



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

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

Please address reply to:
Editor: Chris Hargreaves
4060 Bath Road
Kingston
Ontario K7M 4Y4
Tel. (613) 389 8993

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President:	Major (Ret) R.K. "Dick" Malott, CD, MSc, BA, FRPSC 16 Harwick Crescent, Nepean, Ontario K2H 6R1	Tel. and Fax: (613) 829 0280
Vice-President:	Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8	Tel: (613) 225 4254
Immediate Past President:	Wing Commander (Ret) E.P. "Pat" Sloan, CD P.O. Box 6248, Station "J", Ottawa K2H 1T4	Tel: (613) 728 4275
Treasurer:	Nelson Bentley, 3044 Otterson Drive, Ottawa, Ontario K1V 7B6	Tel: (613) 733 6286
Secretary:	Ron Miyaniishi, 124 Gamble Avenue, Toronto, Ontario M4J 2P3	Tel: (416) 421 5846

===== SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ =====
===== FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC JOP 1X0 =====

June 1995

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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NOTES FOR NEW READERS

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

Aerophilately is a broad subject, and can embrace 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;
- commemorative stamps and covers, normally produced on the anniversary of historically significant flights;
- astrophilately, which is the collection of stamps and covers that 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.

The Canadian Aerophilatelist is the quarterly newsletter of The Canadian Aerophilatelic Society. Each issue aims to contain news items and articles on a wide range of topics. - It emphasizes Canadian aerophilately, as that is the mutual interest of most of our members, but international items are also included.¹

The Society also provides a number of other services, including:

- a library from which a variety of books and periodicals can be borrowed by mail: for more details contact Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, Ontario K1R 7T7.
- a translation service from French to English and vice versa: contact Francois Bourbonnais, 58 Ste-Catherine, St. Polycarpe, Quebec J0P 1X0.
- a "sales department", with a variety of commemorative covers for sale: for a full list contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.

For more information on Canadian aerophilately the best sources are:

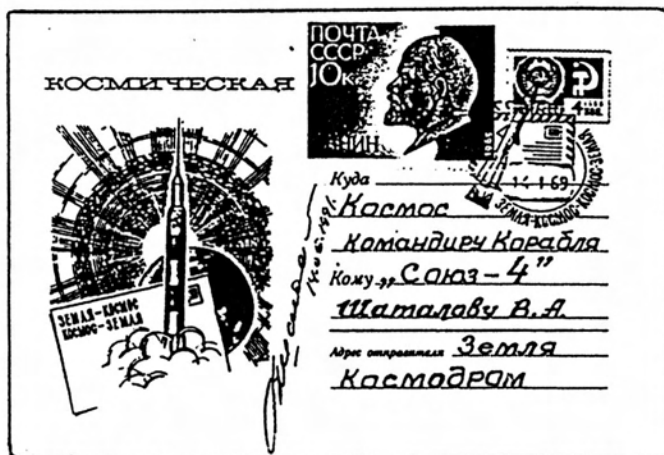
- on Canadian airmail stamps and covers, the Canada Section in Volume 4 of the *American Air Mail Catalogue*. - Although this volume is out of print, an authorized photocopy of the Canada Section can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$8.00 including postage.
- on the air mail stamps and covers of Newfoundland, *Newfoundland Air Mails: 1919-1939*, by C.H.C. Harmer, which is one of the publications of the American Air Mail Society, (see below).

Anyone interested in aerophilately is recommended, (by the editor), to consider joining The American Air Mail Society. - It publishes a very informative monthly magazine, *The Airpost Journal*; holds 5 or 6 excellent postal auctions each year, with many lots under \$5; and publishes some very useful books and catalogues. - Membership is \$22 U.S. per year. For more information contact: Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA.

¹ Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge *The Canadian Aerophilatelist* as the source, and send a copy of any publication in which the reprinted material appears to the editor.

NEWS - NEWS - NEWS

AUCTION PRICES IN ASTROPHILATELY



The prices of some astrophilatelic covers have increased spectacularly. For example, the above cover was reserved at \$12,000 in the December 1993 auction at Sotheby's of New York, but sold for \$123,500! - The cover was addressed to Cosmonaut Shatalov, and carried by him on Soyuz 4. Soyuz 4 was launched on January 14th 1969, and docked in space with Soyuz 5, which was launched on January 15th 1969. This cover was "handed over to the astronauts who came over from Soyuz 5 after the two spacecraft docked in space".

This item was reported in the *F.I.S.A. Bulletin* of February 1995, "to draw attention to prices which are today achieved by space covers, and to the comparative innocence of space collectors of the values of their 'treasures'".

SNOWBIRDS - 25TH ANNIVERSARY

Alan McLellan has designed three covers to be flown by the Snowbirds during their 25th Anniversary Celebrations, and has arranged with a company in Moose Jaw to have them colour-photocopied onto envelopes. - More details to follow.

SANABRIA Airmail Catalogue

It was reported in the September 1994 *Canadian Aerophilatelist* that the *SANABRIA Airmail Catalogue* was going to be re-issued.- According to a report in the latest *F.I.S.A. Bulletin*, the catalogue will now be published in September 1995.

THE CANADIAN AEROPHILATELIST IN INDIA!

I recently received a copy of the January *Philatelic Times* produced by the Philatelic Club of India: it included a review of the December 1994 issue of *The Canadian Aerophilatelist*.

NEW MEMBERS

Welcome to the following new members who have joined us since the last newsletter:

- #223 D'Alt Swift, Toronto, Ontario
- #224 Chuck Firby, Waterford, Michigan, U.S.A.

CHANGES AT THE CANADIAN POSTAL ARCHIVES

Some major changes took place in Ottawa in January. - The most important of these for visitors to the Postal Archives, is that the library at 344 Wellington Street has been closed!

The collection of the Canadian Postal Archives has been moved to the third floor of the main National Archives building at 395 Wellington Street. However, only a small proportion of the collection, (mainly recent periodicals and auction catalogues), is now on display. - Most of the collection is "behind the counter", and can only be viewed by filling out order slips. These slips are only collected twice a day, at 10 a.m. and 2 p.m.: the items requested are retrieved within about half an hour.

More bad news is that there is no longer a self-serve photocopying machine, so copies have to be ordered, and mine took about a week to reach me through the mail.

Some good news is that the main Archives building is open until 11 p.m., so there is more time to study material once it has been retrieved. - I was also most impressed that in spite of all the turmoil they have gone through, the Archives staff were still exceptionally helpful on my last visit to Ottawa: without their help and good humour, my visit would have been a disaster.

Anybody planning to visit the Archives is strongly recommended to call first, to establish what material is available, and what the current procedures for obtaining it are. - Call 613 995 8085.

1934 EMERGENCY AIR MAIL SERVICE IN THE U.S.A.

In February 1934 President Roosevelt responded to charges of corruption in the way in which contracts for carrying air mail had been awarded, by cancelling all the contracts, and giving the task of carrying the mail to the Army Air Corps. - After a series of crashes, and the deaths of twelve Army pilots, civilian airlines resumed carrying the mail on June 1st 1934.

A new study group of the American Air Mail Society is being formed to:

collect and review records of the change over and change back to civilian contractors to give a more complete catalog and schedule of all of the changes, first flights, and accidents that affected the air mail service. Collectors can participate with information, flown covers that verify when changes occurred, and references. Contact William F. Turner, President of MAPS, to find out more about the Study Group. His address is P.O. Box 5082, Greene, RI 02827-0082.

(MAPS = Metropolitan Air Post Society.)

NEW LIBRARY ACQUISITIONS

We have received a number of additional items, including:

Courrier Recupere/Recovered Mail - accidents d'avions/airplane crashes 1918 - 1978, Henri L. Nierinck, Published by R-Editions - 1984c

The Airpost Journal, American Air Mail Society - Vol. 63, No. 8, August 1992 and Vol. 64, No. 2, February 1993 to Vol. 66, No. 5, May 1995

For full details of our holdings and borrowing procedures, contact Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, ON K1R 7T7.

TREASURER'S REPORT

EDITOR'S NOTE: As Mike Shand states early in his Report on the Annual General Meeting, finances were "clearly the key issue this year". - Nelson Bentley gave us a financial update at the beginning of the General Meeting, and has also produced an "up to date" Treasurer's Report for this newsletter, which sets the scene for Mike's comments that start on the next page.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT

31 May 1995

Bank Balance as of 31 December 1994 \$ 544.46

INCOME STATEMENT

Dues, new members	93.97	
Dues, renewals & reinstatements	527.76	
Sale of C.A.S. items by mail & by auction	255.86	
Sale of C.A.S. items at ORAPEX-95	23.00	
Commission on sale of AAMS books, ORAPEX-95	6.98	
Transfer from Savings Account in January	800.00	
Sale of CAPEX-96 pins, due efforts R.K. Malott, Pres.	353.85	
Prepayment by AAMS for $\frac{1}{2}$ cost of Booth at CAPEX-96	175.00	
Transfer from Savings Account in May	400.00	
Interest on Account05	
	<u>\$ 2,636.47</u>	<u>\$ 2,636.47</u>
		<u>\$ 3,180.93</u>

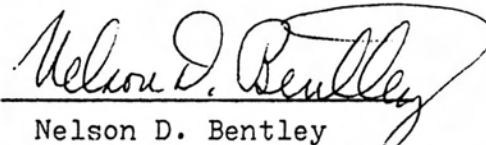
EXPENSE STATEMENT

Cheques to R.K. Malott, Pres. for discount mint stamps, engraving 2 plaques, C.A.S. signs, typing of newsletter, colour prints for CAPEX-96 pin, \$50.00 deposit Booth CAPEX-96, \$25.00 License fee for CAPEX-96 Logo	564.59	
Cheques to Ron Miyanishi, Sec. for stationery & postage	97.14	
Cheque to C. Hargraves, Editor for stationery suppl.	41.88	
Cheque to Mrs. A. Barker for discount mint stamps	251.60	
Cheque to Rapid City Plus for newsletter copies, price list, staples, plus extra copies of last newsletter	1,367.57	
Cheque to Air Command Heritage for "Dakota" covers	60.00	
Cheque to Sparta 2002, Montreal, for 100 CAPEX-96 pins	216.00	
Cheque to R.P.S.C. for 1995 Chapter ad in "The Canadian Philatelist"	16.05	
Service Charge on Account	8.25	
	<u>\$ 2,623.08</u>	<u>\$ 2,623.08</u>
		<u>\$ 557.85</u>

Note#1: \$1,313.95 Savings Account
1,200.00 Transfer to Checking Account
113.95
.97 April Interest
114.92
4.80 Service Charges Jan.-May
\$ 110.12

Note#2: \$1,000.00 GIC at 7.5% Interest - 3 Nov. 1994

Signed


 Nelson D. Bentley
 Treasurer C.A.S.

REPORT ON THE ANNUAL GENERAL MEETING - MIKE SHAND

The Annual Meeting of the C.A.S. was held on Sunday April 7, in conjunction with ORAPEX. Five members attended (up 60% from last year!) while Dick Malott and Pat Sloan being unable to attend provided some prior input. Among the issues discussed:-

- 1) Finance. This was clearly the key issue this year as we must balance the budget like all others. A major change has been the loss of favourable duplicating and mailing arrangements thanks to Dick Malott. All this must now be paid for and Chris Hargreaves provided the meeting with a very useful and interesting analyses of costs and this is included with this Newsletter:

NEWSLETTER - PRINTING AND POSTAGE COSTS

Printing cost for a
32 page/16 sheet issue
@ 4 cents per page = \$1.28

	CANADA	U.S.A.	OVERSEAS	TOTAL
Postage cost per issue:	.86	1.13	2.20	
Total cost per issue (printing and postage):	2.14	2.41	3.48	
ANNUAL COST OF 4 ISSUES:	\$ 8.56 =====	\$ 9.64 =====	\$13.92 =====	
DUES PAYING MEMBERS (21 February 1995)	88	22	16	126
x cost of newsletter	<u>x 8.56</u>	<u>x 9.64</u>	<u>x 13.92</u>	
TOTAL ANNUAL COST:	\$ 753.28	\$ 212.08	\$ 222.72	\$ 1,188.08 =====
COMPLIMENTARY MEMBERS (21 February 1995)	5	6	20	31
x cost of newsletter	<u>x 8.56</u>	<u>x 9.64</u>	<u>x 13.92</u>	
TOTAL ANNUAL COST:	\$ 42.80	\$ 57.84	\$ 278.40	\$ 379.04 =====
PUBLICITY MAILINGS TO EDITORS/PUBLICATIONS (2 April 1995)	15	21	4	40
x cost of newsletter	<u>x 8.56</u>	<u>x 9.64</u>	<u>x 13.92</u>	
TOTAL ANNUAL COST:	\$ 128.40	\$ 202.44	\$ 55.68	\$ 386.52 =====

REPORT ON THE ANNUAL GENERAL MEETING continues:

REPORT ON THE ANNUAL GENERAL MEETING continued:

Concern was expressed

over the number of free memberships and complimentary copies sent to various publications, associations, etc., which show little sign of interest. There also seems to be many more photocopies than required.

A subsidiary concern was expressed over the number of souvenir covers being produced which are difficult to sell in such large quantities.

After considerable discussion, it was agreed by all present that:-

- a) The Newsletter being the prime (or only) benefit for most members must continue at 32 pages, four times per year. This size allows the most favourable rate of postage. Anyone wishing to mail additional material with the Newsletter must check first with the editor to see how this will affect mailing costs while the number of photocopies for each issue must correspond closely with the number actually to be used.
- b) The cost of membership must regretfully be raised to \$15 (Can) for all Canadian and USA members, and to \$20 (Can) for overseas members because of mailing costs. These rates will be effective with all renewals after January 1 1996.
- c) All editors, societies etc., now receiving a free copy will receive a notice with the June Newsletter to invite their continued interest in the Society and to demonstrate such interest through membership in it. Otherwise, with regret, free copies can no longer be mailed. (At present, 36 free issues sent).
- d) The distinguished air mail specialists who also receive free membership (about 32 such) will also be invited to send a membership fee to help defray mailing costs of the Newsletter. Their interest in the past has been most welcome and we hope this will continue. Occasional free copies may be sent from time to time if in the opinion of the executive, this will promote the interests of CAS.

REPORT ON THE ANNUAL GENERAL MEETING continues:

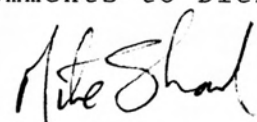
REPORT ON THE ANNUAL GENERAL MEETING continued:

- e) The sales potential of souvenir covers should be carefully analysed and cost projections provided to the treasurer before any new souvenir covers are produced. A significant number of items from CAPEX 87 remain unsold and the same quantities must not be produced for CAPEX 96.

In other business, good progress is being made by Ivan McKenzie

- 2) in organizing the library and producing listings of material available. (To be reported separately). It was felt that a flat \$2 fee should be charged to cover shipping and handling of material being lent. Additional photocopying costs, if incurred, to be at the discretion of the librarian.
- 3) The desirability of publishing members' addresses was discussed without a definitive conclusion. Any member not wishing to have an address published or distributed (To auction firms etc) should advise Ron Miyanishi. Members may also wish to specify areas of collecting interest upon renewal and Ron would assist contact if addresses are no longer distributed.
- 4) No new information was available at the meeting as to the Canadian Air Mail Catalogue. It is expected that Dick Malott will continue to provide periodic progress reports.

Finally, it may be worth noting that the CAS Booth at ORAPEX was most ably manned (or is that now personned) by Nelson Bentley and was modestly successful with sales and give-aways. We would like to stress that running Booths is something on which Ottawa members have no wish to keep a monopoly. If there is a show in your locality why not offer assistance. We can help but this is your Society too. Any member who was unable to attend the Annual Meeting is also most welcome to send additional comments to Dick, Chris or myself.



Mike Shand

Vice President CAS.

May 8/95



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

PRESIDENT'S REPORT

Please address reply to:

Dear fellow aerophilatelists:

A lot has transpired since the March 1995 issue of The Canadian Aerophilatelist. The articles and comments by Walter Plommish, Chuck Firby and our editor, Chris Hargreaves concerning the famous London to London cover were timed most appropriately as Firby sold the cover for the Nickle Estate at his recent 21 March 1995 auction for approximately \$61,600.00 Canadian. Research is trying to confirm the trail of this cover from the time it was prepared for cancellation until it was purchased at the auction by an unidentified buyer from England. I was always under the impression after talking to Dr. L. Seale Holmes of London, Ontario in the late 1940's while I was attending the University of Western Ontario, that the cover was retrieved from the mail bag and acquired by Dr. Holmes as a souvenir of the flight. I have no proof to support my statement other than as President of the Jeffries Stamp Club of the University of Western Ontario I was granted the opportunity of speaking to Dr. Holmes on various philatelic subjects, including the London to London cover. I have advised all concerned to check with the UWO for data from its philatelic archives as a great deal of data was given to the University on this subject.

CAPEX'96 will soon be only one year away. The CAS needs the assistance of all of its members to make the event a success for the CAS and the AAMS. Please let me know what you can do to help. At present our secretary, Ron Miyanishi, is accepting names of members who will help look after our Society booth in conjunction with the AAMS. Please contact Ron to let him know what amount of time you can spare to help us. While at the booth you will have an opportunity to meet aerophilatelists from around the world, as well as Canada and the USA. It will be a rewarding experience. We will have six lectures on aerophilately/astrophilately. If you have a subject for presentation please let me know so that a good selection may be made for the benefit of all attending. Our CAS/AAMS pins are selling well at \$7.00 Canadian (\$5.00 US or 3.50 Sterling). They are available from me. The CAPEX'96 pin in black, red, and silver finish are available from CAPEX'96 Headquarters or myself at \$5.00 Canadian (\$3.50 US or 2.50 Sterling). Data on the hotel facilities are also available from either the CAPEX'96 HQ or myself. Arrangements for hotel accommodations at the Crowne Plaza Toronto Centre, 225 Front Street West, Toronto, Ontario, Canada, M5V 2X3 must be made personally directly with the hotel reservation office at 1-800-422-7969 or locally 416-597-1400. The rate is \$135.00 Canadian per night, single or double occupancy. Reserve now and ask for this special CAPEX'96 rate. The AAMS will have a hospitality suite at the official hotel. The AAMS /CAS convention schedule will be released later.

The AAMS/CAS Convention dinner will be held at the Royal Canadian Military Institute (RCMI), 426 University Avenue, Toronto, Ontario, M5G 1S9 (Tel: 416-597-0286). Since the RCMI facilities hold 120 and our past two dinners had an average of 65 attending, one of our members, Col. Bill Robinson, who is also President of the RPSC, suggested that members of other ROYAL Societies be invited to attend as paying guests to find out what aerophilately and astrophilately is all about. I have agreed to this idea and in conjunction with the Executive Director of CAPEX'96 the following arrangements have been agreed to for the evening. Those attending the dinner will also attend the RPSC President's cocktail reception at the Convention Centre next to the Crowne Plaza and at the proper time buses will transport the diners to the RCMI. All will proceed to the dining room on the second floor of the RCMI led by a piper. A roast beef dinner is tentatively planned with all the trimmings, including wines and port for the Royal Toast and to other heads of state represented by those attending the dinner. The guest speaker will be Squadron Leader Arthur Bishop, Second World War fighter pilot and the son of Canada's famous Billy Bishop, VC. After dinner special prizes will be allocated on the basis of ticket numbers. The RCMI will be open until 1 a.m.. Diners may leave whenever they wish by taxi for their accommodation or their automobile. At present the total cost for the evening is estimated at \$75.00 Canadian. CAS/AAMS members planning to attend are requested to advise me now so that I can monitor the number who plan to attend. Payment will be

(Continued)

PRESIDENT'S REPORT continued:

requested later payable in Canadian, American or U.K. Sterling. It is anticipated that this evening will be as successful as our last two dinners at the RCMi during the last two CAPEX events.

Our next big happening is the scheduled book launching of "The Air Mails of Canada and Newfoundland". We have 45 collectors, researchers and dealers working on this project with the first deadline of 1 July 1995 for the planned content of the catalogue. Four sections are completed with several more to come by 1 July 1995. Those working on this project are requested to meet this preliminary target date to see what remains to be done. A final layout must be made and the photographs of material to be shown selected. Canada Post has yet to approve the reproduction of their applicable air mail stamps and others depicting aircraft. Three sections have yet to obtain a head - air mail rates, air mail facilities, and a list of noted Canadian and Newfoundland aerophilatelists/astrophilatelists. Are there three CAS members knowledgeable in these areas who can compile the data for our catalogue? Please reply quickly as time is fast fleeting. I do not wish to leave these areas out if at all possible. If you have names of collectors that should be on this list please send the names to me with any available data. Thanks for your support.

I wish to thank Michael Shand, Vice-President of the CAS, for looking after our annual meeting during ORAPEX'95 in Ottawa, 6 - 7 May 1995. The show was very successful again and more CAS activity resulted. At the annual meeting it was approved to raise our yearly dues to \$15.00 as of 1 January 1996. In an attempt to cut our costs complimentary members are asked to join as paying members and less data will be sent to the philatelic press. Fewer copies of "The Canadian Aerophilatelist" will be printed as the cost of xeroxing is expensive. Other measures will be implemented to cut rising costs. This year we have another special set of 9 autographed flown Snowbird covers from their flight over Ottawa on 7 May 1995 to commemorate the 50th anniversary of the end of the Second World War in Europe. There are 19 sets available on Canadian War Museum special VE-Day size 10 envelopes canceled at the National Postal Museum on 7 May 1995 with the assistance of our good friend Irene Landry. Captain Tana Beer, Administration and Logistics Officer, 431 Demonstration Squadron (The Snowbirds), 15 Wing, Moose Jaw, Saskatchewan is retiring from the Canadian Forces on 31 July 1995. In recognition of her support for our projects for the last three years a CAS plaque for her contribution to the advancement of aerophilately will be sent to her for presentation on 31 July 1995. Captain Shirley Grenier will replace Captain Beer. One of our members, Cpl McLellan, is stationed at 15 Wing and is preparing special envelopes in conjunction with the Squadron to be flown by the Snowbirds at the Moose Jaw air show in July. More data will follow in the next issue of "The Canadian Aerophilatelist".

Awards for aerophilatelic/astrophilatelic entries at ORAPEX'95 and ROYALE 1995 ROYAL are as follows: ORAPEX'95: 6 - 7 May 1995 (1) Canadian Crash Covers :Gold, RA STAMP CLUB (RA Plaque), The Colin H. Bayley Memorial Trophy (Best Postal History - BNA) RK Malott; (2) Canadian Forces Postal History: Forces Air Letter Forms: Vermeil: RK Malott; (3) Helicopter Mail in England : Bronze: Nelson Bentley; (4) Rotor Wings - a Story (One Frame) Bronze: "Chopper". ROYALE 1995 ROYAL: 26 - 28 May 1995 : (1) Canadian Crash Covers 1915 - 1978: Gold: RK Malott; (2) A World of Pigeons (Thematic): Vermeil: Elmer W.A. Cleary; (3) Les Vols Orbitaux Habités 1961 - 1966 (Youth Philately): Silver-Bronze, CAS Plaque for Achievement in Aerophilately/Astrophilately: Sébastien Lang. You can see that we need many more entries for aerophilately/astrophilately if these areas of philately are to develop. Those eligible for entry at CAPEX'96 are encouraged to send me their application by 30 June 1995. I have the forms if required as the National Commissioner for Canada. Enjoy your summer.

Yours aerophilatelically,



(RK Malott) Major (Ret.) President Canadian Aerophilatelic Society

P.S. An F.I.P. sanctioned International Exhibition, ESPAMER, will be held in Seville, Spain, from May 4th to 12th 1996. The exhibition will include "Aviación e Espacio", and is open to entries from all Spanish speaking countries, plus North and South America. Entries will be judged according to F.I.P. rules. The entry fee is \$10.00 U.S. per frame. Entry deadline is July 31st 1995! For more information contact Dick Malott.

Further Study of the London to London Flight of 1927

Walter R. Plomish and Charles G. Firby

The sole surviving cover from the London to London flight was sold by Charles G. Firby Auctions on April 30th 1995 for \$40,000 U.S., which is \$61,600 Canadian if one includes the buyers commission! - This is a record for a Canadian air mail item, and may also be a world record for a semi-official stamp.²

Walter Plomish and Chuck Firby have been trying to clarify the origin of this cover, and kindly sent me copies of their correspondence. The key sections are reproduced below.

March 29, 1995

From Chuck Firby to Walter Plomish:

Thank you for the research file on the *London to London* flight. You have obviously done your *digging* to amass this hoard of information.

I have also recently read the C.A.S. article on the same subject. Truthfully, I am not certain that I concur with your conclusions.

I have closely examined the cover and note that the cover also bears the August 29 machine cancel on the reverse. Is this the marking that the postmaster put on the cover just prior to sealing the bag before the final departure?

Close examination also shows that the oval marking (which does not show up in the photos) includes the following:

POSTMASTER
?? 2?, 1927
LONDON, ONTARIO

Is this the marking that the postmaster put on the cover just prior to the final take-off?

I believe this to be the case because there would have been no reason to apply such a marking at the time of the first departure. He does, however, note giving special treatment by adding a marking just prior to the final departure, in his letter.

If this is the case it points to the postmaster having removed this cover from the bag. Why not? Perhaps he wanted a *Souvenir*. He did after all know of the demand, that was going unfilled, for these stamps: Motive.

The nature of the mail bags contents should be examined to provide opportunity. The covers were, after all, only souvenirs being sent to uppity ups who had no idea they were even going to receive anything.

Was the London postmaster aware of this? Of course, he undoubtedly helped create the list of recipients and knew that the odds of his being caught were nill.

(Continued)

² **Editor's note:** This is one occasion when the term "Canadian" does not include Newfoundland. - In 1992, for example, Harmers of London sold a "UNIQUE 1919 MANUSCRIPT MARTINSYDE 'RAYMORE' 2c. USED WITH UNOVERPRINTED 2c. ON COVER ADDRESSED TO LONDON, ENGLAND" for 75,000 Pounds, which was about \$180,000 with commission!

Further Study of the London to London Flight of 1927 - continued:

Now, why is it so hard to believe that the postmaster did not remove this cover just prior to the final take-off? There is no way he could have been caught until the item was in the market.

Further examination of the cover shows that a piece of paper had been attached to the cover to conceal the addressee. The tape marks show clearly in the photos. This piece of paper having come off some time ago.

The address has not been cutout as you previously suggested.

Could it be that our postmaster had attached this *label* to conceal the fact that it may have come out of his bag? An afterthought? Pang of conscience and fear of being found out? I don't know and am certain that we never will. But I am equally certain that there would be no reason for anyone else to place this label there. Surely not a philatelist - this would be quite destructive, as we can see.

The only reason, to my way of thinking, is to conceal to whom the cover was to go. This certainly points to the postmaster.

It is a darn shame that Ed Richardson and J.C. Cornelius are no longer alive. I would bet that they knew the source that brought this piece to market, in which case the historical story could be proven to be accurate. The story as we have it concurs with my hypotheses excepting the name of the person from whence the cover came into the market. This absence of fact also points to the historical story being accurate as the name of the postmaster would surely never be divulged by the person fortunate enough to acquire the item. The story would be passed along however and this old story has always pointed to the London postmaster.

Chuck Firby

April 4, 1995

From Walter Plomish to Chuck Firby:

Thank you for your most interesting letter, outlining your views on my CAS article and hypotheses on the existence of the only surviving London to London flight envelope.

When I originally formed an opinion with respect to the existence of this envelope, unlike you I did have the luxury of having examined the front and back of the envelope in person. In fact, working from a rather poor black and white photocopy, I incorrectly came to the conclusion the address had been cut out of the envelope and then taped back on.

Now that I have your auction catalogue in my possession, I see that by viewing the colour photograph, you are quite correct in your reasoning, that something was taped onto the front of the envelope at one time. You must understand, that by not being afforded an opportunity to inspect the envelope personally, it has been most difficult to form an opinion.

However, the colour photograph is quite good and I am now prepared to offer an alternative to your view on the existence of this envelope.

Based on the fact, the staining on the manilla envelope appears to extend up to and under the bottom left hand portion of the stamp and the fact there is no damage or staining on or about the perforations of the stamp, I therefore believe, it would be logical to conclude the stamp was affixed after the tape was removed. Again, it is very difficult when one has not inspected the envelope in person.

(Continued)

Further Study of the London to London Flight of 1927 - continued:

To further support this theory, please note how close the bottom left hand corner of the stamp comes to the typewritten word "Service." It appears to almost, but not quite touch the letters i and e of the address. It is apparent by the placement of the London to London label on this envelope, that it was slapped on in a most uncereemonious manner and is in fact, step franked over the bottom of the 3 cent Confederation postage stamp. In addition, the top right corner of the 3 cent Confederation stamp is torn off.

This all leads me to believe, that I would rule out the possibility that this envelope was manufactured by the London Postmaster. If in fact, he where to have made himself a souvenir of this flight, he most certainly would have affixed an undamaged 3 cent postage stamp and would have utilized an unstained envelope.

Taking into consideration the slightly rumpled condition of the envelope and the fact the corners are rounded, it could be argued this envelope was placed into the mailbag, on at least the first attempted flight. I believe the envelope for some unknown reason had tape applied to the envelope front and at some later point in time, the tape was removed leaving the present staining on the envelope.

I also believe the 42 flight envelopes, were prepared by post office staff, by pre-affixing 3 cent confederation issues onto the upper right hand corner of the envelopes. The envelopes were then pre-addressed by a typewriter. Again, I have not inspected the envelope, but it would be interesting to note, if the type is over the tape stain in and around the words "The Controller of."

Just before the first mail bag was made up for the original flight, the London to London labels were then affixed and cancelled with the special hand stamp and then placed in the mail bag.

Please take reference to document dated August 16, 1927 to the Postmaster General. In the second paragraph, the postmaster notes, "Accompanying the dispatch will of course be the usual Letter Bills and the regular procedure will be followed." This would provide for a record of the dispatch upon arrival in England and it would then be noted, an envelope was missing. As the same procedure was followed for the second attempt, I think it unlikely the London postmaster purposely kept an envelope from the dispatch.

As noted in your letter, I agree that the London Ontario oval hand stamp was applied at the time, the bag was re-opened, new way bills listing the 42 letters were made out, and the bag was resealed.

This leaves us with only one real credible theory, while replacing the 42 newly hand stamped envelopes back into the mailbag and replacing the seal, one envelope somehow did not make it back into the mail bag. I do not think it was by design of the London Postmaster, but it was attributable to human error. Everyone was probably at a high pitch of excitement at the time the bag was opened and resealed. The answer to this mystery in my view, is really quite simple. By the time the envelope was discovered, the flight had already left and whoever found the envelope simply took it as a souvenir. For all we know, it may not have been discovered until after it was known the flight was lost.

This is probably the most reasonable scenario, as once the flight was lost, the new owner could not have publicly produced this envelope. I do agree with you inasmuch as, Ed Richardson and J.C. Cornelius are concerned. They may have spoken to the London Ontario Postmaster when he was still alive, and found that he was in fact, the individual who found the envelope if it had not been placed in the mailbag in error due to the excitement of the moment. Or conversely, he may have known who if anyone else had found the envelope.

There is also the very real possibility, that as you suggest the postmaster simply took it as a personal souvenir. However, one would have to wonder if this was so, why he did not take an envelope from the dispatch that was in better condition? [tape stains - torn 3 cent stamp]

Between us, I think we have taken this as far as we can, given the present amount of information available at this time.

Walter Plomish

Message-carrier Rockets in the Spanish Civil War (1936-39)

José M. Grandela
Bureau FIP of Astrophilately

In the morning of February 12th, 1938, the londoners accompanied their breakfast with a curious chronicle from Spain offered by the Daily Telegraph and Morning Post: "War propaganda by rockets in Spain". The information sent by the Universal Talking News correspondent, Mr. R. E. Jeffrey, reported that at that time both sides used for this purpose a rocket with a range of a mile and a half, which scattered 1.000 pamphlets at a time.

Same year, on April 20th, the Swiss weekly magazine Schweizer Illustrierte Zeitung, extended the information adding the picture shown in the front page of this issue of Cronica Filatélica. (See illustration below.)

After such unknown news, a long silence of many years fell, and the evidences of the real existence of the message-carrier rockets vanished in the same way that they had appeared, between the smoke hazes of the History. Suddenly they appeared again in the World Philatelic Exhibition GRANADA '92 (Spain). An impressive astrophilately exhibit of Mrs. Beatrice Bachmann was shown there having a propaganda leaflet of the Spanish Civil War (identical to the one reproduced in the front page of this magazine), stating that it had been spread over the enemy trenches by a rocket. Both mentioned chronicle and picture escorted the leaflet.

Some members of the FIP Jury, together with specialists of the Spanish Civil War - Spaniards and foreigners-, deeply discussed if the displayed propaganda leaflet could or could not have travelled by rocket looking forward some unassigned addressees.

The final conclusion was negative, commenting the discussants present there, that the leaflet could have never been sent by rocket because none of them ever heard of such devices being used along the Spanish Civil War. Nevertheless they admitted the possibility that the leaflet could have been spread by airplane, but in that case such propaganda item should not be accepted in an astrophilatelic exhibit, according with the FIP Special Regulations. (*Errare humanum est!*).

(Continued)



José Manuel Grandela Durán
(Bureau FIP de Astrophilately
Presidente Comisión de Astrophilately de Fesofi)

Message-carrier Rockets in the Spanish Civil War (1936-39) by José M. Grandela - continued:

I was witness on that discussion and at the end I got a serious doubt on who was right. I then took the decision of start searching the truth about the carrier-messages rockets. I asked to dozens of testimonies and only Mr. Félix Gómez-Guillamón, specialist of the Spanish Civil War, was able to address me towards the 5th Regiment (militar unit created and controlled by the Communist Party) as one of the possible ways to start searching. All the other historians and old soldiers to whom I referred to, discouraged me of continuing tracking something that "never existed".

During two and a half years I have been crossing the military geography of Spain from edge to edge, going under dozens of militar and civil files from La Coruña to Santa Cruz de Tenerife (Canary Islands), or from Barcelona to Huelva, consulting large and small libraries looking for books and news papers at Madrid, Paris, Rome, London and Frankfurt, now I can guarantee that: **Yes! The message-carrier rockets existed in the Spanish Civil War (1936-1939), and that they were extensively used by both fighting Armies to spread printed propaganda over the enemy trenches!** (The attached reproduced documents worth more than a thousand words).

The message-carrier rockets appeared for the first time in the Spanish Army in 1925. ^{*}The *Reglamento para el Enlace y el Servicio de Transmisiones* (Regulations for the Linkage and Transmissions Service) was approved on August 1st, 1925, and included the message-carrier rockets as one of the methods for transmission in the Army. It consisted of a small cylindrical container of light metal in which the orders and messages to be sent to the own advanced units in the front were introduced. That method could save the soldier lives in the dangerous areas under the fire of the enemy. None of those who introduced the message-carrier rockets in the Militar Regulations could have expected that a decade afterwards they could become so relevant.

On July 18th, 1936 a militar uprising became into a craziness lasting one thousand days. The own peculiarities to every civil fight forced the use of the so called "psychological war" by both "loyalists" and "nationalists", or "reds" and "fascists" as they used to address to the others.

"Loyalists" and "nationalists" attempted by all means to discourage, scare and cowardise their enemies, pressing them to come over their own lines. Loudspeakers and printed leaflets were used between trenches, these last mainly used by rockets. Such methods worked so efficiently, that both General Staffs made a daily counting of the enemy soldiers -that following the instructions given by the oral and written propaganda-, were running the risk of loosing their lives while deserting from one army into the other.

The Republican War Ministry (later National Defense) created on October 16th, 1936, the *Comisario General de Guerra* (General War Politic Commissariat) that delegated on the *Subcomisaría de Agitación, Propaganda, Prensa y Edición* (Subcommission of Agitation, Propaganda, Press and Editions) all duties concerning the demolition of the rebels morale.

Only 8 days after that, on October 24th, the first official reference of the use of the message-carrier rockets or propaganda-carrier rockets appeared. It was published by the news paper "*Milicia Popular*" del 5º Regimiento (5th Regiment), telling that they were: *...a method to send leaflets to the soldiers on the enemy lines, giving them instructions to desert from the fascists lines. The method consisted of launching them by rockets, so the leaflets were spreaded like a rain of propaganda after the rocket bursting.* (The Commissioner of Agitation and Propaganda, informed to the War Ministry on April 1937, that not less than 80 million of propaganda leaflets had been thrown over the enemy in just six months of activity).

The Nationalist Zone delayed much more the moment of organizing the propaganda-counterpropaganda, and on April 16th, 1937 the 1st Section of the *Cuartel General del Generalísimo* (General Franco's Headquarter) ordered to the *Regimiento de Transmisiones* (Signal Corps Regiment): *...to create immediately a Company with specialists in order to attend the propaganda on the fronts, receiving for such purpose instructions from the State Delegate for Press and Propaganda...*

To strengthen the conviction that the message-carrier rockets were widely used, here is the literal transcription of just two official texts found in the *Servicio Histórico Militar* (Militar Historical Service).

A) Republican Zone.- Report of the Subcommissioner of Agitation and Propaganda. Valencia July 31st, 1937.- *For a better use of the propaganda labor over the enemy lines, the factory in Godella (by Valencia city), seized by the War Ministry, could daily provide us with 1,500 rockets...*

(Continued)

*Editor's Note: The original article in Spanish also says 1925.

Message-carrier Rockets in the Spanish Civil War (1936-39) by José M. Grandela - continued:

B) Nationalist Zone.- Report of the General in Chief of the 1st Army Corps, in Villa del Prado. February 1st, 1939.- *Launch of written propaganda over the enemy: Launch of rockets is almost daily. A total of one thousand and twenty five rockets with different leaflets, have been launched along this month over Toledo, Talavera and other areas.*

The space limitation prevents me now of extending this subject any longer. Nevertheless I believe that I have succeeded indeed in my proposal to demonstrate the truth of the use of message-carrier rockets along the Spanish Civil War. In a future issue of Cronica Filatélica I shall enlarge the information announced herewith for the first time, adding more precise facts about the message-carrier rockets, the military units that launched them, and about the own messages carried inside.

Once I have demonstrated that there were printed leaflets of different sizes, and even newspapers flown by rockets in the Spanish Civil War, it is evident that those exceptional items will become rare pieces in any Astrophilatic exhibit, as most of them were destroyed along the war and afterwards, and today is highly rare to find even a single sample of them.

The lucky collector that could find any of those leaflets, and could demonstrate as well that were flown by rocket over the trenches, will be the owner of a real rarity that the expert Juries will admire and evaluate accordingly following the FIP Guidelines for Judging Astrophilatic, Art. 3.4.b: *Rocket mail. Such an exhibit should comprise flown items by rockets...The exhibit may also include related material such as: ...leaflets and reduce newspapers transported by rockets...*

This article is just a brief synopsis of a huge bunch of documentation that I have been able to find about message-carrier rockets, so I have decided to put it together in a yet unknown book (having the same title of this article), for the general knowledge of astrophilately and postal history devotees. I hope that this release and some others that I could publish in a near future, will add at least a piece of truth to the divulged story so it could better suit with the real History.

* * *

Nacionalist leaflet reproduced on the cover:

*Crossing from your lines to ours is a hundred times less dangerous than the fate that is bound to come to your side.
Try it and save your life!
Long live Spain!*

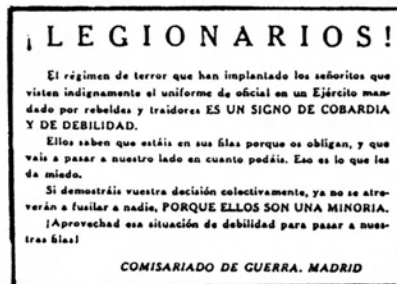
Leaflet nr. 1 (republican):

What is Franco doing with Spain?



#1

#2



Leaflet nr. 2 (republican):

Legionaries!

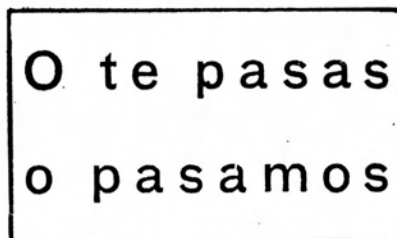
The state of terror imposed by "dandies" indignantly using the uniform of officer in an Army commanded by rebels and traitors IS A SIGN OF COWARDICE AND WICKEDNESS.

They know you are in their side because you are forced to, and that you shall come to our side the moment you can. That's what they are afraid of.

If all of you, as a whole, show your decision, they will not dare to kill anybody, BECAUSE THEY ARE A MINORITY.

Take advantage of this situation of wickedness and come to our side!

#3



Leaflet nr. 3 (nationalist):

Either you come to us or we shall go over you!

For further information on this topic, contact:

Senor José M. Grandela, Commission for Astrophilately,
Dr. Federico Rubico, 12
28039 Madrid, Spain

AEROPEX and the FISA FREE CLASS OF EXHIBITS

EDITOR'S NOTE: The requirements for aerophilatelic exhibits seem to be a topic of ongoing interest and contention. One of innovations taken to try and resolve this issue, is the introduction of the "FISA Free Class of Exhibits", which was tried for the third time at AEROPEX.

I asked several of our members who attended AEROPEX for their observations on the "FISA Free Class", (and on AEROPEX), and have compiled the following report from their replies":

1 - THE SETTING: AEROPEX, November 18 - 20 1995. - MIKE SHAND.

As many aerophilatelists will know, the big Aero exhibition of 1994 was Aeropex 94, held in Adelaide, Australia. The official reason for this show was the 75th Anniversary of the first England - Australia flight by Ross and Keith Smith, December 1919. However a very important and well deserved secondary reason was as tribute to Nelson Eustis, the senior (in every sense) aero-philatelist in Australia who was organizer, host, President and inspiration for the show.

Adelaide is a very beautiful city in November with parks and river, flowers blooming and vines sprouting although those from the northern hemisphere have some mental adjustments to make when encountering Santa Clauses and Xmas decorations in 30°C weather.

The fine old town hall where the exhibition was held, was hard pressed to accommodate almost 500 frames of exhibits including literature and many dealers doing a brisk business. As might be expected there was some emphasis on Australian and Pacific aerophilately but there was also a broad selection of aero exhibits from Czechoslovakia, Sudan, Jamaica and other countries as well as Astrophilately, rockets, zeppelins and some excellent invited material of Philippines, Papua New Guinea, Japan, India and elsewhere by Jury members and others. In all, as broad and interesting an assembly of air mail as one could hope for.

The two major awards went to Tom Frommer (Grand Prix) for: "Australia's Contribution to the Development of World Airmails, 1919 - 1934" and to Greg Schmidt (Grand Prix International), for: "Naval and Pan-Am flights, 1925 - 1941". The CAS plaque was awarded to Eric Tawn of England for: "Scottish Airmails 1919 - 1950. As the only Canadian exhibitor (where are you all?) my showing of New Zealand Airmails 1919 - 1940 picked up a vermeil. In addition to the show itself, all associated events were managed or presented in a first class way, from the pre-show reception for judges and overseas visitors to the final Palmares with barber-shop quartet (quintet when Nelson Eustis joined in) and

(Continued)

AEROPEX and the FISA FREE CLASS OF EXHIBITS - continued:

other dignitaries from Australia Post etc. The New Zealand Air Mail Society had a meeting which, although a member for some years, was the first I had attended in person. It was a great pleasure to meet Jim Stapleton, Ron House and others who have done so much for NZ Aerophilately for so many years. The new Stapleton catalogue was published in time for the show and is a 'must' for anyone interested in flights with a NZ connection. It lists all internal and external flights of NZ and can be had by contacting the AMS of NZ at Box 29-144 Fendalton, Christchurch, NZ.

The AAMS also had a meeting, chaired by president Jonathan L. Johnson Jr, who gave a talk on Sikorsky aircraft while Alex Newall in his usual vigorous way, gave his views of exhibiting and judging according to current establishment (FIP) thinking. Alex also had some words on the relatively new FISA Free Class where more latitude is given to develop for example thematic exhibits based on aircraft type which are not then evaluated by judges in the stricter way of more traditional air mail exhibits. It is also a great place for first time exhibitors, who may feel intimidated by all the rules, to try their hand at showing interesting material and to get feedback on possible improvements. Are you listening Capex '96 ? New exhibitors from Canada ?

There was also an auction of some 675 lots of airmail material, the largest I have seen in quite a while, by Charles Leski (83 Riversdale Road, Hawthorn, Victoria 3122, Australia.) Although again concentrating mainly on the Austral-asian area because of this show, other air mail material was also sold and Leski has periodic air mail sales well worth looking at. A Canadian cover of 9 Oct 1919 from Passboro N.S. to N.Y. sold for \$380.A. but the star item was a 1919 cover from Singapore with Ross Smith Vignette which after spirited bidding went for \$13,500.A. as opposed to a pre-sale estimate of \$4 - 5000. (Out of my league!)

The difference between a specialized show such as this and a major International event such as Philakorea is quite remarkable. This one was smaller, warmer, friendlier and of course with everyone speaking english and sharing the common interest of aerophilately was in many ways more enjoyable. However this is not to say that if within your reach you should give Capex '96 a miss. The CAS plans a number of events to cater to the Aero fraternity within the context of the largest show ever held in Canada. A visit (many visits if possible) will be very rewarding but if the Australian Aerophilatelic community can stage such a successful Aero event, why not us?

Mike Shand

(Continued)

AEROPEX and the FISA FREE CLASS OF EXHIBITS - continued:

2 - THE BACKGROUND TO THE FISA FREE CLASS - Alex Newall:

The idea behind it is to give people an opportunity to show whatever they wish without the usual restrictions based on strict rules as prescribed by FIP. The single restriction is that whatever is shown should follow the definition of Aerophilately, i.e.

Aerophilately represents a study of the development of airmail services and collection of documents relevant to such development.

Stamps and postal stationery issued specifically for use on airmail form an intrinsic part of such documentation.

Following this premise, any exhibit is admitted as long as one way or another it shows the development of airmail services. This may be an exhibit of regular flights just as much as casual mail carried in outlying parts of Australia, for instance, by their extensive Flying Doctor service.

Of course, judging of such loose material cannot have hard and fast rules, but the purpose of the exercise is to tell the exhibitor which part of his exhibit could qualify within the FIP regulations, mark it in this territory and also reward any effort within an aerophilatelic endeavour.

3 - THE EXHIBITS AT AEROPEX - Mike Shand and Jonathan Johnson

The recent Airmail Show in Adelaide, Australia, officially designated "A National Aero/Astra Philatelic Exhibition with International Participation", offered exhibitors the opportunity to display material in a "FISA Free Class". This was not listed as a Class in the initial Bulletins, Entry Forms or other such material nor, to the best of my knowledge was it anywhere defined in pre-show publicity. Nevertheless, there it was.

Eight entries were submitted in this Class although both National and International Sections invited exhibits showing (as one sub-class) "Exhibits of one airline, aircraft type or mode of air transportation". The Free Class exhibits were:

1) Recollections and Reflections of the De Havilland DH84 Dragon

A nostalgic look at the first suggested ideas that brought into fruition the 'Dragon' and includes covers of flights by a retrieved aircraft that lived to 'fly another day'.
(1 Frame.)

2) The MIPEX Hovercraft Mail

An experimental hovercraft mail was flown in Melbourne in 1963 in connection with MIPEX.
(1 Frame.)

3) A Commemoration of the World's First International Airmail Service (Vienna to Kiev, 1918)

Exhibit will describe the world's first international air service from Vienna (Austria) to Kiev (Ukraine) in March 1918. It will include covers which travelled part of the route (Vienna - Krakow - Lemberg (Lviv) - Kiev) and also various anniversary artifacts (covers, special cancels, stamps etc) issued by Austria, Ukraine and the United Nations Postal Authority to commemorate the flight. (1 Frame.)

(Continued)

AEROPEX and the FISA FREE CLASS OF EXHIBITS, The Exhibits - continued:

- 4) Airlines Servicing Australia
A look at airlines servicing Australia since 1945 through franking machines, postage paid imprints and airline stationery. (3 Frames.)
- 5) World Wide Airmails
Airmail postcards (world wide), aerogrammes (world wide), air covers used and mint (world wide), flight covers, balloon flight, airmail labels used (world wide), airmail postmarks (world wide). (3 Frames.)
- 6) Working Life of the DC-3
A short exhibit showing various DC-3s at work in times of war and peace along with other relevant material. (1 Frame.)
- 7) Commonwealth of Australia Airletters and Aerogrammes Printed Privately under Licence
This exhibit (involving extensive research) shows examples of airletter/aerogramme forms approved for private manufacture by the Postal Authority. It was mandatory to show the Licence or Aerogramme number and make provision for affixing a stamp of the required value on the front panel. (3 Frames.)
- 8) A First Exhibit - Bits & Pieces (1 Frame)
- A further three exhibits entered in other classes were transferred to Free Class by the judges. These were:
- 9) Airlines of the World
A collection of aeroplanes that belong to airlines of the world, large and small, past and present, identified by livery, registration or none as to their airline. Where possible a cover carried by the airline, a picture in airline livery and a passenger ticket. Also pre-stamped aerogrammes showing airline ticket. (5 Frames.)
- 10) Commercial Aviation
A collection of stamps, covers, meters etc showing the use and type of aircraft from the first mail planes to the supersonic. (6 Frames)
- 11) Indian Airmails 1911-47 (This last, although transferred, was for some reason, not available to judge).

The judging was not based on the traditional method to award medals. Exhibits were simply rated A, B & C. Those with an 'A' were No. 2, 4, 7, 9, and 10 as above. Based on what I saw I would say these had better material and had a more focussed theme than the others. (Mike Shand)

Numbers 3, 5, 6, and 8 received a "B"; number 1 a "C".

4 - MEMBER'S OPINIONS:

FISA Free Class, don't know what Mike wrote you, I enjoy viewing exhibits in which collectors are allowed to show a bit of history as well as covers. This does not mean that they can depart from a continuing story, however photos of aircraft, airline labels, tickets and other pertinent memorabilia may be a way to increase viewing of exhibits and it may bring additional exhibits from collectors not having the "big buck items" and not wishing to get their feet wet going up against traditional exhibits. In other words lets have more exhibitors and hopefully more viewer of those exhibits.

Jonathan Johnson

(Continued)

AEROPEX and the FISA FREE CLASS OF EXHIBITS, Member's Opinions - continued:

Re the FISA Free Class - I looked at the 8 that were in it, and thought they were interesting, but in general they wouldn't have done very well in a Competitive Class. From one of the meetings, when Free Class was talked about, I got the idea that Free Class was for people just getting into Exhibiting.

NELSON BENTLEY

This was the first time such a Class had been judged in Australia and it is understandable if not all the definitions and ground rules are completely clear. In my view it is a very useful addition to such an exhibition in allowing two types of entry that might otherwise be discouraged. First there are certainly those with virginal or limited exhibiting experience and who would like to start somewhere. Judges are pledged not to be overly critical but to give advice based on a real exhibit as to what could be improved or added to. Secondly almost all Aerophilatelists I know are interested in collecting collateral material, photographs of planes or pilots, autographs, timetables or the like. These are deeply frowned upon by traditional judges so much fascinating material is never exhibited.

If the exhibitor could organize such material as it relates to one aircraft or one airline significantly involved in the delivery of mail, it would be interesting to see an imaginative presentation along these lines in some future FREE CLASS.

MIKE SHAND

5 - THE FUTURE?

We have now had three very successful applications of FISA Free Class and, forgetting anything else which happened, it added at least a score to the ranks of true airmail collectors.

The next FISA Free Class will form part of the Swiss exhibition in Kloten (near Zurich) later this year.

Should your Organising Committee consider adding it to CAPEX, FISA would be prepared to help with further details, always remembering that our approach at the moment must be rather pragmatic.

ALEX NEWALL

CANADIAN AIRMAIL PERFINS - Trelle A. Morrow

The collectors of Canadian Airmail who are looking for diversion and expansion in material will find both challenge and interest in the private perfins. The O.H.M.S. perfins are well-known and are covered quite extensively in Wrigley's catalogue, "Canadian Postage Stamps Perforated and Overprinted".

The publication of interest to us in studying the Airmail Perfins is, "Canadian Stamps with Perforated Initials", by Johnson and Thomasson. The study of perfins generally has been carried on with vigour for some years and certainly this work by the BNAPS Perfin Study Group is of immense value to the specialists in other areas such as Airmail to name just one avenue.

In the Handbook the format provides a listing of various Companies that employed perfins together with the period of usage. The number of Companies employing perfins in the Airmail issues, 1928 to 1946, is over 40.

Included in the Airmail section of the perfin Handbook are listings for Scott's C1, C3, C4, C5, C6, C7, C8, and C9. One stamp, the Scott's C2, is not listed so presumably no perfin has been reported to date.

In conclusion, one can only say that preparation of a comprehensive Airmail perfin collection will call for a sharp eye. Material of this nature will crop up unexpectedly in dealer stock and general collections.

What is common? The Scott's C6 to C9 Airmails contain most of the perfins. Commonly found initials include;

CPR CNR CMS MLI S PS CBC

Perfins in the Scott's C1 to C5 grouping will require diligent searching.

AFTER FIVE DAYS RETURN TO
Royal Insurance Company Ltd.
P.O. Box 3087
Winnipeg, Manitoba.

VIA AIR MAIL



Messrs. McAra Bros. Agencies,
Regina,
Saskatchewan.

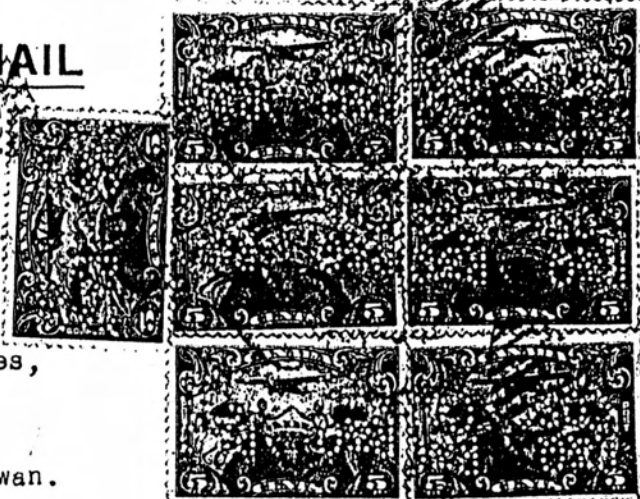
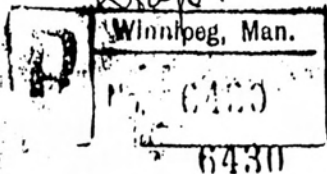


Illustration shows an Airmail Registered cover from Royal & Queens Insurance and franked with seven C1 perfin stamps.

(Continued)

CANADIAN AIRMAIL PERFINS, Trelle A. Morrow - continued:

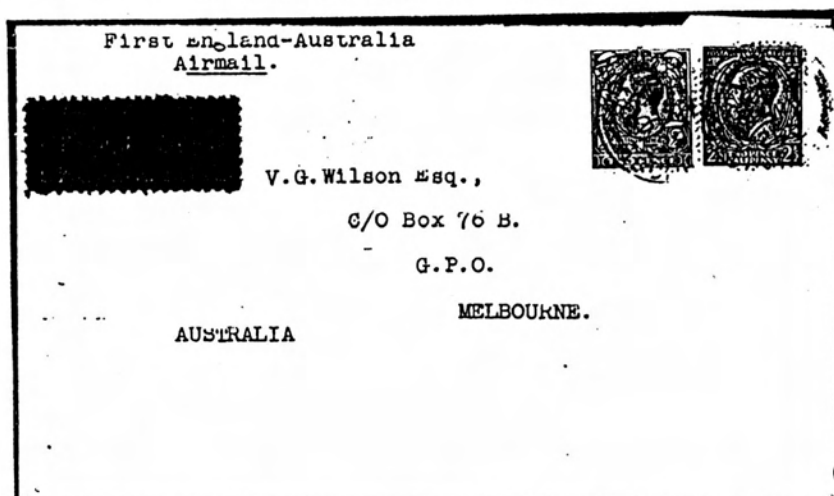
EDITOR'S NOTE: If you're stumped regarding the origin of some of the Perfins, so was I. - According to Trelle they are:

CPR Canadian Pacific Railway
CNR Canadian National Railways
CMS Consolidated Mining & Smelting Co.
MLI Mutual Life Insurance
S Swifts (in the meat packing business)
PS Province of Saskatchewan
CBC Canadian Broadcasting Corporation

Also note that the Royal & Queens perfin is inverted.

FOLLOW UP - FROM THE LAST ISSUE

FIRST ENGLAND - AUSTRALIA AIRMAIL, 1929?



QUESTION: This cover was mailed from Dorking, Surrey, on the 8th MAY 1929, and was backstamped in Melbourne on the 7th JUNE 1929. - Could anybody identify the route and airline it would have taken?

ANSWER: From J.R. Hill:

By May, 1929 the Air Mail from Great Britain traveled all the way to Karachi, mainly by the old RAF routes. Then the mail went by sea to Australia and then across Australia by land route. The air route in Australia was initiated on 2 June, 1929. Information can be found in "Stamp Collecting" 21 Sept, 1972, PP 157-159 in an article by W. Dudley Edwards, "A Brief History of the UK-Australasia Air Route" and details of the exact routing can be found in "The Postal History of the British Air Mails" by Edward B. Proud.

Thanks James, and thanks also to Jack Ince and Mike Shand for their replies.

REPRODUCTIONS OF COVERS AUTOGRAPHED BY CAPT. J. ERROLL BOYD, 1959?

QUESTION: An advertisement was prepared for these covers, but were any actually produced? - Did any member see the advertisement, and/or purchase one either at the time or since?

NO ANSWERS RECEIVED YET. (But the editor is still hoping for one.)

FOLLOW UP - continued

FOKKER AIRCRAFT IN CANADA

Jacques Bot has kindly supplied the following information:

I understand from Mr. Malott's note that your society is preparing a new catalogue. Maybe you can use the following (probably incomplete) information about Fokker aircraft and Canadian Philately (c/n = construction number):

1927	Western Canada Airways semi-official stamp
	c/n 406 G-CAGD Universal
	1927, February Western Canada Airways "City of Toronto"
	1930, November 25 Canadian Airways (successor to WCA)
	1931, December 17 H.R. McConarchie
	1932, September 22 Independent Airways
1928	Experimental Prairie Flights cachets
	c/n 810 G-CASM Super Universal
	1928, September 28 Western Canada Airways
	1931, April 4 destroyed by hangar fire, Stevenson Field
1980 (?)	vending machine booklet cover (in red and in violet)
	c/n CV137 CF-AJB Super Universal
	1929, September Canadian Vickers (stored until 1934)
	1934, February 28 Northern Transportation
	1935, August 29 Starrat Airways
	1942, November 6 broken up into spare parts
1982	bush aircraft stamp (60c)
	c/n 803 G-CASK Super Universal
	1928, August 17 Western Canada Airways
	1928, August 28 Dominion Explorers (chartered from WCA)
	1930, November 25 Canadian Airways (successor to WCA)
	1933, March 31 burnt during fuelling on ice, McMurray

INFORMATION NEEDED FOR THE AIRMAILS OF CANADA AND NEWFOUNDLAND

AIR MAIL SERVICE AND AIR STAGE SERVICE SECTION - Dick McIntosh

What you soon find as you start to carefully update existing catalogues is that there are many more questions that come to mind than can be answered. As co-ordinator of the Air Mail Service and Air Stage Services section. I would appreciate very much input on additions or corrected information on existing listings in AAMS Vol. 5, or any covers proposed for listing. Some people have already been very helpful.

There are a few specific questions for which the working group need answers. If you can help, please let me know.

The following covers to 1930 are listed but we have no proof that they exist. If you do, please advise us and send a photocopy if possible of front and back.

Dec. 25, 1927 La Mailbaie - Franklin #502a AAMS 5V4
 Oct. 26, 1926 Victoria to Seattle, crash cover (unlisted)
 Jan. 11, 1928 Moncton - Grindstone Island AAMS 5V4 #505. Any post offices other than Grindstone or House Harbour

Covers exist from Leamington to Pelee Island (backstamped which is usually reserved only for flown covers) in Oct. and Nov. 1927 when the first flight, #501, is noted on Dec. 14. Explanation?

April 13, 1928 (or 1929) covers Postmarked Blanc Sablon and signed by the lighthouse keeper who was part of Bremen Greenly Island escapade. Any explanation?

(Continued)

INFORMATION NEEDED FOR THE AIRMAILS OF CANADA AND NEWFOUNDLAND

AIR MAIL SERVICE AND AIR STAGE SERVICE SECTION - continued

Experimental Prairie Flights Dec. 10-29, 1928. This three-week service was flown as weather and mechanical problems allowed. There were six interconnecting routes and all were not flown each day and some points may have been overflowed. Postmarks and backstamps reflect late flights and tardy post office backstamps but we cannot differentiate which. Does anyone have information on which days mail was actually flown and to which points - based on post office or flying records?

Feb. 17, 1929 Newark -Montreal opening Newark Airport. Name of airline and pilot needed.

Sept. 14-17, 1930 Ford Reliability Tour in Canada. Covers known for most points. Anyone have Sept. 16 Moosejaw, Sept. 18 Calgary, Sept. 19 Lethbridge?

Other covers listed in AAMS 5th edition but not actually seen include:
(confirmation of existence and photocopies if possible would be appreciated.)

231 A	246 D	253
231 B	247 all legs	254 both legs
233	247 A	
236 A		

Varieties on places, dates and ships in Red Bay and Bradore Bay flights.

276	327	350, K, L
289 B	330	352 Only F, J, K seen
302 all legs	340 all legs	353
305 all legs		356, D only seen
306 both legs		
310 all legs		
316		

544	601D & E	614 all legs	640 all legs
545	602 all legs	616 A	641 A
560 all legs	603 A	617 A	645 A
575 A	604 A	618 A	650 A
577, Only A and D seen	612 A	627 all legs	660 all legs
596			

613A 1938, July 9 -- January 27, 1940 -- Montreal to Edmonton via Fort Ross, N.W.T. & Coppermine, N.W.T. (First Arctic Experimental Mail Test North West Passage Route East to West). Montreal-Edmonton (50 pieces)
a. Other Points-Edmonton (3 pieces) all legs

628 A
661 all legs
662 all legs
663 A
664 A
670 A
675 A
676 A
677A

That's enough requests for information for now. There may be more for the next issue of the Canadian Aerophilatelic.

Please send information to:
Dick McIntosh
47 Aldenham Crescent
Don Mills, Ontario
M3A 1S3
or phone: (416) 447-1579

(Continued)

INFORMATION NEEDED FOR THE AIRMAILS OF CANADA AND NEWFOUNDLAND - continued:

SEMI-OFFICIAL FIRST AND SPECIAL FLIGHTS - Murray Heifetz

In updating the listings in the current Volume IV of the AAMC there are a number of items that have to be reverified. Some are because there is doubt about the current information. Some are because they have not been seen recently. The list below covers all items of concern. What we need urgently is for collectors who have or know anything about the items to send me the information, hopefully with a photocopy of the cover if they have one. Replies should be sent to 49 Ternhill Cres., Don Mills, Ont., Canada, M3C 2E4.

LAURENTIDE AIR SERVICE

Any cover with CL1 or CL2 dated Sep. 11, 1924

Any cover dated Sep. 16, 1924 (2 were reported in Marquis of Bute sale)

JACK V ELLIOT AIR SERVICE

Any covers posted with dates between March 7 and 9, 1926

Dates of any covers with either the single oval "Mining Division" or the double oval "Gold District" cachet. Also, any usage of these cachets on covers flown by Western Canada Airlines or Patricia Airways & Exploration

PATRICIA AIRWAYS & EXPLORATION

Covers or data for CL13 on Aug. 26, 1926 Red Lake-Woman Lake or vice versa

Covers (need arrival pm) Mar. 31, 1927. Haileybury-Rouyn with CL14

Aug. 4, 1927 Ft. Hope-Sioux Lookout with either CL27 or CL28

Sep. 24, 1927 Red Lake-Lac du Bonnet with CL20

Any usage of CL19 or CL25 prior to June 25, 1927 (We know of one in May)

We need earliest dates of usage (send any you have) in 1927 of CL15, CL16, CL24, CL26, CL28, and CL30 or any of the sub numbers of these groups. Most known covers are flown in March 1928 by Patricia Airways.

WESTERN CANADA AIRLINES

July 24, 1927 Rolling Portage - Winnipeg

Feb. 27, 1928 Narrow Lake-Sioux Lookout - any earlier dates without routing via Rolling Portage

Oct. 9, 1928 Lac du Bonnet - Long Lake with either the one line or two line Long Lake overprint on the Western Canada Airlines stamp

July 19 or 20, 1929 Allan Water - Cat Lake and return

PATRICIA AIRWAYS

Any covers tied with semi official stamp dated between March 5 and March 9, 1928

Examples of covers dated between Feb. 4 and Mar. 9, 1928 franked with stamps of Patricia Airways & Exploration also with their cachet

CHERRY RED AIRLINES

June 15, 1929 Price Albert - Lac la Ronge and return

July 3 and July 23 Rottenstone Lake - Prince Albert and return

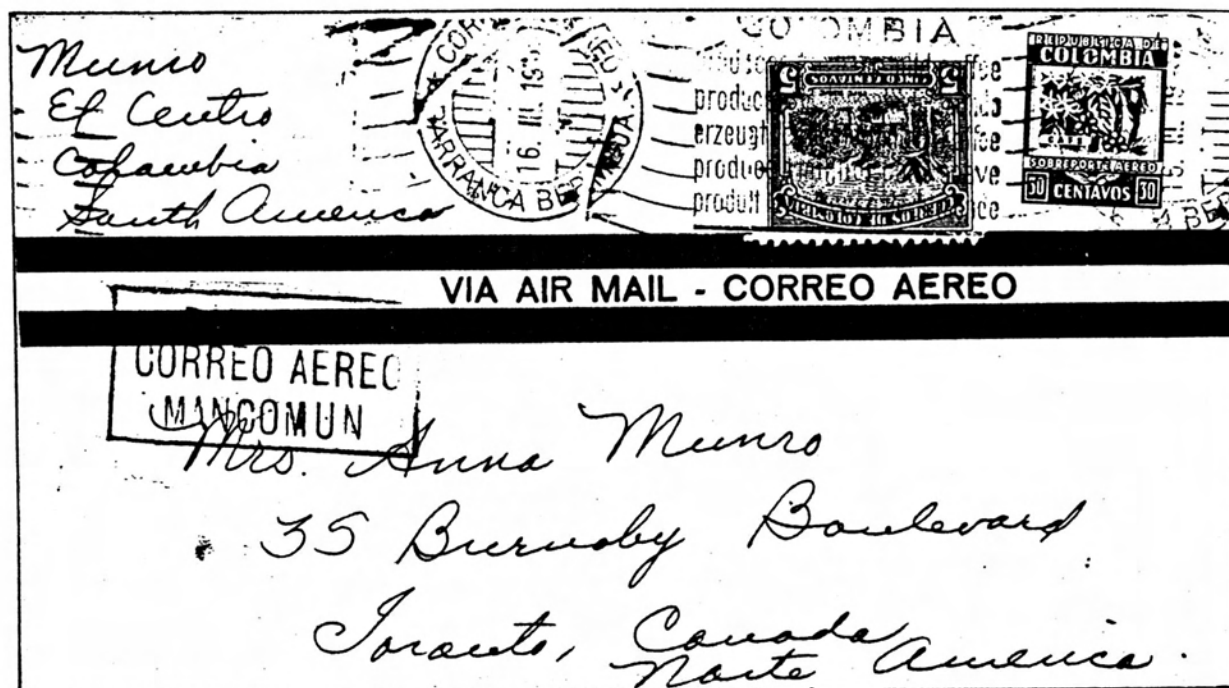
Your cooperation will be most appreciated and is essential if we are to have an up to date catalogue with many previous errors corrected. If you have any comments or suggestions with respect to the catalogue not necessarily related to any of the above, they will be most welcome in any case.

For your guidance, the catalogue numbers shown above are from the Unitrade numbering system which we expect to be used in the new catalogue. The new 1995 catalogue is now available and it has a much improved semi-official listing as well as a new updated listing of proofs and essays.

QUESTIONS?

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 newsletter; hopefully another member will know the answer and send that in; and then I'll publish the answer in the following newsletter.

COLUMBIA TO TORONTO IN TWO DAYS - 1939!



Backstamped:

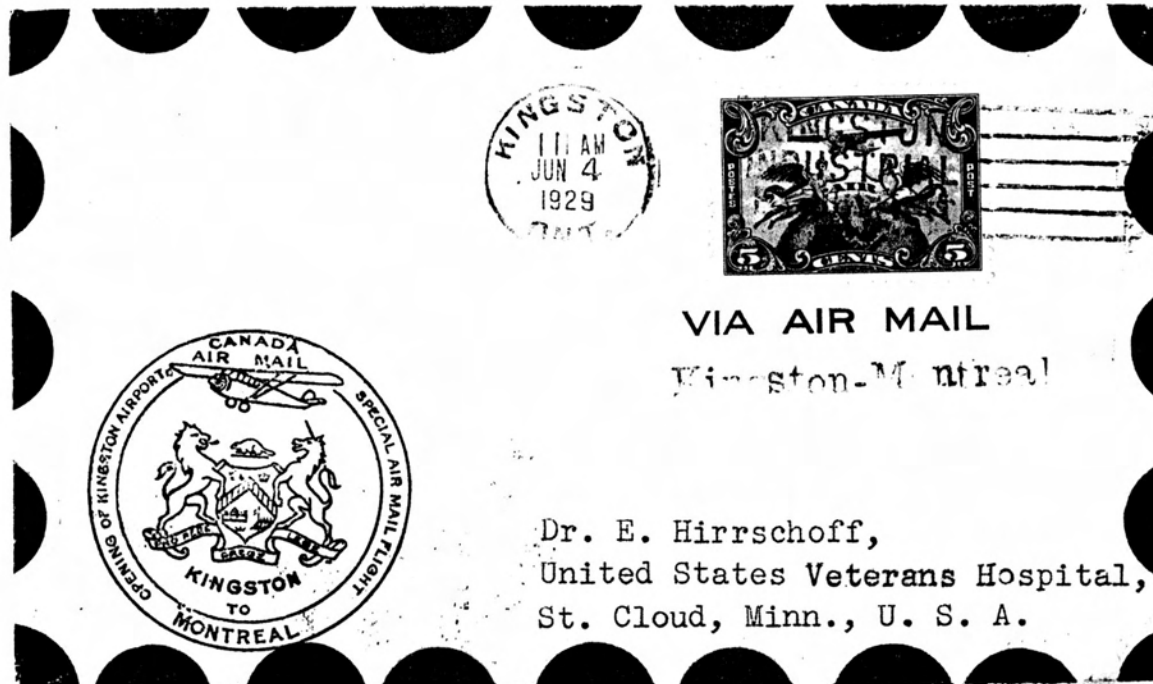


This cover was mailed in Columbia on the 16th March 1939.

Does anybody know:

- was FAM-5, which started in May/June 1931, still being operated by Pan American Airways in March 1939?
- what route from Panama City or Miami, was this cover carried on to arrive in Toronto just two days later?

Note for new readers: FAM is the abbreviation for Foreign Air Mail Route, and refers to an international route awarded by the United States Post Office. - The abbreviation CAM refers to a Contract Air Mail Route, flown within the United States.

THE OPENING OF KINGSTON AIRPORT - 1929.

This cover is from one of four airmail flights organized as part of the celebrations for the opening of Kingston Airport. - The regular air mail flights from Toronto to Montreal, and from Montreal to Toronto, both made special stops at Kingston that day.

The fact that the Canadian Post Office considered it worthwhile to produce four different cachets, suggests that they thought the opening celebrations would be a big event. The response of people in Kingston, and aerophilatelists internationally, indicates they were correct! - According to the headline in the *Kingston Whig-Standard* the next day, "TEN THOUSAND PEOPLE SAW MOST INTERESTING PROGRAM AT AIRPORT"; and according to the *American Air Mail Catalogue*, a total of 26, 849 covers were carried on these flights.

Today, however, attitudes to aviation have changed, and this cover was purchased by me for \$2.00.

When it was prepared in 1929, this cover would have been mailed to the Postmaster in Kingston, at a cost of 2 cents postage, and also required a 5 cent stamp on the cover itself, for a total cost of 7 cents, which was approximately the cost of a quart of milk in 1929. Today quarts of milk are no longer sold in Canada, but the equivalent quantity, (1.16 litres), costs about \$2.25!

This cover was therefore prepared by a collector, sent to Kingston, flown to Montreal, returned to Minnesota, and presumably placed in a collection as a valued item; to emerge some 65 years later at a time when interest in aviation has waned, and be sold for less, (in purchasing power), than the cost of the postage originally involved!

I think the attitudes of the collectors who prepared these covers is an intriguing part of their history. - I would like to correspond with anybody who prepared a cover for this flight, and hear their opinions on the change in attitudes towards aviation and aerophilately from 1929 to 1995.

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

SALES AND WANTS

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.

JOSEPH BERKOVITS

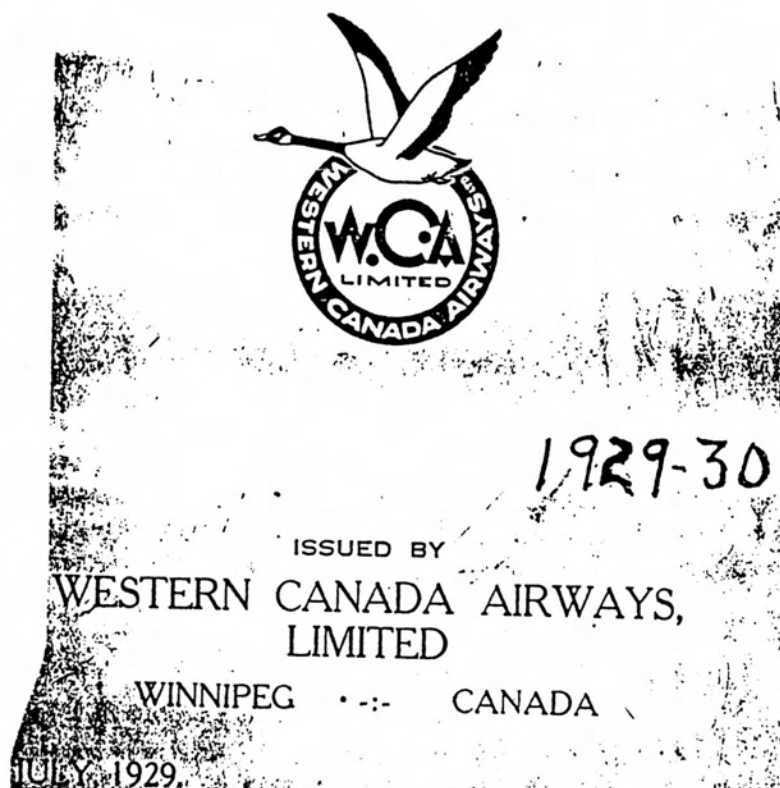
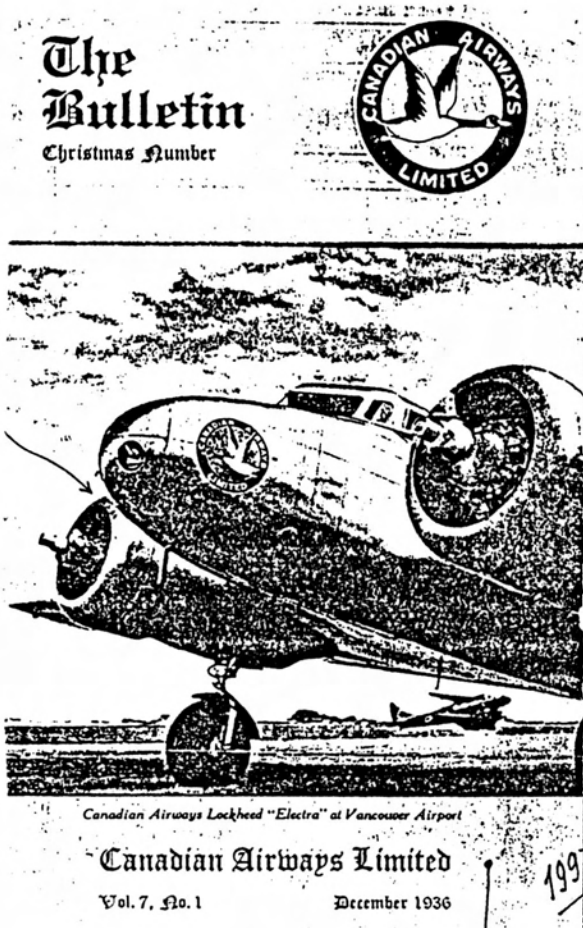
260 Adelaide St. E. # 33
Toronto, Ont., M5A-1N0
Phone or Fax (416) 635-1749

WANTED URGENTLY:

- THE BULLETIN of CANADIAN AIRWAYS LIMITED or WESTERN CANADA AIRWAYS LIMITED from the late 20's to the late 30's, to complete my research library.
- THE COLLECTORS CLUB: New York, N.Y.
Vol. 33, May 1954, and Vol. 39, No. 4.

I thank you kindly.

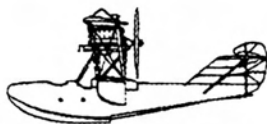
"THE BULLETIN"



(Continued)

SALES AND WANTS - continued:

WANTED - BRITISH COLUMBIA AIRMAILS



BOEING B-1

J.A. (Jim) Brown

7936 SWANSON VIEW DRIVE, R.R.#1, PENDER ISLAND, BRITISH COLUMBIA, CANADA, V0N 2M0

Since I retired in 1984 I have endeavoured to obtain as much British Columbia air mail history as possible plus my other specialty of FAM2.

I will gladly pay catalogue price for AAMC # 285-285q Edmonton-Fort St. John with stops at Grande Prairie Dawson Creek and Peace River.

Also: AAMC #287a - Dawson-Whitehorse & return.

: AAMC #602-e - Whitehorse- Dawson.

: AAMC #614-c - Fort Nelson-Fort Liard and return.

: AAMC #628-a - Carcross-Atlin and return.

: AAMC #305-c - Kamloops-Fort St. John and return.(For these I will pay double!)

: AAMC #645-a - Whitehorse-Watson Lake and return.

: AAMC #352-k - Vancouver-Prince Rupert and return.

I am also looking for covers on FAM2. the Victoria-Seattle route from 1920 to 1937. If you mention this please ask if anyone has a cover or covers for sale they let me know the date and time on the postmark and backstamp. I have just written a book about Eddie Hubbard who had the run from 1920 to 1927 (he lost the contract for one year in this period) and hope to have it published in the fall. This year is the 75th anniversary.

WANTED - RUSSIAN SPACE FLIGHTS

Alan McLellan is looking for any astrophilatelic material of Russian space flights, particularly covers from 1957 to 1986, and also the Apollo-Soyuz flight.

Alan's address is: 110 Hochelaga Street E.,
Moose Jaw, Saskatchewan S6H 0N7

NEXT ISSUE DEADLINE

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 August 31st.

MEMBERSHIP RENEWAL

80	Paul Dinger	June 95-96	No member renewals for July
183	Robert A. Haslewood	June 95-96	
91	James Ross Hill	June 95-96	No member renewals for August
42	Robert H. Jamieson	June 95-96	
149	Frank Kendle	June 95-96	
87	Roland F. Kohl	June 95-96	
92	Robert W. Marcello	June 95-96	
177	John Masella	June 95-96	
124	Reuben A. Ramkissoon	June 95-96	
181	John Bernard Trowbridge	June 95-96	
139	G. A. Wilson	June 95-96	

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 3 month period of each issue of the newsletter will be notified. Membership cards will be mailed upon receipt of payment. Final renewal notices will be mailed out to members who have not replied.

Please return this form to the Secretary with your payment. Cheques, Money Orders etc. to be made payable to the **Canadian Aerophilatelic Society**. The Membership Due is \$10.00 Canadian per year.

Membership No.: _____ Renewal Month: _____

Name: _____

Address: _____

Mail notice to: Ron Miyanishi, Secretary
124 Gamble Ave.
Toronto, Ontario
CANADA M4J 2P3

Secretary's Use Only

Date: _____

Payment: _____

MEMBERSHIP APPLICATION FORM

THE CANADIAN AEROPHILATELIC SOCIETY has approximately 150 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 _____

EDITOR'S LAST WORD AND REMINDER

Please send all items for the next issue of *The Canadian Aerophilatelist* to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by August 31st.