



CANADIAN AEROPHILATELIC SOCIETY

Vol II, No II

5 -

AMERICAN AIR MAIL SOCIETY

Organized 1923 in the Interest of Aerophilately and Aerophilatelists Everywhere

PLEASE ADDRESS REPLY TO:

10 October, 1986

CANADIAN AEROPHILATELIC SOCIETY
CANADIAN CHAPTER AAMS
RPSC CHAPTER #187
RICHARD K. MALOTT, VICE PRESIDENT & EDITOR
16 HARWICK CRESCENT
NEPEAN, ONTARIO, CANADA, K2H 6R1

Executive Committee of the Canadian Aerophilatelic Society:

President: Mr. Pat Sloan, P.O. Box 6217, Ottawa, Ontario, Canada, K2A 1T4. Telephone: (613) 728-4275.

Vice President: Major Dick Malott, Retired, 16 Harwick Crescent, Nepean, Ontario, Canada, K2H 6R1. Telephone (613) 829-0280 (Home) and (613) 992-7982 (Office).

Secretary: Mr. Nelson Bentley, 3044 Otterson Drive, Ottawa, Ontario, Canada, K1V 7B6. Telephone (613) 733-6286.

To all members of the Canadian Aerophilatelic Society (CAS) greetings. I trust that you have had an enjoyable summer and that you are now actively engaged in improving your aerophilatelic collection. We have a lot of data for you gathered since our last issue of The Canadian Aerophilatelist, Vol. II No. 1 dated 6 February 1986.

Item 86-17:

AMERIPEX'86 and STOCKHOLMIA'86 have come and gone. Both have been well covered in the philatelic press and both were exceptional philatelic exhibitions to have visited. At AMERIPEX'86 for aerophilately there were 42 entries and at STOCKHOLMIA'86 there were 73 entries. If you wish specific details on the aerophilatelic entries and awards I'd suggest the purchase of the informative exhibition catalogues and Palmares from the respective organizations.

PUBLISHERS

THE AIRPOST JOURNAL
THE AERO PHILATELIST ANNALS



AMERICAN AIR MAIL CATALOGUE
F-Z ROCKET MAIL CATALOGUE

- A) AMERIPEX '86 Cost about \$25.00 US
5944 West Montrose Avenue
Chicago, Illinois
USA 60634
- B) STOCKHOLMIA '86 Cost about \$8.00 US
S-100 86 Stockholm
Sweden

Item 86-18:

As a souvenir from AMERIPEX '86 a special participation certificate from the RPSC is enclosed if you have not already received one. A complimentary special STOCKHOLMIA '86 aerogramme was sent to each CAS member with my compliments. Unfortunately neither exhibition had a Day of Aerophilately.

Item 86-19:

On 6 July 1986 an executive meeting of the Canadian Aerophilatelic Society (CAS) was held in Ottawa. A copy of the minutes are attached. At this meeting it was confirmed that the Canadian Chapter of the AAMS, as of 1 July 1986 retroactively, would be known as the Canadian Aerophilatelic Society (CAS) and would remain a Chapter of the AAMS and of the RPSC (#187). The Canadian Aerophilatelist would be published by the CAS on a random basis.

Item 86-20:

Once a logo is established, stationery will be prepared, as well as a pin that will be available for purchase from the Secretary/Treasurer. A special certificate will be prepared for free distribution to aerophilatelists attending CAPEX '87 from BABN (British American Bank Note Company).

Item 86-21:

A xerox of the special Vancouver-Shanghai flown covers by CP Airlines is attached. Over 125 of the 200 prepared have been sold at \$5.00 for the benefit of the CAS treasury. If you wish to purchase a flown envelope do so immediately for they will soon be all sold. Contact Nelson Bentley if you are interested. Sorry I've just been told all are sold or distributed to those who helped arrange the preparation of the envelopes.

Item 86-22:

The CAS will share the booth at CAPEX '87 with the AAMS and AFA at a total cost of \$530.00 for the nine days. Nine of our 51 members have donated \$10.00 each toward the CAS share of the cost - \$177.00 Canadian. Are there nine more members willing to help defray the cost of the CAS by donating \$10.00 each? Whoever wishes to help send your cheque payable to the CAS to Nelson Bentley.

Item 86-23:

Tentative plans for the first Annual CAS Convention at CAPEX'87 are listed in the attached minutes. As soon as the CAPEX'87 Committee finalize there plans we can complete ours. However, please note that we have confirmed two important events - our banquet at the RCMI on Saturday evening, 13 June 1987 and a reception for aerophilatelists hosted by The Lieutenant Governor of Ontario, Colonel The Honourable Lincoln Alexander. (See attached photograph and data re Lieutenant Governor Lincoln M. Alexander, P.C., K St. J., QC, CA, LLD). The fee for the RCMI banquet is estimated at \$50.00 Canadian each which includes costs of transportation and accommodation for the guest speaker, Bob Bradford, Associate Director, National Aviation Museum. A submission has been sent to the Premier of Ontario, the Honourable David Peterson, requesting a grant toward the hosting of this dinner for visiting aerophilatelists. My Legislative Assembly member, Mr. Bob Mitchell, is supporting my request on behalf of the CAS. Further details will be sent when known.

Item 86-24:

A special aerophilatelic CAPEX'87 souvenir booklet (4 stamps to be used) is being planned. Quantity, design and cost are yet to be determined. This project will be a fund raiser for the CAS as well as providing an attractive aerophilatelic souvenir of CAPEX'87.

Item 86-25:

President Pat Sloan has prepared a recommended constitution for the Canadian Aerophilatelic Society. If you have any comments concerning the recommended constitution please send them to Pat by 31 October 1986. This recommended constitution will be presented to those members attending the annual CAS meeting, to be held at Stamp Marketplace, Toronto, Ontario, at 11:00 a.m. on Sunday, 9 November 1986 at the Sheraton Centre, Toronto. The room location will be announced at Stamp Marketplace. Your support of the recommended constitution is solicited.

Item 86-26:

An annual election of officers will be held at Stamp Marketplace, Sheraton Centre, Toronto, at 11:00 a.m. on Sunday 9 November 1986. A ballot is enclosed for your vote if you can not attend. Please submit your completed voting form to Nelson Bentley by 31 October 1986.

Item 86-27:

~~Two CAS members~~ have submitted photographs and news items concerning AMERIPEX'86 and Bill Bartlett's aerophilatelic display at Saanichton, B.C. Our thanks to Al Starkweather and Ken Sanford for their support.

SEEN AT AMERIPEX

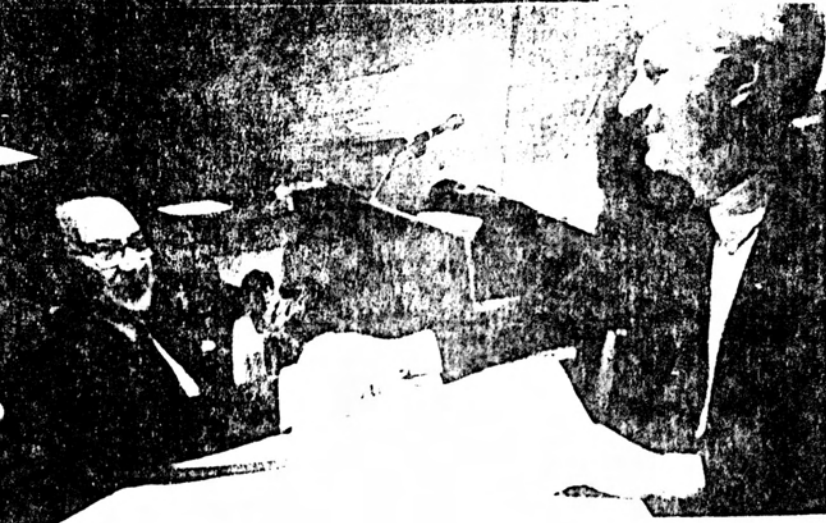


Richard K. Malott, editor of the Canadian Aerophilatelist receives the George W. Angers Memorial Award from William Meade, former AAMS president, at AMERIPEX.

--Starkweather photo--



Malott takes a moment to admire his award. He hardly left Chicago empty-handed, as he also took home the highest AMERIPEX show award given to an entry in the aerophilatelic class -- a large gold medal, as well as the Dr. James J. Matejka Jr. Memorial Award for the best airmail exhibit.

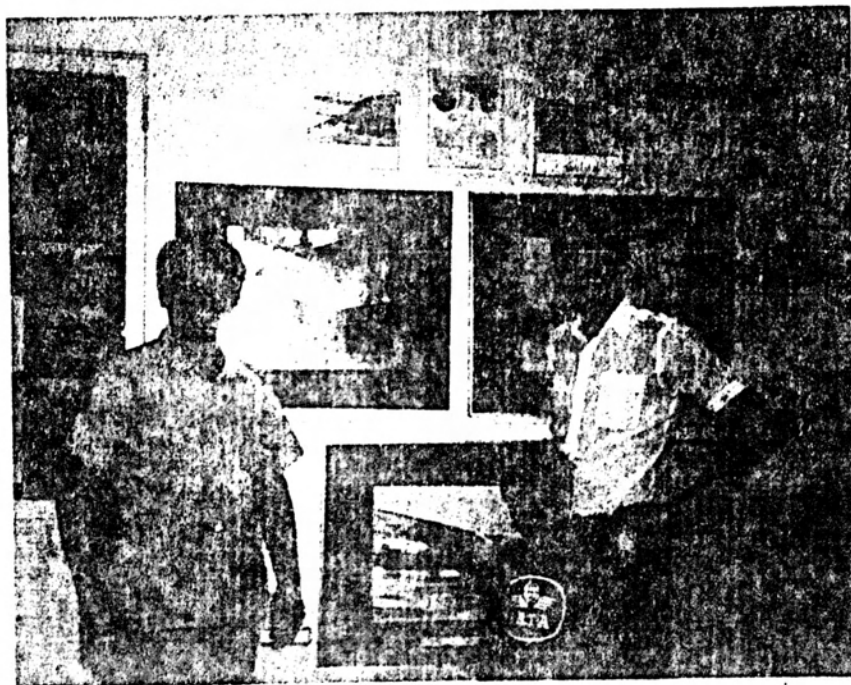


E.P. (Pat Sloan) greets Astronaut Hank Hartsfield, honorary AAMS at the AAMS banquet during AMERIPEX. Hartsfield was the speaker at the banquet.

--Starkweather photo--

AAMS PRESIDENT DROPS IN ON BILL BARTLETT IN SAANICHTON

Below is a photo of Bill Bartlett, Postmaster of the Saanichton, Vancouver Island, British Columbia Post Office, and Ken Sanford, President of the American Air Mail Society, along with Ken's son Scot. Ken and his family were in Vancouver and they took the ferry over to Vancouver Island for the day. As Saanichton is on the way between the ferry terminal and Victoria, they dropped in to see Bill and his mini-aerophilatelic display in his small post office. Needless to say, Bill was quite surprised to see Ken and his family. Ken advises that the display was very interesting and there were some quite good early Canadian flight covers and photos.



Item 86-28:

Enclosed is a letter dated 28 August 1986 presented to all jury members and commissioners at STOCKHOLMIA, concerning CAS plans for CAPEX'87. A copy has also been sent to all commissioners to CAPEX'87. A copy of the questionnaire is also attached for your consideration. Please fill it in and send it to Dick Malott so that the logistics of our activities can be planned more accurately. If you know you can not attend CAPEX'87 please let me know. If you think you ~~may~~ attend, or ~~that~~ you will attend, please let me know. Your reply will be most useful as we wish to give our own members first refusal to our various activities. Thanks.

Item 86-29:

The proposed balloon flight by three Dutch balloonists referred to in an earlier 1985 issue of The Canadian Aerophilatelist landed with a big bump at Almere, Netherlands on Tuesday 2 September 1986. The three Dutch balloonists - Henk Brink, a professional balloonist, his wife Evelien (the first woman to fly across the Atlantic on a balloon), and Dutch fighter pilot Willem Hageman made the crossing in the helium filled Dutch Viking in 51 hours and 14 minutes. Aboard the balloon were 3,000 envelopes cancelled in St. John's, Newfoundland prior to lift-off and which were to be backstamped in the Netherlands. The method of sale and the cost of a balloon cover are not yet know. The organizers of this balloon flight have been advised of the interest of CAS members in purchasing some envelopes. A copy of newspaper clippings concerning the event are attached.

Item 86-30:

We still have eight sets of 33 autographed balloon covers and three balloon programmes for \$50.00 Canadian as well as sets of six mint balloon cards at \$1.50 each, plus postage for disposal for the National Capital Commission (NCC) that helped promote the Destination 85 balloon event in Ottawa last July 1985. Unsold sets will be returned to the NCC on 1 November 1986. If you wish a single autographed cover at \$1.50 each please contact me before 1 November 1986.

Item 86-31:

Our aerophilatelic friends in the Canadian Association for Israel Philately, under the leadership of President Dr. Mitchell Levine prepared 600 round trip flight envelopes for the inaugural El Al flight "Tel-Aviv-Toronto-Tel Aviv" on 2 April 1986. The results are excellent with clear cancellations, pilots' signatures and an explanation certification card. Each round trip envelope is \$10.00 US. If you wish to purchase a cover contact immediately Dr. Mitchell Levine, President C.A.F.I.P., 159 Willowdale Avenue, Willowdale, Ontario, M2N 4Y7. See the attached data for further information.

It is hoped the CAS will be able to sponsor such events also in the future, as we have done so already for the CP Airlines flight Vancouver-Shanghai, 29-30 April 1986.

Item 86-32:

One of our dedicated aerophilatelic members, Patrick Campbell, 17091 Maher Road, Pierrefonds, P.Q., H9J 1H7, prepared an excellent article on the airmail stamps of Soviet Russia and a Second International Polar Year event of a flight to Franz-Josef Land, 1932-1933. Pat's two articles are attached for your perusal and retention.

Item 86-33:

Members Dick McIntosh and Murray Heifetz are planning a Toronto area Chapter of the CAS. A copy of their letter is attached. Members living in the Toronto area are urged to contact Dick or Murray concerning this matter. President Pat Sloan is most anxious to see their area chapter formed.

Item 86-34

Another of our dedicated aerophilatelic members, Al Starkweather, 2316 Park Avenue, Ford City, Pennsylvania, USA, 16226 has submitted a most interesting article entitled, Canadian Dispatches To Pan American Flights. Now you have data on envelopes in your collection that may have had you puzzled. Thanks for the article Al.

Item 86-35:

Our membership is now 50 and growing. We are pleased to welcome to our membership seven new aerophilatelists:

- | | |
|---|--|
| A) Mr. Klaus-Udo Ziemer
Portstrasse 17
D-6370 Oberursel 1
West Germany
ID#44 | B) Mr. James W. Goss
861 S. Rosedale Crescent
Grosse Pointe, Michigan
USA #48236
ID#45 |
| C) Mr. Louis I. Goldfarb
365 West 25 Street
New York, New York
USA #10001
ID#46 | D) Mrs. Wendy Bromley
922 Charleswood Avenue
Ottawa, Ontario
K1A 0W3
ID#47 |
| E) Mr. W. Thomas Jefferson
4530 Highway 61
White Bear Lake, Michigan
USA #55110
ID#48 | F) Mr. Jonathan L. Johnson
248 Shore Avenue
Groton, CT.
USA #06340
ID#49 |
| G) Mr. Frank H. Blumenthal
5180 Linnean Terr. N.W.
Washington, D.C.
USA #20008
ID#50 | |

Item 86-36:

The latest Canadian aviation military envelope prepared in Canada in 1986 is the attractive souvenir envelope prepared for the annual International Air Show held at CFB Shearwater, Nova Scotia, 20-21 September 1986. The envelope is a two-colour design featuring the CFB Shearwater crest, the International Air Show logo and a scene depicting the famous 431 Squadron "Snowbirds" in their "Concorde" formation of nine aircraft. A special Canada Post cancellation has been applied to a .34¢ 1986 Canadian Forces Postal Service commemorative stamp. (See attached xerox copy of the 1985 and 1986 covers). Covers at \$1.00 Canadian plus postage are available from Mr. G.A. MacKenzie, Apartment 515, 1333 South Park Street, Halifax, N.S., B3J 2K9. Covers are still available from 1985 for \$1.00 and from 1984 for \$2.00, plus postage. Postage for delivery in Canada for one cover is .34¢, to the USA .39¢ and overseas .68¢. Postage for 2 or 3 covers is .51¢ for Canada, 56¢ for the USA and \$1.05 overseas.

Item 86-37:

The British Post Office released on 16 September 1986 a magnificent set of five commemorative postage stamps to recognize the 50th anniversary of the formation of the five Commands of the RAF - Bomber, Fighter, Coastal Command, Training and Maintenance. The designs depict Lord Dowding and a Hurricane (17p); Lord Tedder and a Typhoon (22p); Lord Trenchard and a DH9A (29p); Sir Arthur Harris and a Lancaster (31p); and Lord Portal and a Mosquito (34p). A xerox of a first day cover is attached. Is it not now time that Canada Post did something of this nature for our significant Canadian military heroes and leaders of the 20th century? It is time concerned Canadians, and in particular those with a military connection, demanded through their Members of Parliament, that Canada Post give Canadian military heroes and leaders of the 20th century their due philatelic recognition. Take the time to review Canadian issues of the last ten years and you will find events, aircraft, ships and organizations commemorated, but never anyone such as Billy Bishop, General Sir Arthur Currie, General Andy McNaughton, Buzz Beurling, etc. Although Canada Post has changed its guidelines and will commemorate military events, it resolutely refuses to commemorate 20th Century Canadian military leaders. These military leaders and heroes did their duty when called upon to do so. Are they less significant to Canadian history than some Canadian historical personalities to be commemorated in 1986 - Philippe Aubert de Gaspé, Molly Brant, James Macleod, Chief Crowfoot, or John Molson? In 1987 there does not appear to be any specific Canadians to be honoured unless the painting by Ozias Leduc can be considered a tribute to him.

It is a difficult assignment for the group selected to serve on the Canada Post Stamp Advisory Board. It would appear that since Senator Henry Hicks and Mr. Sam Nickle, both Second World War veterans and philatelists were dropped from the Board, and with Judge Marin a Commodore in the RCN reserve and Chairman of Canada Post Corporation, now retiring on 17 October 1986, there will be no military or philatelic representation on this Board that recommends the stamp designs to the Minister Responsible for Canada Post.

The names of the 9 members of the Board were recently released to the Canadian public as a result of an official Senate inquiry by Senator Hicks. The members, appointed by the Chairman of the Board of Canada Post Corporation, are as follows with the date of appointment in brackets. Since Judge Marin was appointed to his position on 16 October 1981, since he appoints the members of the Board, and since all eight present incumbents (there is one vacancy in the Board of nine) were appointed after 16 October 1981, Judge Marin therefore must have been instrumental in their appointment. In fairness to the Judge and the Board, they have approved of more military subjects than ever before, but they still have not approved of any to 20th century Canadian military heroes or leaders.

A) Mr. Richard M.H. Alway of Toronto (July 1982).

NOTE: Judge Marin was Vice President of the Board of Trustees of the National Museums of Canada for some years, prior to 1982. He did an excellent job for the museums and in particular for the Canadian War Museum. Mr. Alway is still a member of the Board of Trustees of the National Museums of Canada. He is a Director of several Canadian business organizations. I believe he is or was a senior official of a major petroleum company.

B) Mr. Bernard Beaupré of Richelieu, Quebec (July 1983).

C) Mr. Frank Corcoran of Ottawa, Ontario (October 1983).

NOTE: Frank Corcoran is the Assistant Director, Public Programmes, Canadian Museum of Civilization (formerly National Museum of Man). He is number 3 man in that organization and has been instrumental in obtaining a series of definitive stamps on historic (non-military) artifacts of the National Museums of Canada depicted on Canadian stamps. See what can happen if you have someone on the Board of Directors who has a particular interest in a specific subject. Thus we have the carved wooden decoy duck on our one cent stamp, a fishing spear on our two cent stamp, a stable lantern on our three cent stamp, a wooden bucket on our five cent stamp, a metal weathercock on our ten cent stamp, three types of antique skates on our twenty cent stamps, a wooden sled on the fifty cent stamp, and a spinning wheel on our sixty-eight cent stamp. All these artifacts are from the inventory of the Canadian Museum of Civilization. The Canadian War Museum is an Associate Museum of the Canadian Museum of Civilization but no military artifacts were selected for this series. Need I say more to urge support for military (including aviation) subjects for Canadian commemorative stamps.

D) Mr. Matthew Dale of Rockcliffe, Ontario (October 1983).

NOTE: Several years ago I was on a French course with Mr. Dale, a senior public servant from, I believe External Affairs. He is not listed in the Government of Canada telephone book so I presume he is retired. He may have served in the Canadian Forces during the Second World War.

- E) Mr. Laurier Durand of Trois-Rivières, Quebec (May 1985).
- F) Mrs. Leslie Forbes of Riverview, N.B. (1 January 1986).
- G) Mr. Robert McGarry of Ottawa, Ontario (1 July 1984).
- H) Mrs. Ellen Easton McLeod of Ottawa, Ontario (1 July 1985).

Do any of you know any of these members of the Stamp Advisory Board? It would be interesting to know the background of these other six people.

Item 86-38:

The excellent aerophilatelic exhibits at AMERIPEX'86 and STOCKHOLMIA'86 were a joy to behold. Not everyone has had the opportunity to see both exhibits and to note the increasing participation of Canadian aerophilatelists. I urge each member of the CAS to develop their collections and start exhibiting at the local, national or international level as the situation may be for each of our members. If I may refer to myself, I started exhibiting at the RA Stamp Club receiving RPSC bronze chapter awards in 1966 and progressed to large gold internationally and the FIP Championship Class in 1986. Others can do it too by research, trading, and bidding at auctions within a set budget. In 1982 there was a great International Philatelic Exhibition at BELGICA'82 at Brussels at which aerophilately, postal history and postal stationery only were exhibited.

When the next exhibition like BELGICA'82 comes around, the members of the CAS - whether Canadian, USA or overseas, should be ready to exhibit internationally from their respective countries by belonging to the appropriate national philatelic organization (in Canada the R.P.S.C.), in the USA the A.P.S. and affiliated chapters, etc. and by achieving a vermiel award nationally. New F.I.P. judging procedures using a point system are to be mandatory by 1 January 1988 for all exhibitions under the patronage of the Fédération Internationale de Philatélie (F.I.P.). I'll enclose a copy of the form used for judging aerophilately, postal history, and postal stationery at STOCKHOLMIA'86. With proper planning and preparation most of our CAS members could do well at international exhibitions.

It is too late now for entry into CAPEX'87 and HAFNIA'87, but for 1988 there are two exhibitions that you could prepare for - FINLANDIA'88 in Helsinki, Finland, 1-12 June 1988. (The Canadian Commissioner is Mr. David Dixon, P.O. Box 1082, Oakville, Ontario, L6J 5E9. Bulletin No. 1 and the provisional entry forms are available from Dave now. The dead-line for the provisional entry is 1-September 1987); and PRAGA'88 in Prague, Czechoslovakia, 27 August - 5 September 1988. A Canadian commissioner has not yet been named by the RPSC.

Other scheduled FIP patronaged international world exhibitions are:

- A) 1989 Sofia, Bulgaria, 20-30 May 1989.
- B) i) 1990 London, England in May 1990.
ii) 1990 Auckland, New Zealand 24 August - 2 September 1990.
- C) 1991 Philatokyo'91 Tokyo, Japan in April 1991.
- D) i) 1992 Uruguay'92 Montevideo, Uruguay in October 1992.
ii) 1992 Espana'92 Madrid, Spain. Date not selected yet.
- E) 1993 Warsaw'93 Warsaw, Poland. Date not selected yet.

Others are pending but not yet announced. Join in the excitement and privilege of exhibiting internationally.

Item 86-39:

In a future issue of The Canadian Aerophilatelist I'll provide a summary of aerophilatelic groups and personalities who are deeply involved in the advancement of international aerophilately. The main groups are:

- A) Canadian Aerophilatelic Society (CAS): President E.P. "Pat" Sloan;
- B) American Air Mail Society (AAMS): President Kendall C "Ken" Sanford;
- C) Aerophilatelic Federation of the Americas (AFA): President Edward "Ed" Lettick;
- D) Aerophilatelic Commission, Fédération Internationale de Philatélie (FIP), President: Frank Lemos Da Silveira;
- E) Fédération Internationale des Sociétés Aerophilatéliques (FISA), President Roland Kohl;
- F) Royal Philatelic Society of Canada (RPSC), President Mr. James E. "Jim" Kraemer.

Item 86-40:

One of the best philatelic sellers at AMERIPEX'86 was the various metal pin reproductions of American postage stamps. Ken Sanford has obtained a source of such pins. Certain stock items are available at indicated prices for US stamps. At present Canadian stamps are not available as the company does not have an agreement with Canada Post. Data are attached on the products of Creative Collectibles, 805 Third Avenue, suite 184, New York, New York, USA, #10022. Is anyone interested in these items?

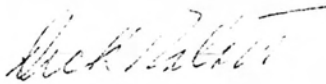
Item 86-41:

The 1986 version of Stamp Marketplace will be held at the Sheraton Centre, 123 Queen Street West, Toronto, Ontario. The CAS will have a club table coordinated by President Pat Sloan and Secretary/Treasurer Nelson Bentley.

If you are in the area drop in to the stamp show, sign in at the CAS booth and spend a little while chatting with other aerophilatelists. The first meeting of the CAS will be held during Stamp Marketplace on Sunday, 9 November 1986 at 11:00 a.m. The room location will be announced at the exhibition. Some aerophilatelic exhibits of Canadians shown at AMERIPEX'86, and some submitted but not accepted for AMERIPEX'86, will be exhibited at Stamp Marketplace for the benefit of those who couldn't attend AMERIPEX'86.

Item 86-42:

If you have any aerophilatelic news please send it to me at your earliest convenience. News makes the difference to our philatelic publication. Please do your share to make it worthwhile.



(R. K. Malott)
Vice President CAS
Editor, The Canadian Aerophilatelist

Attach: (Several)

RKM/dt.



AMERICAN AIR MAIL SOCIETY

Organized 1923 in the Interest of Aerophilately and Aerophilatelists Everywhere

CANADIAN AEROPHILATELIC SOCIETY

PLEASE ADDRESS REPLY TO:

AAMS CHAPTER - RPSC CHAPTER 187

28 August, 1986

Dear philatelic colleague:

I have the pleasure of bringing aerophilatelic greetings from Wing Commander E.P. "Pat" Sloan, CD, Retired RCAF, President of the newly formed Canadian Aerophilatelic Society (CAS), its Executive and its fifty members. We wish you a most enjoyable and informative visit to STOCKHOLMIA'86 and Stockholm.

We are particularly interested in extending an invitation to all aerophilatelists attending STOCKHOLMIA'86 to join with CAS members at a 9 day convention during CAPEX'87 in Toronto, Ontario, 13 to 21 June 1987. We have an interesting and informative programme planned for this period which we know you will enjoy. Our plans include a gourmet dinner at the exclusive Royal Canadian Military Institute (RCMI) in Toronto with Mr. Robert Bradford, Associate Director of the National Aviation Museum in Ottawa, Ontario and designer of 17 Canadian aviation stamps, who will be our guest speaker, on Saturday evening, 13 June 1987; on Monday evening, 15 June 1987, from 5:00 p.m. to 6:00 p.m., aerophilatelists and guests will have the privilege of being hosted at a reception by the Lieutenant-Governor of Ontario, The Honourable Lincoln M. Alexander, at Queen's Park, Toronto; during the period there will be a day's trip to Hamilton, Ontario as guests of the City of Hamilton to visit the Mount Hope Aviation Museum and the beautiful Hamilton Rock Gardens; a day's trip in Toronto for the wives of aerophilatelists to the Royal Ontario Museum (ROM), and the Yorkville Shopping Area near the ROM (including a luncheon); and at least 6 aerophilatelic lectures.

PUBLISHERS

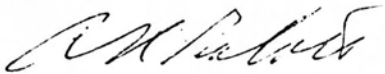
THE AIRPOST JOURNAL
THE AERO PHILATELIST ANNALS



AMERICAN AIR MAIL CATALOGUE
E-Z ROCKET MAIL CATALOGUE

If you are interested in future details on our aerophilatelic activities at CAPEX'87, please fill in the attached form and give it to me during STOCKHOLMIA'86 or mail it to me at the indicated address. The members of the CAS hope that you will be able to join them at CAPEX'87.

Yours sincerely,



(R. K. Malott, CD)
Major (Retired) RCAF/CF
V/President CAS
Canadian FIP Representative
for Aerophilately.

Attach: (1)

RKM/dt.

RECOMMENDED CONSTITUTION
OF THE
CANADIAN AEROPHILATELIC SOCIETY

SECTION 1

NAME

The name of the organization shall be THE CANADIAN AEROPHILATELIC SOCIETY.

SECTION 2

STATEMENT OF PURPOSE

1. To promote the advancement and growth of Aerophilately in Canada.
2. To provide a forum for the exchange of information and news about Aerophilately among members.
3. To represent Canadian Aerophilatelists at the National and International levels.
4. To promote and support Aerophilatelic research in Canada.

SECTION 3

MEMBERSHIP

1. Membership in the Society is open to all interested individuals subject to formal application and payment of annual dues.
2. The Society is the sole and only judge of its membership and may terminate membership at any time for cause. Such action must be taken upon a majority vote of the Society Board of Directors.
3. Members under 21 years of age will be referred to as "Junior" members. Such junior members shall not be eligible to hold office in the Society.

SECTION 4

DUES

1. Dues shall be prescribed by the Board of Directors.

2. The membership year shall commence on the first day of the month of joining the Society, and dues shall be due annually on that date.
3. Dues for junior members will be half of the adult member dues.
4. The secretary shall notify all members in arrears, and members still in arrears three months after such notification will be dropped from membership without further notice.

SECTION 5

OFFICERS

1. The Officers of the CANADIAN AEROPHILATELIC SOCIETY shall be as follows: President, Vice-President, Secretary, Treasurer, and Recording Secretary. The Officers of the Society shall be elected biennially, and shall serve for a period of two years, or until their successors are elected.
2. An individual may hold more than one office in the Society, and may be re-elected to the same or different office.
3. The Board of Directors of the Society shall consist of the Officers of the Society as listed in Part 1 above. The Board of Directors shall have general supervisory powers over all matters pertaining to the Society. Decisions of the Board of Directors shall be made by majority vote.
4. The board of Directors will appoint members to such committees as may be established to transact the business of the Society. The term of office for such appointments will be at the discretion of the Board of Directors.
5. The Board of Directors shall adjudicate in all matters of business transaction and ethics involving all members of the Society, and, where necessary, take necessary disciplinary action.
6. The President shall:
 - Chair all meetings of the Society,
 - Represent the Society at meetings of other philatelic organizations,
 - Serve as ex-officio member of all Society committees,
 - Perform such other duties as assigned by the Board of Directors.
7. The Vice-President shall:
 - Be in charge of Society membership recruitment and publicity.
 - In the event of death, disability, resignation, or removal of the President, succeed to the Office of President.
 - Such other duties as may be assigned by the Board of Directors

8. The Secretary shall:
 - Handle all routine correspondence of the Society.
 - Receive all applications for Society membership.
 - Admit to membership all applicants when conditions of membership have been met and payment for dues has been received.
 - Maintain a complete record of membership in the matter of application, admission, death, resignation, suspension, expulsion, and reinstatement.
 - Make a periodic report showing the status of the Society membership, and publish a membership list.
 - Perform such other duties as may be assigned by the Board of Directors.
9. The Treasurer shall:
 - Receive all dues and other income for the Society.
 - Take charge of all money, property, and securities of the Society, and deposit all money in a bank account in the name of THE CANADIAN AEROPHILATELIC SOCIETY.
 - Pay all bills and obligations of the Society with Society funds.
 - Make a full and complete written financial report annually.
 - Perform such other duties as may be assigned by the Board of Directors.
10. The Recording Secretary shall:
 - Take minutes at Society meetings, and send a copy of the minutes to each member of the Board of Directors within one month of the meeting.
 - Perform such other duties as may be assigned by the Board of Directors.
11. Any vacancy occurring in an elective office shall be filled by appointment of the Board of Directors until the next succeeding election, except for the Vice-President, who shall succeed to the Presidency.
12. No Officer shall receive any compensation for services in the performance of duties of the said office, but shall be reimbursed for any administrative expenses incurred.
13. Elected Officers shall commence their terms of office after the last day of the annual meeting of the Society. In the event there is no annual meeting, said terms of office will commence the first day of November in the year of election.

SECTION 6.

ANNUAL ELECTION

1. Election of officers will occur at the annual meeting of the Society.
2. Any member in good standing, except a junior member, may be nominated for any office of the Society.

3. Election will be determined by majority of those members casting ballots either in person at the annual meeting or by mail.
- 4 The Board of Directors shall supervise the elections and certify the result thereof to the membership.

SECTION 7

ANNUAL MEETING

1. An annual meeting of the Society shall be held each year at a time and place to be determined by the Board of Directors.
2. Should circumstances prevent the holding of an annual meeting within one year of the previous annual meeting, it may be postponed to an appropriate time as soon as possible thereafter.
3. Each member, including junior members, shall be entitled to attend the annual meeting, and shall be entitled to vote on all matters brought before the annual meeting. Such matters as are voted on by the membership at large will be decided by a simple majority vote of those present at the meeting.

SECTION 8.

PUBLICATIONS

1. The Society will publish an official newsletter to be known as "The Canadian Aerophilatelist". The newsletter shall be for the purpose of promoting the objectives of the Society and informing members of Society activities.
2. The newsletter shall be operated on a 'non-profit' basis and all those connected with its preparation and distribution shall serve without compensation.
3. Advertising may be accepted to help offset publication and distribution costs for the newsletter.
4. The Board of Directors shall appoint an editor for the newsletter.

SECTION 9.

GENERAL

1. No member shall be allowed to send any other member of the Society, any unsolicited approvals or merchandise of any kind.

SECTION 10.

AMENDMENTS

1. These by-laws may be amended by a two-thirds vote of the



Two New Displays

SAANICHTON POST OFFICE

7835 E. Saanich Rd., Saanichton, B.C. V0N 1M0

8:30-5:30 M-F, Sat. 8:30-12:30; No Charge for admission

"Victoria, B.C. Area Post Offices": A Postal History Display

"Postal Services": Stamps and Collateral Material

Two new displays are now in place at the Saanichton Post Office, 7835 E. Saanich Rd., Saanichton, B.C. Both displays are related to the workings of the postal system. "Postal Services" is a look at stamps, postcards, and related material depicting postal workers, letter writing, the mailbox, delivery vehicles and postal services. Material is world-wide in scope, and combines the old and the new methods and systems.

"Victoria, B.C. Area Post Offices": A Postal History Display is made up using actual cancellation markings of the area post offices, both current and closed, spanning over a hundred years of post office operations in this area. Offices included are those of the Victoria area, the Saanich Peninsula, the Gulf Islands, west to River Jordan and north along the Malahat. Material includes stamped envelopes, stamps, information about Postmasters, photographs and reference material. This semi-permanent display is the basis for developing a postal history "museum" collection at the Saanichton Post Office.

The Saanichton Post Office is open M-F 8:30-5:30, Sat. 8:30-12:30. The viewing of the display is free of charge. Material for developing this display is being actively researched and solicited; if anyone can provide postal history material (envelopes, postcards, photos, letters bearing local postal cancellations) relating to any of the area post offices, please contact Bill Bartlett, Postmaster, Saanichton, B.C. V0S 1M0, or phone 652-2722 weekdays. Material available for loan will be greatly appreciated.

This display will continue throughout the summer.

Turgoose Post Office, B.C.

Est. 1-8-1892

Changed to Saanichton 15-12-1922

F. Turgoose, first Turgoose Postmaster

1-8-1892 to 31-5-1912

INTRODUCTION: VICTORIA, B.C. AREA POST OFFICES

This postal history display is about the post offices of the Victoria, B.C. area; Victoria and Sub-offices, closed offices of the Victoria area, the Saanich Peninsula offices, the lower Gulf Islands, north along the Malahat area, and west as far as River Jordan.

Display items include postal "covers" (envelopes with postmarks), postmarks by the various offices "on piece" (cut out from the envelope) and on stamps. Postmarks will be found cancelling stamps, or as "receiving strikes" on the back of covers. In some cases collateral material is provided, such as photos, letters, "proof strikes" (cancels on small pieces of paper), or whatever else helps give an impression of postal movements.

Information has come from George H. Melvin's The Post Offices of British Columbia 1858-1970 and British Columbia Post Offices, edited by William Topping with Associate editor, Bill Robinson; 1983. Most of the material in the initial display belongs to Bill Bartlett, Postmaster of Saanichton and previously of Pender Island Post Office. Additional material is on loan from other private collections.

This display is to become a semi-permanent postal history "museum" collection in the Saanichton Post Office. As material is provided on loan or through future purchases, the display will grow and change. Contributions are welcomed from any member of the community at large; from collectors or from interested members of the community that have been served by these local post offices. In addition, postal artifacts, related photographs, family letters, etc. are to be displayed as well.

The following is a list of the post offices to be documented by this display:

Albert Head, Bamberton, Beaver Point, Burgoyne Bay, Coolwater, East Sooke, Garnham, Glyn, Goldstream, Gordon Head, Happy Valley, Heal, James Island, Leech River, Leechtown, Luxton, Metchosin, Millstream, Milnes Landing, Moresby, Musgraves Landing, Musgrave, Oaklands, Otter Point, Patricia Bay MPO, Prospect Lake, North Galiano, Retreat Cove, River Jordan, Rocky Point, Scarf, Malahat, Senic View, Sooke Lake, Strawberry Vale, Victoria and Victoria Sub-offices, Willowpark, Colquitz, Colwood, Craigflower, Esquimalt, Glen Lake, Langford Station, Lagoon, Royal Oak, Cordova Bay, Cadboro Bay, Oak Bay, Galiano, Mayne, Mount Tolmie, Naden, Marigold, Lake Hill, Sidney, Salt Spring Island, Beaumont, Belmont Park, Plumper Pass, Shirley, North Saanich, North Salt Spring, Turgoose, Saanichton, Brentwood Bay, Sluggett, Sooke, Maywood, South Pender, Port Washington, South Salt Spring, Fulford Harbour, Ganges, Sidney Island, Pender Island, Tod Inlet, HMC Dockyard, HMCS Naden, Seven Oaks, Thoburn, Tillicum, West, Saturna, Pikes Landing, South Saanich, Hagan, Young, Keating, Victoria West, Victoria X, and the ship cancel Iroquois.

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THE CURIOUS CASE OF UNCLE ARTHUR

by P. J. Campbell.

"Is there any point to which you would wish to draw my attention ?"

"To the curious incident of the dog in the night-time".

"The dog did nothing in the night-time".

"That was the curious incident", remarked Sherlock Holmes.

("Silver Blaze", from Memoirs of Sherlock Holmes).

The Stamps.

It is relatively easy to do research on some recorded event, but much more difficult to establish the facts concerning something that did not take place, particularly if the non-event occurred in Russia in the 1930s at a time when news was managed by experts and where unsuccessful events were glossed over or not reported at all.

This story began germinating some time ago, when I was doing research on the airmail stamps of Soviet Russia. I came before long to Scott C34-35, an attractive set of stamps with a map of the polar regions, an aeroplane flying over an icebreaker and an inscription above. The Scott catalogue commented that the set was issued "to commemorate the Second International Polar Year, in connection with the flight to Franz-Josef Land". That fitted in well with my interest in Arctic flying, so it only remained to identify the details of the flight, the type of aircraft used and the pilot and/or crew. Various catalogues described the stamps, of 50 kopeks (red) and 1 rouble (green) values as being printed by the photogravure process, line-perforated 12½, with line-perforation varieties of 10½ for both values and a comb perforation variety of 10½ x 12 for the 50-kopek value. V. Karlinskii, in "Soviet Collector" No.9 for 1971 (see BJRP No.60), says that there were special rates created for this flight: 50 kopeks for a registered postcard and 1 rouble for a registered letter; it was described as SPESHNAYA POCHTA or Express Correspondence, rather than Air Mail. All the catalogues agreed that the stamps were printed on the watermarked paper, with the pattern known as "Greek border and rosettes", or "Maze and flowers", or by the Russian name "carpet". A couple of catalogues identified the icebreaker as the "Sibiryakov" and Stanley Gibbons and Minkus agreed that the flight being celebrated was from Franz-Josef Land to Archangel. The date of issue was given as 26 August 1932 by SG and simply as August by others. Two catalogues identified the designer as I. Dubasov, a man with a good track record for accuracy in the attractive Graf Zeppelin North Pole flight stamps (Scott Nos. C26-33), the 10-kopek airship stamp (C15) and the fine Express Mail set (E1-3); all showing a good eye for technical accuracy.

As a further reference, I turned to the official Soviet stamp catalogue 1918-1974, which confirms the above, saying "map of the northern oceanic basin, with aeroplane and icebreaker in the Arctic, text in Russian and French, airmail, Second International Polar Year, phototype (i.e. collotype) process, 'carpet' watermark" and adds that "stamps on letters sent to the mainland from Franz-Josef Land for the First Polar Air Route in 1932, were cancelled with a special cancel and there was also a special cachet for the flight". My final reference was the "Soviet Catalogue of Special Postal Cancellations 1922-1961". This illustrates the two special markings mentioned above. The first of these is circular with double rings 20.5 & 30mm. in diameter; see Fig. 20 on p.42 of "The Post-Rider" No. 16 for the illustration. There is a miserable

presentation at the top of a high-wing single-engine monoplane with a ski undercarriage. Between the two rings are the words "Franz-Josef Land" and two five-point stars. In the centre is the date "26.VIII.32". It is significant that this cancel, or part of it, can be found on most used copies of Scott C33-34, always in black, so it must have been used to "cancel to order", as there just could not have been so many stamps in circulation legitimately.

The second marking (designed by S.N. Novskii) was triangular; see the illustrations in Figs. 16 & 17 on p.41 of "The Post-Rider" No.16. This special cachet, in red, shows a ski-equipped aircraft flying over the Northern Icy Ocean (quoting from the Soviet literature; that is the Russian name for the Arctic Ocean) and the phrases "Second International Polar Year 1932-33" and "First Polar Air Flight, 1932". The aircraft, strangely enough, is now a low-wing monoplane, almost certainly a Junkers J.13 or perhaps a Junkers W.33. Both of these were used extensively in Russia, including for operations in the North on skis, but I feel there is enough evidence to rule out these types for reasons stated below. It may be of interest to identify the three-engined aircraft on the envelope (Fig.17) as a Junkers G.24 (military version K.30). This aircraft was, like the J.13, built under licence at Fili and was also utilised in the Arctic, but it can also be ruled an unlikely contender in this study.

We have established at this point that the stamps were prepared for a planned flight from Franz-Josef Land to Archangel, a distance of some 750 km. (1092 miles), mostly over open ocean in an extremely inhospitable region of the world. It is also believed that the stamp designer has probably given us an accurate sketch, albeit very small, of the aircraft selected for the event. The reasoning here is that such a flight would have been unusual in 1932, but politically desirable after the euphoria following the long Polar flight of the Graf Zeppelin in 1931. So the stamps had to be designed before the flight and a cachet designed so that they could be used together on the first-flight covers.

The Aircraft.

Our search of the catalogues to identify the aircraft gave only one response, for Minkus lists the machine as a Fokker F.3 (the same aircraft as shown on Scott C2-9). This could be feasible as DERULUFT, when founded on 11 Nov. 1921, bought eight Fokker F.III aircraft and later added three more (two of which were Fokker-Grulich VI modifications). It may be of interest here to note that DERULUFT's first revenue-paying flight was with a Fokker F.III, registered RR.4, from Königsberg to Moscow on 1 May 1922. It could be added that the other leg of this service was from Berlin to Königsberg and was flown by DEUTSCHE AERO-LLOYD, with the first through-flights commencing on 5 June 1925. Returning to our search, however, it is unlikely that Minkus is correct, as the Fokker F.III aircraft were withdrawn from service in 1926 and replaced by Dornier Merkurs. If we trust Mr. Dubasov, the Fokker F.III should also be ruled out because, although it is a high-wing monoplane, it has a cantilever wing, a most unusual and prominent characteristic, while the aeroplane we are seeking has a wing, braced by two parallel struts, clearly visible on the stamps. We can therefore make a list of high-wing monoplanes with parallel struts in the inventory of Russian airlines at about that period. Taking these in ascending order of likelihood, there were five: the Aleksandrov/Kalinin/Cheremukhin AK-1; the Kalinin K-4; the Kalinin K-5; the Dornier Komet III & the Dornier Merkur.

The AK-1 was quite a successful two-passenger aircraft, which first flew

on 8 Feb. 1924. It was powered by a 160-h.p. Salmson engine and was one of a group of six aircraft of various types that flew from Moscow to Peking to Tokyo in 1925. There seemed to be only a single type, registered RR.DAX and it may have been operated on some domestic flights by the DOBROLET airline, which merged with UKRVOZDUKHPUT' in 1928 and was dissolved on 29 Oct. 1928. The AK-1 can, therefore, be ruled out as being rather too early.

The Kalinin K-4 is a possibility, the prototype RR.UAX of 1928 being powered by a 240-h.p. BMW IV engine, with a small number being built in Khar'kov and operated by UKRVOZDUKHPUT' on feeder lines. So it was available, but it seems to have been a little light to have attempted such an arduous flight and the prominent elliptical wing design could hardly have been missed by Dubasov.

The Kalinin K-5, our next candidate, came out in 1930 with a 480-h.p. M-22 engine (Gnome-Rhône Jupiter). Some 260 of these aircraft were built at the GAZ-135 factory in Khar'kov during 1931-34 and it could be a candidate, except for the same elliptical wing. These aircraft were also operated by UKRVOZDUKHPUT', but we will have to trust Dubasov on the wing shape.

Our final selection has to come from two rather similar aeroplanes, both made by Dornier in Germany. The first was called the Komet III, which first flew on 7 December 1924. It carried six passengers with a crew of either one or two and the engine could have been a 360-h.p. Rolls-Royce Eagle, a 400-h.p. Liberty or even a 450-h.p. Napier Lion. UKRVOZDUKHPUT' purchased seven of them for commercial passenger use and for survey flying.

A new derivative of the Komet III had its first flight on 10 Feb. 1925. It was called the Merkur and was very similar to the Komet III, but with a two-foot (60 cm.) greater wingspan, a larger fin and an unbraced tail-plane. The Merkur had a 450/600-h.p. BMW VI engine, but some Komet III aircraft were retrofitted with the same engine, so it gets difficult to keep them separated. DEUTSCHE LUFTHANSA used some 22 Merkurs on the Berlin-Königsberg night service, which was part of the Berlin-Moscow route and DERULUFT (the Germano-Russian airline) had at least 9 Merkurs, some having been transferred to them from DEUTSCHE LUFTHANSA's total of 36 in service. Records indicate that some of the Merkurs were later transferred back to DEUTSCHE LUFTHANSA, but some certainly took on Russian registrations, of which four have been identified as RR.30, RR.34, RR.35 and URSS D.306. I have the name, German registration and works numbers of 13 aircraft involved in the transfer process. All the LUFTHANSA Merkurs had names like Silberlöwe (Silver Lion), Blaufuchs (Blue Fox), Prairiewulf (Prairie Wolf), etc. As far as I can determine, some of the DERULUFT Merkur aircraft were equipped with the 660-h.p. BMW VI-U engine, had a four-blade propeller (consisting of two twin-blade units mounted at right angles to each other) and had a closed-in flight deck, rather than an open cockpit beneath a parasol wing, as was found on most of the Merkurs. One of my sources stated that DEUTSCHE LUFTHANSA, up to 1932, had flown over 10 million kilometers (6,250,000 miles) of regular scheduled flights with the Merkur and, apart from a fatal crash in 1927, the Merkur seemed to have achieved an enviable safety record.

The Merkur was therefore widely used in the right period and was a well-proven design, thus seeming to be the most likely choice for an aircraft to attempt the Franz-Josef Land to Archangel flight. It can also be assumed that one of the Merkurs with an enclosed cabin, rather than an open cockpit, would have been selected for the flight.

The Shmuely Postcard.

My research to determine the aircraft would have ended at this point with an unproven hypothesis, when an unexpected piece of evidence turned up. This came in the form of a postcard, clearly postally used, as illustrated in Andrew Cronin's article "The Stamps and Postal History of Franz-Josef Land", in "The Post-Rider", No. 16, p.42.



The front of the card, slightly creased, showed a Dornier Merkur with the usual DERULUFT lettering on the engine cowling; the card stated that it was a transport aircraft of the Königsberg-Moscow route. Unfortunately, no registration can be seen. Soviet Russia has never issued a stamp illustrating the Dornier Merkur, but here is Colombia C473, showing SCADTA's Dornier-Merkur I float plane "Simón Bolívar" with registration No. C 32.

The reverse side of the card was even better. It was headed "Greetings from DERULUFT" and bore the 50-kopek stamp (C34) that is the subject of this article, it being the correct denomination for an airmail, or air express postcard (the 1-rouble value being proper for a letter in an envelope). The stamp was cancelled with the double-circle postmark described above and a second such added below for good measure, both being dated 26.VIII.32; also with the second, triangular, cachet noted above, but this time in blue, not in red. To the left there is a receiving marking of BERLIN C, L2* (Airport) dated 25.9.32, or 30 days after mailing. This is most interesting, because it clearly indicates that the card was delayed in transit and the one-month delay looks more like mail delivered by ship and rail, rather than by aircraft. The little aircraft in the BERLIN C cancel is of no significance for this study, so it has been ignored.

The final icing on the cake is the message, for the card was addressed to Mr. Gerd Perlis in Berlin, Grunewaldstrasse 29a and reads as follows:-
Silent Bay, 22.8.32,
Kaiser Franz-Josef Land.

Heartfelt greetings from this glacier nay. It is grandiose.
Unfortunately, picture postcards are not available here, therefore this is one out of my supply. Greetings to Minna.

Your Uncle Arthur*.

* Mr. Shmuely reads the name as Lothar rather than Arthur, but I will stay with Andrew Cronin's version for this article.

Speculating on this card, it is from Tikhaya (Silent or Calm) Bay, which is on Hooker Island (see the map on p. 39, Fig. 14 of "The Post-Rider", No.16) and Uncle Arthur is sending one of his own stock of cards that were prepared for DERULUFT. Now DERULUFT was the airline set up with the name Deutsch-Russische Luftverkehrs-Gesellschaft in 1921, following an agreement between the Council of People's Commissars and a group of German airlines (later amalgamated to form DEUTSCHE LUFTHANSA), so it can be reasonable assumed that "Uncle Arthur" was a German employee of DERULUFT writing home. Now, the only reason I can imagine for him to be at Tikhaya Bay at that particular time would have been in connection with the Second International Polar Year and, as he was carrying DERULUFT postcards, could he not have been part of the crew to prepare the aircraft for the flight? This to me is pretty good evidence that the chosen machine was a Dornier Merkur.

Andrew's article assumes that Uncle Arthur was a German scientist, but misses the point that the card, above the manuscript text, bore the words "Greetings from DERULUFT", indicating that it was an official handout of DERULUFT. So, when Uncle Arthur says "here is one from my stock", I am sure he must have been a DERULUFT employee or, alternatively, someone from the Dornier Company.

If the above interpretation is correct, my earlier hypothesis is supported and the flight was planned for a Dornier Merkur of DERULUFT, probably a Merkur II (Do-B Bal 2), with a BMW VI-U engine and an enclosed cabin. One such aircraft was registered as RR.34, so that one would be on our short list.

The Crew.

As to the pilot, my research has come up with only one name, suggested by the late Kurt Adler in a 1968 article on this subject; see Rossica Journal No.75, p.93. Mr. Adler said that the pilot was the celebrated Chukhnovskii, but he gave no source for this statement. It would certainly be a likely choice, considering Chukhnovskii's flying record in the Arctic. His article illustrated the essay for Scott C34-35, but that does not help our search. It may be of interest to note that the word "Airmail" on the essay was changed to "Air express" on the issued stamps. A 1972 stamp magazine suggests that Ernst Krenkel was aboard this flight, but gave no source for the story.

The Ships.

Having got that far with identifying the aircraft and crew, let us look at the ship shown on the stamp, which was presumably the vessel that delivered the aircraft and crew to Franz-Josef Land for the flight. Some catalogues state that it was the "Sibiryakov", but T.A. Taraconzio's fine book "Soviets in the Arctic" states (pp.93-94) that the "Sibiryakov" left Archangel on 28 July 1932 with Capt. Voronin and Prof. Schmidt. It passed Matochkin Shar on 31 July and went on to make the first transit of the North-East Passage in a single season, so we can rule out the "Sibiryakov". The same reference (p.84) states that the "Malygin" (see Scott No.4961) twice visited Rudolf Island (Teplitz Bay) in 1932 during the Second International Polar Year, setting up a meteorological station at 81°48'N and, on the second voyage, got to 82°24'N, the northernmost point reached. The paragraph adds: "Improvement of the station at Tikhaya Bay (Hooker Island) was likewise provided for; new equipment was set up for taking of geophysical and other observations and new buildings for its housing were erected". It is not clear from this whether the "Malygin" set up the Tikhaya Bay extension, or some other ship, but the "Malygin" is a possibility. The above extract is taken from another source: "Fedorov: Magnitnye opredeleniya 1932-1933 g. na Zemle Frantsa Iosifa", from the publication Artica, 1935, pp.89ff, unobtainable by me. Can anyone follow up on this?

Careful study of the stamps (Scott C34-35) shows a silhouette that looks like the "Sibiryakov", but the article proves that the "Sibiryakov" was elsewhere and indicates that the "Malygin" is more likely the ship used to place the aircraft and crew ashore at Tikhaya Bay for the flight from Franz-Josef Land. Several other possible ships have been ruled out as unlikely, but this aspect of the puzzle remains to be solved.

The same source says that, in 1934, the "Taimyr" set up a novel

automatic meteorological station at Tikhaya Bay and a permanent air station and base were simultaneously built there; so we know that the 1932 base was regarded as temporary.

Navigation.

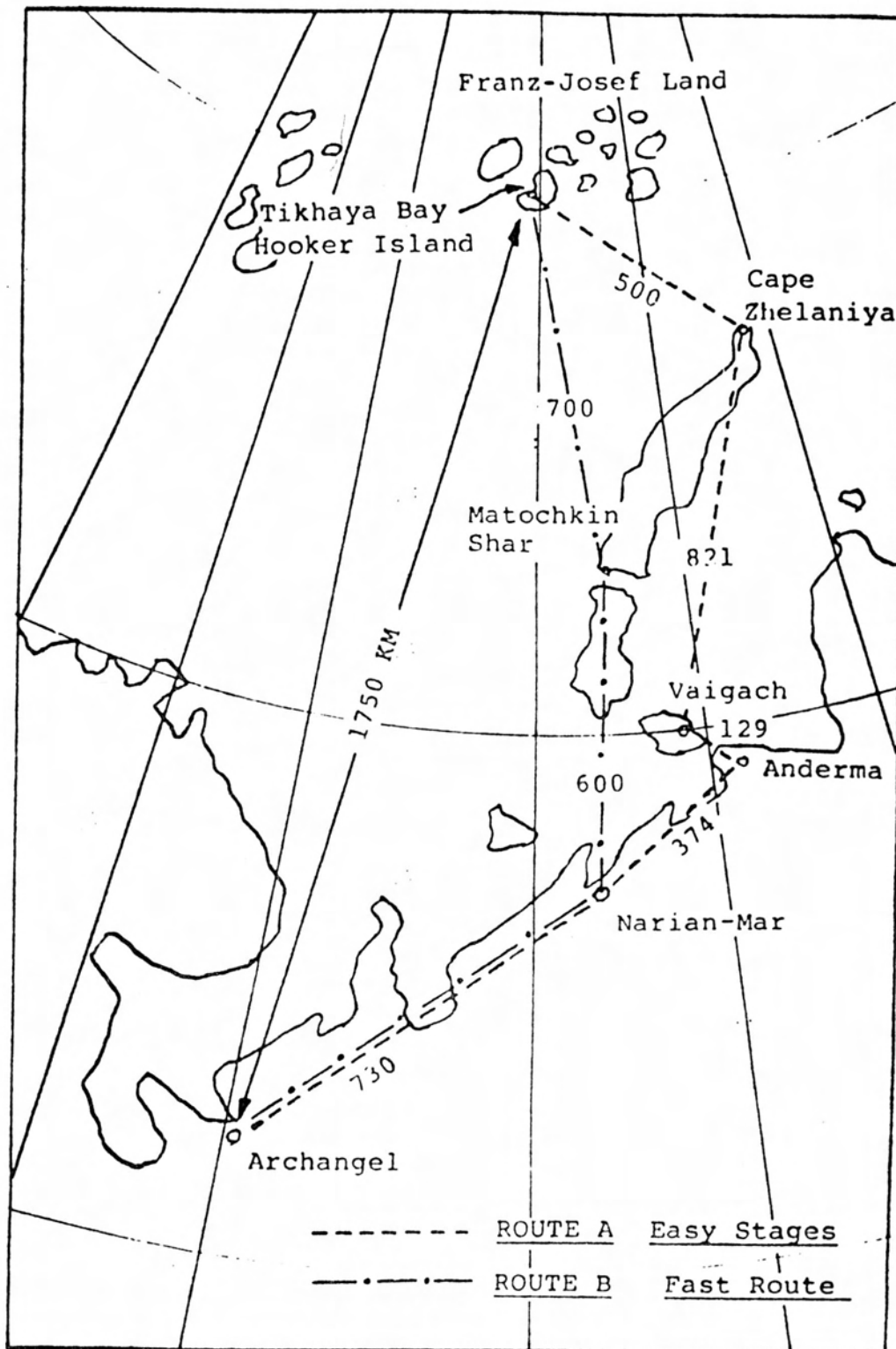
Navigation in the North, based on statistics compiled over the years between 1880 and 1929, show that Franz-Josef Land was reached in 23 seasons and that the best period of approach was from 15 August to 15 September, which was the exact time-frame chosen for the flight we are investigating. Apart from ice conditions, operations can be carried out 24 hours a day at this latitude in mid-August, with the sun 33° above the horizon at noon. By mid-September, the sun rises to only 12° above the horizon at noon and, by mid-November, the sun at noon is 8° below the horizon, at which point the polar night is advancing rapidly.

As to weather conditions in August/September at Tikhaya Bay, many reports show that, although often foggy, flying was frequently carried out in reasonable conditions. During the search for Levanevskii, the pilots Vodop'yanov, Molokov and Alekseev flew from Moscow to Tikhaya Bay in three ANT-6 aircraft and landed there on wheels! However, deep snow made operating difficult and they changed Vodop'yanov's machine onto skis for the rest of the (unsuccessful) search. It is significant that both of the special markings and the stamps themselves show the aircraft as being mounted on skis.

One last item we should consider is the route. The range of a Merkur II is quoted as 900 km. (563 miles) with normal tanks, so we can almost certainly rule out a direct over water flight to Archangel. The most probable and sensible route would have been across to Mys Zhelaniya (Cape of Desire), down the length of Novaya Zemlya Island, across the Kara Sea to Vaigach, then via Anderma to Naryan-Mar and on to Archangel (ROUTE A), or about 2550 km. (1594 miles). That could have been flown in about four days if the weather were favourable, or much more if less lucky. ROUTE B, the fast route, could also have been done by a Merkur II, taking at least three days and maybe more. Please see the map on the next page.

Having shown up to this point that the flight was officially sanctioned, having proved that the season and the weather conditions would have made sense and also that suitable aircraft were available, we now ask, as did E.P. Sashenkov, why none of the world's news media reported the flight. The only answer seems to be that some form of unserviceability of the aircraft, a crash on take-off or a forced landing en route prevented the aircraft from reaching Archangel.

Another strong piece of evidence to support the Sashenkov story are the statements of an extremely reliable person, who certainly would have been in the know. The famous Arctic aviator M. Vodop'yanov, in his classic book "Wings over the Arctic", includes a large fold-out map of ship and aircraft operations in the Arctic, with no mention of the flight we are studying, nor is it mentioned in the text. To add even more proof for the Sashenkov case, Vodop'yanov gives a detailed account of his flight from Moscow to Tikhaya in 1936, together with the pilot Makotkin, in two ARK-5 aircraft (registration Nos. N.127 and N.128). These were versions of the fine Polikarpov R-5 military biplane, specially modified for Arctic use. They flew roughly along my ROUTE A and took about 15 days to reach Tikhaya Bay. Of their arrival,



Vodop'yanov states: "This was the first time in the history of aviation that aircraft had crossed the Barents Sea to Franz-Josef Land". He was heading northward, of course, but this was in 1936, four years after the flight Sashenkov questions and I think it hardly likely that Vodop'yanov would have made that statement, unless there had been no previous flight in either direction. It is of interest to note that Makotkin crashed his machine at Tikhaya Bay, so both pilots and both mechanics got into Vodop'yanov's aircraft and flew back to Moscow roughly along ROUTE B, the return journey taking about 18 days.

Flown Covers.

With all the above, it only remains to look at a few philatelic items from the alleged flight.

	<u>Date written</u>	<u>Franz-Josef Cancel</u>	<u>Archangel transit</u>	<u>Destination Berlin/Vienna</u>
1. Shmueli card	22 Aug.	26 Aug.	-	25 Sept.
2. Adler No. 1	?	"	28 Aug.	31 Aug.
3. Adler No. 2	?	"	-	1 Sept.
4. Cronin Fig. 16A	?	"	23 Aug. (!)	?
5. Cronin Fig. 16B	?	"	28 Aug.	31 Aug.
6. Cronin Fig. 17	?	"	28 Aug.	31 Aug.

From the above, it seems to me that the only piece that is believable is the Shmueli card. The others, even allowing for the 23.8.32 date for Archangel in Fig.16A (impossible) and what looks like 28.6.32 in Fig.16B appear very much like items cancelled in Archangel, or perhaps even in Berlin. It seems just too perfect to fly from Tikhaya Bay to Berlin in six days, with the event to be unrecorded in any of the media. All the evidence seems to indicate that Uncle Arthur's is the only credible item in the batch and that the flight was not completed through to Archangel for reasons undetermined.

"Eliminate all other factors and the one that remains is the truth".
(Sherlock Holmes in "The Sign of Four").

"...when all other contingencies fail, whatever remains, however improbable, must be the truth".
(Sherlock Holmes in "The Adventures of the Bruce-Parkington Plans").

* * * * *

EDITORIAL COMMENT: Pat Campbell's article above is a model of investigative deduction and we can clear up two points raised by him by referring back to Sashenkov. The latter quotes from Hans Egon Vesper: Die Postgeschichte der Arktis, Band 2, Düsseldorf 1973, p. 142; Herr Vesper had received a reply direct from Ernst Krenkel that he had never heard of a flight from Franz-Josef Land on 26 August 1932 and that Krenkel had also checked with B. Chukhnovskii, who also knew nothing about the affair.

It seems certain that the so-called 23.8.32 dates on either of the Archangel transit postmarks are in fact poorly struck "28"s, while the date 28.6.32 in Fig.16B is really an indistinct "8" for the month of August. Sashenkov states that items with Moscow addresses were also received there on 31 August, so it looks as if the whole operation of the philatelic items was carried out in Archangel. Judging from the BERLIN C2 airmail transit, we can say that such items went by air at least part of the way to foreign destinations; at the very least from Königsberg to Berlin !



ANT-3

by Patrick Campbell

One of the first stamp designs that really aroused my interest in aerophilately was that of Scott Nos. C10 and C11 of Russia, depicting a relatively small biplane in flight over a map of the world (see examples above). The catalogs told me that the designer of the stamp was O. Amosova, that there were values of 10-kopeks and 15-kopeks, and that 200,000 of each stamp were printed.

Most catalogs stated that the stamps were lithographed, which they were, but Gibbons and Michel chose typographed, which they weren't! The stamps were unwatermarked and perforated 12½x12. The best known variety is the "broken seven" in the date 1927 in the lower right hand corner of some copies of the 10-kopek value, as shown in Fig. 1. The variety is generally priced at about four times the value of the basic stamp, although it is not all that common.

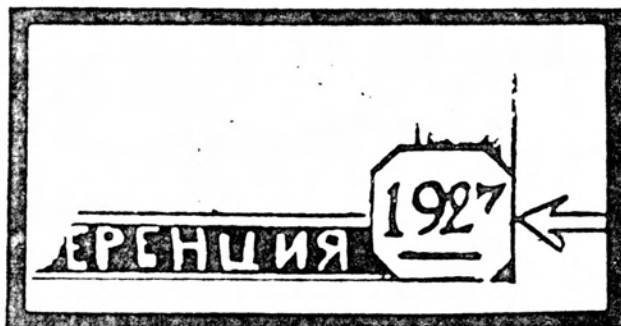


Fig. 1

H. L. Aronson, in the Russian-American Philatelist No. 10 of 1943 says that the stamps were issued in sheets of 80, in two vertical panes of 40 arranged 5x8. He says that the "broken seven" occurs in the 26th position in the upper right sheet of the 10-kopek value, but he could not find a lower sheet to examine. Aronson also mentions a white dot over the letter "A" in the bottom inscription of the 26th stamp, a broken line under the date on the 20th stamp, and a white dot under the fifth "n" on the 27th stamp of the same upper sheet. These seem to be the only reported anomalies.

Now things started getting a little more interesting, for the catalogs stated that the two stamps were issued in September 1927 (perhaps 1 September) to commemorate the first International Air Mail Congress at The Hague in Holland, and Scott said that this conference had been initiated by the USSR. Extensive literature research in Flight, The Aeroplane, Aero Digest, Flugspport, Flugwocke, ZFM, and several French and Russian magazines resulted in a blank. The only reference found was in "The Air Tourist Guide to Europe," where it said that, in August of 1927, the airline Deruluft took part in a conference at The Hague, where the World Postal Union was considering the question of air mail. Further information is solicited.

Research on the aircraft itself proved more fruitful, for it was soon identified as a Tupolev ANT-3, first built in 1925. It was a two seater sesquiplane (a biplane with the span of the upper wing greater than that of the lower wing). It was all-metal and had the corrugated aluminum skin that Andrei Tupolev used on several aircraft (including his second design, the ANT-2). This type of construction was stiff and light, and was pioneered by Junkers. It was used in some of the aircraft built in the Moscow/Fili plant, under license from Junkers. This factory was a result of the Treaty of Rapallo of 1922. There were two aeronautical facets of this treaty, arising partly from the banning of serious aeronautical work in Germany under the Treaty of Versailles, and partly from the lack of aeronautical know-how in the new Soviet state. One of the results was the airbase at Lipetsk, which will be covered in a separate article, and the other was setting up a factory at Moscow/Fili in October 1922, with several hundred German workers. Junkers moved out in 1929, and the Russians took over, designating it as Factory No. 22. This is another story, introduced here only because of its influence on the design philosophy of the ANT-2 and ANT-3.

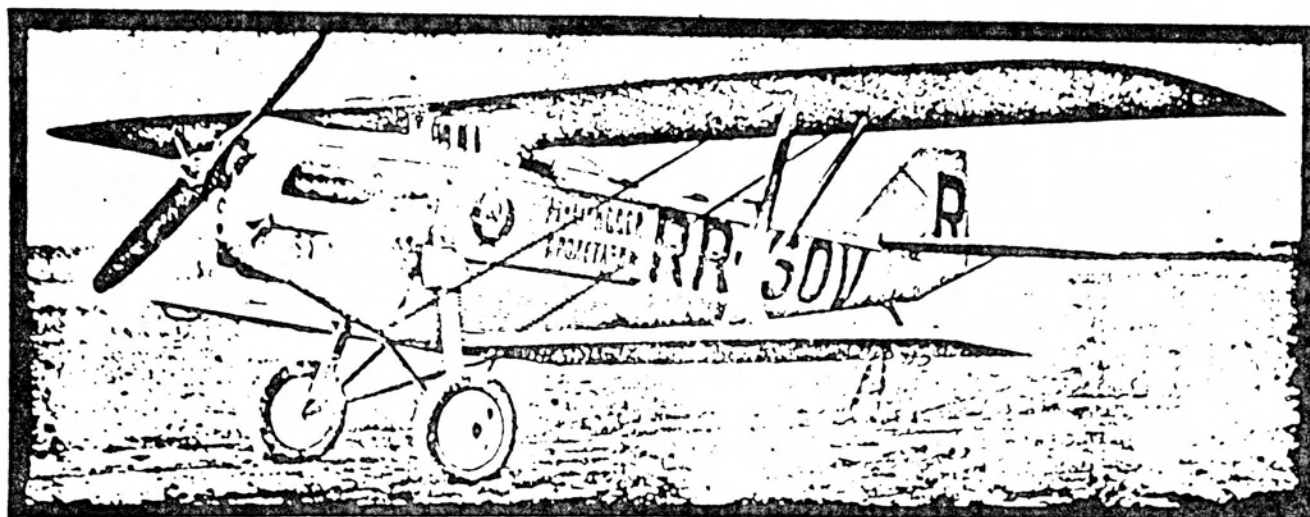


Fig. 2
A.N.T.-3 Biplane RR-SOV
(Napier Lion Engine)

The ANT-3 was designed early in 1924 with both military and civil uses in mind. The prototype was rolled out in July of 1925; it was powered by a 450-HP French Lorraine-Dietrich engine. First flown by V. N. Philippov in August, the prototype was ferried from NQA, Khondinka (the Scientific Text Aerodrome) for flight testing which lasted until April of 1926. The production version had the Aviatrust M-5 engine, a Russian-built copy of the American Liberty; the prototype could be distinguished from the production version by the change from "N" shaped interplane struts to a "K" shape. The military version was designated R-3, and it had two machine guns and a small bombload of 440 pounds; it could be identified by the circular frontal radiator.

The civil version was intended as a fast mail carrier, and two of these, with registrations RR-SOV and RR-INT, later achieved some measure of fame. One was also featured on a 1977 Soviet stamp.

RR-SOV was a ANT-3 fitted with the famous 450-HP Napier "Lion" engine, a water-cooled engine with three banks of four cylinders in the form of a broad arrow, instead of the usual "Vee" layout. The author of this article was fortunate enough to be employed in the factory where the Lion was manufactured, still in production in 1940, for motor torpedo boats. RR-SOV made a tour of the European capitals between 31 August and 2 September of 1926, starting at Moscow, and calling at Königsberg, Berlin, Paris, Rome, Vienna, Prague, and Warsaw, then back to Moscow. The 6,510 km. flight was accomplished in 34 hours and 15 minutes flying time over three days, averaging about 120 m.p.h.

This flight was commemorated by a 10-kopek airmail stamp of 1977 (Scott C111-Fig. 3) which shows RR-SOV over a map of Europe, showing the cities visited; perhaps it is just by chance that the cities of Berlin and Warsaw are obscured by the aircraft. This stamp was one of a set of six issued 16 August 1977, portraying Soviet aircraft from 1917 to 1930; designer of the stamps was E. Aniskin. They were printed in a combination of lithography and engraving, were all perforated 12x11½, and measured 32.5x47.5 mm. There are no known varieties.



Fig. 3

It seems that there was at least one problem on the tour, as RR-SOV was taken into the Letov factory on Prague for some repair work, or so we are led to understand. The pilot was Mikhail Gromov and the co-pilot M. Radzevich; the fuselage bore the words "Aviakhim CCP-Proletariat" in large letters, accompanied by a Soviet coat-of-arms. The word Aviakhim indicated that the flight was arranged by "The Friends of the Red Air Fleet," see Rossica No. 89, page 49.

A recent acquisition in a dealer's junk-box was the label shown in Fig. 4. The aircraft is clearly an ANT-3 and probably one with the M-5 engine (Liberty). The purpose of the label and the open space in the middle is unknown. Apart from the corrugated aluminum structure, the ANT-3 was unusual for the simple wing bracing system, and for the strange triangular shape of the fuselage. The engine was cooled by two egg-like objects slung either side of the nose; these were type "D" heat exchangers designed in France by Lamblin.



Fig. 4

It is of interest to note that Andre Tupolev worked in Douglass (Santa Monica) briefly in the 1930s, and at Ford in Detroit, studying industrial

Canadian Dispatches To Pan American Flights
By Al Stankweather -- 2316 Park Ave., Fond City, PA 16226

Specialists in certain areas of aerophilately tend to become complacent and blasé after reaching a certain degree of completeness, shunning what could be productive avenues. I, for one, am often guilty of this, and received an object lesson at AMERIPEX.

There was a certain degree of shock when a Canadian dealer handed me a seemingly ordinary stack of covers flown by Pan American World Airways on FAM Routes 5, 6 and 10, which, upon closer examination, disclosed that four were dispatched from Canada. This led to a search of other dealers' boxes, but only one other cover turned up.

The clue to these interesting covers lies in a Canadian Press dispatch from Montreal on April 29, 1930, which said: "A regular weekly air mail service between Montreal and Buenos Aires will be inaugurated May 2 when Montreal becomes hooked up with the South American Services. This will enable postal matter to be carried from Montreal to the South American metropolis in one week."

In fact, that flight took 10 days -- still not bad, considering the mail was handled by Colonial Airways over FAM 1, Eastern Transport over CAM 19 to Atlanta and CAM 25 to Miami, by Pan Am over FAM 6 to Paramaribo and by NYRBA to Buenos Aires. The flight took place almost a year before CAM 19 and 10 were combined and three months before NYRBA was acquired by Pan Am after a bitter corporate struggle.

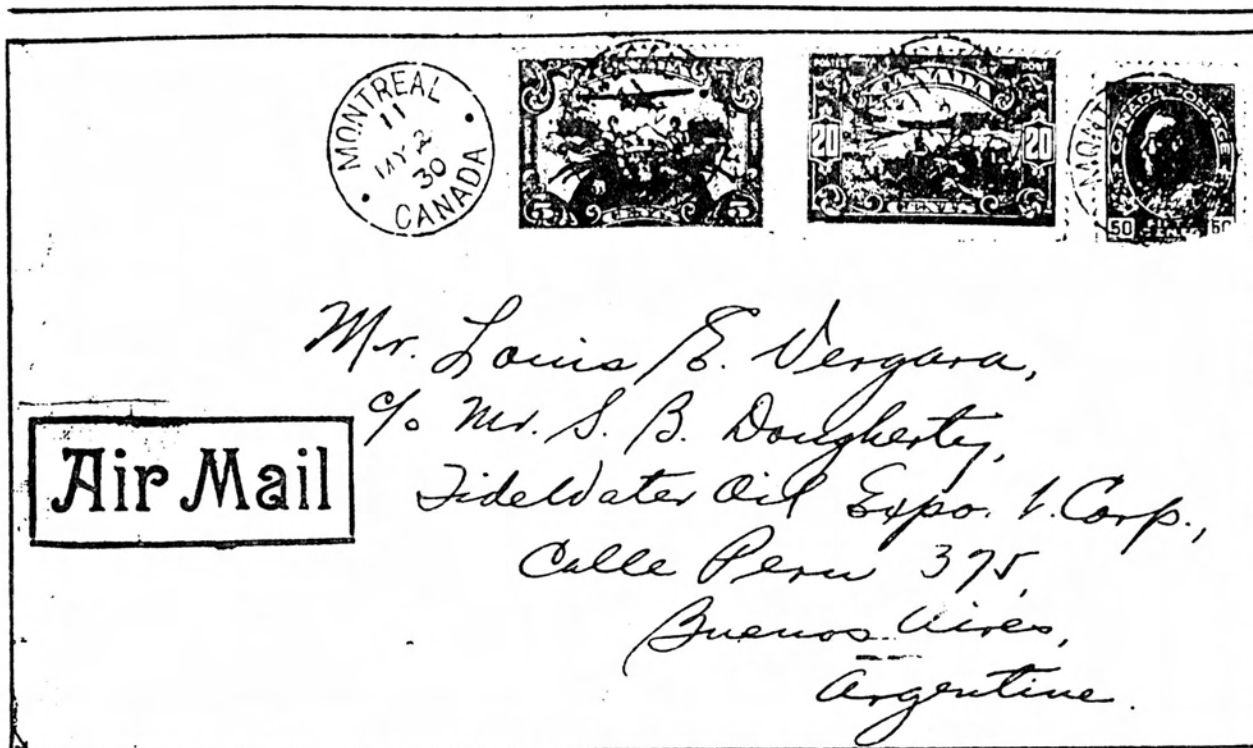
All of my examples are philatelic in origin, but commercial covers -- particularly registered ones -- should turn up in cover boxes.

How many Canadian dispatches were made to various first flights is problematical, as they are not catalogued. However, it is safe to say the number is small, as the service was not generally publicized, nor did first flight announcements say that covers would be dispatched from any other than the city of origin for the flight. Three of my examples were prepared by three of the better known first flight specialists of the day -- Lloyd B. Gatchell, Richard L. Singley and A.B. Stuart.

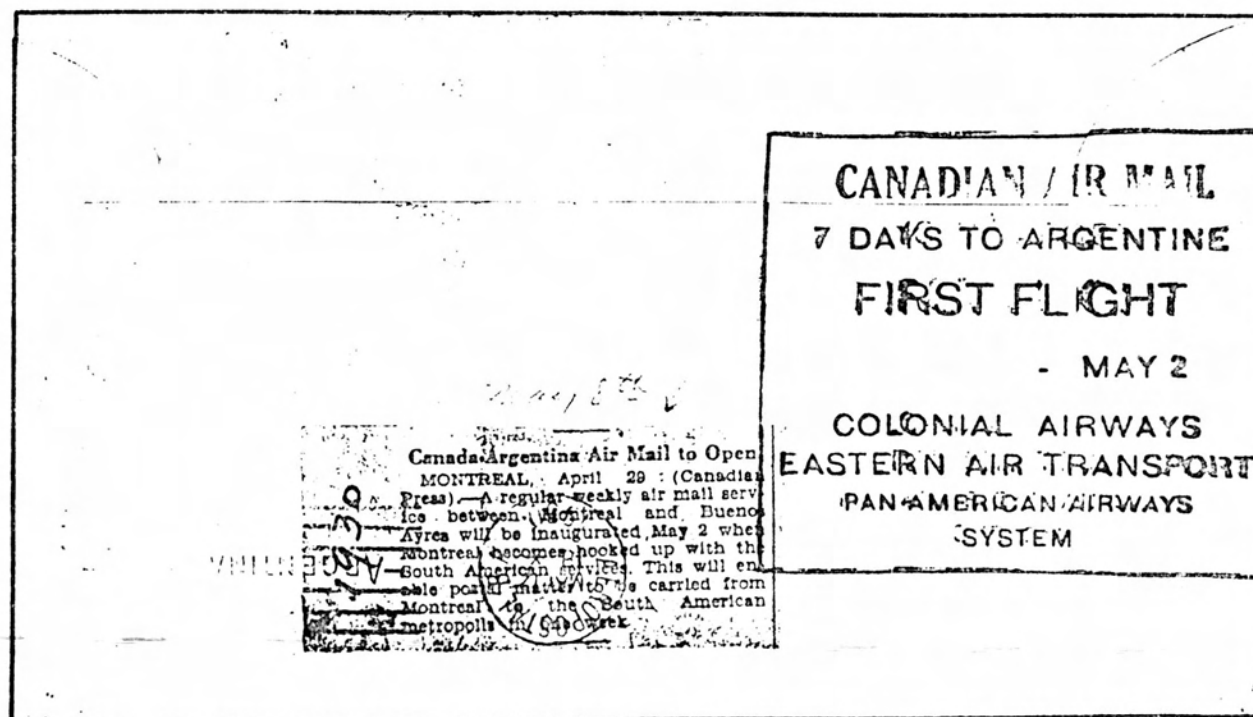
The most interesting example is not from a Pan Am first flight, but from the first flight from Victoria to Vancouver, British Columbia on Aug. 1, 1931. The registered cover is addressed to Buenos Aires and covered a variety of Canadian and American domestic air mail routes before being handed over to Pan Am at Miami. This purely philatelic confection is fascinating in that it provides some keys to its routing in the backstamps, while creating an equal number of questions due to the lack of others.

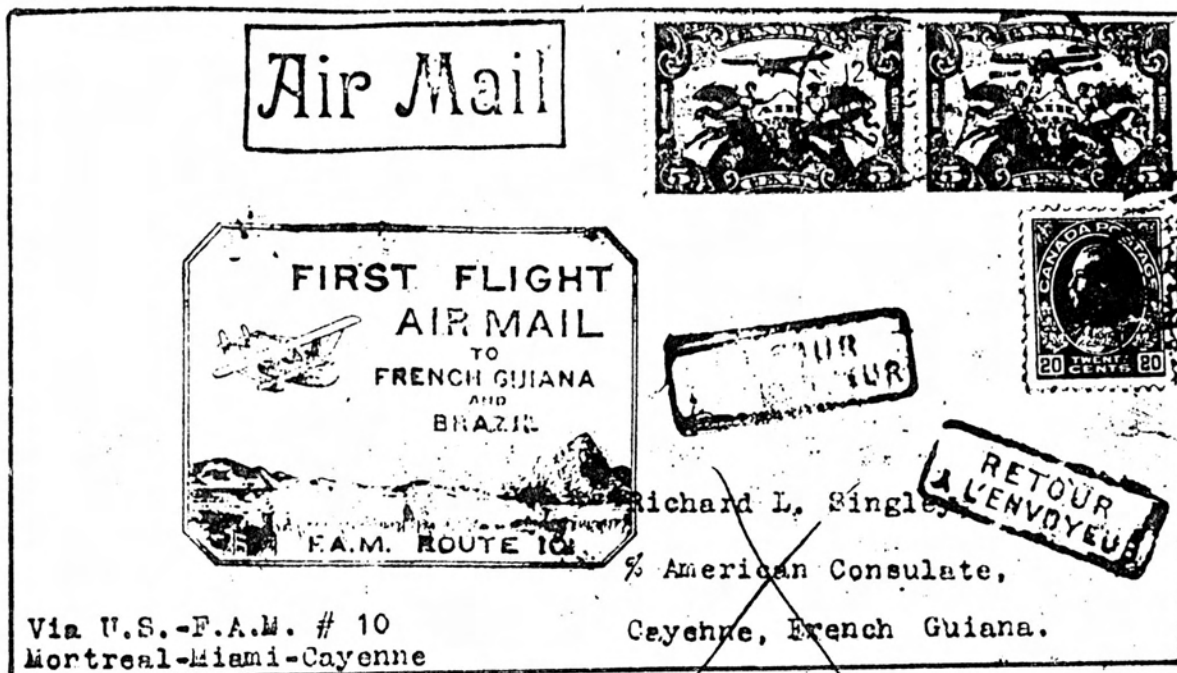
My final example raises the fascinating possibility of finding still other dispatches to the transpacific routes flown by Pan American. I have been told there was at least one other dispatch point in Canada, but have not seen an example.

I welcome comments and photocopies of other Canadian dispatches to Pan American's routes, which I intend to catalogue.



Cover from the first acceptance of Canadian air mail bound for Buenos Aires. Flown by Colonial Airways over FAM 1 from Montreal to New York, by Eastern Air Transport over CAM 19 to Atlanta and CAM 25 to Miami, by Pan Am over FAM 6 to Paramaribo and by NYRBA to Rio de Janeiro. Despite the penciled notation, it did not arrive until May 12, as shown by the Aeropostal backstamp.

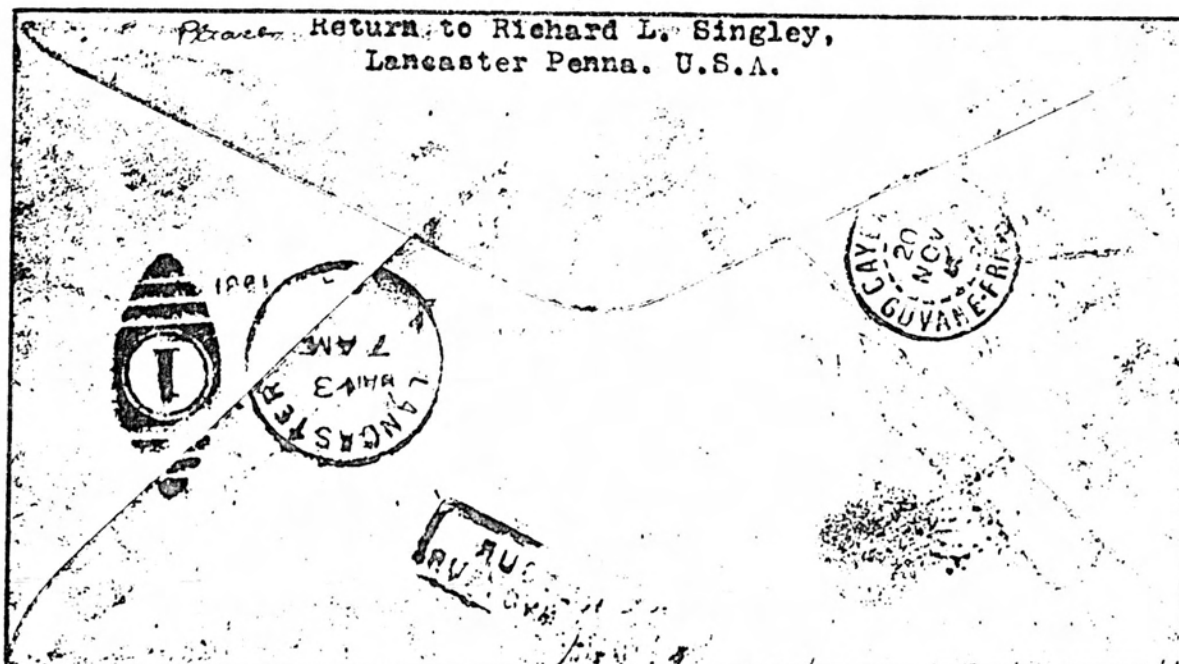


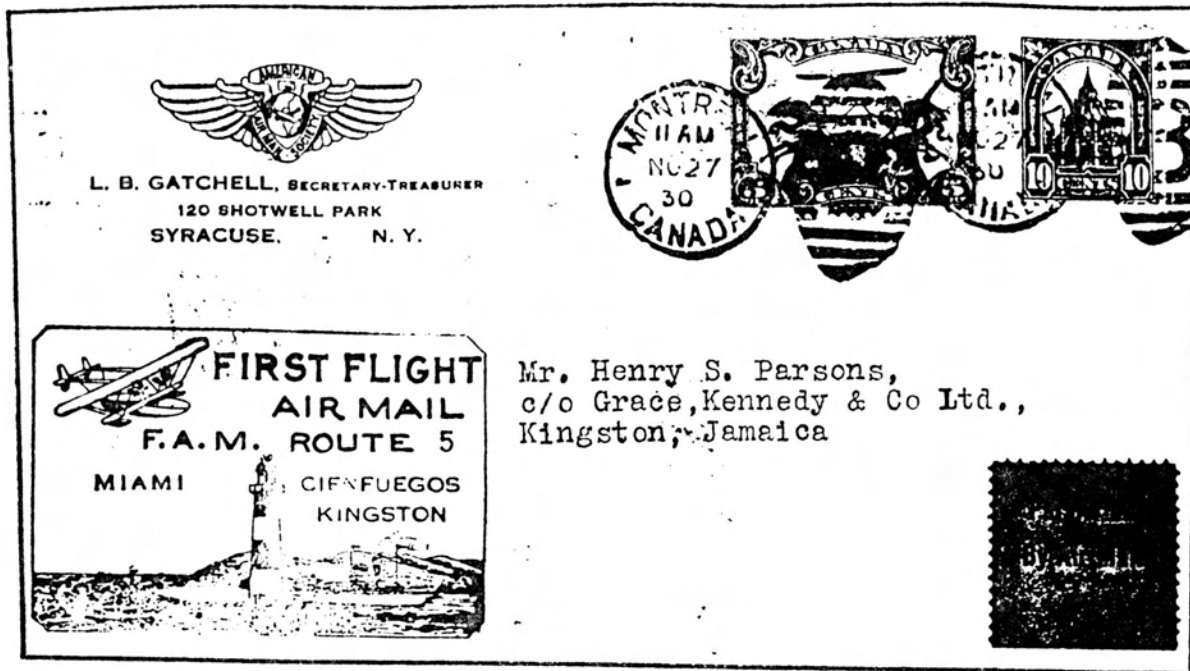


Cover flown over FAM 6 from Miami to Cayenne, French Guiana poses an interesting question: Where was it held from April 3, 1930, when it was postmarked in Montreal, until November 10, 1930, when it was dispatched from Miami?

Again, the cover would have been routed via FAM 1 to New York, CAM 19 to Atlanta and CAM 10 to Miami. CAMs 19 and 10 were consolidated under Eastern Air Transport on April 1, 1931. The New York-Miami route provided speedy air mail access to and from South America. South American commercial mail bound for Europe commonly was routed by air to New York.

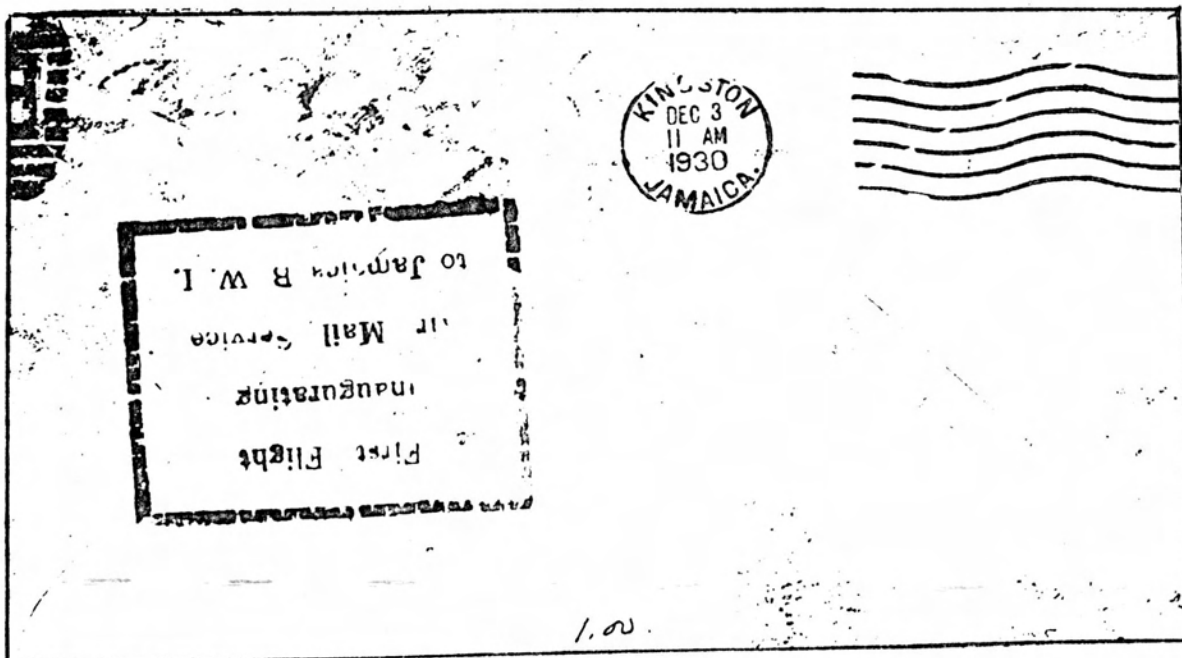
This cover was not returned to the addressee until January 3, 1931.





The timing on this FAM 5 cover from Miami to Kingston, Jamaica is quite close. It was dispatched from Montreal on November 27, 1930, and from Miami on December 2, arriving in Kingston on December 3. Exactly six days to the hour elapsed between dispatch in Canada and arrival in Jamaica, if the date stamps are correct. The boxed auxiliary cachet on the reverse: First Flight / Inaugurating / Air Mail Service / to Jamaica B. W. I. is in magenta.

This cover escaped the indignity of a long delay in return to the sender and the disfiguring "return to sender" markings as it was addressed to a specific individual in Kingston.

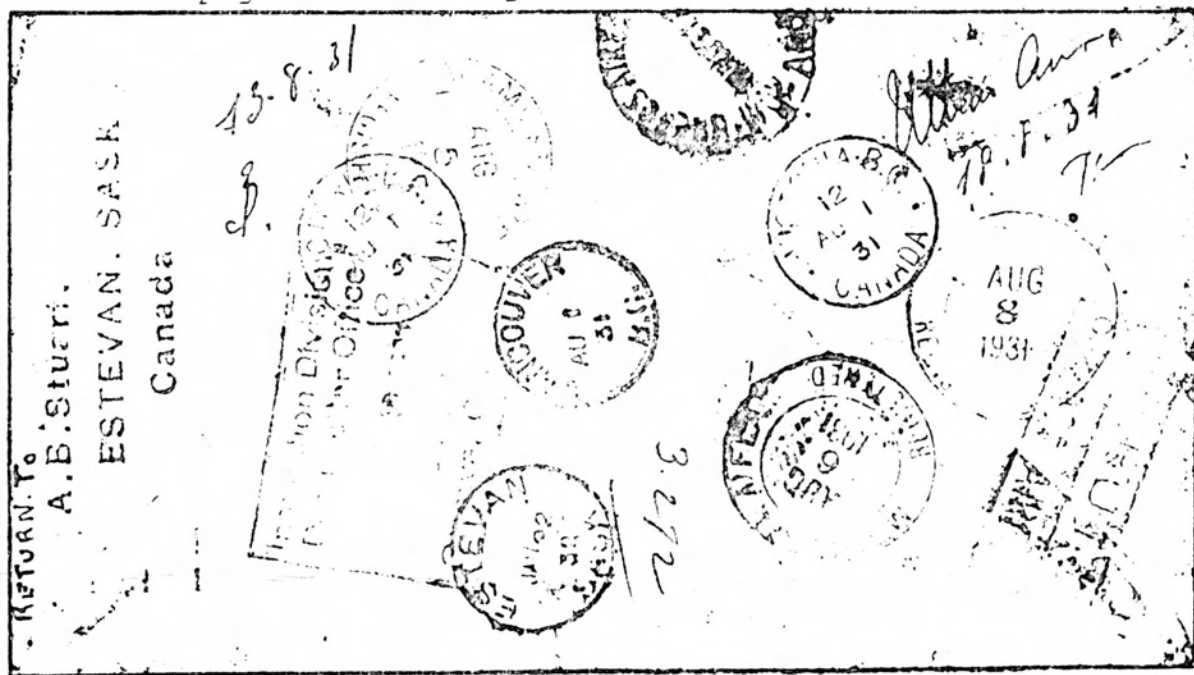




This cover was carried on the first flight from Victoria to Vancouver, then by surface to Lethbridge, and then by air to Winnipeg, where it connected to CAM 9 to Chicago at Pembina, Minnesota. It then was routed by CAM 30 to Atlanta and CAM 19 to Miami. The Christobal, Canal Zone backstamp indicates it was routed by FAM 5 to connect with FAM 6 (the link for the so-called Lindbergh Circle) at Port of Spain, Trinidad.

It arrived in Buenos Aires on August 13, 1931, but was not returned to Stuart until January 22, 1932 after a stop at the Canadian dead letter office in Ottawa, Ontario.

Some Stewart covers also were addressed to South America from the Winnipeg-Pembina inaugural of February 3, 1931.

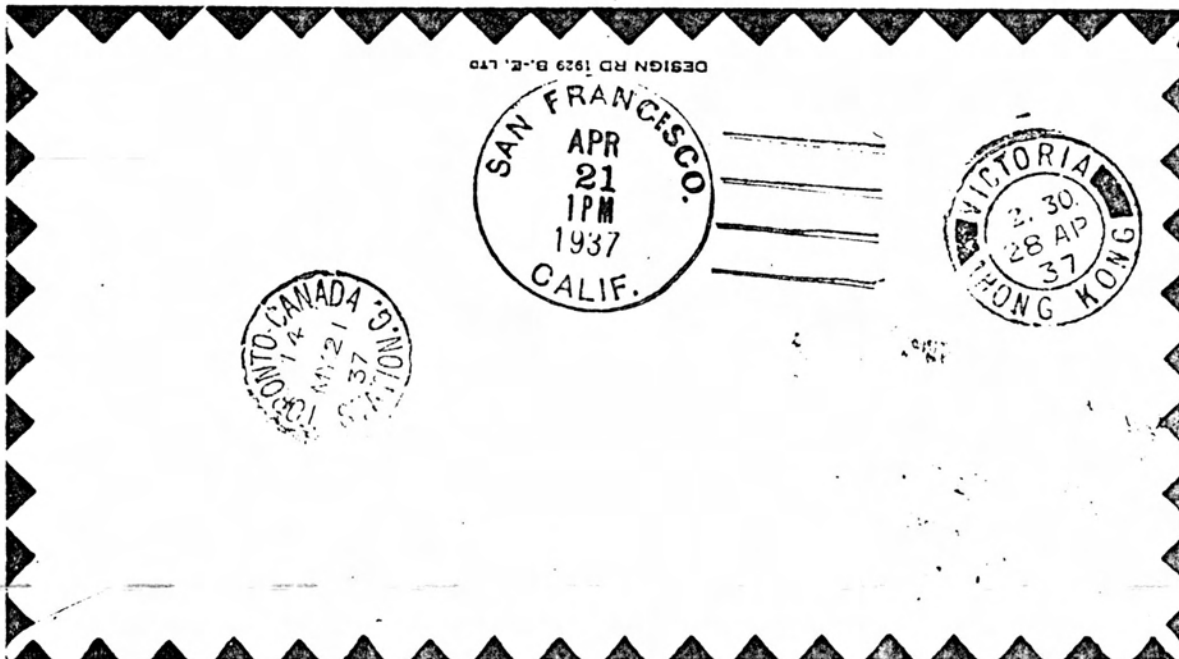




When FAM 14 was extended from Manila to Hong Kong in April 1937, a total of 31,377 pieces was carried from San Francisco to the orient. However, a mere 180 covers -- franked with \$1 postage -- were dispatched from Vancouver to Hong Kong via San Francisco.

Again, the timing was close, as the covers were dispatched on April 19, leaving San Francisco on April 21. These covers received better treatment than the South American first flight covers in that they were given a transit marking in San Francisco.

Also noteworthy is the fact that these covers received as good treatment as their American counterparts.



/end/