



THE CANADIAN AEROPHILATELIST

#92

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,
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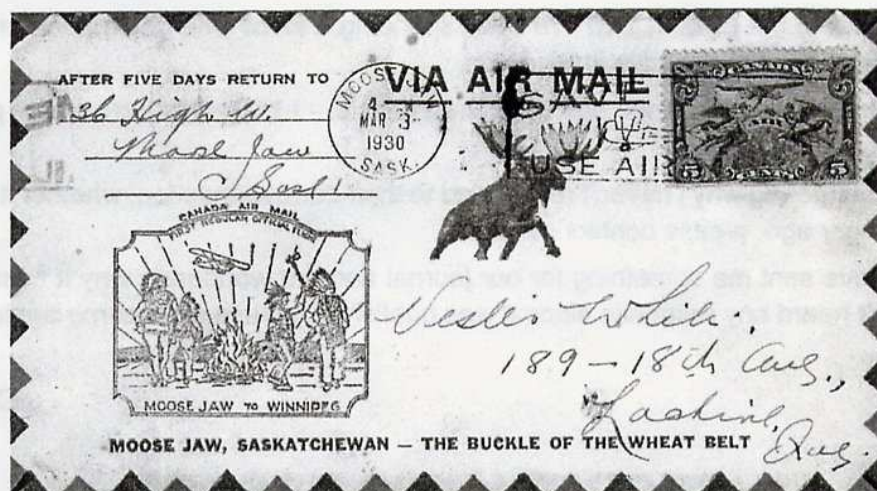
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material
appears to the editor.

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PRESIDENT'S REPORT

I have had a great summer, as I am now a Grandfather!

I'd never understood why people made such a big deal about being grandparents, but now that I am one, I am basking in the role!

The relevance of this to the CAS, is that I've been spending a lot of time going back and forth to Toronto, and have had grandparent-brain while in Kingston.

The result is that my correspondence has been very erratic. - I know this isn't a new problem, but this is the best excuse for it I've ever had!

So: if anybody is wondering why I haven't responded to their correspondence, whether it is from two weeks, two months, or longer ago, please contact me again.

Similarly, if you have sent me something for our journal and are wondering why it hasn't been published, or why you haven't heard any response since it was published, please contact me again and ask what has happened.

Chris Hargreaves

SECRETARY'S REPORT

Welcome to three new members:

#429 Ian McMahon of Civic Square, Australia

#430 Jack Forbes of Dartmouth, Nova Scotia

#431 Ed Andrews of Chapel Hill, North Carolina, U.S.A.

Many thanks to Paul Cere, Murray Heifetz, Louis K. Levy, Charles Livermore,
and a donor who wishes to be anonymous, for their donations to the CAS.

Brian Wolfenden

WEBMASTER'S REPORT

All back-issues up to # 68, September 2006, have been posted on the website, and the site has been re-arranged.

We are about to expand the size of the website from 5 gigabytes to 20 gigabytes, so that further back-issues can be added.

The web counter is now at 4,433 compared to 3,500 in August 2011. - This measures the number of different computers which have visited the site. It does not count repeat visits by somebody using the same computer.

Steve Johnson

TORONTO DAY OF AEROPHILATELY 2012

This year's Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday November 4th, from 11.15am to 4.00pm. The Foundation is at 10 Summerhill Ave., which is close to Summerhill subway station on the Yonge St. line. - This is the same location as usual, but everyone should check the streetsigns, to see where parking is currently allowed on Sundays.

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

For more information contact Dick McIntosh, mcintosh47@sympatico.ca

ROYAL 2013 ROYALE - Winnipeg - June 21st to 23rd 2013.

CAS SYMPOSIUM at ROYAL 2013

We are holding an Aerophilatelic Symposium as part of ROYAL 2013, the Royal Philatelic Society of Canada's annual convention and exhibition.

There will be 80 frames of aerophilatelic exhibits, and the aerophilatelic exhibitors will have two choices:

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

We have now arranged a tour of the Western Canada Aviation Museum for Friday afternoon, and are being given special access to their philatelic collection.

Our Saturday events will include a forum to discuss the non-competitive exhibits on Saturday morning, and speakers on Saturday afternoon.

The RPSC judges critique of the competitive exhibits will be held on Sunday morning, and the Annual General Meeting of the Canadian Aerophilatelic Society for 2013 will be held on Sunday afternoon.

Full information about Registration, accomodation, etc, will be posted on the RPSC website at www.rpsc.org and will also be published in the Canadian Aerophilatelist.

Our Symposium plans are being co-ordinated by David Whiteley. - For more information contact David at davidwhiteley531@hotmail.com, or write to him at 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6

NEWS - NEWS - NEWS

Congratulations to Kevin O'Reilly who has been elected a Fellow of the Royal Philatelic Society of Canada. According to the RPSC press release:

Mr. Kevin O'Reilly of Yellowknife, Northwest Territories is a long standing member of The RPSC. Through his writings, presentations and exhibits he is the recognized expert on the philately of Northern Canada from Labrador to the Yukon. Although living away from the centres of philately of Canada he still has managed to participate actively in the development of our hobby through many of the philatelic organizations he belongs to. He was The RPSC's representative on Canada Post's Stamp Advisory Committee (2006-2012) and has served for many years on The RPSC's Geldert Award Committee. In addition, Mr. O'Reilly is an international exhibitor and an expert in philatelic literature. He is also the proud father of and mentor to Amber who continues in her father's footsteps. Under his guidance she won the 2004 North American Youth Champion of Champions competition, one of three Canadians to do so since the competition was started in 1990.

Kevin is also member #234 of the CAS, and a regular contributor to The Canadian Aerophilatelist. - His terrific response to a question in the March 2012 journal - *What route did this Herschel Island cover take?* - appears later in this issue.

BNAPEX - 2012 - CALTAPEX was held in Calgary from August 31st to September 2nd. The show was organized by the British North America Philatelic Society, and the Calgary Philatelic Society. There was a joint meeting of the CAS and the BNAPS Airmail Study Group on the Saturday morning.

Thanks to George Dresser and Walter Herdzik for organizing the meeting, and Walter and Sandy Freeman for their presentations at the meeting.

Aerophilatelic results:

Sandy Freeman	Development of Early Bolivian Air Service 1910-1945	Gold CALTAPEX Grand Award CAS Best Airmail Award
Steve Johnson	Yukon Airways and Exploration Company Limited (Single Frame)	Vermeil



The CALTAPEX Club Grand Award - a Frederic Remington bronze entitled *Bronco Buster*.
Congratulations Sandy!

Congratulations to Dick Malott who has been awarded a Queen Elizabeth II Diamond Jubilee Medal. The medal was presented for Dick's work with the Organization of Military Museums of Canada.

AMERICAN AIR MAIL SOCIETY AWARDS for 2012

The major annual awards of the American Air Mail Society for 2012 were announced and presented at the AAMS Fall Meeting in conjunction with MILCOPEX on September 21-23, 2012, in Milwaukee, Wisconsin.

Congratulations to CAS members Richard Saundry, Murray Heifetz, Cheryl Ganz, and Stephen Neulander, who were among the award winners.

Aerophilatelic Hall of Fame - To honor men and women who have contributed significantly to the accumulation of aerophilatelic knowledge, to interest and participation in aerophilately, or rendered outstanding service to national or international organized aerophilately. The names of those honored are inscribed on the Aerophilatelic Hall of Fame plaque at the headquarters of the American Philatelic Society in Bellefonte, Pennsylvania.

Richard Saundry, United Kingdom

Richard was the long time editor of the British Air Mail Society's journal, Air Mail News. He retired from that position a year ago and is now the Honourable Secretary of the British Air Mail Society. He is a prodigious writer and has many articles on aerophilately published in aerophilatelic publications.

George W. Angers Memorial Award - In memory of this AAMS co-founder who, for almost four decades, rendered outstanding and unselfish service to the hobby of aerophilately and to the American Air Mail Society, this award is presented to a person who has rendered outstanding service to aerophilately. The award is not restricted to members of the American Air Mail Society.

Murray Heifetz Canada

Murray is recognized for his years of dedicated service to aerophilately in Canada and the United States. He is a diligent researcher on several aspects of Canadian, American and foreign aerophilately. He is an international exhibitor of Canadian aerophilately, an FIP aerophilatelic judge and the author of the AAMS-published book OAT and AV2 Markings.

Editor's Note: more information about Murray's achievements can be found in his aerophilatelic memoirs later in this issue.

AAMS Aerophilatelic Research Award - A major award for outstanding aerophilatelic research. This award recognizes outstanding achievements in aerophilatelic research that serve as definitive or foundation works in aerophilately.

Cheryl Ganz, PhD. United States

Cheryl has limitless enthusiasm and passion for Zeppelin airships, evident in her collections, articles, columns, books, exhibits and career. Cheryl's widely acclaimed Display Class exhibit Come Take a Ride on the "Hindenburg" was the major attraction in the Court of Honor at the Washington 2006 World Philatelic Exhibition. Her column "Zeppelin Collector" was a mainstay of the Jack Knight Air Log for decades. Her book The 1933 World's Fair: A Century of Progress was founded in her interest in and research on the Graf Zeppelin Chicago Flight. Cheryl worked closely with Dieter Leder in researching the origin and fate of the Hindenburg crash mail. Her passion for research is evident in her work as Chief Curator of Philately for the Smithsonian National Postal Museum.

Earl and Fred Wellman Award - Presented in honor of the late Earl and Fred Wellman, founder and successor sustaining force of the Jack Knight Collectors Club and Aerophilatelic Federation of the Americas (AFA), to recognize the literary effort of members whose articles appear in The Jack Knight Air Log. The award is for the article, series, or regular feature promoting or encouraging aerophilately in the prior year. [This is the last time this award will be presented. The publication of the Jack Knight Air Log has been discontinued.]

Cheryl Ganz and Jim Hill United States

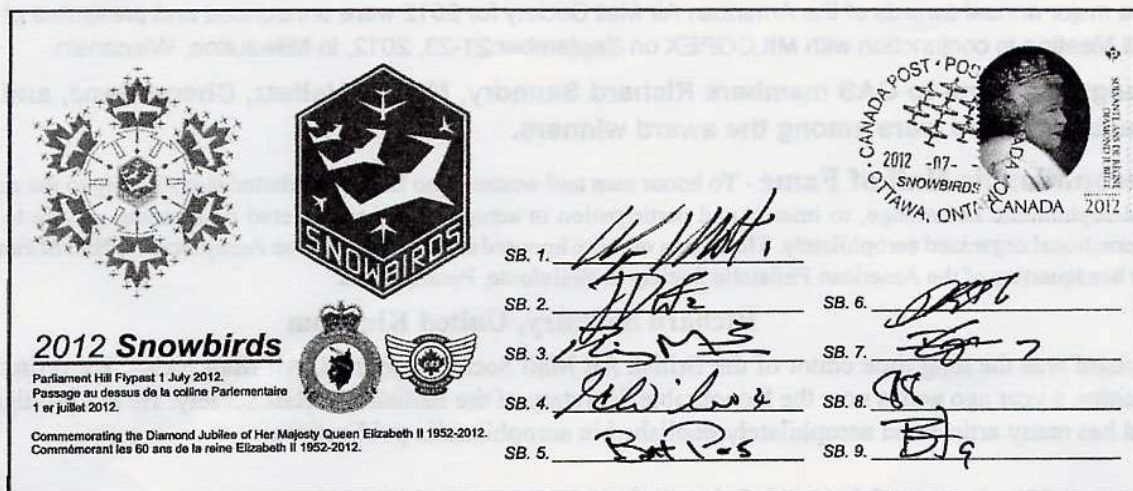
for the regular and consistent production of "The Zeppelin Collector".

Special Plaque for Service - Presented in recognition of special services to the American Air Mail Society or to aerophilately as recommended by the Awards Committee with concurrence by the Board of Directors.

Stephen Neulander, United States

for 22 years of service as editor of The Jack Knight Air Log.

2012 Snowbird Covers



The 2012 autographed and flown CAS Snowbird covers were returned in record time — 2 days!

The covers were flown over Parliament Hill in Ottawa by the Snowbirds on Canada Day - July 1st 2012.

A single cover autographed by all 9 pilots is available for \$30.00.

A full set of 9 covers each autographed by one of the pilots is \$55.00.

Each order will receive a brochure describing the 2012 Snowbirds.

Covers can be ordered from Dick Malott, 1275 Richmond Rd - Apt 610, Nepean, Ontario K2B 8E3 [E-mail : toysoldier@sympatico.ca]

Air Canada 75th Anniversary stamps



There's an intriguing new set of aircraft-on-stamps available, as part of Air Canada's 75th Anniversary celebrations. - According to an Air Canada press release, the celebrations include:

The release of a series of Canada Post Picture Postage™ stamps. Air Canada has commissioned five stamps featuring different aircraft from its fleet over the past 75 years. Aircraft included in the series are the: Douglas DC-3, 1947; Vickers Vanguard, 1961; Boeing 747-100, 1971; Airbus 340-541, 1999; and Boeing 777-300 ER, 2007. These collectors' stamps will be available for purchase at www.aircanada.com in the near future. [<http://www.newswire.ca/en/story/931511/air-canada-celebrates-75th-anniversary-with-debut-of-boeing-787-dreamliner-in-canada>]

Continued

AIR CANADA 75th ANNIVERSARY STAMPS continued

Many thanks to Denny May who sent me a note about the stamps, and also these comments on the aircraft illustrated:

Douglas DC-3

The Douglas DC-3 is a fixed wing propeller-driven airliner, the speed and range of which revolutionized air transport in the 1930s and 1940s. Its lasting impact on the airline industry and W.W. II makes it one of the most significant transport aircraft ever made, and a joy to fly. The aircraft first flew in December 1935 & production ceased in 1945. Trans-Canada Airlines started using these aircraft in 1947.

Vickers Vanguard

The Vickers Vanguard was a British short/medium-range turboprop airliner introduced in 1959 by Vickers-Armstrong by a development of their successful Viscount design with considerably more internal room. The Vanguard was introduced just before the first of the large jet-powered airliners, and was largely ignored by the market. Only 44 were built, ordered by TCA and BEA. In 1971, after only about 10 years service, TCA experimentally converted one of theirs to a freighter configuration, calling it the Cargoliner. This was considered successful, and in the early 1970s most were converted to freighters. One is in service with "Airspray" as a water bomber based out of Penhold Airport.

Boeing 747-100

The Boeing 747 is a wide-body commercial airliner and cargo transport aircraft, often referred to by its original nickname, Jumbo Jet, or Queen of the Skies. It is among the world's most recognizable aircraft, and was the first wide-body ever produced. Manufactured at the Boeing factory at Everett, Washington. The original version of the 747 was two and a half times the size of the one of the common large commercial aircraft of the 1960s. First flown commercially in 1970, the 747 held the passenger capacity record for 37 years. The four-engine 747 uses a double deck configuration for part of its length. It is available in passenger, freighter and other versions. Boeing designed the 747's hump-like upper deck to serve as a first class lounge or (as is the general rule today) extra seating, and to allow the aircraft to be easily converted to a cargo carrier by removing seats and installing a front cargo door. 1435 of this aircraft have been built. Air Canada "raised the bar" in 1971 by being the first airline to fly one of these in Canada.

Airbus A-340-541

The Airbus A340 is a long-range four-engine wide-body commercial passenger jet airliner. Developed by Airbus Industries, a consortium of European aerospace companies. The A340 was assembled at Toulouse, France. It seats up to 375 passengers in the standard variants and 440 in the stretched -600 series. Depending on the model, it has a range of between 6,700 to 9,000 nautical miles (12,400 to 17,000 km). The A340-500 series was introduced as the world's longest-range commercial airliner. The Air Canada 541 model was brought into the fleet in 1999.

Boeing 777-300 ER

The Boeing 777 is a long-range, wide-body, twin-engine jet airliner manufactured by Boeing Commercial Airplanes. It is the world's largest twinjet. The aircraft has seating for more than 300 passengers and a range from 5,235 to 9,380 nautical miles (9,695 to 17,370 km), depending on model. Its distinguishing features include the largest-diameter turbofan engines of any aircraft, six wheels on each main landing gear, a circular fuselage cross-section, and blade-shaped tail cone. Developed in consultation with eight major airlines, the 777 was designed to replace older wide-body airliners and bridge the capacity difference between the 767 and 747. As Boeing's first fly-by-wire airliner, it has computer mediated controls; it is also the first entirely computer-designed commercial aircraft. Air Canada accepted the first of this Wide Bodied Jet into it's fleet in March 2007.

These are Picture Postage stamps, like those created for the 25th Anniversary of The Canadian Aerophilatelist, so they are fully valid for postage.

However, they are being sold by Air Canada, not post offices, and are sold in sheets of 20, as in the illustration.

I wonder if and how they will be catalogued?



Astro Space Stamp Society journal available online



All copies of the Astro Space Stamp Society's journal *Orbit* since 1988 are being posted on the society's website: www.astrospacestampssociety.com

This includes around 3,500 pages of astrophilatelic articles.

There will be free public access to most issues, but the 12 most recent issues will only be available digitally to members.

Currently, issues #1-7 (1988-90) and #72-94 (2007- 12) are available as PDF downloads, with most illustrations in full colour. There is also a comprehensive searchable index. Within the next few months all past copies will be added to the website. - The files to download are large, and require some patience to access.

For full details of how to access the downloads see the website www.astrospacestampssociety.com

Free Newspaper Archives

There was an announcement in the latest issue of *La Catastrophe* that:

A list of free newspaper archives can be found on the Internet at:

http://www.ask.com/web?q=newspaper%20archives%20free&askid=17871151-10cf-4865-b5ca-be9334be35a9-0-us_gsb&kv=sdb&dqi=free+newspaper+archives&qsrc=999&o=2737&l=dir

The link leads to a webpage with lots of options, that may well help some people with research they are doing.

La Catastrophe is the quarterly journal of the *Wreck & Crash Mail Society*, with which we exchange newsletters.

For more information on the *Wreck & Crash Mail Society*, contact Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: kaerophil@gmail.com]

FISA Congress 2013

FISA - The International Federation of Aerophilatelic Societies - will be holding its biannual Congress at WESTPEX in San Francisco, California, April 26-28th, 2013. WESTPEX is a major United States National Show, with top level exhibits and many dealers.

Delegates from around the world will be present. The FISA Congress is open to all as observers, though only the delegates from each FISA member club or society may speak unless the President, Ross Wood of Australia, asks for comments from the audience. The Congress will be held on Saturday morning followed by a special luncheon, open to all. FISA delegates will be bringing some outstanding aero and astro exhibits, adding to the fun of the weekend.

As part of the festivities the fourth iteration of the Pillage Cup competition will be held at WESTPEX. The American Air Mail Society and the British Air Mail Society will each provide six(6) one-frame aero or astro exhibits for a competition between the two societies. Accredited APS National judges will evaluate each exhibit using the FIP point system, and the team with the highest aggregate total will win the Cup for the next two years. The Cup competition has previously occurred in 2007 and 2011 at The Royal Philatelic Society London and in 2009 at The Collectors Club (New York).

Westpex will be held at the San Francisco Airport Marriott Waterfront Hotel, 1800 Old Bayshore Highway, Burlingame, California, which is just a stone's throw from the airport, code SFO. The hotel has a special Westpex rate of \$125 per night plus tax. If reserving a room by phone make sure that you tell them that you want a room in the Westpex block at the show rate. If you wish to book a room by using the Marriott web site first check www.westpex.com for the group code that you will need. Westpex has a web site, which will contain all the information you will need. It is www.westpex.com Exhibiting prospectus and application are now on the web site.

Those from outside of the U.S. who would like to show an aero or astro exhibit within the FISA guaranteed block of exhibits should contact Ross Wood, FISA President, before applying. (rosswood@bigpond.com)

Any questions should be emailed to Stephen Reinhard at sreinhard1@optonline.net

BOOK REVIEW: Canal Zone and Panama Aerophilately and Philately Associated With the First Byrd Antarctic Expedition (BAE I), 1928-1930, by Julius Grigore, Jr.

Published by author, 2012, 168 pages, soft cover, 8 1/2 x 11 format. \$40.00 including postage within the USA, add \$18.00 for postage outside the USA. Email nyrba2@gmail.com . Also available from Amazon.com

Reviewed by: Ken Sanford

The author is well known for his numerous books and monographs on Canal Zone Philately. One might ask..... what is the connection between the Canal Zone & Panama and the first Byrd Antarctic Expedition (BAE I)? This monograph delves into two aerophilatelic events that occurred during BAE I. The first was the conquest of the South Pole by Byrd aboard the Ford trimotor aircraft "Floyd Bennett", and the second was while Byrd was in the Canal Zone when Pan American Airways flew him in another Ford trimotor aircraft to Boquete, a mountain resort town in the interior of Panama. The author discovered a third connection, which involved a B.F. Goodrich owned aircraft, "Miss Silvertown", which as a courtesy to BAE I, was tasked to deliver 17 miles of film taken during the two year period of the expedition by a Paramount News camera crew.

The Postmaster of Cristobal, Canal Zone at the time was Gerald D. Bliss, who was an ardent aerophilatelist and cover maker. There were also quite a number of philatelists working in the Canal Zone, who were members of the Caribbean Stamp Club, and they were devoted aerophilatelists and first day cover enthusiasts and makers.

The "S.S. City of New York", which was BAE I's lead support ship and official U.S. postal facility, entered the Canal Zone on September 15, 1928, on its way to Antarctica. The bulk of all BAE I mail was serviced by the Canal Zone Postal Service. Bliss and members of the Caribbean Stamp Club were able to get a number of covers onboard the ship, and this was the major reason why so many of the covers from the BAE I had a Canal Zone connection.

All known covers connected with BAE I are shown in color, as well as many other items, such as ink blotters, maps, post cards, etc. There are also many photos connected with the expedition. The author even discovered a cover which is believed to be a fake. During his research, the author also discovered a 8.5 x 11 chart that lists 28 different post marks and cachets used during BAE I, which has not been previously seen.

The book contains extensive notes referring to A.E. Roessler, the New Jersey dealer, who was involved with many of the covers from the expedition.

There is an extensive list of bibliographic sources, and two appendices. The first one is a chart of variations in "S.S. City of New York" cancellations and BAE I cachets found on Canal Zone and Panama related covers. The second appendix shows items connected with the aircraft "Floyd Bennett's" flight over the South Pole and return to Little America, which was also an interrupted flight.

The book is very well done, and the illustrations are very good. I highly recommend it for anyone interested in Canal Zone or Arctic aerophilately.

Editor's Note: I attended a talk by the author, Julius Grigore Jr., about this book at the AAMS meeting in February. I found it very interesting, even though I do not collect Canal Zone or Antarctic covers.

I was particularly interested in Roessler's connection with this venture, and asked Ken Sanford for more information about what was written regarding the Roessler covers. Ken sent me copies of the pages that referred to Roessler.

The book includes an illustration of a cover addressed to Roessler documenting the arrival of the SS C.A. Larsen in the Canal Zone on April 16th 1930 after nearly two years of acting as a support ship to the expedition. The book notes that the cover depicted an Antarctic scene, and that:

This cover is significant because it documents Postmaster Bliss's anticipation of the return of BAE I to the Canal Zone, and the arrival of Byrd. Apparently Bliss had Roessler covers on hand to postally record BAE I ships transiting the Canal upon their return from Antarctica. However, in Roessler's time-line of BAE I covers he offered for sale, as found in his publication, *A.C. Roessler's Standard Historical Souvenir Airmail Catalog*, there were none pertaining to the SS C.A. Larsen.

This seems to be a similar situation as occurs with Roessler's Canadian air mail covers, a number of which are also not listed in the catalogue Roessler published.

Thanks to Ken Sanford for this review.

LETTERS TO THE EDITOR

Re: FIP Exhibition Costs *(The Canadian Aerophilatelist, June 2012 p.8.)*

One might think that FIP would be aware that there are practical limits on how much exhibitors will pay in frame fees. Apparently not. International exhibiting, never a cheap date, has seen a sharp decline in both the number of exhibitions and active participants as costs have escalated sharply. Alec Bartoc's letter on frame fees is a red flag for sure. Exhibitor participation at the national level has been declining. Only a very small percentage of collectors are active exhibitors and that number is declining. At the international level, the number of exhibitors is far less. Let's see now . . . Frame fees at \$100 without the commissioner's fee, shipping expenses, insurance. Only those with a great deal of discretionary money can even give an FIP show a second thought. In the last two or three decades, how many countries have been forced to give up having a world FIP exhibition because they became unaffordable? Too many. Why are they so expensive? Because there are far too many attendant expenses to cover. Example: all commissioners and jury members get expenses paid. I will enjoy being at home with my collection and exhibits, as I can neither afford not justify such costs.

Jim Graue

Re: email or paper journals? A topic raised at our AGM. *(The Canadian Aerophilatelist, June 2012 p.4)*

I don't think it's a good idea to give up paper copies of journals in favor of digital copies. I find digital is fine for Study Group Newsletters but would not like it for The Canadian Aerophilatelist or similar journals. I spend way too much time reading at my computer now, don't need more. Besides I enjoy sitting down with a journal, with a drink in my hand or when eating a sandwich for lunch or in bed before lights out. If I have to read a journal online I probably would not read as much of it or perhaps simply save it for later and later never comes. Please continue to resist all suggestions to abandon paper copies of The Canadian Aerophilatelist.

George Dresser

Editor's Note: Many people at our AGM - including your editor - had similar opinions, and enjoyed reading paper journals much more than electronic ones. The CAS has no plans to switch from a paper journal.

Re: The listing of Bogus covers *(The Canadian Aerophilatelist, June 2012 p.17 - 21.)*

Read the latest newsletter with interest. In response to your questions & request on Page 21....

- I see no problem listing the Woodstock Cover with the note attached.
- I like your other notations re bogus covers & how to spot them
- I like the encyclopedia type catalogue but I DO NOT LIKE ADDING VALUES OF COVERS - I think some type of rarity rating on a cover would be preferable with an additional rating if the cover is pilot signed. The pricelist type of catalogue (again with no prices but a rarity rating instead) could be published on line for all to download or print pages as required - this could be updated annually.

Denny May

Bogus Covers

A very interesting discussion. No question, there are many forgeries on the market, not all of which are attempts at expensive items. All too often a relatively simple "change" can change a perfectly good \$2 to \$5 item into something that appears to be worth \$10 to \$30 or more. This is mainstream material, not higher end items that are intended for the \$500+ buyers. Yes, caveat emptor! Let the buyer beware. Knowledge is power . . . power to recognize what others have failed to see (and get a very good bargain), and also what others hope you do not see (for example, a forged cachet).

So, Woodstock? I think not, at least not in the "regular" listings. Unverified (and apparently unverifiable) items may merit listing in a separate section that allows users to identify the status of such material, but the regular listings should be dependable as a source for unquestioned items. So, notations yes, but listings no, in my view. It is a small wonder that the item listed as PF-26 (March 1921) is "obscure." In the 1940 AAMC, it is dated February 17, 1919! Hmmm . . .

What about "bogus" covers already listed? One must be a bit careful as to what falls into the "bogus" class. The example shown on page 21 is not "bogus" as I understand that term. The scope of aerophilately includes covers

prepared to be flown but not flown for a legitimate reason. The simple fact that a flight did not occur is, per se, inadequate as a reason to classify covers prepared for the flight as "bogus." There are any number of examples, notably weather, mechanical or physical damage issues and accidents on a prior flight that can be cited as legitimate reasons for a flight not occurring. There is nothing "bogus" about covers prepared for a canceled flight. There are ample reasons to declare a cover bogus and de-list it, but the fact that the flight was canceled is not one of them.

Jim Graue

Editor's Note: The cover shown on page 21 of our June journal, and also below, is a great example of the problems involved in deciding whether to describe a cover as bogus:



Endorsed at top: RC Cockburn Post Master Snake Falls Ont

Postmarked: SNAKE FALLS JUN 1 27 **Backstamped:** RED LAKE 1 JUN 27

Addressed to: A.C. Roessler, East Orange, N.J.

This cover was studied by Derek Rance in an article in *The Canadian Aerophilatelist*, June 2004¹, which noted that:

- On March 4, 1927, H.H. Phinney, District Postal Service Superintendent, formally gave permission to Western Canada Airways to carry airmail in the Red Lake mining area. at a fee of 25 cents per mail ounce, which, prior to the issuance of the "sticker", was to be paid to the Company's representatives at the various points in the mining area. (When the stamp was issued on May 1, 1927, it was sold for 10 cents per mail ounce.)
- On May 31, 1927, one day before the Snake Falls post office was officially opened, Phinney issued another directive to all the postmasters and other District Superintendents that directed that airmail carried by WCA between *Red Lake and Rolling Portage via Gold Pine and Snake Falls*, "must be addressed via *Rolling Portage c/o Western Canada Airways*". This directive was received by WCA on June 1, 1927.
- On June 6, "Doc" Oaks, replying to a letter from Phinney, regarding the handling of mail in the Red Lake district stated that mail was carried to Snake Falls.
- On June 29, 1927, J. A. MacDougall, WCA's Treasurer wrote to Phinney: *We are in receipt of your communication of the 28th instant, advising that a Post Office has been opened at Snake falls in the Red Lake Mining District. For your information, we may advise that this point is not a stop on our route.*

Depending on how one assesses this information; and the way the cover is addressed; and one's opinion of William Brown - the postmaster at Red Lake who Derek thinks was involved in the production of this cover²; and one's overall opinion of A.C. Roessler; it can be argued that this cover was probably:

prepared for a flight that was planned by WCA but cancelled

or: prepared for a flight Brown thought would take place, but that was never actually planned by WCA

or: a bogus cover, created after June 1st by people who knew the flight hadn't been made.³

Then, having reached a decision, how much of this information should be given in a catalogue?

¹ *The AMCN CL40-2702 Snake Falls - Red Lake Flight Did Not Occur*, pages 23-25.

² *Roessler and Red Lake*, *The Canadian Aerophilatelist*, June 2003, includes a biography of William Brown.

³ Other bogus covers from Red Lake are illustrated in the June 2003 article in *The Canadian Aerophilatelist*.

In Memoriam - Jim Kraemer

Jim Kraemer passed away in Ottawa on 30 June 2012. A member of the Society of Plastics Engineers, Jim's life-long passion for collecting stamps led to his becoming the first Director of Canada's National Postal Museum, where he served from 1971 to 1981. He was President of the Royal Philatelic Society of Canada (RPSC) from 1985 to 1990. He was proud to become a Fellow of that society in 1976 and a member of the BNAPS Order of the Beaver in 1978. While he was at the National Postal Museum, Jim and his staff provided significant assistance to researchers into BNA philately, especially in the area of Postal Stationery, the collection and study of which was becoming more and more important.

One of Jim's main collecting interests was the postal history of the Huron Tract and Indian lands. He also researched and published articles on the postal history of many small Ontario communities. Other interests included Arctic Drifting Ice Island Mail, the WWII Battle of the Atlantic and Canadian Mail, St. Helena Boer War covers, Squared Circle cancels on Jubilees, the 8cents Small Queen, and Canadian Revenues. He wrote articles on different subjects for the *Canadian Philatelist* and also published an article in *BNA Topics* on the proposed 1914 MacDonald-Cartier stamp issue of Canada.

From: *BNA Topics*, Volume 69, Number 3, July-September 2012

Jim was also a great help to me in answering a variety of questions regarding Canadian air mail.

I particularly appreciated the information Jim gave me regarding the design of First Flight Cachets in the 1930's. This was the first time I contacted Jim. - The information he provided is still the best information I have obtained on this topic, and I am reproducing our correspondence as a tribute to Jim.

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

The Design of Canadian First Flight Cachets - Jim Kraemer

Letter from Chris Hargreaves to James E. Kraemer, 11th August 1996:

Hi!

Congratulations on your most interesting article on "Canada's First Airmail Stamps" that was included in the June 1996 *Airpost Journal*.

I'm wondering if you can help me with some information, as I'm trying to do some research on the cachets used on Canadian First Flight Covers. - I think some of them are wonderful miniature works of art, but I also wonder about the process by which the designs were chosen, particularly those involving "Indians" that depict "stereotypes" that would nowadays be considered "politically incorrect".

You mention in your article that some of the cachets were designed by Herman Schwartz for the Canadian Bank Note Company. - This is the first reference I have come across to the designer of these cachets. - Could you let me have some more information regarding the design/approval of these cachets, and/or inform me where such information might be found?

Thank you,

Chris Hargreaves

Editor: *The Canadian Aerophilatelist*

Reply from Jim Kraemer, August 19th 1996

Dear Chris,

Thank you for your letter of the 11th. I was pleased to hear that you enjoyed the article that appeared in the June 1996 *Airpost Journal*.

I do not believe that I can help you very much on the Canadian First Flight cachets but will tell you what little I know.

The original artwork was done in pen and India ink on white bristleboard, .025" thick. Some were mounted, (some were not), on heavy board .060" thick. The enclosed photocopy is the actual size that this particular artwork was made. It has always been my understanding that rough sketches were made, shown to post office officials and then finished artwork was prepared. None of the artwork I have seen has any approval markings. Perhaps artwork for Cachets was not considered that important. The work was done by Canadian Bank Note Co, artists. Herman Schwartz designed and drew most of them, if not all. As to the use of Indians and Inuit in the illustrations they were representative of natives living in the area. I am not aware that any objections were raised in the 1930's.

I suggest that you contact Thomas Hillman, National Archives of Canada, 395 Wellington St., Ottawa, K1A 0N3 and ask if he knows of any files on the First Flight Cachets made by Canadian Bank Note Co. for the Post Office Department back in the late 1929 and 1930's. You might also write a note to Cimon Morin at the same address and ask for the same information. I suggest you do not tell them you are writing to the other one. In that way you will get both of them working on the question. Another suggestion is that you write to The President and General Manager, Canadian Bank Note Company Limited, 145 Richmond Road, Ottawa, Ont, K1Z 1W2 and ask if they can advise you of the names of the artists on their staff who designed the cachets.

Some original artwork of these cachets are offered on the market on rare occasions. Likely a few are from the artists' estate. I agree with you that they are works of art. The designer/artist certainly understood printing and reproductive processes. The two files that I checked for information on the Airmail stamps are at the Archives and are Files 13-23-16 and 23-23-16. Most likely the Archives will have files on post office Orders with Can, Bank Note as well as correspondence from the 1930's. There is a lot of work and research to be done in this area. I hope you go ahead and check out the files.

Sincerely,

Jim



Original artwork at 60% full size.

MURRAY'S MEMOIRS

Murray Heifetz - CAS member #14



Murray making a presentation at the CAS Day of Aerophilately in Toronto, 2009.

EDITOR'S NOTE: It always strikes me that while aerophilately often studies the history of stamps and covers, there is very little attention paid to the history of aerophilately itself.

Given the number of years that Murray has been involved in aerophilately, and the variety of activities he has been involved with, I invited Murray to write his memoirs to help fill this historical gap.

I'm very pleased that Murray has done so.

The structure of Murray's Memoirs loosely follows a list of questions I sent him to show the sort of topics I hoped he'd cover.

I guess I got started in aerophilately in the early 1960s. During my travel agent career I sometimes took a booth at an organizations bazaar. One year I did this, and in thinking about a theme I passed the window of a competitor and he had a display of the world showing various currencies used in the countries. At this time airlines were starting to commence service from Montreal to Europe, and their PR departments started sending first flight covers to us. So I thought I would use a theme of First Flights from Canada to various countries, and this made me start to look for more first flight covers.

I became involved in semi officials shortly afterwards. There is a story. In the 1960s a Minneapolis dealer John Cornelius cornered the Canadian airmail market. He had everything that ever existed in copious quantities. I'm not sure what happened, but I heard a story that he exhibited, got a terrible level, and was so angry he decided to chuck it all.. So in the early 1970s Sissons ran a series of sales of his material. The prices realized were phenomenal. I was picking up collections of covers at about \$1 each. The London to London stamps went for about \$2000, and the cover for a little more. I blew my brains out buying stamps and covers. This is also where Ray Simrak, Bob Jamieson, and Dick Malott got most of their material. Current collectors should get a copy of the catalogues with prices realized to see how crazy it was.

My second windfall in this collecting area came a few years later. I received a catalogue from Stolow in New York that showed some items I couldn't believe. Stolow had a lousy reputation. At the time I had a business meeting in Mexico, but I arranged to stop over in New York on the way back and examine the lots. To my amazement they were legit but Stolow didn't have a clue as to what they were. I picked up a Grand Army stamp, full panes of various Patricia Airways and Exploration both perforate and imperforate, and proof sheets. I won't tell you what I paid for them. There was little competition in the bidding from the floor.

Continued

MURRAY'S MEMOIRS - Murray Heifetz, CAS member #14 continued:

An unusual cover from Murray's collection of the 3 line, boxed Air Mail, airmail designation used in 1928-9. - The handstamp is in violet, and it was applied twice.

Murray's study of these handstamps was published in *The Canadian Aerophilatelist*, March 1997, and is posted on the CAS website at www.aerophilately.ca

There have been a number of changes in aerophilately since then. Astrophilately became a separate discipline. The number of ways in which an aerophilatelic exhibit could be shown expanded considerably. Some of the criteria for judging began to follow some of the rules for judging postal history.

I must have started exhibiting at about the same time. My first exhibit was a history of flight at the North Toronto Club show, and I won the CIBC silver bowl for it. I can't tell you why I started exhibiting. Possibly ego. Maybe I saw it as a challenge and wanted to see what I could do. There is no question of the award I was most pleased with. - It was the international gold medal I received in Moscow in 2002 for my Canadian Airmail.

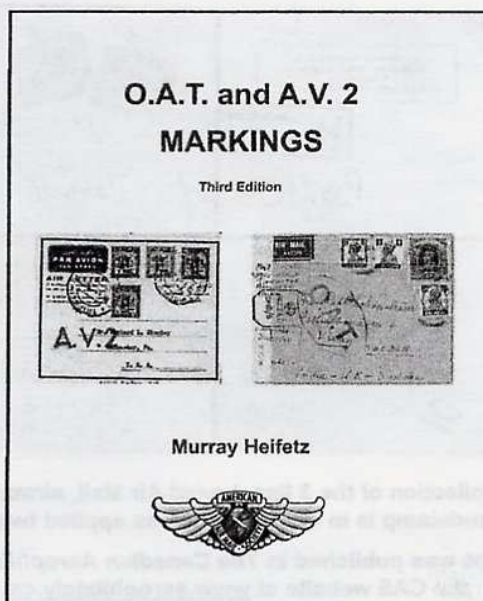
I didn't decide to become a judge on my own. My mentor during my early years of exhibiting was Michael Madesker, (who in later years was elected to sign the roll of RDP in London). Michael persuaded me to apply as an apprentice for a show in Rio de Janeiro, and guided me through the show which I passed successfully and became an FIP judge.

My favourite stories about judging involve several cases where my specialized knowledge was successful in persuading the judging panel to raise or lower the original award level. I also have an unfavourable story. Some years ago I exhibited my Canadian dirigibles at a BNAPS show. I got a very poor award because I was told that dirigible flights to Canada (as opposed to from Canada) were not suitable for BNAPS criteria. This in spite of the fact that for early postal history, such as steamship mail across the Atlantic, they loved mail in both directions! The lead judge at the time - now deceased - had been a member of the Philatelic Specialists Society of Canada (PSSC). He had had a quarrel with Harry Sutherland and quit, and seemed to have it in for any member of the PSSC. Whether this was his motive or not it caused a furor! The editor of BNAPS Topics threatened to resign over this stupidity. I did resign from BNAPS because of this.¹

I haven't held a lot of positions in philately. In the FIP, aside from being a judge, I was the Canadian representative to the Aero Commission, and until about 2 years ago I was on the inner council of the commission. I've been a president of the PSSC. I was also the editor of the semi-official section of the Canadian airmail catalogue, and co-editor of some other sections.

Continued

¹ Editor's comment: I was also at this show, and remember the incident well. It was one of several controversies at that judge's critique, which had the most toxic atmosphere of all the critiques I have attended. - I'm also pleased to say that I have attended several BNAPEXs since then, and they have all been very pleasant events, with constructive and collegial critiques.

MURRAY'S MEMOIRS - Murray Heifetz, CAS member #14 continued:**ACCOLADES FOR MURRAY HEIFETZ**

During the F.I.S.A. Congress that was held as part of AEROPHILATELY 2007, Murray was presented with a **BRONZE F.I.S.A. MEDAL**, for his book O.A.T. and A.V.2 Markings, which is now in its 3rd Edition.

This is a great distinction for Murray!

The impact of his book was demonstrated later that day, at the Judges' Critique for AEROPHILATELY 2007.

One of the exhibits was an excellent exhibit by Richard Saundry of *European Acceptances for "O.A. T." from New York Until 1946*, that won a Vermeil medal.

When Richard asked for comments about his exhibit, the first response was that he should think about changing the title! - The judge commented that although "O.A.T." does indeed refer to Onward Air Transmission of mail that had arrived by surface means, which Richard showed very well, since Murray's book has been published, when people hear the term "O.A.T." they now think of the usually egg-shaped handstamp applied to covers for Onward Air Transmission! Unfortunately for Richard, not only were there no covers with this handstamp in his exhibit, but there could not be any, as the egg shaped handstamp was not used in New York, but mainly in London, England.

To have influenced how people interpret a philatelic term, is a remarkable achievement!

The Canadian Aerophilatelist, December 2007

One of my most enjoyable activities was FIP judging. Aside from the challenge of judging, it gave me the opportunity to see many countries and meet great philatelists.

I can't quite remember how I got started on OAT markings. I remember buying my first lot in a UK auction. I think I bought it because it had a very early Canadian OAT strike, and I was just getting interested in Canadian minor airmail markings. I must have continued to look for these items because I became involved with Dan Barber who was editor of the *Airpost Journal* at the time. Dan received many photocopies of covers with OAT and AV2 strikes and sent them to me. He encouraged me to continue studying these. At some point, I can't remember when or how, I obtained the correspondence and data base of the man who first classified these markings. Then came the big step. On a trip to Lansing, Mich., where Dan lived, I gave him a ton of catalogues which he wanted for the AAMS library, and in return he gave me his collection of OAT and AV2 covers. From there I never looked back.

I guess I have to consider my OAT books my greatest achievement. The FIP gold medal was big but many have done that. To create a new area of study about which little was previously known is something special. It certainly gave me a worldwide reputation, and I was continually referred to as the OAT man. My book received awards at APS shows and a special literature award from FISA.

Continued

MURRAY'S MEMOIRS - Murray Heifetz, CAS member #14 continued:

All of the above are the positives. Now I'll close my story with the negatives. My biggest disappointment, frustration, and failure came in my efforts at thematic exhibiting. Over the past 15 years I spent more time, money, and effort on thematics than on aerophilately. I had 3 main topics - History of Airlines; the Six Point Star or Star of David; and a History of World Tourism. Because of my professional career in travel and my own personal knowledge, I considered myself an expert in all 3 fields. I spent hours studying rules and guidelines for thematics, wrote and rewrote the exhibits umpteen times, sent them in to experts for criticism, etc, etc. I also had what I thought was great material. All to no avail. My Tourism did get a vermeil nationally and I might have elevated it in due course, but then I got sick. The airline exhibit got killed too many times: the basic comment was that it was a gold medal aero exhibit but not a thematic. My Six Point Star exhibit fared even worse. It had 2 themes - the star as a universal symbol, and in later years as a symbol of Jewish/Israeli identity. This didn't go over too well. I was told it should be one or the other. Then the real killer was pages I had with great fancy cancels using the star for early US, Canadian, and French stamps and covers. I was told this was marcophilately not thematics. At this point I gave up.

This is the end of your questions. Hope you didn't find it too boring.

Aside from all of the above, the nicest part of all were the nice people and good friends I made.

There is one part of my collecting I forgot. Before I got into aerophilately, my main study was in early Israel stamps. I had some very good collections which I sold to finance my airmail. However, during this period I was studying the Flag stamp of Israel (Scott 15) and did some plating study. In the course of this study I discovered several plate varieties to which I ascribed names which are still used today by Israeli philatelists.

While I'm rambling I should tell you what I was still collecting after selling my OATs, giving up on thematics, and also giving up on Palestine Airmail for which I got a number of vermeils but could never achieve gold. - I still had a Canadian dirigible collection which got a gold at Royale; German airmail during the inflation period 1922-3; an 8 frame exhibit of Canadian airmail using metered postage; a 6 frame exhibit of A.C. Roessler and his influence on Canadian airmail; several exhibits of Canadian markings which I classified - boxed Air Mail, 3 line airmail designation used in 1928-9; flight covers of different designs; a huge collection of airmail etiquettes both on and off cover; Jusqu'a and airmail obliteration marks on cover; a large maiden voyage cover collection; a crash cover collection; a collection of flight covers involving women pilots; a large collection of ship postcards; and a huge collection of postcards with aviation themes postally used prior to 1914. Included in this latter is a major exhibit of French cards and vignettes used on races and shows held from 1909 to 1913. Everything I had left I have consigned to Maresch.²

In closing I would like to offer one piece of advice to any new collectors reading any of the above. Exhibiting is not for everyone, and while I can list many reasons for exhibiting, I can list an equal number as to why people don't exhibit. However, I'm a very strong advocate of trying to arrange an exhibit even if there is no intention of showing it in public. Every collector has some motive in their collecting, whether it is to collect every Canadian stamp, or every stamp showing a dog. Each of these endeavours involves a story to tell. In putting together an exhibit one finds out what one has as part of the story, and what is missing so that a want list can be drawn up. In the process one sometimes discovers items or varieties they didn't know they had. That's my lesson for today.

THANKS MURRAY!

And congratulations on receiving this year's American Air Mail Society George W. Angers Memorial Award for outstanding service to aerophilately!

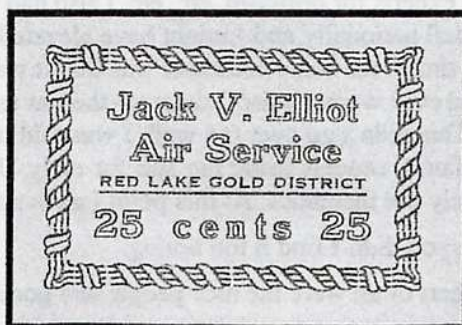
I regret to add that Murray's health has continued to deteriorate.

Murray has recently moved to the Contantia Retirement Residence in Thornhill, Ontario. - On behalf of the CAS, I want to offer Murray our best wishes over the coming months.

² The first sale of Murray's consignment will be offered in the October auction sale to be held on October 30th, 31st, and November 1st. - The sale can be viewed online at www.maresch.com or contact Tony Maresch for a hard copy catalogue: R. Maresch & Son Auctions Ltd., 5th Floor, 6075 Yonge St., Toronto, Ontario M2M 3W2 (Phone: 416 363 7777)

FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY"

Part 1 - Review - the June 2010 *Canadian Aerophilatelist*



In the September 2009 *Canadian Aerophilatelist*, Bas Burrell questioned the statement on page 48 of The Air Mails of Canada and Newfoundland:

DISAPPROVED ESSAY — A stamp in blue on white paper was prepared for use by the airline. As it carried an actual denomination of 25c, it was rejected by the Post Office Department. A small printing was made (40 have been reported) and most were used on postings from Kitchener on March 2 by collector A. Berberich. The new CL 6 had to be used over the essay. On some covers the essay was left intact; on others it was partially torn off.
CL6-2600 Rolling Portage - Red Lake, postmarked Kitchener March 2, 1926 60.00

Bas commented, "I have seen quite a few and wonder how accurate the 40 is? You might want to canvas the members and see what we get."

Alastair Bain, John Bloor, Louis Levy, Ed Matthews, Daniel Michaud, Ken Mitchell, and Marilyn Peterson responded to this question, and it turned out that between us, we had 80 copies of this "essay"! - 35 on cover, 44 mint copies, and 1 used single copy.

The covers were all prepared on the same typewriter, but addressed to three different people: Mr. A.U. Berberich, either Via Rolling Portage P.O. Ont, Red Lake Ont or c/o Dominion Bank, Kitchener; Mr. J. Moert, Via Rolling Portage P.O. Ont, Red Lake Ont; and Miss Edna Ortwein, 2415 Kildare Ave., Chicago, Ill.

The June 2010 article reproduced two items about the "essay" from Don Amos's papers:

- a letter from R.J. Woolley on British North America Philatelic Society letterhead dated 1970, that linked the covers to Berberich, and commented that Berberich "seems to have had a bit of a reputation for doing a little philatelic faking"
- some notes about the "essay" prepared by Haughton Sanguinetti, undated but probably written in the 1980's, which stated that: *Fred Jarrett believed that not more than 40 were printed . . . None are known uncanceled.*

There were also comments in the June 2010 article that:

- a partial sheet of 22 of these "essays" was once offered for sale;
- that lining up the cuts/tears on the stamps suggests they came from three different sheets; and
- that the printing on the mint "essays" is a lighter blue than on those used on covers.

All this led to several more questions:

- how many copies of the "essay" were produced?
- how were they produced?
- who produced them?
- are they really essays?

Continued

FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:**Part 2 - Additional Information - Chris Hargreaves**

Following publication of the June 2010 *Canadian Aerophilatelist*, I received an email from Dick Malott, who commented that:

Concerning your request for more data on the blue and white labels used on Jack V. Elliot Air Service I purchased about 20 years ago around 25 envelopes with the stamps still on the envelopes from Dick Lamb. I do not have his address but I think he lives in Kitchener. The RPSC would have his address. I went to the University of Western Ontario with his wife, Katharine. She was a journalist student. It is a small world. Dick may have some interesting data on these items as he was a dealer for decades.

I contacted Richard Lamb, and received a very interesting letter from him:

Yes, I am the dealer who put the 'cat among the 'blue pigeons'.

I purchased the Berberich philatelic holding in late 1968. It was a very bulky property. For security reasons it was stored on several floors of the home in an interesting variety of containers and hiding places.

During the valuation search I happened to open the door of a large grandfather clock in the front hallway, I was surprised to find that it held a hoard of Canadian Semi-official Airmail envelopes secured by worn out rubber bands which stained some of the envelopes and buckled others.

There were approx. 55 CL6 covers prepared in Kitchener for the RP-RL flight. Most if not all were addressed to Berberich. You will note on page 7 para 3 in the enclosed "Quiet Hobby" written by my wife that Joseph Moert the Kitchener CPS director took the Airmail exhibit owned by Berberich to the 1925-Montreal Convention. The third addressee may have been a customer or friend of Berberich. There are no ORTWEIN family members listed in the current 2010 phone book re the Kitchener area.

The blue "Essays", on the reverse sides were fully or partially covered by the stamps or were peeled off or damaged by removal attempts - strange behaviour by the owner.

There were no mint blue "essays" in the main stock so I do not know if they were gummed. With several local philatelic printers available - see pages 6-7 of the "Quiet Hobby" - I cannot understand why the Toronto Star would be asked to print up a small quantity of crude "Essays".

I once saw somewhere a fragment of a flyer or letterhead or envelope with the same frame design as the blue "Essay".

I didn't see any correspondence to Elliot, the Toronto Star, or any signs of a Roessler style promotion, or his exhibit pages, or anything typewritten to suggest he had a typewriter.

Berberich took display ads in the CPS magazine of the day. I do not recall if he offered Semi-Official Airmail Covers for sale. I have no idea how many covers he sold bearing the "Essays" in the 42 years prior to his death. Collectors were in his shop like flies around honey anytime a stamp show was held in town - nothing was priced & he loved the "make me an offer" approach.

[The Quiet Hobby - A History of Organized Philately in the Grand River Valley 1895-1985 by Kathryn Hansuld Lamb was published in 1985 to commemorate the 50th anniversary of the Kitchener - Waterloo Philatelic Society, the founding club of the Grand River Valley Philatelic Association.]

Continued

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FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:

Richard Lamb also sent me a copy of this obituary for Berberich:

**SMOKE SHOP 50 YEARS K-W RECORD
MAY 9 1968.**

Oldest Merchant On King St. Dies

Aurelius U. (Bill) Berberich, proprietor of Berberich's smoke and confectionery shop, 319 King St. W., died early today at his shop of a heart attack. He was 77.

Proprietor of a smoke shop for nearly 50 years, he resided at 11 Park St.

Born in North Easthope, Sept. 5, 1890, he was a son of the late Rev. and Mrs. William Berberich.

Mr. Berberich was the oldest merchant on King Street in age and length of operation and the only one with a big handlebar moustache. Mr. Berberich had

been at the present stand for 19 years. For 17 years before that he had a similar shop where the B.F. Gooderich Canada Ltd. store is now located and for 11 years earlier he operated a shop adjacent to the 319 King St. location.

He derived his greatest pleasure from working in his store, 112 hours a week, meeting old friends and customers.

Mr. Berberich's father served as a minister or "sky pilot" to the lumberjacks in the Pembroke area years ago.

The family moved to New York State and in 1929 to Kitchener where his father assumed the ministry of the Evangelical United Brethren Church on Weber Street.

Mr. Berberich had a university education and was slated for "other things." But he liked the idea of starting a store and persuaded his father to lend him money to get started.

Surviving are two sisters Mrs. Fred (Laura) Ernst and Emma J. Berberich, both of Kitchener.

The body will be at the Ratz-Bechtel Funeral Home after noon Friday. The service will be conducted at the funeral home Saturday at 2 p.m. by Rev. G. F. Barthel. Interment will be in the Evangelical cemetery, St. Jacobs.

Donations to the Ontario Heart Foundation will be accepted as expressions of sympathy.



A. U. BERBERICH
... 112-hour week

Continued

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FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY" continued:

The impression I got from this obituary and from Richard's information, was that Berberich was a popular and respected businessman, and an eminent aerophilatelist who had exhibited "airmail envelopes" at a Canadian Philatelic Society convention in 1925.

This image was at odds with Woolley's comment that he "seems to have had a bit of a reputation for doing a little philatelic faking". - I therefore asked Richard if he knew what Woolley's comment was based on?

Richard responded:

The only evidence I have re the faking mentioned by Bob Woolley is that Berberich had some small Queen era Canadian covers with stamps either added or misplaced.

He must have bought a correspondence without stamps due to climatic conditions or attempts to peel them off by thieves. Consequently some stamps did not get back on to their original covers and were not tied on by the postmark and/or were not contemporary shades.

I have no idea how many of these covers were sold by Berberich, but none of the ones I purchased were dangerous creations.

Another story that has gone the rounds, refers to a partial sheet of the blue "essays" from which singles were being cut off. - I asked Marilyn Peterson of Saskatoon Stamp Centre about this, and whether she had ever come across multiple copies of this label, even a pair? She replied, "We have only handled 4 covers and one mint single of this." I also checked with Gary Lyons of Eastern Stamp Auctions, and with Erling Van Dam. They too had only ever seen single copies.

There was an excellent discussion about these "essays" at the 2011 Day of Aerophilately in Toronto. During this Ed Matthews said he would be interested in plating the "essays".

I therefore passed all the information and photocopies I had about the blue "essay" on to Ed.

Part 3 - Analysis of the Blue "Essays" - Ed Matthews

Some time ago Chris Hargreaves sent me a large envelope with a lot of material on this blue "Essay".

Included were:

32 photographs of mint blue essays

30 photographs of the front and back of covers with the blue essay

A copy of a letter by Jack V. Elliot to a Mr G.J. Catton in Toronto, dated 25 March 1926 (note: long after the 6 March 1926 dates on the covers with the essay) sending Mr. Catton 8 airmail stamps, Red Lake Aerial Mail, in exchange for a \$2 postal note. No mention of the essay.

A copy of a newspaper clipping of the Kitchener-Waterloo Record of May 9, 1968, "Oldest Merchant on King Street Dies", about A.O. Berberich.

A copy of a hand-written letter by Richard Lamb to Chris Hargreaves dated September 7, 2010. It is very informative on these essays and on Berberich.

A copy of *Air Mail Notes* from the Jack Knight Air Log dated July-Sept 2010. Editor Chris Hargreaves.¹

A copy of "The Quiet Hobby" - a story of Organized Philately in the Grand River Valley 1895-1985 by Kathryn Hansuld Lamb.

Continued

¹ Editor's Note: this was similar to the article in the June 2010 Canadian Aerophilatelist, and was published to invite comments and information from members of the American Air Mail Society.

FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY":**Part 3 - Analysis of the Blue "Essays" by Ed Matthews continued:**

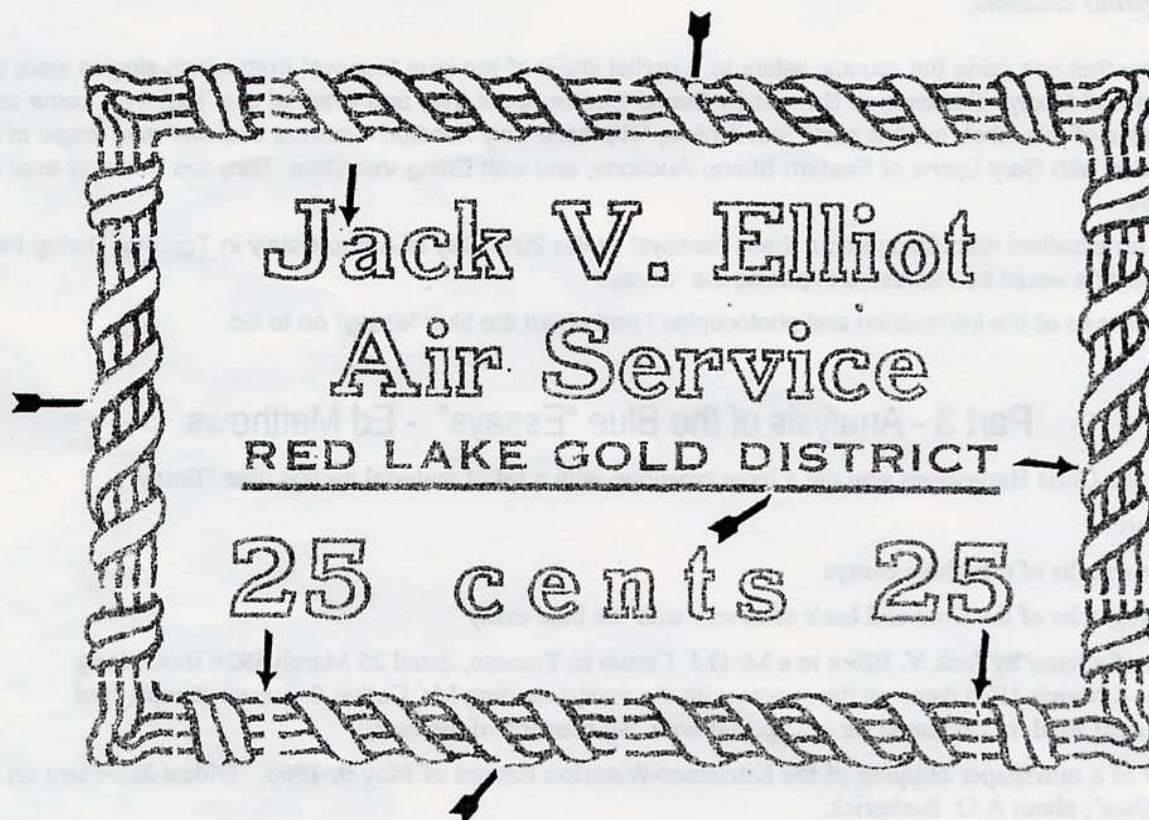
I would refer the reader also to material that has appeared in previous issues of *The Canadian Aerophilatelist*, September 2009 and June 2010.

The June 2010 article contains a lot of useful background information.

- The article reproduces a letter from Bob Woolley, dated April 11, 1970, who writes "Berberich, who seems to have had a bit of reputation for doing a little bit of philatelic fakery". - We have no idea of his basis for this supposition. Bob Woolley is not listed in the Toronto phonebook, so I could not check it out at the source.
- There is also an article by Haughton Sanguinetti which claims the essays were printed by the Toronto Star, but there is no evidence where they were printed.

What do we know for sure?

- careful examination of the 32 photographs of mint essays (+ what is in my own collection) shows that the small flaws as shown in the enlarged picture are constant and show on all essays:



Conclusion: this essay was printed from a single cliché.

Continued

Brian Wolfenden

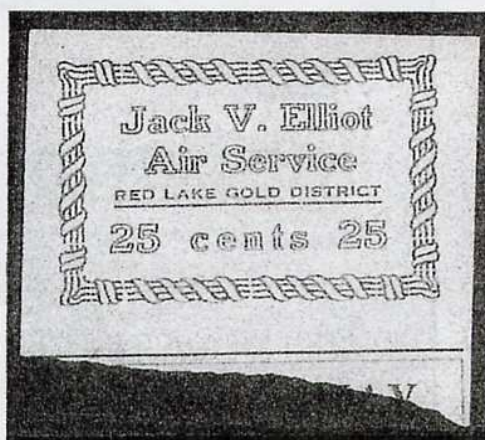
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FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY":**Part 3 - Analysis of the Blue "Essays" by Ed Matthews continued:**

- the essays were not produced by Berberich in spite of the so far unfounded insinuations. When Richard Lamb acquired the philatelic material of Berberich after his death, there were no mint copies of the essays, only covers.
- the essays were printed on paper strips 2 3/8" wide. The widths of all essays were checked with dividers and there is no variation. The two top corners are square. Reconstruction of essay and label shows the length of a single combination to be 2 1/2". It is possible that longer strips were used to print several essays, and the strips sheared with a paper shear, not scissors. Gummed paper strips were commercially available for printing address labels.

**Reconstruction of the Original essay.**

At the top is the essay as it originally looked like, with the VIA AIR WAY label.

The key to this reconstruction are the two copies shown with labels partially torn off. These were among the photocopies from Louis Levy, that were lent me by Chris.

Note how the copy on the left is skewed, pointing to printing one by one on gummed paper for address labels. Such skewing rarely occurs with printing in sheet form.

I reconstructed the "stamp" and the label from different sources. The stamp is a mint stamp I have in my collection, the label I copied (via the computer) from a cover. They have the same width. Stamp and label were copied at the same magnification, so that they would fit together.

Continued

FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY":**Part 3 - Analysis of the Blue "Essays" by Ed Matthews continued:**

Cover with VIA AIR WAY label on front - Blue "Essay" on back.

- the only person that ever "used" these essays was Berberich. The known covers are addressed to Berberich, Moert, and Miss Ortwein in Chicago. All covers were addressed with the same typewriter, presumably in Kitchener-Waterloo.
- the essays could have been obtained directly from Jack Elliott's office, in the same way that G.J. CATTON obtained semi-official stamps. - The letter to Catton reads:

ELLIOTT FAIRCHILD AIR SERVICE

Rolling Portage P.O.,

Ont.

25th March 1926.

Mr G. J. Catton
110 Ardagh St,
Toronto, Ont.

Dear Sir,

Referring to your letter of 11th March, enclosing Postal Note for \$2.00, we forward you herewith 8 Air Mail Stamps, Red Lake Aerial Mail, also a copy of our Air Stamp Bulletin, from which you will see the conditions &c relative to mail carried by air from Hudson to Red Lake and from Red Lake to Hudson.

We regret that we have not any flown cancelled covers as asked for by you.

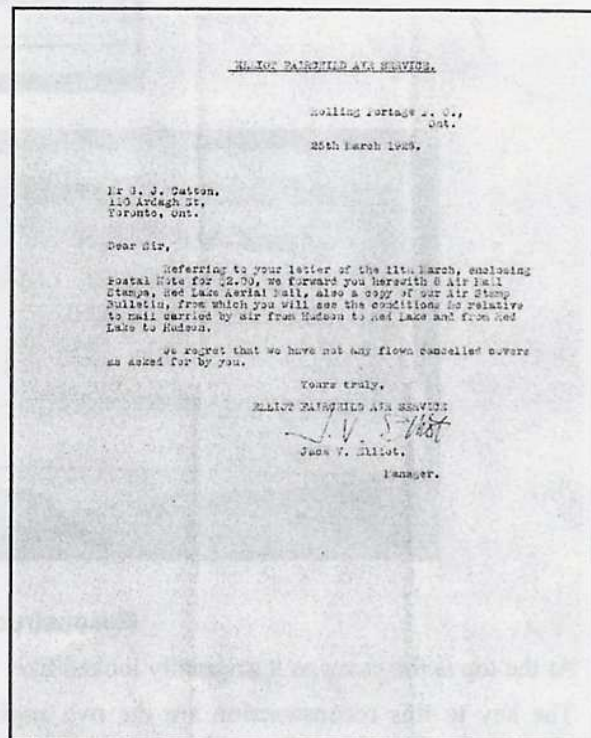
Yours truly,

ELLIOTT FAIRCHILD AIR SERVICE

(Signed)

Jack V. Elliott,

Manager

**What can we surmise with some degree of certainty?**

- the essays are unlikely to have been printed at the Toronto Star: they do better work than that. A small print shop in Hamilton would be a more likely candidate. (I tried to visit the Toronto Star print shop, but when I arrived on the scene, bulldozers were leveling the site!)

Continued

FURTHER RESEARCH ON THE JACK V. ELLIOT AIR SERVICE SEMI-OFFICIAL "BLUE ESSAY":**Part 3 - Analysis of the Blue "Essays" by Ed Matthews continued:**

- Jack Elliott had a small batch of these essays printed, but they were not acceptable to the Post Office. In the meantime some were sold to Berberich who paid 25 ct apiece for them. When these covers showed up in Rolling Portage, Elliott stuck CL6 semi-official airs over them. After all he had already received 25 ct for each essay used.
- the slight colour difference between mint essays and essays that were covered by CL6 is in all likelihood due to the chemical effect of the gum of the CL6 on the blue ink. Another cause can be exposure to sun light on some of the essays, lightening the colour.
- there was no second printing - Jack Elliott couldn't use these essays and would not have added more of these useless stamps. He was starting a risky new business and he didn't need pointless expenses.
- I estimate that the total number of essays printed is probably about 100.

The partial sheet of 22 copies ???

I have heard two versions of the story about a partial sheet of 22 copies of the essay.

In one version Vance Carmichael was the dealer involved. - I talked with Vance at a philatelic show. He denied being the person, and said he'd never seen anything but singles.

The second version claimed it was John Talman who had some years ago sold some of these essays, and who cut them apart using scissors. This immediately sounded incorrect as I have never come across a copy that was cut apart by scissors. At my next visit to Toronto, I went to see John Talman in his shop on Yonge Street. We had a good chat, but not surprisingly, all he has ever seen were single copies.

Together with Chris's enquiries, we now have five dealers saying they have only seen single copies of the essay.

I suggest we "file" the story of the partial sheet in the land of the fables: it does not exist.

Conclusion

I believe that Berberich got the blue essays from Elliot's office by the simple expedient of sending enough money to buy "airmail" stamps so he could produce airmail covers.

Berberich was completely unaware of the fact that these were essays not accepted by the postal authority. He used them in good faith, and Elliot pasted the accepted stamps over them as he had received payment for essays and that covered the cost of the correct stamps.

Editor's Comments

Many thanks to Ed Matthews for his very detailed analysis. - I agree with Ed's conclusions.

To go back to the questions about the blue "essay" at the beginning of this article, the answers appear to be:

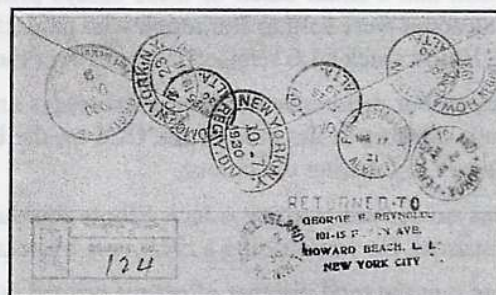
- **how many copies of the "essay" were produced?** About 100.
- **how were they produced?** They were printed individually on paper strips 2 3/8" wide and 2 1/2" long. Each essay was printed together with a VIA AIR WAY label. (Given that 1926 was early days for semi-official air mail stamps, and a letter would require both a label on the front and a semi on the back, somebody may have thought it would be a good idea to print the two together.)
- **who produced them?** A small print shop in Hamilton.
- **are they really essays?** Yes. They are a rejected design that was ordered by Jack V. Elliot Air Service, and accidentally sold by them.

Thanks also to Richard Lamb for the background information he supplied, Dick Malott for the link to Richard, Louis Levy for the copies of essays in his collection, and to everybody who contributed to this enquiry.

If anybody has comments on this analysis, and/or can provide more information about the essays, please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

FOLLOW UP: What route did this Herschel Island cover take?

QUESTION from March 2012 *Canadian Aerophilatelist*



Postmarked: EDMONTON ALTA. JUN 25 30 (three strikes), Registration handstamp: Edmonton, Alta 14855

Backstamps - in chronological order -

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

and why is the first backstamp from Herschel Island N.W.T. and the second YUKON?

ANSWER: From Kevin O'Reilly

This cover was likely flown from Fort McMurray to Aklavik, and then taken to Herschel Island the first time, in the late summer of 1930 by RCMP schooner. The cover was then redirected back to the sender arriving there sometime in October 1930. It may have been sent again by the sender or forwarded back to Herschel Island a second time. It is not clear why this happened. It would have been carried from Fort McMurray to Aklavik by air and then to Herschel Island by dog team where it was received in January 1931, showing the infrequency of postal service to this remote location. Then it would have been carried back to Aklavik by dog team and down to Fort McMurray in March 1931 by air and eventually back to the sender.

I have in my collection a similar registered cover with a registration number of 111A and have a photocopy of another with number 127 so there are obviously a lot more out there.

Finally, why is there both a Herschel Island, NWT and Yukon cancel on the cover? Herschel Island is offshore of the north coast of the Yukon Territory but is still part of the Yukon. Administratively and economically, it was closely tied to the Mackenzie Delta area of the NWT. When the broken circle date stamp was proofed on August 30, 1924 it was an error showing the NWT at the bottom but likely reflected the original request or administrative link. A registration box showing NWT was also made but is not in the proof books but is shown on the cover in question. A corrected date stamp and a registration box were proofed on August 29, 1930 and in December 1930 showing the proper "Yukon" designation. This registration box has not been recorded used and is not present in the postmastership files referenced below, so I suspect it may not have ever been used. On the registered cover in question, the Herschel Island NWT broken circle is the latest recorded date and the first recorded use of the corrected Herschel Island Yukon full circle is Dec. 3, 1930.

According to Molson (1974), the first flight to Herschel Island took place in 1929 when Stan McMillan piloted CFAO of Dominion Explorers with air engineer Alex Milne on board. The first commercial flight to Herschel Island took place on July 1, 1930 by Walter Gilbert in Western Canada Airways Fokker G-CASK. Shackleton (1939) reports;

My first flight to Herschel Island made from Aklavik was also the first commercial flight ever made to that point.

The first steamer of the season had just come in from the south, and among her passengers were two ambitious salesmen, all prepared to convert the residents of the Arctic, including the Eskimos, to their

What route did this Herschel Island cover take? - Answer from Kevin O'Reilly continued:

products. One of these salesmen was an enthusiastic vendor for tobacco, later to be known throughout the North as the "Duke of Buckingham", on account of his continual praise of a cigarette of somewhat similar title. The other was a salesman of men's clothing, who also vended, as a sort of side line, those weird coloured photographic enlargements once known as "chromos".

The population of Aklavik was too small and too busy unloading freight from the steamer to give much attention to any sort of salesman. So the intrepid pair decided to fly on to Herschel Island, where numerous Eskimo families were reported to be waiting the arrival of the annual supply ships around Point Barrow; there the two merchant adventurers hoped to "make a killing" on these untutored souls.

The price of a chartered plane was high, so they first practiced their salesmanship upon their fellow-passengers on the steamer and succeeded in "selling" three tourists the idea of the trip. Then we were formally chartered and started off.

The steamer had not yet reached Herschel, but the Eskimos were already there, and so our super-salesmen went to work. They met with a warm welcome. The "chromos" and lithographs of the snappy "latest-in-men's suits" were admiringly inspected. The free samples of tobacco and cigarettes were eagerly seized, but when it came to the practical business of sales — well, that was a different matter. The Eskimo simply could not comprehend the necessity of placing his order now, and receiving his goods next year — the speediest possible delivery in the circumstances. He was accustomed to trading his furs for the desired goods on the spot, and he distrusted the idea of depositing his furs in return for a promise. For what kind of a trader was one who came to trade, yet brought no goods with him? And was not next year another year, with months of uncertain hunting and fishing between? Anything might happen before he came back!

So the natives declined to trade, and our salesmen returned to Aklavik disappointed, but determined to come back next year, with full equipment to tailor suits, make pictures, and manufacture tobacco right on the spot if necessary in order that the honour of "Snappy Suits" might remain undimmed! (pages 80-90):

A photo of the group at Herschel Island is found on page 106 of Molson (1974):



There is no mention of mail on this flight on July 1, 1930. I suspect that if any mail was carried, it was as a courtesy only. Regular mail service to and from Herschel Island was through Aklavik by the Royal Canadian Mounted Police (RCMP). In summer, schooners were used and in winter, dog teams were the mode of transport. The RCMP served as postmasters at Herschel Island from the opening of the post office in 1925 until it closed in 1938.

The Air Mails of Canada and Newfoundland records a flight from Fort McMurray to Herschel Island on May 2, 1930 by Western Canada Airways pilot C.N. Sherlock (listing number 3025) but this is doubtful at best. Sherlock may have carried mail as far as Aklavik but likely not to Herschel Island, or why would both Molson (1974) and Shackleton (1939) claim the first flight to Herschel Island by Gilbert as quoted above?

The next record of a flight I could find is from Record Group 3 at the Library and Archives of Canada where an Air Mail Ledger (Volume 1344) shows a Commercial Airways flight on August 12, 1931 carried 62 pounds of mail from Aklavik to Herschel Island at no cost to the Post Office Department. There is no record of any mail on the return flight.

Continued

What route did this Herschel Island cover take? - Answer from Kevin O'Reilly continued:

The so-called postmastership files for Herschel Island (LAC, Record Group 3, Volume 1777, File 1777-12, Herschel Island 1930-41) shows a General Enquiry report dated July 19, 1930 and signed by the postmaster yet dated with a May 2, 1930 Herschel Island, N.W.T. broken circle. The postmaster dutifully noted that "Mail matter is merely collected at this office for transmission (sic) to Aklavik, N.W.T. by courtesy of whom so ever happens to be going there. therefor (sic) cancellation of stamps on outgoing mail unnecessary." The form was sent to Herschel Island on April 9, 1930 and likely carried there by air to Aklavik and then by dog team. Upon receipt of the form at the office of the District Superintendent in Edmonton in August 1930, it was noted that the postmaster was "Instructed" to cancel outgoing mail. The form was likely carried back by RCMP schooner to Aklavik and by air south to Edmonton. Irregular date-stamping was likely the norm in 1930.

References

Library and Archives of Canada, Record Group 3 (Post Office Department), Volume 1344, Air Mail Ledger.

Library and Archives of Canada, Record Group 3 (Post Office Department), Volume 1777, File 1777-12, Herschel Island 1930-41.

Molson, Kenneth M. 1974. *Pioneering in Canadian Air Transport*. Winnipeg: James Richardson and Sons, Ltd.

Shackleton, Kathleen. 1939. *Arctic Pilot. Life and Work on North Canadian Air Routes. The Experiences of Walter Gilbert as Told to Kathleen Shackleton*. Toronto: Thomas Nelson and Sons Ltd.

Many thanks Kevin for this terrific response!

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.

MYSTERY POSTCARD



This photoview post card was purchased at Royal 2012. It appears to be from a northern community and the registration of the aircraft is CF-EKL. - Can anybody provide information about the aircraft type, who it may have been registered to, and when/where the photo may have been taken?

Editor's note: I checked in John Ellis's *Canadian Civil Aircraft Register 1929 - 45*, but the registrations allocated in alphabetical sequence stop at CF-DTO.

If you can help, please send information to the editor.

MYSTERY OVERPRINT

A reader is intrigued by a 1939 trans-Atlantic First Flight cover from Newfoundland to Ireland, overfranked with three 15 cents Newfoundland air mail stamps overprinted "L. & S. Post". - They are like the stamp shown on the right.

He commented that the overprint is not listed in the Unitrade catalogue, and wondered who did the overprint?

The answer can be found in *Newfoundland Air Mails, 1919 - 1939* by C.H.C. Harmer, published by the American Air Mail Society



1933, FEBRUARY, 15c. "L. & S. POST"



On February 9, 1933, the 15c. air stamp of 1931 (dog team) on watermarked paper was put on sale to the public with a one-line black overprint, reading downwards, "L. & S. Post" with double lines on each side to obliterate the words AIR MAIL on the stamp itself. The overprint means Land and Sea Post.

Although it thus ceased to be an air stamp it is interesting for two reasons: (1) it reduced the visible supply of the watermarked 15c. air stamp to about 55,000; and (2) a rare error of an air and non-air *se-tenant* was created.

When the supply of the ordinary 15c. stamp ran short it was decided to convert the air stamp of the same denomination by overprinting.

The King's Printer overprinted 70,125 in blocks of 25 stamps (5 × 5), the work being supervised by the Minister of Posts and other senior officials of the Post Office.

Two sheets with inverted overprint were found, three others were unsatisfactory and the five sheets (125 stamps) were destroyed.

In spite of the vigilance of the five officials two sheets with errors were not detected, one with overprint inverted and the other with the overprint misplaced downwards leaving the top five stamps without overprint. The pair with and without overprint is therefore a rare air variety—one of Newfoundland's rarest.

Recently an unusual sheet with the overprint diagonal has come on the market, and one might wonder whether this was a sheet that should have been destroyed but was not.

The overprinted stamp also exists with and without watermark *se-tenant*.

The stamps were put on sale on February 9 at 11 o'clock and the entire issue sold out by 4 p.m. the following day. There was considerable speculation in this stamp, which was something of a drug on the market for several years.

CHECK LIST

1933. February 9. 15c. air stamp of the 1931 set (dog team) on watermarked paper, overprinted in black vertically downwards "L. & S. Post" (Land and Sea Post) for use as ordinary postage stamps. Overprinted in blocks of 25 (5 × 5). Total printing 70,000.

15c. brown, air stamp overprinted "L. & S. Post."

- a. Pair with and without watermark. Non-air.
- b. Vertical pair, upper stamp without overprint (air and non-air *se-tenant*) (5).
- c. Inverted overprint (25).

Newfoundland Air Mails, 1919 - 1939 is a fabulous book, with a terrific amount of information about Newfoundland air mail flights, stamps and covers! - IT IS CURRENTLY BEING OFFERED BY THE AMERICAN AIR MAIL SOCIETY TO CAS MEMBERS FOR \$7.20 + POSTAGE!!! See next page for details.

SPECIAL OFFER from THE AMERICAN AIR MAIL SOCIETY

The AAMS is extending its
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Glider Mail	20.00*	8.00
Airpost Journal Index (1990)	12.00*	4.80
Aerial Mail Service	15.00	6.00
Pioneer Hungarian Airmail	15.00	6.00
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Max	15.00	6.00

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including packing and shipping costs.

More information about these books and journals can be found at www.americanairmailssociety.org/html/publications

Orders can also be sent to Greg Schmidt, 1978 Fox Burrow Court, Neenah, Wisconsin 54956-1184 USA

Thanks to Greg and the AAMS for this offer.

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.

COVER EXCHANGE



Dempster-Expedition Cover 2011.

This was an Expedition of German Astrophysical scientists, to conduct astrophysical and astronomical studies. Covers were flown with *Lufthansa* Frankfurt - Calgary, and with *Air Canada* Calgary - Whitehorse.

They were then carried by car on the Dempster Highway, and posted in Dawson City.

This cover and information was received from Horst Teichmann. - Horst is interested in an exchange of Air Mail covers. He can send covers from many flights from Germany and other countries from the last 30 ... 40 years, (including the one above), in return for flight covers from Canada. Horst is interested in Air Mails of all the world, including "Modern Aerophilately" flights after WW 2. - If you are interested in exchanging covers, please contact Horst Teichmann, Jahnstrasse 6, 08236 Ellefeld Germany [horst.teichmann.ellefeld@freenet.de]

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist

is published quarterly in March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greeting to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

November 15th

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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 20 Euros, or 16 Pounds Sterling).

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

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

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

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of birth: _____

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

MEMBERSHIP RENEWAL

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

#203 John Bloor

#242 Jacques Bot

#172 Ivan Burges

#271 Nino Chiovelli

62 Gary Coates

#304 James Davidson

#369 Hugh Delaney

#389 Barry Douch

#336 George B. Dresser

#404 Louis-Georges Dumais

#182 Robert Footitt

#408 Don Fraser

#371 Geoff Green

#273 Denice Guimond

#319 Donald Kaye

54 Norbert Krommer

2 R.K. Malott

#381 Daniel Michaud

#350 Bill Pearce

#212 Harold J. Petoskey

81 Stephen Reinhard

#286 Jean Rowe

6 Ken C. Sanford

4 Mike Shand

#189 Jacky Stoltz

9 Geoffrey Thompson

#379 E. Wall

#388 Richard Weigand

#378 Owen White

(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.