

Canadian Chapter - American Air Mail Society
 Royal Philatelic Society of Canada - Chapter No. 187
 American Philatelic Society - Affiliate No. 189
 Aerophilatelic Federation of the Americas - Club Member
 Club Member - FISA (Fédération Internationale des Sociétés Aérophilatéliques)

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September 1994

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume X, Number 3

CONTENTS:

PAGE:

EDITOR'S OTHER LIFE and NOTES FOR NEW READERS	2
NEWS - NEWS - NEWS	3
President's Report	4
CAPEX '96	5
Canadian Postal Archives - revised services	6
SANABRIA Airmail Catalogue re-issued	6 and 7
FIRST FLIGHTS OF THE JUAN DE FUCA DESPATCH SERVICE - Robert J. Frost	8
EAST AFRICAN AIRMAILS to 1939 - Book Review by Kendall Sanford	12
EXHIBITING - ASTROPHILATELY: new international regulations	13
FOLLOW UP - CANADIAN SEMI-OFFICIAL AIRMAILS: the issues of Commercial Airways Ltd. - Derek Rance	17
- REMEMBERING ALCOCK AND BROWN: revised listing	20
QUESTIONS AND ANSWERS - airmail from Craig Harbour?	23
SALES - new covers from The Canadian Aerophilatelic Society	24
- Irish Air Mail Society Alcock & Brown covers	25
- PHILAIR CLUB	26
NEXT ISSUE DEADLINE and MEMBERSHIP APPLICATION FORM	30

EDITOR'S OTHER LIFE !

In my other life, when I am not editing *The Canadian Aerophilatelist*, I am a High School Social Science teacher. - Over the past few days, as a new school year has got under way, I have been thinking about some comparisons between teaching and editing!

One feature of teaching is the reluctance of many students to ask or answer questions, because they don't want to risk "making a mistake" in front of their peers. - I've been wondering to what extent adults have a similar concern, and whether it makes them reluctant to send in questions and answers to newsletters like this? I've decided that it might, and that I should, therefore, not name the people who send in questions for the "Question and Answer" section. I've also decided that I should only acknowledge the answerers as a group, and not identify their individual contributions.

Another feature of teaching is the wide variety in "background knowledge" that my students have: in fact, there is hardly anything which I can assume that "everybody knows". - In contrast, newsletters like this are normally written for a specialized audience, and a high level of background knowledge is assumed! This, however, can limit their interest and usefulness to new members, casual readers, and non-philatelic friends and/or spouses who happen to pick up a copy to browse through. I am therefore going to add a section of Notes For New Readers to *The Canadian Aerophilatelist*, and also add footnotes from time to time, to try and make the newsletter more appealing to casual readers, and even to colleagues from my other life!

Chris Hargreaves

NOTES FOR NEW READERS

If you are a new reader of *The Canadian Aerophilatelist*: welcome!

Aerophilately is a broad subject, and embraces almost any topic that combines flying and philately, including:

- the collection of envelopes carried on first flights between different places: these usually bear special markings to identify the flight, and are referred to as First Flight Covers;
- a study of the development of commercial airmail routes and services, and/or of the airmail stamps issued for these services;
- astrophilately, which is the collection of stamps and covers which trace the development of space flight. - Since very few covers have been flown into space, this usually involves covers associated with the ground support network: launch sites, tracking stations, recovery ships, etc.

Within *The Canadian Aerophilatelist* you will find articles relating to many different aspects of aerophilately. - I hope you enjoy reading it.

NEWS - NEWS - NEWS

AWARDS

Congratulations to **Dick Malott** and **Mike Shand** who each received a small vermeil award at the PHILAKOREA 1994 WORLD STAMP EXHIBITION.- Mike Shand, (Vice president of The Canadian Aerophilatelic Society), exhibited his New Zealand Air Mails. Dick Malott, (our President), exhibited Canadian Crash Covers, 1915 - 1978.¹

Congratulations also to **Fred Blau**, who supplied the item on the first flight from Canada to Israel in the last issue of *The Canadian Aerophilatelist*. Among his other writings, Fred has co-authored two books on the Orient and Egypt flights of the Graf Zeppelin. These books have now been translated and published in German, and Fred has received the coveted Literature award for 1994 sponsored by the Sieger Verlag. This award was presented at the CONVENTION OF THE GERMAN PHILATELIC SOCIETIES in Donaueschingen, Germany, this summer.

KENDALL C. SANFORD

Kendall moved on August 1st - his new address is:

5 Maison du Vigneron, CH-1266 Duillier, Switzerland

Among his many activities, Kendall supplies book reviews to *The Canadian Aerophilatelist*, and operates AEROPHIL: a business dealing in crash covers, and in aerophilatelic and aviation books.

TRANSLATION

Francois Bourbonnais has generously volunteered to do translation work for The Canadian Aerophilatelic Society: French to English and vice versa.

Francois is member number 145 of the Society, and can be contacted at: 58 Ste-Catherine, St. Polycarpe, PQ JOP 1X0.

IN MEMORIAM

The following letter was received in August:

Mr. Malott,

I wish to inform you that my father, Ernest Pierpoint, has passed away.

He enjoyed stamping very much and we will miss him.

Judy Dursdon & Grace Pierpoint
Rossland, British Columbia

Ernest was member number 118 of The Canadian Aerophilatelic Society.

¹ Note for new readers: at National and International Stamp exhibitions, the award levels are gold, vermeil, silver, silver-bronze, and bronze; with each level sometimes divided into large and small awards. - A vermeil award at a World Stamp Exhibition is quite an achievement!

PRESIDENT'S REPORT

There have been 15 inquiries from the 585 letters sent out to all American Philatelic Society members indicating an interest in some aspect of aerophilately/astrophilately. Data will be sent to all sending in an inquiry and hopefully some will join our Society. We have for 1994 a set of 9 flown and autographed envelopes by the Canadian Aerobatic Team of the Department of National Defence - The Snowbirds, available at \$35.00 (two 1994 brochures are included with the envelopes). Available also for \$10.00 Canadian is a special first day cover of the two stamps for famous Canadians issued on 12 August 1994 - Billy Bishop being the one of interest to aerophilatelists. The FDC has a special Air Command Headquarters cancellation used only at the Headquarters for one day (on a plate block of 4 stamps) and each cover is autographed by Arthur Bishop, Billy Bishop's son. Arthur was a WW2 RCAF fighter pilot with at least two kills. He is now a noted military author, his last book soon to be published on "The Splendid Hundred", the 100 Canadians who fought in the Battle of Britain as fighter pilots. Arthur is slated to speak to our international aerophilatelists/astrophilatelists at our CAPEX'96 dinner at the Royal Canadian Military Institute (RCMI) in Toronto, Ontario sometime during CAPEX'96, 8 - 16 June 1996.

*see page 24

**see page 25.

CAPEX'96 in Toronto, Ontario 8 - 16 June 1996

On behalf of the CAS I am coordinating the activities and the annual convention of the AAMS, the CAS, the AFA, and possibly FISA. I am still seeking volunteers to help in looking after the booth that we are to obtain together. The CAS will also hold a special dinner in the RCMI as mentioned above. I have also been requested to be the National Commissioner for Canada for CAPEX'96 and thus I am seeking collectors who qualify for exhibiting in a FIP Exhibition. I am in particular seeking aerophilatelic and astrophilatelic exhibits from Canadians. I look forward to several CAS members qualifying for the FIP CAPEX'96 Exhibition.

The Canadian Air Mail Catalogue

I have several volunteers to assist in preparing this catalogue. Since I am at home for awhile now I will update where we stand and get the format agreed upon. There are several collectors interested in helping in specific areas so I'll have to select a leader and then get the other collectors to be assistants. The main objective is to get as much information, updated as correctly as possible, compiled and published for the benefit of the collectors interested in collecting Canadian and Newfoundland air mail material. Our target date is to release the catalogue during CAPEX'96.

SEPTEMBER/OCTOBER

CANADA'S STAMP DETAILS

50 YEARS OF INTERNATIONAL CIVIL AVIATION

The International Civil Aviation Organization (ICAO), a United Nations (UN) organization headquartered in Canada, was created 50 years ago when 52 nations signed the Chicago Convention on International Civil Aviation.



The 43¢ International Civil Aviation stamp depicts a multi-engine jet, superimposed on a background of key elements of air traffic control, clouds and sky. Date of issue: September 16, 1994.

Le timbre de 0,43 \$ consacré à l'Organisation de l'aviation civile internationale présente un avion multimoteur à réaction se détachant sur un fond constitué de symboles stylisés du contrôle de la circulation aérienne et d'un ciel nuageux. Date d'émission : le 16 septembre 1994.



THE CANADIAN AEROPHILATELIST
September 1994, Page 5

THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

24 September 1994

To Whom It May Concern :

Re: National Commissioner for Canada - CAPEX '96

Major (Ret) RK Malott **Please address reply to:**
National Commissioner for
Canada - CAPEX '96
16 Harwick Crescent
Nepean , Ontario , K2H 6R1
CANADA

Dear Fellow Philatelist :

I am honoured to announce that I have been appointed by the Board of Directors of CAPEX '96 to be the National Commissioner for Canada. This is the first time that a National Commissioner for Canada for a FIP Exhibition in Canada has had such an appointment. I encourage all Canadian philatelists who have achieved the prerequisite requirements in their various philatelic classes to exhibit internationally at FIP Exhibitions to contact me for full details on competing at CAPEX '96 to be held in Toronto , Ontario in the Metropolitan Toronto Convention Centre , 8 to 16 June 1996 inclusive .

CAPEX '96 will be the largest world exhibition ever organized in Canada. Plan to be an active participant in this historic Canadian philatelic event . The next one will not be for another ten years , normally , i.e. the year 2006. CAPEX '96 will feature a display of more than 4000 exhibit frames (35" x 47" or 89 cm x 119 cm) each holding 16 standard size album pages . CAPEX '96 will also feature an international bourse of over 125 dealers , 75 foreign postal administrations , a Court of Honour , participation of the Canada Post Corporation and the National Postal Museum , - Canadian Museum of Civilization , as well as a number of special displays and activities. The main hall of the Metropolitan Toronto Convention Centre will feature exhibits , bourse and postal administrations all in one location . The convention centre also offers facilities for formal functions , conferences , meetings and receptions . It is conveniently attached to the official hotel , The Crowne Plaza Toronto Centre (previously L'Hotel).

Anyone who has not yet qualified for an international status for philatelic exhibiting still has time to do so by entering the RPSC's annual exhibition or one of 2 or 3 national philatelic exhibitions , such as STAMPEX in Toronto or ORAPEX in Ottawa . Data on such events are available in The Canadian Philatelist of the RPSC or contact me for relevant data . Those contacting me will be sent applicable data as soon as it is made available. A preliminary prospectus is now available and the first CAPEX '96 Bulletin is expected in late October 1994. My address is Major (Ret) RK "Dick" Malott , National Commissioner for Canada - CAPEX '96 , 16 Harwick Crescent , Nepean , Ontario , K2H 6R1 , CANADA. (Tel/Fax: (613) 829 0280) . The CAPEX '96 office address is CAPEX '96 , P.O. Box 204 , Station Q , Toronto , Ontario , M4T 2M1 , CANADA

I look forward to your involvement in CAPEX '96. Please contact me at your earliest convenience. The philatelic press is requested to approve publishing this data.

Yours sincerely,

(RK Malott)

National Commissioner for Canada - CAPEX '96

CANADIAN POSTAL ARCHIVES - REVISED SERVICES

The Canadian Postal Archives currently provide a number of different services, both in Ottawa and for collectors elsewhere.

Among the services in Ottawa is a philatelic reference library, with a small but very comfortable reading area, at 344 Wellington Street, opposite the main National Archives building. - This library contains all sorts of interesting material, such as current magazines, (including *The Canadian Aerophilatelist*); auction catalogues for upcoming sales; back issues of periodicals, (including *The Airpost Journal* since the first edition in 1928); and lots of books on both Canadian and International topics. The library does not, however, contain the "archival material", (such as the Malott collection of correspondence and research notes donated by Dick Malott), which is stored in a different building.

Unfortunately, obtaining information from the Postal Archives has recently become more difficult. - As a result of cutbacks in the Federal Government, and an ongoing reorganization within the National Archives, the number of staff devoted to the philatelic collection has been halved from 8 "full time equivalent positions" to 4 "full time equivalent positions"!

A particular problem will occur in obtaining access to the archival material, including the Malott Collection. - To consult this material, it is necessary to make advance arrangements, specifying the documents/files to be consulted. An appointment can then be made to see the material, but with a reduced staff, scheduling these appointments becomes more difficult!

Fortunately it is not normally necessary to visit Ottawa to make use of the resources in the Postal Archives, as photocopies are supplied of some material, and many publications can be borrowed from your local library through the inter-library loan service.

For more information about their current services, (and/or what is happening to them), contact: Canadian Postal Archives,
344 Wellington Street
Ottawa, Ontario K1A 0N3
telephone: (613) 995 8085
fax: (613) 992 3744

SANABRIA Airmail Catalogue Re-issued

The Sanabria Airmail Catalogue is going to be re-published.- According to the publisher, Stephen R. Datz, "the first of several volumes will be North America. . . The way in which the listings are arranged is somewhat out of order by conventional standards, but that was the way Sanabria originally did it. We thought it made better sense to leave the way it was because Sanabria numbers are used as references in other publications such as the American Air Mail Catalogue. We felt that changing the numbering scheme would only cause confusion to users of these other publications."

A draft of the first page of the Canada listings is reproduced on the next page.

The new catalogue should be published shortly: the original plan was to go to press in early September.

New SANABRIA Airmail Catalogue - CANADA section - draft of Page 1:

CANADA

1

CANADA

A self-governing Dominion of the British Commonwealth of Nations.
Area, 3,851,113 square miles. Capital, Ottawa.

DOLLAR = 100 cents

1928, September 21. Aircraft & Allegory. Intaglio. Panes of 100.
Perforated 12.

		★	◎
1	5c brown olive (8,000,000) (★★ +50%)	5.00	1.50
	a. imperforate (400) (★★ +25%)	175.00	—
	b. horizontal pair, imperf vertically (★★ +25%)	175.00	—
	c. vertical pair, imperf horizontally (★★ +25%)	175.00	—
	d. double paper	70.00	—

First used on the September 22, 1928 flight from Toronto to Montreal and Albany, NY.

1930, December 4. Allegory & Globe. Intaglio. Panes of 50.
Perforated 11.

2	5c olive brown (401,000) (★★ +50%)	25.00	10.00
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Due to similarity in color with No. 1, one sheet was inadvertently sold during the week of September 6.

1932, February 22. No. 1 with surcharge A. Perforated 12.

3	6c/5c brown olive (2,000,000) (★★ +50%)	3.50	1.50
	a. inverted surcharge (200)	125.00	—
	b. double surcharge (100)	475.00	—
	c. triple surcharge (200)	135.00	—
	d. pair, one without surcharge (10)	600.00	—

■ Caution. Counterfeit surcharges exist.

1932, July 12. Ottawa Conference. No. 2 with surcharge B. Used on flight to Brador Bay, Quebec. Perforated 11.

4	6c/5c olive brown (500,000) (★★ +50%)	7.00	5.00
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1935, June 1. Daedalus. Intaglio. Panes of 50. Perforated 12.

5	6c pale red brown (5,000,000) (★★ +40%)	1.85	.50
	a. horizontal pair, imperf vertically (1)	3,000.00	—
	b. imperforate pair (300) (★★ +25%)	400.00	—

1935, June 15. S.S. Distributor. Intaglio. Panes of 50. Perforated 12.

6	6c blue (29,008,650) (★★ +40%)	1.50	.15
	a. imperforate (★★ +25%)	375.00	—

1940. Officials. Nos. 1-6 with perforated initials OHMS (On His Majesty's Service) having 5 holes in upright legs of H.

7	5c brown olive (No. 1)	120.00	—
	a. four perforation holes in upright legs of H	17.50	15.00

7A	5c olive brown (No. 2)	175.00	—
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7B	6c/5c brown olive (No. 3)	125.00	—
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7C	6c/5c olive brown (No.4)	160.00	—
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8	6c pale red brown (No. 5)	100.00	—
	a. four perforation holes in upright legs of H	60.00	55.00

9	6c blue (No. 6)	35.00	—
	a. four perforation holes in upright legs of H	2.75	1.25

Perforated initials were punched by hand press. They often exist in various positions, i.e. initials upright, inverted, facing left or right. Some exist punched from the gum side. Double and triple punches also exist. Mint examples of the first type (five-hole leg) are very rare and, therefore, not priced. Also refer to Nos. 14-17 & 19.

1942, July 1. Training Plane. Intaglio. Panes of 50. Perforated 12.

10	6c blue (14,990,000)	3.00	.60
	a. imperforate pair	400.00	—

Also refer to No. 12.

1942, July 1. Special Delivery. Intaglio. Panes of 50. Perforated 12.

11	16c deep ultramarine (814,841)	2.25	1.25
	a. imperforate pair (100)	400.00	—

Also refer to No. 13.

1943, April 17. Training Plane. Intaglio. Panes of 50. Perforated 12.

12	7c blue (97,793,352)	.65	.10
	a. imperforate pair	400.00	—

1943, April 17. Special Delivery. Intaglio. Panes of 50. Perforated 12.

13	17c deep ultramarine (868,689)	3.00	1.75
	a. imperforate pair	400.00	—

1943. Officials. Nos. 10-13 with perforated initials OHMS having four holes in the upright legs of H.

14	6c blue (No. 10)	3.50	1.35
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15	16c deep ultramarine (No. 11)	20.00	12.50
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16	7c blue (No. 12)	3.25	.35
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17	17c deep ultramarine (No. 13)	10.00	7.75
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Also refer to notes following No.9. Also refer to No. 19.

1946, September 16. Canada goose. Intaglio. Panes of 50. Perforated 12.

18	7c deep blue (72,350,000)	.50	.10
	a. booklet pane of 4	2.50	1.75
	b. thin paper, ribbed	75.00	—

1946. Official Stamp. No. 18 with perforated initials OHMS having 4 holes in the upright legs of H.

19	7c deep blue	2.50	.45
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1946, September 16. Special Delivery. Douglas DC-4. Intaglio. Perforated 12.

FIRST FLIGHTS OF THE JUAN DE FUCA DESPATCH SERVICE
VICTORIA - PORT ANGELES and PORT ANGELES - VICTORIA
by Robert J. Frost

The Juan de Fuca Despatch service was the brainchild of Kenneth M. Robertson, a respected stamp dealer in B.N.A. and British Empire who recently retired after 35 years in the business. Initially, he operated the service only during a Canadian postal strike, or the threat of a strike or interruption. This private courier service ran in both directions between Victoria, B.C. and Port Angeles, Washington. A courier carried the mail aboard the M.V. Coho which made daily runs as many as three crossings each way in the summer.

With the onset of the 1965 Canadian postal strike, a special courier service was planned, labels printed and participants enrolled. Outgoing mail to the U.S. was labelled, franked, carried to Port Angeles on the Coho and posted at the Port Angeles Post Office. The courier cleared the lock boxes of the participants in Port Angeles and returned with the incoming mail to Victoria.

There were further postal strikes in 1968, 1970, 1974, 1975 and 1978. The service was re-instituted for each strike and new labels printed. Labels were also printed for the threatened strikes in 1976 and 1980 but these strikes did not materialize.

By 1981 the service had become popular enough that it was expanded to a year round courier service which operated twice a week. New labels were printed each year. The details of the labels and dates of each issue are thoroughly covered in Earle L. Covert's "Strike, Courier and Local Post of the Elizabethan Era" 2nd edition 1992.

With the year round service, a problem arose when the M.V. Coho went in for annual refit for two or three weeks. In 1982 there was no regular air service between Victoria and Port Angeles and no other regular ferry service. The circuitous road and ferry trip from Victoria to Sidney, B.C., ferry to Anacortes, road and further ferries to Port Angeles made for a two day turnaround which was costly and inconvenient.

(Continued)

Thus the Juan de Fuca Despatch Temporary Air Service was born. A partner in Ken Robertson's firm, C.P. Johnson, owned a Cessna 180 and he volunteered (actually he was a compulsory volunteer) to 'fly the mail' from Victoria airport to Port Angeles airport and return. A special rubber stamp was struck "Temporary Air Service Jan-Feb 1982 Juan de Fuca Despatch Service" and all mail franked with the special stamp and appropriate courier label. Three return flights were made on January 21 & 29 and February 4., piloted by Johnson with R.J. Frost as co-pilot. Arrangements were made with Canada Customs at Victoria Airport and U.S. Customs at Port Angeles Airport to clear the mail shipments. The Customs agents of both countries were most helpful and cooperative and quite amused by this unusual venture. The Customs agent at Port Angeles was particularly baffled and pronounced that there was some scheme involved but he could not fathom what it was. Neither the Canadian nor U.S. postal authorities was consulted about the service as it would no doubt have involved an endless bureaucratic hassle resulting in thumbs down on the service, but both services cancelled and processed all mail for onward despatch.

A few First Flight covers, signed by the pilot, were prepared and flown in both directions, as were covers for the second and last flights. A count was not made of mail volumes, but there were usually two or more suitcases of mail with several hundred letters and parcels in all.

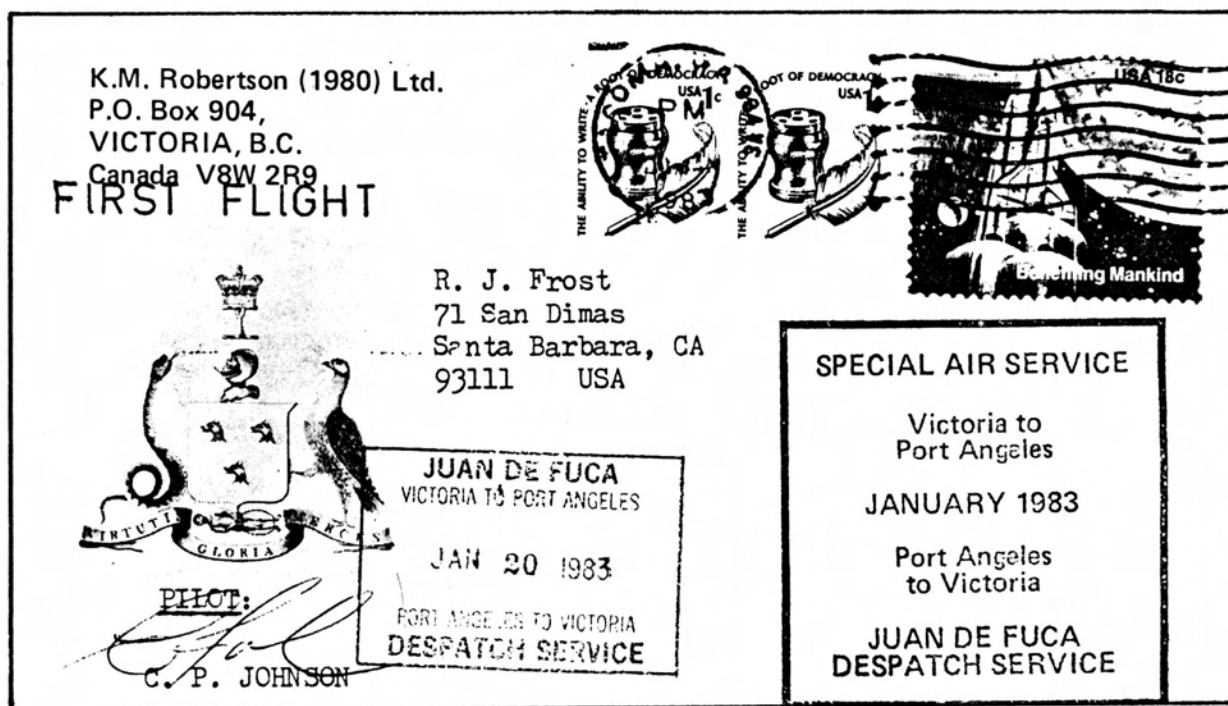
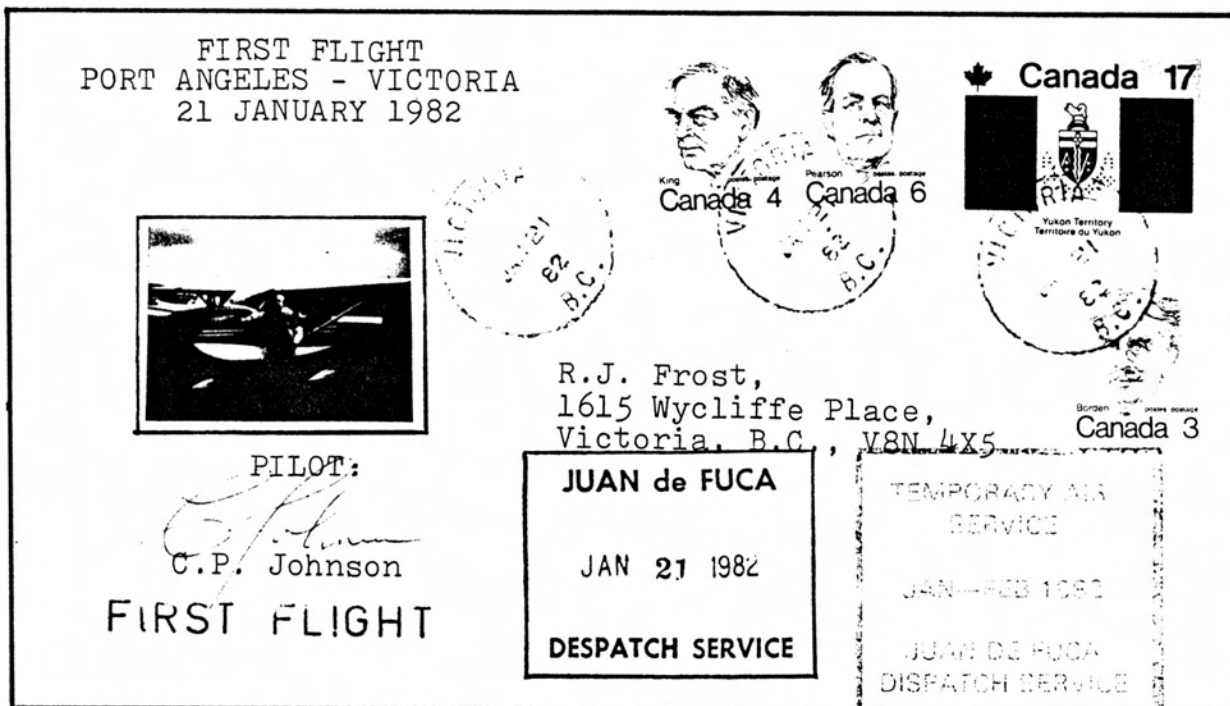
The 1982 Temporary Air Service was successful so the service was repeated in 1983 when the M.V. Coho went in for refit. Two return flights were made on January 20 and 25 with the same Cessna and crew. The rubber hand stamp was changed to "Special Air Service" and a few of the usual First Flight covers prepared.

By 1984, regional U.S. airlines began scheduled service between Victoria and Port Angeles and in ensuing years the courier carried the mail on these flights. All mail in both directions, as before, was franked with the Special Air Service hand stamp and required the appropriate Juan de Fuca Despatch Service label.

The last Special Air Service flights were made on January 23, 1991. First Flight covers exist for most years and several hundred commercial covers were franked on each flight during this period.

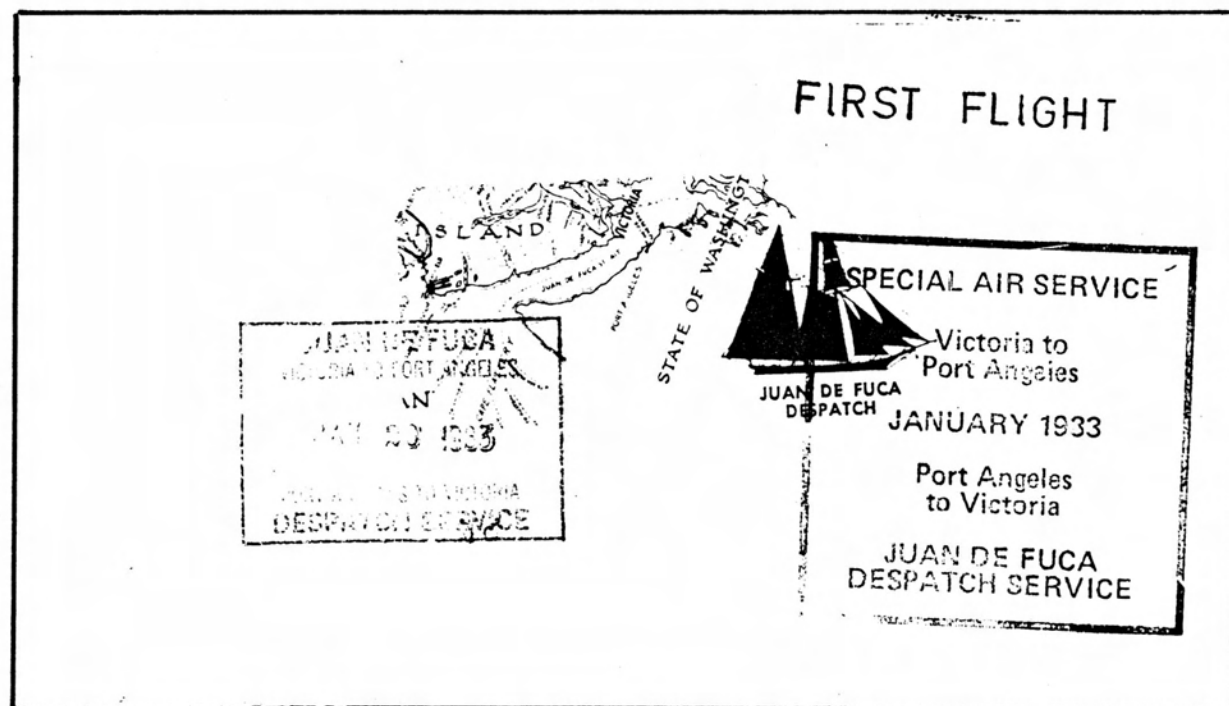
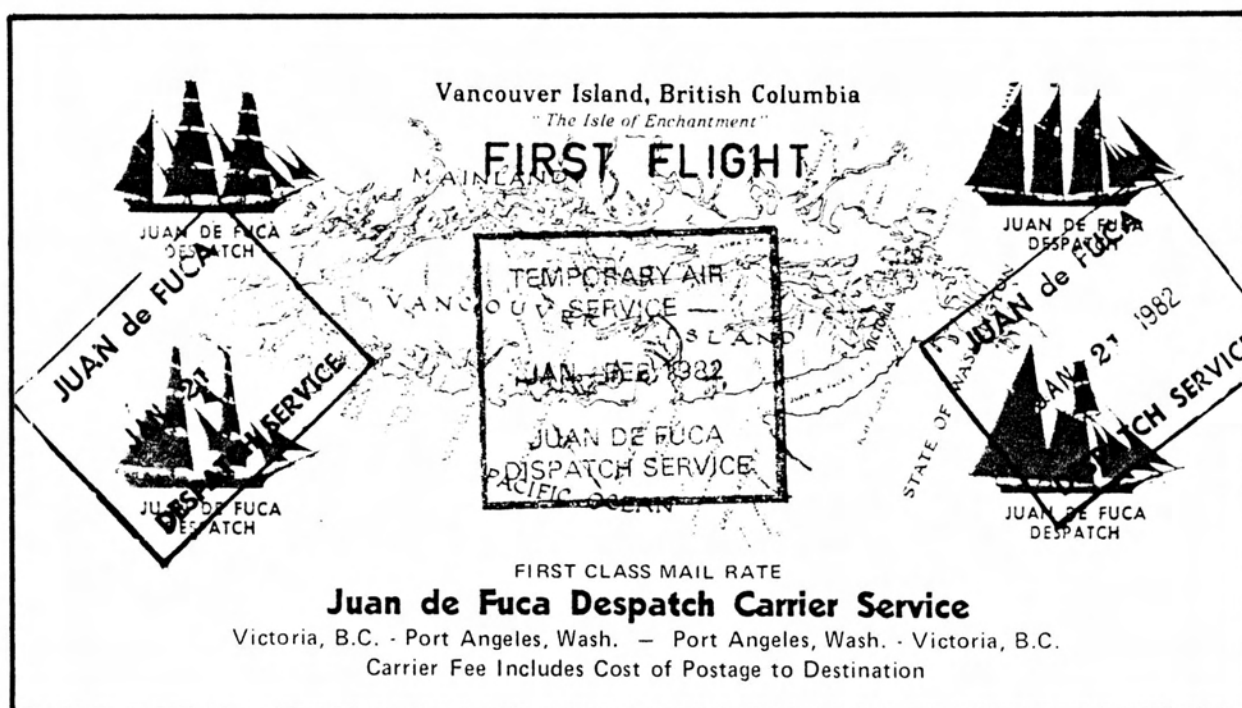
SEE NEXT PAGE FOR EXAMPLES OF COVERS.

(Continued)



EXAMPLES OF COVERS - Fronts.

(Continued)



EXAMPLES OF COVERS - Backs of the covers shown on previous page.

EAST AFRICAN AIRMAILS to 1939 - Book Review by Kendall Sanford.

EAST AFRICAN AIRMAILS to 1939, By Bill Colley. Published by Pier-Point Publishing, Hurstpierpoint, England, 1993. 120 pp. soft cover. Available from Aerophil, ~~4 Ave. General Guiguer, CH-1197 Prangins~~ (Vaud), Switzerland. US\$24.50 including surface postage.

see page 3
for new
address. Ed.

Reviewed by Kendall C. Sanford

The author is well qualified to write a book such as this. He worked and lived in East Africa for many years, and he has one of the most complete collections of East African air mail material there is. The book covers the early development of flying and the carriage of air mail in East Africa, which covers the former countries which made up British East Africa, i.e. Kenya, Tanganyika, Uganda and Zanzibar. It is in various chapters, starting with an introduction, outlining the hazards and difficulties of early flying in East Africa.

The next chapter covers Precursors--with brief descriptions of the early survey and record flights which passed through the area, Sir Alan Cobham, the Royal Air Force, Walter Mittelholzer, Major Lord John Carbery, and Lieutenant Commander Glen Kidston, among others. There are descriptions of the covers or cards carried and the cachets and special markings applied. At the end of each chapter is a check list of the major flights with the dates and number of known covers and/or postcards flown.

The next chapter covers the North Sea and General Transport Ltd operated by Captain Tony Gladstone. All the various flights, mishaps and crashes are well described. Next is an extensive chapter on Wilson Airways, which was started in July 1929.

The next chapter is called "Interlopers", which covers services operated by Air Survey Co., Ltd. and East African Airways Ltd. Next is the Tanganyika Government Air Service, which was a non scheduled service which occasionally carried mail.

The chapter on Imperial Airways is somewhat sparse. Imperial operated the major international services during the period covered, yet this chapter is only 14 pages, including 1 1/2 pages showing covers, and one page with a map of the East African routes. For example, the first northbound Imperial Airways service in January had two mishaps, the first at Salisbury when the wheel sunk into soft earth and was damaged. The replacement aircraft got caught in a severe storm and made a forced landing in a swamp 50 miles from Broken Hill. However, no details on these are given, only a cryptic reference to "mishaps in the Rhodesias".

Another example is the "Boadicea" crash in the English Channel, from which East African airmails were recovered. The book only says "Most of the recovered mail was destined for Africa and included pieces to East Africa." It should have mentioned that covers are known to Kenya, Uganda, and any other of the East African territories to which covers are known.

Also briefly covered are the flight from Australia by Mrs Bonney and the Indian Ocean survey flight by the "Guba" Catalina flying boat. The final chapter covers various instructional marks used in East Africa. There are four appendices which include: 1. a chronological checklist by date, route, type of service, carrier, page no., if mail exists and remarks; 2. Tanganyika airmail rates; 3. Zanzibar airmail rates; and 4. Wilson Airways timetables. Curiously missing are the rates from Kenya and Uganda.

Finally there is a Bibliography and an Index. A number of misspellings and typographical errors have been noted. Also, this reviewer would have liked to see more illustrations of covers and cachets. However, in spite of these and the other points noted above, the book will be a useful reference for the aerophilatelist interested in East Africa.

EXHIBITING - ASTROPHILATELY

After ten years of discussion, international guidelines for astrophilatelic exhibits have now been established. - The following summary of these guidelines is reproduced from the Chicago Air Mail Society Bulletin, August 1994.

THE PREPARATION AND EVALUATION OF ASTROPHILATELIC EXHIBITS

by Dr. Reuben A. Ramkissoo

The World Federation of Philatelists (FIP) has approved the final revised version of the General (GREV) and Special Regulations (SREV) of astrophilatelic exhibits for exhibitors qualifying to show in FIP international exhibitions at the 64th FIP Congress, on May 5, 1992, at Granada '92 in Spain. It has been implemented as of January 1, 1995. This process took an entire decade to be accomplished, as the initial approval took place at the 54th FIP Congress, on November 5, in Rome, Italy.

Competitive exhibits must be built on historic, technical, and other scientific bases related to space research, and to demonstrated space programs. The exhibit should be laid out after a specific plan, which should be fulfilled in the presentation. It should have a sound historic chronological pattern, blending the appropriate technical data, and should include any relevant special activities of the astronaut/cosmonaut crew.

The guiding principles for the inclusion of appropriate philatelic material comprise documents from postal administrations for dispatch by stratospheric balloons, rockets, spaceships, rocket aircraft, recovery ships, rescue helicopters, as well as other aircraft supporting a mission.

Appropriate to exhibit inclusion would be stamps, leaflets, vignettes related to rocket mail, stationery items, mailgrams and special covers (envelopes) as such, which depict or feature any

(Continued)

aspect of a space mission. Suitable documentation of the launch, flight, special flight events, the landing of such flights, from designated participating location stations, tracking ships, tracking stations, and supporting aircrafts should be arranged to tell a cohesive story.

It is particularly relevant that any cancelled items depicted originate from designated postal facilities closest to the event, and on the specified date. Where a postal facility was closed at the time the event took place, the next day's cancellation is acceptable, and considered valid. For the documentation of the recovery of astronauts on designated ships, the ship cancellation is essential, where a ship post office existed. If not, the date of its first port of call is considered to be valid. Similarly, dates may vary depending on where the commemoration is being documented (that is, east or west of the international dateline).

If a facility provided an official cachet (known from Kennedy Space Center, for example), such an item is more desirable to include in a presentation than another.

The use of adhesive stamps which relate to the subject being shown enhances the presentation. It is understood, however, that for many subjects, special stamps were not immediately available, and often events took place in great secrecy to protect the efforts of a country in its developing research and trial testing.

'Flown' and other 'carried' covers aboard spaceships or other vehicles, ships or rockets, are desirable, inasmuch as these depict the unrolling saga of the development of space or 'cosmic

(Continued)

mail.' The most desirable of these covers are those which have been carried into near (earth station) and deep space (lunar missions). Covers of the first category are considered rare. However, covers are known now to exist to/from the Mir Space Station. Postal administrations of the United States and Russia have sponsored covers for some milestone events.

In recent times, commercial mail to and from cosmonauts and their families have been said to exist. It has proved to be an exceptional challenge to be sure of the documentation of flown from unflown material, where such differentiation are based on the utilization of 'on board' handstamp characteristics, often very similar to handstamps applied at various earth locations. The inclusion of such items in an exhibit must be understood to present some risk that the material shown may not be considered to be genuine in all respects.

Various categories of material may be shown, a few examples listed for guidance:

Items related to the 'pioneer period' of the 'conquest of space.'

Rocket mail

Space programs of the USA, USSR/CIS, Europe, and other countries

Unmanned space programs

Manned space programmes

(Continued)

Criteria for the evaluation of astrophilateic exhibits include the treatment of the subject, with attention to the use of exact technical data, expression of sound philatelic knowledge, as well as aspects of personal study and research (GREV).

Judging of astrophilateic exhibits will be by special jury who have been approved for their special competence in the area. Such judging will utilize the GREV and SREV of FIP. Points will be awarded on the basis of these criteria:

Treatment and philatelic importance	20/10	30
Philatelic and related knowledge		
Personal study and research		35
Condition and rarity	10/20	30
Presentation		5
	Total	=100

Collectors who wish to be knowledgeable about astrophilateic exhibiting from the perspective of the FIP should contact the APS, P. O. Box 8000, State College, PA 16803, and ask for the 'Special Regulations for the Evaluation of Astrophilateic Exhibits at FIP Exhibitions.'

FOLLOW UP

CANADIAN SEMI-OFFICIAL AIRMAILS - Commercial Airways Ltd.²

The following information was sent in by Derek Rance, in response to the article by Murray Heifetz in the June *Canadian Aerophilatelist*:

Although Hamley Press Ltd. were the printers of Commercial Airways stamps, the typographic plates were prepared by McDermid Studios of Edmonton. I own the original format plate that was made for the first issue's typographic plate preparation. (Fig.1). Each of the "stamps" is a glossy photograph, and they are pasted onto a stiff cardboard backing. The dimensions of this plate exactly match those of the first issue, but are a 1/2 mm wider than the third issue print.

What is noticable is that this format plate has none of the plating errors described by Fay - most evident is the absence of the "Broken C" in the second position. The plate has a far sharper image than the printed stamp. This is particularly evident in the clarity of the map's place names, and the clearly seen airplane registration letters "CFAAL" on the plane's fuselage. It is definite that McDermid Studios plate preparation was less than high quality work.

I own an unlisted variety of the first issue (Fig. 2). My copy is used on the "Roessler" cover mentioned by Heifetz. The variety has an extra line of horizontal perforations, 3 mm above the lower perforations, on stamp 4.

I recently acquired the forgery (joke - whatever) (Fig. 3). It has the "broken C" at position 2 - but is printed in a bright red-brown colour, on ungummed paper. The paper dimensions are of the same width as the conventional issue, but are substantially longer. The block is positioned differently, and although the perforation pattern is different, the perforation spacing is identical. The printing quality is far less sharp, which is either due to this being a coloured Xerox copy, or poor quality paper that has caused ink bleeding. Does anyone have information on this item?

Finally, regarding the "Pine to Palm" covers, Bob Arlidge wrote that 1326 covers were mailed to Miami and 37 were sent by registered mail to Buenos Aires.

SEE ILLUSTRATIONS ON FOLLOWING PAGES.

If anybody can answer Derek's question, or add further information on these issues, please send it to the editor by November 30th, and I will include it in the December issue of *The Canadian Aerophilatelist*.

² Note for new readers: Semi-official airmails are a class of stamps that were produced by the companies that operated the first airmail services in Canada. - The Post Office authorized the issue of these stamps, and sold them from post offices, but did not assume responsibility for the airmail, nor did it help with the cost of the airmail service.

CANADIAN
SEMI-OFFICIAL
AIRMAILS
Commercial
Airways Ltd.

Derek Rance
Page 2



FIG. 1



FIG. 2

DOUBLE P.

UN RECOMM

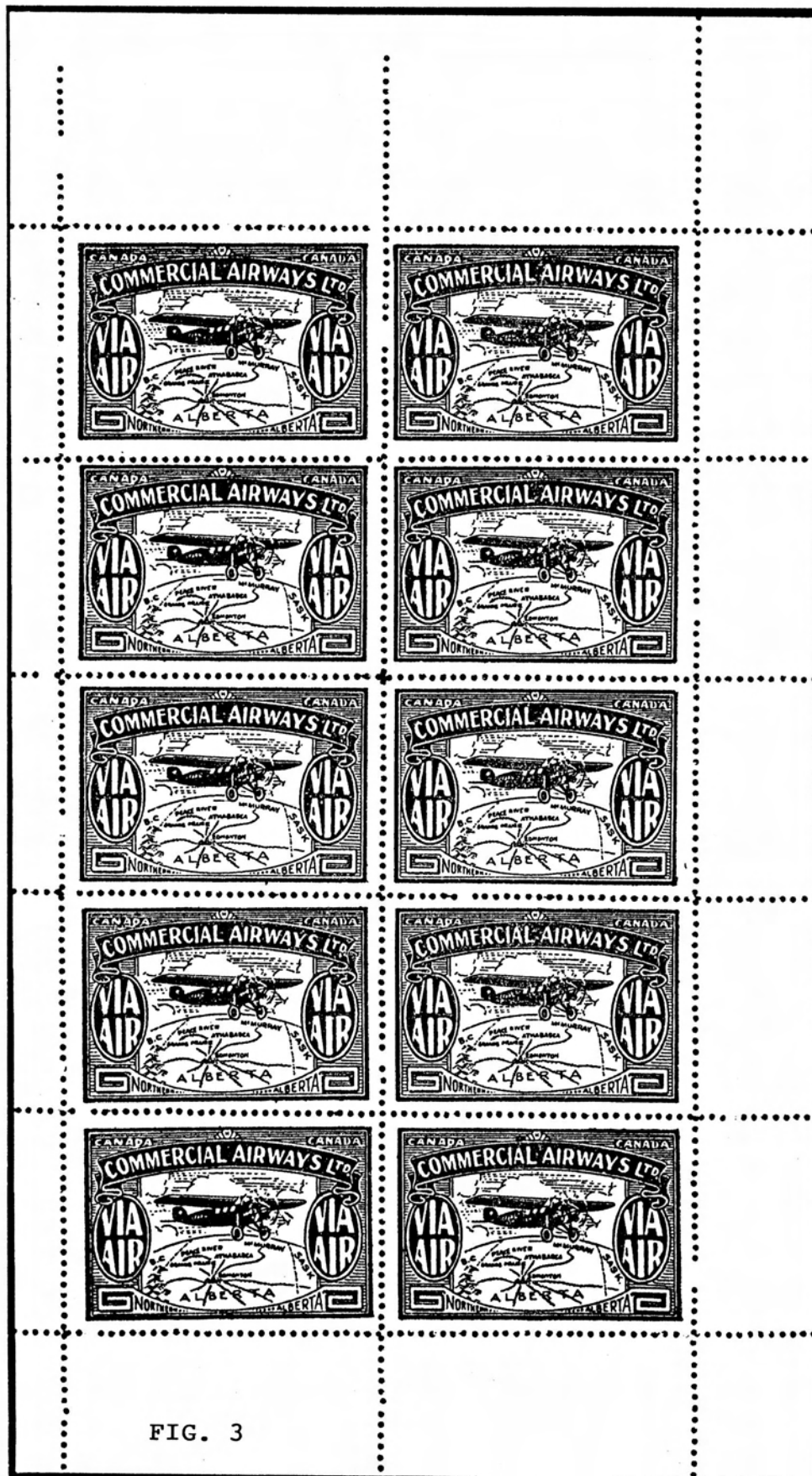


FIG. 3

REMEMBERING ALCOCK AND BROWN - Revised listing.

On June 14th-15th 1919, Alcock and Brown made the first non-stop trans-Atlantic flight, from St. John's, Newfoundland, to Clifden, Ireland. - The flight was made in an open-cockpit, Vickers Vimy bomber, and took 16 hours 27 minutes.

This is an expanded and corrected version of the preliminary list of "POSTAL COMMEMORATIONS OF ALCOCK AND BROWN'S TRANS-ATLANTIC FLIGHT, PRODUCED IN CANADA AND NEWFOUNDLAND", that appeared in the June 1994 *Canadian Aerophilatelist*. - Many thanks to Neil Hunter, Dick Malott, and the staff of the Canadian Postal Archives, for providing additional information to be used in this listing.

1922 NEWFOUNDLAND: Essay for a 15 cent air mail stamp was produced by De La Rue, but the stamp was not issued. - These essays are rare, but fakes are quite common: see the note for 1931 - A.C. ROESSLER - below. (The essay was illustrated in Figure 1a of the preliminary listing in the June 1994 *Canadian Aerophilatelist*.)

1928 NEWFOUNDLAND: 15 cent stamp issued on January 3rd, shows the Vickers Vimy taking off. This was part of a pictorial series designed to get publicity for the island. (The stamp is Scott #156, and was re-engraved and re-issued as #170. - It is shown in Fig. 3, June 1994 *Canadian Aerophilatelist*).

1929 10th Anniversary

CANADA: special cancellation reading -

REMEMBER FIRST TRANS ATLANTIC FLIGHT
BY BRITISH AVIATORS
CAPT. JOHN ALCOCK AND LIEUT. A. WHITTEN BROWN
JUNE 14TH 1919

This cancellation has been recorded on mail from Toronto on June 4th, and from Hamilton on June 6th and June 14th. (See Fig. 2, June 1994 *Canadian Aerophilatelist*).

NEWFOUNDLAND: special cancellation reading -

COMMEMORATING
- FIRST -
TRANS ATLANTIC
AIR MAIL
JUNE 14TH 1919

This was used in St. John's for one day only: June 14th.- Interest in, and memories of, Alcock and Brown's flight were still high at this time: over 24,000 letters and cards were cancelled with the special cancellation, and the total sale of stamps on June 14th was \$4,000 higher than normal. (See Fig. 3, June 1994 *Canadian Aerophilatelist*).

(Continued)

1931 **NEWFOUNDLAND:** the \$1.00 value in the set of three air mail stamps issued on January 2nd shows the routes of various Atlantic flights, including Alcock and Brown's. (Scott C8 unwatermarked paper: C11 watermarked paper.)

A.C. ROESSLER: sold an imitation of the 1922 De La Rue essay. (See Fig. 1b, June 1994 Canadian Aerophilatelist. - This illustration was taken from Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, published by the American Air Mail Society, which gives some additional information regarding the forgery.)

1932 **NEWFOUNDLAND:** May 19th - the \$1.00 air mail stamp was re-issued with an overprint for the DO-X flight. (Scott C12).

1933 14th Anniversary

CANADA: a commemorative cachet was produced by the INTERNATIONAL AIR MAIL SOCIETY, and used on covers mailed in Montreal on June 14th. - The International Air Mail Society was a commercial operation run by Ian C. Morgan in Montreal, that offered a sales and bulletin service. (See Figure on page 19, June 1994 Canadian Aerophilatelist).

1968 50th Anniversary

CANADA: a commemorative stamp was issued on June 13th, (Scott # 494). First Day Covers were given an official cancellation in Ottawa.

ST. JOHN'S - a special cancellation was used at the St. John's Post Office from 16th May to 14th June:

CAPT ALCOCK AND LT BROWN
1ST FLIGHT -1ER VOL
TRANSATLANTIC
14-15 JUNE/JUIN, 1919

Major R.K. Malott: coordinated the production of a series of 22 cacheted envelopes to commemorate the 50th Anniversary of Significant 1919 Newfoundland and Canadian Air Mail flights. -These included:

300 covers on the first day of use of the St. John's cancellation listed above. (He also arranged for this commemorative cancellation to be used by the Post Office.)

300 First Day Covers for the Canadian Alcock and Brown stamp, mailed in St. John's.

500 covers mailed from St. John's to Clifden, Ireland, on June 14th, to commemorate Alcock and Brown's flight.

Some earlier covers may also be found, as Dick used one of the cachets as "publicity" on his own mail for several months before June. (E.G. Figure on page 19, June 1994 Canadian Aerophilatelist).

(Continued)

1968 50th Anniversary continued:

TORONTO - a special cancellation was used to commemorate both the Royal Philatelic Society of Canada Convention, and Alcock and Brown's flight:

RPSC CONVENTION
13-15 JUNE 1969
SALUTES NON-STOP
ATLANTIC FLT 1919

This cancellation was paid for by the RPSC, which also produced special covers using the cancellation on June 13th, 14th, and 15th. - A total of approximately 400 Rosecraft covers were produced.

1979 60th Anniversary

SMITHSONIAN INSTITUTION - A special cover, postmarked in St. John's on June 14th, was produced as Number 74 in their Milestones of Flight series.

ROYAL AIR FORCE MUSEUM: A commemorative trans-Atlantic flight was made by a Royal Air Force Phantom aircraft, and a cover produced by the Royal Air Force Museum, (number C60 in their "First Co-Ordinated Series").

The aircraft left RAF Greenham Common on June 14th, and made a return flight from Goose Bay, Labrador, to "overhead Clifden" on June 21st. - It then continued to the International Air Tattoo at RAF Greenham Common, England.

The pilot of the Phantom was Sqn. Ldr. A.J.H. Alcock, a nephew of Sir John Alcock; the navigator was Flt. Lt. W.N. Browne, who was not related to Sir Arthur Whitten Brown.

(See Fig. 6, June 1994 *Canadian Aerophilatelist*.)

If anybody knows of additional items that might be included in this listing, please would they send me details. Thanks. Chris/Editor.

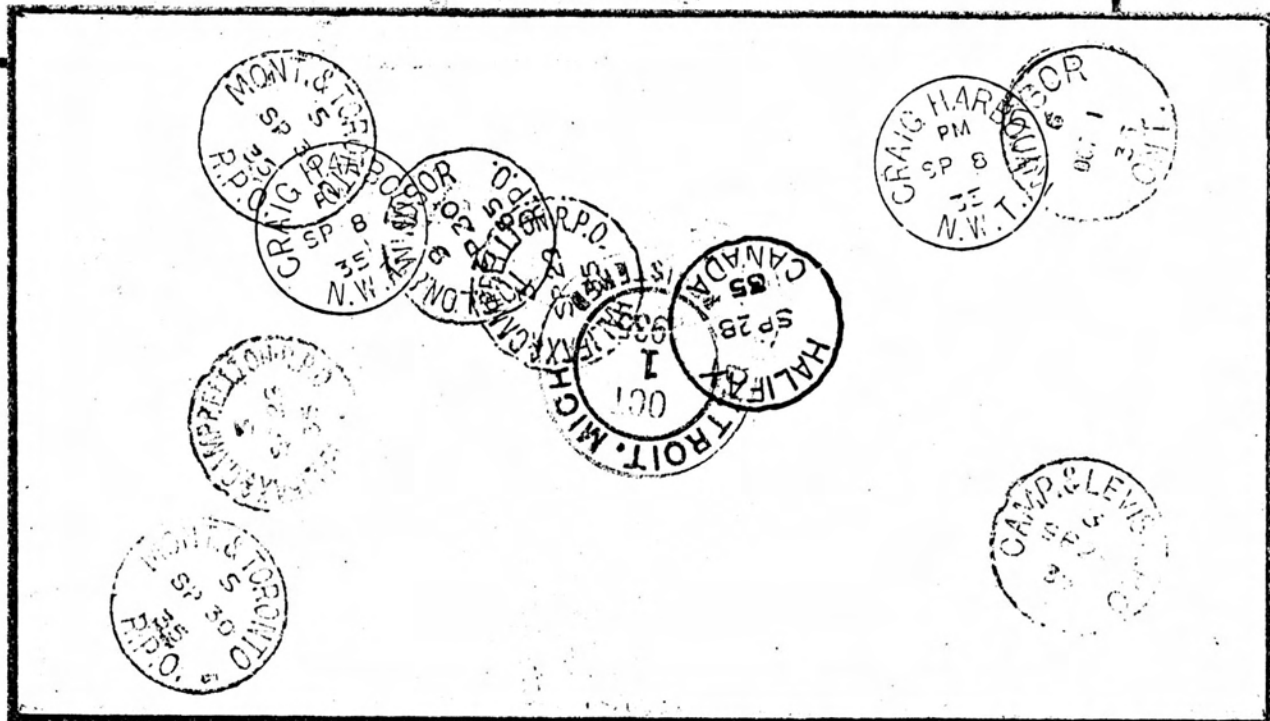
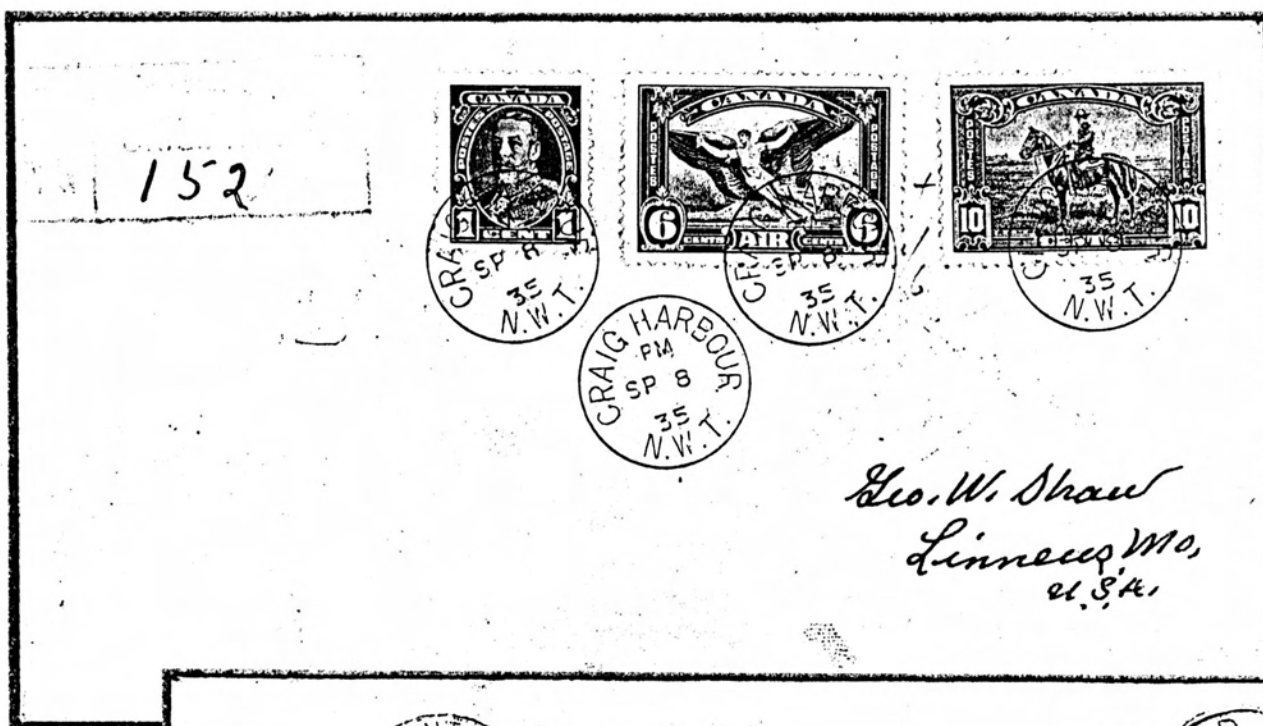
P.S. For this year's 75th Anniversary of Alcock and Brown's flight, the British Royal Mail issued a special aerogramme in June, and the Irish Post Office is issuing a commemorative stamp in September.

The Irish Airmail Society is producing special covers to commemorate the flight, and for the First Day of Issue of the Irish stamp. - See page 25 of this newsletter for more information.

QUESTIONS AND ANSWERS

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor.- I'll put the question into the next issue of the newsletter; hopefully another member will know the answer and send that in; and then I'll publish the answer in the following newsletter.

AIRMAIL FROM CRAIG HARBOUR ?



The above cover is unopened, so is presumably a philatelic creation. - Its franking includes an airmail stamp, but the American Air Mail Catalogue does not list a first flight to or from Craig Harbour! Can somebody explain for what part of its journey, if any, airmail was used?

ITEMS FOR SALE

Members are invited to send in details of items wanted or for sale: please create your own "advertisement", (preferably up to a single page 8 1/2" x 11", photocopier ready), and send it to the editor.

NEW CAS COVERS

The following covers have been produced by The Canadian Aerophilatelic Society this year, and can be purchased from Dick Malott, (16 Harwick Crescent, Nepean, Ontario K2H 6R1).



Day of Issue Canada Post Corporation Jour d'émission Poste canadienne des postes

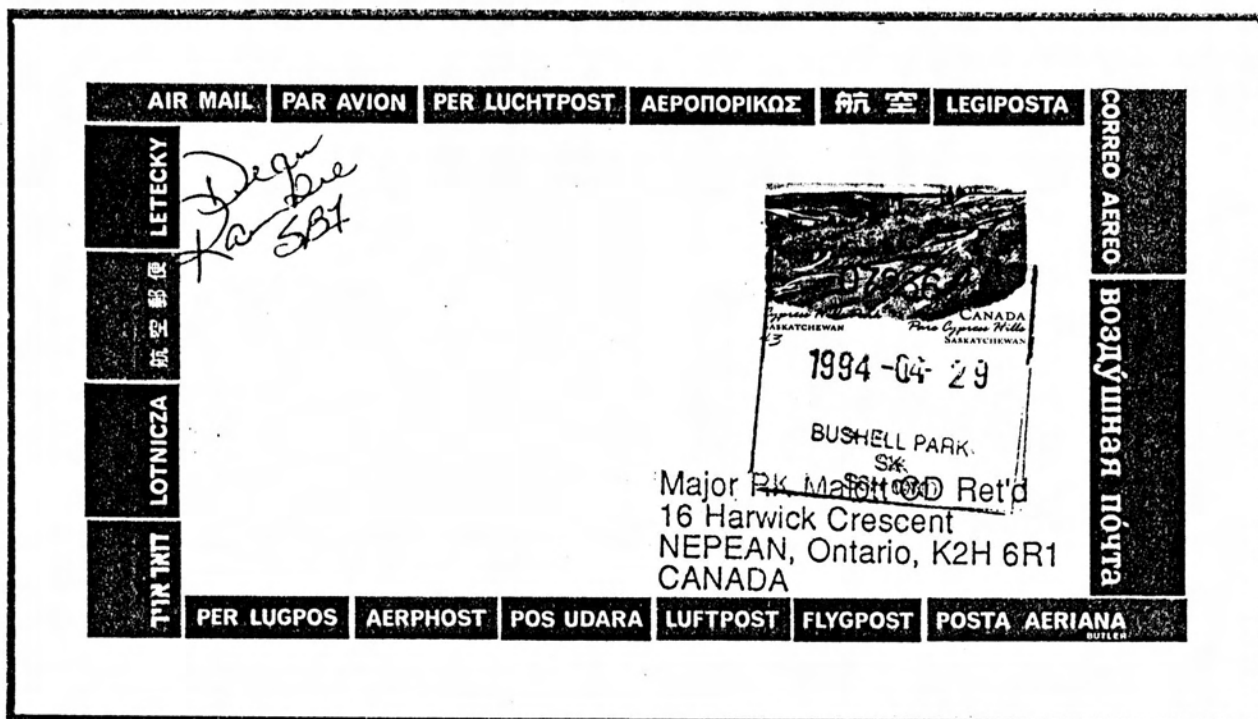


Arthur Bishop

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CANADIAN AEROPHILATELIST
Design: Peter J. Proulx, Montreal, Quebec

A First Day Cover of the Billy Bishop stamp, cancelled with a special one-day cachet at Air Command Headquarters in Winnipeg, and signed by Billy Bishop's son - Arthur Bishop. Price: \$10.00

(Continued)



A set of 9 covers flown by the SNOWBIRDS on the first day of their 1994 season and autographed by the pilots. Price: \$35.00

ALCOCK AND BROWN - 75th ANNIVERSARY

The Irish Airmail Society is producing special covers to commemorate Alcock and Brown's arrival, and for the First Day of Issue of the Irish commemorative stamp:

At the annual general meeting held last October it was agreed that the society should not let the actual anniversary of the Alcock & Brown flight (June 14/15) go by without commemoration, even though An Post (Irish Post Office) is not issuing their stamp until September.

I'm pleased to announce that a special commemorative cover was produced by the Irish Airmail Society, postmarked at Clifden on June 15, 1994, complete with a detailed printed insert. Sixty covers were distributed to members franked with the 1988 issued 46p Foynes Flying Boat stamp; the majority of the balance bear a 37p definitive (printed airmail rate) stamp. At this time there are approximately 50 covers available for sale.

The cover illustration was produced by Paul Wittreich, while the cover design, insert and graphics are by Karl Winkelmann. The postmark was sponsored by the society and was produced by Brian Warren. It is based on a similar design from Stampa '73; graphic by Des Kiely & Associates.

Covers are available directly from Mr. Brian Warren, 2 Dargle Valley, Marley Grange, Rathfarnham, DUBLIN 16, Ireland, and cost US\$4.00 each plus \$2.00 postage and packing. Personal checks in US\$ are accepted and all remittances are to be made out to IRISH AIRMAIL SOCIETY. Add extra postage if ordering more than one cover.

The Society will use the same cover for the issue of the 52p stamp by An Post on September 6, 1994.

TRANS WORLD PHILAIR CLUB

The following list was sent in by J. Stoltz, and gives all the first flight covers to or from Canada, that his association currently has in stock. - Prices are given in Deutsch Marks: the exchange rate this summer was 1 DM = \$0.88 Canadian. Postage is extra.

Covers can be ordered from: J. Stoltz
 Trans World Philair Club
 Postfach 15 63
 65765 Kelkheim/Ts.
 Germany
 telephone: 0 61 98 - 3 22 02
 fax: 0 61 98 - 29 34

DATE	AIRLINE	FROM/VON	TO/NACH	AIRCRAFT	DM
02.10.50	AIR FRANCE	PARIS	MONTREAL	CONSTELL.	22.00
01.04.55	TRANS CANADA AIRLIN	MONTREAL	WINNIPEG	VISCOUNT	18.00
06.10.57	SABENA	BRÜSSEL	MONTREAL	DC 7	14.00
02.05.59	TRANS CANADA AIRLIN	WIEN	MONTREAL	DC 8	15.00
03.03.60	ALITALIA	ROM	MONTREAL	DC 7	35.00
19.03.60	AIR FRANCE	PARIS	MONTREAL	B 707	12.00
01.04.60	TRANS CANADA AIRLIN	MONTREAL	VANCOUVER	DC 8	19.00
01.04.60	TRANS CANADA AIRLIN	VANCOUVER	MONTREAL	DC 8	19.00
24.04.60	AIR FRANCE	MONTREAL	PARIS	B 707	16.00
01.06.60	TRANS CANADA AIRLIN	LONDON	MONTREAL	DC 8	17.00
13.06.60	KLM	MONTREAL	AMSTERDAM	DC 8	15.00
30.10.60	AMERICAN AIRLINES	UNO NEW YORK	TORONTO	B 720	13.00
02.01.61	AIR CANADA	WIEN	MONTREAL	DC 8	12.00
04.01.61	TRANS CANADA AIRLIN	MONTREAL	PARIS	DC 8	17.00
15.01.61	EASTERN AIRLINES	UNO NEW YORK	MONTREAL	DC 8	19.00
11.10.61	CANADIAN PACIFIC	TOKYO	MONTREAL	DC 8	18.00
11.10.61	CANADIAN PACIFIC	TOKYO	VANCOUVER	DC 8	18.00
17.05.62	SWISSAIR	ZÜRICH	MONTREAL	DC 8	18.00
24.04.66	LUFTHANSA	KÖLN	MONTREAL	B 707	4.00
06.05.66	LUFTHANSA	MONTREAL	FRANKFURT	B 707	10.00
01.11.66	AIR CANADA	MONTREAL	MOSKAU	DC 8	24.00
24.05.67	AMERICAN AIRLINES	CHICAGO	TORONTO		5.00
01.07.67	WESTERN AIRLINES	LOS ANGELES	VANCOUVER		5.00
01.07.67	WESTERN AIRLINES	SAN FRANCISCO	VANCOUVER		5.00
29.09.67	AIR CANADA	LOS ANGELES	MONTREAL	DC 9	12.00
09.09.68	CANADIAN PACIFIC	MONTREAL	ATHEN	DC 8	17.00
09.09.68	CANADIAN PACIFIC	TORONTO	ATHEN	DC 8	19.00
11.09.68	JAPAN AIR LINES	BANGKOK	VANCOUVER	DC 8	45.00
11.09.68	JAPAN AIR LINES	TOKYO	VANCOUVER	DC 8	17.00
12.09.68	JAPAN AIR LINES	VANCOUVER	BANGKOK	DC 8	55.00
12.09.68	JAPAN AIR LINES	VANCOUVER	HONG KONG	DC 8	60.00
12.09.68	JAPAN AIR LINES	VANCOUVER	TOKYO	DC 8	19.00
15.10.68	AIR CANADA	MONTREAL	OTTAWA	L 10 A	12.00
02.04.69	OLYMPIC AIRWAYS	ATHEN	MONTREAL	B 707	14.00
01.05.70	AIR CANADA	MONTREAL	PRAG	DC 8	12.00
02.05.70	AIR CANADA	PRAG	MONTREAL	DC 8	16.00
02.05.70	AIR CANADA	PRAG	TORONTO	DC 8	16.00
11.06.70	AIR FRANCE	MONTREAL	PARIS	B 747	23.00
28.03.71	ELAL	MONTREAL	TEL AVIV	B 707	55.00
28.03.71	ELAL	TEL AVIV	MONTREAL	B 707	22.00
01.04.71	CANADIAN PACIFIC	MONTREAL	TEL AVIV	DC 8	22.00
01.04.71	TAP AIR PORTUGAL	LISSABON	MONTREAL		12.00
01.04.71	TAP AIR PORTUGAL	MONTREAL	LISSABON		14.00
01.04.71	TAP AIR PORTUGAL	MONTREAL	SANTA MARIA		14.00
01.04.71	TAP AIR PORTUGAL	SANTA MARIA	MONTREAL		12.00
02.04.71	CANADIAN PACIFIC	TEL AVIV	MONTREAL	DC 8	18.00
02.06.71	AIR CANADA	TORONTO	LONDON	B 747	22.00
03.06.71	AIR CANADA	LONDON	TORONTO	B 747	25.00

continued

TRANS WORLD PHILAIR CLUB
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Page No. 2
30.07.94

LAGERLISTE NACH WUNSCH / STOCKLIST ACC. TO YOUR REQUEST

VERSANDKOSTEN EXTRA / POSTAGE EXTRA

DATE	AIRLINE	FROM/VON	TO/NACH	AIRCRAFT	DM
06.07.71	AIR CANADA	MONTREAL	PARIS	B 747	12.00
07.07.71	AIR CANADA	FRANKFURT	MONTREAL	B 747	8.00
07.07.71	AIR CANADA	FRANKFURT	TORONTO	B 747	14.00
07.07.71	AIR CANADA	FRANKFURT	VANCOUVER	B 747	8.00
07.07.71	AIR CANADA	MONTREAL	VANCOUVER	B 747	12.00
07.07.71	AIR CANADA	PARIS	VANCOUVER	B 747	15.00
11.07.71	BOAC	LONDON	MONTREAL	B 747	12.00
11.07.71	BOAC	LONDON	TORONTO	B 747	12.00
11.07.71	BOAC	MONTREAL	LONDON	B 747	12.00
11.07.71	BOAC	TORONTO	LONDON	B 747	12.00
26.11.71	AIR CANADA	MIAMI	MONTREAL	B 747	12.00
29.11.71	AIR CANADA	MONTREAL	MIAMI	B 747	9.00
01.03.72	AIR JAMAICA	KINGSTON	TORONTO		15.00
01.05.72	AIR CANADA	TORONTO	ZÜRICH	DC 8	19.00
06.04.73	QANTAS	PAPEETE	VANCOUVER		44.00
29.04.73	LUFTHANSA	FRANKFURT	TORONTO	B 707	4.00
01.05.73	AIR CANADA	UNO GENF	TORONTO	DC 8	25.00
01.05.73	AIR CANADA	ZÜRICH	TORONTO	DC 8	7.00
01.05.73	SWISSAIR	UNO GENF	TORONTO	DC 8	27.00
16.12.73	CANADIAN PACIFIC	VANCOUVER	HONG KONG	B 747	12.00
18.12.73	CANADIAN PACIFIC	TOKYO	VANCOUVER	B 747	11.00
19.12.73	CANADIAN PACIFIC	VANCOUVER	TOKYO	B 747	12.00
25.01.74	AIR CANADA	MONTREAL	LOS ANGELES	L 1011	15.00
29.04.74	KLM	TORONTO	AMSTERDAM	DC 10	8.00
05.06.74	AIR CANADA	MÜNCHEN	TORONTO	B 747	7.00
19.06.74	AIR CANADA	FRANKFURT	TORONTO	B 747	15.00
20.10.74	AIR FRANCE	MONTREAL	PARIS	B 747	12.00
01.12.74	AIR CANADA	EDMONTON	SAN FRANCISCO		16.00
01.04.75	SWISSAIR	TORONTO	ZÜRICH	DC 10	8.00
01.04.75	SWISSAIR	ZÜRICH	TORONTO	DC 10	7.00
28.04.75	AIR CANADA	CHARLOTTETOWN	TORONTO		9.00
01.10.75	LUFTHANSA	FRANKFURT	MONTREAL	DC 10	4.00
28.04.76	AIR CANADA	TORONTO	ZÜRICH	B 747	8.00
20.05.76	AIR FRANCE	PARIS	TORONTO	B 747	10.00
06.07.76	TAROM	BUKAREST	MONTREAL	B 707	38.00
07.07.76	INTERFLUG	BERLIN	MONTREAL	IL 62	11.00
09.07.76	CSA	PRAG	MONTREAL	IL 62	12.00
09.07.76	LOT	WARSCHAU	MONTREAL	IL 62	12.00
09.07.76	LUFTHANSA	FRANKFURT	MONTREAL	DC 10	5.00
13.07.76	AIR FRANCE	PARIS	MONTREAL	CONCORDE	80.00
17.07.76	AIR CANADA	MEXICO	MONTREAL		40.00
01.08.76	LUFTHANSA	MONTREAL	FRANKFURT	DC 10	8.00
31.10.76	ALLEGHENY AIRLINES	PHILADELPHIA	MONTREAL		5.00
11.01.77	AMERICAN AIRLINES	CHICAGO	MONTREAL		5.00
09.03.77	BRITISH AIRWAYS	LONDON	OTTAWA	CONCORDE	50.00
12.03.77	BRITISH AIRWAYS	WASHINGTON	OTTAWA	CONCORDE	50.00
21.03.77	BRITISH AIRWAYS	OTTAWA	LONDON	CONCORDE	50.00
05.11.77	SWISSAIR	UNO GENF	TORONTO	DC 10	18.00

ZWISCHENVERKAUF VORBEHALTEN

continued

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Page No. 3
30.07.94

LAGERLISTE NACH WUNSCH / STOCKLIST ACC. TO YOUR REQUEST

VERSANDKOSTEN EXTRA / POSTAGE EXTRA

DATE	AIRLINE	FROM/VON	TO/NACH	AIRCRAFT	DM
07.04.78	SAS	KOPENHAGEN	MONTREAL	B 747	9.00
09.06.78	AUSTRIAN AIRLINES	WIEN	TORONTO	DC 9	4.00
09.06.78	LUFTHANSA	WIEN	TORONTO	DC 10	4.00
01.09.79	BRITISH AIRWAYS	NEW YORK	TORONTO	CONCORDE	45.00
01.09.79	BRITISH AIRWAYS	TORONTO	PRESTWICK	CONCORDE	45.00
05.02.80	INTERFLUG	BERLIN	MONTREAL	IL 62	7.00
29.08.80	BRITISH AIRWAYS	LONDON	TORONTO	CONCORDE	40.00
31.08.80	BRITISH AIRWAYS	TORONTO	LONDON	CONCORDE	40.00
30.11.80	BRANIFF	DALLAS	MONTREAL	B 727	5.00
30.11.80	BRANIFF	DALLAS	TORONTO	B 727	4.00
30.11.80	BRANIFF	HOUSTON	MONTREAL	B 727	5.00
30.11.80	BRANIFF	HOUSTON	TORONTO	B 727	4.00
05.09.81	BRITISH AIRWAYS	TORONTO	TORONTO	CONCORDE	30.00
30.09.81	LUFTHANSA	BADEN BADEN	CALGARY		7.00
19.05.82	AUSTRIAN AIRLINES	UNO WIEN	TORONTO		6.00
19.05.82	SWISSAIR	UNO WIEN	TORONTO	DC 10	6.00
27.07.82	LUFTHANSA	MONTREAL	FRANKFURT	DC 10	18.00
15.05.83	LUFTHANSA	CALGARY	FRANKFURT	DC 10	5.00
15.05.83	LUFTHANSA	DÜSSELDORF	TORONTO	DC 10	4.00
15.05.83	LUFTHANSA	FRANKFURT	CALGARY	DC 10	4.00
15.05.83	LUFTHANSA	FRANKFURT	VANCOUVER	DC 10	4.00
15.05.83	LUFTHANSA	VANCOUVER	FRANKFURT	DC 10	5.00
18.05.83	LUFTHANSA	TORONTO	DÜSSELDORF	DC 10	5.00
04.09.83	BRITISH AIRWAYS	TORONTO	TORONTO	CONCORDE	40.00
02.05.84	AIR CANADA	GENF	TORONTO	L 1011	6.00
02.05.84	AIR CANADA	UNO GENF	MONTREAL	L 1011	6.00
02.05.84	AIR CANADA	UNO GENF	TORONTO	L 1011	6.00
14.07.84	AIR FRANCE	MONTREAL	PARIS	CONCORDE	40.00
14.07.84	AIR FRANCE	PARIS	QUEBEC	CONCORDE	30.00
14.07.84	AIR FRANCE	QUEBEC	MONTREAL	CONCORDE	30.00
30.03.86	SWISSAIR	TORONTO	GENF	DC 10	6.00
02.04.86	SWISSAIR	GENF	MONTREAL	DC 10	5.00
02.04.86	SWISSAIR	UNO GENF	MONTREAL	DC 10	6.00
02.04.86	SWISSAIR	UNO GENF	TORONTO	DC 10	6.00
29.06.86	AIR FRANCE	MEXICO	MONTREAL	CONCORDE	30.00
14.07.86	AIR FRANCE	NEW YORK	VANCOUVER	CONCORDE	25.00
16.07.86	AIR FRANCE	VANCOUVER	NEW YORK	CONCORDE	25.00
16.07.86	AIR FRANCE	VANCOUVER	VANCOUVER	CONCORDE	25.00
28.05.87	AIR FRANCE	TORONTO	MONCTON	CONCORDE	22.00
29.05.87	AIR FRANCE	MONCTON	PARIS	CONCORDE	22.00
05.06.87	AIR FRANCE	NEW YORK	VAL D'OR	CONCORDE	22.00
05.06.87	AIR FRANCE	VAL D'OR	NEW YORK	CONCORDE	22.00
13.06.87	AIR CANADA	UNO WIEN	TORONTO		5.00
18.06.87	AIR FRANCE	NEW YORK	TORONTO	CONCORDE	20.00
21.06.87	AIR FRANCE	TORONTO	NEW YORK	CONCORDE	20.00
08.07.87	INTERFLUG	BERLIN	CALGARY		5.00
02.08.87	US AIR	UNO NEW YORK	OTTAWA	BAC 111	5.00
27.10.87	LUFTHANSA	MONTREAL	PHILADELPHIA	DC 10	5.00

ZWISCHENVERKAUF VORBEHALTEN

continued

TRANS WORLD PHILAIR CLUB
Postfach 1563
D-65765 Kelkheim

Page No. 4
30.07.94

LAGERLISTE NACH WUNSCH / STOCKLIST ACC. TO YOUR REQUEST

VERSANDKOSTEN EXTRA / POSTAGE EXTRA

DATE	AIRLINE	FROM/VON	TO/NACH	AIRCRAFT	DM
28.10.87	CANADIEN	VANCOUVER	BANGKOK		8.00
15.11.87	AIR CANADA	ATHEN	CALGARY		35.00
07.02.88	INTERFLUG	BERLIN	CALGARY		5.00
08.02.88	CANADIEN	TOKYO	CALGARY		10.00
13.02.88	LUFTHANSA	FRANKFURT	CALGARY	B 747	6.00
15.02.88	JAPAN AIR LINES	TOKYO	CALGARY	B 747	15.00
03.05.88	LUFTHANSA	MONTREAL	LOS ANGELES	DC 10	5.00
05.02.89	BRITISH AIRWAYS	OTTAWA	OTTAWA	CONCORDE	30.00
01.05.89	CANADIEN	TORONTO	TOKYO	DC 10	5.00
01.05.89	JAPAN AIR LINES	TORONTO	TOKYO	DC 10	6.00
03.05.89	CANADIEN	TOKYO	TORONTO	DC 10	5.00
03.05.89	JAPAN AIR LINES	TOKYO	TORONTO	DC 10	5.00
12.06.89	LUFTHANSA	FRANKFURT	MONTREAL	A 300	5.00
12.06.89	LUFTHANSA	MONTREAL	FRANKFURT	A 300	5.00
12.06.89	LUFTHANSA	MONTREAL	PHILADELPHIA	A 300	5.00
23.06.89	CANADIEN	TOKYO	EDMONTON	DC 10	5.00
29.10.90	SWISSAIR	ZÜRICH	MONTREAL	A 310	5.00
29.10.90	SWISSAIR	ZÜRICH	TORONTO	A 310	5.00
04.03.91	CSA	PRAG	MONTREAL	A 310	5.00
01.05.91	SWISSAIR	UNO GENF	MONTREAL	MD 11	6.00
01.05.91	SWISSAIR	UNO GENF	TORONTO	MD 11	6.00
01.05.91	SWISSAIR	ZÜRICH	MONTREAL	MD 11	5.00
01.05.91	SWISSAIR	ZÜRICH	TORONTO	MD 11	5.00
30.01.92	AIR CANADA	MONTREAL	ALBERTVILLE		9.00
04.04.92	CSA	PRAG	TORONTO	A 310	5.00
04.04.92	CSA	TORONTO	PRAG	A 310	15.00
20.07.92	AIR CANADA	MONTREAL	BARCELONA		9.00

ZWISCHENVERKAUF VORBEHALTEN

- "Reserve
between
sales" Ed.

NEXT ISSUE

The Canadian Aerophilatelist is produced quarterly in March, June, September and December. - If you have anything you'd like to go into the next issue, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by November 30th.

MEMBERSHIP APPLICATION FORM

The Canadian Aerophilatelic Society has approximately 200 members. - Its objectives are:

- to promote the advancement and growth of aerophilately in Canada;
- to provide a forum for the exchange of information and news about aerophilately among members;
- to represent Canadian aerophilatelists at the national and international levels;
- to promote and support aerophilatelic research in Canada.

Membership of The Canadian Aerophilatelic Society is open to all interested individuals, including those living outside of Canada, and new members are always welcome.

The annual membership dues are \$10.00 Canadian.

If you would like to join, please complete the information below, and send it with your dues to:

Ron Miyanishi, Secretary - The Canadian Aerophilatelic Society,
124 Gamble Avenue, Toronto, Ontario M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

NAME: _____

ADDRESS: _____

_____ POSTAL CODE _____

Collecting interests _____

If applicable: American Air Mail Society membership number _____

American Philatelic Society membership number _____

Royal Philatelic Society of Canada number _____

For Secretary's use:

Date joined _____ Amount of dues paid _____

Entered on mailing list _____