REPORT

Thanks to Hans Steinbock for his donation of the American Philatelic Society yearbooks, 1968 to 1970, to the CAS library.

Thanks also to Dick Malott for donating several more boxes of items to the CAS library as he moved house. - Details of these will follow in a later journal.

Our library has also purchased copies of:

- AIR MAIL COVERS FROM CANADA TO OVERSEAS DESTINATIONS, EXCEPT NORTH AMERICA AND MEXICO: 1927-1946 by David Whiteley. - See next page for more information.
- A.C. ROESSLER'S CANADIANA by Gary Dickinson. (BNAPS Publications) See page 6 for a review.

Chris Hargreaves

FRANCE ISSUES NON-AIRMAIL STAMPS !



For information about
Linn's Stamp News,
see
www.linns.com

According to a report in *Linn's Stamp News*, (October 31st 2011):

France has issued a new set of four Marianne definitives that are identified with a new inscription as green letters stamps.

The stamps are part of a new delivery system for green letters — mail that is advertised by La Poste (the French postal service) as economical and ecologically friendly.

La Poste says that domestic green letters mail is distributed within 48 hours but is not sent by air, thereby creating less impact on the environment due to reduced carbon dioxide emissions.

The *ecopli* (slow service) stamps were issued on October 1st, and are available in four values. Each stamp is inscribed with the phrase "Lettre Verte" (green letter) and figures designating a weight rather than a denomination.

- The 20-gram stamp sells for €0.57 and can be used to mail letters weighing 20 grams (about 0.7 ounces) or less.

The 50-gram stamp sells for €0.95, the 100-gram sells for €1.40, and the 250-gram sells for €2.30.

Many countries have issued stamps to indicate that airmail service was to be used, but these are the first stamps I recall which indicate that airmail service is not to be used! - Does anybody know of any other "non-airmail" stamps?

CANADA POST – New Postal Rates effective January 16th 2012

Lettermail	Standard Lettermail		Non-standard and Oversize Lettermail	
Canada	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g
	\$0.61	\$1.05	\$1.29	\$2.10
U.S.A.	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g
	\$1.05	\$1.29	\$2.10	\$3.70
International	Up to 30g	Over 30g up to 50g	Up to 100g	Over 100g up to 200g
	\$1.80	\$2.58	\$4.20	\$7.40

BOOK and RESOURCE NEWS

AIR MAIL COVERS FROM CANADA TO OVERSEAS DESTINATIONS, EXCEPT NORTH AMERICA AND MEXICO: 1927-1946 by David Whiteley.

This is a revised and enhanced edition of David's monograph *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1925 - December 1942*, that was originally published in 2000.

This new edition contains many full colour illustrations of covers, new information up to 1946, and air letter and air graph rates and points serviced. It also includes many maps and rate tables, as in the original edition.

The monograph is divided into:

- Section I Airmail Covers to the Caribbean, Central & South America: 1929 -1939
- Section IIa Airmail Covers to Europe prior trans-Atlantic Air Service: 1929 - 1939
- Section IIb Trans-Atlantic Covers to Europe 1939-1945
- Section III Airmail Covers to Africa & Indian Ocean Islands: 1927 -1938
- Section IV Airmail Covers to India, the Far East, China & Japan: 1927 - 1941
- Section V Airmail Covers to Australia, New Zealand and Pacific Islands, & Antarctica 1927 - 1941
- Section VI The All Up Empire Airmail Scheme.
- Section VII World War II Routes and Rates.

It concentrates: "on the Canadian Post Office's use of two major Postal Administrations, the United States Postal Authority and the General Post Office, London, to forward its mail. These two Postal Administrations made use of two major Airlines *Pan American Airlines* formed in 1927 and *Imperial Airways* formed in 1924."

The monograph is available in hard copy for \$75.00 including postage & handling, or as a read only disc at \$30.00 including postage & handling, from: David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6 [E-mail: davidwhiteley531@hotmail.com]

NEWFOUNDLAND AIRMAIL STAMPS AND AIR MAIL FLIGHTS: 1918-1949, SUPPLEMENT - CHANGES FOR LONDON 2010 INTERNATIONAL EXHIBITION, by Peter Motson

38 pages, 8.5" x 11", spiral bound, 2011. Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.54S.1 (Colour) - \$C40.00; B4h923.54S (Black & White) - \$C28.95. Available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8. Phone: (613) 235-9119. [www.iankimmerly.com/books/] - Please contact for shipping costs, payment options, and/or BNAPS member discount.

Peter Motson's exhibit, *Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949*, won a Gold medal at BNAPEX 2008, and was published as BNAPS Exhibit Series Book No. 54 in April 2009. That book was reviewed in the September 2009 *Canadian Aerophilatelist*.

Peter's exhibit was upgraded for presentation at the London 2010 International Exhibition, where it received an International Large Gold, and the Best of Class Award for Aerophilately. BNAPS has produced this supplement to the 2009 book, to illustrate the significant changes between it and the material presented at London 2010.

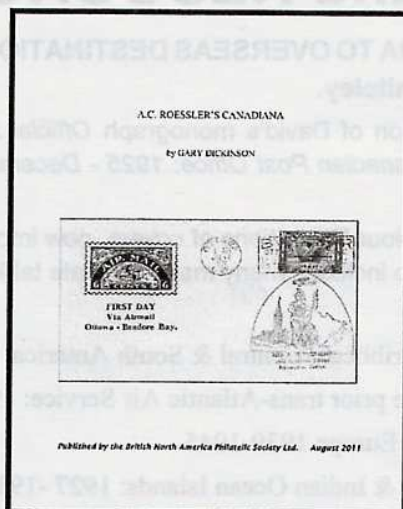
VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION LIBRARY

The Vincent Graves Greene Foundation has a terrific philatelic library, at 10 Summerhill Avenue in Downtown Toronto.

The library is open by appointment to researchers who are members of societies such as the Canadian Aerophilatelic Society.

The office hours of the Foundation are 9.30am to 4.30pm, Monday to Thursday.

For more information contact: Vincent Graves Greene Philatelic Research Foundation, P.O. Box 204, Postal Station Q, Toronto, Ontario M4T 2M1; Telephone: 416 921-2073; Email: vggfoundation@on.aibn.com or check their website at www.greenefoundation.ca

BNAPS New Book Announcement:**A.C. Roessler's Canadiana by Gary Dickinson.**

62 pages, 8.5 x 11, spiral bound, 2011. ISBN: 978-1-897391-83-9 (Colour). Stock # B4h048.1- \$C33.95

Available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8. Phone: (613) 235-9119.

[www.iankimmerly.com/books/] - Contact for shipping costs, payment options, and/or BNAPS member discount.

A.C. Roessler's Canadiana by Gary Dickinson, is the result of many years of studying and collecting Canadian covers bearing cachets, not only First Day Covers but also those printed for commercial First Flights and other events such as Newfoundland joining Confederation in 1949.

While sometimes spoken of in less than positive terms because he was so prolific, Gary recognized that Roessler had made a significant contribution to Canadian philately and decided to record his work in one volume. Gary is the author of many articles on cacheted covers in *BNA Topics* and is also the Editor of the newsletter of the BNAPS First Day Cover Study Group. In addition to the author, BNAPS wishes to sincerely thank Liz Ellison for her assistance with the final layout of the book, and for preparing the printing files.

Dr. Gary Dickinson worked in British Columbia secondary schools, colleges, and universities for 35 years until he retired in 2001. The last 20 years were at Okanagan College and Okanagan University College where he served as South Okanagan Regional Director for five years and Dean of the Faculty of Adult and Continuing Education for 15 years. He was also Acting Vice-President, Academic for the year and a half prior to his retirement. Since 2002, Gary has followed up on his interest in continuing education by serving as President of the Society for Learning in Retirement, a 700 member organization providing educational programs for seniors in the Central Okanagan. Gary and his wife Barbara have six grown children and were foster parents for 20 years.

Review by Chris Hargreaves

Reading *A.C. Roessler's Canadiana* by Gary Dickinson reminded me of an incident I was told about a couple of years ago, after I gave a talk on "Covers across the Canada - U.S. Border" at AEROPHILATELY 2007. This talk began with FAM 2, the airmail service between Seattle and Victoria, and included comments about the bogus covers produced by A.C. Roessler in 1925, that were described by Jim Brown in his book "Hubbard - the Forgotten Boeing Aviator", and in several articles.

After the talk, a couple of guys found some of these covers being offered in the bourse at the usual price of about \$40, and decided to try and negotiate a lower price on the grounds that the covers were bogus. - The dealer's response was that it didn't matter if they were bogus: there were collectors who specialized in Roessler covers, and didn't care whether they were genuine or not!

It seems to me that people who collect Roessler covers and don't mind whether or not they are genuine, are likely to enjoy Gary Dickinson's book. Collectors who do care whether covers are genuine or not, are likely to be disappointed by it.

Continued

"A.C. ROESSLER'S CANADIANA" by Gary Dickinson - Review by Chris Hargreaves continued:

The book is mainly about envelopes. - It includes illustrations of 14 different types of envelopes produced by Roessler, 12 different corner cards he used, 6 different rubber address stamps on covers to Roessler, and 9 different handwritten addresses for Roessler. There are also illustrations of about 100 First Day, First Flight, and Event Covers, some of which are described in detail.

Collectors who specialize in Roessler covers will probably enjoy all this detailed information. They may, however, wish that the book gave more guidance on how to distinguish covers produced by Roessler, from covers produced by other people on blank envelopes sold by Roessler. The author refers to this problem, and states that: *Roy Houtby reviewed this problem of attribution . . . He noted that Roessler often addressed covers to himself or to regular customers, so that would be a good indicator that the product was his.* Unfortunately the book does not include any names of the regular customers.

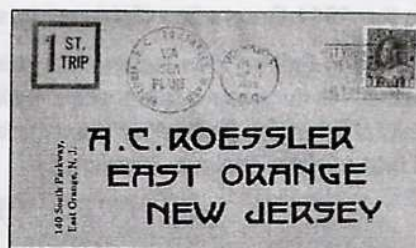
So far as First Flight Covers are concerned, the book's treatment of them is somewhat patchy. The book gives "A Preliminary Checklist of Roessler First Flight Covers, 1928 - 1936", which includes the types of envelope used for covers on each flight. However, this list starts with the La Malbaie - Seven Islands - Port Menier flights of February 7th 1928: it omits the Moncton - Grindstone Island flights of January 11th 1928, even though a cover from this flight is illustrated and described later in the book.

There is a chapter on "Semi-Official Flight Covers", which "reviews a number of Roessler's flight covers bearing semi-official stamps, with an emphasis on those having an unusual background. They are organized alphabetically by company". The chapter leaves out Laurentide Air Service, and the extremely controversial covers from Klondike Airways.

With regard to the bogus covers from FAM 2, the book states that: "Some philatelic writers have suggested that Roessler applied the "1st Trip" red rubber stamp because he thought that the marking denoted the first flight following the suspension related to the nonexistent airplane crash a month earlier. No flights had been missed, so the rubber stamp was inaccurate. Roessler's own explanation was given for the record in his *Air Plane Stamp News*, Issue #126, in 1930 where he indicated that the cachet signified the first flight of the season." The author also refers to Jim Brown's book, but does not try to reconcile Roessler's claim that this was the first flight of the season, with Jim Brown's research which established that flights operated throughout the year.

There is no mention in the book of most of the special flights from which Roessler sold covers, such as the covers carried by Von Gronau from Halifax to New York after his Trans-Atlantic flight in 1930.

So how does one sum up this book? It's attractively produced, and pleasant to read. I enjoyed learning about Roessler's other covers, and about some of his regular Canadian First Day Covers which are questionable items too.



Canada air cover—Victoria, B. C., Sept. 21, 1925, has a cachet reading "Victoria, B. C., to Seattle, Washington—Via Sea Plane." It also has cachet reading "1st trip." This is in a heavy rule box and refers to the fact that it is the first trip of the season. These covers were actually flown. A similar one dated Feb. 1, 1919, catalogs \$85.00. Our price for this cover \$1.00

What did Roessler look like?

It is often stated that Roessler never permitted his photograph to be published, and that no confirmed pictures of him are known.

Recently, while reading a discussion on the *eZEPTalk* website about a cover purported to have been carried to Cuba by a passenger on the "Graf Zeppelin", then mailed from Havana to Roessler in May 1930, I came across a comment by Dieter Leder that:

the first photo of him appeared in Linn's Stamp News in August 1981 and again in March 1998.

The photograph of Roessler is reproduced on the right.

The full discussion about the cover is at:

www.ezeptalk.de/viewtopic.php?f=26&t=390#p1743



FOLLOW UP: THE EARLIEST AIR MAIL TO CANADA

There have still been no reports of covers from the 1911 Allahabad flight addressed to Canada.

Covers from the September 1911 Coronation Air Mail Flights can therefore be regarded as the earliest air mail items to Canada.

7 covers from the 1911 Coronation Air mail flights addressed to Canada have now been recorded:

- 3 were reported in the September *Canadian Aerophilatelist*: two cancelled on September 9th, and one on September 14th.
- Neville Polakow sent me details of a postcard (green-brown) and an envelope (carmine) on Bill Barrell's website, both addressed to Porcupine, Ontario, and postmarked September 9th 1911. (The listing is at: <http://www.barrell.co.uk/images/List%20115/59254.jpg>)
- Murray Heifetz sent me scans of two items in his collection: an envelope in rose red shade posted from station 1 to Regina on September 9th, and a card in brown posted from station 3 to Toronto on September 12th.

The total is now 5 covers to Canada from September 9th 1911 (2 envelopes and 3 postcards, but none are the violet colour reserved for the organizing committee that were actually flown September 9th), 1 from September 12th (a postcard), and 1 from September 14th (another postcard).

A COMPARISON: 1911 CORONATION AIR MAIL TO NEW ZEALAND

Mike Shand sent me a comment that in revising the New Zealand Air Mail catalogue, they had decided to list covers from the 1911 Coronation flights addressed to New Zealand as #1 - the first New Zealand air mail.

Mike added that various surveys they did identified about 25 cards and 4 covers from the Coronation air mail to New Zealand. He suggested that there are likely to be several more "unrecorded" Coronation air mail covers to Canada. - I think Mike's right. (I checked the population statistics: in 1911 the population of Canada was approximately 7 million, and that of New Zealand 1 million.)

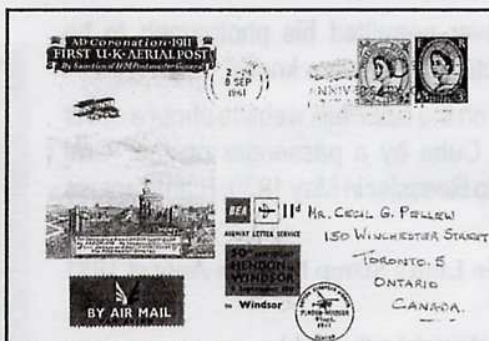
FREQUENCY OF POSTCARDS v. ENVELOPES

Murray Heifetz commented that in his experience, Coronation envelopes are much scarcer than the cards. - This is borne out by Mike Shand's statistics.

The postcards were originally sold for 6½ pence, and the envelopes for twice that.

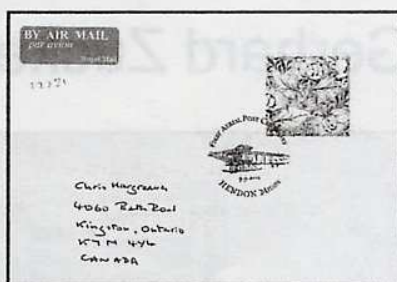
In a video on the Buckingham Covers website, it's stated that if one compares average wages in 1911 and 2011, then 6pence in 1911 is equivalent to about 20 Pounds today, (or \$32!). This easily explains the preponderance of postcards to envelopes. It also makes the total amount of mail sent - 113,000 pieces - quite remarkable! (The video can be seen on www.buckinghamcovers.com/aerialpost/ at "Tony Buckingham on The One Show". It also includes what looks like newsreel footage of the flights.)

50th ANNIVERSARY OF THE CORONATION AERIAL POST



Mike Shand also sent me a copy of this cover flown on a commemorative flight for the 50th Anniversary of the Coronation Air Mail in 1961. It's addressed to Toronto, and he wondered how many of these had been sent to Canada?

CENTENARY OF THE CORONATION AIR MAIL SERVICE



Many thanks to Richard Beith for sending me this cover with a special cancellation for the *First Aerial Post Centenary*. Thanks also to Jeff Dugdale, for sending me information about a special flight to commemorate the Aerial Post.

The flight was made on 9th September by helicopter from the Royal Air Force Museum at Hendon, which is in the grounds of the original London Aerodrome, over the original 1911 route to Windsor Great Park. It touched down on the car park of the cricket pitch at Windsor Castle, close to the mausoleum near where Gustav Hamel had landed on 9th September 1911. The helicopter used was a Eurocopter EC135P2+, (a twin-engine gas turbine helicopter), registration G-KLNK, piloted by Captain Dougie Reid, Managing Director and Chief Pilot of Avanti Helicopters Ltd.

The flight carried a number of replica cards, produced by Buckingham Covers, each bearing one of the special Royal Mail Aerial Post Centenary stamps, and a cinderella stamp created by Buckingham covers. The cards were stamped with a special cachet in violet to certify they had been flown.

The flown cards are available for £9.95 each from Buckingham Covers, Warren House, Shearway Road, Folkestone, Kent CT19 4BF, England, or on their website at <https://www.buckinghamcovers.com/aerialpost/>



Update on the Centenary of U.S. Air Mail



The covers produced to commemorate Earl Ovington's flight in Garden City on September 23rd 1911 look great. However, mine came with a note that:

After almost 24 hours, the USPS ink did not completely dry on the personalized stamps so that there is considerable offset on the back of the envelope resulting in a faint strike on the stamp. This is, apparently, an unrecognized fault in Zazzle's coating.

I wonder what the USPS decision making process was, and why this problem was not recognized earlier?

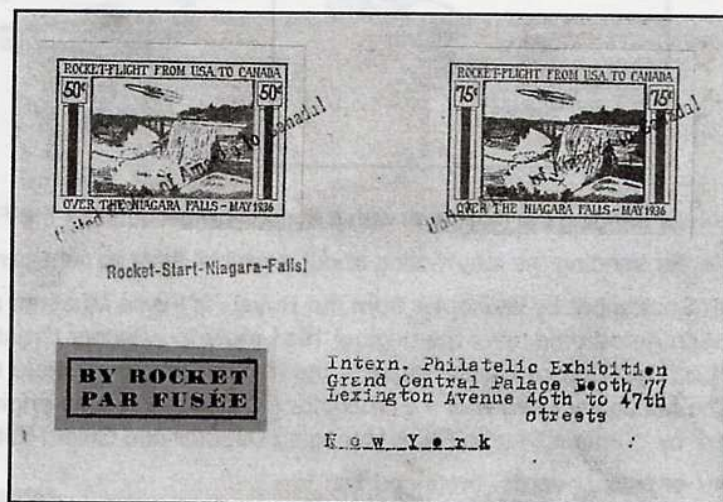
The addition of the postage stamp is obligatory according to regulations. The 10c clock stamp was selected to emphasize the the importance of [the saving of] time in the development of air mail service.

Covers are priced \$7.50 including postage in the U.S., (\$8.00US to Canadian addresses), and can be ordered from: Art Groten, P.O. Box 30, Fishkill, N.Y. 12524, U.S.A. [Email artgroten@optonline.net for more information.]

All proceeds from the sale of the covers will be used towards the purchase of a bronze plaque honouring Ovington, that has been presented to the Cradle of Aviation museum in Garden City.

CANADIAN ROCKET MAIL

1936 - Gerhard Zucker



Gerhard Zucker (1908 – 1985) was a German businessman and rocket engineer, who was particularly interested in the potential of transporting mail by rocket. He performed experiments in Germany in 1933; in England, Scotland, and Italy in 1934; and in the Netherlands, Belgium, and Switzerland in 1935. He sometimes produced special stamps for mail to be carried on these flights. Some of the flights were successful - some weren't.

In 1936 Zucker was invited to the United States, and there were proposals for the dispatch of rocket mail between the United States and Canada during the Third International Philatelic Exhibition (TIPEX 1936) at the Grand Central Palace, New York. However, before he left Germany, Zucker was arrested by the Gestapo who were suspicious about his contacts with the English government. To keep the commitments to TIPEX, Karl H. Hennig, Sr. a Hamburg, Germany dealer and booth holder at TIPEX, agreed to take everything to New York. A series of 10 rocket stamps were sold at TIPEX, as were covers with a pair of 50c and 75c rocket stamps affixed and addressed to *Intern. Philatelic Exhibition, Grand Central Palace Booth 77, Lexington Avenue, 46th-47th Streets, New York*.

There are various accounts as to whether or not a rocket was shown in New York, whether Hennig tried to avoid publicity in New York, how Hennig's name was spelt, and what happened to the rocket. There are also different theories as to why the rocket flights across Niagara Falls never took place.

An authoritative account seems to be a letter from Robert Schoendorf in Don Amos's papers in the CAS library:

Dear Mr. Amos:

Re your query of March 29: Karl Hennig, Hamburg, Germany, brought over a launching rack and a rocket which was displayed at his booth at the Intl.Phil.Exhibition 1936. I remember this very well as I assisted him at his stand as an interpreter. He tried to get a permit to fire the rocket, but the time was too short for this.

During World War II Gerhard Zucker served in the Luftwaffe. After the War he lived in West Germany, where he became a furniture dealer. He continued his rocket experiments until, at a rocket demonstration on May 7, 1964 on the Hasselkopf Mountain near Braunlage, an accident occurred which killed three people. This accident led to a ban on civilian rocket research in West Germany.

For more information about Gerhard Zucker's TIPEX covers, see: *Air Mails of Canada and Newfoundland*, Section 20 - Astrophilately in Canada - edited by Reuben Ramkisson.

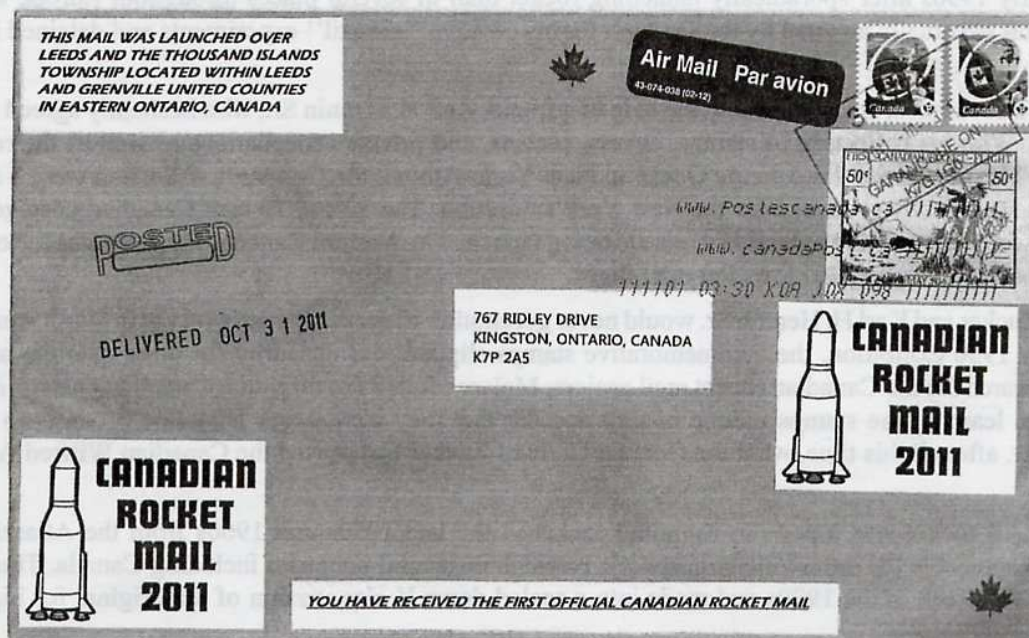
For more information about his rocket flights, see: *Rocket Mail Flights of the World to 1986* by Dr. Max Kronstein, AAMS Publications. (Details at www.americanairmailssociety.org)

My thanks to Don Fraser, George Dresser, and Hans Steinbock for a most enjoyable discussion of some photographs of Zucker's stamps that Don brought to BNAPEX 2011.

Chris Hargreaves

CANADIAN ROCKET MAIL

2011 - Ashley McIsaac



ROCKET STAMPS FLOWN AFTER 75 YEARS

By Wilfred Ashley McIsaac

It is a chilly Monday morning on October 31st, 2011 in Leeds and the Thousands Islands township located just inside Leeds and Grenville united counties in Eastern Ontario, Canada. Two cars travel slowly down an old country road kicking up dirt and small rocks while leaving a cloud of dust in their wake. The four occupants' view is obstructed by a towering corn field on all sides; the tall stalks of corn appearing to be well past their harvesting time. The congested farmland eventually leads to an open plain as the road heads off into the direction of a tattered World War Two hangar. They cautiously make their way onto the forgotten airfield and towards the south-west corner of the property. After gradually coming to a stop near the center air strip, the four gentlemen step out of the vehicles and onto the cracked aerodrome tarmac. The driver of the first car's name is Wilfred Ashley McIsaac and he immediately reacts with a smile to an unusually cool breeze coming up from the south as it brushes across his face. At that moment McIsaac turns towards the three men and begins to speak "Today gentlemen, rocket mail is coming to Canada".

The rocket carrying mail with Canadian postage lifted off from the Gananoque aerodrome in Eastern Ontario at 10:15am on October 31st, 2011. A four foot 7.5 inch high-powered ARCAS rocket from Aerotech in the United States was the launch vehicle that day. ARCAS weighed approximately five pounds and used a solid fuel motor delivering 18 pounds (80 newtons) of thrust.

Once the rocket reached an estimated 2500 feet in altitude a large 36" nylon parachute deployed returning the entire unit back to the aerodrome unharmed. The lift off and landing was captured on film by an on-board "gopro" camera which was strapped to the exterior of the rockets body.

When the rocket was safely recovered, McIsaac hurried to retrieve the contents inside. Seven commemorative letters with 1936 "First Canadian Rocket Flight" stamps were collected from inside the protective payload bay and immediately forwarded to the nearest post office in the city of Gananoque, Ontario. From this point they were simply delivered by more conventional means of transportation to local media outlets and museums.

Continued

ROCKET STAMPS FLOWN AFTER 75 YEARS by Wilfred Ashley McIsaac continued

The 75 year old rocket mail postage had an unusual history involving Adolf Hitler and the Gestapo security forces of Nazi Germany. The stamps along with a specialized rocket were to accompany a German born business man and rocket engineer by the name of Gerhard Zucker to the Third annual Philatelic Exhibition at the Grand Central Plaza in New York City. Zucker had developed a rather dubious name for himself in the Fatherland and the United Kingdom during the early 1930s after sporadically launching rocket mail in several places throughout Europe with limited success. He was eventually arrested by the Gestapo for his creative "airmail" experiments and detained in Germany indefinitely.

Not to be discouraged, Zucker enlisted the help of a friend, Karl H. Hennin Sr., who hesitantly agreed to take over the operation. With his collection of stamps, covers, cachets, and private cancellations as well as the rocket itself, Hennin made his way across the Atlantic Ocean to New York. Among the German's collection were a series of 10 rocket stamps specifically produced for the New York exhibition. The 50 and 75 cent Canadian postage depicted a rocket flight over Niagara Falls as well as a missile being launched in Western Canada. The later was the one McIsaac choose to use on his October, 2011, rocket mail flight.

Gerhard Zucker and Karl H. Hennin Sr. would never get another chance to launch a rocket in North America again. After the May 1936 exhibition, the commemorative stamps slipped into obscurity for three quarters of a century. During his research for the Canadian rocket mail project; McIsaac found the forgotten Canadian postage on eBay and was thrilled to learn of the stamps unique history and the fact they were never launched because no rocket was available. Now, after all this time, what the German Gerhard Zucker had started the Canadian Wilfred Ashley could finally finish.

The ARCAS rocket was a popular sounding rocket in the late 1950s and 1960s from the Atlantic Research Corporation responsible for improving atmospheric research in several countries including Canada. The rocket was duplicated by Aerotech in the 1990s and made into a scaled down 1/2 size version of the original for high powered rocket enthusiasts.

McIsaac constructed the rocket over the spring in 2011 with plans to launch at some point in June or July. Launch sites were difficult to find and the summer soon turned into fall with still no launch scheduled. At this point rocket mail was the furthest thing from Wilfred Ashley's mind while he was more concerned with getting at least one ARCAS all-up test in before the end of the year.

Wilfred Ashley had launched a modified Arreux high powered rocket from Aerotech at a commemoration for the military and for the Avro Arrow, in Prince Edward county in 2010. He knew how difficult it could be to find launch sites in the area. Before last years launches of his A2-R13 rocket at the Picton airfield, McIsaac hadn't built or launched a high powered rocket since 1997. Also, letting local airports know of when and where you are launching your rocket (so they can issue a warning or no-tam) has to be co-ordinated with the launch day and weather of-course. Back then McIsaac was launching rockets at the Gananoque aerodrome on a regular basis with as many as 10 launches in two years. For a variety of reasons, after 1998 Wilfred Ashley packaged up his rocket equipment and didn't make another launch attempt until last years November 11th commemoration at the Loch-Sloy Business Park in Picton.

Continued



Wilfred Ashley McIsaac and the ARCAS high-powered rocket with 'gopro' camera mounted to the side.

ROCKET STAMPS FLOWN AFTER 75 YEARS by Wilfred Ashley McIsaac continued

After finally speaking with the owners of the Camden Aerodrome in Camden East, Ontario, and the Gananoque Airport near the Thousand Islands, McIsaac was given permission to launch his rocket at either location. The easy choice was the airfield in Gananoque located just inside Leeds and the Thousand Islands township; a sprawling country side community of vast farm land and very few trees which was not the case at Camden.

What also made the Gananoque launch site so interesting was how the airfield was officially in Leeds and the Thousand Islands township while the surrounding property along Sand Hill road belongs in Leeds and Grenville. With this being said, when McIsaac stepped out of his car and felt the south/western breeze, he surmised that if he wanted his rocket to return safely to him, the flight path would most definitely have to be navigated over the united counties of Leeds and Grenville. After lift-off the 10-15 kilometre/hour wind continued to co-operative and in the end helped guide ARCAS back to the airfield in Leeds and the Thousand Islands township.

McIsaac's earlier experiences at the aerodrome from the 1990s helped him in predicting the wind patterns. Once he realized the winds were blowing in a favourable direction, all Wilfred Ashley had to do was place the rocket in the right patch of sky and the rest would be up to mother nature sort of speak. The rocket came in for a perfect landing, and the on-board video confirmed that McIsaac had guessed right.

The cross winds that day were certainly on Wilfred Ashley's side assisting in Canada's first successful rocket mail experiment and recovery in Eastern Ontario.

I have plenty of faith in god and believe anything is possible in this world. Maybe on that morning Mr. Zucker was looking down on me and had the winds co-operate with the launch. After all, he must of been relieved that his stamps were finally being delivered after all this time.

Wilfred Ashley McIsaac

To see the film of the rocket's launch and flight, go to: www.youtube.com/watch?v=JnsBBBrCicr0

For more information about Ashley's rocket flights, go to: www.youtube.com/user/artkickstart/featured

For more information about the hobby of building rockets, check out: www.sigmarockets.com



The ARCAS rocket lifts off from the aerodrome in Gananoque, Ontario carrying the Canadian 'rocketmail' experiment on-board.



Canadian rocket mail moments before touching down at the Gananoque aerodrome.

Editor's Note: When Ashley researched Rocket Mail in Canada before the flight on October 31st, he did not find any references to completed flights. He did, however, find the Canadian Aerophilatelic Society website.

When Ashley and I corresponded after his flight, I sent him a copy of the "Rocket Mail in Canada" section from *The Air Mails of Canada and Newfoundland*. Ashley then discovered that there had been some earlier mail carrying rocket flights in Canada.

The last flight listed in *AMCN* was in January 1987. If anybody knows about any mail carrying rocket flights in Canada since then, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

SEASON'S GREETINGS

AND A VARIETY OF ITEMS FROM MANY CONTRIBUTORS -

THE OLDEST AND NEWEST ARE BOTH FROM DONALD HOLMES



May 1908 - A photograph showing the Aerial Experiment Association at Hammondsport, New York.

From left to right: Casey Baldwin, Lt. Thomas E. Selfridge, Glenn Curtiss, Alexander Graham Bell, and J.A.D. McCurdy (on crutches - he had been injured in an accident on May 23rd, when landing the *White Wing* after a flight of 600 feet).

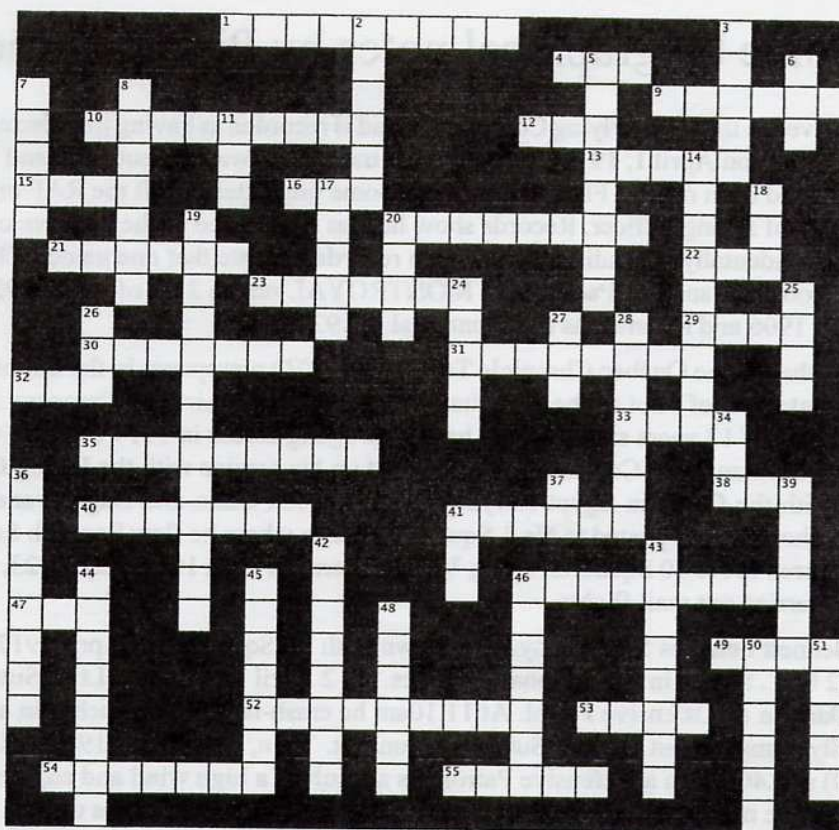
The sixth figure was a guest/observer - Augustus Post, Secretary of the Aero Club of America.)



2011 - New French stamp commemorating the 50th Anniversary of CNES - The French National Space Training School. (The actual width of the stamp is 4.2 cms.)

Best Wishes
Donald

An Aerophilatelic Crossword from William Cochrane



Across

1. Cancels (9)
4. Flew the Southern Sky (3)
9. Australian Airline (6)
10. American aviator (9)
12. Distinguished Flying Cross (3)
13. Early Dutch Airline (5)
15. New Zealand Airline (4)
16. Japan Air Lines (3)
20. Australian pioneer aviator (8)
21. Airport in Labrador (6)
22. Trans Australia Airlines (3)
23. Commercial jet transport (7)
29. American Air Mail Society (4)
30. Bird sued for post (7)
31. Airship (8)
32. Royal Flying Corps (3)
33. royal Australian Air Force (4)
35. Canadian airlines (9)
38. Canadian Aerophilatelic Society (3)
40. Mail conveyed by air (7)
41. Famous flying brothers (6)
46. Air Mail Label (10)
47. Very Fine Used (3)
49. Royal Canadian Air Force (4)
52. Navigable balloon (9)
53. Vertical take-off and landing (4)
54. Soviet Jet Fighter (7)
55. tweezers (5)

Down

2. German catalogue (6)
3. American Airline (5)
5. Famous aircraft company (8)
6. Royal Air Force (4)
7. American catalogue (5)
8. Aeroplane with two sets of wings (7)
11. British European Airways (3)
14. German Airline (9)
17. Air Mail Society of New Zealand (5)
18. American airline (3)
19. German wartime aircraft (13)
20. British Overseas Airway Corporation (4)
24. Royal New Zealand Air Force (5)
25. United States Air Force (4)
26. Picture Postcard (3)
27. General Post Office (3)
28. French aviator (7)
34. first Flight Cover (3)
36. By air (8)
37. Original Gum (2)
39. Belgian airlines (6)
41. Watermark (3)
42. Supersonic jet airliner (8)
43. German for airmail (8)
44. Swiss catalogue (8)
45. Early London airport (7)
46. American airline (7)
48. Shed for aircraft (6)
50. Design on first flight covers (6)
51. Scandinavian catalogue (5)

Solution on Page 31

Charles Sutton

Some biographical notes by Pierre Vachon.

Charles Sutton served in the Royal Flying Corps (RFC) and is recorded as having transferred to the Royal Air Force (RAF) when it was formed on April 1, 1918. At the time of transfer he was a Lieutenant and Temporary Captain but by August 1, 1919, he had been made a Flight Lieutenant. Some time later he left the RAF only to rejoin on October 16, 1922, with the rank of Flying Officer. Records show he was transferred to the Reserve of Air Force Officers on October 16, 1926. Coincidentally, Canadian Immigration records indicate that one named Charles Sutton, male, age 32, arrived at Quebec on the Canadian Pacific ship MONTROYAL on the 24th of April, 1927. (Note: The Empress of Britain was built in 1906 and renamed as the Montroyal in 1924.)

In an article published in the Québec Chronicle Telegraph (QCT) newspaper in the fall of 1927, Captain Charles Sutton, recently appointed Chief Pilot of the Canadian Transcontinental Airways Company Ltd. is reported to have stated that he was "a flier of 13 years standing. He began his flying career in 1914 and was wounded in 1918 while 'low strafing' over the German lines. Captain Sutton finished up his service with the Flying Corps only last year and for three years was with the Corps in Egypt carrying mails between Cairo and Bagdad and Cairo and Stamboul". Indeed, RAF records show he was posted to No 1 Squadron in Iraq where he flew Sopwith Snipes from 12 February, 1923, and then transferred to No 70 Squadron flying Vickers Vernons from 19 of May, 1923, and it is probably while with this unit that he carried out mail flights.

Tony Grange-Bennett believes Sutton may have flown with 29 Squadron in April 1917 as he came across two casualty reports for 2 Lt C. Sutton in the National Archives. On 2 April 1917, one 2 Lt C. Sutton took off in Nieuport 17 (A6720) at 10.10am on an Offensive Patrol. At 11.10am he crash-landed at Gauchin in a gale. The machine was blown over and badly damaged but 2 Lt C. Sutton was unhurt. Then, on 9 April 1917, 2 Lt C. Sutton took off in Nieuport 17 (B1510) at 5.40pm on a Defensive Patrol. As a result of a high wind and engine failure after taking off, he crashed at 5.42pm. The machine was badly damaged, but again 2 Lt C. Sutton was unhurt. It is not certain that this particular 2 Lt C. Sutton is in fact the Charles Sutton that is the subject of this article, but Grange-Bennett notes that there was only one C. Sutton in the Air Force List at 1 April 1918.

The above information corresponds pretty well with that provided to the Globe and Mail reporter by Arthur Sullivan, Manager of CNE's Harbour Airport, when Sutton died while racing a seaplane at the Canadian National Exhibition (CNE) on September 2, 1930, Sullivan adding that Charles Sutton had decided to emigrate from England to Canada sometime late in 1926.

Sutton's Canadian Career in Canadian Commercial Aviation. In Molson's *First 500 Civil Pilots in Canada* the author reports that Charles Sutton qualified for his commercial pilot's license, #228, on May 5, 1927. When he started flying with Canadian Transcontinental Airways Ltd. (CTAL), Sutton was asked by the Quebec Chronicle Telegraph reporter about the problems of cold weather flying on the North Shore. He replied that: "there was no risk at all. He was well acquainted with the region as last summer (1927) he had spent several weeks flying there for the Fairchild Aerial Surveys Company (FASC) looking for Nungesser and Coli". This is corroborated in the Stuart Graham papers, and it is interesting to note that this same company had also employed C.A. Schiller as a pilot in 1927 when both men left it to join CTAL.

Charles Sutton's association with Canadian Transcontinental Airways Ltd. (CTAL) was his second job in this country, and to him goes the honour of having been the first to drop a mail bag by parachute while flying over Québec City on a flight returning from the U.S.A. with a new aircraft, G-CAIP, on December 21, 1927. Later that same month, on December 25, 1927, accompanied by Dr. Louis Cuisinier, Technical Director of CTAL, Sutton piloted the first airmail flight along the Saint Lawrence's North Shore, from Lac Sainte Agnes, near La Malbaie, to Sept Îles (Seven Islands).

However, barely one month later, that is on February 4, 1928, Sutton is reported to have completed the first airmail flight from Sioux Lookout to Goldpines, Red Lake, Jackson Manion, and Narrow Lake, while flying for Patricia Airways. And then, on March 9 of the same year, he again flew this same route, only this time adding Clearwater and Rainbow Lake to his itinerary. These events having taken place so soon after his inaugural flight on the North Shore lend support to Georgette Vachon's contention in *Goggles, Helmets and Air Mail Stamps*, that Sutton had experienced a violent disagreement with Dr. Cuisinier during the first flight he made to Seven Islands, and that had caused him to

CHARLES SUTTON - Some biographical notes by Pierre Vachon continued

promptly resign from his job as Chief Pilot with the company on his return to base.

Sutton's association with Patricia Airways was also quite brief as he soon joined Dominion Explorers Ltd. & there accomplished some of the more significant flights of his relatively short career as a pilot in this country. It was while with them that he became the first pilot to fly an aircraft equipped with a transmitter and a receiver while on a mission to the Barrens in Canada's far North. In December of 1929, he was also involved in the rescue of Col. MacAlpine in the Barrens.

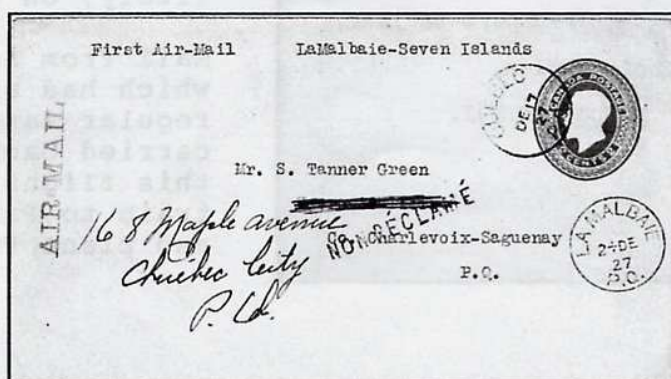
Charles Sutton was thirty-five years of age when he died while racing a Fokker Universal on floats at the CNE, for a prize amounting to one thousand dollars to be shared among the first three arrivals, on September 2, 1930. According to the Globe & Mail article printed in the next day's edition, Sutton was at the controls of a Fokker seaplane leased from Interlake Airways Ltd., and was accompanied by a Mr. Mills from Harbour Airport, when the incident occurred at about 5:30 pm. Roy Maxwell and J.A. Wilson (Head of Civil Aviation with the Transport Dept.) were in the stands when it happened, and said later that Sutton was flying directly into the sun and seemed to be too low. One of the wings touched the water and the plane cartwheeled a number of times before coming to rest. Both men were thrown clear but only Mills survived. It took two more days to find Sutton's body.

It is reported in the article that Sutton had experienced a previous accident at Oshawa with the same machine, just a few weeks earlier, but that it had been successfully repaired in the meantime. The G&M reporter called it "a hoodoo machine". However, it must have been salvaged after the CNE accident, as The Canadian Civil Aircraft Register for 1929-45 shows that a Fokker Universal with the same registration, CF-ABL, was leased by Canadian Vickers to Interlake Airways Ltd. on 12-06-1930 and was later declared DBR (i.e. destroyed beyond repairs) in a forced landing one mile east of Columbus ON.

Charles Sutton was married to Mrs. Margaret (Molly) Sutton who had emigrated two years before from England in order to join her husband in Canada. The Globe and Mail said that she was expecting a child when this accident took place. Mrs Sutton is thought to have returned to England at this point, and no other information is today available concerning herself or her child.

Information for these notes were obtained from Malcom Barrass, Le Soleil, The Globe & Mail, and the Quebec Chronicle Telegraph, as well as other newspapers on the appropriate dates. In addition to the sources mentioned above, information was also obtained from The Air Mails of Canada and Newfoundland, sixth edition; The Stuart Graham Papers website; as well as other secondary sources.

Pierre Vachon



One of the covers carried by Charles Sutton on the First Flight from LA MALBAIE to SEVEN ISLANDS.

Addressed to Mr. S. Tanner Green in HAVRE ST. PIERRE, and re-directed to Quebec City.

Cancelled QUEBEC DE 17 27, and LA MALBAIE 24 DE 27; Backstamped HAVRE ST PIERRE JA 10 28.

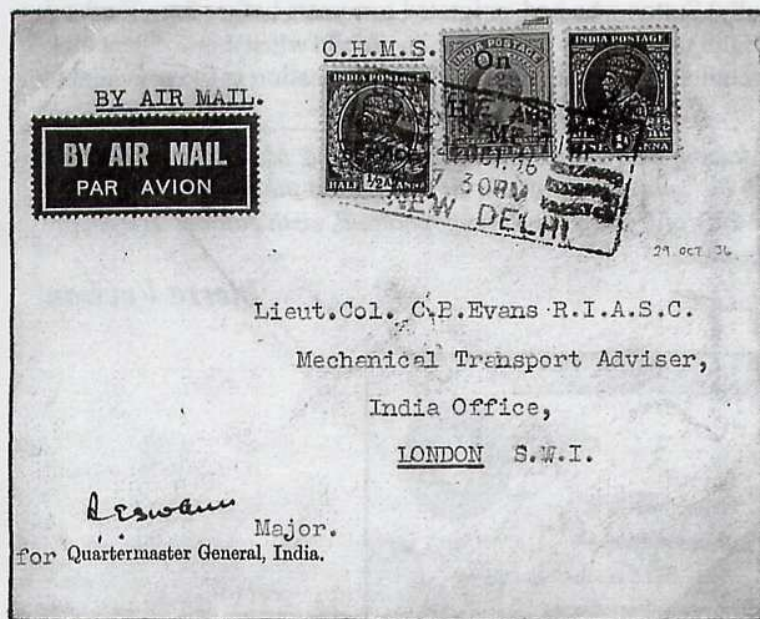
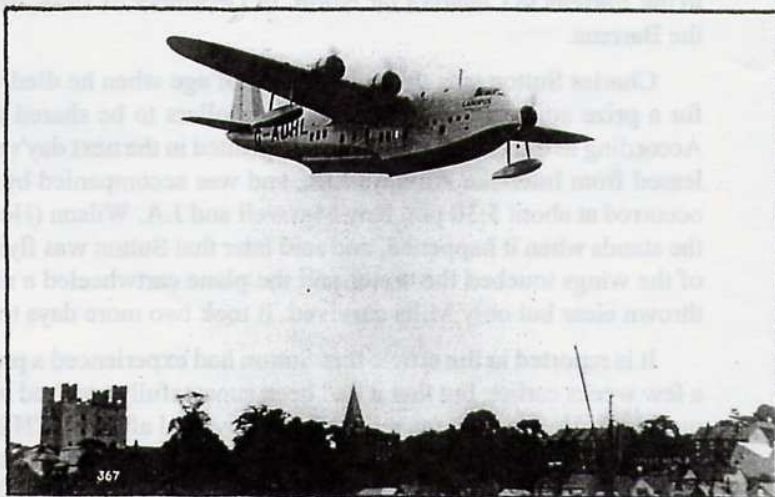
Tanner Green was the District Postal Superintendent. There is a note inside the cover, on his stationary:

Transit of this cover: By rail from Quebec to La Malbaie (Murray Bay)
by airplane (first flight) from La Malbaie to Seven Islands (349 miles)
by dog-team to Havre St-Pierre (140 miles)

75 YEARS AGO: THE EMPIRE AIR MAIL SCHEME, (Penny Post of the air)

This ambitious scheme whereby all letter mail within what was then the British Empire would be flown "ALL-UP" at the rate of $1\frac{1}{2}$ d per $\frac{1}{2}$ oz was approved by the British Parliament in 1934. (A $1\frac{1}{2}$ d in 1934 was much cheaper than a penny in 1840).

Within only two years, Imperial Airways and Short Aircraft had built 24 Empire Flying Boats, surveyed routes, installed facilities around the world, increasing and training flying personnel from 96 to 262.



The first of the flying boats in the air was "CANOPUS" which left Rochester on a proving flight October 22 1936, reaching Alexandria (Egypt) October 27.

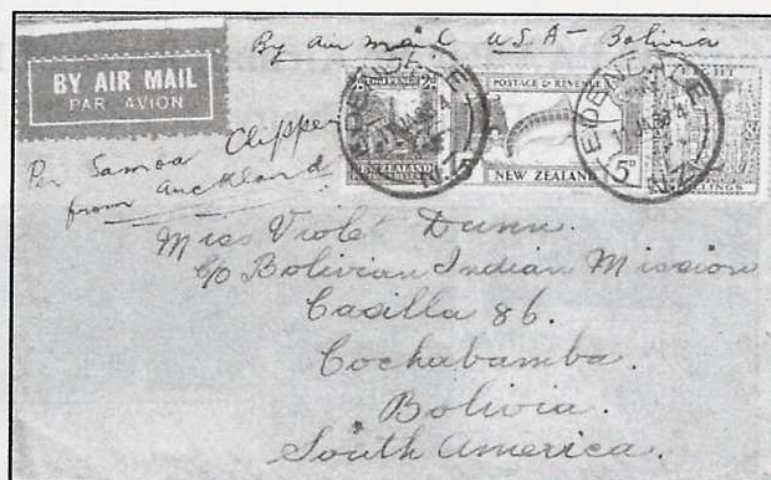
The first scheduled flight of an Empire Flying Boat was then made on the return to Brindisi (Italy) on October 30 1936.

Mail from Australia and India which had arrived in Egypt by regular land planes was also carried back to England on this flight, going first by train to Paris (from Brindisi) and plane, Paris to London.

CANOPUS today is known mainly as the brightest star in the night sky after SIRIUS. However, CANOPUS was the pilot (no no, a ship pilot!) of Menelaus, king of Sparta, and husband of the famous Helen.



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A FAMILY COVER

by George Stewart, Invercargill, New Zealand

The cover illustrated was postmarked Edendale, New Zealand 11 January 1938. - Edendale is a farming village on the fertile Southland plains, about 40km NE of Invercargill on the very south of the South Island of New Zealand.

The cover was airmailed to Cochabamba, Bolivia, South America, with 8s 7d postage. It is endorsed on the top *By Air mail USA- Bolivia* and under the airmail etiquette *Per Samoa Clipper From Auckland*.

There is on the back a machine cancel Balboa Feb 5 1938 Canal Zone. An undated transit La Paz mark, as the flap is missing, also an official type square rubber date stamp at Cochabamba 11 Feb, presumably 1938. The total time taken was 32 days.

The recipient was Miss Violet Dunn, of the Bolivian Indian Mission, who had married a week earlier. The senders were her parents farming in Edendale, Southland. In May 1939 the recipient tragically died in childbirth, thankfully the baby boy survived and later followed his parents into the mission field.

Mr and Mrs J H Dunn's younger daughter is Miss Olive Dunn QSM, the cottage garden author of numerous garden books, who still lives in Invercargill, New Zealand. Their granddaughter, another Violet Dunn, was also a missionary in Southern Africa, and is married to your reporter.

FUTURE CAS MEETINGS

ORAPEX - SUNDAY MAY 6th 2012 - CAS ANNUAL GENERAL MEETING. The Annual RA Stamp Club Exhibition and Bourse is a national level show, to be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, on Saturday May 5th and Sunday May 6th.

ROYAL 2012 ROYALE - EDMONTON. To 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.]

BNAPLEX - 2012 - CALTAPEX The show will be in Calgary from August 31st to September 2nd. The primary venue is the Hyatt Regency Hotel, 700 Centre Street SE. The CAS/BNAPS Airmail Study Group meeting will be co-ordinated by George Dresser. [g-dresser@suddenlink.net]

2013 - CAS SYMPOSIUM - to be held as part of ROYAL 2013 in Winnipeg from June 21st to 23rd. This will feature aerophilatelic talks, competitive and non-competitive exhibits, and tours to historical aviation sites.

The "Unannounced" PAA Pacific Airmail Rates of 1940 and 1941

David E. Crotty



Figure 1a. Montreal to Belgium Congo by Pan American Airways 30 July 1941, Front.

Recently Robert Wilcsek, a staff writer for the American Air Mail Society's *Airpost Journal*, started an inquiry concerning a spectacular cover he had acquired, Figure 1. This cover had travelled from Montreal to the Belgium Congo in July 1941. The dates on the transit cancels in Leopoldville are unreadable. The cover had escaped censorship along the way until it reached the Congo. Mr. Wilcsek was concerned that the rate may be incorrect and also that, despite the high postage, the cover may have travelled by sea across the Atlantic rather than by air across the Pacific.

This does bring up some interesting issues. Canadian airmail was available on the Pan American Airways (PAA) Pacific routes to the PAA destinations. The rates were higher than the rates available to US residents, Table 1. Canadian mail to other points in Asia, Africa and the Middle East travelled to the UK by sea and was carried over the Empire Route. The rate for most of those countries was 6 cents for the All Up rate until September 1939 when the rate changed to 30 cents (by sea) or 60 cents (using PAA transatlantic). While US mail traveled by the PAA Pacific routes to countries beyond the specific PAA destinations, Canadian mail is not specifically mentioned.

The rates noted in Table I were duly announced in the Canadian Post's Biannual Postal Guide, or the Monthly Bulletins, or the Weekly Supplements.

Continued

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THE "UNANNOUNCED" PAA PACIFIC AIRMAIL RATES OF 1940 AND 1941 by David E. Crotty continued

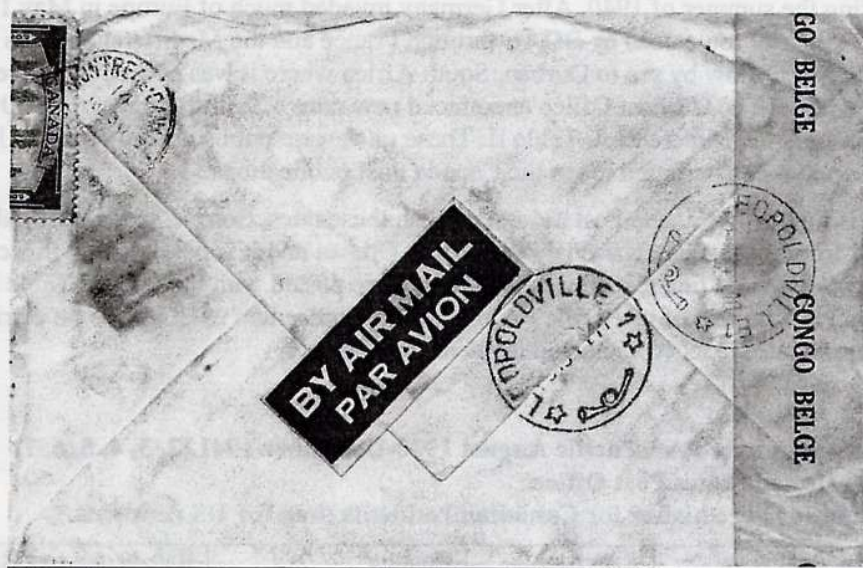


Figure 1b. Montreal to Belgium Congo Reverse.

Table I

Canadian PAA transpacific Rates (1, 2, 3, 4) as published
By Canada Post Guides, Bulletins or Supplements.

PAA Destination	Announcement Date	Rate (cents) Per ½ oz
Hawaii	January, 1936	25
Hawaii	July, 1940	30
Guam	January, 1936	50
Philippines	January, 1936	75
Macao, Hong Kong	June 1937	90
Canton Island	July, 1940	45
New Caledonia	July 1940	60
New Zealand	July 1940	75
Australia	July 1940	90
Fiji	November 1941	60
Singapore	July 1941	90

However, a discussion of Canadian rates (4) quotes from US Postal Bulletin No. 17138, March 10, 1937:

"Connection will be made at Hong Kong with the Chinese domestic air-mail system for the coastal cities, Shanghai, Nanking, Peiping and the interior of China. Connections will also be made with the British air-mail route for Straits Settlements, Siam, India, Dutch East Indies and Australia. Articles for points beyond Hong Kong bearing postage specified below will be given onward dispatch by air from Hong Kong when they can be advanced thereby. Otherwise they will be given onward dispatch by ordinary means."

Canada Post never announced that these connections were available, but it can be inferred that as of that time 90 cents Canadian was equivalent to 70 cents US for postage via the PAA route to Hong Kong. It can also be inferred that this Canadian rate included onward dispatch as described in the US Postal Bulletin.

Continued

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THE "UNANNOUNCED" PAA PACIFIC AIRMAIL RATES OF 1940 AND 1941 by David E. Crotty continued

Things changed during the summer of 1940. After Germany invaded much of Europe in May 1940, Italy joined the war in June. The Imperial route used by BOAC through France and the Mediterranean was cut off by these actions and airmail began to flow by sea to Durban, South Africa where it was carried by the remaining parts of the BOAC horseshoe route. The US Post Office announced new rates effective August 6, 1940 for transpacific airmail to Asia, Africa and the Middle East, Table II. These rates were published only by the USPO. Again, no references to these services can be found (5) in the Canada Post publications.

It is not known at this time why Canada Post did not publish these rates. Some Canada Post publications are known to be missing from the Canada National Archives in Ottawa and it is possible that this could explain the absence. However, collectors do find Canadian covers that were posted with the rates in Table II and that were apparently carried by PAA on one of its Pacific routes, and then passed on to BOAC to be carried to other countries. News of these rates reached Canadian residents somehow.

Table II

Transpacific Airmail Rates via PAA Pacific August 1940-December 1941.(2, 3, 4, 5, 6, 7)

As Published by the United States Post Office.

Rates to PAA Destinations are higher for Canadian residents than for US residents.

County	Rate ½ oz Aug. 6, 1940	Rate ½ oz Nov. 1, 1941	Country	Rate ½ oz Aug 6, 1940	Rate ½ oz Nov. 1, 1940
Aden	70		Egypt	70	
Australia	90		Hawaii	30	
N. Borneo	70		Iran	70	
Canton Is.	45		Kenya-Uganda	85	
Afghanistan	70		Madagascar		90
Bahrain Is.	70		Mozambique		90
Brunei	70		New Guinea	70	
Ceylon	70		Nyasaland	90	
Sudan	70		Reunion	90	
Baluchistan	70		Southwest Africa	95	
Burma	70		Tanganyika	85	
China unoccupied	70		South Africa	95	
Cyprus	70		French Indochina	70	
Guam	50		Hong Kong	90	
India	70		Lebanon	70	
Japan	70		Malay States	70	
Macao	70		Netherland Indies	70	
Mauritius	--	90	New Zealand	75	
New Caledonia	60		Palestine	70	
N. Rhodesia	90		Sarawak	70	
Philippines	75		Strait Settlements	70	
S. Rhodesia	90		Thailand	70	
Syria	70		Zanzibar	85	
Trans Jordan	70		Fiji	60	

Collectors of PAA airmail covers will note that many examples have transit date stamps as well as censor tapes and markings at points through which the mail travelled. However, there are also many covers that travelled to the destination country without any transit markings or censor marks at all. Mail to many of the countries noted in Table II from the US can be found. Mail from Canada to these countries is much harder to find. The presence or absence of transit markings and censorship for Canadian covers is similar to that found on US covers.

It should be noted that the rates in Table II were destined to be replaced by transatlantic rates once the PAA FAM 22 Atlantic route to Africa was established in December, 1941 even before the PAA Pacific routes were ended by the Japanese attacks on Pearl Harbor on 7 December, 1941.

Continued

THE "UNANNOUNCED" PAA PACIFIC AIRMAIL RATES OF 1940 AND 1941 by David E. Crotty continued**Conclusions**

The inquiry by Mr. Wilscek resulted in an e-mail thread that included several Canadian Aerophilatelic Society members, including the authors of some of the references noted here (1, 2, 3, 4). Fortunately the discussions concluded that the cover was indeed carried by PAA to one of its destinations and then carried by BOAC to Africa. The \$3.60 postage was 4 times the \$0.90 per ½ oz rate. The cover was posted 30 July 1941 in Montreal. Two Leopoldville backstamps have illegible dates. It was not subjected to censorship until it reached the Belgium Congo. The cover was probably carried aboard the China Clipper (7) departure from San Francisco on 5 August 1941 arriving in Hong Kong on 17 August 1941. CNAC would have carried the cover to Rangoon where it was picked up by BOAC to Cairo. The BOAC Cairo to Leopoldville and Lagos service had just started that July 1941 (8).

The absence of a publication from Canada Post to distribute the rates shown in Table II remains largely unexplained. However, it happens that early Canadian airmail rates in effect from 1928 to 1930 for airmail sent by sea to the UK and carried by Imperial Airways were also not published. Then the rate covering destinations beyond the PAA route to Hong Kong starting in 1937 is really unannounced as well. Finally, in 1940 new rates to many countries via the PAA transatlantic route to Africa also went unannounced by Canada Post.

It should be noted also that the rates provided in Table II largely include British, French and Dutch colonies, but not the Belgium Congo. However, Leopoldville was an important stop for BOAC's West African connection and airmail to that colony was probably carried as well.

It is possible that this inquiry may cause us to search for missing Canada Post publications that may actually have promulgated these rates. Possibly there is a lesser known depository of Canada Post publications that includes a few of the missing issues. It seems most likely however that Canada Post simply did not announce these rates in 1940, just as in 1929 and 1937.

Acknowledgements

The author gratefully acknowledges the input of Robert Wilcsek, Chris Hargreaves, Robert Smith, David Whiteley, and John L. Johnson as we puzzled over this very nice postal history item and the story it has to tell.

David E. Crotty
PO Box 16115
Ludlow, KY 41016-0115
decrotty@yahoo.com

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1. Robert C. Smith, Anthony S. Wawrukiewicz, Canada Domestic and International Postal Rates and Fees 1870-1999., The Press for Philately, North Carolina, 2000.
2. Robert C. Smith, Selected Canadian Postage Rates, Ottawa, 2005.
3. David H. Whiteley, Official Airmail Rates to Foreign and Overseas Destinations, DHW Publications, Winnipeg, 2000.
4. John L. Johnson, Jr., Canadian FAM 14 Airmail Rates, 1936-1941, 66(8), 305 (1995)
5. David Whiteley, Airmail Routes and Rates from Canada during the War Years 1939-1946, Part I PHSC Journal 127(September) 14 (2006); Part II PHSC Journal 128 (December) 33 (2006).
6. David Whiteley, War Time Airmail Rates from North America to Africa: 1940-1941, PHSC Journal 134 (June), 26, 2008.
7. Edward Proud, Intercontinental Airmails Volume One Transatlantic and Pacific, Proud Publications, East Sussex 2008.
8. Edward Proud, Intercontinental Airmails Volume Three Africa, Proud Publications, East Sussex 2010.

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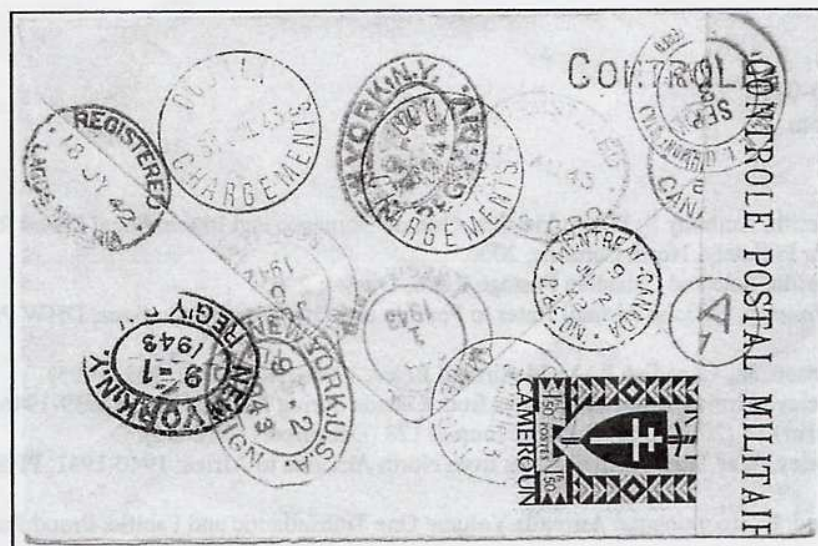
Want lists filled. - P.O. Box 626, West Haverstraw, NY 10993, U.S.A.

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

A much-travelled wartime cover

Peter Wingent

The cover illustrated below (front and reverse) collected many transit datestamps during its travels but perhaps the most striking and puzzling feature is the fact that it travelled outwards from Ottawa to Douala, in French Cameroun, in July 1942 but after being re-addressed to New York, did not commence the return journey until almost exactly one year later.



I was puzzled by the original Canadian franking until Chris Hargreaves kindly informed me that it was posted on the first day of issue of the \$1 Destroyer stamp. I had been unsure of the registration fee until Chris told me it was 10 cents which, together with 75 cents per ½ oz. air mail fee to Cameroun means that the cover was overpaid, but thanks to Chris I now understand that it is probably a philatelic first day of issue cover.

Continued

A MUCH-TRAVELLED WARTIME COVER by Peter Wingent continued

The chronological listing below of all the datestamps, censor marks and censor tape provide a clear picture of the cover's outward and return journeys.

Outward Flight, July 1942:

Posted Ottawa 01 July 1942
Montreal 02 July 1942
Miami 06 July 1942
Lagos 18 July 1942
Douala 26 July 1942

The cover was censored at Lagos (half moon purple handstamp on front) and upon arrival at Douala (without opening: double ring 'Controle Postale' handstamp on front below 1.00fr. stamp).

Return Flight, July ~ Sept. 1943:

Reposted Douala 30 July 1943
Douala/Chargements 31 July 1943
Lagos 10 Aug. 1943
Miami 01 Sept. 1943
New York/Registry Div. 01 Sept. 1943
New York/Registry Div. 02 Sept. 1943
New York/Foreign 02 Sept. 1943
New York/Talmon Stn. 03 Sept. 1943

After reposting, the 'Jusqu'à destination' handstamp was applied by the Douala P.O. It was opened by military censor A1 and resealed at Douala and the 'Controlé' handstamp was also applied. It was examined without opening at Lagos: triangular purple handstamp on front.

As regards which airlines carried the cover, my knowledge of Canadian and U.S. wartime air services is too poor to even hazard a guess for the Ottawa – Montreal – Miami stages, but I am sure the P.A.A. South Atlantic service carried it from Miami to Lagos. From Lagos to Douala it was most likely flown by a Sabena service on charter to B.O.A.C. The return services were similar.

If any reader can offer an explanation why the cover remained in Cameroun for one year, I would be delighted to hear it.

Peter Wingent

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I will also have a table at the

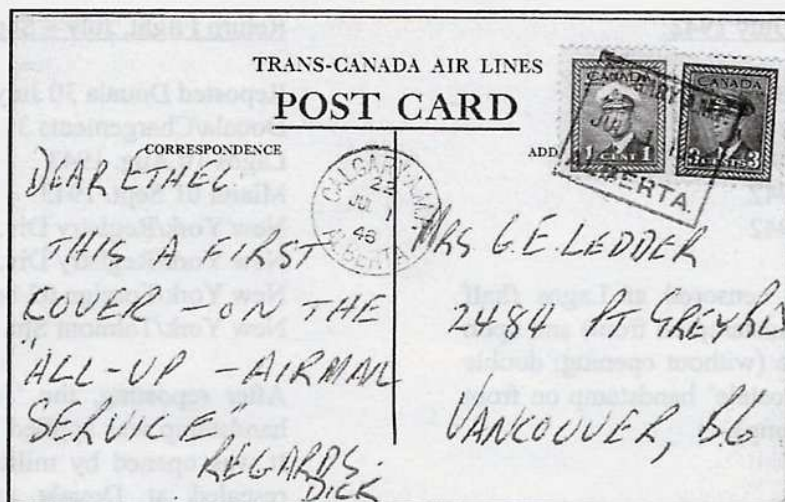
OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE

at the RA Centre, 2451 Riverside Drive, Ottawa.

8th January 12th February 11th March 8th April 20th May 10th June
8th July 12th August 9th September 14th October 11th November 9th December

July 1st 1948 - "All-Up" Air Mail Service

David Reynolds



Many thanks to DAVID REYNOLDS for sending in this postcard, which is the first item from Calgary to be recorded under the 4805 listing in Section 5 of the *Air Mails of Canada and Newfoundland*:

4807 1948, July 1 - "All-Up Service." On July 1, 1948, "All-Up Service" was inaugurated in Canada. All first-class mail weighing up to one ounce, originating in Canada for delivery in Canada, was to be carried by available air service when air transmission would expedite delivery. In 1954 this was increased to 8 ounces.

Having endured the earthquake that hit Christchurch in February this year, and the aftershocks that followed, David has recently been into hospital for a triple heart bypass! - Very best wishes to David for a speedy convalescence, and a quiet and peaceful New Year.

A Special Competition for Modern Aerophilately !

THE GAFFA CHALLENGE - PERTH, AUSTRALIA - 17-20 MAY 2012

The Gaffa Challenge will consist of modern aerophilatelic exhibits - material from 1945 to date. It will be held in Perth, Australia as part of the 2012 Philatelic Society of Western Australia Centennial Exhibition, which is a full Australian National Exhibition.

RULES OF THE CHALLENGE

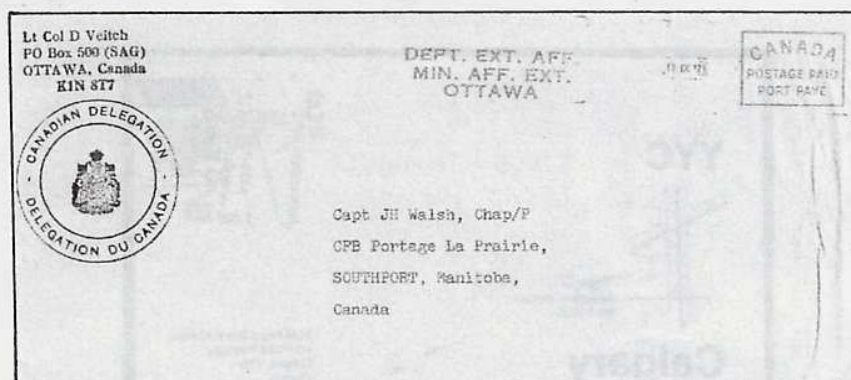
The challenge as governed by the following (minimal) rules and guidelines:

- Study of mail carried by air from 1945 until today.
- Based on Aerophilately exhibiting rules
- Single frame or 3 to 8 frames & literature
- Anyone can enter
- The Challenge will be held as part of the National Exhibition Perth (Claremont) in Western Australia in 17-20 May 2012
- Does NOT have to be a new exhibit
- Novice (first time National) exhibitors will get special recognition at the formal challenge dinner.

The deadline for entries is 31 December 2011. For a Prospectus and entry form, or for more information, send an email to Ross Wood at: rosswood@bigpond.com

This information was sent to me by Alan Tunncliffe, editor of the Air Mail Society of New Zealand's newsletter, who also lives in Christchurch. - Best wishes to Alan for a quiet and peaceful New Year too.

Interesting Canadian Official/Military Overseas Air Mail 1971



This cover showed up at a bourse, and had a look to it that seemed to inspire curiosity which was increased when I noticed that there was a letter in it. It was just different. This letter sold the envelope. It is sort of philatelic correspondence but the implication is that it was not exactly from Ottawa, Ontario as implied on the outside meter stamp. Since the outside meter stamp is dated September 13th, 1971 and the inside letter is dated September 5th, 1971, there is a difference. The letter reads, as best I can read it;

Dear Padre Walsh,

I received your original letter whilst I was in London on my home leave. I am now back in VN and make haste to carry out your wishes although the markings I have put on the envelope are NOT used in practise. I hope, however, they are what you want. If not let me know along with additional instructions + I will try again, but hurry as they are transferring me to Delhi in the near future. I have sent two envelopes through the VN Post Office + the other 2 through the Indian Delegation P.O. A carbon copy of this letter is in one of the VN ltrs just in case this should go astray. I'm afraid I cannot send anything blatantly marked as coming from Canada through the US APO. That would be a very delicate political matter.

David Veitch

His ink stamp return address reads;

Lt. Col. D. Veitch,
P.O. Box 500 (SAG)
OTTAWA, Canada
K1N 8T7

This address is still being used for mail to Canadian Forces overseas in Congo Kinshasa, but their address reads "P.O. Box 500 (KNSHA), Station A, Ottawa, ON, K1N 8T7". "SAG" probably stood for "Saigon".

Searching for L. Col. David Veitch, Royal Canadian Engineers, I came across his obituary on their website which states that;

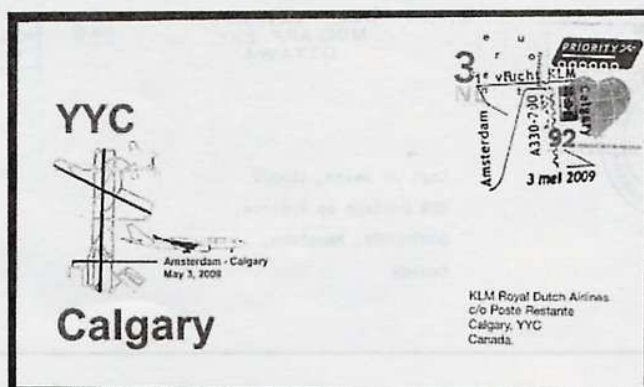
We regret to advise of the passing of Lieutenant-Colonel David Veitch, RCE (Retd) at the Ottawa General Hospital on 23 April 2008 at the age of 85 years. Dave's military service began in January 1938 as a sapper with the 7th Field Company, Royal Canadian Engineers (Non-Permanent Active Militia) in London. He attended the Royal Military College in Kingston from 1940-1943 and went overseas in 1943 as an engineer reinforcement officer. Landing in Normandy on D-Day plus 3 he joined the 31st Field Company near Boulogne, France in September 1944 and was with them until VE Day.

Serving with the International Commission for Supervision and Control in South Vietnam in 1965-66, LCol Veitch was seconded to Canadian International Development Agency (CIDA) to supervise the construction of Rehabilitation Centres in Quan Ngai. He retired in 1988, after 48 years of service. He was a strong supporter of the Military Engineer Association of Canada.

It would seem that while he was seconded to the Canadian International Development Agency he sent this item, which would have gone by diplomatic pouch to Ottawa and then been meter stamped at the Department of External Affairs for mailing within Canada.

Duff Malkin

2009 - A KLM First Flight Cover to Calgary

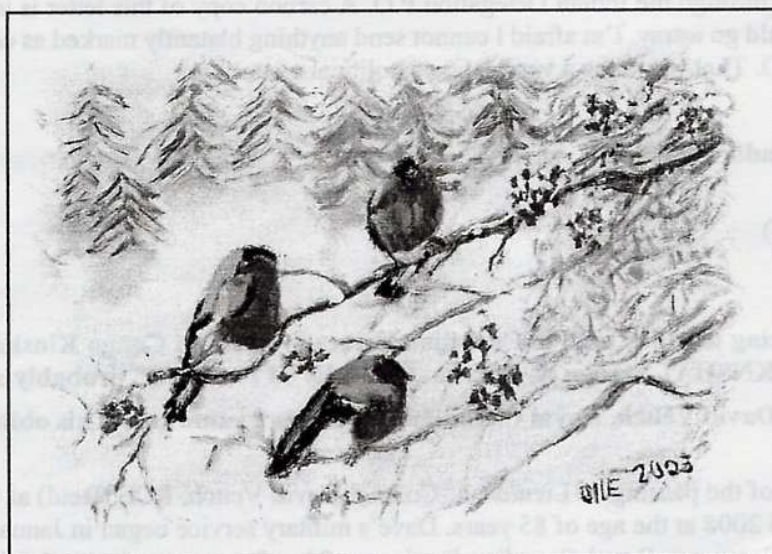


On May 3rd 2009, KLM resumed flying to Calgary after an absence of 12 years. The new service offered non-stop flights between Amsterdam's Schiphol Airport and Calgary, using Airbus 330-200 planes.

Most modern First Flight Covers I see to Canada are produced by Lufthansa. -

Many thanks to HERBERT LEALMAN for sending me this illustration of a cover produced by KLM.

Season's Greetings from Dick Malott



This is one of the Christmas cards sent to me by philatelists over the past years.

It is from Mrs. Marie-Anne Vanderbauw, the widow of the late outstanding Belgium aerophilatelist, Emile Vanderbauw. Emile was of great assistance to me and the late Dave Dixon, when we attended BELGICA 82.

Best wishes to all for a Merry Christmas and a Happy, Prosperous and Healthy New Year 2012.

Dick Malott

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.

First Flight Lac du Bonnet - Wadhope, October 1927

I am doing some research into this set of flights, which is listed in AMCN Section 5 as:

1927, October 4 — Lac du Bonnet - Wadhope. This was the first regular air stage service to be authorized. There were no cachets used. W. L. Brintnell of Western Canada Airways was in charge of the flight. It is important to note that covers of this service must be postmarked and backstamped October 4; many covers are known postmarked and backstamped on October 3 and bearing the semi-official stamp of Western Canada Airways Limited. Such covers were not on official flights under the "Air Stage Services" authorization but merely on flights of the semi-official stamp period of the contractor's operation. Only the dispatches listed hereunder were made.

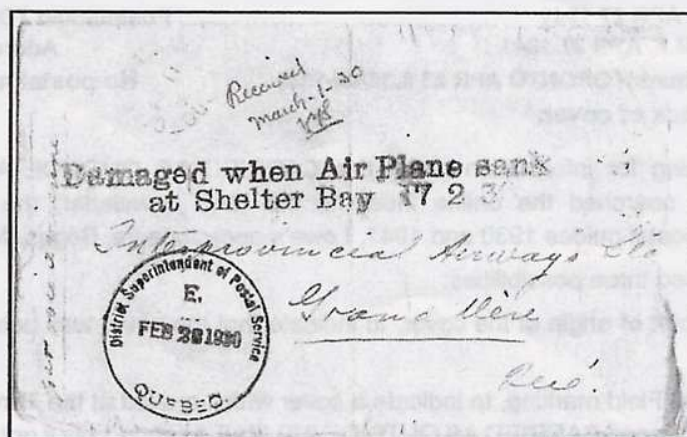
Mail from these flights is known both with and without the special stamp of Western Canada Airways Limited. Some covers have a 3-line violet cachet enclosed in a rectangle: "Authorized Government Airmail First Flight."

A total of 85 pounds of mail was dispatched from Wadhope and Bissett, which included only a small amount of letter mail. Covers flown on later dates are also comparatively rare.

2713	Lac du Bonnet - Bissett, Oct. 4-4	(150 pieces)	60.00
	a. Lac du Bonnet - Wadhope, Oct. 4-4	(150 pieces)	60.00
	b. Wadhope - Lac du Bonnet, Oct. 4-4		60.00
	c. Bissett - Lac du Bonnet, Oct. 4-4		60.00

I would like to get copies of as many covers as possible from these flights. - If you have a cover (or covers) from them, please send a copy to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

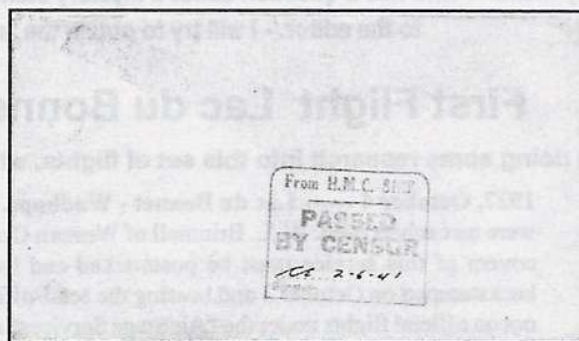
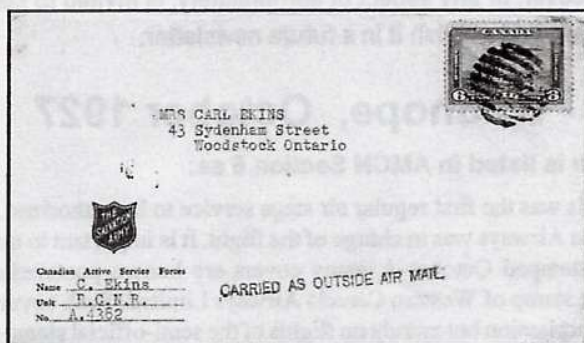
Unlisted Crash Cover from Shelter Bay, February 1931 ?



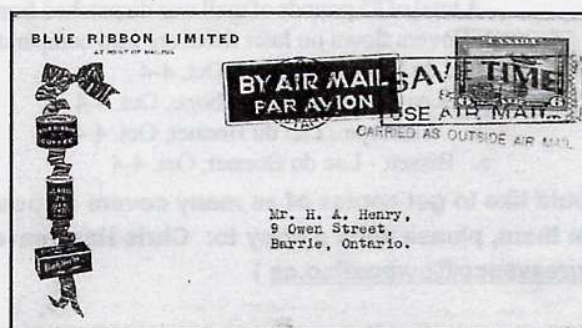
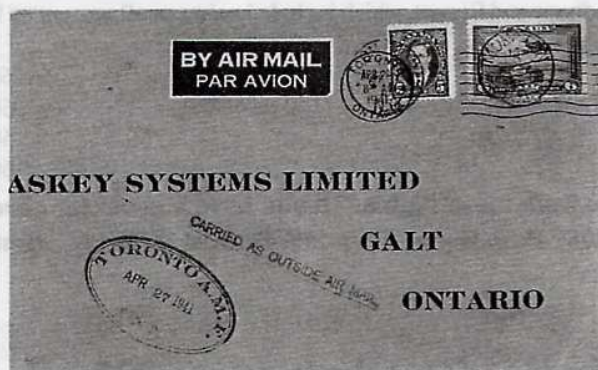
- Postmarked CARIBOO ISLANDS QUE FE 11 30. - Kevin O'Reilly has identified Cariboo Islands as a community on the North Shore of the St. Lawrence River in Quebec. It was renamed "Islets Cariboo" in 1933.
- Handwritten endorsement on left side, probably *par service aerienn*e - It looks like the bottom left corner of the envelope has been crumpled and repaired, and the first three letters of *service* are covered up.
- Addressed to: Interprovincial Airways Ltd, Grand Mere. Que.
- Two line handstamp : **Damaged when Air Plane sank at Shelter Bay 17 2 30**
- Circular handstamp: DISTRICT SUPERINTENDENT OF POSTAL SERVICE QUEBEC FEB 28 1930
- Handwritten note: *Received March 1-30* and initials.

SHELTER BAY is one of the places at which mail was normally dropped by aircraft on the North Shore air mail service. So why would an aircraft sink there in February 1930? - If anybody can provide any information about this crash and/or cover, please send it to Chris Hargreaves at the address above.

INFORMATION WANTED continued:

CARRIED AS OUTSIDE AIR MAIL Handstamp

No place or date on obliterator. Censor handstamp with date 2-6-41. Addressed to WOODSTOCK ONTARIO.



Postmarked MONCTON 15 APR 27 1941
 Handstamp TORONTO A.M.F. APR 27 1941
 Postmarked (over first postmark) TORONTO APR 28 8.30AM 1941
 No postal markings on back of cover.

Postmarked TORONTO APR 17 7.30PM 1941
 Addressed to BARRIE ONTARIO.
 No postal markings on back of cover.

Charles Livermore is looking for information about this CARRIED AS OUTSIDE AIR MAIL handstamp. - He commented that, "I have searched the online index to the CAS newsletter, the Air Mails of Canada and Newfoundland, Canadian postal guides 1930 and 1941, Lowe's encyclopedia, Boggs. Nothing on the mark."

Charles and I have discussed three possibilities:

1. It was applied at the point of origin of the cover, to indicate that the cover was being flown, but not in a bag of air mail.
2. It was a Toronto Air Mail Field marking, to indicate a cover which arrived at the Toronto AMF outside an airmail bag. After being handstamped CARRIED AS OUTSIDE AIR MAIL to show how it got to the Air Mail Field, the mail was then put into the regular mailstream.
3. Since there was no airmail service from Toronto to Galt or Barrie, but these envelopes carried postage for airmail, the handstamp may have indicated that the letter was sent by surface routes in spite of being paid for airmail.

This enquiry has intriguing parallels to the ongoing enquiry into the D.W. handstamp, described in the June 2011 *Canadian Aerophilatelist*. - How many handstamps were there? Where was it applied? What did it indicate? Was it only used at one post office, but if so why only that one? If several offices had a handstamp like this, why aren't covers with the handstamp found more frequently?

If anybody can provide more information about this handstamp, and/or would like to join the debate, and/or has a cover or covers with a similar handstamp, please contact 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.

Collection of 141 pre-war Canadian flight covers of which 79 are pilot signed. Includes Pioneer (1 signed), Semi-official (8 all signed), Newfoundland (4), Special Government flights (19), Government first flights (60 all signed), 1939 Transatlantic (including 4 withdrawn covers and 4 pilot signed). Sold only as a collection. A small collection concerning Frank Hawks (book, cover and photographs) and a small collection of original aviation photographs also available. Detailed list available upon request from Michel Brisebois, Montreal (e-mail: mbrise@videotron.ca).

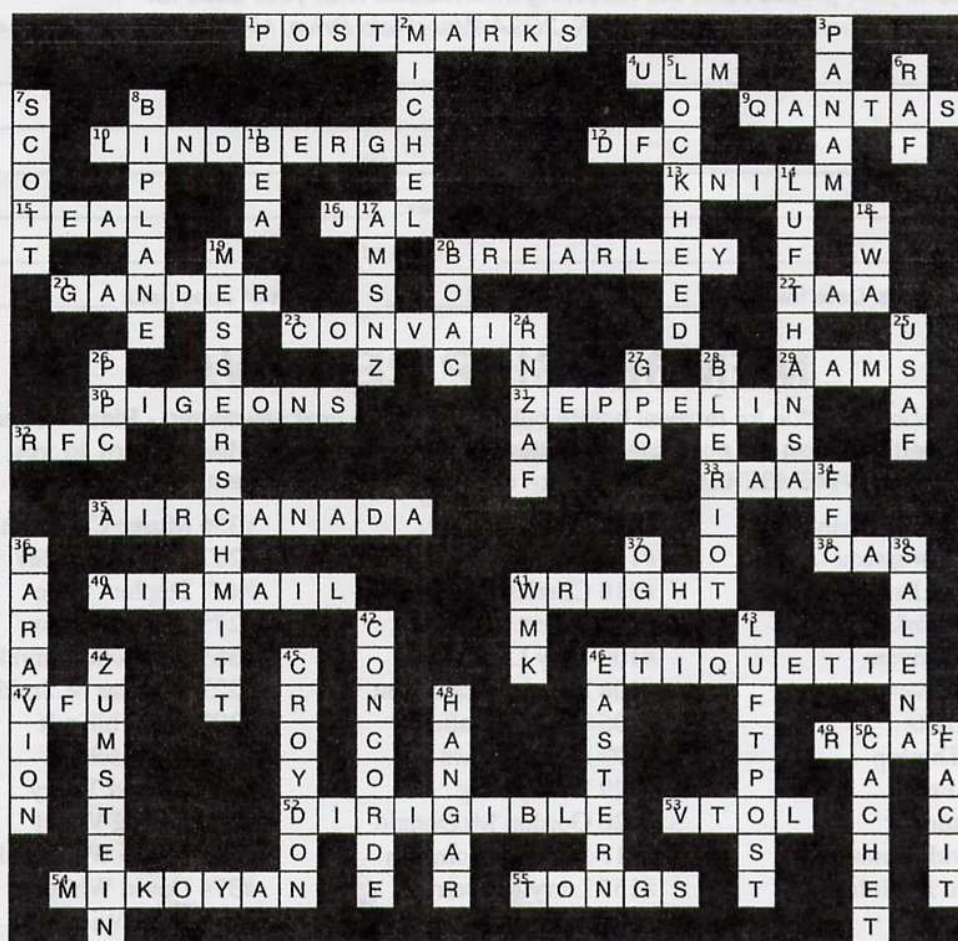
NEXT ISSUE DEADLINE

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

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

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 1st.

AEROPHILATELIC CROSSWORD SOLUTION



Many thanks to William Cochrane for this crossword.

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 bjinepean@trytel.com

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

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

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of birth: _____

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

MEMBERSHIP RENEWAL

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

#135 Beatrice Bachmann	#364 David Kelly	#356 Musee Canadian Civilizations
#340 Harold Brosseau	#111 James Larry Kobelt	#207 Charles Oakley
#322 David G. Brown	#310 Charles J. LaBlonde	#417 Stephen Rose
#318 <i>Martin Cole</i>	#171 Albert Leger	#275 Thomas Shaw
#352 Tony Conyers	#109 Gary Lyon	#363 Raymond Simrak
#270 Earle Covert	#106 Maurice Malenfant	#222 Douglas M. Smith
#260 Fred Dietz	#306 Gordon Mallett	#392 Ken Thibault
#355 Mary Dunlop	#277 Ed Matthews	#73 Kurt Tischler
#312 Barry Frost	#329 Denny May	#303 Ronald Trefry
#193 J.P. Gadoury	#320 Gordon McDonald	#390 Dr. Hal Vogel
#354 A. David Hanes	# 17 Richard McIntosh	# 13 Janice Weinstock
#323 Donald B. Holmes	#155 Larry Milberry	#374 David Whiteley
#410 T. Isaac	#321 Andrew Mrozowski	#311 Hans Wichern.

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

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