



# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

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## THE CANADIAN AEROPHILATELIST

THE CANADIAN AEROPHILATELIC SOCIETY

Canadian Chapter AAMS  
APS Affiliate No. 189

AFA Club Member

RPSC Chapter No. 187  
FISA Club Member

Major (Ret) Richard K. Malott, CD, MSc, BA, FRPSC  
President and Editor CAS  
16 Harwick Crescent  
Nepean, Ontario  
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ITEM 94-1:

The last issue of The Canadian Aerophilatelist was Volume IX, No. 2, dated 1 December, 1993. There were two issues only of The Canadian Aerophilatelist in 1993. This is the first issue for 1994.

ITEM 94-2:

Ron Miyanishi's secretarial report dated 11 March 1994 is attached as Annex "A" (3 pages). He reports 152 members, including 32 complimentary members.

ITEM 94-3:

The CAS members also belong to the AAMS (58), RPSC (59) and the APS (80). Some members belong to all three philatelic organizations. It is interesting to note membership in the AAMS is less than the RPSC and APS.

ITEM 94-4:

Ron Miyanishi provided a breakdown of our membership in a report dated 11 March 1994. The report is attached as Annex "B".

ITEM 94-5:

Nelson Bentley, Treasurer of the CAS, has been away for three months and has not been able to provide, as yet, a financial report up to 15 April 1994. He will provide a financial report for the next issue of The Canadian Aerophilatelist.

ITEM 94-6:

The CAS welcomes five new members to the Society:

- a) #204 Dr. Maurice Mishkel of Hamilton, Ontario.
- b) #205 Steve Sims of Anchorage, Alaska, USA.
- c) #206 Paul Gladback of Köln, Germany.
- d) #207 Charles W. Oakley of Mount Forest, Ontario.
- e) #208 John Kevin Cabbage of Alta Loma, California, USA.

The CAS Executive hopes that each member gains much enjoyment from membership in the CAS.

ITEM 94-7:

I am pleased to announce that No. 186, Mr. Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, K7M 4Y4, has offered to assume the mantle of Editor of the Canadian Aerophilatelist, as of 16 April 1994. I am most appreciative of Chris's offer as I shall be extremely busy working on our planned catalogue "The Air Mails of Canada". Chris has many new ideas so I shall anxiously await his first issue. If you have any ideas as to what you would like to see in The Canadian Aerophilatelist, let Chris know now.

ITEM 94-8:

As the retiring Editor of The Canadian Aerophilatelist (1986-1994), I wish to thank all the members for their support and indulgence as I attempted to publish a newsletter. I request all member to assist Chris in his endeavours to provide a worthwhile aerophilatelic publication. Good Luck and Best Wishes, Chris! The Canadian Aerophilatelist will still be printed and mailed from Ottawa.

ITEM 94-9:

A new aviation magazine will soon be published in Canada. "Aviation Quarterly", Canada's Magazine of Flight, will be issued four times a year by the Publisher, Mr. Bob Baglow. A brochure is enclosed with complete data on this new aviation magazine to be published first in March 1994. Please give the magazine your consideration. Bob's address is 72 Sunnyside, Ottawa, Ontario, K1S 0R1, Canada.

ITEM 94-10:

Speaking of magazines, the Department of National Defence's two magazines, The Sentinel and Le Sentinelle, will cease publication as of 31 March 1994, as a cost saving procedure. All the nice things of life seem to be under attack for cost saving by various levels of government and organizations. Where will it end?

ITEM 94-11:

A few months ago, Air Canada launched a new logo for its airline - a red maple leaf on a black background. An Air Canada information folder on this attractive logo is enclosed for retention. The airline and Canada Post are still not interested in allowing first flight covers to be flown on their new inaugural routes. There is no money in it for them!

ITEM 94-12:

Two other brochures are enclosed on behalf of the Canadian War Museum - one on its location and one for a new permanent exhibit on the Korean War, 1950-1953. The CWC plans to complete the permanent gallery on the third<sup>floor</sup> within the next two years on the subject of Canada's participation in peace-keeping. Extensive programs are also planned in June 1994 to observe the 50th anniversary of D-Day, and in 1995 to observe the 50th anniversary of the end of World War II.

ITEM 94-13:

Any member requiring a copy of either the CAS's Constitution or the 20 April 1993 CAS price list of available aerophilatelic material may obtain the desired item by writing to R.K. Malott, President, CAS, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada.

ITEM 94-14:

Concerning the 20 April 1993 list, the following corrections should be made to have a correct listing:

AMENDMENTS TO SALES LIST  
DATED 20 APRIL 1993

1. The following items are no longer available:

- a) 28 Feb. 1972
- b) 28 June 1975
- c) 21 June 1979 (second item)
- d) 16 Sept. 1986

2. The item dated 1978 at the top of Page 5 appeared there in error and should be deleted (it is shown correctly on Page 3).
3. The "Not Autographed" item of 16 June 1978 is available with 3 different cachets.
4. The second of 3 items dated 20 October 1981 would be more correctly listed as: 50th Anniv. New York to London, cancelled Toronto 20 Oct. 1981, but flown again in Hercules from Port Stanley to S. Georgia, cancelled on Falkland stamp, Port Stanley 25 Nov. 1984. Signed as listed.
5. The 25 June 1986 item is not available with Canada arm stamp but three items remain with comparable postage.
6. 1 set is available of 50 covers (April/May 1986) marking the flight across Canada for the 50th Anniv. of Air Canada. These are postmarked at all the different stops en route. The covers are specially printed Air Mail envelopes with map of route. Cost: \$60.00.
7. Items listed as 1993, bottom of Page 12, top of Page 13 are in fact 1992.

ITEM 94-15:

The pilot of the Stealth Fighter, Captain Greg Sembower, who flew 125 special 125th Anniversary covers from Ottawa to the Norfolk, Virginia area has been traced to Haldiman Air Force Base, New Mexico. I have written to him for information on the envelopes that he flew for us in July 1992. I do hope he has our covers and sends them back for our members. The value was \$5.00 per cover (see item 93-40(D)).

ITEM 94-16:

Due to inclement weather, the Snowbirds were unable to fly our envelopes at the last flying exhibition at CFB Moose Jaw on 16 October 1993. The adjutant, Capt. Beer, stated she would try to have them flown on the first exhibition flight in April of 1994.

ITEM 94-17:

On Monday, 21 March 1994, a Snowbird Tudor jet performing a flying manoeuvre, crashed near Moose Jaw. Both pilots ejected safely (See Annex "C"). Perhaps the lost Tudor jet was one in the past that has flown our special Snowbird flown covers.

ITEM 94-18:

CAS pewter membership pins are available for \$5.00 Canadian, post paid. Orders may be sent to the Treasurer or the President.

ITEM 94-19:

The Canadian Warplane Heritage Museum's Hawker Hurricane MK-11B flew 125 CAS 125th Anniversary envelopes at the National Capital Airshow on 28 June 1992. The aircraft was unfortunately destroyed in a hangar fire along with five other aircraft. The autographed flown covers by Rick Radell are poignant reminders of this lost majestic aircraft. (Refer to Item 93-46 and the present Annex "D").

ITEM 94-20:

The CAS has received a letter from Mr. Lee Seung-mo, Secretary of the Organizing Committee for PHILAKOREA 1994, acknowledging the safe arrival of the CAS plaque for achievement in exhibiting aerophilately/astrophilately. It will be awarded at PHILAKOREA, 16-25 August 1994, for the best of all aerophilatelic/astrophilatelic exhibits. The CAS has also offered one to Mr. Nelson Eustes, President of AEROPEX 94 in Australia, for similar presentation.

ITEM 94-21:

Two book reviews by Ken Sanford (CAS No. 6) - "Aerial Mail Service" by A.D. Jones and "Katalog der Aerogramme von Canada, USA - UNO - New York, 1994 by Werner Wiegard are presented in Annex "E". Thanks Ken for your continued support.

ITEM 94-22:

The new President of the AAMS, Jonathan L. Johnson, Jr., has asked me to distribute to all the CAS members the enclosed five pages in Annex "F" that provide all the latest data on the AAMS. Perhaps more of our members may wish to join the AAMS too.

ITEM 94-23:

The annual general meeting of the CAS will be held on Sunday, 8 May 1994, during ORAPEX '94 at the RA Centre, 2451 Riverside Drive, Ottawa. The time and room location will be posted at the exhibition. Mike Shand will be in charge as the President, R.K. Malott will be away on holiday in Naples, Florida. A business meeting will be held to discuss the future activities of the CAS. Your attendance would be appreciated by the Executive of the CAS.



ITEM 94-24:

Dan Barber, Editor-in-Chief, AAMS Air Mail Catalogue, has sent his preliminary ideas for the joint issue of "The Air Mails of Canada" catalogue by the CAS/AAMS. A copy of the preliminary table of contents and my letter to 25 aerophilatelists/astrophilatelists soliciting their support are attached for information as Annex "G" (8 pages). If you have any ideas on what should be presented, I urge you to contact myself, the Coordinating Editor of "The Air Mails of Canada". Data included in an article for "Stamp Collector" newspaper's "Aerophilately To-day" is also enclosed.

ITEM 94-25:

I have received only one offer as yet to help with CAPEX '96 to be held in Toronto, 8-16 June 1996. I will repeat Item 93-51 for the benefit of all. We must maintain our aerophilatelic image in Canada. The AAMS Board of Directors has approved holding their 1996 annual general meeting in Toronto at CAPEX '96. May I have your support?

CAPEX '96 will be held in Toronto, Ontario 8-16 June 1996. Start to plan your trip to this significant philatelic event. The CAS plans to cooperate with the AAMS, AFA, FISA and the RPSC to make aerophilately/astrophilately an important segment of CAPEX '96. Annual meetings of the various aerophilatelic/astrophilatelic groups will be held, seminars and lectures presented, a special dining-in-night will be held at the historic Royal Canadian Military Institute in Toronto, and a visit to the Canadian Aviation Heritage Museum at Mount Hope near Hamilton, Ontario will be arranged. A Committee to coordinate activities will be set up with CAS Toronto and environs members. I will head the activity, assisted by Murray Heifitz and hopefully others from the Toronto area.

ITEM 94-26:

A new .88 cent aerogramme was released on 25 February 1994. A quantity of 50 First Day of Use cancellations was obtained and are valued at \$5.00 each. Items may be purchased directly from R.K. Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1 (Annex "H").

ITEM 94-27:

If any CAS member has some aerophilatelic news for their colleagues, please send it to the new Editor for use in The Canadian Aerophilatelist.



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

RKM/l1s



Annex 2  
Annex 2

## Two fliers safe after bailing out of crippled Snowbirds Tutor jet

MOOSE JAW, Sask. (CP) — A pilot with the Snowbirds precision flying team and his passenger rejoined their units Monday just hours after escaping their Tutor jet before it crashed, said a military official.

Both pilots ejected before the plane plunged into a farmer's field south of Canadian Forces Base Moose Jaw, said Lieut. Angie Mandeville, spokeswoman for the Armed Forces aerobatic squadron.

The two were taken to a military hospital as a precaution before being released with a few bruises.

It was the third crash of a Tutor jet near Moose Jaw, the squadron's home base, since 1990.

The pilot was identified as Capt. Derek Mosher, 37, from Halifax. Capt. Joe Chiang, a flight school in-

structor at the base, was the plane's other occupant. Chiang, 32, is from Toronto.

They were practising the precision aerobatics that are a Snowbirds trademark with eight other of the 1960s vintage aircraft, said Sub-Lieut. John Larsen.

The planes were in a diamond formation about 610 metres above the ground and had begun climbing when Mosher's engine gave out.

The Tutor jet — painted in the team's distinctive red and white colors — crashed about 30 kilometres south of the base and disintegrated into burning wreckage, Mandeville said.

Military investigators could take a year to determine the cause of the accident, she added.

*Ottawa Citizen* Tues. 22 Feb 94



**CANADA REMEMBERS**  
**LE CANADA SE SOUVIENT**

# Canadian Warplane Heritage Museum's Hawker Hurricane MK-IIB

The Hurricane, acquired by Canadian Warplane Heritage Museum (CWH) in 1984, was built under license by Canada Car & Foundry Co. Ltd., (Fort William) Thunder Bay, Ontario in 1942 for the Royal Canadian Air Force. The aircraft served with No. II training command and was one of 1,451 Hurricanes built in Canada.

It is significant that this example of aircraft has been preserved to flying status as it is one of three surviving type aircraft of Canadian construction.

Canada's involvement using the Hurricane came about in August 1940 where No. I Fighter Squadron first saw action during the battle of Britain flying British-made Hurricanes. This squadron, with the later Canadian designation 401 Squadron, was the first Canadian Fighter Squadron to enter combat in World War II.

The CWH Hurricane YOA is painted in the colours of No. I (Fighter) Squadron and is flown by Rick Franks of CWH. The aircraft is fitted with a Rolls Royce engine replacing the original Merlin engine and carries 12 Browning machine guns in the wings.

The CWH Hurricane may be seen at a number of air shows during the summer months, as well as being on display at the CWH Museum at the Hamilton Airport located west of the city of Hamilton at Mount Hope.

## Hurricane MK II Specifications

<b>Manufacturer:</b>	Canada Car & Foundry Co. Ltd. Fort William, Ontario under license from Hawker, England.
<b>Maximum Speed:</b>	530 km/h/329 mph
<b>Service ceiling:</b>	10,853 meters/35,600'
<b>Range:</b>	1,481 km/920 miles
<b>Initial Climb Rate:</b>	14.12 meters/2,780 feet per minute
<b>Power Plant:</b>	1,220 kW/1-1635 HP Rolls Royce Merlin MK 25
<b>Wing Span:</b>	12.9 meters/40'
<b>Length:</b>	9.76 meters/32'
<b>Height:</b>	3.96 meters/13'
<b>Wing Area:</b>	23.97 square meters/258 square feet

*Photo courtesy of Rick Radell, CWH*



*Amey E*

AERIAL MAIL SERVICE - A Chronology of the Early United States Government Air Mail - March - December, 1918. By A.D. Jones. Published by the American Air Mail Society, 1993. 128 pp. card stock cover, 8 1/2 x 11 size. US\$8.00 plus \$3.00 postage.

Reviewed by Kendall C. Sanford

March to December 1918 seems like a very short time to cover in a single book, but a lot happened in those nine months. This was the world's first regular air mail service, and it is expertly covered in this book. It starts out with a chronology of the major events leading up to the start of the air mail service, which was operated by the U.S. Army Air Service between New York and Washington via Philadelphia.

There are stories about the mishaps and crashes which inevitably occurred. Maps, black & white photos of the pilots, telegrams, pilots reports, and of some of the flown covers are shown. In this reviewer's opinion, more covers should have been shown. The emphasis of the book is more on the history and operation of the service, rather than the mail which was carried.

The pathfinder flights from New York to Chicago are very well covered. There is a list of all the illustrations, illustrations credits, a glossary, a list of all the references used by the author, and a good index.

KATALOG DER AEROGRAMME VON CANADA, USA - UNO-NEW YORK 1994 (Catalog of Aerogrammes of Canada, USA, UN-New York 1994), by Werner Wiegand. Published by EAPC Aerophilatelic Club, Stuttgart, Germany, 1992. 56 pp., soft cover. US\$10.00 plus \$3.00 postage & handling. Available from the publisher & AEROPHIL, 4 Ave. General Guiguer, CH-1197 Prangins (Vaud), Switzerland.

Reviewed by Kendall C. Sanford

This is another in the excellent series of inexpensive handbooks produced by the EAPC Club. It lists and shows all known aerogrammes issued by Canada, the USA and the United Nations Post Office in New York. Included are Canadian & U.S. Armed Forces air letters, V mail forms, and Prisoner of War air letter forms from the Second World War. All items are shown and priced in German marks. The text is in German, but each listing is short, so with the aid of a German dictionary, the non German speaker can easily understand the listings.

This is a useful catalog for the Aerogramme collector or the aerophilatelist interested in Second World War aerogrammes and Prisoner of War air letter forms.



# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

Please address reply to:

Major (Ret.) RK Malott, CD, FRPSC  
16 Harwick Crescent  
Nepean, Ontario, K2H 6R1  
Canada

9 March 1994

To : Fellow Aerophilatelic/Astrophilatelic Collectors & Researchers

Re : Preparation of Data for "The Air Mails of Canada"

Dear Colleague :

I received the enclosed letter and data from Dan Barber, Editor-in-Chief of the AAMS catalogues, including the one proposed for Canadian air mail material. Since I have other projects to complete for the Organization of Military Museums of Canada, Inc., of which I am the Executive Director, I have decided to send you this data and to solicit your support and comments. The Canadian Aerophilatelic Society will do the work and the CAS will cover the costs. Our dead-line for completion and launching of this tome is at CAPEX 1996 in Toronto, 8-16 June 1996.

There is a lot of work to do. This is your chance to help formulate the collecting habits of future collectors of the individual areas in which you are interested in over a number of years. I will co-ordinate the activities but I need dedicated workers for each specific area as listed by Dan. What other areas should be added? I recommend Forces Air Letter Forms, Aerogrammes, Aviation Company vignettes, labels and baggage tags, Canada Post and airlines air mail stickers, and Air Mail Facility cancellations. There may be some duplication here but we do not wish to leave anything out. This is a unique opportunity for we who have enjoyed Canadian air mail collecting over the years to pay a debt of appreciation to those that will follow us. It is not our intent to plagiarize from other aerophilatelic/astrophilatelic works but we must be able to list all applicable items. Our work will be the best produced to date and those that follow can improve on it through their own personal collecting experience.

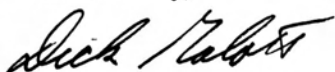
I personally favour listing the pioneer and semi-official flight covers chronologically, i.e., pioneers separately, semi-officials chronologically by company, and all the rest chronologically similar to what Dr. Holmes did so many years ago. The various types of government flights and foreign flights would be altogether. Over the 40 years of my endeavours of Canadian air mail collecting I found the separation by various types most frustrating to locate. If necessary a code for the various types could be placed after our numbering system. Now is the time for comments and input. Let's go!

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If you are unable to look after a section please let me know now. Your comments will still be welcome if you can not look after a section but your help is really needed. There will be Canadians, Americans (USA), colleagues from the United Kingdom and hopefully from Switzerland too. The challenge will be great but I'm confident that with your support and that of others we will succeed and see a tremendous increase of interest in the collection of and research in Canadian air mail and its allied areas of interest. May I belatedly add that all this activity applies to the air mails and allied areas of interest of Newfoundland also.

As requested I will be sending your name and address to Dan Barber so that he can contact you directly concerning our project.

Yours sincerely,



(RK Malott)  
Co-ordinating Editor  
The Air Mails of Canada

Encl : (1)





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## SEMI-OFFICIALS

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Laurentide Air Services, Ltd.  
Northern Air Service, Ltd.  
Jack V. Elliot Air Service  
Elliot-Fairchild Air Service  
Elliot-Fairchild Air Transport, Ltd.  
Fairchild Air Transport, Ltd.  
Patricia Airways and Exploration, Ltd.  
Western Canada Airways, Ltd.  
Yukon Airways and Exploration, Ltd.  
Patricia Airways, Ltd.  
British Colombia Airways, Ltd.  
Klondike Airways, Ltd.  
Cherry Red Airline, Ltd.  
Canadian Airways, Ltd.  
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Aviation & Aeronautic Books

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## CANADIAN AEROPHILATELIC SOCIETY (CAS) NEWS

The Canadian Aerophilatelic scene has been quite quiet lately since there is no such thing as first flight covers in Canada, and now in the USA. In both countries since air mail is well established, the post office departments and the airlines do not wish to be bothered servicing such items as no profit of consequence can be made. When the concept of air mail services was first promoted the post office department in Canada had an excellent system developed to apply special cachets and to fly the special covers over the designated route and thence back to the collector. Some foreign covers coming into Canada by foreign airlines are still serviced. If you are a Canadian group you are apparently out of luck.

The CAS will hold its annual general meeting under the control of Michael Shand, Vice-President of the CAS. He will be assisted by the immediate past president of the CAS, W/C Pat Sloan. The meeting's time and location during ORAPEX 1994 will be posted at the Exhibition, which is held in the Curling Rink, R.A. Center, 2451 Riverside Drive, Ottawa, Ontario. ORAPEX 1994, Ottawa's National Stamp Exhibition, is the 33rd annual R.A. Stamp Club Exhibition and Bourse. The hours are Saturday, 7 May 1994, 10 a.m. - 6 p.m., and Sunday, 8 May 1994, 10 a.m. - 4 p.m. Admission and parking are free. If you are a stamp collector be sure that you take advantage of this excellent deal.

Although the CAS has not had the opportunity to promote special air mail flight covers during 1993 there is a tremendous project now assigned to its members for completion by the time of CAPEX 1996 in June of 1996. Under the auspices of the CAS and the American Air Mail Society (AAMS) a new catalogue is to be prepared containing all aspects of Canadian and Newfoundland air mail collecting. The title of the catalogue will be "The Air Mails of Canada". Newfoundland air mails are considered to be part of the name Canada. There will however be a separate section for the Newfoundland items as is done now in the current AAMS catalogue published in 1980, the 5th Edition. Requests for assistance in compiling data under several sections have been sent out already to experts in Canada, the USA and Europe. Included in the sections are pioneer flights, semi-official flights, all types of official government flights, commemorative flights, crash covers, military souvenir flights, Forces air letter forms, aerogrammes, balloon flights, helicopter flights, glider flights, lists of pilots flying first flights in, to and from Canada, a list of noted Canadian air mail collectors past and present, a comprehensive list of auctions of noted Canadian and Newfoundland air mail covers and stamps, a list of significant catalogues and articles on Canadian and Newfoundland air mails, a record of Canadian air mail rates domestic and international, a list and photographs of Canadian air mail stamps, pioneer and semi-official vignettes, and special delivery stamps (subject to approval by Canada Post for applicable stamps), air mail first day covers, SCADTA consular overprints of Columbia, airport and airport mail facility cancellations, air mail markings, air mail labels, and if possible an up-to-date record of the rules and regulations of the Federation Internationale de Philatelie to inform aerophilatelic /astrophilatelic of the procedures for international judging, and last but not least astrophilatelic covers. If anyone can advise me of any other area of aerophilately that should be included please let me know. I am the co-ordinating editor of this project and I may be contacted at the following address : Major (Ret.) RK "Dick" Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada, Telephone/Fax (613) 829-0280. Advice and assistance from interested aerophilatelists are solicited. The CAS will be doing the work and the AAMS, in partnership, will provide the funding.

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Not everyone is interested in aerophilately nor astrophilately. There are many other interesting areas for collecting and some of them pertain to current offerings of Canada Post that were in vogue for awhile and then canceled. The presenting cards that announced the new issues of Canada, one at a time and with limited data, were recently discontinued after three years of use. Since these cards were official Canada Post items and used in the mails they are collectibles. There were three main types, - cards with a mailing indice on the back and officially mailed to customers from Antigonish, N.S., cards with no indice on the back and distributed from postal boutiques for about two years and then they were discontinued, and the hardest to locate, the ones for the Stamp Travelers Club. I would hope that some dedicated collector will produce a complete reference list that will be published for the benefit of all. I would be pleased to hear from those interested in these presenting cards. I am particularly interested in locating examples of the Stamp Travelers Club.

Another item now discontinued were the Canadian FIP exhibition cards, first issued in 1982 and after 18 issues discontinued in 1992. Used examples could only be obtained at the exhibitions and thus few were obtained. Mint copies were sold from the philatelic section of Canada Post at \$1.00 plus tax per card. The policy was not to save nor sell the used cards in Canada. Thus the earliest issues used are very scarce, and in particular those from Ausipex'84, Italia'85, Stamp World London'90, and Granada'92 are extremely scarce. To obtain my copy from Australia and from Italy I had to advertise in national philatelic magazines to trace the desired items. At considerable expense I was able to locate three used cards from Australia, but only one from Italy. There are two types for Italy'85 - one canceled in Toronto and sold at Italia'85, and one with the official Canada Post cancellation at Italia'85. How many readers of this article collect these Canadian FIP cards? I am seeking sources of used cards. Any available?

Yet another interesting area of collecting postal stationery and Canadian booklets is attempting to obtain first day of use cancellations for aerogrammes and postal stationery of the interesting size 8 and size 10 commemorative issues. Over the last ten years I have been able to obtain canceled items, including the last six issues of the views of Canadian provincial cities. Why not obtain canceled copies from the applicable cities and request the signature of the applicable mayor. I have found these city officials very cooperative, especially if you offer them a couple of the envelopes for their own retention. For the many types of booklets issued I have devised a system to attach the complete booklet to an envelope along with a representative stamp and have all canceled on the applicable date of issue. I have been doing this for ten years also and thus I have built up an interesting collection that I plan to exhibit locally at an ORAPEX exhibition within the next two years..

For sheer beauty of first day covers how many collectors have obtained FDC's from the House of Commons (size 10 envelope) or the Senate (size 8 envelope)? A collection of these covers is very attractive. Most of these mentioned areas of collecting require an effort of search and perseverance to complete the objective each year, but at not too much of an outlay of cash. Of course there are the many different types of cancellations that are a challenge to locate and inventory. There are many ways in which you can apply yourself to collect philatelic material, especially Canadian, right in your own back yard.

Sometime ago I produced a comprehensive list of the Canadian FIP cards and when time permits from my position of Executive Director of the Organization of Military Museums of Canada, Inc., I will prepare another complete list. As an interim I will list the 18 locations for the 18 Canadian FIP cards:

- 3 -

- |                     |                                     |
|---------------------|-------------------------------------|
| 1. WIPA'81          | 10. HAFNIA'87                       |
| 2. ESSEN'82         | 11. FINLANDIA'88                    |
| 3. PHILEX FRANCE'82 | 12. PHILEX FRANCE'89                |
| 4. HAMBURG'84       | 13. WORLD STAMP EXPO'89             |
| 5. AUSIPEX'84       | 14. STAMP WORLD LONDON'90           |
| 6. ITALIA'85        | 15. NEW ZEALAND 1990                |
| 7. AMERIPEX'86      | 16. PHILANIPPON 1991                |
| 8. STOCKHOLMIA'86   | 17. GRANADA'92                      |
| 9. CAPEX'87         | 18. WORLD COLOMBIAN STAMP EXPO 1992 |

I have had the privilege of exhibiting my aerophilatelic material in all of the international exhibitions listed above from WIPA'81, except for ESSEN'82 and STAMP WORLD LONDON'90 . Of course there have been many other FIP Exhibitions but for these Canada Post did not issue a souvenir FIP card. I have also had the honour to serve as a FIP judge at STOCKHOLMIA'86 and CAPEX'87 , and as the Canadian RPSC commissioner at ITALIA'85, HAFNIA'87, and PHILANIPPON 1991. Thus I have had an opportunity on several occasions to obtain used Canadian FIP souvenir cards.

Speaking of Canadian commissioners those selected to exhibit at the only FIP exhibition in 1994 at PHILAKOREA'94 were informed that a new fee of \$20.00 Canadian per frame payable to the Canadian commissioner is required in addition to the \$25.00 US required for each frame exhibited. It is now an expensive undertaking to exhibit internationally. An exhibitor would want to make sure that the best exhibit possible was to be shown. An award of anything less than a small silver would not be a very economical proposition for the exhibitor. It is hoped that a full statement will be released concerning future exhibition costs for Canadian exhibitors. May I add that this system has been used in the USA for its commissioner's expenses that can be considerable - air fare to the country concerned, postage and telephone expenses, taxis, customs clearances, etc. The Canadian commissioners deserve this added financial support and I fully support the plan's implementation. The CAS will be providing a plaque for the best aerophilatelic/astrophilatelic exhibit at PHILAKOREA 1994, as it has done for earlier international exhibitions.

It is very welcome news that Canada Post is to issue a postage stamp in honour of Air Marshal Billy Bishop, VC, CB, DSO 7 Bar, DFC, MID, CdeG(Fr), Ld'H . Now if the authorities would only do the honourable thing and issue a commemorative stamp to Canada's greatest military leader of the First World War, - General Sir Arthur Currie.

(RK Malott)

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The kite is the world's oldest form of aircraft, likely originating in the Orient 3,000 years ago. Named after a graceful member of the hawk family, kites today soar in an endless variety of sizes and designs around the world.

In Japan, teams of people fly kites taller than themselves at colourful festivals. A favourite in China is a fearsome dragon made of large circular disks flown in train. The box kite, so stable it doesn't need a tail to prevent spinning and twisting, was invented by an Australian. And a Canadian, Alexander Graham Bell, built colossal kites of thousands of tetrahedrons that could lift humans into the air. Over the years, kites have been put to practical use by scientists, weather forecasters and inventors of airplanes, but are probably most often seen high in the sky above an open field on a windy day. Kiting in Canada is gaining popularity as organizations spring up across the country.

Le cerf-volant, qui serait d'abord apparu en Orient il y a 3000 ans, est probablement la forme la plus ancienne de l'aéroplane. L'origine du mot serait associée à un gros insecte volant. De nos jours, flottent au gré du vent des armatures aux formes et aux grandeurs infinies.

Au Japon, des équipes participent à des festivals de cerfs-volants géants. La Chine favorise le dragon féroce formé de disques flottant les uns derrière les autres, tel un train. Le cerf-volant en forme de boîte, tellement stable qu'il n'a pas besoin de queue pour l'empêcher de tourner ou de serpenter, a été inventé en Australie. Le Canadien Alexander Graham Bell construisait des cerfs-volants colossaux, composés de milliers de tétraèdres, qui pouvaient soulever des humains. Au cours des ans, les cerfs-volants ont servi aux scientifiques, aux météorologistes et aux inventeurs d'avions, mais de nos jours, on les voit le plus souvent virevolter très haut les jours de grand vent. Au Canada, le cerf-volant gagne la faveur populaire, et on voit naître, çà et là, des associations de cerfs-volistes.

Premier pli - Ne rien insérer

First fold - No enclosure permitted