

1 March 1990

Vol VI No. 1

The Canadian Aerophilatelist

The Canadian Aerophilatelic Society
Canadian Chapter AAMS
RPSC Chapter No. 187
APS Affiliate No. 189

Major Richard K. Malott, MSC, BA, CD, FRPSC, Ret'd
Vice President and Editor - CAS
16 Harwick Crescent
Nepean, Ontario, Canada
K2H 6R1

Executive Committee of the Canadian Aerophilatelic Society

President: Wing Commander E. P. "Pat" Sloan, CD, Ret'd
P. O. Box 6248, Station "J"
Ottawa, Ontario, Canada
K2H 1T4 Tel.: (613) 728-4275 (home)

Vice-President: Major R. K. "Dick" Malott, MSC, BA, CD,
FRPSC, Ret'd
16 Harwick Crescent
Nepean, Ontario, Canada K2H 6R1
Tel.: (613) 829-0280 (home)
(613) 992-8014 (office)

Treasurer: Mr. Nelson Bentley
3044 Otterson Drive
Ottawa, Ontario, Canada N1V 7B6
Tel.: (613) 733-6286 (home)

Secretary: Major E. R. "Ritch" Toop, CD, Ret'd
P. O. Box 9026, Alta Vista Post Office
Ottawa, Ontario, Canada K1G 3T8
Tel.: (613) 731-6259 (home)

Item 90-1

The last issue of the Canadian Aerophilatelist was Vol V No. 1 dated 9 June 1989. There was only one issue in 1989. I will try for three in 1990. In this issue data concerning the CAS will be presented as well as two articles sent in by concerned aerophilatelists.

Item 90-2

Our membership as of 1 September 1989 stood at 126. A copy of the membership is attached as Annex "A-1". An updated list will be published in the next issue. The Secretary's Report of 18 September 1989 indicates 128 members. (Refer to Annex "A-2")

Item 90-3

Our President, Pat Sloan attended AD ASTRA' 89 and the XXXIXth FISA Congress, 19-22 October 1989, in Zurich, Switzerland. His report is attached as Annex "B".

Item 90-4

A letter dated 20 September 1989 from Ken Sanford, now living in Switzerland, provides data concerning arrangements for aerophilatelists at STAMP WORLD LONDON' 90. Those planning to attend the London' 90 Exhibition may wish to contact Ken at his home address as per his letter attached as Annex "C".

Item 90-5

Nelson Bentley has prepared two financial reports, one dated 31 August 1989, and one dated 31 December 1989. The CAS has of 31 December 1989 \$ 1,825.55 in cash in the bank, and \$ 1,543.89 in a Regular Savings Account. Both reports are attached as Annex "D-1 and D-2".

Item 90-6

The CAS has been most successful in obtaining and selling various special Canadian aerophilatelic flight covers, post cards and memorabilia. Unfortunately regular flight covers for Air Canada and Canadian Airlines International are all but impossible to obtain due to the lack of interest by Canada Post Corporation and the Airlines. Attached as Annex "E" is a list of aerophilatelic items available from the CAS c/w prices. Anyone wishing to purchase any items are requested to contact me directly. Profit from these sales will help pay for the two types of special CAS presentation plaques recently purchased from SPARTA 2002 in Montreal.

Item 90-7

The CAS has purchased 100 special plaques for presentation to two groups of aerophilatelists as required and selected by the CAS Executive Committee:

- a) To those who have worked hard and contributed to the development of aerophilately in Canada and internationally. The plaque 7 inches wide and 9 inches long bears a 2 3/4 inches by 1 3/8 inches pewter inscription "In Appreciation For Your Contribution to Aerophilately". One inch underneath is a 3 5/8 inches by 2 inches pewter CAS wings logo. One inch under the CAS wings will be an appropriately engraved plate with the name of the recipient and date of presentation. The CAS Executive will finalize the rules for the selection of recipients. An announcement of the first recipients will be made prior to 1 July 1990. A recipient can receive this award only once.
- b) To those novices in exhibiting aerophilately the CAS will present a plaque to the best novice of each RPSC national philatelic exhibition, to AAMS annual exhibitions, and to FIP international exhibitions. This plaque is the same as the previous one described but with the pewter inscription reading " In Recognition of Achievement". For both plaques the award will be presented to the recipients who will receive later an engraved metal plate for attachment to the plaque. A recipient can receive this award only once.

The sale of our special envelopes and post cards has almost paid for these 100 plaques that cost \$ 25.00 each.

Item 90-8

The CAS has now obtained its very attractive pewter CAS wings, one inch by 1/2 inch, with a snap clip at the back of the pin. Orders for the pins may be sent to the V/Pres CAS, Dick Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. The cost postpaid is \$ 5.00 Canadian for each pin.

Item 90-9

The CAS is always pleased to assist a fellow aerophilatelist who may not be interested in Canadian or Newfoundland aerophilately. A request for assistance in locating First Flights (CAM's), Airport Dedications, Jet Flight Envelopes, etc., that pertain to the State of Tennessee has been received from Colonel L.H. Gregory, Jr., 121 Lake Terrace Drive, Hendersonville, Tennessee, USA, #37075 (Telephone (615) 822-0709). If you can help him as per his listing (See Annex "F") please contact him.

Item 90-10

CAS member Murray Heifetz (No.14) of Don Mills, Ontario has provided an interesting vignette of Canadian aviation history concerning the Canadian aviation search for the lost Russian aviators flying from Moscow to Mexico City, on 12 August 1937. For the story and an example of two envelopes please see Annex "G".

Item 90-11

CAS member Fred Blau (No.72) of Chicago, Illinois provided a detailed history of "The German Flight Detachment in Palestine in the First World War". This article by Fred F. Blau was translated from German into English by Dr. L. Dickstein from California. The article first appeared in the German language magazine "Der Israel Philatelist", May 1989 issue. Please refer to Annex "H".

Item 90-12

CAS member Dr. R. Ramkissoo (No. 124) of Oak Brook, Illinois kindly sent in an article from a recent Compex Magazine listing articles on astrophilately. Copies of the magazine may be purchased for \$ 2.50 US. from Charles Berg, Compex President, 4800 South Lake Park, #911, Chicago, Illinois, USA #60615. Details are in Annex "I".

Item 90-13

W/C Paul Albert Hartman, DFC, AFC, RCAF, Retired, died on Tuesday 30 January 1990 at age 71 of cancer. An article on this accomplished pilot who flew over 200 types of aircraft and logged over 7,000 hours of flight time is attached as Annex "J". W/C Hartman flew the replica Silver Dart at Baddeck, Nova Scotia on 23 February 1959 on which a bag of souvenir mail was flown to commemorate the 50th anniversary of powered flight in Canada. A gust of wind caused the replica Silver Dart to crash, slightly injuring W/C Hartman and damaging the replica aircraft. These documented flight covers, many autographed by the Wing Commander, are also a crash cover. The flight cover has yet to be listed in the Canadian Section of the AAMC. It is listed in the crash cover section of Volume I 5th Edition, page 380, item 59.2. Several CAS members knew this outstanding pilot and gentleman. Per Ardua Ad Astra Paul!

Item 90-14

Air Canada often provides souvenirs for its passengers. For Air Canada's 50th Anniversary a nice post card reproduction of the painting of the Lockheed 10A (first passenger aircraft of the then Trans Canada Air Lines in 1939) and the 1988 Boeing 767 aircraft of Air Canada, by the noted Canadian aviation artist Robert Bradford, was issued. A quantity was provided for distribution to current CAS members. Thanks Air Canada. Perhaps Air Canada will have something concerning its new aircraft Airbus A320.

Item 90-15

On Monday 19 February 1990, Air Canada inaugurated its new Airbus A320 on its maiden flight on the route between Ottawa and Montreal. An article from the Ottawa Citizen dated Tuesday 13 February 1990 is attached as Annex "K". Unfortunately Air Canada and Canada Post did not deem the event worthy of preparing a souvenir flown envelope for their friends, employees, or aerophilatelists.

Item 90-16

For your information recent data on the Canadian War Museum (CWM), the Friends of the Canadian War Museum (F of CWM) and the Canadian Museum of Civilization (CMC) are enclosed for your perusal and retention.

Item 90-17

In 1990 Air Canada is hoping to obtain authorization to open a competitive route to Singapore from Vancouver via Seoul, Korea. Perhaps the CAS will be fortunate to obtain permission to have first flight covers on the flight from Canada at least. Perhaps member Bill Bartlett will be able to help out on this project!

Item 90-18

Final plans are being made for the RPSC annual convention, this year at Regina, Saskatchewan. Royal 90 Royale will be held at the Ramada Renaissance Convention Centre, 8, 9 & 10 June 1990. All CAS members were sent data about the convention and exhibition. A separate aerophilatelic section was allocated so it is hoped that several of our members who are RPSC members will exhibit their aerophilatelic materiel. In this way, those who feel aerophilately should be only part of postal history or of a specific country will be shown that aerophilately is a class unto itself. R.K. Malott and Murry Heifitz, both CAS members, will be members of the Jury.

Item 1990-19

It is hoped that the next issue of The Canadian Aerophilatelist will be prepared and issued during July or August 1990. Your editor has several trips scheduled which may change the date of release of The Canadian Aerophilatelist:

- a) Jamaica for a two week holiday, 17 to 31 March 1990;
- b) A museum exchange trip to Helsinki, Leningrad and Moscow, 13 to 21 May 1990;
- c) The RPSC annual convention and museum visits in Regina, 7 to 13 June 1990;
- d) WIEN' 90 at Vienna as the RPSC Commissioner for this national exhibition that also includes invited foreign entries, including Canada plus museum visits in Vienna and Budapest from 27 August to 9 September.

Item 1990-20

I also have the honour of being the RPSC Commissioner to PHILA NIPPON' 91 in Tokyo, Japan from 16 to 24 November 1991. As yet no bulletins or details have been released by the Japanese organizers. Anyone who qualifies to apply for FIP exhibitions and who is interested in PHILA NIPPON' 91 should contact me now for future data.

Item 90-21

Members who are notified that it is time to pay their membership dues of \$ 10.00 Canadian per year, are requested to reply promptly to our Secretary, Ritch Toop.

Item 90-22

Short articles and aerophilatelic news are solicited from the CAS membership for future use in The Canadian Aerophilatelist:

(R. K. Malott)
FRPSC
V/Pres CAS
Editor, The Canadian Aerophilatelist

RKM/jp
Attachments & Enclosures (Several)

A VIGNETTE OF CANADIAN AVIATION HISTORY

by Murray Heifetz

In 1936 Consolidated Aviation received permission to sell an unarmed version of its model 28 flying boat - subsequently known as the "Catalina", to Dr. Richard Archbold. It was to be used on an expedition sponsored by the American Museum of Natural History to New Guinea. The aircraft was named "Guba" which meant "violent storm" in a New Guinea dialect.

On August 12, 1937, the Soviet Union launched a flight from Moscow to Mexico City. 300 miles past the North Pole, radio contact was lost with the pilot, Sigismund Lewanewski. The Soviet Union asked the noted Australian explorer, Hubert Wilkins, to organize a search party. His selection included two Canadian pilots - H. Hollick-Kenyon and S. A. Cheeseman.

Archbold was to have commenced his trip to Guinea in November but he was requested by the Soviet Union to sell them the "Guba" for use in the search. They had ordered 3 of the PBYs and were familiar with its performance. The Guba was sent to Coppermine in the Northwest Territories where Wilkins and his associates began daily search flights for about one month. The first cover illustrated was likely not flown on the Guba but, even if not, is a nice historical cover, signed by Wilkins, and posted from Coppermine to Waterways Sep. 13, 1937 at the beginning of the search.

The search was interrupted for a period during the late fall and winter and a longer range aircraft secured. It was then resumed but was unsuccessful in locating the Soviet crew and the flight/search was abandoned in March, 1938. The second cover was posted at Edmonton Feb. 16, 1938 and was carried on a flight to Aklavik March 18 - likely the last flight of the search party. It is signed by all the crew members of the flight including Wilkins, Hollick-Kenyon, and Cheeseman. It is addressed to Hollick-Kenyon and was obviously "favour carried".

As stories should also tell what happened to the other participants, Guba went to the Soviet Union where it was used for cargo flying. It was hit by German gunfire and was destroyed in 1942. Dr. Archbold did leave for his New Guinea expedition and his departure on May 24, 1938 had flown covers listed in the AAMC as #1306 in Trans Oceanic flights.

Hudson's Bay Company.

INCORPORATED 27th MAY 1870

Sir Hubert Wilkins, with his giant
flying ship GUBA searches for the
missing Russian trans-
polar airmen.



*Col. H. G. Leach
waterway
Alto*

Hubert Wilkins

SOVIET SEARCH EXPEDITION; First non-stop flight Aklavik-Edmonton

VIA AIR MAIL



*W. R. Wilson Radio Engineer
Header*

*Master U.S.S.R.
No. 212*

*Pilot Engineer
Pilot*

*Shelton King
Aklavik*

THE GERMAN FLIGHT DETACHMENT IN PALESTINE IN THE FIRST WORLD WAR

Fred F. Blau, Chicago
(Translated by Dr. L. Dickstein, California)

Not much is known about the German Flight Detachment in Palestine during World War I. In 1915, German troops and later, in 1916, Austro-Hungarian troops were dispatched to Turkey to support their allies in the defense of the territories west of the Suez Canal. At that time, Palestine, Jordan, Lebanon, Syria, Iraq, and Iran did not exist as yet as independent countries. They were all part of the Ottoman Empire. These countries were founded only after the end of World War I.



Figure 1: "Die Taube", The Dove, fires on English and Arabic troops in the Sinai desert.

Initially, the German contingent consisted of 500 officers and men, chiefly machine gun companies. There was also an artillery unit and a group of engineers, the latter functioning as advisers for road construction. Stationed along the coast of Turkey were three cruisers, the Goeben,

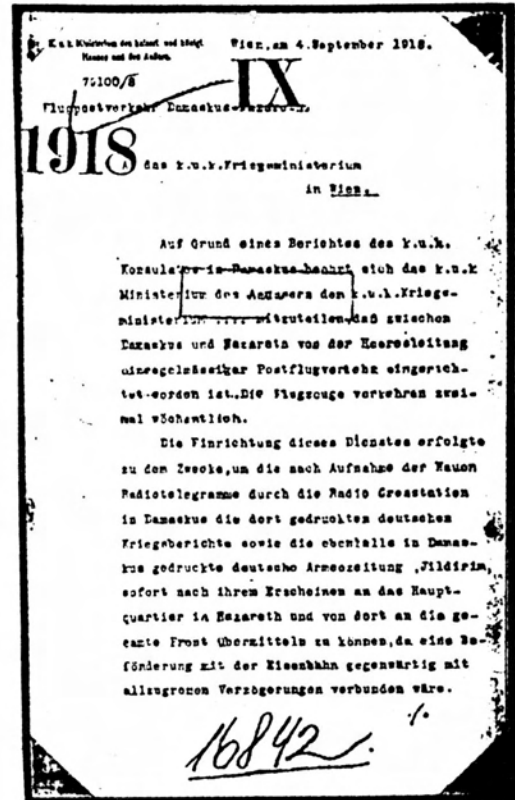


Figure 2: The Austrian War Ministry announces the establishment of an airmail operation from Damascus to Nazareth twice a week. The newspaper Yilderim was flown to German headquarters in Nazareth for distribution at the front lines.

Breslau, and Lorelei, and six submarines. Early in 1916, the troops were reinforced with the 1st Expeditions-Korps in the southern part of Palestine. The Corps consisted of 140 officers and 1500 men. In August, additional forces of 640 officers and 5900 men were added, and by the end of the war an estimated 20,000 men were assembled.

The German Army's command was designated Yilderim, Lightning, after the Turkish Sultan, with headquarters in Constantinople and later also in Jerusalem. All mail from within the Turkish Empire was brought to Constantinople by diplomatic pouch or by military courier and forwarded from there.

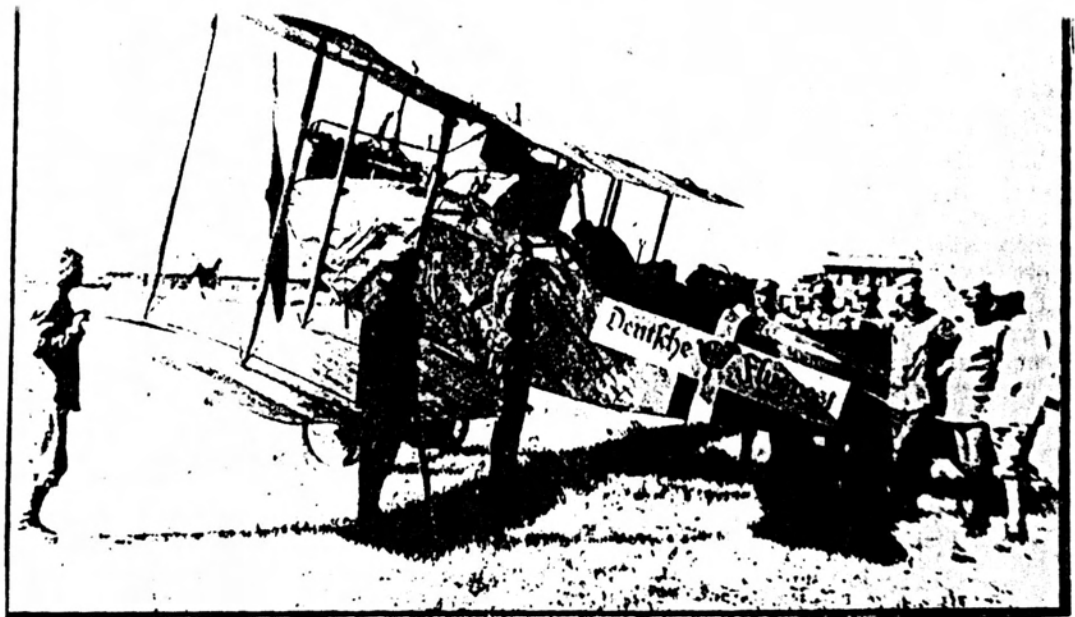


Figure 3: Mail delivery by German airplanes to the Palestine front lines.

Because my specialty field is airmail, I would like to discuss here this area as it applies to Palestine at that time. During the second half of April 1916, the first unit of the Field Flight Detachment arrived in Bir-es-Seba (Beersheva). They were called the "German Field Flight Detachment Pasha 300" after the Turkish Field Marshall Djemal Pasha. Later, they were reinforced with eleven additional airplanes. These planes were used mainly for reconnaissance of enemy locations and movements, although they were also involved in actual combat (Figure 1).

There were air battles over the Sinai between the Germans and the British and both sides suffered losses which were replaced as quickly as possible. British forces advanced rather rapidly and the forces of the Central Powers had to be withdrawn. Losses were heavy and lines of communication were badly damaged, especially by Lawrence of Arabia and his Arab cohorts.

On 4 September 1918, the Foreign Ministry in Vienna notified the War Ministry that a flight line from Damascus to Nazareth was to be established with flights twice a week, delivering military

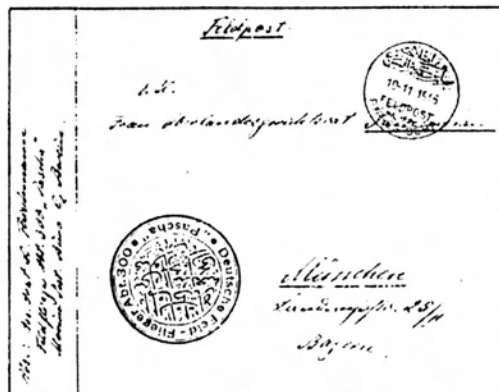


Figure 4: The earliest date from Bir-es-Seba (Beersheva). This letter was transmitted to Constantinople, from there by diplomatic post to the Marine Post Office in Berlin, and forwarded to Munich.

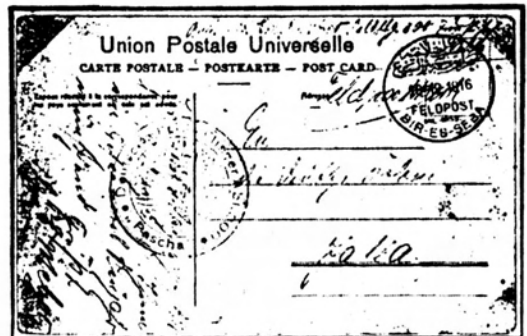


Figure 5: The only known piece of mail mailed and delivered within Palestine. The German Flight Detachment was part of the Turkish-German Field Command Yildirim. Headquarters in 1916 were at Bires-Seba under General Djemal Pascha.

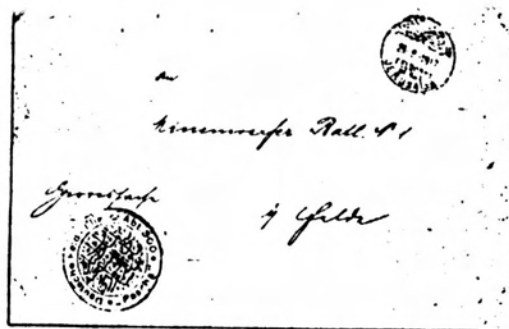


Figure 4: The sender of this postcard, Airman Jodmid, gives his address as Field Flight Detachment 663, via Marine Post Office Berlin. Field Post Office 663 was used in Palestine. German military mail was handled by the three cruisers Lorelei, Naval Postmark No. 14, Goeben, Naval Postmark No. 29, and Breslau, Naval Postmark No. 69. The illustrated card shows Naval Postmark No. 14, that is it was received and handled for forwarding to Germany by the cruiser Lorelei. There are 43 pieces of mail known.

news and the army journal Yilderim to headquarters in Nazareth, since delivery by railroad under prevailing conditions was subject to too much delay (Figure 2). A photo in the archives of the Smithsonian Institution in Washington shows a German double-decker with the insignia "Deutsche Luftpost", German Airmail, and a posthorn. Next to the plane stand three men with a postal sack (Figure 3).

After searching for 20 years, I did find an example of the military German journal Yilderim, printed in Damascus, and delivered with the first flight to Nazareth. (Illustrated in Der Israel-Philatelist No. 101, page 3008).

The German Flight Detachment had its own postal hand stamp, Pascha 300. Supposedly, only six pieces of mail with this cachet are believed to have originated from Palestine. The first known letter with this cachet was posted in Beersheva on 10 Nov 1916. It was transmitted by



Figure 7: This postcard was mailed by an aviator who was stationed in Er Ramle. The card reached Constantinople by courier and was forwarded from there to Germany.

courier to one of the above mentioned three cruisers, anchored along the coast of Turkey. They handled all incoming courier mail and forwarded it to the Marine Post Office C 2 in Berlin. From there, the mail was brought to Munich for final distribution (Figure 4). A postcard with the same hand stamp was mailed on 28 December 1916, also from Beersheva. It is interesting that this card circulated within Palestine, addressed to Jaffa (Figure 5).

One letter, posted in Jerusalem on 26 August 1917, went to the battlefield addressed to the Mine Launcher Battalion No. 1 in Palestine. The handwritten notation "Armeesache", Army Matters, confirms that this was an official mailing (Figure 6). The postcard illustrated in Figure 7 shows the same cachet, the card is addressed to Germany.



Figure 8: Headquarters of the Imperial German Flight Detachment 200, better known as Pascha 200 and 300, was relocated from Bir-es-Seba to Jerusalem on 11 July 1917. The detachment consisted of 14 airplanes. Mail from these flight units was sent by diplomatic pouch service to Constantinople and from there forwarded to Berlin.

There are, of course, still other Flight Detachment cachets, but none so rare as the ones shown above. Figure 8 shows a postcard with the hand stamp "Kgl. Preussische Feld-Flieger Abteilung 200" Royal Prussian Field Flight Detachment 200. This unit was stationed in Beersheva and was relocated to Jerusalem on 11 July 1917. The postcard was mailed on 22 August 1917. The number 200 is handwritten. The same hand stamp exists also with the handwritten number 300 (Figure 9). The illustrated postcard was mailed in Er Ramle near the Arab village of Muqibila. It was there that a landing strip was built which can still be seen today. This postcard bears also the postmark

COMPEX DIRECTORY INDEX

THE COMPEX SECTION

The Organization.....	1
Governor's Proclamation.....	2
The President's Welcome.....	3
The Honorary Life Members of COMPEX.....	4
The COMPEX Cachets.....	6
The COMPEX Souvenir Card.....	7
The COMPEX Cancellation.....	8
COMPEX 1986 Artist.....	9
Acknowledgments.....	9
A Living Memorial to Ben Reeves.....	10
Dr. James J. Matejka, Jr. Memorial Award.....	11
COMPEX Bourse.....	12
COMPEX Special Events.....	14

THE EXHIBITION AND CLUB SECTION

American Topical Association (Chicago Chapter).....	16
Austin Philatelic Club.....	18
Evanston-New Trier Philatelic Society.....	22
Germany Philatelic Society, Chapter 5, Chicago, Ill.....	24
Israel-Palestine Philatelic Society of America (Chicago Chapter)	26
Jack Knight Air Mail Society.....	28
North Shore Philatelic Society.....	30
Roosevelt Philatelic Society.....	32
Scandinavian Collectors Club, Chapter 4, Chicago, Ill.....	36
Scouts on Stamps Society International.....	40
Tower Stamp Club.....	42
United Nations Collectors of Chicagoland.....	44
CompeX Junior Exhibition.....	47
CompeX Court of Honor.....	47

PHILATELIC LITERATURE SECTION

Annex "I"
Item 90-12

Dr. Goddard Put Man on the Moon with an assist from Sears, Roebuck Fred W. Baumgartner.....	49
The Space Shuttle—America's Air Taxi Lynn A. Breece.....	55
Voyager Two Meets A Friend from Afar: Uranus Lynn A. Breece.....	71
European Space Agency William C. Norby.....	77
Sky Trains: Aerial Transport with Mixed Success Simine and Jim Short.....	93
Apollo-Soyuz Postmarks of the U.S.S.R. Pavel Kosik and Leo Malz.....	119
An Interesting Uruguayan Packet Cover Herman Kerst.....	124
Directions in Space Cover Collecting Dr. Reuben A. Rankissoon.....	127
Private Trans-Mississippi Mail Expresses During the Civil War Stefan T. Jaronski.....	131
Czeslaw Slania Dr. Mieczyslaw A. Lipinski.....	138
Southeast Asia—Turmoil, Intrigue and Violence Paul Wesley Spruhan.....	194
Photos of COMPEX 1985.....	195

COMPEX DIRECTORIES

The above directories contain 160 to 200 pages of philatelic articles, show information, photos and advertising. The 1980 directory has a complete index of the first 20 years (1959-1979) directories. Directories available at \$2.50 each are: 1959, 1967, 1967, 1967, 1968, 1970, 1971, 1972, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1987, 1983, 1984, 1985.

*****ALL ITEMS POSTPAID: order from: COMPEX, P.O. BOX 123, Chicago, Illinois 60690*****

GOOD LUCK TO COMPEX
COMPLIMENTS OF A FRIEND

Something For Everyone!

Public Auction - Sept. 11, 12, 1986

U.S. & Foreign; catalogs at our booth

**Mail Sale - next catalog available shortly. It will feature
usands of lots, sets and singles.**

Counter Auctions

Hundreds of lots to view each day

Close-outs twice weekly

at our office

**You will also find a wide variety of sets, singles and collection
priced for immediate sale.**

Hours: Mon.-Sat. 10-6

RASDALE STAMP CO.

36 So. State St. Chicago, IL 60603

Ph. (312) 263-7334



DIRECTIONS IN SPACE COVER COLLECTING

by Dr. Reuben A. Ramkissoon

It does not stretch the imagination these days to decide whether a particular space event will receive some sort of philatelic recognition (cacheted cover issue). It is often difficult to decide on the relevance of some of these issues and the degree of importance the event has played in the overall drama of space exploration. As a matter of fact, in the relatively silent post-Apollo-Skylab-ASTP era, and the development of the Space Shuttle program, the hobby has seen the greatest proliferation of space covers in its two-decade history! The fact is, however, that significant milestones in the Shuttle development program are comparatively few.

The collector/enthusiast entering the hobby must thus bring to his/her collecting interests an understanding, knowledge and judgment that is impossible to quickly acquire. Lacking the seasoning of time, experience and counsel with older and mature collectors, he must decide on his own what to collect. It doesn't take long to find out that one cannot collect everything, even though it may be affordable.

Cover collecting, like every aspect of the broad spectrum of philately, is a democratic activity. None of us need to feel that we have to collect everything. But we are strongly influenced and persuaded by catalog listings, dealer advertisements and stocks, as well as by the conduct of our local, regional and national philatelic organizations. The fact that such reference and commercial material are available influences the way we think (value, rarity) and the potential the collector builds up in his holdings for near or distant goals (estate, planning, etc.).

So we must return to the question of what to collect in space covers. Here are some (not exhaustive) choices:

Development of the United States Space Program

Development of Foreign Space Programs

The Era of Lunar Exploration

International Cooperation in Space Exploration

Communication Satellites

Space Meteorology

Naval Support of the Space Program

Development of Interplanetary Exploration

Manned United States Missions

Manned USSR Missions

It is helpful to develop an area of specific interest (narrow or comprehensive enough) that will allow the collector to bring together a cohesive story of that program. By reading scientific or lay sources on the subject, one can organize the subject into its logical segments, sequentially progressing in the development of the theme so that the desired conclusion is reached.

Such a collection should include representative covers to convey the story or segment of space history. It should be obvious, at this point, that some covers will occupy a key position and must be present in the collection to tell the story. Any one of several covers might adequately illustrate a point. For example, if one were depicting the story of the Era of Lunar Exploration, essential covers would be the first lunar landing, the first lunar rover, etc. Any one of several covers could illustrate recovery of the astronauts at mission end or repeat experiments on the lunar surface.

What I am addressing, then, is the individual discrimination necessary to put together a meaningful collection. Without doubt, some events are a must (i.e., in any Apollo Mission, a minimum of launch, orbital insertion, lunar orbit, lunar descent/landing, lunar liftoff and splashdown). Many events are optional and reflect collector tastes or a desire for "completeness." Having a primary recovery ship cover may well be regarded as a must. All secondary recovery ship covers, while desirable, may be considered optional. If, however, a mishap occurred during a mission, then a secondary ship cover may actually supercede in importance one from the primary recovery ship.

As another example, many "tracking station" covers have had little or no interaction with a designated (i.e., Apollo) mission. I know this, for example, because I went to great lengths in time, effort and costs to acquire "all" of the tracking stations I knew about for all of the Apollo missions! Not infrequently, I got polite (?) notes or letters from personnel manning these facilities, telling me their facility was not participating in the mission in any way! (Quite a number suggested their association with a mission was quite general, perhaps even incidental.)

Discriminating in the extent or content of a collection does not discredit dealers, servicers or individual collectors. We need each other in our hobby, since individually we are more likely to miss or overlook an aspect of importance. Collective minds and genius can serve to preserve the continuity of commemoration of events important or relevant to the space program.

Consistency in quality (appearance, neatness,) of covers, singularity in cachet design (probably better than a mixture of many tastes and concepts) and discrimination in choice of events included are also important aspects in telling a story. Where "official cachets" are known to exist, their inclusion in the collection outweighs that of a commercial source. It should also be remembered that all covers cancelled at a USPS facility are "official" covers.

Multiple cancellations on philatelic covers are popular but may not be as attractive as desired. Such covers can make telling a story needlessly complicated. Many postmarks tend to "clutter" a cover, and designation of the meaning of such complicated commemorative items may add to confusion of thought and content in telling a story. This observation may not be universally applicable, but it is suggested so that the collector may evaluate the role of dual or multiple cancelled covers in a philatelic story.

Some of the opinions expressed in this paper represent an approach that may be taken by a collector desiring to exhibit his collection. If one is to progress from an accumulator (shoeboxes full of everything) to a space philatelist, he must bring a level of knowledge into a meaningful presentation of his hobby—and that can only be expressed in an organized careful display of covers that say what his thoughts and interests in space are all about.

Let's forget rarity, in itself, and evolve into the relatively untouched area of space philatelic history.

HOW TO EXHIBIT A SPACE COVER COLLECTION

Of course, every exhibit must present a theme or story, with a beginning, a principal theme permeating the presentation and a logical conclusion.

Pages used should be uniform throughout the exhibit: of the same size and design and preferably white or off-white. The latter allows for a minimum distraction of the material being shown. Completed pages should be enclosed in a protective plastic transparent cover. Presentation style and appearance should maximize the philatelic material being shown, by avoiding undue crowding, use of only a brief text and avoidance of non-philatelic material (keep it to a minimum). Photocopies of reverse sides of covers may be shown; it is not necessary to illustrate what can readily be seen. Avoid terms that deal with "rarity" or "uniqueness" by simply saying, for example, "Only 1 of 5 known," "only example recorded," etc.

The Title Page:

This may well be the most important part of the exhibit. It must be presented first, but is best done last, so that its contents reflect what the collection is all about. The title page is the only one that may not have any philatelic items. It may include whatever components (artwork, photos, maps, etc.) that explains the theme of the exhibit. A second "introductory" page may be used that can function as a "Table of Contents." Above all, the title page must be specific, so that the extent (or limitations) of the collection is clear. For example, an exhibit on the "The Apollo Program" would not be expected to have Mercury or Space Shuttle covers.

Arranging the Exhibit:

Use a large space (table, floor, etc.) to see the story before the introductory page is prepared. A page can contain stamps, covers or stamps and covers. Cancelled and uncanceled stamps on the same page should be avoided. "Undesirable issues" should not be shown; if needed to tell the story, keep these to a minimum.

What is Space Material:

This is a difficult area, and only a few suggested guidelines are listed. (1) Postmarks for missions should only be shown from the site of the events. (2) The date of the postmark should coincide with the event. (If the postal facility was closed or if a difference in time exists from one country to another, the correct date should be given, and the actual date on the cover explained (e.g., Moon Landing on July 20, 1969 = 21 in Germany). (3) Private cachets used as cancellations from commercial firms, stamp clubs, etc., should not be shown. Only official government markings or cancels on covers are desired. (4) "Official" cachets from NASA, ESA, etc., are acceptable since these are applied by government personnel working on government time. (5) Forged cancels or fake covers, if shown, should be noted in the text, preferably along with the genuine item. (6) Ship cover dates should be correct. If a ship does not have its own shipboard post office, the cancel of the first port is valid. (7) Stamp varieties can enhance an exhibit. These are best presented with the regular item, with the differences explained. (8) First day postmarks are valid for showing but should be used sparingly. (9) Names and addresses may remain visible on cover.

Some Astro Class Regulations:

In the development of a space collection, philatelic and technical knowledge is necessary. It is understood that the exhibit is the property of the exhibitor. The Exhibition Committee may decline to accept an exhibit without having to disclose its reasons. The exhibit may not contain dealer's advertisements, prices or commercial propaganda. Certification of genuineness may be lodged with the jury for reference but may not be exhibited.

Judging the Space Exhibit:

Of course, qualified judges are desired. These are philatelists of integrity, who have the desired expertise and who will carefully examine the exhibits put together by the Exhibition Committee. These individuals are under obligation to consult with specialists if the material being judged is outside their scope or expertise. A judge should not himself be an exhibitor in a show in which he is a judge. He should withdraw from judging an exhibit of a member of his family. Felicitations of the jury should be given to exhibits showing exceptional research.

The following is suggested to be used only as a guideline in judging astrophilatelic exhibits and is not mandatory:

1. Presentation and general impression 10 points
2. Difficulty of acquisition, research, and content 25 points
3. Philatelic knowledge 30 points
4. Rarity of exhibited material 25 points
5. Quality of material shown 10 points

References:

1. Manual of FISA Astrophilatelic Commission, 1983.
2. Ramkissoon R. A. Winnick L. E. Study of "Suspect Space Covers: Astrophile Supplement, January, 1975

GREETINGS TO COMPLEX '86

As another example, many "tracking station" covers have had little or no interaction with a designated (i.e., Apollo) mission. I know this, for example, because I went to great lengths in time, effort and costs to acquire "all" of the tracking stations I knew about for all of the Apollo missions! Not infrequently, I got polite (?) notes or letters from personnel manning these facilities, telling me their facility was not participating in the mission in any way! Quite a number suggested their association with a mission was quite general, perhaps even incidental.

Discriminating in the extent or content of a collection does not discredit dealers, servicers or individual collectors. We need each other in our hobby, since individually we are more likely to miss or overlook an aspect of importance. Collective minds and genius can serve to preserve the continuity of commemoration of events important or relevant to the space program.

Consistency in quality (appearance, neatness,) of covers, singularity in cachet design (probably better than a mixture of many tastes and concepts) and discrimination in choice of events included are also important aspects in telling a story. Where "official cachets" are known to exist, their inclusion in the collection outweighs that of a commercial source. It should also be remembered that all covers cancelled at a USPS facility are "official" covers.

Multiple cancellations on philatelic covers are popular but may not be as attractive as desired. Such covers can make telling a story needlessly complicated. Many postmarks tend to "clutter" a cover, and designation of the meaning of such complicated commemorative items may add to confusion of thought and content in telling a story. This observation may not be universally applicable, but it is suggested so that the collector may evaluate the role of dual or multiple cancelled covers in a philatelic story.

Some of the opinions expressed in this paper represent an approach that may be taken by a collector desiring to exhibit his collection. If one is to progress from an accumulator (shoeboxes full of everything) to a space philatelist, he must bring a level of knowledge into a meaningful presentation of his hobby—and that can only be expressed in an organized careful display of covers that say what his thoughts and interests in space are all about.

Let's forget rarity, in itself, and evolve into the relatively untouched area of space philatelic history.

HOW TO EXHIBIT A SPACE COVER COLLECTION

Of course, every exhibit must present a theme or story, with a beginning, a principal theme permeating the presentation and a logical conclusion.

Pages used should be uniform throughout the exhibit; of the same size and design and preferably white or off-white. The latter allows for a minimum distraction of the material being shown. Completed pages should be enclosed in a protective plastic transparent cover. Presentation style and appearance should maximize the philatelic material being shown, by avoiding undue crowding, use of only a brief text and avoidance of non-philatelic material (keep it to a minimum). Photocopies of reverse sides of covers may be shown; it is not necessary to illustrate what can readily be seen. Avoid terms that deal with "rarity" or "uniqueness" by simply saying, for example, "Only 1 of 5 known," "only example recorded," etc.

The Title Page:

This may well be the most important part of the exhibit. It must be presented first, but is best done last, so that its contents reflect what the collection is all about. The title page is the only one that may not have any philatelic items. It may include whatever components (artwork, photos, maps, etc.) that explains the theme of the exhibit. A second "introductory" page may be used that can function as a "Table of Contents." Above all, the title page must be specific, so that the extent for limitations of the collection is clear. For example, an exhibit on the "The Apollo Program" would not be expected to have Mercury or Space Shuttle covers.

Arranging the Exhibit:

Use a large space (table, floor, etc.) to see the story before the introductory page is prepared. A page can contain stamps, covers or stamps and covers. Cancelled and uncanceled stamps on the same page should be avoided. "Undesirable issues" should not be shown; if needed to tell the story, keep these to a minimum.

What is Space Material:

This is a difficult area, and only a few suggested guidelines are listed. (1) Postmarks for missions should only be shown from the site of the events. (2) The date of the postmark should coincide with the event. (If the postal facility was closed or if a difference in time exists from one country to another, the correct date should be given, and the actual date on the cover explained (e.g.: Moon Landing on July 20, 1969 = 21 in Germany). (3) Private cachets used as cancellations from commercial firms, stamp clubs, etc., should not be shown. Only official government markings or cancellations on covers are desired. (4) "Official" cachets from NASA, FSA, etc., are acceptable since these are applied by government personnel working on government time. (5) Forged cancels or fake covers, if shown, should be noted in the text, preferably along with the genuine item. (6) Ship cover dates should be correct. If a ship does not have its own shipboard post office, the cancel of the first port is valid. (7) Stamp varieties can enhance an exhibit. These are best presented with the regular item, with the differences explained. (8) First day postmarks are valid for showing but should be used sparingly. (9) Names and addresses may remain visible on cover.

Some Astro Class Regulations:

In the development of a space collection, philatelic and technical knowledge is necessary. It is understood that the exhibit is the property of the exhibitor. The Exhibition Committee may decline to accept an exhibit without having to disclose its reasons. The exhibit may not contain dealer's advertisements, prices or commercial propaganda. Certification of genuineness may be lodged with the jury for reference but may not be exhibited.

Judging the Space Exhibit:

Of course, qualified judges are desired. These are philatelists of integrity, who have the desired expertise and who will carefully examine the exhibits put together by the Exhibition Committee. These individuals are under obligation to consult with specialists if the material being judged is outside their scope or expertise. A judge should not himself be an exhibitor in a show in which he is a judge. He should withdraw from judging an exhibit of a member of his family. Felicitations of the jury should be given to exhibits showing exceptional research.

The following is suggested to be used only as a guideline in judging astrophilatelic exhibits and is not mandatory:

1. Presentation and general impression
2. Difficulty of acquisition, research, and content
3. Philatelic knowledge
4. Rarity of exhibited material
5. Quality of material shown

10 points
25 points
30 points
25 points
10 points
100 points

References:

1. Manual of FISA Astrophilatelic Commission, 1983.
2. Rankissoon R.A. Winick L.E. Study of "Suspect Space Covers: Astrophile Supplement, January, 1975

GREETINGS TO COMPLEX '86

