



THE CANADIAN AEROPHILATELIST

#90

Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À: PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3

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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

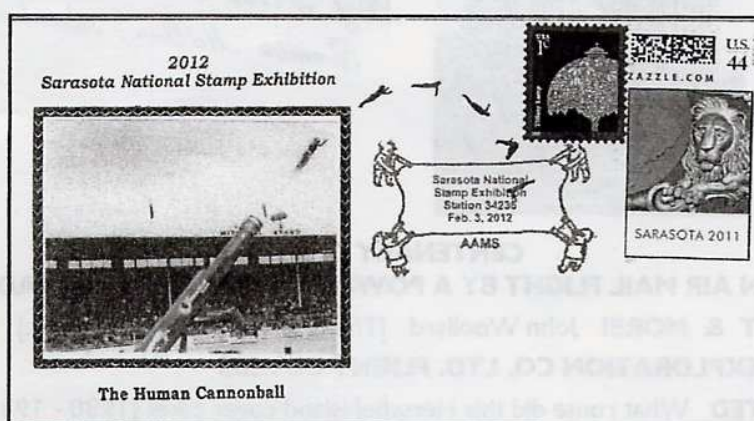
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PRESIDENT'S REPORT

Congratulations to:

- CAS Member at Large David Crotty, who has been elected as a Director of the American Air Mail Society.
- CAS member #81 Stephen Reinhard, who has been re-elected to the position of Treasurer of the AAMS, a post he has now filled for 22 years. - Thanks Stephen!
- Jim Graue, who has been elected AAMS president for 2012-13
- the other members of the AAMS Executive: David Steidley, Vice President; Robert Dille, Secretary; Jerry Kasper, Kent Kobersteen and Pat Walters, Directors at Large; and Mark Banchik, Past President.

In February I attended the AAMS Convention in Sarasota as part of a trip to Florida. The AAMS meetings involved dynamic discussions on a variety of issues. - The future of the AAMS is in many good hands!



The AAMS Convention was held in conjunction with the Sarasota National Stamp Exhibition. - Sarasota is the winter home of the Ringling Brothers and Barnum & Bailey Circus, and the covers produced for the Sarasota National Stamp Exhibition often have a circus theme.

This year the covers featured "The Human Cannonball". - They have me wondering: does anybody know of any covers carried by a human cannonball "in flight"?

Chris Hargreaves

ANNUAL GENERAL MEETING OF THE CAS

Will be held on the afternoon of Sunday May 6th at ORAPEX.

ORAPEX 2012, the 51st Annual RA Stamp Club Exhibition and Bourse, will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario.

Saturday May 5th: 10 a.m. to 6 p.m. Sunday May 6th: 10 a.m. to 4 p.m.

Admission and parking are free. - Over 40 dealers and 150 frames of exhibits.

To exhibit, or for more information, contact Brian Watson at brian150@sympatico.ca

Royal * 2012 * Royale National Stamp Convention,

June 1, 2, 3, 2012, Edmonton, Alberta, Canada

West Edmonton Mall Convention Centre

Royal*2012*Royale convention and exhibition hosted by the Edmonton Stamp Club and celebrating the 125th Anniversary of the RPSC and the 100th Anniversary of the Edmonton Stamp Club, will be held at the Europa Conference Centre, West Edmonton Mall (Entrance 1) 3rd Floor Conference Centre (above Europa Boulevard). The theme will be celebrating the life of Sir Sam Steele of the NW Mounted Police and 100 years of philately in Edmonton. For more information visit our website at www.royal2012royale.com or contact Jim Lockau at (780) 467-4825 or jlockau@shaw.ca for registration, Kelly Liusz Moser at liuszmoser@gmail.com for exhibits, or David Piercey, Chair, at (780) 437-2771 or dpiercey@telus.net.

ATTENTION ALL STAMP COLLECTORS

The organizing committee of Royal*2012*Royale appointed Air Canada the Official Airline of this year's event to be held in Edmonton from 1 to 3 June.

AVIS was appointed the official car rental provider. This step was taken to offer visiting philatelists additional discounts to their travel expenses.

To benefit from these discounts, registration in any one of the three Registration Packages offered will be required. Upon receipt of payment the booking codes will be sent to the registrant. Full details can be found on www.royal2012royale.com website registration window. Full details are in the information menu.

For more information contact Nino Chiovelli at nchiovel@telusplanet.net

There will be a meeting of the CAS Western Chapter during ROYAL 2012 ROYALE. - See page 6 for more information.

MORE CAS MEETINGS

BNAPEX - 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. There will be a CAS/BNAPS Airmail Study Group meeting will be co-ordinated by George Dresser. [g-dresser@suddenlink.net]

19th ANNUAL TORONTO DAY OF AEROPHILATELY - Sunday November 4th, from 11.15am to 4.00pm, at the Vincent Greene Foundation, 10 Summerhill Ave. The Day features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh, mcintosh47@sympatico.ca

2013 - CAS SYMPOSIUM as part of ROYAL 2013 in Winnipeg. See page 8 for more information.

SECRETARY'S REPORT

Welcome to four new members:

#422 William Wysminity of Prince Albert, Saskatchewan

#423 Glenn Daze of Kanata, Ontario

#424 August Kalohn of Milford, Michigan

#425 Paul Varty of Pickering Ontario

As of January 01, 2012, the Society had a total paid membership of 131. - The breakdown of the membership was as follows:

CANADA:

Alberta	11
British Columbia	13
Manitoba	2
New Brunswick	6
Newfoundland	2
Northwest Territories	1
Ontario	46
Quebec	8
Saskatchewan	2

Total 91

INTERNATIONAL:

Cayman Islands	1
France	2
Germany	1
Israel	1
Netherlands	1
New Zealand	2
Switzerland	1
U.K.	4

Total 13

USA:

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

Total 27

This was a decrease of 2 from January 2011, but we have since gained 4 new members.

Brian Wolfenden

PRESIDENT'S COMMENTS

I think it's great that our membership figures and bank balance are basically stable!

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

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2010 AND 31 DEC 2011

	2010	2011
Opening Bank Balance	<u>10,388.43</u>	<u>9,779.15</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,806.07	2,920.23
CAS Covers – sale of various philatelic covers	2,834.64	1,995.98
Other Sales – includes e.g. books, pins & advertising	205.64	198.00
Donations – from members	31.41	46.65
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>5,877.76</u>	<u>5,160.86</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	16,266.19	14,940.01
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	211.40	104.36
Philatelic Covers-costs e.g.covers, postage & envelopes	837.85	966.35
Office Supplies	90.86	78.73
Postage-such as for CAS journal, covers & books	2,997.05	991.37
Printing and Photocopying – such as journal and catalogue	1,975.40	1,670.78
Bank Charges-chequing account,cheques,deposit stamp	74.35	19.80
AAMS – publications & other books	108.59	222.78
Web Site	127.20	120.20
CAS mini sheets	0.00	178.77
Engraving – presentation plaques/donations	<u>64.34</u>	<u>42.94</u>
Expenses Incurred during the Year	<u>6,487.04</u>	<u>4,396.08</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>6,487.04</u>	<u>4,396.08</u>
Closing Bank Balance	<u>9,779.15</u>	<u>10,543.93</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>9,779.15</u>	<u>10,543.93</u>

BRIAN WOLFENDEN
Treasurer - CAS

WESTERN CHAPTER REPORT

The Western Chapter of the CAS met at the "After the Grind" coffee shop in downtown Blackfalds, Alberta on Saturday, January 28th. The meeting was attended by Walter Herdzyk, Sandy Freeman, Jack McCuaig, Denny May and David Brown.

Our group was joined by guest Dr. Robert Lampard who is collecting historical post cards of the popular resort community of Sylvan Lake, Alberta. In honour of the Town of Sylvan Lake's centenary this year, Dr. Lampard will soon be releasing a book of the town's history told through his post card collection.

As per our usual gatherings there were much sharing of new finds and philatelic projects. There was little business to report and discuss. There are a number of BCATP covers that have yet to be sold commemorating the British Commonwealth Pilot Training Plan. Weather and aircraft issues limited the number of old training bases that were visited last summer. The intent is that some of these covers are to be flown this summer, under a second initiative by the Alberta Aviation Museum in Edmonton.

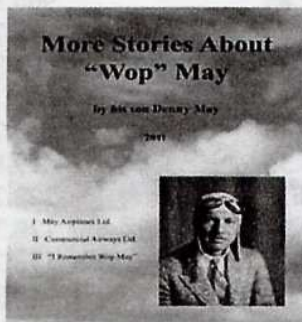
Denny May brought to the meeting his new book entitled "*More Stories About Wop May*". It is a wonderful book full of photographs and stories of his father, the pioneering aviator.

David Brown also had his book to share entitled "*Search for Gold, Prospectors, Pilots, and Places of the Red Lake Gold Rush*". The book is self published philatelic exhibit of some 160 pages.

The next meeting of the WCAS will be held on Saturday June 2, 2012 during the Canadian Philatelic Society's Royal show in Edmonton. The venue for our meeting will be at the residence of Jack McCuaig which is a short, convenient drive from the location of the show. Any CAS members or others with an interest in aerophilately visiting Edmonton for show are welcome to attend. Please contact David G. Brown at dgbrown_id@shaw.ca for more information or telephone at 403-885-2744.

Dave Brown

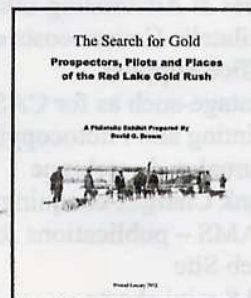
Editor's Note:



Denny's 100 page book has three main sections - May Airplanes, Commercial Airways, and "I Remember Wop May" - stories from the many people who knew the man, or knew of him.

It is available from Denny at PO Box 53083 RPO Glenora, Edmonton, Alberta T5N 4A8 or email WCCAS@shaw.ca. Cost is \$20 including postage within Canada, or \$25 including postage to anywhere outside of Canada. - Denny can send you a PayPal invoice, or contact him for other payment options.

For more information see the September 2011 *Canadian Aerophilatelist*, page 4, or the website www.wopmay.com.



David's book is a copy of the exhibit he showed at ROYAL 2008 ROYALE in Quebec City, with a number of minor additions and revisions.

It was a fabulous exhibit, full of information about gold, aviation, and the development of the Red Lake area, but was criticized for being "too like a book". - I'm very pleased that it is now available as a book, that I will be able to enjoy and learn from.

The book is in full colour, wire bound, and in excess of 160 pages. It is available for \$40 plus shipping, which costs \$10 to \$15.00 depending on the location in Canada, from Dave Brown, P.O. Box 2446, Blackfalds, AB T0M 0J0 [dgbrown_id@shaw.ca]

I am looking forward to seeing Dave's book, and will review it in a future issue of this journal.

EDITOR'S REPORT

Many thanks to everybody who has sent me items for *The Canadian Aerophilatelist*.

Once again I had a surplus of material for each issue, which was a great help as I tried to produce issues that appealed to our two types of member: Canadians who are interested in any aspect of world-wide aerophilately, and collectors from around the world who are interested in Canadian aerophilately.

2011 was the 100th Anniversary of the First Official Air Mail Flights by Powered Aircraft. Our journal included several items commemorating some of these flights, and I much appreciated Donald Holmes support in producing some articles using sections of his book *Air Mail an illustrated history 1793 - 1981*.

I have commented on several occasions that I think Donald's book is terrific, and is still the best single source of information on early air mail flights thirty years after it was published. I also think we are very fortunate that Donald has continued to research into air mail flights, and had contributed many items to *The Canadian Aerophilatelist* over the years.

I am very pleased to be able to recognize Donald's book and research by announcing that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2012

is being presented to

DONALD HOLMES

in appreciation of his terrific book

AIR MAIL: AN ILLUSTRATED HISTORY 1793 - 1981

and his many contributions to

The Canadian Aerophilatelist

Congratulations Donald!

LETTERS TO THE EDITOR

From Gord Mallet, on the CAS Symposium at ROYAL 2013:

Chris

I've had some time to do some thinking about Royal 2013 in Winnipeg and have decided to issue a 'challenge' to the CAS membership. First though — I'll mention a few considerations which have led me to this decision.

It appears that the number of aerophilatelic exhibits at regional and national shows has been decreasing somewhat these last few years. There undoubtedly are several reasons for this but there is no need to comment further on those here. Rather, my objective is to suggest a scheme to help reverse that trend at Royal 2013.

In my own case, Winnipeg is quite a distance to travel from where we live in British Columbia. Only next spring will I be deciding on whether to make the trip to Manitoba. My initial thinking was that I would make the decision on preparing a new exhibit at that point but am thinking now that that is not a viable plan. Waiting till then would not provide enough time to prepare a worthwhile exhibit.

There are no doubt many other members whose situation is similar to mine. We all have aerophilatelic material that we can fairly easily cobble together, particularly for non-competitive exhibiting! For Royal 2013 the decision has been made that viewing space be made available for non-competitive aerophilatelic exhibits. For these exhibits there is no need for the exhibitor to rigorously follow the established guidelines for regular philatelic exhibits - no need to exhibit previously at the regional show level - no need to be concerned about including photographs, maps or detailed

Continued

LETTER TO THE EDITOR From Gord Mallett, on the CAS Symposium at ROYAL 2013, continued

descriptions - no need for each and every page to include a stamp or cover. In my own case, these revised guidelines are an encouragement for me to continue exhibiting.

My previous efforts at exhibiting have focused primarily on the pilots and other individuals linked to various early flights: the inaugural Northwest Territories mail flights authorized by Postal Superintendent Walter Hale [5 frames], pilots and highlights of the 1928 Experimental Prairie flights [4 frames], the 1916/17 birdboy and birdgirl flights in Japan [3 frames] and Katherine Stinson's flights in Canada [2 frames]. It appears that it is an opportune time for me to now prepare a 1-frame exhibit!

It is my belief that a resurgence of interest in aerophilatelic exhibiting will take place to the extent that air mail enthusiasts are encouraged to prepare non-competitive exhibits. This is not meant to disparage traditional [aero]philatelic exhibiting. Judged exhibiting will no doubt continue to be the main avenue collectors choose to display their material. I believe however that new exhibitors who experience success in non-competitive exhibiting will be encouraged to then prepare further material for traditional competitive exhibiting.

I would be interested in the views of other members regarding this issue.

CHALLENGE TO THE CAS MEMBERSHIP

I extend a challenge to my fellow CAS members to prepare an exhibit [either competitive or non-competitive] for showing at Royal 2013. [For those choosing the non-competitive exhibit category, it is important to remember that there is no need for the exhibit to be previously shown at the regional show level, no need to be concerned should photos, maps or detailed descriptions be included in the exhibit, and no need for each and every page to include a stamp or cover.]

I am not certain if I will be attending Royal 2013 in Winnipeg but in any event am putting together material for a one-frame exhibit that will be titled "Pilot Since Killed" - a study of the career of pioneer air mail pilot Paul Calder. It will be entered as a non-competitive exhibit. If I do not personally make it to Winnipeg for the show, the exhibit will be sent in by mail.

Gord Mallett
CAS member #306

Thanks Gord. - I hope that many CAS members, and other readers, will take up Gord's challenge.

The CAS Symposium is going to be held as part of ROYAL 2013 ROYALE in Winnipeg from June 21st to 23rd 2013.

It will include two displays of aerophilatelic exhibits:

- traditional exhibits, which will be judged by RPSC qualified judges, and be eligible for the show awards
- non-competitive exhibits, in which people can show what they want, how they want.

We plan to try several innovations with the display of non-competitive exhibits.

One is that there will be a forum on the Saturday afternoon by the exhibits, during which exhibitors will be able to talk about their exhibits, and everybody will be invited to say what they like about the exhibit, and make suggestions as to how they think the exhibit might be improved. We will also invite similar comments about exhibits which were mailed in, and plan to record this forum, so that a CD with all the comments can be sent to exhibitors who weren't able to attend the show.

Another proposal is that in order to encourage entries from members who won't be attending the show, and who are hesitant to send treasured covers through the mail, we will accept coloured photocopies of non-competitive exhibits, and display them with the non-competitive exhibits containing covers.

We also plan to arrange a tour of the Winnipeg Aviation Museum, and the museum in the Billy Bishop Building at 1 Canadian Air Division Headquarters, on Friday afternoon; to have speakers on Saturday morning; and to hold the CAS Annual General Meeting on Sunday afternoon.

Our Symposium plans are being co-ordinated by David Whiteley. Please contact him with suggestions, and/or for more information. - E-mail: davidwhiteley531@hotmail.com or write: 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6.

The Canadian Aerophilatelist - Index and Back Issues

The Index has been updated, and summarizes the contents of each Newsletter from the July 1985 first issue, [Newsletter #1] to December 2011 [Newsletter #89].

This 40,400-word Index catalogues all Journal articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as aviation and philately articles of more general interest. The only content exclusions are advertisements, notices, meeting announcements and the like.

By using the FIND function, any word or *Air Mails of Canada and Newfoundland* catalogue number of interest can be utilized as a 'keyword' to locate articles linked to that keyword.

A copy of the index in Microsoft Word .doc or PDF file format is available free of charge from Gord Mallett [gdmall@telus.net] to anybody who sends me their email address. It is also available on the CAS website at www.aerophilately.ca

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

Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6

EDITOR'S ACCOLADES: Many thanks for your work on the index Gord! - I use it regularly, and find it extremely useful.

A SALE at CAS SALES

Vol.3 of the 6th edition of the American Air Mail Catalogue.

This covers the Foreign Contract Air Mail routes (FAMs) with detailed listings and great maps, as well as Canal Zone & Alaska flight covers. We have been selling it at \$81.95

Now offered at a Special price of \$60.00 (including shipping) to our Canadian members, & \$50.00 plus postage to our US & overseas members.

CAS covers/souvenir items

All 2005 and earlier items listed on our web site www.aerophilately.ca now offered to members and readers anywhere in the world at 25% off the listed price. - Free shipping still included.

To order contact:

Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
Telephone: 613 226 2045 E-mail: bjnepean@trytel.com

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LIBRARIAN'S REPORT

Air Mail Magazine - 1943 - published by A. Phillips, Newport, Monmouth, England

Many thanks to Ian Macdonald for donating a bound copy of Phillips' 1943 *Air Mail Magazine* to the CAS library.

It's very interesting to see how strongly Phillips was promoting Airgraphs at this time.

In Canada, the Airgraph system was introduced in November 1941. It was initially used to speed up mail to and from the Armed Forces, and was gradually extended to most overseas mail.

Blank Airgraph forms were available free from any Post Office. A message was written within the lines on the form. The form was then folded, postage affixed, and mailed in any post box or post office. The forms were sent to Toronto, where they were opened, and the messages photographed on a roll of film 5/8" wide x 100' long. Each message occupied less than 3/4" on the film, and 1,500 messages could be accommodated on one roll of film weighing seven ounces. (1,500 letters in ordinary envelopes weighed approximately fifty pounds.) The roll of film was then shipped overseas and processed through an automatic enlarger on to sensitized paper 4 1/2" wide. The enlarged messages were guillotined, folded, and placed in a window envelope for delivery.

The January 1943 *Air Mail Magazine* included the following page:

AIRGRAPHS

The British Post Office has many achievements to its credit. In 1840 it gave the world the Penny Post. In 1934, on the Inland Routes, it inaugurated a No Air Fee Air Mail. In 1937 it extended this public service to the Empire so that it was possible to send a letter from England to Australia, 12,500 miles, at the 1 1/2d. rate. One could even send an air mail to Tibet for 1 1/2d. !

The introduction of the Airgraph Service in 1941, with its many extensions in 1942, must surely be regarded as one of the G.P.O.'s most amazing and effective achievements. It came as a brilliant solution to the problem of speeding the mails between servicemen and civilians when ships were taking months and aeroplane space was strictly limited. It did much to hearten the warrior abroad and the anxious civilian at home. Its value was beyond praise.

When Paris was besieged by the Germans in 1870 the French adopted a similar method, but then the pellicules were carried by pigeons, and were developed and shown on a magic-lantern screen on receipt. Hardly comparable to the Airgraph as we know it to-day !

But do we really appreciate the revolutionary change in the Air Mail that the Airgraph has brought ? Do we fully realise that before 1939 the postman never delivered such a missive ?

No Collector of Air Mails can afford to ignore the possibilities of the Airgraph for they are an integral part of any collection which is compiled to show the growth of aviation.

The fact that they exist in many forms adds to the fascination of their study. Nobody can place one Airgraph in an album and say 'That is the type the war produced' ! No ! The following pages, though listing but a few of the varieties, prove that many different forms are being used, and that so far there has been no standardisation.

A complete collection will be of exceptional value and indispensable to the future historian. Students of postal history and air mails should seize the opportunity of securing a set now while they are available cheaply. There could be no better investment as so many of the types are excessively rare. We advertise in over 100 newspapers in our endeavour to locate the scarcer varieties, but even so it is impossible for us to guarantee delivery by any given date of a complete set. We can only promise to do our utmost. Those who are fortunate enough to secure all the varieties will indeed possess an historic collection.

Continued

LIBRARIAN'S REPORT A. Phillips *Air Mail Magazine*, 1943 continued

The next page listed some Canadian Airgraphs:

Green List No. 535

AIRGRAPH TYPE 31 CANADA

The address should be written in large BLOCK letters wholly within the panel alongside.

A. PHILLIPS
AIR MAIL SPECIALIST
NEWPORT MON ENGLAND.

The address should be the same as is appropriate in the case of an ordinary letter.

Write address in large BLOCK letters in the panel above. Nothing else should be written above this line.

The message should be written very plainly below.

Sender's Address:

LIEUT. GORDON WALDIE
1 CLUNT AVENUE
TORONTO CANADA.

Note: This is the First Type of Airgraph used in Canada. Herring bone edges facing upwards, with arrows. Text refers to 'Block Letters'. One line of text at left below enclosed lines with 'Sender's Address' at right.

31—Ca—I Dated 1942
15/- \$3

AIRGRAPH TYPE 19 CANADA

2

The address should be printed in large CAPITAL letters wholly within the panel alongside.

MR. W. C. LOVERING,
65 STOW HILL,
NEWPORT, MON,
ENGLAND.

The address should be the same as for an ordinary letter.

373011

Print address in large CAPITAL letters in the panel above. Nothing else should be written above this line.

Please follow instructions on other side. The message should be written very plainly below.

Sender's Name and Address:

419917 LAC POWELLER RD
ROOM 7, BLOCK 25,
NO 1 SQUADRON.

Reproduced by courtesy of W. C. Lovering, Esq.

Note: Differs from above in the following: 2 printed at top of left. White borders instead of herring bone but arrows retained. 'Capital letters' instead of 'Block letters' in text at left and between enclosed lines below address panel. 'The same as' instead of 'as is appropriate' in text at right. Two lines of text at left below enclosed lines instead of one, and, at right, Sender's name and address instead of Sender's Address.

19—Ca—I	Address Panel 58 x 20	Dated 1942	7/6	\$1½
19—Ca—2	Address Panel 59 x 20	Dated 1942	7/6	\$1½
19—Ca—3	Address Panel 59 x 21	Dated 1942	7/6	\$1½

930

Looking through the catalogue, Phillips seems to be selling Airgraphs which have been printed and delivered, rather than the blank forms to be filled in. In the article on the previous page, he mentioned that he "advertised in over 100 newspapers" to obtain them. - Ian and I both wondered how many people would be willing to sell their loved ones' letters to a stranger? We reckoned that neither of our families would have ever considered doing so.

After going through the book, I was left wondering whether Phillips promoted Airgraphs so heavily because they were about the only "new issues" available, or did he think that they would become the standard method of corresponding after the war?

Ian responded that, "I tend to think that Phillips promoted Airgraphs because he saw in them the future of overseas mail. With the end of the war Airgraphs just disappeared, which must have been a disappointment for him."

I would be very interested to hear other readers' comments and observations about Airgraphs.

Chris Hargreaves

BOOK and RESOURCE NEWS

The rebirth of the KLM line to the Dutch East Indies 1945 - 1950

Review by Richard Beith

Hans E Aitink, *De Indiëlijn van der KLM herboren 1945 - 1950*, (De Vliegende Hollander [The Flying Dutchman], 2011). A4 softback, 232 pages, ISBN: 978-94-6108-222-0. Price €30.00 + postage from W van der Helm, De Kolk 13, 3931 WN Woudenberg, The Netherlands. Enquiries to: w.vanderhelm@veteranen.nl

It seems that the carriage of mail in wartime has a great fascination for postal historians whether by air, land or sea. The story of what happened after the end of any hostilities is perhaps less widely studied, so it is of great interest to see how the Dutch picked up the pieces after the end of German occupation in Europe and the Japanese occupation of their Far Eastern colonies. This particular story is complicated by the rapid rise of the independence movement in the East Indies, the movement that gave rise to the current nation of Indonesia. The Japanese surrendered in Java on 15 August 1945 and an independence movement was soon active, so active that British and Indian troops had to assist the Dutch forces. By mid October 1945 the provisional government in Sumatra had declared war on the Dutch and the British occupation forces. Alternate peace negotiations and outbreaks of fighting continued and it was not until 2 November 1949 that the Netherlands government granted sovereignty to Indonesia, but still within a short-lived Union with the Netherlands.

Hans E Aitink, together with his colleague the late Egbert Hovenkamp, scored a great success and a rapid sell-out of all copies with their 2005 English language study: *Bridging the Continents in Wartime: Important Airmail Routes 1939-1945*. Hans E Aitink followed this in 2010 with a Dutch language study of air mail activities from the Spanish Civil War to the end of 1945: *Luchtpost onder invloed van oorlogsomstandigheden*. Now he has produced another valuable Dutch language addition to the literature of aerophilately.

For non-Dutch readers the many illustrations, the reproductions of timetables, and all the tabulated information will be the most important aspect. However, with the aid of computer systems such as Google translator, it would be possible to translate a particular section or sections of interest.

Chapter 1 looks back at the history of KLM during WWII, the activities before the German invasion in May 1940, the use of escaped KLM planes under charter to BOAC on the UK-Lisbon run and the total destruction of Amsterdam's Schiphol Airport.

Chapter 2 charts the first flight Amsterdam - Batavia on 10 November 1945 using the C54/DC4 Skymasters of the NGAT: Netherlands Government Air Transport, with KLM crews.

Subsequent chapters describe how as soon as the resumed service was consolidated, the military and political situation resulted in continuous route changes as the non-aligned nations closed their airspace to NGAT in response to the continued fighting. By the late 1940s the Dutch planes were not allowed to fly over Iraq, Saudi Arabia, India, Pakistan, Ceylon and Burma. KLM had to fly over Africa and use Mauritius as a transit point. These problems only came to an end in July 1949.

The book is fully illustrated with historic black and white photographs of personalities and planes, colour reproductions of aviation ephemera and a wide range of flown covers shown in full colour. Complete flight lists are given for each year with full details of all route changes. There is a bibliography, reproductions of a selection of airline timetables and a full fleet list of the NGAT/KLM DC4s, and their Constellation 049s and 749s. The book concludes with copies of published lists of air mail postage rates.

Hans E Aitink must, once again, be congratulated on producing such a detailed, historically valuable and well illustrated volume.

Richard Beith



AIR CANADA - OFFICIAL AIRLINE of ROYAL*2012*ROYALE

The Ross Smith Stamp & its Postal History, by Tom Frommer

Reviewed by: Ken Sanford

Published in 2011 by A Page in Time, a division of Charles Leski Auctions Pty. Ltd., 13 Cato Street, Hawthorn East 3123, Victoria, Australia. Email contact@leski.com.au. Australian \$49.95 plus AU\$4.50 postage within Australia or AU\$12.50 outside Australia.

The author is a well known aerophilatelist, who has an international gold medal collection of Australian pioneer and record flight covers. He has been collecting and studying the label, known as the Ross Smith stamp for more than twenty years.

The Ross Smith stamp, (it was really a label, as it was unofficial and showed no value), was issued in connection with the historic flight from England to Australia between 12 November and 10 December 1919. The flight was carried out to claim a prize of UK£10,000 for being the first to fly from England to Australia. Ross Smith and his crew carried a bag of mail and some letters were picked up enroute. These included normal postage stamps from India, Dutch East Indies, Iraq, Straits Settlements and Australia. Covers with the Ross Smith label, and labels off cover are quite valuable and command rather high prices when they come onto the market.



The book illustrates and describes:

- 215 flown covers
- the total identified number of 250 labels out of 364 which were originally carried, including four forged covers with genuine labels and 31 used labels removed from flown covers
- four forged covers
- 15 pages of enclosed letters
- 13 photos of intermediate covers without the Ross Smith label
- 36 mint stamps with complete selvage, and 16 mint stamps without selvage
- 14 covers flown by French aviator E. Poulet

The book is soft cover, 144 pages with the illustrations in black & white. A novel feature is that the book is printed in landscape format rather than the usual portrait format. The contents are arranged as follows:

- A timeline and background to the flight
- A map and itinerary of the flight
- Background to the mail
- Analysis of the mail, including flown covers, origins & destinations of covers
- Covers with additional stamps
- Forged covers

There are sections showing photos and descriptions of flown covers, photos of enclosures, photos of used labels on piece or off paper, photos of intermediate covers, photos of identified mint labels with complete selvage and photos of identified mint single labels without selvage.

The book contains an appendix showing valuations of Ross Smith labels and covers, a list of auctions in which Ross Smith labels and covers have been sold, and a Bibliography.

The book is very well done, and the illustrations are very good. I highly recommend it.

Ken Sanford

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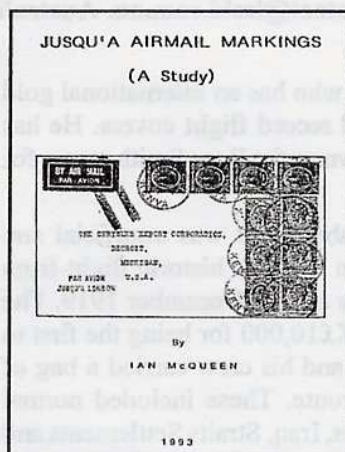
P.O. Box 300, Bridgenorth, Ontario, Canada K0L 1H0, or call 1-866-EVANDAM (382-6326).

Plus hundreds of stamps and covers offered at our website:

www.canadarevenuestamps.com

IN MEMORIAM

Ian McQueen



Ian McQueen was well known as the author of several books on Jusqu'a markings, which indicated how far mail was to be transported by air. These books also catalogue the obliterations applied at the end of the airmail service, and are often a great help in determining the route a cover followed.

Ian was also the author of Section 19, *Jusqu'a Markings*, in *The Air Mails of Canada and Newfoundland*.

Ian McQueen passed away on 11th December 2011 at the age of 81. He had suffered a stroke some years ago, and had never fully recovered.

Ian played a large part in my life for more than 20 years. I first met him at local stamp fairs. Ian would sit patiently examining trays of envelopes and chatting knowledgeably to the various dealers. They all seemed glad to have his advice and custom. As enthusiastic collectors and sharing a keen interest in postal history, we quickly became friends. We played bridge together. Ian was a fine player, analytical and decisive, and he applied the same forensic skills to postal history and to the law (he was a solicitor by profession, and a formidable advocate) as he displayed at the bridge table. He studied the material with great care, carried out research and looked for corroboration of the facts, then wrote up the descriptions of the stamps or covers concisely and accurately. He was never afraid of challenging the received wisdom, spoke and wrote with authority, and he gained the respect of his fellow-philatelists in the UK and abroad.

Ian had a special interest in aero-philately, and corresponded with collectors of air mail all over the world. His books on "Jusqu'à" and other airmail postmarks are the definitive works on the subject and will become classics. He was a prominent supporter of the local philatelic societies in Bournemouth. He was a leading member of the British Air Mail Society, the Channel Islands Society, and the France & Colonies Philatelic Society, and he served as President of the Oriental Philatelic Association of London. Ian contributed articles on a wide variety of subjects for numerous philatelic journals. He also reviewed books and journals, and his regular column "Philately for Fun" in Gibbons Stamp Monthly, covering all aspects of stamp collecting, was enjoyed by readers for many years.

He gave the prestigious Rossiter Lecture to the Royal Philatelic Society London on a subject close to his heart, the writing and reviewing of philatelic literature. Ian was always glad to give his time, advice and encouragement to collectors and to societies interested in postal history and philately.

Among his other interests, Ian was an authority on Sherlock Holmes, had analysed his character and cases, and had written his own account of the great detective. He also wrote a fine history of St. Peter's Church in Bournemouth.

Ian was a good man through and through, a bon viveur and a great personality. His wife Sheila, his family and friends, and philatelists world-wide will miss him greatly.

Ashley Lawrence FRPSL

John Glashan

John (Jack) Glashan was one of the original CAS members who joined in the 1980s.

Jack was born in Vancouver on May 13, 1922. After graduating from Lord Byng high school, he entered the British Commonwealth Air Training Plan. He trained as a Navigator with the RCAF at Claresholm, Alberta. From April 1942 to October 1945, Jack was on active service, stationed at Bardney, England. He joined IX(B) Squadron just as the 4-engined Lancaster was replacing the 2-engined Wellington. Flying Officer Glashan flew many missions as Navigator until the end of the war. Memories of that war were omnipresent in Jack's life as he attended many reunions and volunteered to raise funds and track down parts to restore the two Lances that are still flying. After the war, Jack attended the University of British Columbia, and graduated with a Masters' degree in economics and political science. He moved his family to Ottawa to join the Department of Finance and then the Treasury Board Secretariat, from which he retired in 1986 after 36 years of public service.

A full obituary for Jack was published in the *Ottawa Citizen*, 4th February 2012.

Phil McCarty

Phil was President of the American Air Mail Society in 1998 - 1999.

Phil was born in Cleveland, Ohio, in October 1929. He joined the navy when he was 18 years old. After he was discharged he took a job with the INA insurance company, and stayed in insurance for his career.

Phil built a large collection of U.S. crash covers, which won numerous awards, and was editor for the "Interrupted Flights" section of the *American Air Mail Catalogue*, 6th Edition, Volume 1.

Information provided by Ken Sanford.

James H. Parker

James joined the CAS in 1997, and was member number 267.

James lived in Topeka, Kansas. In addition to aerophilately, James loved music. He was a member of the Tommy Lee Orchestra from Manhattan, and the Kings of Swing Big Band in Topeka. For the last 16 years, he played the piano for the Topeka Country Club Brunch each Sunday. He was also Treasurer for the Topeka Jazz Workshop, Inc., and for the Topeka jazz Workshop Band.

Information from www.dovecremation.com

Condolences

On behalf of the Canadian Aerophilatelic Society, I would like to offer our condolences to DICK McINTOSH, whose wife Lois passed away in February.

I would also like to offer our condolences to Ernie Wall, whose daughter Sandra Lynne Hodder passed away earlier this year.

Medal Awards of the late Pat Sloan

It was noted in the September 2011 *Canadian Aerophilatelist*, that the philatelic awards won by Pat Sloan, first President of The Canadian Aerophilatelic Society, had been donated to the Air Mail collection of the American Philatelic Research Library in Bellefonte.

Pat specialized in South Atlantic Air Mails, and won awards from FIP, AAMS, FISA, RPSC, ORAPEX, and other exhibitions.

A listing of Pat's awards can now be viewed at:

<http://catalog.stamplibrary.org/InmagicGenie/DocumentFolder/sloanemmettpat272056.pdf>

Centenary of the First Attempt at an Air Mail Flight by a Powered Aircraft in Canada

Chris Hargreaves

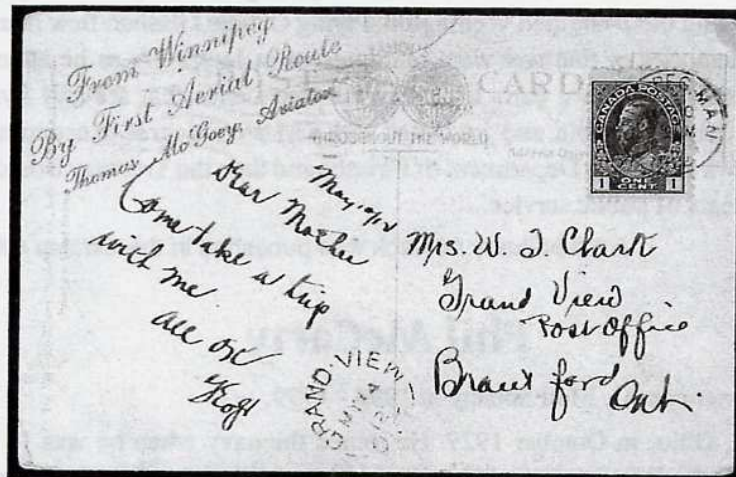


Illustration provided by
Ray Simrak.

Following the various articles about First Air Mail flights that appeared in *The Canadian Aerophilatelist* during 2011, I planned to write a short article to mark the Centenary of the First Attempt at an Air Mail Flight by a powered aircraft in Canada.

According to Section 1 of *The Air Mails of Canada and Newfoundland* "Canadian Pioneer Flight Covers, 1848 - 1928", the earliest air mail flights in Canada were:

- PF-1 a letter from Goderich to Stratford, Ontario, apparently flown part of the way by "a paper kyte" in March 1848.
- PF-2 messages from the Franklin Relief Expedition in 1853 that were printed on a deep red silk, and read: "Dispatched by a Balloon, from H.M.S. Assis —tance, Captain Sir Edward Belcher in Winter Quarters. Lat. 76.52.0 N. Long. 97.0.0 W. To Sir John Franklin, June 10, 1853."
- PF-3 leaflets dropped in Quebec City during an aviation meet in 1911: "From August 29 to September 4, French pilot Georges Mestach made several flights in a Morane-Borel monoplane. On September 1 he took along a number of messages addressed to various officials of the exhibition, and dropped them over the grounds."
- PF-4 1912, May 10 — Winnipeg, Manitoba Air Circus. An Air Circus was held in Winnipeg for an entire week. On May 10 it was expected that one of the pilots, Thomas McGoey, would fly mail in his machine. The mail was to be posted later at the local Post Office. It is believed he had the authority of the Postmaster to do this. A card, the only item now known to exist, is addressed to Toronto, Ont. It was postmarked Winnipeg, May 10, 9:30 a.m., 1912, and was also cancelled at Grand View, Ont. on May 14. (Unused, unflown but cacheted covers are known to exist.)

This only reported card has a 3-line rubberstamp cachet: "From Winnipeg - By First Aerial Route - Thomas McGoey, Aviator." Aviator Sam Tickell flew a Curtiss biplane and crashed. However, McGoey was ill in a hospital at Grand Forks, N.D. and did not reach Winnipeg until May 24. It is not known whether Tickell carried this mail on his attempt of May 10 or whether it was dispatched via ordinary means upon the failure of McGoey to arrive.

Flown card, May 10 - Winnipeg 1,200.00

a. Unused and unflown card. 275.00

The postcard cancelled in Grand View, which is actually addressed to Brantford, not Toronto, is shown above.

Over the years, there has been some speculation about these cards, and whether or not the Grand View card was in fact flown.

However, while searching the internet for additional information to use in this article, I was shocked that the first website I found suggested the flown card was "quite likely" a hoax!

Continued

CENTENARY OF THE FIRST ATTEMPT AT AN AIR MAIL FLIGHT BY A POWERED AIRCRAFT IN CANADA by Chris Hargreaves continued:



Front of the unused McGoey postcard showing Union Bank of Canada, Winnipeg, Man. (Back of card on next page).

This website, at <http://www.stampnotes.com/Notes from the Past/pastnote431.htm>, stated:

Canadian First Airmail?

Sometime prior to 1950, a Canadian cover was discovered bearing an intriguing cachet that read FROM WINNIPEG | BY FIRST AERIAL ROUTE | THOMAS MCGOEY, AVIATOR. The envelope was postmarked at Winnipeg, Manitoba at 9:30 A.M. on May 10, 1912, and was addressed to Toronto. To it a date stamp was also applied at Grand View, Ontario, on May 14. This cover stirs many questions. Was it actually flown? If so, it is an extremely early pioneer example from Canada. Who undertook the flight? Pilot Thomas McGoey was ill in Grand Forks North Dakota, at the time the letter was supposed to have departed Winnipeg.

Whether the McGoey letter flew or not, it remains clear that the airmail bug had bitten at least a few Canadians as early as May 1912.

Posted September 16, 2000

Editor's Note: This came from Donald B. Holmes' *Air Mail -- an illustrated history 1793-1981* - an exceptional piece of philatelic literature. It seems quite likely that someone may have created a hoax at a later date and that the cachet was applied to a cover found in some dealer's dime box somewhere.

There was also an obituary for Thomas McGoey on the web, copied from the *Grand Forks Herald*, November 18th 1938, which stated that he had given up flying in 1911, the year before the Manitoba Air Circus! - This obituary, which I am reproducing in full as it's reliability will be questioned later, read:

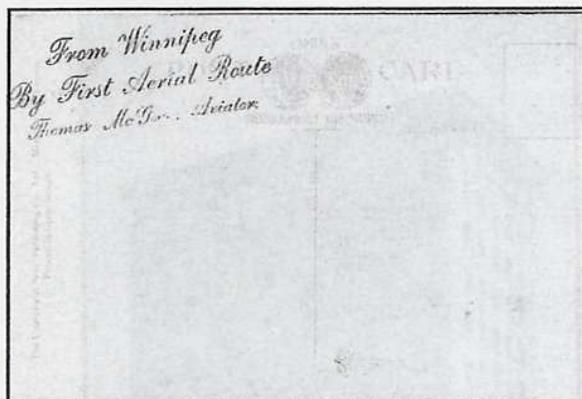
TOM M'GOEY RITES TO BE HELD MONDAY

Funeral services for Tom McGoey, 61 years old, pioneer resident and Grand Fork's first aviator who died Thursday, will be Monday at 9 A.M. in St. Michaels Church with Rev. William McNamee officiating. Burial will be in Calvary cemetery.

The body will lie in state at the Kasper Funeral Home from Friday evening to Saturday afternoon and at the home, 23 Fenton Avenue from Sunday afternoon until the funeral.

Continued

CENTENARY OF THE FIRST ATTEMPT AT AN AIR MAIL FLIGHT BY A POWERED AIRCRAFT IN CANADA by Chris Hargreaves continued:



Obituary for Thomas McGoeys continued:

Active pallbearers will be John K. Ness, J. J. Donley, J. J. Daly, James Lyons Sr., A. P. Stump and William Hogan. Honorary pallbearers will be William Trearmann, John Burton, William Colson, William Alexander, Martin Colton, Dr. E. P. Robertson, Dr. C. L. Wallace, F. C. Gustafsson, Elmer Urmlauf, Lew Taylor, Charles Dow, Henry Hauges, C. F. Peterson, Peter Grady, Al Dunsmore, J. U. Zorkelbach and Howard Mosley.

Mr. McGoeys had been in the electrical business for 24 years, gracing Grand Forks with his presence on March 31, 1914. He was born in Toronto June 1, 1877.

For three months in 1911, Mr. McGoeys flew exhibitions from North Dakota to Michigan, attracting huge crowds everywhere. He built his plane, the first one here and made his first trip at the state fair grounds July 12, 1911. That trip was a 15-minute jaunt near the Bacon farm.

With F. C. Kenworthy as his manager and Eugene Ester and Al Forsythe as mechanics, he flew before thrilled crowds at Thief River Falls, Little Falls, Sauk Center, Hillsboro, Langdon, Hibbing, Rochester, Superior and Duluth, and other cities.

He crashed twice. The first time at the fair grounds here and the second time at Calumet, Mich. in the fall of 1911. He gave up flying then.

Mr. McGoeys was a member of the Elks Lodge and the Knights of Collumbus. His home was 23 Fenton Avenue.

From the Grand Forks Herald - Friday, Nov 18, 1938, at <http://earlyaviators.com/emcgoey3.htm>

A short history of the McGoeys postcards

There is no mention of the McGoeys postcards, or the 1912 Manitoba Air Circus, in the *Airmail Catalogue - Canada and Newfoundland* by O.W.R. Smith, Gordon Crouch and Fred Jarrett published in 1930, for which W.R. Patton is acknowledged as a contributor.

The card mailed to Grand View therefore seems to have been found during the 1930's, as Don Amos's files contain an article about it from the August 1940 issue of *The Air Post Journal*. This was written by W. R. Patton, who had a byline of "Canada Air Mail Editor", and lived in Winnipeg:

Canadian Pioneer No. 1 Deleted from the Catalogue

Funny how things crop up, isn't it? This morning in talking to an old friend, I told him I was on my way to finally finish the Canadian Section of the A. A. M.S. Catalogue, and 12 long years of hard work would be done at last. All that was needed was 4 Operating Companies and 20 Pilot names, and the job would be done. This matter will appear as soon as possible in the "Journal."

Now the funny part crops up. This old friend refers to me as a "First airmail stamp man," showing he is not much interested in First Flight Covers. Well, I had the Catalogue with me, and he thought he would look it over. Of course, the first thing he read was Pioneer No. 1. His remarks gave me a bad jolt, because his statement was "If the rest of this book is like your description of McGoeys, the ash can is a good place for that junk." Of course, naturally, I wanted to know why. Well, Sez he "I know as much about McGoeys at that time,

CENTENARY OF THE FIRST ATTEMPT AT AN AIR MAIL FLIGHT BY A POWERED AIRCRAFT IN CANADA by Chris Hargreaves continued:

and Tyckell, who you do not mention at all, as anybody. Further, Mr. Patton, I can state definitely that McGoey WAS NOT In Winnipeg on that date, because the Promoter had a wire from him at either Fargo or Grand Forks that he was too ill to come to Winnipeg." Thereupon I informed my friend that I had been over the newspapers and had seen the article stating that on Saturday, the 11th, McGoey would demonstrate mail-carrying with his plane. His reply was that it might be so, but he had helped the reporters from both the Tribune and Free Press in their articles, and he distinctly remembered that Tyckell only made one flight, crashing his plane, and the Show was called off Saturday as there was no one there to fly either plane, Tyckell being badly injured, and McGoey too sick to get there.

That called for further investigations, and, I regret to say, they called me all right, and it appears this Editor must apologize for his stupidity in listing this item, for, although at the time the article was written up in the "Journal" re this card, and 'the item in the Free Press, it really appeared as if the post card was O. K. However, you are not interested in alibis, but in facts, and here they come.

Tribune May 10th, 1912. (Confirmed by the Free Press as well, and showing my friend had possibly told the truth as both articles appear as being from the same writer.) "Aviators Tyckell and McGoey will carry mail, etc. Tyckell will attempt to test Canadian record of 5,400 feet, and expects to exceed that easily, etc."

Tribune 11th, confirmed by Free Press! "Tyckell (also in one paper Tyckle) with a 40 h.p. Curtis biplane, military type, crashed yesterday after getting only 50 feet from the ground. The plane was badly damaged; but "Fat" Tyckell appeared to be only slightly scratched. He will try to-morrow (the 11th) to take off again, using a Farman biplane as they have three planes with them. These birdmen arrived May 8th and it is hoped with clear weather, that a 5 mile race will be competed by both airman on Saturday afternoon."

Advertisement, May 11th, 1912. "BIRDMEN WILL FLY, at 3 p. m. to-day from River Park. Aviator Tyckel's machine, which was wrecked in yesterday's accident, will be repaired and ready for flight on time. McGoey arrived last night and both aviators will fly to-day."

This advertisement is from the Free Press, the Tribune carrying nothing further than the article referred to above; and now the latest news from the Free Press—

Monday, May 13th, 1912. "Too Seriously Hurt to Make Flight. Large Crowd at River Park to see Birdmen fly. McGoey Absent Owing to Illness." This is the Free Press heading, and as stated, the Tribune is silent on the event.

"The large crowd which found its way to River Park on Saturday afternoon to "See the birdmen fly" was doomed to disappointment on that score. Word was received from Aviator McGoey that he was ill at Grand Forks, N. D. and unable to come to Winnipeg, and "Fat" Tyckell, who had met with an accident the day before, was more seriously injured than was at first supposed, and was unable to make an ascent. The promoters of the Aviation Meet state the Aviators will go to Portage la Prairie (54 miles West) to give an Exhibition and will return to Winnipeg May 24th."

Thus, it is regretted to state, that with this information it is felt that Canadian Pioneer No. 1 must be deleted from the Catalogue.

However, the card was not deleted from the catalogue! - When Volume 2 of the Third edition of the *American Air Mail Catalogue* was published in 1950, the Canada Section, edited by W.R. Patton and O.W.R. Smith, began with the listing:

1912, May 10—Winnipeg, Manitoba. An Air Circus was held in Winnipeg for the entire week. On the 10th it was expected that one of the Pilots, Thomas McGoey, would fly mail in his machine, which afterwards was to be posted at the local Post Office. It is understood he had the authority of the Postmaster to do this. A card, the only item known now to exist, is addressed to Toronto, Ont. It is postmarked Winnipeg, May 10, 9:30 A.M., 1912 and is also cancelled Grand View, Ont., May 14, 1912. The card has a three line rubber stamp cachet reading "From Winnipeg—By First Aerial Route—Thomas McGoey, Aviator." Aviator Tyckell or Tyckle flew a Curtiss biplane that day. However, McGoey was ill in a Hospital at Grand Fork, N. D. and did not reach Winnipeg until May 24th. It is not definitely known whether Tyckell carried this mail in his attempt of the 10th or whether it was dispatched via ordinary on the failure of McGoey to arrive.

Unused postcards

A major difference between the 1950 listing, and the 1997 listing in *AMCN*, is that the *AMCN* listing notes that: "Unused, unflown but cacheted covers are known to exist." I checked with Ray Simrak, and he commented that he has, "seen a few unused cards."

Continued

CENTENARY OF THE FIRST ATTEMPT AT AN AIR MAIL FLIGHT BY A POWERED AIRCRAFT IN CANADA by Chris Hargreaves continued:

Selling postcards before a Pioneer Flight was a common occurrence, and a frequent method of raising money. - Thomas O'Sullivan began the first chapter of his book *The Pioneer Airplane Mails of the United States* with the comments:

The mail studied in this book is ordinary mail consisting of cards or covers bearing a postage stamp flown in an airplane on part of its journey to the addressee and also handled by the United States Post Office in the regular course of the mails, in the 1910-1916 period.

During this time watching an airplane was a great form of entertainment. At an air meet or air show crowds would gather to see an airplane just take off or land, perform simple acrobatics, race another airplane, race with a motorcycle or automobile, or engage in sham battles with the military. The promoters of these events realized that they could sell to spectators postcards showing the pilot and his airplane, and that they probably could sell more if they would offer to carry these cards in the airplane; thus the cards would be "air mail" and a great souvenir.

Although the McGoey cards only have a printed cachet, not a photograph of the pilot and aircraft, they are generally typical of cards being sold at early aviation shows in United States at this time.

What happened at the Manitoba Air Circus in May 1912?

A detailed account of what happened in Winnipeg is given in *Pioneer Airpost Flights of the World 1830-1935* by Dr. Max Kronstein:

On page 947 the 1950 American Air Mail Catalogue refers to a postcard from Winnipeg, Manitoba, addressed to Toronto. It is postmarked Winnipeg, May 10, 9:30 A.M., 1912, also cancelled at Grand View, Ontario, May 14, 1912, and bears a three-line rubber stamp cachet "FROM WINNIPEG—BY FIRST AERIAL ROUTE—THOMAS MCGOEY, AVIATOR." The Catalogue listing notes the fact that McGoey could not possibly have flown cards from Winnipeg that day because he was not even in the area. But the listing leaves open the question of whether cards were perhaps carried by another aviator to some point, possibly indicated by the Grand View cancellation.

It was therefore necessary to study contemporary local sources concerning the actual course of events. The local paper studied was the Manitoba Free Press of Winnipeg, in which the aviation events were actually preannounced on May 9, 1912. Even though this announcement describes all the planned features of the event, there is no reference to any aerial post dispatch. No such reference was made elsewhere in the local press during the days immediately before the flight.

On the first day of the events—the date listed in the Catalogue as the date of the postal cancellation—no flight was made before 6:30 P.M. (the time in the cancellation is 9:30 A.M.).

And at that time only the aviator "Fat" Tyckell was on the field with a 60 HP Curtiss Racing Model. He was 22 years old, but had already been an aviator for four years. However, he was not able to get off the ground because some of his plane's cylinders did not work. Later, during a second attempt, he rose 30 feet above the ground, but again cylinder trouble occurred. He struggled to clear the grandstand, and then toppled over and plunged with his machine from a height of 50-feet to the track. Even though he was pressed into the wreckage, he was not killed and at first it was reported that he had only received scratches. His plane was a wreck, but he had a larger Farman biplane for expected use on the second day. There is no reference made to the carriage of any aerial post by Tyckell and he certainly did not make an overland flight to deliver it to any other town.

And there was no possible aerial post delivery on the second day. The large crowd on the field was informed that aviator McGoey could not come because he was ill at Grand Forks, North Dakota. "Fat" Tyckell was not available either, since the doctor had found him more seriously injured in the previous day's crash than had been assumed. With no aviators on hand, the Farman biplane was rolled out to the field for inspection by the spectators. No admission was charged. Only motorcycle races were held for the visiting crowds. At the end of the day, the promoters of the aviation meeting announced that the aviators would have to proceed to Portage la Prairie, but that they would return to Winnipeg on May 24 and that the tickets purchased for the first day would be honored on that occasion.

May 24 was a national holiday, Victoria Day, and there was some flying in connection with a ball game. The aviator was neither one of the two airmen from the earlier meeting, but the American flyer Hilary Beachey of St. Louis, Missouri. He actually made one flight, battling with shifting aerial currents at a height of 900 feet.

CENTENARY OF THE FIRST ATTEMPT AT AN AIR MAIL FLIGHT BY A POWERED AIRCRAFT IN CANADA by Chris Hargreaves continued:

He stayed in the air for ten minutes, making a wide circle above the park, where several thousand spectators were in attendance. After the flight the aviator stated that it had been the roughest air ride in his experience. From 100 feet up it had been a veritable whirlpool of currents; his landing had also been difficult because the crowd had filled the airfield space so that he was hardly able to find a spot in which to set down his plane. But again there was no reference anywhere to any aerial mail.

Therefore, it now appears that the aerial card listed on page 947 as Canada No. 1 bears a rubber stamp cachet prepared by aviator Thomas McGoey in case of such a flight, but the flight never took place because of his sickness at Grand Forks. The card was evidently carried by ordinary means—not by air.

Conclusions:

- **The various newspaper articles establish that Thomas McGoey was expected at the Manitoba Air Circus.** This conflicts with the statement in his obituary that McGoey "gave up flying" after his crash in Calumet, Michigan, in the fall of 1911. However, the obituary was mainly concerned with his Thomas McGoey's funeral arrangements, and gave a lot of information about those arrangements, such as the names of his pall bearers. The obituary gave little information about his flying career, and I do not think it should be relied on. - How, for example, should one interpret the statements "He built his plane, the first one here and made his first trip at the state fair grounds July 12, 1911. That trip was a 15-minute jaunt near the Bacon farm". Was July 12th his first flight ever, his first flight in the aircraft he built, or just the first time he flew at the State Fair Grounds?
- **The McGoey postcards are typical of those sold at Aviation meets at the time.** I think the fact that a couple of unused McGoey cards have now been found in addition to the one mailed to Grand View, suggests that a number of postcards were produced for sale at the Manitoba Air Circus in anticipation of a flight by Thomas McGoey. I therefore think the suggestion on the internet regarding the Grand View postcard, "that someone may have created a hoax at a later date and that the cachet was applied to a cover found in some dealer's dime box somewhere", is very unlikely.
- **The McGoey card to Grand View card was not flown.** Max Kronstein established that no flights were made before the postcard was cancelled at 9:30 A.M. on May 10th.
- **The McGoey postcards are artifacts from the First Attempt at an Air Mail Flight by a Powered Aircraft in Canada, even though none of them were flown,**



Advertisement in
The Winnipeg Free Press
May 10th 1912

Loose ends:

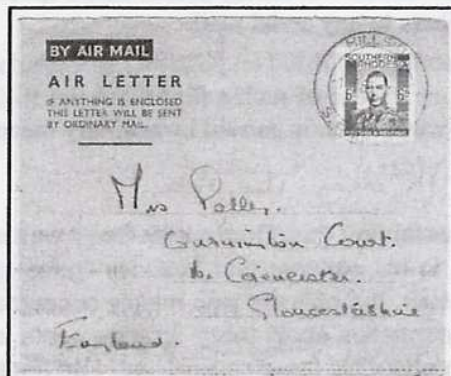
Although I believe my conclusions are robust, my research leaves a number of questions that it would have been nice to have had answered.

- In his 1940 article, W.R. Patton stated: Tribune May 10th, 1912. (Confirmed by the Free Press as well, and showing my friend had possibly told the truth as both articles appear as being from the same writer.) "Aviators Tyckell and McGoey will carry mail, etc." Why didn't Max Kronstein mention an article saying mail would be carried when he reviewed the newspaper articles?
- The archives of *The Winnipeg Free Press* can now be searched online at <http://archives.winnipegfreepress.com>. Why could I find details of the Air Circus in *The Winnipeg Free Press* for May 10th 1912, but no comment that "Aviators Tyckell and McGoey will carry mail"?
- How did the Grand View postcard get listed as being "addressed to Toronto", when it is addressed to Brantford?

If anybody can provide more information, or has other comments on this article, please send them to the editor.

An Exciting Flight & More!

John Woollard



As a tireless collector of postal stationery from the Southern Africa region, I am always eager to gather an example of each known type of stationery, whether post-card, letter-card, pre-stamped envelope, registered envelope, newspaper wrapper, or aerogramme. But beyond enjoying the philatelic interest they hold, I cherish the little glimpse of history they give. True, the envelopes and wrappers usually tantalize me more than anything else, for they have just a name and destination plus maybe a sender's address; nevertheless, on occasion that is enough to know I am touching something previously handled by an important dignitary or worthy ecclesiastic. But items like postcards promise to be the real gems, providing a real roller-coaster of re-lived experiences, with their full messages from decades ago. The anticipation is that maybe, perhaps, I shall unearth a long-kept secret, or re-live the breaking of thrilling news, or perhaps find evidence of a tragedy about to occur. In reality, this happens rarely, and what I find is more mundane. Indeed, it seems that human nature has not changed much in the past century, thus even one hundred years ago there were frequent pleas for more news, assurances of devotion, familiar excuses for not writing earlier, generous kind wishes, and the ever-optimistic promise to write more fully soon. So I pore over each acquisition eagerly, although most times the expectation is higher than what I eventually find.

Thus I was not expecting to find very much interesting from this more recent aerogramme that I bought some months ago, a sample of a Southern Rhodesia KGVI aerogramme (H&G F5) sent from Bulawayo on November 1952 to Gloucestershire. However, once I read the contents, it alerted me to an intriguing episode in recent history of which I was largely unaware, and which others too may find interesting. Scans of both sides of this item are included herewith.

The text reads as follows:

My Dear Mrs Pelly

I wonder how you all are. We often think of you in your lovely home. Our month in England did seem a rush but we managed to get everything done in the end. We had a very bad luck on our way back for our Comet crashed when taking off at Rome. It was miraculous that nobody was hurt – the plane was very broken up. The Italians were most efficient over it all. It ended by our spending the night & next day in Rome. Neither of us had been there before & thought it quite the most lovely place. We are determined to go back & really see the place one day! They brought out another Comet & we arrived home safely only a day late. The children seemed very well. Their stay in Johannesburg really did them good.

Xmas seems to be nearly upon us & we shall soon have the two back from boarding school. After Xmas I hope to take them all to the sea for about four weeks. It's years since they were down & I really think they need the sea air.

I am writing a note to Doris & will enclose a snap of the children with their cousins. It was taken just before I left for England & will give you some idea of what they all look like! I'll send a bigger & better one as soon as I have one ready.

With our fondest love & very best wishes for 1953

Brian & Pleasance

Continued

AN EXCITING FLIGHT & MORE! by John Woollard continued:

I have highlighted what caught my eye, the crash of the aircraft in which they were travelling with no loss of life. I love the brief, understated description of the event – “bad luck” on take-off. And the cheerful way in which this near disaster became the nucleus for planning another sightseeing adventure. Would I have been so upbeat after such an episode, I wonder? Perhaps that attitude reflects the pioneer spirit.

But that got me wondering what in fact happened, so I turned to the almost omniscient inter-net. It turns out that just six months earlier that year, on 2nd May 1952, the world's first ever jet airliner, BOAC's De Havilland *Comet* G-ALYD, made its maiden flight from London to Johannesburg. (A cover from this flight is shown above.) It carried merely 36 passengers, and had to stop five times for re-fuelling during its 7,000-mile journey that lasted just under twenty-four hours. Even so, that cut four hours from the flight time of piston-engined aircraft that also took a shorter route.

Eleven more *Comets* of this design were bought, allowing BOAC to offer a thrice weekly jet service to South Africa. The last one delivered had code letters G-ALYZ, and it was on this 'plane that Brian and Pleasance were travelling on 26th October 1952, so in some way they were indeed pioneers, taking a jet aircraft when most people still travelled by sea to Southern Africa. The first leg of their journey from London had passed uneventfully, taking them to Rome where the 'plane was re-fuelled. Take-off was at about 7:20 pm during a rain shower. The aircraft had reached the required airspeed of 112 knots, and the pilot had raised the nose, so lift-off was achieved. But continued acceleration was not occurring as normal, the 'plane began to tilt alarmingly, and severe buffeting was felt, which made the pilot fear the onset of a stall. He managed to keep control of the 'plane, which by then had dropped back onto the ground, and he decided to abort the take-off altogether. By this time the 'plane was near the end of the runway, and since the undercarriage had not been raised, it was sheered off when the lumbering aircraft struck an earth berm, before sliding another nearly three hundred yards and stopping just short of the perimeter fence. This naturally caused considerable damage to the whole 'plane, as well initiating a major fuel spillage. Incredibly, and perhaps due to the rain, this did not ignite, and the only injuries were one passenger with a cut finger and another suffering shock. The official report blamed the captain for not choosing the correct angle of tilt for take-off.¹

But the plot thickened, as I read more of the *Comet* story. Five months later, 3rd March 1953, a real disaster occurred. An eleven person crew delivering a *Comet 1A* to India on behalf of Canadian Pacific Airways were all killed when the 'plane crashed into a nearby bridge while attempting take-off in Karachi. The enquiry that followed determined that the wings would lose lift if the nose of the aircraft were pulled up too fast. With two incidents in short succession, it was clear that stalling was going to be an on-going problem: accordingly, the design of the leading edge of the wing was altered, which solved the problem permanently, and thereafter pilots did not have to worry about having exactly the correct angle of attack for take-off. Presumably the captain of the first 'plane had his reputation restored at this point.

Continued

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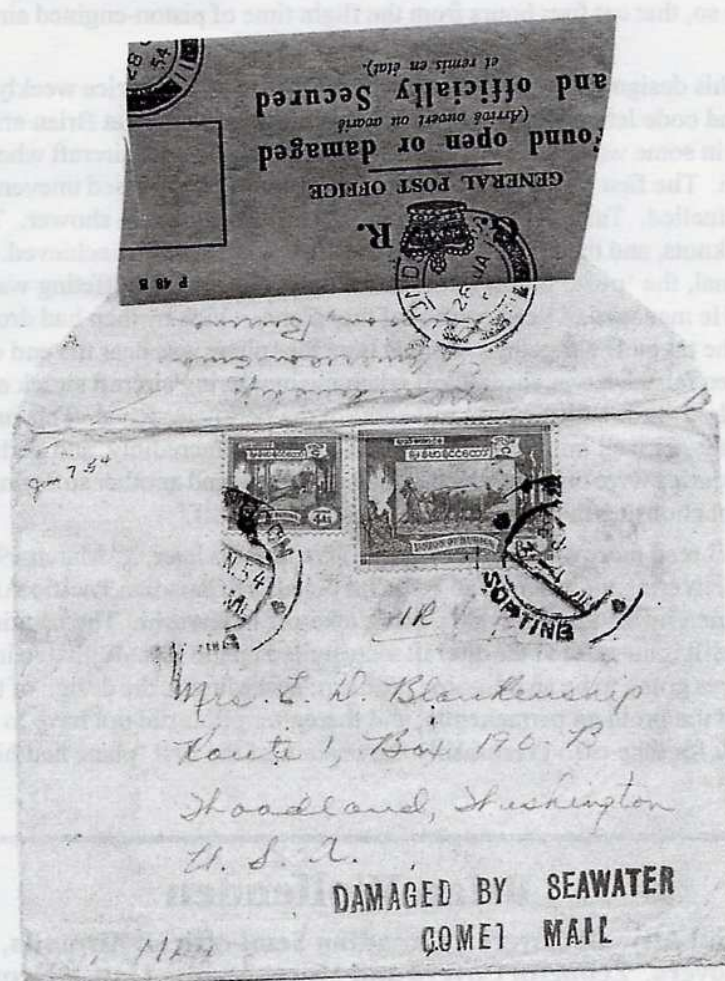
AN EXCITING FLIGHT & MORE! by John Woollard continued:

Sadly, worse was to follow: two months later on the 2nd May, a *Comet* laden with passengers crashed after take-off near Calcutta, then on 10th January 1954 another plunged into the sea near Italy killing all on board, followed by a third fatal crash on 8th April, also into the Mediterranean. At that point all *Comets* were grounded. The fault was found to be metal fatigue in the aircraft skin caused by the constant re-pressurizing for high altitude flight. At that time, passenger windows were all square, and the sharp angles provided a nucleus for a crack to start. Once a crack began to form, it would grow dramatically because the skin was stressed, resulting in a whole portion of the fuselage being blown out by the internal pressure!

This problem too was solved successfully by redesign, modifications that were incorporated into the much longer *Comet 4*, which entered commercial service in 1958. This again was a 'first', for that aircraft made the first jet-airliner trans-Atlantic crossing to New York on 4th October. Seventy four of these *Comet 4* aircraft were built, and served BOAC until 1965, whilst other airlines continued using *Comets* until 1981.

But alas, the rash of crashes damaged the *Comet's* reputation at a critical moment. The Americans were also developing jet aircraft, and they profited handsomely from the *Comet's* disasters. According to John Cunningham, the De Havilland's chief test pilot, representatives from American manufacturers such as Boeing and Douglas "admitted that if it hadn't been for our problems, it would have happened to one of them". But the damage was done: most other airlines bought Boeing 707s, which not only had not crashed, but had the considerable advantage of being able to carry more passengers.²

Despite this the *Comet* didn't pass from the skies even in 1981, for it continued to fly "in spirit" for the British military until just over a year ago. They had spotted right away a good use for the jet, so earlier on had a version built that entered service in 1969 as the *Nimrod MR1*. Forty-six of these were ordered.



Salvaged cover from crash of Comet 1A at Dum Dum (Calcutta/Kolkata) airport, 2nd May 1954.

Continued

AN EXCITING FLIGHT & MORE! by John Woollard continued:

In 1975 thirty-two of these aircraft were upgraded to generate the MR2 version, giving greater range, modernized electronics, different weapons capacity, and ability for in-air refuelling. These 'planes participated in numerous military events including the Falklands War, 'fishing wars' with Iceland, the Gulf War of 1990, the Iraq conflict in 2003, and more recently the fighting in Afghanistan. The last official flight of an MR2 was 31st March 2010. The manufacturers, BAE Systems, claim that "the *Nimrod* was, and remains, the only jet-powered long-range maritime patrol aircraft in military service." Six of the aircraft have been sold to aviation museums in Britain.³

There were plans to rebuild a number of the elderly *Nimrods* as MRA4 aircraft, with larger wings, larger improved engines, refurbished fuselages, and of course state of the art electronics and weaponry, but that order was cancelled in late 2010. So that revolutionary jet, the *Comet*, is still with us in some form, a pretty impressive record for technology and inventiveness by any measure.

Oh, and by the way, the "lovely home" of 'Quenington Court' is described in the *Buildings of England* series as being "... immediately W of the [C12] church, on the site of the preceptory of the Knights Hospitaller, demolished in the C17. The house is mostly plain early C19, with a Gothick staircase window at the side towards the churchyard."⁴ So not really a stately home or very old. Alas, I could not find anything useful about the senders of the aerogramme. As for the recipient, since no first name or initial is given, one again cannot be sure of identity, but a **Mrs Percy Pelly of Quenington Court** is identified in 1949⁵ as the possessor of a painting of Sir John H. Pelly, who was the Governor of the Hudson Bay Company from 1822 to 1852, and after whom several places in Canada are named. Presumably this same Mrs Pelly was also a relative of his, and was probably still living at Quenington Court in 1952. So this aerogramme even has a distant connection to Canada, its current home!

John Woollard

This article originally appeared in the *Edmonton Stamp Club Bulletin*, Vol. 100 No. 9 and No 10, (September and October 2011.)

Many thanks to John Wollard and Alan Meech (Editor of the ESC Bulletin) for a copy of the article, and to Nino Chiovelli who suggested re-printing it in *The Canadian Aerophilatelist*. Additional illustrations were provided by Alan Meech and Chris Hargreaves.

For more information about the Edmonton Stamp Club see www.edmontonstampclub.com

End-Notes

1. <http://reocities.com/CapeCanaveral/lab/8803/comgalyz.htm>
2. http://news.bbc.co.uk/onthisday/hi/dates/stories/may/2/newsid_2480000/2480339.stm
3. <http://www.bbc.co.uk/news/uk-13942014>
4. *Gloucester, Part I: The Cotswolds*, D. Verey & A. Brooks, 2nd Ed, Yale Univ Press, 1999.
5. *The British Columbia Historical Quarterly*, 1949, January, p 23 - 32.

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YUKON AIRWAYS & EXPLORATION CO. LTD. FLIGHT COVERS

This letter was found in a cover at the February 2012 R. Maresch & Son auction.

It gives some intriguing information regarding the manner by which First Flight Covers were obtained, and also into the usefulness of air services in Northern Canada.

Mays Landing
Feb. 24, 1925

Mr. A. C. Douglas,
Hawthornbury,
Ontario.

Dear Sir:

Your letter of January 24th at hand requesting information concerning the air mail service of the Yukon Airways & Exploration Co. Ltd.

We are at present away from our headquarters at Whitehorse and have been busy hauling our plane up the Stewart River with horses from where a forced landing was made and where it was deserted by the pilot. The plane is safe on our field here and a pilot is on his way here from Vancouver.

We expect to be in operation again about Mar. 15th.

We have had considerable motor trouble caused by the extreme cold experienced here.

We serve the following towns: Whitehorse, Mays Landing, Keno Hill, Wrenn's & Dawson north and Carleton & Athin South.

Our airmail stamps sell for 25¢ and each letter requires 2¢ Canadian postage.

If you will prepare envelopes and

Continued

YUKON AIRWAYS & EXPLORATION CO. LTD. FLIGHT COVERS continued:

mail them to me at Whitehorse enclosing P.O. Money order to cover charges they will be routed promptly and parcelled and mailed back to you as we only carry them one way in case of letters mailed at Whitehorse addressed to the other towns.

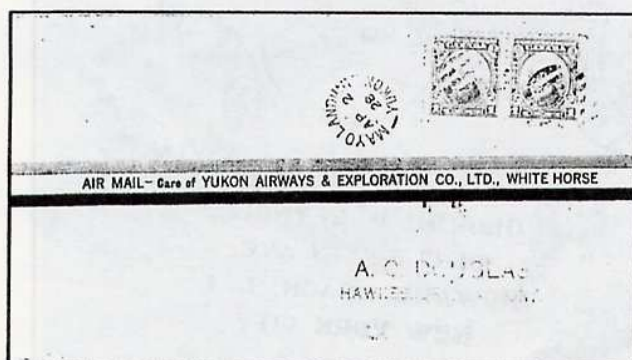
They will travel one way by Caterpillar and horse stage which requires 14 or 15 days from Whitehorse to Dawson and we fly it in 4 hours.

We will appreciate any business you can give us.

Thanking you for your kind inquiry
~~Evermore~~

Yours very truly,

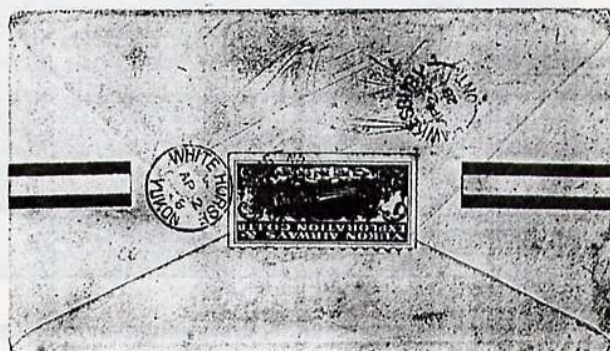
Yukon Airways & Exploration Co. Ltd.
Per. Clyde G. Wann.



Postmarked: MAYO LANDING YUKON AP 2 28

Addressed to: A.C. DOUGLAS HAWKESBURY - ONT.

Backstamped: WHITE HORSE YUKON AP 2 28
HAWKESBURY ONT AP 23 28



Many thanks to Peter and Tony Maresch for the copy of this letter.

R. Maresch & Son Auctions Ltd.

5th Floor, 6075 Yonge St., Toronto, Ontario M2M 3W2 (PHONE: 416 363 7777 FAX: 416 363 6511)

For a complimentary copy of the next auction catalogue, please email tony@maresch.com with your name, phone number and postal address, or contact us via phone, fax or in writing.)

INFORMATION WANTED

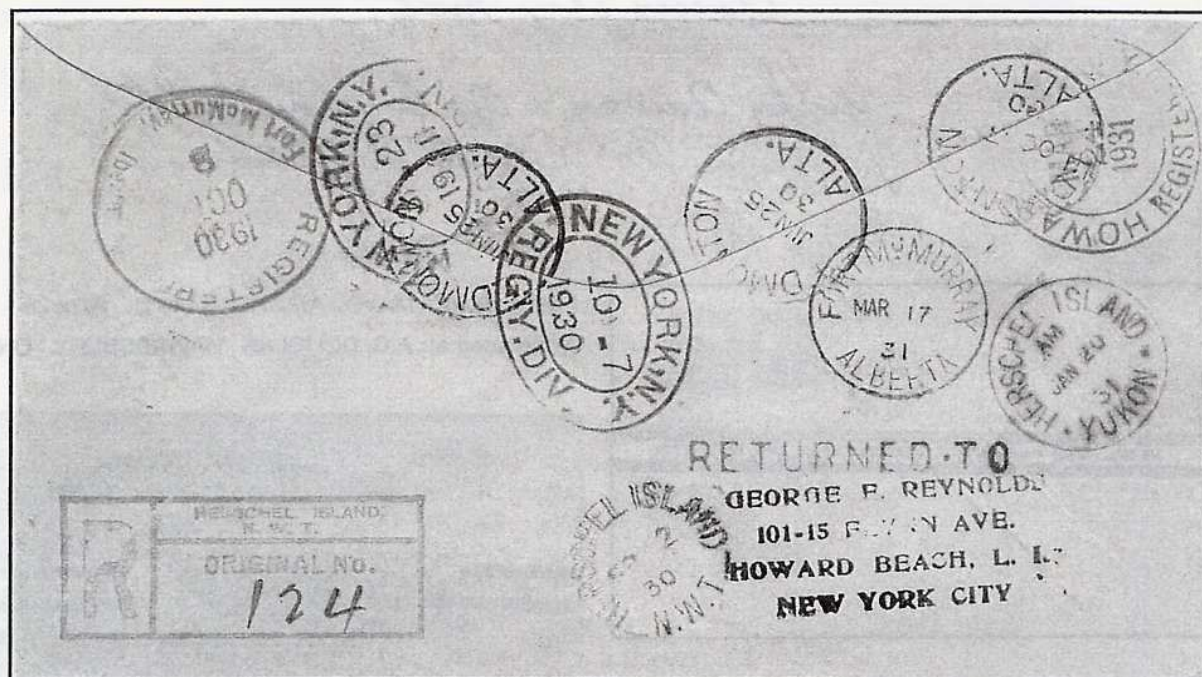
Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

What route did this Herschel Island cover take?



Postmarked: EDMONTON ALTA. JUN 25 30 (three strikes)

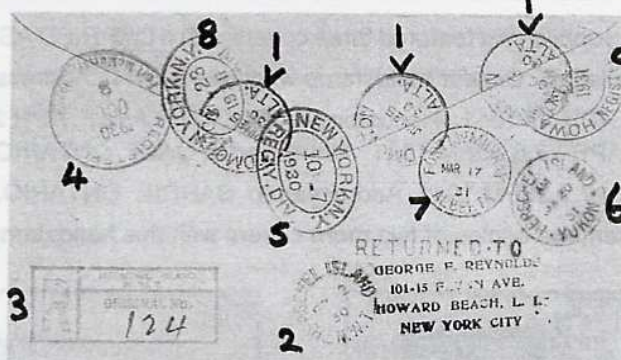
Registration handstamp: Edmonton, Alta 14855



Backstamps - listed in chronological order - see illustration on next page as guide to locations:

1. EDMONTON ALTA. JUN 25 30 (three strikes)
2. HERSCHEL ISLAND N.W.T. SP 2 30
3. Registration handstamp HERSCHEL ISLAND N.W.T. 124
4. REGISTERED 1930 OCT 2 Fort McMurray, Alberta
5. NEW YORK, N.Y. 10 - 7 1930 REGY.DIV.
6. HERSCHEL ISLAND AM JAN 20 31 YUKON
7. FORT McMURRAY MAR 17 31 ALBERTA
8. NEW YORK, N.Y. 3 - 23 - 1931 REGY.DIV.
9. HOWARD BEACH N.Y. MAR 24 1931 REGISTERED

Continued

WHAT ROUTE DID THIS HERSCHEL ISLAND COVER TAKE? continued:

This cover travelled twice to Herschel Island, but is only franked 15 cents postage. - It's possible that it was sent back to Herschel Island by a mistake in New York in October 1930, but that seems unlikely.

Can anybody suggest a better explanation for the journey this cover took?

Also, can anybody explain why the first backstamp from Herschel Island is N.W.T. and the second is YUKON?

Opening of Victoria Heliport



This cover is listed in Section 10 - Helicopter Flight Covers - of The Air Mails of Canada and Newfoundland as:

1966, October 14 — **Victoria, B.C.** Black printed double-circle cachet: "Official Heliport Opening / [Bell 47G-2 on floats hovering over Heliport symbol] / Victoria, B.C. Canada / Centennial 1966-67." "By Air Mail" label.
H-6600 Unknown number flown. 15.00

However, the postmark on the above cover is definitely 14 (2pm) on October 18th 1966.

Unfortunately Nelson Bentley who edited the Helicopter Section died some years ago, so I can't check with him whether there's more to this apparent error than a misprint.

Can anybody provide more information about this cover / flight?

Thanks to Don Fraser, Don Lussky and David Whitely for the above covers. - If you can help with the questions, please send information to the editor - Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [E-mail: hargreavescp@sympatico.ca]



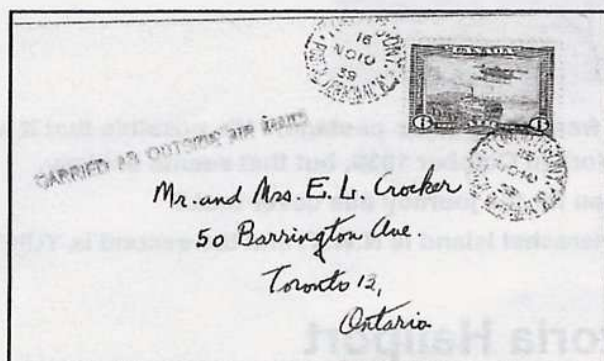
AIR CANADA -
OFFICIAL AIRLINE of ROYAL*2012*ROYALE

FOLLOW UP - The CARRIED AS OUTSIDE AIR MAIL Handstamp

The December 2011 *Canadian Aerophilatelist* featured three covers with a CARRIED AS OUTSIDE AIR MAIL handstamp:

- #1 No place on obliterator cancellation. Censor handstamp with date 2-6-41. Addressed to WOODSTOCK ONTARIO.
- #2 Postmarked MONCTON 15 APR 27 1941. Handstamp TORONTO A.M.F. APR 27 1941. Second postmark (over first postmark) TORONTO APR 28 8.30AM 1941 Addressed to GALT, ONTARIO.
- #3 Postmarked TORONTO APR 17 7.30PM 1941. Addressed to BARRIE ONTARIO.

Thanks to Ken Lemke who has sent me copies of two more covers with this handstamp:



- #4 Postmarked TORONTO ONT. 16 NO 10 39
POSTAL TERMINAL A
Addressed to Toronto, Ontario.



- #5 Postmarked OTTAWA J?? 1940
Addressed to Toronto, Ont.

The article also suggested three possible explanations for the handstamp:

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.

Ken's covers enable us to rule out two of these options:

Cover #4 was postmarked in Toronto, to an address in Toronto. - This rules out the first alternative, as the cover was not going to be flown anywhere.

Cover #5 was franked 6 cents, but had neither an endorsement nor air mail postage stamp to indicate that air mail service was expected. There was therefore no need for the type of marking suggested by option 3, to indicate that air mail service was not being provided.

The CARRIED AS OUTSIDE AIR MAIL handstamp now seems to be a marking applied in Toronto, to indicate a cover which arrived at the Toronto Air Mail Field outside a regular airmail bag. After being handstamped to show how it arrived in Toronto, the mail was then put into the regular (surface) mailstream.

This explanation would explain the marking on all of the covers. An examination of the handstamps shows no irregularities, so the same handstamp may have been used on all of them.

The explanation does, however, raise more questions! - Was a similar handstamp used at other locations? If not, why was one used in Toronto? There is also a question as to how these covers arrived in Toronto? Was there an auxiliary pouch for air mail letters that was used after the main bag had been sealed but before it had been shipped?

My thanks to Ken Lemke, Charles Livermore, and Mike Street for their input into this enquiry, and to Dick Malott, Ron McGuire, Brian Murphy, Gary Steele and Brian Wolfenden who were consulted by Mike. The consensus is that covers with this handstamp are very unusual. If anybody can provide more information about them, please send it to the editor.

FOLLOW UP continued:

Re: THE "UNANNOUNCED" PAA PACIFIC AIRMAIL ROUTES OF 1940 AND 1941 by David Crotty, in *The Canadian Aerophilatelist* December 2011.

This article discussed the route of a cover mailed from Montreal to the Belgian Congo on July 30th 1941.

David Whiteley has written that there are two articles in *The Airpost Journal* Volume 74 Nos 5 & 6 May & June 2003 by Roger G. Schnell MD, "Trans-Pacific Airmail to and from Africa, August 1940 -December 1941" which give a comprehensive account of the emergency service to Africa, and the USPS' reasons for offering the service. Part 1 - United States To Africa - can be found in the May edition pp 183-189, and Part 2 - Africa to the United States - can be found in the June edition at pp 241-245.

Re: A MUCH-TRAVELLED WARTIME COVER by Peter Wingent, in *The Canadian Aerophilatelist* December 2011.

This article featured a First Day Cover for the \$1 destroyer stamp, mailed from Ottawa to Douala, in French Cameroun, in July 1942, that after being re-addressed to New York, did not commence the return journey until almost exactly one year later.

David Whiteley has pointed out two notes that were published in the May 2003 edition of *Airpost Journal* at p 179, regarding a 1945 First Flight Cover from Dakar in Senegal, French West Africa, to New York. (The cover was originally illustrated in the *Airpost Journal* March 2003 p 112)

Bob Wilcsek of San Diego identified the route of that cover as Dakar to Lagos, then carried by FAM 22 from Lagos to New York via Miami. The cover is dated Dakar February 6 1945 before the war in Europe ended. Censored in Miami. Flown to New York, where it arrived February 18. The cover is endorsed "THIS ARTICLE HAS BEEN HELD BY THE OFFICE OF CENSORSHIP". It was released June 25 1945, and reached the addressee in Kentucky on June 26 1945. Apparently many covers of both philatelic and commercial usage were held in New York from this particular First Flight. (Senegal #75, 700 items carried)

Bob Picirilli of Nashville also noted in the May *Airpost Journal* edition at pp 179-180 as follows: "As coordinator of a study group researching the airmail rates of French Colonies prior to 1946, I have photos of six other covers from the flight mentioned above held to June 25 then either delivered or returned to Dakar"

David added: "This probably does not answer why a cover would be held in West Africa but it does seem to indicate that First Flight covers were suspect for some reason."

Thanks David.

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.

AIRSHIP MEMORABILIA - Wallis & Wallis of Lewes, Sussex, England are selling the David Kirch Collection of Zeppelin and Airship Memorabilia! This is the largest known private collection of every aspect connected with airships and Zeppelins ever formed. The collection includes presentation pieces, models and toys, headdress and uniforms, documents, letters, books, autographs, photos, prints, paintings, porcelain, glass, instruments, souvenirs, medallions, medals and decorations, brooches, badges, newspapers etc. The first of three possible sales was in March 21, 2012. For information on future sales see <http://www.wallisandwallis.co.uk/index.cfm>

This information was received from Dieter Leder, editor of The eZEP Newsletter, [eZEP-Newsletter@ezep.de]

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is produced quarterly in March, June, September and December. - If you have anything you'd like to be included in the next issue, please send it to the editor, Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, [hargreavescp@sympatico.ca] by May 15th.

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this journal, which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
- discount prices on several aerophilatelic publications;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our *Short Guide to Canadian Aerophilately*, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca)
OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

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

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

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

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of birth: _____

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

MEMBERSHIP RENEWAL

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

#314 Glenn Baechler

#313 Alastair Bain

#414 Peter A. Carter

#353 Chris Carmichael

#266 John F. Church

#326 Gary Cristall

#393 Malcolm Crux

#262 E.S.J. Van Dam

#376 Charles S. Flynn

#342 Mrs. Sandy Freeman

#226 David Granger

#183 Robert A. Haslewood

#24 Neil Hunter

#284 John Irvine

#359 Steve Johnson

#263 Louis K. Levy

#367 Doug Lingard

#418 Ian M. MacDonald

#177 John Masella

#243 Jim Miller

#375 Stewart R. Murray

#419 Richard Saundry

#396 Hans Steinbeck

#360 Stephen C. Robbins

#395 Rory Stewart

#315 Reginald Targett

#302 Pierre Vachon

#412 John Walsh

#254 John Webster

#139 G.A. Wilson

(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.