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THE CANADIAN AEROPHILATELIST

THE CANADIAN AEROPHILATELIC SOCIETY
CANADIAN CHAPTER AAMS
RPSC CHAPTER NO. 187
APS AFFILIATE NO. 189
AFA CLUB MEMBER
FISA CLUB MEMBER

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Item 90-23: The last issue of the Canadian Aerophilatelist was Vol VI No.1 dated 1 March 1990. This is the second issue of 1990. In this issue data concerning the CAS will be presented as well as book reviews sent in by concerned aerophilatelists.

Item 90-24: Our membership as of 31 August 1990 stood at 130. An updated copy of the membership is attached as Annex "A-1".

Item 90-25: Two new members of the CAS are welcomed as of 3 October 1990: (1) J.G.H. Edwards, 210 Somerset Street, Apt. 1105, Ottawa, Ontario K2P 0J4; (2) Carl Heule, 4590 2nd Street, Caledonia, Michigan, USA #49316.

One change of address is for #120 A.R. Townshend, whose address is now R.R. #1, Athens, Ontario K0E 1B0.

Item 90-26: Minutes of the annual meeting of the Canadian Aerophilatelic Society (CAS) held at ORAPEX' 90 on Sunday 29 April 1990, are enclosed as Annex "B".

Item 90-27: As requested by Pat Sloan, President of the CAS, Mike Shand has contacted and presented in Annex "C" a slate of officers for the CAS for the period 1 January 1991 to 31 December 1992. Anyone wishing to write in the names of any other nominees may do so, subject to the individual agreeing to run for the position. Members are requested to have their ballot completed and returned to Mike Shand, 1183 Agincourt Road, Ottawa, Ontario, K2C 2H8 by 15 December 1990. Those recommended for office and who have agreed to fill the positions for two more years (1 January 1991 - 31 December 1992) are:

- a) President - Pat Sloan
 - b) V/President - Dick Malott
 - c) Secretary - Ritch Toop
 - d) Treasurer - Nelson Bentley
 - e) Editor, The Canadian Aerophilatelist - Dick Malott
- (Subject to being appointed by the Board of Directors, CAS)

Other members are invited to present their names for any of these positions. An understudy for each position should be encouraged to ensure a continuity of the applicable offices and the survival of the CAS.

Item 90-28: Two successful projects have been effected to raise funds for the CAS's activities. Aerogrammes were flown again in 1990 by the Snowbirds and by the pilot commander of the Russian MIG-29, Roman Taskayev, Test Pilot, First Class, Mikoyen

Designing Bureau, at the National Air Show in Ottawa on 30 June and 1 July 1990. A separate mailing of data about these items was distributed in July to all current members. Two sets of eleven autographed aerogrammes by the Snowbirds at \$50.00 per set remain, and 15 signed (\$20.00 each) and 20 unsigned (\$15.00 each) envelopes flown in the MIG-29 remain for sale. Send your orders to Dick Malott.

Item 90-29: On 16 September 1990, the 50th Anniversary of the Battle of Britain was observed. At Ottawa a special commemorative ceremony and a fly past were held. One Hurricane fighter, one Lancaster bomber, and nine F-18's flew two fly pasts. Sets of the autographed envelopes are available from this event. See Annex "D" for details.

Item 90-30: The CAS has awarded its "Contribution to Aerophilately Award" to Frank H. Blumenthal, editor of the AAMS's Airpost Journal, 1971 to 1989. The presentation will be at MIDAPHIL Kansas City, Missouri, 26-28 October 1990, hopefully by Nelson Bentley or by the President of the AAMS, Robert E. Lana. See Annex "E" for the citation's wording.

Item 90-31: A number of CAS members are interested in and collect programmes of Air Shows. Member Taras Cheberick (#94), 61 Houltain Crescent, Regina, Saskatchewan, S4S 4B4, has obtained from CFB Moose Jaw, and mailed to R. Malott, 70 copies of the excellent 20th Anniversary Edition Magazine for the Saskatchewan Air Show, 7 and 8 July 1990 at CFB Moose Jaw, the home of the Canadian Forces Snowbirds. The magazine, in colour, highlights the Snowbirds celebrating their 20th year of operation, and also provides excellent detail on all the previous Canadian RCAF/CF aerobatic air teams. Those wishing to receive a programme are invited to write to Dick Malott. For each copy requested please enclose \$2.00 to cover the shipping costs from Regina to Ottawa and the postage and packing from Ottawa to the member ordering.

Item 90-32: Anyone wishing to exchange air show programmes as described in Item 90-31 is invited to contact Gary Hayaski (#97), 116-10 Sunrise Avenue, Toronto, Ontario, M4A 2R1.

Item 90-33: Although CAS members have not as yet produced much reference materiel for the benefit of other airmail collectors, others have. The CAS has purchased seven copies of a most useful handbook by Daniel G. Rosenblat entitled "A Handbook of the Air Mail Slogans of Canada". The handbooks are available from the treasurer, Nelson Bentley at a cost of \$13.00 Canadian each to cover the cost of the publication, packaging, and mailing. This

40 page book c/w photographs, and listings of places and dates of use, is a presentation of the Slogan Study Group of the British North American Philatelic Society (BNAPS), whose Chairman is Mr. Jeffery Switt. Dan Rosenblat deserves a sincere vote of thanks for this excellent work. See a book review from the BNAPS Topics in Annex "F".

Item 90-34: Various members are working on the preparation of a handbook of data on Canadian air mail facility post marks, dates of operation, location, etc. Anyone with data is requested to contact Dick Malott in order to assist in this much needed undertaking.

Item 90-35: Pat Sloan has written two book reviews on recent aerophilatelic books: The Airmails of Egypt by John Sears (Annex "G"); and (b) Ligne Mermoz, Historie Aerophilatelique: Latécoère, aéropostale, Air France: 1918-1940 by Gérard Collott and Alain Cornu (Annex "H").

Item 90-36: A note from Ken Sanford (#6) is reprinted as Annex H-1 concerning a book on Canadian Semi-Official Airmails written and produced by Paul Gladbach of Germany. Ken is the contact for Mr. Paul Gladbach, the author. Ken's address is Kendall C. Sanford, 4 Avenue General Guiguer, CH-1197 Prengins (Vaud), Switzerland.

Item 90-37: Ken Sanford, entrepreneur in aerophilatelic publications has sent in two fine book reviews: (a) Luchtvaart en Luchtpost Encyclopedie, Deel 1 (Airline & Airmail Encyclopedia, Vol I, by J.L.C.M. T. Schroots and the Flying Dutchman Aerophilatelic Society (Annex "I"), and (b) Ligne Mermoz (see item 90-35). This is a second review of this book, now by Ken Sanford (Annex "J");

Item 90-38: Another publication on a specifically Canadian aviation subject is A History of Airlines in Canada, by John Blatherwick, Unitrade Press, 263 pages, costing \$34.95. Peter Ward, the reviewer in the Ottawa Citizen, 14 January 1990 states: "Aviation buffs will delight in A History of Airlines in Canada, a complete encyclopedia of all the airlines ever formed here, with notes and pictures on the aircraft they fly or flew. Individual aircraft in each airline's fleet are listed with their registration numbers and origin, or previous owners". The book is available from local book stores.

Item 90-39: Nelson Bentley, our treasurer, has prepared his financial report as of 1 October 1990. Our present financial position indicates the CAS has a balance of \$1,974.17. For complete details please refer to Annex "K".

Item 90-40: Mr. Ernie E. Pierpart (#118), of #103-321 Siesel Lane, Trail, B.C., V1R 4N5 has to dispose of a collection of Canadian pioneer, semi-official and government air mail flight covers due to ill-health. There are 455 covers in his collection valued at \$1,850.00. Anyone interested in this collection is requested to please contact him directly. Ernie plans to remain a member of the CAS although he is disposing of his collection.

Item 90-41: Anyone wishing to make an application for selection to enter PHILANIPPON' 91 must do so to R.K. Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1 by 15 November 1990 as applications must be received by the PHILLANIPPON' 91 selection committee by 30 November 1990. So far 22 entries have been received, six of which are air mail entries.

Item 90-42: The RPSC Board Secretary and International Liaison Officer, Harry Sutherland, who has the authorization of the RPSC Board of Directors to appoint the RPSC representatives to the nine FIP Commissions and also the RPSC Commissioners to the philatelic exhibitions of the Fédération Internationale de Philatélie (FIP), has made the following appointments for the FIP Commission for Aerophilately:

- a) Murray Heifitz (#14) of Islington, Ontario as the RPSC's representative to the FIP Commission for Aerophilately, including Astrophilately;
- b) Dick Malott (#2) of Nepean, Ontario as the alternate representative; and
- c) Harry Sutherland (not a CAS member) as the second alternate.

For the benefit of CAS members, the RPSC is the only national organization entitled to represent Canadian philately and philatelists, including aerophilately and astrophilately, on FIP matters. The CAS is not entitled to do so any more than the AAMS can in the USA. The American Philatelic Society (APS) is the USA national authority with the FIP.

The CAS is a chapter of the RPSC (#187), a chapter in the AAMS (no numbers are allocated for AAMS chapters for some unknown reason), an affiliate of the APS No.189, an Aerophilatelic Federation of the Americas (AFA) Member Club, and a member of the Fédération Internationale des Sociétés Aerophilatéliques (FISA). These various associations open many doors of opportunity for CAS members to gain aerophilatelic knowledge.

Item 90-43: There are several aerophilatelic publications available, usually by membership in the applicable organization, such as The Canadian Aerophilatelist of the Canadian Aerophilatelic Society. The premier publication is The Airpost Journal of the American Air Mail Society edited by James W. Graue, East 11911 Connor Road, Valleyford, Washington, USA 99036. Membership in the AAMS (\$15.00 US a year) entitles you to a monthly copy of this excellent publication, developed and nurtured to maturity for a period of 18 years by Frank H. Blumenthal, now editor emeritus. Obtaining The Airpost Journal is worth the membership fee alone, notwithstanding all the other benefits received from membership in the AAMS.

Item 90-44: Without doubt one of the leading voices of reason, common sense, and love of aerophilately and astrophilately is that of Alexander S. Newall, F.R.P.S.L. Honourable Editor, The FISA Bulletin, c/o 338 City Road, London, EC1V 2PX, UK. Alex's dissertations on aerophilatelic judging and his constant battles with those fearful of direct confrontation on the philosophies of aerophilatelic judging should be on every aerophilatelist's reading list. I commend to you the data in Annex "L", a reproduction of "An Airmail Collectors Thoughts on the Evaluation of an Aerophilatelic Exhibit or An Aerophilatelist's Guide to FIP" by Alexander S. Newall, F.R.P.S.L., 338 City Road, London, EC1V 2PX, UK. Subscriptions to the FISA Bulletin may be made through the Secretary, CAS, Ritch Toop, P.O. Box 9026, Alta Vista Post Office, Ottawa, Ontario K1G 3T8. At present the fee for the publication issued three or four times a year, including postage is \$10.00 Canadian. The required number of copies of The Bulletin is received by the secretary and then mailed directly to those ordering the publication. You will not be disappointed if you subscribe.

Item 90-45: Alexander S. Newall, F.R.P.S.L. has written a 310 page hardback book entitled Airmail Stamps Fakes and Forgeries. It shows airmail stamps of seventy-one countries with 209 multicolour pages, 769 true colour stamp and cover photographs, and 250 black and white illustrations. The price is £35, or DM100, or \$60.00 US, or \$70.00 Canadian, or F Fr 350. FISA members enjoy a 20% discount and free delivery. This is an essential reference book for any serious-minded aerophilatelist. Any member of the CAS is a FISA member and may order direct from the author who has spent years working on this subject for the benefit of all aerophilatelists. The address is Alexander S. Newall, F.R.P.S.L., 338 City Road, London, England, EC1V 2PX, UK.

Item 90-46: Included with this aerophilatelic newsletter will be an assortment of data on the Canadian War Museum, the National Aviation Museum, the Canadian Museum of Civilization and associated groups that provide the postage for this mailing.

Item 90-47: The Honourable Marcel Masse, Minister of Communications Canada, has appointed 11 noted Canadian retired military officers, historians and bureaucrats to a Military Museum Task Force to investigate and report on the condition, needs and recommendations for development of the CWM and other military museums in Canada (41 are under the control of the Department of National Defence). It is hoped that the CWM will be granted its independence from the Canadian Museum of Civilization (CMC) and that a new museum building perhaps at the previous CFB Rockcliffe, in the area of the National Aviation Museum (NAM) will be authorized. In addition a substantial increase in staff and funding will be necessary. The CWM exists to remind Canadians and visitors to Canada of the sacrifices made by millions of Canadians for peace, security and freedom in Canada and throughout the world during times of war and of peace. Unfortunately for most Canadians the phrase repeated on 11 November of each year for Remembrance Day means very little - "Lest We Forget, Lest We Forget". Most have forgotten the sacrifices made or they choose not to remember. This is why the CWM is now struggling for financial independence so that more will remember the sacrifices not only for just one day - 11 November, but for the 365 days of each year.

Items 90-48: During the month of October 1990 Mr. Cimon Morin, Chief, National Postal Archives, will make an announcement concerning the donation of the R.K. Malott Aerophilatelic Research Papers to the National Postal Archives. Research papers, documents, photographs, correspondence and some philatelic materiel, an accumulation of 40 years work and collecting, have been given to the National Postal Archives. An experienced archivist and two assistants spent six months sorting and listing the materiel. Data on the use of the aerophilatelic materiel from 1950 to 1990 will be released at a later date. Access to correspondence concerning the RPSC, CAS and FIP has been frozen for 25 years as a precaution against misuse and misunderstanding. It is hoped that the aerophilatelic data provided in 63 archival boxes will prove useful to future Canadian aerophilatelic researchers, collectors and journalists. Perhaps other researchers and specialists in other areas of philately will consider donating their philatelic records to the National Postal Archives.

Item 90-49: Future FIP Exhibitions are as follows:

<u>YEAR</u>	<u>NAME</u>	<u>CITY</u>	<u>DATE</u>	<u>FIP COORDINATOR</u>
1991	PHILANIPPON	Tokyo (FIP Congress)	16-24 Nov/91	S. C. Koh
1992	CANADA' 92(youth)	Montréal	21-29 Mar/92	F. B. Sellers
	Granada' 92	Granada	17-20 Apr/92	E. O. Butlini
	OLYMPHILEX	Barcelona	August/92	Th. Dahinden
	GENOVA' 92	Genova	18-27 Sep/92	J. Woolf
	(thematic)			
	URUGUAY' 92	Montivideo	12-21 Oct/92	E. O. Buttini
1993	POLSKA' 93	Poznan (tentative)		
1994	BULGARIA' 94 (youth)	(tentative)		
1995	EXPO' 95	Budapest (tentative)		
1996	GREECE' 96	Athens (tentative)		
	CANADA' 96	Toronto (dates to be announced)		
	(CAPEX' 96?)			
1997	NORWEX' 97	Oslo	10-20 April/97	
	PACIFIC' 97	San Francisco	29 May-8 June/97	
1988	ISRAEL' 98	(tentative)		
	PRAGA' 98	Prague (tentative)		
	PORTUGAL' 98	(tentative)		
1999	FRANCE' 99	Paris (tentative)		
2000	UNITED KINGDOM	London (tentative)		
	WIPA 2000	Vienna (tentative)		

Those interested in developing their collections for any of these international exhibits should start now by gaining a vermeil award or better nationally.

Item 90-50: The CAS pewter pins are still available at \$5.00 Canadian from the V/Pres CAS.

Item 90-51: Members who are notified that it is time to pay their CAS membership dues of \$10.00 Canadian per year, are requested to reply promptly to our Secretary, Ritch Toop.

Item 90-52: Short articles and aerophilatelic news are solicited from the CAS membership for future use in The Canadian Aerophilatelist. Please do your part to share your news with your fellow aerophilatelists.

Item 90-53: The Canadian Aerophilatelist has received the International Standard Serial Number (ISSN) ISSN 1181-9766 by the National Library of Canada. Our publication is now recorded in Ottawa and Paris as a world serial publication.



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

Appendices A to L
& Enclosures (several)



ANNEX "D"

THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

1 October 1990

Fiftieth Anniversary Flights for

Battle of Britain

The 50th Anniversary of the famous Battle of Britain was commemorated in Ottawa, Ontario on Sunday 15 September 1990 by an In Memoriam Battle of Britain Parade and Commemorative Service at the Commonwealth Air Force Memorial in Ottawa across from the Ottawa City Hall.

The parade commander was Lieutenant Colonel S.A. Browarski, CD, Commanding Officer 412 Transport Squadron, CFB Ottawa (S), (Uplands). The Reviewing Officer was His Excellency The Right Honourable Ramon John Hynatyshyn, PC, CC, CMM, CD, QC, Governor General of Canada and Commander-in-Chief. In attendance was Lieutenant - General F.R. Sutherland, CMM, CD, Commander of Air Command Winnipeg, Manitoba and Air Vice Marshal G.F. Ockenden, DFC, CD, Ret'd, National President of the Royal Canadian Air Force Association.

The parade of 500 personnel was composed of armed forces personnel of the Canadian Air Force, veterans of the RCAF/CF who were members of the RCAF Association, Canadian Air Cadets, the Central Band of the Canadian Forces and the Air Command Piper and Drums of CFB Ottawa. A perfect sunny and warm late summer afternoon greeted the 500 on parade and the 300 to 400 invited guests and on-lookers.

The coordinator from Air Command Headquarters, Winnipeg, Manitoba, Captain Don Pearson, CD, kindly arranged for the Canadian Aerophilatelic Society (CAS) to have a number of envelopes flown on the participating aircrafts -- two aircraft from the prestigious Canadian Warplane Heritage Museum at Mount Hope, Ontario - the Mynarski AVRO Lancaster Bomber C-GVRA and the Hawker Hurricane IIB YOA, - and nine F-18 Hornet jet fighters from No. 425. "Alouette" Squadron from Canadian Forces Bagotville, Quebec. A Spitfire scheduled to fly in the flypast was grounded due to a propeller problem.

... /2

The CAS arranged to have 120 envelopes flown on 16 September 1990 and autographed by the applicable pilots. The envelopes were cancelled at the Postal Museum in Ottawa on 15 September 1990, and sent to the applicable airfields for the aircraft flying in the two flypasts - one at the beginning of the commemorative service, and one at the end of the service when the CF-18 flight of 9 aircraft broke off into the missing man formation. The parade, service and flypasts were very moving. A special 34 page programme in Memoriam Programme was published for the occasion.

All the flown envelopes have a combination of stamps on them to equal .39¢ each including examples of Bob Bradford's beautiful aircraft stamps of .17¢ or .35¢ value. The flown covers are as follows:

- a) 60 flown covers in Hawker Hurricane IIB Y.O.A. piloted by "Rick" R.J. Franks with the cachet in black:

FIFTIETH ANNIVERSARY FLIGHT
BATTLE OF BRITAIN
HAMILTON-OTTAWA
16 SEPTEMBER 1990
CANADIAN WARPLANE HERITAGE MUSEUM
HAWKER HURRICANE IIB Y.O.A.
PILOT: "RICK" R.J. FRANKS

Sixty covers were flown in the Hawker Hurricane since the thirty covers destined for the Spitfire were not flown in the unserviceable Spitfire. As a matter of fact the Hawker Hurricane played a bigger part than the Spitfire in the Battle of Britain:

- b) 30 flown covers in the Mynarski AVRO Lancaster C-GVRA piloted by Stewart Breckenden with co-pilot Bert Smalley with the cachet in black:

FIFTIETH ANNIVERSARY FLIGHT
BATTLE OF BRITAIN
HAMILTON-OTTAWA
16 SEPTEMBER 1990
CANADIAN WARPLANE HERITAGE MUSEUM
AVRO LANCASTER C-GVRA
PILOT: STEWART BRECKENDEN
CO-PILOT: BERT SMALLEY

Some of the envelopes were also autographed by crew-chief Norm Etheridge and engineer Greg Hannah. This Lancaster has been restored in the registration number of the Lancaster in which Warrant Officer (later Pilot Officer) Andrew Mynarski won his Victorial Cross for valour.

- c) 30 flown covers in the F-18 Hornet No. 188727 flown by Lieutenant Colonel Keith Coulter, Commanding Officer, 425 "Alouette" Squadron, Canadian Forces Base Bagotville, Quebec with the cachet in black:

FIFTIETH ANNIVERSARY FLIGHT
 BATTLE OF BRITAIN
 BAGOTVILLE-OTTAWA
 16 SEPTEMBER 1990
 F-18 HORNET NO. 188727
 PILOT: LCOL KEITH COULTER
 CO 425 "ALOUETTE" SQUADRON
 CFB BAGOTVILLE, QUEBEC

The CAS is pleased to offer a set of three autographed and cacheted envelopes, c/w an In Memoriam souvenir booklet for \$20.00 Canadian. Funds obtained from the sale of these flown envelopes will cover the preparation costs and also provide funds for the purchase of CAS award plaques.

Individual flown Hawker Hurricane covers c/w a souvenir booklet are available at \$6.00 per set. Order and payments should be made payable to the Canadian Aerophilatelic Society and addressed to Major R. K. Malott, Ret'd, V/Pres CAS, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, Canada.



(R. K. Malott)
 Vice President
 The Canadian Aerophilatelic Society

RK/jrb

More Sketches of BNAPSers

by Dr. R.V.C. Carr

SKETCH No. 235

Jeffrey Switt

I quote - *Joined BNAPS in 1970 while in the Army in Germany. Someone named Carr was President of the Society, but I joined anyway. We have comedians all over! He claims that he spent all of his last Army paycheck on a refrigerator and all of the books that BNAPS had to offer at that time.*

Jeff did not say where he was born but that he had been a Texan for over 20 years. He graduated from the University of Texas with both a BBA and BFA. He was a partner in an advertising agency but lately started his own company. He and his wife of 20 years, Susan, have two sons and live in Fort Worth.

Jeff is chairman of our Slogan Cancel Study Group. His interest has always been postmarks including *Mail Order* cancels of the Victoria era along with Queen Victoria memorabilia. In addition there are many small items that form *Back-of-the-book* collections.

He has been very active in the Prairie Bea-



vers and is a charter member. He has made 9 of the last 10 BNAPS conventions and is publicity - printing committee chair for BNAPEX 90 in Galveston.

Literature Reviews

BNA Philately in Print

by Vic Willson

Most books reviewed are available from the BNAPS Book Department or from TOPICS' advertisers who carry large selections of literature, such as Jim A. Hennok Ltd., Saskatoon Stamp Centre and George S. Wegg Ltd.

A HANDBOOK OF THE AIRMAIL SLOGANS OF CANADA: D. G. Rosenblatt; available from Jeff Switt, Chairman of the Slogan Study Group, BNAPS, 3962 Belford Ave., Ft. Worth TX 76103; 1990. Soft cover, 40pp, \$10 post-paid.

The Slogan Study Group has published on its own its first monograph. This useful work lists all known airmail slogan cancels types (24), dies (111), dates of use or earliest and latest known usages, and relevant information. I did not count, but it appears that all dies are illus-

trated, and the copying is good. Only a couple of covers are illustrated, in the interest of saving space. The organization is chronological. My only quibble with the whole work is that a reference list of previous articles would have been, while not crucial, helpful.

This reference work is helpful, straightforward, and usable. All proceeds will support the study group. The group, and especially Dan Rosenblatt and Jeff Switt, are to be congratulated for their energy in increasing the available BNA reference list.

BOOK REVIEW

E.P. SLOAN

THE AIRMAILS OF EGYPT. By John Sears. Published by the Author,
496 Uxbridge Road, Pinner, Middlesex,
HA5 4SL, England. £21. 183 Pp large format
12"x9", hardcover

The author of this book, John Sears, is Chairman of the Egypt Study Circle, London. He has used the resources of the Egypt Study Group and the assistance of its members to produce a comprehensive history of Egypt's unique role in the development of international air mail services.

Egypt has always occupied an important position as the geographical crossroads of international trade between Europe, Africa, and Asia. In the early years of airline development and expansion Egypt served as the principal staging point between Europe and Africa, and between Europe and the Middle East, the Far East, and Australia. In this book the author has brought together the complete story of Egypt's contribution to world airmail history.

The first part of the book is a chronological review of aviation and airmail events from the Heliopolis Air Meeting of 1910 and the flights of Marc Pourpe in 1914 to the post WWII explosion of airline traffic. Sections are devoted to Pioneer and Survey Flights, the Emergency Air Mail of 1919, the Cairo - Baghdad service, and the Zeppelin flight of 1931. A large section reviews the commercial flights by Imperial Airways, KLM, Ala Littoria and others. This section also provides information on postal rates, postal markings, routes and schedules, as well as important first flights and changes in schedules and services. The aerophilatelist will find this review a tremendous source of detailed information which has previously not been readily available.

The second part of the book includes a detailed study of the Airmail Stamps of Egypt including design, printing, varieties, overprints, and watermarks. Sections are also devoted to the Airgraph service started in 1941 and the Airgraph forms used in this service and to the Air Letters or Aerogrammes introduced in 1944. Finally there is a section which reviews the cachets, (AV2 & OAT), cancellations, airport cancels, labels, and vignettes used in Egypt on airmail letters.

This book will make a valuable addition to any aerophilatelic library. It is very well illustrated and contains highly specialized information on every aspect of Egypt's airmail history. It represents what appears to be a recent development in philatelic publishing - the specialized handbook covering in great detail a particular area of interest or study - in this case the Airmails of Egypt. Highly recommended. This book is also available from Peter R. Feltus, P.O. BOX 5339, Berkely, Ca. 94705 USA, for \$35. US.

BOOK REVIEW

15 Aug 1990

E. P. SLOAN

LIGNE MERMOZ, Histoire Aérophilatelique; Latécoère, Aéropostale, Air France - 1918 - 1940. By Gérard Collot and Alain Cornu. Published by Editions Sinais, 7 Rue de Chateaudun, 75009, Paris. 320 Pp hardcover. Large Format 12"x9". 420 FF plus 55 FF Postage.

This is a remarkable book. The authors, both aerophilat-elists, spent over five years searching archives, interviewing principals or their surviving relatives, and corresponding with collectors all over the world, to gather material. The result is an outstanding compendium of data, information, anecdotes, and historical facts about one of the world's great pioneer airlines. The text is profusely illustrated with photographs, maps, and reproductions of airmail covers and cachets.

The book is organized chronologically with one chapter for each year from 1918, when Pierre George Latécoère created the line, to 1940 when all operations ceased because of the fall of France. Each chapter starts with a narrative review of the important events of the year in the development and operation of the line. This is followed by a detailed listing of the first flights and those flights which were interrupted by accident. A total of 400 accidents or incidents which resulted in mail delays are listed and the authors suggest there were many more which were not documented or did not meet their criteria for listing. A total of 770 airmail covers are listed of which 180 are illustrated. A pricing supplement provides a guide to the value of all covers listed.

The appendices to the book are a storehouse of technical information on the aircraft and ships which were used by the airline. Each type of plane is pictured and a list of each type with their registration numbers and a brief indication of their service and final disposition is given. Technical details of the aircraft and motors are provided. Other appendices list the individual ship crossings with mail between 1928 and 1931 and the Transatlantic flights made by the pilots and crews of the line between 1930 and 1940. Finally there is an extensive bibliography of research sources.

For the aerophilatelist who is interested in the early history of Transatlantic airmail service, or the development of airmail services in Europe, Africa, or South America this book will be a basic reference. For the aviation historian it provides a detailed record of one airline's struggle to establish and maintain reliable airmail services during a period of rapid expansion and development.

The book is written in French, but, except for the narrative sections of each chapter, it is easily read and understood by those with very limited French. Most of the aerophilatelic and technical information is contained in lists and tables which should not present any problems.

I CAN SUPPLY

"LUCHTVAART EN LUCHTPOST ENCYCLOPEDIA, DEEL 1" ("AIRLINE & AIRMAIL ENCYCLOPEDIA, VOLUME 1"), by J.L.C.M. TSchroots & H.H.C. TSchroots-Boer. Published by De Nederlandse Vereniging van Aero-Philatelisten "De Vliegende Hollander" (The "Flying Dutchman" Aerophilatelic Society), 1990. ISBN 90 900 35 91-5. 768 pp., hard cover. Dutch guilders 62.50 (approximately ~~US~~\$35.50) plus postage (approximately 20 guilders / ~~US~~\$11.40 by surface to the USA & Canada). Payment must be by international money order or draft on a Dutch bank to avoid bank charges.

REVIEWED BY KENDALL C. SANFORD

This encyclopedia on Dutch airmails has been ten years in production by the authors. The forward by Mr. W.P. Heere, President of the Flying Dutchman Society, explains that it took ten years to complete. It was difficult to glean all the information from various archives, including the Dutch Postal Administration (PTT) archives. Much research was done, which was difficult, as all the various PTT departments have their own archives. A lot of the information was also obtained from the archives of KLM Royal Dutch Airlines and the Aviodom Museum at Amsterdam Airport. He points out that the book will not only be of interest to the aerophilatelist, but also to those interested in air history, Dutch history, economics, etc.

The Introduction by the husband and wife team, who worked long and hard to produce this book, explains that it covers the period from 1920, when Dutch airmail service began, until 1935. It is expected that volume 2, which is at least two years away, will cover the period from 1936 onward. The main purpose of this book is to give the complete international airmail rates from Holland. This is done by numerous tables which give the rates by country for each year. The various parts of the tables are coded to coincide with the text, thus making it easy to follow.

But this encyclopedia is just that--an encyclopedia, as it gives much more information on the airmail service than just rates. The authors describe the airmail conferences between various countries, which established the airmail services as well as the rates. The original airmail contract between the Dutch PTT and the international Dutch airline KLM is included, as well as complete explanations on how the Dutch airmail service was established, and how it operated. There is also a brief explanation of the International Air Traffic Association (IATA), which later became the International Air Transport Association. Dr. A. Plesman, the first president of KLM, was one of the founders of IATA.

Interspersed among the text are many historic and

interesting photos of the early aircraft used for the airmail service, advertising posters, baggage labels, and historic documents and letters related to the early Dutch airmail service. Many of these items are from the authors' extensive collection. There are excellent maps of the airmail routes, from the Dutch Post Office (PTT) archives. These have numbers added, which are keyed into the rate tables, thus making it easier to calculate a rate between two points. There are sections describing the various airmail developments, such as the European routes, South America, the USA, the Catapult airmail services, and the important Dutch route to the Dutch East Indies (now Indonesia). The dates are given for each Catapult flight, and the name of the ships they were catapulted from.

Separate tables give the airmail rates for the Zeppelin services, as there were different rates for mail carried on the airships. Also of interest is a brief chronology of the important balloon flights carrying mail, and the Paris balloon flights that either landed in Holland or from which mail is known to Holland. There is a section on the early air meets in Holland, and some of the souvenir cards, posters & covers are shown.

An interesting item shown is a airmail cover from the Dutch Embassy in Brussels to the Dutch Foreign Ministry, which is the earliest known international airmail cover to Holland. The authors found the cover in the Foreign Ministry archives when doing research for the book. This cover is now in the PTT Museum in the Hague. The authors have spent many thousands of hours doing research for the book, much of it in twenty three different government and airline archives. They have made over five million photocopies from those archives. Over one hundred people have contributed material for the book.

For each year, starting in 1920, there is a description of the major airmail developments for that year, followed by the airmail rate tables. Some of the airline timetables are also reproduced. Very useful is a large plastic bookmark, on which the basic surface and sea mail rates are given. As the airmail rates were always in addition to the surface and sea mail rates, one can use this bookmark, along with the airmail rate tables to calculate a rate for a given route or cover.

The encyclopedia is a tremendous work and will be a valuable reference for all aerophilatelists, not just Dutch aerophilatelists. To assist the English speaking users of the book, there is a translation of 217 words and phrases. The layout is good and the text is easy to read. It was produced by a personal computer and the pages were printed on a laser printer, which were then photo offset. The printing quality is quite good. Only 2,000 copies were printed, and nearly 750 have been sold already. This encyclopedia will be sold out very quickly, and I highly recommend it.

BOOK REVIEW

"LIGNE MERMOZ - HISTOIRE AEROPHILATELIQUE LATECOERE, AEROPOSTALE, AIR FRANCE 1918 - 1940/The Mermoz Line - Aerophilatelic History of Latecoere, Aeropostale & Air France 1918 - 1940", by Gerard Collot & Alain Cornu. Published by Editions Bertrand Sinais, Paris, 1990. 316 pp. Hard cover. 420 French francs (approximately US\$80.00) (+ 55 francs for registered mail or air mail)

REVIEWED BY KENDALL C. SANFORD

This book is an aerophilatelist's delight. It has everything one would want in an aerophilatelic book. There is a brief history of the Latecoere Airline, which started in 1918 between Toulouse, France and Spain. In 1919 it expanded the service to Morocco. There is a complete listing of all the first flights and accidents, which there were plenty of, giving the aircraft type, pilots names, routing and a brief description of the event. There are excellent maps, full color reproductions of the advertising posters & literature, photos of the pilots and aircraft, some after they crashed. Also, many of the flown covers are shown.

In 1923, the line was extended to Dakar, Senegal on the West African coast. In January 1925, a survey flight was made to South America, going to Rio de Janeiro, Montevideo and Buenos Aires. Quite a number of mishaps and crashes occurred and there are photos of many of the flown covers and crashed aircraft. All the significant flights and crashes are listed. Of course the famous pilots Jean Mermoz and Antoine Saint Exupery were two of the Latecoere pilots and there are some good photos of both of them. In 1928, the airline was renamed Aeropostale, and it operated regular trans-Atlantic air mail services until 1934, when it became Air France.

Besides the listings of the significant flights and crashes until 1940, there are a number of useful annexes. There is a photo and description of each aircraft type operated on the line, including their registration numbers. Fourteen different types of land planes were operated, as well as six types of flying boats. No wonder there were so many crashes !!! The next annex contains brief descriptions of each of the ships which supported the flights across the South Atlantic. There is an annex showing the South Atlantic schedules for the period 1928-1931, and another one giving the schedules for 1930-1940. These are very useful when identifying covers.

Finally, there is a list of people who assisted the authors with information for the book, and there is a bibliography and a table of contents. The book is in French, but for someone who doesn't speak French, it will be easy to follow with the assistance of a French dictionary. A separate pricing guide for covers is provided. This is the first time anyone has ever done a complete listing of the French line covers with prices. The book is very well done, and in spite of its price, is worth every centime.



An Airmail Collectors Thoughts on the

EVALUATION OF AN AEROPHILATELIC EXHIBIT

or

An Aerophilatelist's Guide to FIP



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**An Air Mail Collector's thoughts on the
Evaluation of an Aerophilatelic Exhibit.
(or an aerophilatelist's guide to FIP.)**

The biggest contribution to the creation of a comprehensive system of evaluation of any philatelic effort has been made by the International Philatelic Federation (FIP).

A number of individuals and even philatelic organizations have gone into print with a wholesale criticism of the system.

There is, no doubt, much room for improvement.

There are individuals who usurp the right of interpreting without having a vestige of ability to do so.

There exists however, I repeat, only one comprehensive system of evaluation of a philatelic exhibit : that of the International Philatelic Federation.

All well-meaning philatelists, interested in the creation and maintenance of a truly international basis of their hobby, can and should offer their opinions.

The last issue of FIP's own publication "Flash" does actually invite positive suggestions.

It ill becomes an American National Judge and his Crocodile Dundee friends to dismiss a considered, mature and voluntary effort of a number of accomplished philatelists, as nonsense.

What follows is meant as a reaffirmation of the work already done and as a basis for discussion of, what we believe to be, necessary changes. It is meant to apply, in the first place to Aerophilately.

FIP has produced a set of Regulations which endeavour to cover every kind and level of philatelic endeavour.

These comprise:

General Regulations for Exhibitions	GREX
General Regulations for Evaluation	GREV
Special Regulations for Evaluation and Guidelines.	SREV

The various sets of Regulations take precedence over Guidelines which, submitted by individual Commissions, are meant to contain practical hints to collectors within a particular philatelic discipline.

GREX are meant, in the first place, for the organizers of an Exhibition. They are only of marginal interest to a collector and exhibitor.

GREV refer to an evaluation of any philatelic effort.

SREV instruct collectors within a specific philatelic discipline.

The Regulations supply a set of criteria on which an evaluation is to be based as well as a point system to quantify the degree to which the requirements of those criteria are met.

Leaving, for the moment, the point system aside let us concentrate on the criteria as applied to an aerophilatelic exhibit.

These are: TREATMENT and IMPORTANCE.
 KNOWLEDGE and RESEARCH.
 CONDITION and RARITY.
 PRESENTATION.

Before trying to interpret the above, it is essential that we define the subject to which they are meant to be applied.

Thus:

AEROPHILATELY REPRESENTS A STUDY OF THE DEVELOPMENT OF AIRMAIL SERVICES AND COLLECTION OF DOCUMENTS PERTINENT TO THE ILLUSTRATION OF SUCH DEVELOPMENT.

ADHESIVES ISSUED SPECIFICALLY FOR THE USE ON AIR MAIL, FORM AN INTRINSIC PART OF SUCH DOCUMENTATION.

1. **TREATMENT of an Aerophilatelic Exhibit :**

The evaluation of treatment depends to a large degree on the exhibitor having understood the rules and on his willingness and capacity to follow them.

a. **Introductory Statement.**

FIP Regulations require every exhibit to have an 'Introductory Statement'. This, according to SREV should contain :

'A clearly laid out plan or concept of the Exhibit'

Such a requirement is obviously not satisfied by terse titles like "Early South African Airmails" or "Zeppelin" or "Swiss Pioneers". An Exhibitor is expected to state what field he is trying to cover and by what means he proposes to do so, possibly drawing attention to some important items. He is further expected to enlarge on the significance of his particular theme.

Any responsible judge will spend some time on studying this page, if only to see how far the Exhibitor has fulfilled his promise. A well laid out and followed introductory page is the first step to a higher award.

b. **Completeness.**

As an aerophilatelist is supposed to illustrate a development, it is necessary that he covers every important aspect of it within the scope of his theme. Should however a particular document be unattainable it is better to mention it or illustrate the event in some other way than to disregard its existence. This will not score points but, at least, it will confirm the exhibitors knowledge of his subject.

A jury often reaches its conclusion by considering not only what is shown but also what should be there and is not.

c. **Balance.**

As in any other walk of life, so in aerophilately some events are more significant than others.

The less important ones should be illustrated sparingly, as if mentioned marginally, preparing the ground for the really significant. With the frame space at a premium, a properly balanced exhibit can increase its own scope and allow for a better coverage of the subject.

2. **IMPORTANCE of an aerophilatelic exhibit.**

The FIP definition reads:

"Importance is the general significance of the subject in terms of the scope and philatelic interest of the exhibit."

This, is unfortunately one of those 'reversible' definitions. All that remains is to define 'general significance' as 'importance' for the circle to be complete. Importance, emphatically, does not lie only with the significance of the subject.

We are dealing here, at least in the opinion of this writer, with possibly the most significant of all criteria.

Importance of an aerophilatelic exhibit depends on the significance of its subject, its contents and on the mode of their illustration. Clearly this criterion does not refer only to the possible importance of individual covers or their value or only on the significance of the subject.

Every exhibit must be considered important if only in the eyes of its exhibitor. Thus, in considering an exhibit's aerophilatelic importance, the judge will ask :

How much effort lies behind it's production?

How significant is the theme to the development of airmail services in an area, a country, the entire world?

How significant and original is the material used?

a. **Effort.**

The effort of the exhibitor lies, in the first place, in the study of his subject (which leads to a correct choice of the material), and then in obtaining the most suitable examples of it.

Illustration of the development of a particular aspect of airmail services is not satisfied by an accumulation of chronologically arranged covers.

b. **The significance of the chosen theme.**

We must never forget the basic freedom of a collector to express his personal taste, both in the material and the mode of its display. We must, however, remember also that, at least in an aerophilatelic exhibit, we are trying to incorporate into our display the social and historical aspects of the announced theme.

The development of airmail services in the USA, Britain or Germany has a profound influence on the total of world's written communications.

It should be obvious that it is likely to be considered more important than the airmail services of, say, San Marino.

This may be an extreme example, but it should convey clearly this aspect of importance of an aerophilatelic exhibit.

The development of airmail services does naturally follow that of aviation. The first, pioneer, efforts in both are therefore of foremost interest to an aerophilatelist. They usually refer to the first and second decades of this century. In the scale of importance, national airmail collections of countries with a 'pioneer period' rate higher than those without.

Apart from airmail stamps there exist two main groups of airmail collections :

Documents illustrating chronologically important events in the development of national or international airmail services. (First flights between countries or continents, first crossings of oceans or deserts, opening flights of important routes).

Documents showing the development of a particular kind of airmail service. (Zeppelin, Scadta, Catapult) or of a particular aircraft used (DeHavilland, Fokker, Handley Page) or of a particular airline (Imperial Airways, KLM, Lufthansa etc.) or of a particular airport or landing place.

Statistically higher awards are received by the first group, the reasons for this would well bear some investigation. Are they more important?

c. **The significance and originality of material used.**

A cover carried on the first airship to cross the Atlantic is significant. A similar cover containing a report of the airship's radio operator is also original.

Significant are covers illustrating events which show how starting from carrying a few, sometimes personal, letters airmail became responsible for up to ninety percent of written communications of the Western World.

Original are covers which illustrate the events further by adding some pertinent details.

Two further aspects could be considered under this heading :

d. **'Philatelic' or 'prepared' covers.**

Covers prepared to be carried on a specific flight are often criticized as being less important than those used for normal business or private correspondence. Such generalisation is wrong.

Reverting to the definition of aerophilately we must acknowledge that there exists a number of flights which were not scheduled to carry normal correspondence and yet represent important steps in the development of written aerial communications.

On occasions private letters and documents carried on such flights represent the only existing means of illustrating such events.

"Commercial" covers should be considered as preferable to "philatelic" ones only

as long as the former are available.

e. **The 'postal' nature of a document (cover).**

We believe that Article 3.1 of FIP's Special Regulations for the Evaluation of Aerophilatelic Exhibits (SREV), is misconceived at least as far as the use of the word 'postal' with reference to aerophilatelic material is concerned.

The Guidelines hardly repair the damage by replacing the exclusivity of 'postal' covers with making a majority of them mandatory. (Guidelines. Definition 2a).

With very few exceptions it took a long time before Postal Authorities worldwide agreed to entrust aircraft with the transport of official mails.

The period before this took place belongs to the most important and (to the collector) most gratifying periods of an aerophilatelic study. This field of collecting is much too extensive to rely on creating a system of exceptions from the announced definition.

We should also look carefully at documentation carried on important flights and posted on arrival. The 'postal' element here is incidental, important to an aerophilatelist only as a confirmation of the time and place of a mail carrying aviation event.

The significance of the flight on which a cover was carried is likely to influence its importance, the degree of its "postality" is not.

3. **KNOWLEDGE (person's range of information).**

Ideally, an aerophilatelic exhibit represents a means by which the exhibitor tries to convey the extent of his knowledge to the onlooker. This criterion should reduce the impact of the monetary value and appease the critics of 'deep pocket' or 'dollar' collections. Unfortunately this does not always work in practice.

Knowledge is often shared by a number of people who can afford the best means to display it.

The displayed aerophilatelic knowledge is of two kinds.

- a. The first of them obtains the information by gathering it straight from the available catalogues.
- b. The second delves deeper into the subject, draws also from background sources and adds the exhibitor's own conclusions.

It must be pretty obvious which of the two the jury is likely to find more meritorious.

4. **RESEARCH**

According to FIP, we are dealing here with 'personal research'. It is supposed to be shown in the exhibit by the way in which the facts related to the chosen subject are developed.

Showing the development of events relating to the chosen subject *represents the very definition of any aerophilatelic exhibit. Surely 'personal research' must ask for something more?*

Research is, in the first place, an endeavour to discover facts by reasoned scientific study.

It's results can indeed be used to display an, *so far little or totally unknown* aspect of the development of the chosen subject.

Aerophilatelic research may include visiting libraries, airfields, airline offices, interviews with pilots, postal authorities and workers.

It covers also comparing data which appeared in past publications.

Above all, it must apply strict rules of a logical argument.

It may, on occasions, advance a personal opinion of the researcher, but only as long as it is clearly declared as such.

5. **CONDITION.**

This refers to the quality of the displayed material, taking into consideration the standard of the existing material for the chosen subject.

The standard of quality of the existing aerophilatelic material varies widely.

Some of it was carried on aircraft without any storage container or cache.

Some was carried for weeks in the pocket of the pilot.

Some, being flown in an open cabin, suffered from exposure to rain or sun.

Therefore the operative word in the above definition is:

"in consideration of the existing material".

Which sentiment should apply also to mail recovered after a crash.

A perfect example of the importance of jury's knowledge and experience.

6. **RARITY and relative difficulty of acquisition.**

Rarity of aerophilatelic documents could be described as a quantitative relationship between the number of them sought by collectors and the number of them on offer.

The difficulty of acquisition naturally follows this ratio.

Whilst the exhibitor can expect that the jury will be aware of such a distinction, he may, to be on the safe side, judiciously underline the rarity of particular items in his display. No reference should be made to the document's cost or monetary value.

7. **PRESENTATION**

This last, and judging by the number of points it commands, least important of the criteria, merits, all the same, careful attention. It covers clarity of the display and the text, as well as the overall esthetic appearance of the display.

There exists an ideal balance between the amount of text and the information it conveys, although there are no rules to quantify it. The exhibitor must beware of copying sheaves of information from catalogues. Information provided should be necessary and sufficient. The covers should be mounted cleanly, they should follow, if at all possible, the same line across the frame. No special advantage is likely to be gained by sophisticated, copper plate write-up.

On the other hand, a judge suitably impressed by the high standard of presentation, has at his disposal a number of ways in which he can express his appreciation.

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February 1990.



FISA

is

the International Federation of Aerophilatelic Societies with 43 Clubs and Societies as members. It represents the Interests of over 3400 airmail collectors worldwide.