



THE CANADIAN AEROPHILATELIST

#94

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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March 2013

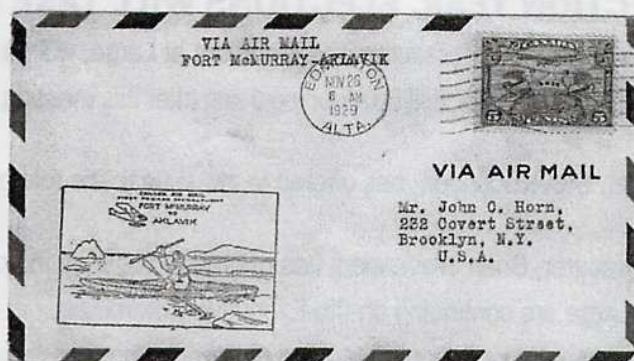
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material
appears to the editor.

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ANNUAL GENERAL MEETING and ELECTIONS FOR THE EXECUTIVE OF THE CAS

**Will be held on the afternoon of
Sunday June 23rd as part of the CAS Symposium
at ROYAL 2013 ROYALE in Winnipeg.**

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

The President, Vice President, Secretary, Treasurer, and Members at Large, will be elected for a two year period.

- The current President, Chris Hargreaves, will be stepping down after this meeting, but will continue as editor of The Canadian Aerophilatelist.
- The current Vice President, Steve Johnson, has offered to move up to the role of President, and to also continue as Webmaster.
- The current Secretary-Treasurer, Brian Wolfenden, has offered to continue in both roles.
- Our current Members at Large are continuing on the Executive Committee.
- The Western Chapter Representative is nominated and elected by the members of the Western Chapter.
- The Past President's are automatically members of the Executive Committee, and we will now have two of them: Dick Malott and Chris Hargreaves.

Would any member who is interested in standing for any of the positions on the Executive, or assisting with the journal and/or website, please contact the President or any member of the Executive Committee.

All members are particularly encouraged to volunteer to be a Member at Large. - This is not an onerous position. It is intended to give members an opportunity to participate in decision making, and decide whether they would like to take on an executive role in the future. We can have an unlimited number of Members at Large on the Executive Committee.

PRESIDENT'S REPORT

In thinking about this report, I keep coming back to the theme of invisibility. There are two reasons for this.

One, is that I want to thank Joan Hafer for all the work she does helping Brian Wolfenden keeping the CAS membership and financial records. Joan isn't listed as part of the CAS Executive Committee, but I want to include her when I thank all the members of the Executive for the work they've done over the past year to keep our society running smoothly.

I've also been thinking about the following article which appeared in my local paper, *The Kingston Whig-Standard*, on December 14th 2012:



in this photo illustration from the HyperStealth website, a woman is shown wearing a high-tech fabric that the designer says can be used to make someone "disappear," according to HyperStealth, photo illustrations are used on the website because "for security issues we can not show the actual technology."

■ **TECHNOLOGY:** Accidental discovery could make troops 'disappear,' says creator

Inventor: High-tech fabric allows wearers to vanish

BYRON CHU
QMI Agency

VANCOUVER — A Maple Ridge, B.C., inventor claims to have discovered what scientists, armies, children and science fiction fanatics have dreamed of for generations — a fabric material that can make a person or object completely invisible.

"We were able to make a six-inch object disappear," Guy Cramer said of his accidental discovery.

"I went back to the shop and up-scaled the material and it

worked just as well on a person."

Cramer is the founder of HyperStealth Biotechnology, a company that designs digital camouflage patterns for clients including the Jordanian and Afghanistan armies. He said the Canadian and U.S. militaries are now discussing arrangements to potentially adopt his light-bending technology, which could potentially be used to hide entire airplanes and buildings.

"It can actually work in 360 degrees, so someone behind me can see what's on the oppo-

site side, and someone in front of me can see what's behind me," Cramer said of his fabric, which would put his discovery far ahead of currently known research. "We've made an entire vehicle disappear."

However, Cramer is not revealing any evidence of his invisible material — even the images posted on his website are photo illustrations.

"We can't show it because someone will pick apart from those photos how it actually works," he said.

byron.chu@sunmedia.ca

This article reminds me of a story that is part of the history (folklore) of early aviation: around 1907 the Wright Brothers wanted to sell an aircraft to the U.S. Army. The U.S. Army was interested, but wanted to see the aircraft fly before they bought it. However, the Wright Brothers were very worried that people watching a demonstration would copy their ideas, so wanted the Army to buy the aircraft before they showed it could fly!

So: would you invest in Guy Cramer's "fabric material that can make a person or object completely invisible"? - I wouldn't.

Chris Hargreaves

SECRETARY - TREASURER'S REPORT

Welcome to another new member:

#434 Robert D. Galway of Toronto, Ontario

As of January 01, 2013, the Society has a total membership of 132. This is an increase of 1 from January, 2012. The breakdown of the membership is as follows:

CANADA:

Alberta 11
British Columbia 14
Manitoba 2
New Brunswick 6
Newfoundland 2
Northwest Territories 1
Nova Scotia 1
Ontario 44
Quebec 6
Saskatchewan 2

Total 89

USA:

Arizona 1
California 2
Colorado 2
Connecticut 2
Florida 1
Illinois 4
Kentucky 1
Michigan 2
New Jersey 1
New York 6
North Carolina 1
Ohio 1
Oregon 2
Texas 2
Virginia 2
Washington, D.C. 1

Total 31

INTERNATIONAL:

Australia 1
Cayman Islands 1
France 2
Israel 1
Netherlands 1
New Zealand 2
Switzerland 1
U.K. 3

Total 12

GRAND TOTAL: 132

The 2012 year end Treasurer's Report is shown on the next page.

Members may notice that although our membership numbers have gone up, the amount of "Dues – New members & Renewals" has decreased. This is caused by a number of things:

1. How many multi year renewals we get each year.
2. Publication of the December Canadian Aerophilatelist. - If it's late, all the December renewals come the following year. If it's on time, a number of them come in December.

Brian Wolfenden

PRESIDENT'S THANKS

- To Brian and Joan for the great job they do maintaining our records.
- To the members who made donations to the Society. - The financial donations have put us in excellent shape for the future. There have also been donations to our library, which is now very comprehensive, and can provide some information on most topics in aerophilately and Canadian airmail history.
- To all the members who pay their dues promptly, and make Brian and Joan's administrative work easier.
- To Steve Johnson for maintaining our website, to Neil Hunter for co-ordinating the revised edition of The Air Mails of Canada and Newfoundland, and to Gord Mallet for regularly updating the index to this journal. - Their reports appear later in this issue.
- To Dick Malott, who is arranging for Snowbirds covers to be produced and flown again this year,
- To David Whiteley, for working with the Winnipeg Philatelic Society, and co-ordinating arrangements for our Symposium at ROYAL 2013 ROYALE in June this year.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2011 AND 31 DEC 2012

	2011	2012
Opening Bank Balance	<u>9,779.15</u>	<u>10,543.93</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	2,920.23	2,213.14
CAS Covers – sale of various philatelic covers	1,995.98	2,348.72
Other Sales – includes e.g. books, pins & advertising	198.00	0.00
Donations – from members	46.65	10,103.91
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>5,160.86</u>	14,665.77
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	14,940.01	25,209.70
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	104.36	138.09
Philatelic Covers-costs e.g. covers, postage & envelopes	966.35	1,082.67
Office Supplies	78.73	90.67
Postage-such as for CAS journal, covers & books	991.37	697.96
Printing and Photocopying – such as journal and catalogue	1,670.78	1,514.88
Bank Charges-chequing account,cheques,deposit stamp	19.80	0.00
AAMS – publications & other books	222.78	67.00
Web Site	120.20	92.50
CAS mini sheets	178.77	0.00
Engraving – presentation plaques/donations	<u>42.94</u>	<u>63.63</u>
Expenses Incurred during the Year	<u>4,396.08</u>	<u>3,747.40</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>4,396.08</u>	<u>3,747.40</u>
Closing Bank Balance	<u>10,543.93</u>	<u>21,462.30</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>10,543.93</u>	<u>21,462.30</u>

BRIAN WOLFENDEN
Treasurer - CAS

WEBMASTER'S REPORT

The counter on the CAS website currently stands at 4,937. This measures the number of different "computers" that have visited the site: it does not count repeat visits by the same user.

A lot of people are visiting the website. - This total was 4,433 in August last year; 3,500 in August 2011; and 2,525 in February 2010.

A huge amount of statistics are available from our webhost, and they make very interesting reading. - In the first three weeks of February there were:

- Unique Visitors: 172
- Number of Visits: 319
- Pages viewed: 987

The busiest days for downloads is Saturday and Sunday, however, most visits occur on Mondays and Fridays.

The top 10 Countries for downloads are from: Canada, USA, Germany, Switzerland, Ukraine, China, GB, Romania, Netherlands and Spain.

Other countries that have viewed the page include: Ivory Coast, Togo, Nigeria, and Moldova. The website has had visitors from 40 different countries in total.

15% of visitors used cellphones to view the website.

The most viewed page is the items for sale page.

Steve Johnson

The Canadian Aerophilatelist - Index and Back Issues

This 44,100-word Index catalogues the contents of *The Canadian Aerophilatelist*, from July 1985's inaugural issue to the December 2012 issue [Journal #93].

All Journal articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists are included in the Index, 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 [located under Edit in the menu bar] any keyword, phrase or The Air Mails of Canada and Newfoundland catalogue number can be utilized to locate pertinent articles of interest.

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

Gord Mallett

THE AIR MAILS of CANADA AND NEWFOUNDLAND

Section 5 - *Government and Other Airmail Covers of Canada* by Dick McIntosh; Section 7 - *Interrupted and Crash Covers of Canada and Newfoundland* by Ken Sanford; and Section 17 - *Canadian Air Mail Rates, Domestic and International* by David Crotty; have been revised, and draft copies sent to Vickie Canfield-Peters, editor of the *American Air Mail Catalogues*.

Vickie will be converting the draft sections to AAMC format, and adding in illustrations of covers.

Once the number of pages required for these sections is determined, we can decide on which other sections will be included in full in the revised edition of *The Air Mails of Canada and Newfoundland*, and which sections can only be given a list of additions and changes from the information in the current volume.

Neil Hunter, Editor in Chief AMCN

EDITOR'S REPORT

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

Producing each issue of The Canadian Aerophilatelist continues to involve two balancing acts:

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

I was very pleased to receive the following email in December:

Yesterday I got the latest issue and I must say I have never seen so much varied material in any magazine. I had real fun reading all the various articles and the requests for more information. This is really what an outfit like ours is for, information and research carried out as best the members can do. Great stuff !!

Ed

I also received another email regarding the December issue:

Many great articles. I especially enjoyed the Double Flown Covers, Sports Cachets and Major Barker content. Fascinating stuff!

Gord

It's very nice to know the balancing act for content seems to be going well.

However, I continually struggle with the balance between "new" and "backlog" material, and also with answering all my correspondence in an appropriate but timely manner.

If anybody is wondering why a particular item has not yet been published, or why their correspondence has not been answered, please send me a reminder.

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2013

The "Notes" in the January 2013 *Bulletin of the Metropolitan Air Post Society* included an announcement that:

In February, our member and Webmaster, Ken Sanford, will celebrate his 50th Anniversary as a member of the American Air Mail Society. CONGRATULATIONS!

That is quite a statistic to think about!

It means that when Ken organized the founding meeting of the Canadian Aerophilatelic Society during CANADA 84 in Montreal, he had already been a member of the AAMS for 21 years!

Ken has held numerous positions in aerophilately since 1984, including being the first Secretary of the Canadian Aerophilatelic Society; President of the American Air Mail Society in 1986 and 87; editor of *La Catastrophe*, journal of The Wreck & Crash Mail Society; editor of the *Interrupted and Crash Covers of Canada and Newfoundland* section of The Air Mails of Canada and Newfoundland; Convention Coordinator for the AAMS at the present time; and webmaster for MAPS, which is a role that hadn't even been imagined back in 1986.

Ken has also contributed an article to this issue of The Canadian Aerophilatelist; he contributed an article to the last issue of The Canadian Aerophilatelist; and has in fact contributed an item or book review to most issues of The Canadian Aerophilatelist. - Ken is mentioned 58 times in the index to our journal!

I am very pleased to announce that THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2011 is being presented to KEN SANFORD in appreciation of his many contributions to The Canadian Aerophilatelist; to The Canadian Aerophilatelic Society; to the American Air Mail Society; and to aerophilately in general.

Congratulations Ken!

FUTURE CAS MEETINGS

ORAPEX, Ottawa - May 4th - 5th 2013

ORAPEX 2013 will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in the Curling Rink. The show will be open on Saturday May 4th from 10 a.m. to 6 p.m., and Sunday May 5th from 10 a.m. to 4 p.m. Admission and parking are free. There will be over 40 dealers and 150 frames of exhibits. For more information see www.orapex.ca

On Sunday May 5th there will be a talk at ORAPEX by
DICK MALOTT

on

A History of my Aerophilatelic Activities over 80 years of Collecting.

The talk will be given during a breakfast meeting of the CAS and the Philatelic Specialists Society of Canada, from 8.00am to 10am. There will be a charge of \$20 per person for the breakfast. Please advise Brian Wolfenden by May 1st if you would like to attend [bjnepean@trytel.com]. Payment can be made to Brian at ORAPEX.

CAS Air Mail Symposium at ROYAL 2013 ROYALE

Winnipeg, Manitoba - June 21st to 23rd 2013

Friday June 21st - Show open 9.00am to 6.00pm

1.00pm - 4.00pm Tour to Western Canada Aviation Museum - A chance to see aircraft that flew the mail in the 1930's, browse among the exhibits, and have special access to the museum's philatelic collection.

Saturday June 22nd - Show open 9.00am to 6.00pm

10.00am CAS Forum - discussion of the non-competitive exhibits.

1.00pm - Aerophilatelic speakers:

a talk by DENNY MAY, about his father "Wop" May, who organized the first air mail services from Fort McMurray along the Mackenzie River, and across the Arctic Circle to Aklavik in December 1929;

a presentation prepared by PIERRE VACHON about his father Romeo Vachon, who developed the winter air mail service along the north shore of the St. Lawrence River during the 1920's, when mail was dropped from aircraft to communities that were otherwise cut off except for occasional mail deliveries by dog sled.

6.00pm RPSC President's Reception.

7.00pm Awards Banquet.

Sunday June 23rd - Show open 9.00am to 6.00pm

10.00am RPSC judges critique of the competitive exhibits

2.00pm Annual General Meeting of the Canadian Aerophilatelic Society.

The symposium will include 80 frames of air mail exhibits, which can be either competitive or non-competitive.

The competitive exhibits will be judged by RPSC qualified judges, according to the traditional APS criteria for aerophilatelic exhibits, and be eligible for all the RPSC awards at the show.

The non-competitive exhibits are an opportunity for people to exhibit what they want, how they want. On Saturday morning there will be a forum by the frames, at which each of the non-competitive exhibits will be discussed. We are planning to record the forum, and send each of the non-competitive exhibitors a DVD recording of all the comments. To involve members who would like some feedback on their exhibit but cannot come to the symposium, and are reluctant to send treasured items by mail or courier, the non-competitive exhibitors may send in a colour copy of their exhibit. These copies will be displayed in frames along with the "full exhibits".

For more information see website www.royal2013royale.com or contact David Whiteley [address on page 2].



Many thanks from the CAS to AIR CANADA for the help they have offered with travel arrangements for our speakers at the Symposium.

BNAPEX 2013

BNAPS will return to Prince Edward Island in 2013, with the BNAPEX 2013 convention being held on Labour Day weekend, August 30 — September 1 (Friday, Saturday, Sunday), at the Rodd Royalty hotel in Charlottetown. The exhibition facility will accommodate 12-16 dealers and slightly more than one hundred and thirty exhibition frames. In addition to the usual philatelic events there will be island tours and a lobster dinner is being arranged.

If you are interested in helping or presenting at a joint CAS/BNAPS Airmail Study Group meeting, please contact George Dresser. [g-dresser@suddenlink.net]

CALTAPEX, Calgary

The Calgary Philatelic Society will be holding its annual Fall show from October 18th to 20th 2013.

The Western Chapter of the CAS will be hold their usual lunchtime meeting during the show.

For more information contact Dave Brown dgbrown_id@shaw.ca

TORONTO DAY OF AEROPHILATELY

This annual event will be held on Sunday November 3rd, 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

NEWS - NEWS - NEWS

Congratulations to Mike Shand who was elected **Patron of the Air Mail Society of New Zealand** at their Annual General Meeting.

The announcement in the New Zealand Air Mail News stated:

We now have a new Patron: Mike Shand of Ottawa in Canada, who will be well known to many members as a longtime collector and exhibitor of New Zealand airmails and author of many articles in our monthly newsletter and also in other newsletters in Britain, Australia and Canada, in addition to which he is the editor of the current third edition of the *New Zealand Airmail Catalogue*.

Mike is also member #4 of The Canadian Aerophilatelic Society, and a former Vice-President of the CAS.

The AMSNZ is based in Christchurch, New Zealand, but has one quarter of its members elsewhere in New Zealand, and another half residing in overseas countries. For more information about the AMSNZ see their website www.newzeal.com/Philately/AirmailSociety.htm or contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8

Congratulations to Doug Lingard who is the **ORAPEX 2013 honoree**.

Each year ORAPEX honours a distinguished Canadian philatelist who has made a significant contribution to the hobby. Doug Lingard has served on the ORAPEX committee for 35 years, and has chaired it for the past 15 years. Doug will be honoured by a show cover, and will be featured in the show program.

Doug is also a member of the CAS, and has arranged our meeting at ORAPEX each year.

Research British newspapers online at www.findmypast.com

An advertisement for the site states: 65 million-plus articles covering three centuries

8000 new pages scanned every day

Local and regional newspapers from the UK dating from 1700 to 1950

Thanks to Ken Sanford for passing this on.

New Philatelic Tool - Celestron Hand Held Digital Microscope with built in camera - Model 44302-a

Peter Wood highly recommends this microscope, which is described on the Celestron website as:

- Handheld Digital Microscope Powered by a 2.0 USB Cable
- Digital Camera - built-in 2MP for Snapshot Images and Videos
- Power - 10x to 40x and 150x
- LED Illumination
- CD-ROM - Software for Basic Image Capture and Organization as well as Simple Measurement Function (on Windows based operating systems)
- Computer Requirements - UVC Plug and Play with Windows 7, Vista, and XP and most MAC 10.4.9 and later, CD/DVD Drive and open USB Port
- Size - 4.25"x1.25" (108 mm x 32 mm)
- Weight - 4 oz (113 g)

There is a video of its use at www.celestron.com

According to Peter:

It is a USB 2.0 device. No power adapter required.

It comes complete with a removable stand and CD with software. Use of stand makes the device "hands free". I usually set it about an inch above the stamp and focus it. This allows me to place stamps one after another under it without disturbing the focus. With smaller stamps, or even large ones, I put them on a moveable surface, such as a piece of paper or index card, and slide that as one would a specimen slide.

It has a measuring tool as part of the software. There is a "ruler" icon at the lower right hand side of the software screen. Click on it, and like any other software you can move it to where you want it a little off the previous screen. Most "rulers" require it to be placed on top of device to be measured. I discovered a way not to. Once the scope is focused any distance from the object, mm, inches or feet (for covers) I place a ruler under it - the mm scale on my perf gauge - and measure the distance for 10mm. The answer I get as an example is 2.56mm. I then get out my trusty calculator - actually I use the one in Microsoft - and put into "Memory" the answer I got previously AFTER moving the decimal ONE place to the left as in .256 into "Memory". This "new" measurement is now for ONE mm at this distance. Place the stamp you want to measure under the scope, having removed your perf gauge and click on where you want to start measuring and a blue push pin will appear. Make sure the "point" of the pin is where you want it by simply dragging it. Go to the second point and click, a red pin appears. You can be absolutely sure you are horizontal or vertical, if necessary, by dragging either pin until for vertical the "Y" axis are identical, or for horizontal the "X" axis are identical. The resulting number you now input into the calculator and DIVIDE that by the previous number in memory. Remember the number in memory is in fact the new dimension for ONE mm, AT THAT HEIGHT so the answer you see on the calculator is now the true dimension in mm of what you wanted to measure. Every time you change the height, it is necessary to repeat this step; in fact you would be prudent to do so every time you come back to the PC after leaving it to ensure the "height" has not changed.

To see a whole stamp I set the stand on a solid base 4 to 6 inches off the table, I then repeat the process above should I want to utilize the ruler. This is handy if you want to take a complete picture of a whole stamp or stamps. A good example would be to photograph your entire collection stamp by stamp for insurance purposes.

You can create any number of pictures and albums you choose, and call each of them whatever you want, by renaming the "images".

There are three choices of pictures. The choice is software driven by icons, ALL are hands-free; single shot, burst mode — you can set how many, or video (not all that useful for stamps). The pictures are all "jpeg" and can be modified the same way you modify other jpeg pictures. The first screen that opens has a menu bar. Under "File" is "Settings" where you can modify all the defaults that program installed.

There are also three views of the software screen. The first is about 6 inches square. The second as is usual with windows, click on the middle upper right box. The third by using the software itself, the bottom right hand blue icon and go full screen — reverts to previous screen by using "escape" key.

CELESTRON HAND HELD DIGITAL MICROSCOPE WITH BUILT IN CAMERA - Review by Peter Wood continued:

You can install the software on several computers and simply take the scope with you.

The stand is totally removable if you choose to use it as a hand held device,

The microscope does have a couple of shortcomings. There is absolutely no documentation for its use. Each user will develop their own criteria on how they best use it. Also, for some inexplicable reason, the software remembers the number of the last image taken, even though you renamed it, and call the next image the next number. This could also be considered a "safety" feature so as not to overwrite a previous picture.

The store I bought mine at here in Toronto, for \$75 Cdn plus tax, has gone out of business. I found a supplier in the US who has this scope in two versions, they are identical, it is simply how it is packaged. One was in a bubble pack for \$45, the other in a cardboard box for \$69 US plus taxes and shipping. I bought 10 units of the Bubble pack variety and the total cost of each for me was \$60.00 including all Canadian taxes, shipping and conversion. I am prepared to sell them to anyone interested at my cost plus shipping to those interested. Any picked up at my home have no shipping added. No credit cards please cash or money orders only. Please email me first so I can determine cost of mailing if necessary.

Instructions inside also remind the user to NOT plug in the scope until after the CD is installed.

The software has 3 models on it, be sure you choose the 44302-a. No real need to look at the "manual" on the CD, it will install anyway.

Peter Wood, 45 Watercliffe Road, Toronto, ON M9W 4E8

Phone (416)748-1599. Please no calls after 10pm EST or before 8:30am EST.

Email: plwood@sympatico.ca

Thanks Peter.

NEW BOOK: Jusqu'à hand stamps and other route indications, by J.C. ter Welle

English Language. 378 Pages. B/w Illustrations. Size: 21x14.8 cms. Editor: The American Book Center.

Price: 32,50 Euros. To order contact Henk P. Burgman, Spechtstraat 70, NL-1021 VW Amsterdam

NEDERLAND [henk.burgman@gmail.com]

Reviewed by Henk Burgman.

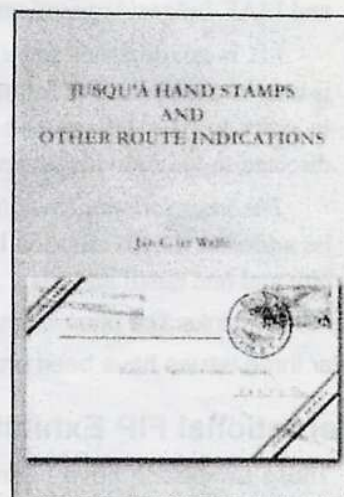
A short explanation about the word "jusqu'à".

The translation of the word "Jusqu'à" literally means 'to' or even better 'up to'. Both are not exactly correct. The "Jusqu'à" cachets and remarks show that the letter has to be transported by air for at least a part of the way to its destination.

In the beginning of the transport of mail by air, it happened to be that a letter was sent by plane for a part of the way and further on by ship, train or other way of transportation. To inform on which part of the trajectory the letter had to be transported by plane (or not), postal remarks were placed on the letters.

The cancellations were used from just after WW 1 and ended in the mid-fifties of the twentieth century. After that time, airmail transportation had developed and mail on long distance was always sent by airplane after this period.

The first chapter of the book shows on about 300 pages hundreds of these cancellations, alphabetically by country (Aden to Zanzibar). The second chapter of 50 pages gives an overview of the used cancellations (stripes and crosses) who had to annulate the airmail remark. Chapter three treats the special cancellations as "Exceptionnellement" or "Entierement". There is also a short introduction and the book closes with 15 pages of notes and explanations.



Corner Mounts

At the last Day of Aerophilately in Toronto, a number of people were interested in the corner mounts Peter Wood used. Peter's informed me that he got them from Crystal Clear Bags Canada Inc., in Strathroy, Ont., Their web site is www.clearbags.ca and email was sales@clearbags.ca. Their phone is 888-436-6197.

The Global Philatelic Library

The Global Philatelic Library (GPL), a centralized information portal to the world's greatest philatelic research, has been launched. Complete information can be found at <http://www.globalphilateliclibrary.org>. Searchable listings of philatelic books and publications, as well as resource locations and access are now instantly available. The Greene Foundation in Canada is one of the contributing research libraries, along with other philatelic libraries world-wide. Having trouble finding articles about your obscure corner of philately? Perhaps you may find useful information in the data bases accessible from the GPL website. Worth a try.

This information came from *The International Exhibitor Newsletter* - see details below.

The International Exhibitor Newsletter

A message from Jim Taylor, RPSC International Liaison Officer:

Since my November, 2012 appointment as chairman of the Royal Philatelic Society of Canada International Committee and International Liaison Officer, I have received many e-mails and calls from exhibitors who are qualified to apply for frames at FIP and FIAF international philatelic exhibitions. After spending time answering individual enquiries, I decided that a newsletter might be the better way to communicate FIP and FIAF news and updates.

The International Exhibitor Newsletter (I.E.) is a new e-publication particularly aimed at Canadian exhibitors who have exhibits (restricted to single-frame and/or 5-frame or larger exhibits) that have won vermeil or gold Royal Philatelic Society of Canada (RPSC) medals at Canadian National Exhibitions that have been sanctioned by the RPSC. This includes the RPSC Royal - Royale annual shows held in different Canadian cities. These medal award levels qualify an exhibitor to apply for FIP and FIAF exhibit space at International Philatelic Exhibitions world and hemisphere wide.

The Newsletter is also useful for current Canadian FIP and FIAF qualified exhibitors who need current news. Canadian Commissioners, Canadian delegates to FIP and FIAF Technical Commissions, Canadian FIP and FIAF Judges/Apprentices may also benefit from the newsletter contents.

I.E. is not designed to be a periodical but rather will be issued occasionally as required. I.E. at this point is only available in .pdf format by email. Specific enquiries and questions may appear as Letters to the Editor in order to pass information on to others. Inquiries about individual Commissioners or Judges should be directed to the individuals involved.

The International Exhibitor Newsletter will be sent to everybody who would like to receive a copy. - To be added to the distribution list, contact Jim Taylor at miquelon@shaw.ca. Please include your full name, city and one email address.

Your editor thinks *The International Exhibitor Newsletter* is a great idea!

So far three issues have been produced, and a digest of the information contained in them is given below:

International FIP Exhibitions - 2013

These exhibitions have been closed for entries, but information about them can be found on the websites:

AUSTRALIA 2013 - MELBOURNE, AUSTRALIA - MAY 10-15, 2013

Website: www.australia2013.com

THAILAND 2013 - BANGKOK, THAILAND - AUGUST 2-14, 2013

Website: <http://thailand2013.com/>

BRASILIANA 2013 - RIO DE JANEIRO, BRAZIL - NOVEMBER 19-25, 2013.

Website: <http://brasiliانا-2013.blogspot.com.br/>

FIP EXHIBITIONS IN THE PLANNING STAGES

KOREA 2014 – SEOUL KOREA - August 7-12, 2014

Canadian Commissioner for PHILAKOREA 2014: George Constantourakis
2115 Girouard, Montreal QC, H4A 3C4. Email: geo.constant@sympatico.ca Phone: +(514) 482 2764
(evenings & weekends) No website or entry forms yet

MALAYSIA 2014 WORLD YOUTH EXHIBITION - Kuala Lumpur - September 14-21, 2014

Canadian Commissioner for MALAYSIA 2014: TBA
Specialized restricted to Youth Class only. There is no frame fee for Youth Exhibitors. No website yet

SINGAPORE 2015 - REPUBLIC OF SINGAPORE - August 13-17, 2015

<https://www.facebook.com/singapore2015>

<http://www.singapore2015.com>

NEW YORK 2016 - NEW YORK CITY, UNITED STATES - May 22-29, 2016

Website: <http://www.ny2016.org>

SOUTH AFRICA 2016 - CAPETOWN, SOUTH AFRICA

TBA

Exhibitions listed are in the planning stage and are tentative. - Countries, venues and dates are subject to change.

ST. PIERRE STAMP EXPO 2014

STAMP EXPO 2014 is currently planned for St. Pierre on the French islands of St. Pierre et Miquelon (SPM) for September 24-28, 2014. (These dates are revised from dates previously announced.) This is not an FIP exhibition. It is considered a National level show by the FIAP and the RPSC. Jean-Jacques Tillard, the organizing Chairman, has invited 6 countries, the US, Canada, Chile, Colombia, SPM and France, to exhibit. Each country has assigned a commissioner. A number of international judges will compose the philatelic jury. The Canadian Commissioner is Charles Verge. Details will appear on the SPM Philatelic Club website in April, 2014. Website: <http://www.clubphilatelique.com/>.

NOTES FROM JIM TAYLOR regarding NEW YORK 2016

Several exhibitors, on the verge of going international with their exhibits, sent me email messages. They mentioned that they were aiming to enter their qualifying 5-frame exhibits in the FIP World Exhibition to be held in New York City in 2016. The NYC event is going to be a very large show. It is within easy travelling distance from Central Canada and many Canadians will be making the trip to the Big Apple. It will certainly be the North American philatelic highlight of the decade. I certainly encourage all Canadian exhibitors who qualify, to send an entry in to the New York Show. Entry forms will be available in 2015 and a RPSC Canadian Commissioner will be appointed in 2015.

Similarly, I had set my sights on exhibiting at the previous large US Exhibition in Washington, DC in 2006. Demand for exhibit space was so great that the RPSC had appointed two National Commissioners (one

Continued

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NOTES FROM JIM TAYLOR regarding NEW YORK 2016 continued:

East, another Western Canada) to handle the flurry of Canadian entries. Exhibit space is allocated according to written rules and quotas laid down by the FIP (rules and regulations are laid out on the FIP website). The sheer numbers of world-wide entries to Washington 2006 meant that many did not make the cut - including mine. I eventually obtained frame space in the FIP World Exhibition ESPANA 2006 in Malaga, Spain where I was delighted to have won a Large Vermeil Medal. Perhaps other FIP World Exhibits, with less competition for frames, may also be worthy of your application as well as the big 2016 US show.

Clarification from Jim Taylor re CANADA UNITED STATES FIP EXHIBITION FEES

Australia 2013 will be the first exhibition where the American Philatelic Society (APS) will enforce a "FIP participation fee" payable by accepted USA exhibitors and USA jury members. These levies (donations?) are charged in addition to the usual "Frame Fees", "Commissioner Fees" and incidental Fees incurred when exhibiting at FIP shows such as overweight baggage charges.

To quote Stephen D. Schumann, Chairman, International Committee of the APS:

"The fee schedule is as follows: (1.) 5 or 8 frame exhibits- US\$50.00, (2.) 1-frame exhibits- US\$25.00, (3.) Jury members- US\$100.00 (applies whether the USA person is selected from the 'short list', selected by the host country or selected by the FIP) . Literature exhibitors are exempt since they are already required to submit two copies of their publication, which are not returned. Youth exhibitors are also exempt. Commissioners are exempt UNLESS they exhibit, in which case the fees above will apply. The Commissioner in question will collect these fees and forward them, with a list of donors to APS. The APS will send letters of acknowledgement to each donor, thanking them for the amount donated."

As I understand it the 'donations' are meant to off set the cost of US membership in the FIP.

Canadian entries in FIP and FIAF international exhibitions are not subject to US APS extra fees or similar Canadian RPSC fees. The usual and customary "Frame Fees", "Commissioner Fees" and incidental Fees incurred when exhibiting such as over-weight baggage charges are still applicable to Canadian exhibitors. Additional fees or donations for Canadian exhibitors have not been authorized by the RPSC Board of Directors. All Canadian domiciled exhibitors, both nationally and internationally, are required to be RPSC members in good standing. George Pepall, the RPSC President and Board Chairman comments 'The RPSC has no intention of imposing further fees on its member exhibitors beyond those already in place. Additional fees tend to discourage exhibitors from entering international shows, which is contrary to what the RPSC Board wants to see.'

Anybody who would like to receive future copies of *The International Exhibitor Newsletter* should contact Jim Taylor at miquelon@shaw.ca and ask to be added to the distribution list . Please include your full name, city and one email address.

Readers attending the CAS Symposium during ROYAL 2013 ROYALE in Winnipeg, June 21-23, 2013, will have an opportunity to talk to Jim then, as he is planning to attend the show.

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

The 46th Congress and General Meeting of F.I.S.A will be held on Saturday April 27th 2013 from 9 to 11.30 a.m., in the San Francisco Airport Marriott Waterfront Hotel during WESTPEX 2013 in San Francisco/USA.

The Agenda includes:

- Yearly Report and Treasurer's Report
- Admittance and Exclusion of Members
- Election of Members of the Directorium: Retirement: Gerard Collot (France); New candidates: Peter Beer (Switzerland), Dominique Petit (France) and Richard Saundry (Great Britain).
- Granting of Awards
- Granting of Patronage or Auspices to Exhibitions

Ken Sanford (CAS member #6) will be attending WESTPEX, and will represent the CAS at the FISA Congress.

In Memoriam – Malcolm Ellis

Malcolm lived in Metcalfe, Ontario, and had been a member of the CAS since 1985. He was a stamp dealer who advertised regularly in *Canadian Stamp News*, and was famous for his box lots.

Brian Wolfenden

In Memoriam – Richard Lamb

One of Canada's most respected philatelists passed away on Monday, December 24, 2012 at the Grand River Hospital in Kitchener, Ontario. Richard (Dick) Lamb is best known to stamp collectors across Canada, in the U.S., Great Britain, New Zealand, Australia and elsewhere, as a knowledgeable stamp dealer who always strove to provide his customers, many of whom became lifelong friends, with quality stamps at a fair price. He enjoyed a sterling reputation as a dealer throughout his long career in the business.

Dick was a member of various study groups at one time or another, including the Canadian Re-entry group, the Cyprus Study Circle, the Hong Kong Study Circle, Large and Small Queen Study Circle, and the Squared Circle Study Group; and also active with the Kitchener-Waterloo Philatelic Society. He was elected a Fellow of The Royal Philatelic Society of Canada in 2002.

Tony Shaman, Editor *The Canadian Philatelist*

Richard very helpful when I contacted him in connection with the enquiry into the "blue" semi-official air mail stamp of Jack V. Elliot Air Service. - He described how he had purchased the philatelic holding of Aurelius Berberich in 1968, and found a hoard of Canadian Semi-official Airmail envelopes that had been stored "for security reasons" in a large grandfather clock. His full account was included in the September 2012 Canadian Aerophilatelist.

After this enquiry, I had an occasional correspondence with Richard that I much enjoyed. He was a very nice man.

Chris Hargreaves

What goes around comes around

Denny May

Some months back I was sent a postcard (below) by a collector in England who knew I was interested in Airmail related postcards.....

Now this looks like an interesting card showing the aircraft of Commercial Airways at Fort McMurray ready to depart on the First Official Air Mail Flight to the Arctic.

Now let's look at the other side...

It was sent from Edmonton, Alberta on February 6, 1930, to England with a 2 Cent Canadian Stamp.



However.....

The sender was my mother Vi (Bode) May, wife of C.A.L. Pilot "W.R. "Wop" May to her Aunt Ellen Bode, wife of George Herbert Bode.

It is a small world and when they say "what goes around comes around" seems to be true.

Denny May. Edmonton, Alberta, Canada

The inscription on the front of the postcard reads: *First Flight Air Mail McMurray to Aklavik Dec 10/29. Commercial Airways.* One of the covers flown to Aklavik is illustrated on the front cover of this issue.

The message on the back reads: *Dear Auntie,*

Thought this would interest you. It is taken on the snye joining two rivers. The headquarters for the planes. Just have a nose hangar. The team has just brought the mail down. It was 42 below zero when this was taken. Wop's plane is the very last one. Have marked it. It is about 5 minutes walk from the settlement. I have marked just about where it is.

Love Vi

The snye was a stretch of quiet water between the Athabaska and Clearwater rivers, that was used as a base for floatplanes in summer, and for ski equipped planes in winter.

Denny May will be speaking about his father's flying career, and his family's experiences in Fort McMurray, during the CAS symposium in Winnipeg on Saturday June 22nd. See page 8 for more information.

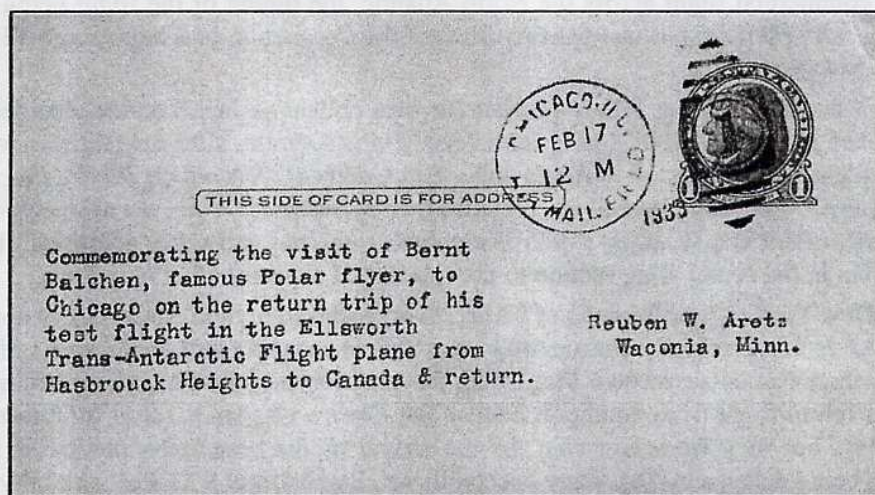
1933 - More on the BERNT BALCHEN POSTCARDS

There was a question in the December 2012 Canadian Aerophilatelist about a postcard from WINNIPEG postmarked FEB 25 1933 with a cachet "COMMEMORATING THE VISIT OF BERNT BALCHEN (deleted AND LINCOLN ELLSWORTH) THE FAMOUS POLAR EXPLORER (deleted S), TO WINNIPEG, ON TEST FLIGHT OF THEIR PLANE FOR TRANS-ANTARCTIC FLIGHT. The card was addressed to Reuben W. Aretz. c/o George Fawkes in Vancouver.

Hal Vogel responded:

The shown card is one of a set (how many?) that were serviced privately by someone (annotating each as 1 of 9) to document return flight of Balchen in Polar Star (Northrop Gamma 2B), who conducted test flights in Canada before leaving for the Antarctic in an attempt to fly across the entire continent (for the first time). It would take two more seasons for this to be accomplished by the Ellsworth Trans-Antarctic expedition.

Attached are two more of the cards from sites different from that of "your" card. One is cancelled 17 Feb 1933 at Chicago, Illinois, USA, and the other 1 March at Saint Paul, Minnesota. They are type addressed to the same person as is the recipient of the card shown in the journal. The typed annotations are slightly different, but very similar. Wonder if the shown card also is reverse annotated "1 of 9?"



I checked with Jim Miller who sent in the original enquiry. There was no notation on the back of the card shown in December, nor on two similar cards Jim has. They are all blank.

Thanks Hal, and thanks Jim.

1937 - TRANS-ATLANTIC FLIGHTS by DICK MERRILL

Richard Beith

An article in the December 2012 Canadian Aerophilatelist included a cover from the "ANGLO-AMERICAN GOODWILL CORONATION FLIGHT" by Dick Merrill. The article stated that, "After attending the Coronation, he took off from South Beach Liverpool, returning to NY City in 24hrs 22mts 25 sec. A record for east-West flight".

Richard Beith has commented:

South Beach Liverpool is a mythical location. This erroneous description is on page 1589 of volume 4 of the Fifth Edition of the American Air Mail Catalogue, at TO 1280.

In reality, Merrill used the beach at Southport, a resort on the Lancashire coast, for both his 1936 and 1937 return flights. Southport is about 16 miles north north-east of Liverpool. For full details of both flights see my February 1997 article in the APJ.

The following description of the flight comes from Richard's article in the Air Post Journal:

Captain Merrill was not put off by his forced landing in Newfoundland in 1936. By the late spring of 1937 he was ready for another flight, this time hoping to return all the way to New York. His aim was to demonstrate the possibilities for commercial flight across the North Atlantic, the timing of the flight being arranged so that he should be able to carry photographs and the first films of the Coronation of King George VI back to the USA on behalf of Hearst newspapers.

This time, Merrill and his co-pilot, fellow Eastern Airlines colleague Jack Lambie, decided on a twin engined plane, the Lockheed *Electra* 10E NR 16059, christened *Daily Express*, after the British newspaper. At the time of the flight the plane was registered to *Anglo-American Goodwill Coronation Flight, Inc.* of Washington DC, of which Dick Merrill was president and the previous owner, Frank J. Quinn, the secretary-treasurer. The plane was powered by two Pratt and Whitney R-985 *Wasp Junior* engines and seven additional fuel tanks were fitted in the cabin and six in the center wing section to provide a total capacity of 1270 gallons.

Setting off from New York on the afternoon of 8 May, they reached Croydon Airport in 20 hours 27 minutes, after a brief stop at RAF North Weald. By chance, they were able to carry the first photographs of the dramatic end of the *Hindenburg* which had occurred on 6 May. With the experience of the 1936 flight behind him, Merrill again chose to start his return flight from Southport Sands. The *Electra* was made ready for departure at 6:00 AM on Thursday, 13 May, but they waited in vain for the arrival of the coronation newsreels from the south, the connecting plane being delayed by fog. They eventually left Southport at 9:13 PM with only still photographs of the coronation events on board. A large crowd of local citizens gathered to see them off.



1937 - TRANS-ATLANTIC FLIGHTS BY DICK MERRILL by Richard Beith continued:

They reached Floyd Bennett Field, New York, in 24 hours and 22 minutes after a brief stop at Squantum Naval Air Station, Quincy, Massachusetts, to check the fuel gauge. This double Atlantic crossing, using a commercial plane and carried out within a seven day period, was a notable achievement and was not duplicated until the August 1938 double flight of the German four-engined FW 200: Berlin - New York - Berlin.

Aerophilatelic Souvenirs

Merrill and Lambie carried about 15,000 souvenir covers on the double trip which are still easy to locate (AAMS TO 1280). They carry cachets in blue or red, inscribed ANGLO-AMERICAN GOODWILL CORONATION FLIGHT. Covers are known signed by both Lambie and Merrill.



The covers bear the following postmarks: NEW YORK NY GPO MAY 8 2 PM 1937; LONDON EC 2.15 AM 13 MY 37; and NEW YORK NY GPO, MAY 14 5 PM 1937

The 1 1/2d Great Britain Coronation stamp (SG 461, Scott 234) was used on its first day of issue. Herman Herst recently associated the sale of these covers with either the Damon Runyon Cancer Fund or with a later (?) *National Philatelic Auctions for Refugee Relief*. Certainly they were heavily promoted by the New York firm of Gimbels and by noted British aerophilatelists FJ. Field Ltd of Sutton Coldfield, in the immediate aftermath of the flight.

In addition to the covers postmarked in London, a much smaller quantity, perhaps 20 in all, were posted in Southport for carriage on the return flight. One such cover using a printed *Prince of Wales Hotel, Southport* envelope was illustrated in the local paper, *The Southport Visiter*, for 5 June 1937, with its SOUTHPORT LANCs 6.30AM 13 MY 37 postmark (Figure 5).



The writer is not aware that any of these Southport covers have survived in aerophilatelic collections in the UK. Are there any in Canadian or American collections? As the new Coronation stamps were not available in Southport until the main post office opened at 8:00 AM, ordinary stamps were used.

Postscript

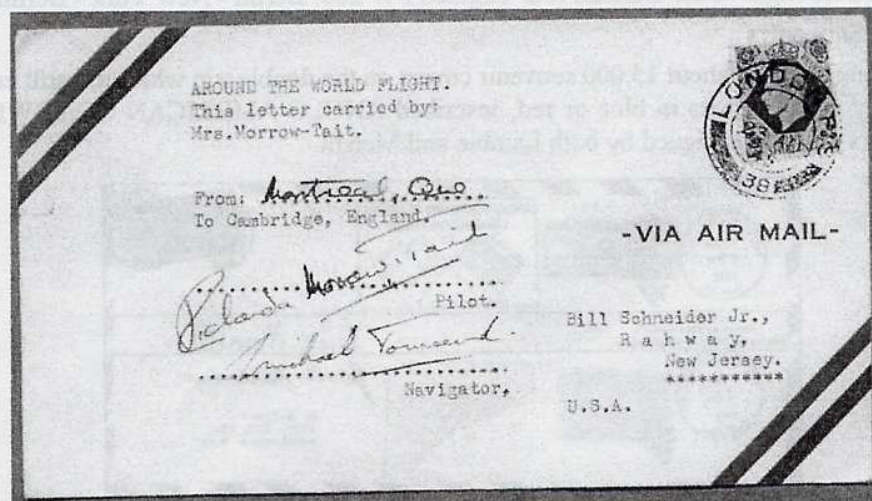
After its safe return to New York, the Lockheed *Electra* was utilized in the search for the missing Soviet airmen, Levanevsky et al, who were alleged to have disappeared during an attempted over-the-North Pole flight in August 1937. In 1938 this Lockheed was exported to the USSR.

Reference: Richard Beith: 'North Atlantic Airmails: A commemoration of the 60th anniversary of Two Important Double Atlantic Crossings', *Air Post Journal*, February 1997, pp.55-61.

Thanks Richard.

1948-1949 - RICHARDA MORROW-TAIT

First Round-The-World flight by a woman pilot.



Prudence Richarda Evelyn Routh was born on November 22, 1923 in Ickleton, Cambridgeshire, England. From 1932 through 1940, Prudence attended the Perse School for Girls in Cambridge. Shortly after the formal defeat of Nazi Germany and the end of Adolf Hitler's Third Reich on May 8, 1945 Prudence married Norman Robert Morrow-Tait on July 21, 1945. She began to use her middle name, Richarda and affectionately became known as Dikki. When the wartime ban on civil aviation was lifted Richarda joined the Cambridge Aero Club earning her private pilot's licence.

When daydreams became reality, Richarda dreamed of the impossible and made it come true. She read up on the wartime ferrying activities where aircraft crossed the oceans and studied weather patterns. Richarda became enthusiastic for an attempt for a woman to pilot a plane round-the-world. With their good friend, Michael Townsend, the Morrow-Taits shopped for a aircraft that could fly round-the-world. They selected a Percival Aircraft, a Proctor IV (G-AJMU) which had evolved from a wartime derivative with a history of record flights. Richarda remembered her daughter Anna's favorite nursery rhyme, Monday's child is fair of face, Tuesday's child is full of grace, Wednesday's child is full of woe, Thursday's child has far to go, and named her new plane, "Thursday's Child."



Continued

1948-1949 - RICHARDA MORROW-TAIT - First Round-the-world Flight by a Woman Pilot continued

On August 18, 1948 Richarda with her navigator, Michael Townsend, left Cambridge and began their flight eastward round-the-world. Her flight became a series of adventures and it progressed driven by Richarda's sheer determination.

She had two minor crashes and a six week enforced stay in India for aircraft repairs and the installation of extra fuel tanks. After an illegal escape from India, an unplanned stop in Indo-China (Viet Nam) and a crossing of the North Pacific in winter (instead of late summer as originally planned) they survived a forced landing near Tanacross AK in sub-zero temperatures due to carburetor icing. Efforts to get the Proctor repaired failed and Richarda was left almost penniless. Navigator, Townsend returned to England.

Richarda spent Christmas 1948 in Edmonton Canada and made a side trip to Seattle WA. She met Jack Ellis who agreed to become her navigator for the balance of her round-the-world trip if she was able to acquire another aircraft. Soon thereafter she purchased a BT-13 Vultee Valiant (NX-54084) and after some up-grade and repair was ready to fly "Next Thursday's Child" across Canada and the US returning to England.



Upon completing her journey Richarda Morrow-Tait became the first woman to pilot an aircraft round-the-world.

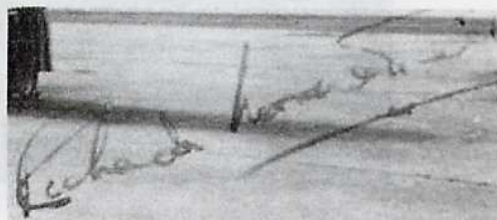
She received little acclaim for her feat and even a bit of ridicule from a public that felt she had abandoned her motherly duties for an unnecessary adventurous undertaking. Richarda lamented, "I had more trouble on the ground than I ever had in the air." She faded from publicity maintaining her pilot's licence into 1960. She passed away on December 17, 1982 from an incurable blood disease.



Continued

1948-1949 - RICHARDA MORROW-TAIT - First Round-the-world Flight by a Woman Pilot continued**ITINERARY:****Departed Cambridge England, 18th August 1948**

Croydon England
 Marseilles France
 Malta
 Nicosia Cyprus
 Al Habbaniya Iraq
 Bahrain
 Sharja UAE
 Karachi Pakistan
 Delhi India
 Calcutta India
 Rangoon Burma
 Vientiane Viet Nam
 Hong Kong
 Okinawa
 Itazuke Japan
 Tokyo Japan
 Chitose Japan
 Kuril Islands
 Aleutian Islands
 Shemya AK
 Adak AK
 Cold Bay AK
 Anchorage AK
 Forced landing (near Tanacross AK
 G-AJMU damaged) 11/21/48
 Seattle WA
 Vancouver British Columbia Canada
 Edmonton Canada
 Tanacross AK
 Edmonton Canada
 Minneapolis MN
 Chicago IL
 Buffalo NY
 Montreal Canada
 Burlington VT
 Montreal Canada
 Old Town ME
 Goose Bay Labrador
 Bluie West One, Narsarsuaq Greenland
 Keflavik Iceland
 Prestwick Scotland
Arrived in Croydon England, 19th August 1949



Many thanks to HERBERT LEALMAN for this information.

Herbert's main source was a website on Round-The-World Flights at

<http://www.wingnet.org/rtw/RTW003Z.HTM>

Two covers from this flight are listed in Section 5 of The Air Mails of Canada and Newfoundland:

- 4905 Seattle - Montreal
(postmarked Montreal, July 17)
- 4905a Montreal - London
(postmarked Cambridge, Aug. 23)

Continued

1948-1949 - RICHARDA MORROW-TAIT - First Round-the-world Flight by a Woman Pilot continued

POSTSCRIPT

While checking some dates in the previous article, your editor came across the following news story in the MIAMI DAILY NEWS for February 2nd 1951. - I think it gives a bit more explanation as to why Richarda Morrow-Tait "faded from Publicity" after her flight.

Husband Wins Divorce From Globe-Girdler

LONDON, Feb. 2—(AP)—A divorce judge held today that Richarda Morrow-Tait, a comely redhead who holds the slow motion record for a flight around the world, was naughty with her navigator.

Her husband, Norman, was awarded a divorce on grounds of her adultery with the man who charted her flight plan, Cambridge scholar Michael Townsend.

Townsend was ordered to pay Morrow-Tait \$500 (\$1,400) damages for stealing Richard's affection.

Richarda, a former artist's model who is now 27, set off in August, 1948, to fly around the world in a single-engine Proctor. Townsend went along to map the route for her.



RICHARDA

After messing up the plane in landing mishaps in France and Cyprus, they made a forced landing in Alaska in November, 1948, which washed out the plane for keeps.

Townsend gave up and returned to his studies at Cambridge. But Richarda doggedly went to work at various jobs in Canada and the United States, seeking funds to buy another plane and finish the trip.

With the help of generous Americans she finally got the money together in the summer of 1949. Townsend rejoined her for the last leg across the Atlantic.

They arrived at Croydon airport in August, 1949—just one year and a day after take-off.

Eight months later she gave birth to a boy and her husband, a civil engineer, went to see his lawyer. The divorce court gave Morrow-Tait custody of both the boy and a daughter, Anna, now four.

The court granted "care and control" of the two children, however, to Mrs. Morrow-Tait.

This means the children will live with their mother, but that Morrow-Tait will have the final say in such things as their schooling.

FOLLOW UP - 1958 Fort Churchill "Rocket Mail"



An article about these "stickers" in the December 2012 Canadian Aerophilatelist, included information from Robert Schoendorf who stated that, "Unfortunately, upon re-entry, the rockets impacted on the ice of Hudson Bay and the possibility of salvage became remote. It may be assumed that the writing on the envelopes and the stamps exposed to the elements were washed off and rendered undecipherable."

I received an email from Charles Bromser that, "about 20 covers exist, each has a notation of the particular flight date."

It is possible that these covers were prepared but not flown. However, Charles commented that, "In general rockets deliver their nose cones back to earth using a parachute mechanism, which were often recovered by helicopter."

Charles also sent me a reference to a website with an excellent history of the rocket flights from Churchill:

http://www.mhs.mb.ca/docs/mb_history/44/exploringnorthernskies.shtml

If anybody can provide more information, or a copy of one of the covers, please send it to the editor.

Thanks Charles

Thanks Charles



TORONTO AND MONTREAL FIRST FLIGHT TO ATHENS

Vittorio Zanoncelli

After the huge success at the mixed Italy-Canada Franking Expo 67 held in Montreal (Canada) and the numerous requests received from stamp collectors from all over the world for the Italy's Day at Expo 67, Canadian Pacific Airlines (CPA) decided to issue First Day Covers on the inauguration of their direct flights to Athens (Greece) on 9th September 1967 from Toronto and on 10th September 1967 from Montreal. They put me in charge of the project.

I drove from Montreal to Ottawa and I talked to the Minister of Canada Post. I proposed a mixed cancellation like the one that I had prepared with Italian and Canadian stamps at Expo 67 held in Montreal in 1967. Canada Post Office approved it, but I needed the stamps from Greece in a hurry. Canadian Pacific Airlines once again helped me to get 5 Drachma stamps from Athens and flew them to Montreal to me.

I had 500 envelopes printed with a logo for Toronto in green ink and 500 with the logo for Montreal in orange ink with the 2 different dates namely 9th Sep 1968 and 10th Sep 1968 first flights respectively. I also had the logo printed on 100 postcards for each flight which CPA had already available with the photo of the Douglas DC-8 Jet to advertise their new Spacemaster Jet. The same colour ink was used: green for Toronto and orange for Montreal.

I paid for all costs and expenses (except the 5 drachma stamps and the flying cost of getting them from Greece by air jet). I travelled to Greece to complete the job and I was given one free return ticket to Canada with a stop over in Rome in order to visit my relatives in Milan and I was entitled to keep 50% of the contracted official covers for myself. Together with my wife, we worked the whole night to affix the stamps. I presented them to the Post Office to be stamped the next morning. At 12h30pm on 9th September 1968, the Toronto covers were stamped. Toronto envelopes were franked with a Canada 5 cent stamp issued in 1967 to commemorate the hundred years from the founding of the city. Montreal envelopes were franked with a Canada 5 cent stamp depicting the Canadian flag plus a 5 drachma Greek stamp. A few postcards of the CPA Spacemaster Jet were also franked with various mixed stamps not in the contract and were meant for me only. The postcards were also franked with only one 5 cent stamp for Canada only. The same stamps used for other mixed cancellation.

Unfortunately, I was not present at the cancellation of the envelopes and postcards in Toronto because I was living in Montreal at the time and that is why all the Toronto cancellations are smudged. There was something wrong with the cancelling machine or with the die. Also some cancellations did not obliterate both stamps and that was not my intention and what was approved by Canada Post Office. I decided to leave them in the Postal Bag and I would have tried to remedy them by having the Canadian stamps cancelled by hand in Canada and also the Greek stamps cancelled by hand in Greece. The next day, 10th September 1968 the other envelopes addressed to Canadian Pacific Airlines office in Athens were cancelled in Montreal in my presence.

To avoid the smudged cancellation I asked the Post Office to use some new envelopes left over and I inserted the CPA Jet postcard to stiffen them. The canceller worked perfectly. In total 150 envelopes with the photo of the airplanes were cancelled reading "Montreal at 1pm" and 10 envelopes reading "1968 Quebec Premier vol Canada Grece" - First flight Canada Greece but NO STAMPS. I kept them because the Post Office would have destroyed them. The aircraft left Montreal directed to Rome for refueling and continuing to Athens. The Toronto to Athens first flight envelopes were carried in the same Spacemaster Jet. When it arrived in Athens a circular date back stamp was applied by Canadian Pacific Airline reading "Hellinikon Airport Sept 11, 1968 CPAAthens" and the envelopes were then taken to the Main Greek Post Office.

As I said before, some envelopes should have been rectified with Greek Cancellation and some return flights should have been prepared by me and cancelled with Greek stamps that I would have purchased in Athens from the Post Office (2 drachma was the tariff requested).

When I arrived at the Post Office, they questioned me about the bag's content. When they understood what I wanted (because of language problems) they told me to wait in the Hall. A manager or the Postmaster came to me and told me that according to the Union Postal Universelle laws it was illegal to cancel a Greek stamp in Canada and that they had to arrest me and confiscate the envelopes. I said the agreement was made by CPA. The Canadian office instructed their office in Athens to purchase the stamps of 5 drachma and to send them to me in Canada so that I could frank the envelopes and the Canadian Post Office agreed to the mixed franking and the slogan cancellation on both stamps. They then called the CPA representative/manager in Athens which confirmed everything in Greek and I was left to complete my assignment.

Continued

Reprinted from AEROLETTER, journal of The Aerophilatelic Societies of Southern Africa.

For more information about ASSA contact Neville Polakow, nevillep@interkom.co.za

Many thanks to Vittorio Zanoncelli and Neville Polakow for this article.

TORONTO AND MONTREAL - FIRST FLIGHT TO ATHENS by Vittorio Zanoncelli continued:

I applied the 2 drachma stamps to my envelopes for the return flight which was cancelled on 12-IX-68 and returned in the mail bag to the pilot of the jet. At arrival in Montreal, these envelopes were back stamped with the Post Office circular date stamp reading "Montreal P.Q. / Sub No 154 pm 17-IX-68" and with the CPA Office stamp in green ink which reads: received Sept 17-1968 Department of Public Relations, Montreal, Que.

Some various combinations of stamps on envelopes and postcards were prepared by me for my personal use but none have been put in circulation. They form part of my personal collection.

Montreal 30 September 1968.

Extraordinary find after 45 years!

In December 1969, I left Canada and accepted a position as Controller in an Audit firm in Milan, Italy. In 1978, I moved to South Africa and I took all my personal effects and collections to East London. I recently moved from my house and found a box considered lost or stolen in my store room containing all left over covers from Expo 67 and CPA First Flight Canada-Greece and a box full of US First Day Cover of First Man's Landing on the Moon.

All my personal left over covers will be available for sale.



From left standing - Italo Zalloni (CPA Sales Rep, Montreal, Canada) and Vittorio Zanoncelli (author of article and person in charge of FFC)

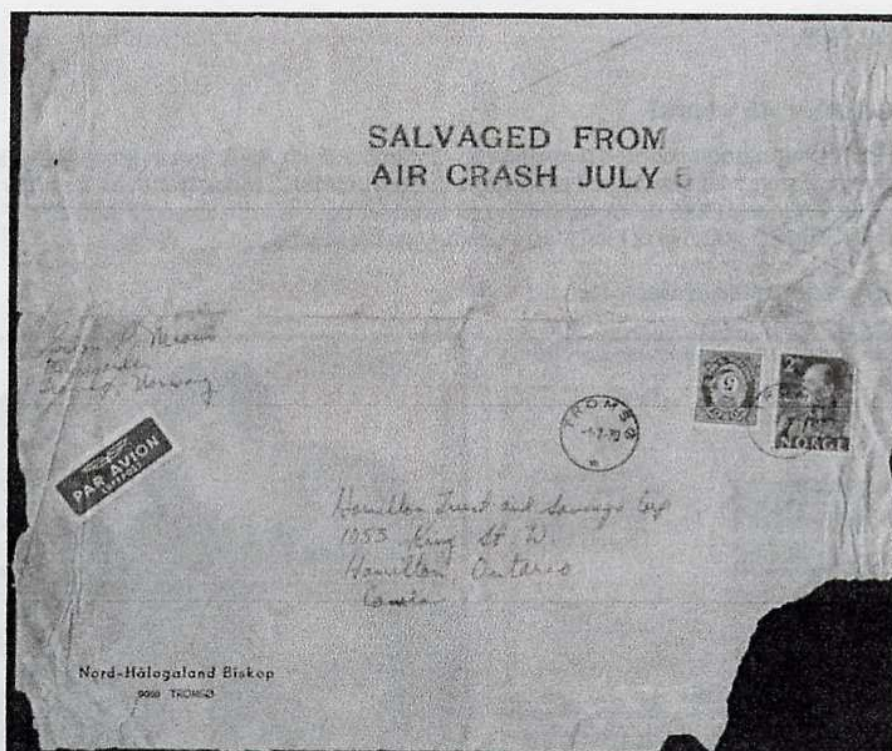
From left front - Mr Senn (General Manager of CPA, Canada) and Mr Hill (PR Manager, CPA Montreal)

Examples of covers prepared by the author.

AIR CANADA CRASH AT TORONTO – JULY 5, 1970

By Ken Sanford

A friend in Denmark, John Thiesen, sent me a scan of this cover, which he had just bought on eBay for US\$485.00. The cachet is on the back, as the cover has been folded out.



He thought it was unusual because it is from Norway. He also sent a copy of another cover from this crash, also from Norway, which is in the collection of Hallvard Slettebø of Norway.



Continued

AIR CANADA CRASH AT TORONTO – JULY 5, 1970 by Ken Sanford continued:

In my opinion, covers from this crash are rather scarce. I have seen only one other in my many years of collecting and handling crash covers. When John received his cover, he commented "It is very interesting as the cachet on the back is much larger than the ones illustrated in the American Air Mail Catalogue (AAMC) and the one in Slettbo collection (Nierinck 700705a) is close to mine." The AAMC listing for this crash is shown below.

1970

July 5 — Toronto, Ont. Air Canada DC-8 flight #612 crashed at the Toronto International Airport after an abortive attempt to land. Capt. Peter Hamilton and co-pilot, First Officer Donald Rowland, were killed with 107 other crew and passengers. About 1,100 pounds of mail were aboard, composed of 43 bags of first and third class mail and 126 registered letters. About 600 pounds of mail were salvaged. An estimated 650 pounds of mail were destroyed or so damaged as to be unidentifiable. All salvaged mail received a 2-line marking (in two sizes) in black: "Salvaged From / Air Crash July 5."

700705

75.00

Cachet

125.00 a.

125.00

**SALVAGED FROM
AIR CRASH JULY 5**

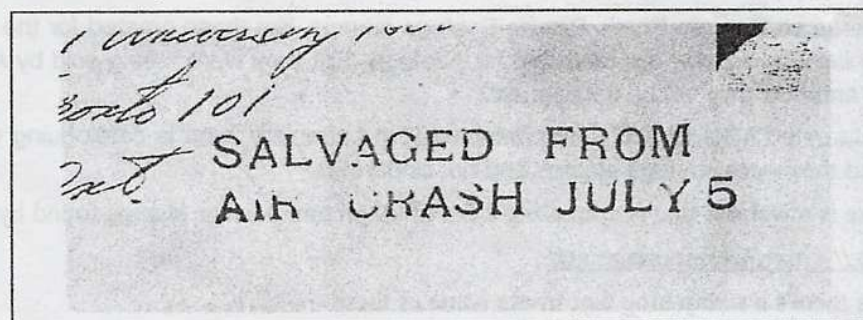
**SALVAGED FROM
AIR CRASH JULY 5**

The Nierinck ("Recovered Mail – 1937 – 1988") listing is shown below.

a. le courrier pour le Canada porte le cachet: a. mail for Canada bears the cachet:



b. autre cachet utilisé sur du courrier pour le Canada: b. other cachet applied on mail for Canada:



Continued

AIR CANADA CRASH AT TORONTO – JULY 5, 1970 by Ken Sanford continued:

John advised that he measured the cachets as shown in the chart below:

	1st line	2nd line	Height
My cover	85 mm	91 mm	17 mm
Slettebø cover	65 mm	74 mm	12 mm
Nierinck a	85 mm	93 mm	17 mm
Nierinck b	63 mm	69 mm	12 mm
AAMC	72 mm	77 mm	15 mm
AAMC (a)	70 mm	76 mm	14 mm

Some of the differences can perhaps be explained by the fact that these are rubber handstamps. Also there is the possibility that scans and photocopies not are exactly 100% of original.

I would be interested to hear from any CAS members who have covers from this crash, and would like to receive scans, and measurements of the cachets. My email is: kaerophil@gmail.com

Cataloging the Air Canada 75th Anniversary Stamps?

An item in our September 2012 journal reported on a set of five stamps being sold by Air Canada as part of their 75th Anniversary celebrations. The stamps featured different aircraft from its fleet over the 75 years: Douglas DC-3, 1947; Vickers Vanguard, 1961; Boeing 747-100, 1971; Airbus 340-541, 1999; and Boeing 777-300 ER, 2007.



The earlier article commented that one of the Vickers Vanguards had been converted to a water bomber, and is in service with Air Spray based out of Penhold Airport in Alberta. - My thanks to Ian Macdonald for informing me that the Air Spray water bombers are converted Lockheed L-188 Electras, and that Penhold Airport has been renamed Red Deer Regional Airport.

These stamps are based on Canada Post's Picture Postage stamps, like those created for the 25th Anniversary of The Canadian Aerophilatelist, so they are fully valid for postage. But they were being sold by Air Canada, not post offices. I wondered if and how they will be catalogued?

This question also interested Mike Street. - He contacted Ron Lafreniere, who is cataloguing Canadian Cinderella stamps. Ron reckoned they were postage stamps and not cinderellas.

Ron added that: There is a website that is compiling a list of all picture postage stamps found by collectors

<http://www.picturepostage.net/>

also there's a stamp blog that tracks some of these

http://www.stampcommunity.org/topic.asp?TOPIC_ID=8790&whichpage=1

Continued

CATALOGING THE AIR CANADA 75TH ANNIVERSARY STAMPS? continued:

Mike also commented that, "This looks like a PCF card field".

The PCF - Postcard Factory - makes prepaid postcards for Canada Post that usually include a local view, and are often only sold within a small area. The message side of the cards have a common design, that changes periodically. These cards are catalogued by Unitrade according to the messages side, for example:

2004. PostCard Factory — Maple Leaf Design



UX142

Similar to UX120 series featuring Maple Leaf definitive design (Sc. 2008).

UX142 multicoloured 5.00 2.00

More than 250 different post card views are known with this indicium.

Unitrade Specialized Catalogue of Canadian Stamps - 2009 edition, page 572.
For information on the 2013 edition see <http://www.adminware.ca/unitrade2013/>

This is similar to the approach taken to cataloging the Picture Postage stamps. - But the situation gets more complicated when Canada Post issues special Picture Postage stamps!

According to a news story at www.cbc.ca/news/canada/manitoba on November 10th 2011:

The return of NHL hockey to Winnipeg has been immortalized by a set of new postage stamps.

Canada Post unveiled three commemorative stamps on Thursday to celebrate the rebirth of the Winnipeg Jets franchise this year.

Two of the stamps show the Jets' logos, while the third depicts the team's first goal scored on home ice.

But the stamps issued were Picture Postage stamps, not commemorative stamps!

Al Wingate commented on this situation to *Canadian Stamp News*:

I would like to see an explanation from Canada Post officials explaining their policy of picture postage becoming their way of commemorating events in the country.

For Canada Post to be quoted in the local newspaper here that they wanted to commemorate the return of the Jets to Winnipeg one would have expected them to issue a stamp for the occasion. I fear that the stamp-issuing program in the future will regress to only this type of issue as the profit margin is huge.

The unveiling of these stamps took place on Nov. 8, by Canada Post, not the Jets. As there is not likely to be a record of issue dates for picture postage other than what appears in the trade journals, I want to record that in spite of the unveiling, the actual first day of issue to the public was Nov. 10. Here in Manitoba there was a ceremony at the MTS Centre (the Jets arena) on the afternoon of Nov. 10, and the post offices here were not allowed to sell the stamps until that afternoon, making that day the earliest postmark that could appear on these stamps.



These Picture Postage stamps are currently available on the Canada Post website, in Keepsake Panes containing 21 self-adhesive stamps, plus one large stamp image. - A sheet with the Jets logo costs \$24.95. A sheet with the first goal, that was issued in a limited edition of 10,000 sheets, costs \$34.95.

The current postage value of 21 domestic rate stamps like these is \$13.23.

This raises another issue, as in the past, collectors have complained about stamps being catalogued if they were sold for more than their face value!

Continued

CATALOGING THE AIR CANADA 75TH ANNIVERSARY STAMPS? continued:

The issue of cataloging these semi-Personalized stamps was recently the topic of an editorial by Bret Evans in the Canadian Stamp News. His particular focus was the Religious Festivals series of stamps. The sheet for Eid-al-Adha is currently being sold on the Canada Post website for \$17.90.



Philatelic COMMENTARY

By Bret Evans

Personalized stamps need a place in the numbering – now

I believe that some of the personalized postage issues belong among the regular Canada Post listings in references, rather than lumped in the back of the book. The reasons, I believe, are compelling.

Now, I am not talking about Uncle John and Aunt Mary standing around the Christmas tree, or even the new specialized issues, but personalized postage stamps created by Canada Post and sold to the public for use on mail.

There are a small number of stamps that fit this category. Not, for instance, the Royal Conservatory stamps of last year, which were only sold cancelled on commemorative envelopes. No, the specific stamps I am talking about would be typified by the 2011 Eid, Hanukkah, and Diwali stamps.

These stamps were created by Canada Post, use the personalized post format, and are sold to members of the general public for use on any first-class mail they want. The stamps have the P-rate attached and are therefore

usable for all time. What is more, they were sold not only through Antigonish, but also at selected retail outlets. Several dozen outlets were selected, in fact.

To me, these are no different than stamps issued during the year that do not appear on the annual stamp programs. A case in point being the Canada-Israel Friendship stamp of a couple of years ago, which was issued without any prior announcement and which had not appeared on the annual stamp program, or even the Olympic Gold Medal stamp, which had not been announced prior to the Vancouver Winter Olympic Games of 2010.

Again, I believe that these items of personalized postage meet all the criteria for a stamp, according to UPU guidelines and general stamp conventions.

By definition, picture postage stamp designs are only offered to one customer, thus making them a bit outside the box according to most defini-

tions. This wasn't a real big deal at first, because the stamps were shipped as borders, and the customer applied the design of their choice as a sticker. The stamp frames alone were good for postage, and they were catalogued as such at first. It made perfect sense.

In more recent years, the personalized postage stamps have been produced as a single piece, with the design and the frame printed together. The practice of cataloguing them by frame still made sense, since the actual designs were only sold by Canada Post to the person who ordered the stamp.

Once again, the so-called "ethnic" stamps were offered to anyone who wanted to pony up the cash, and some are still available from Canada Post's website as postage.

I think my case is pretty straightforward.

I also believe that we need to make this decision now, because I am quite sure more of these issues are going to show up. The longer we wait, the harder and harder it is going to be to rewrite the book, and organize numbering.

Even now, I would hate to be the Scott/Unitrade editors wrestling with this. Frankly, I have no idea how to get these items to their right place without renumbering a few years of issues. Still, an answer must be made; we cannot shun picture postage because it is a bit out of the ordinary.

If our approach to collecting becomes hidebound, the entire hobby is bound to follow. ♣

Canadian Stamp News, January 15th 2013. For more information see: www.canadianstampnews.ca

More comments on the listing of these Semi-Personal Stamps are most welcome.

Brian Wolfenden

Canadian Commercial Airmail Covers, Canadian Semi-official Airmails, Canadian First Flight Covers, Zeppelin Covers and More! Wants Lists welcome!

www.brianwolfenden.com

203A Woodfield Drive, Nepean, Ontario K2G 4P2

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.



Were you, like me, one of those who purchased one of these covers from the C.A.P.A. (Canadian Aeronautical Preservation Association) in 2009?

They were carried on the re-enactment flight of the Silver Dart in 2009 by Astronaut Bjarni Tryggvason. There were only 99 produced and sold for \$100.00. There are very few left which I have here for sale if you are interested.

Denny May, 10326 - 145 Street. NW, Edmonton AB T5N 2X7

[maycroft@Shaw.ca]

NEXT ISSUE DEADLINE

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

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

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

by May 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 \$27.00 US, or 21 Euros, or 17 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.

#431 Edwin J. Andrews

#314 Glenn Baechler

#313 Alastair Bain

#426 Mark Banchik

#353 *Chris Carmichael*

#414 Peter A. Carter

#326 Gary Cristall

#266 John F. Church

#393 Malcolm Crux

#376 Charles S. Flynn

#342 Mrs. Sandy Freeman

#226 David Granger

#183 Robert A. Haslewood

#361 Walter Herdzik

24 Neil Hunter

#284 John Irvine

49 Jonathan L. Johnson Jr.

#359 Steve Johnson

#367 Doug Lingard

#418 Ian M. MacDonald

#387 Ronald Markwell

#330 John C. McCuaig

#429 Ian McMahon

#243 Jim Miller

#375 Stewart R. Murray

#427 Stephen Neulander

#360 Stephen C. Robbins

#395 Rory Stewart

#315 Reginald Targett

#302 Pierre Vachon

#428 Michael F. Valenti

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

#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.