



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

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 Aérophilatéliques) - Club Member

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Secretary:	Ron Miyanishi, 124 Gamble Avenue, East York, Ontario M4J 2P3	Tel: (416) 421 5846

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

March 1996

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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CONTENTS:

PAGE:

NOTES FOR NEW READERS	2
NEWS - NEWS - NEWS	
including: Notice of the Annual General Meeting	3
A lunch for Aerophilatelists at ORAPEX	7
FEATURES:	
- CAPEX '96 - a guide for Aerophilatelists	9
- Aerophilatic Exhibiting: a guide to the FIP Regulations	12
- Patricia Airways & Exploration Limited: Malformed "O" Variety	16
FOLLOW UP - comments on stamps and covers in recent issues	
including: The use of "Air Mail Deletions" to determine a route	21
QUESTIONS - information wanted on some intriguing covers	25
SALES AND WANTS	30
NEXT ISSUE - CAPEX REPORTS - DEADLINE JUNE 21st 1996	30
MEMBERSHIP RENEWALS / MEMBERSHIP APPLICATION FORM	31 / 32

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, recovery ships, etc.

The Canadian Aerophilatelic Society aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.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 JOP 1X0.
- a "sales department", with a variety of 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:

- for general information on all Canadian airmail stamps and covers up until 1950, 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, ON K2H 6R1, for \$8.00 including postage.
- for detailed information on early air mail flights, stamps, and airlines, *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*, C.A. Longworth-Dames, published by Unitrade Press, Toronto. (Semi-official stamps 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, or help with the cost of the service.)
- 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

ANNUAL GENERAL MEETING

The 1996 AGM of the Canadian Aerophilatelic Society will be held at 8.00 a.m. on Saturday June 15th as part of CAPEX in Toronto.

SNOWBIRDS - 25th ANNIVERSARY COVERS



SK
S0H 0N0

Flown By The Snowbirds
25th Anniversary Final Show
15 Wing CFB Moose Jaw, Sask.
14 July 1995

Wing Position No. *in York 6*

Congratulations to Alan McLellan for designing and producing these covers, and for arranging for them to be flown by the SNOWBIRDS.

Some of the covers have been autographed by the pilots, some have been signed by the flying technician crews, and some have a cachet cancellation.

The covers are #10 envelopes, and priced at \$5.00 each or \$40.00 for a set of 9, (postage included). - They can be ordered from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1.

SECRETARY'S REPORT

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

- #243 Jim Miller, Kamloops, British Columbia
- #244 James A. Thompson, Perris, California, U.S.A.

We now have a total of 156 members: 94 Canadian, 27 in the U.S.A., 20 overseas, and 11 Complimentary. - This is a very satisfactory increase from the 126 paying members we had at this time last year.

TREASURER'S REPORT

31 December 1995

Bank Balance as of 31 May 1995 \$ 557.85

INCOME STATEMENT

Dues, new members	276.35	
Dues, renewals & reinstated members	707.95	
Pins, CAS & CAPEX-96	89.29	
Sale of CAS items by mail & auction	268.77	
Sale of CAS Snowbird covers	700.49	
Ad in "The Canadian Aerophilatelist"	25.00	
Copies of Canada and Newfoundland section of AAMS, Volume 4	28.00	
Donations from a member	25.00	
Interest on Account32	
	<u>\$ 2,121.17</u>	\$ <u>2,121.17</u>
		\$ 2,679.02

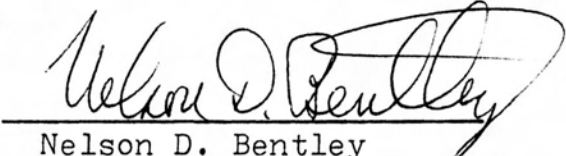
EXPENSE STATEMENT

Cheques to R.K.Malott, Pres. for postage, engraving, copies, Sherwater Air Show covers & discount postage	646.59	
Cheques to R.Miyanishi, Sec. for postage & suppl.	94.55	
Cheques to C.Hargraves, Editor for post. & suppl.	138.74	
Cheques to L.Scullion, typing for Can. & Nfld. A.M. Catalogue	408.16	
Cheques to Rapid City Plus, copies & staples for Newsletter	1,073.73	
Swiss Franc M.O. for FISA membership	90.66	
RPSC Chapter dues	20.00	
AAMS Chapter dues	12.48	
Cheque to Elmer W.A. Cleary for D.Koelewijn book for Library	20.84	
Service Charges on Account	10.03	
	<u>2,515.78</u>	\$ <u>2,515.78</u>
		\$ 163.24

Note #1: \$110.12 - 31 May
6.30 - Service Charge
 \$103.82
.13 - Interest
 \$103.95

Note #2: \$1,000.00 GIC at 7.5% due 3 Nov.1997

Signed


 Nelson D. Bentley
 Treasurer C.A.S.

PRESIDENT'S REPORT



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

Greetings to all members and friends of the Canadian Aerophilatic Society. It is a great time to be a philatelist, particularly an aerophilatelist/astrophilatelist, in Canada. CAPEX'96 is only three months away with all of its wonderful benefits of meeting old and new friends, visiting the different society and dealer booths, attending lectures and annual society meetings, and of course viewing and studying the fabulous philatelic exhibits. There will be over 600 exhibitors of all types of philatelic material, including our major areas of interest - Aerophilately and Astrophilately. I urge all members to make a maximum effort to visit CAPEX'96 for as many days as possible.

The last three days will be of major interest to our Society for all three days, 14 - 16 June 1996, as a FIP judging seminar, the FISA XXXVI Congress, the CAS/AAMS dinner at the Royal Canadian Military Institute (RCMI), the annual meetings of the CAS and the AAMS, the long awaited book-launch of "The Air Mails of Canada and Newfoundland", at least one aerophilatic lecture (more time was requested for lectures but at present only one hour has been allocated), and the annual AAMS Sunday morning breakfast and auction will be held. Editor Chris Hargeaves will enlarge elsewhere in "The Canadian Aerophilatelist" concerning the activities at CAPEX'96. Also enclosed is a return survey form for all members to read, fill in, and return to me by 15 April 1996 for review to determine what our attendance will be at the various functions. Do not forget to volunteer an hour or two at the CAS/AAMS booth to help spread interest in our hobby - Aerophilately - Astrophilately. If you have any surplus aerophilatic items why not bring them to the booth to pass on to interested young people who may wish to start collecting aviation themes.

Through the cooperation of our members the CAS has made excellent progress since its beginning in 1986. Past President Wing Commander Pat Sloan and I, the present President, extend our thanks for your individual support over the years. We trust that each of you have obtained guidance in the development of your individual collections. Our greatest achievement will be witnessed on Saturday, 15 June 1996, when our new catalogue, "The Air Mails of Canada and Newfoundland", will be launched at the CAPEX'96 Toronto Convention Centre. There were 42 collectors, dealers, and researchers who assisted in this challenging project over the last four years. In the preface of the catalogue I pay tribute to each of these hard workers. Chris Hargeaves will review the content of the catalogue and name the main contributors in our next newsletter. The catalogue will be 350 - 400 pages and priced in the \$25.00 - \$30.00 US range.

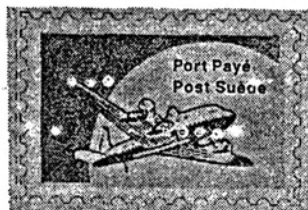
Only through the cooperation, leadership, and hard work by Dan Barber, Editor-in-Chief of the American Air Mail Catalogue, and the Executive of the American Air Mail Society over the past four years has this project been made possible. The CAS provided the labour and some funding, and the AAMS provided the bulk of the finances and the technical knowledge to produce our catalogue. Our mutual cooperation has been most beneficial to all concerned. Our work has just started, however, as there will be many new facts to incorporate into our next edition to be published within three to five years. If you are present at CAPEX'96 on Saturday, 15 June 1996, and if you are interested in the air mails of Canada and Newfoundland, plan to attend the book launching. Most of the main contributors to the catalogue will be present and all will be pleased to autograph copies purchased at that time. The opportunity to meet world famous Aerophilatelists and Astrophilatelists on your doorstep will not come again for many years. Plan to attend CAPEX'96 and to advance the pleasures of your hobby. See you at CAPEX'96.

(RK Malott)

Major (Ret.) President Canadian Aerophilatic Society

SPANISH/SWEDISH TOURIST AIRMAIL !!!

Tourists Fly With Their Own Mail?



What would you call stamps that are printed in one country, only sold in another country, are only valid for mail to a few select countries and are available through your travel agent?

The philatelic press the world over is talking about tourist stamps made in Sweden for Swedes on vacation in the Canary Islands.

Apparently some travel agencies got the idea that tourists were fed up with how long the mail takes to get from the Spanish administered islands to friends at home (long after the vacationers get home). So on December 13, 1994, four agencies began selling "stamps" to validate mail sent on charter planes from the islands and then placed in the regular mail stream at Arlanda Airport.

Apparently three of the four agencies are from Sweden and one from Norway. Sweden Post is picking up the tab. Delivery is made only to Sweden, Norway, Denmark and Finland.

The stamps come in booklets printed by Rondotryckeriet in Göteborg. A single stamp franks a postcard, two-frank a letter. Sweden Post isn't selling these stamps in Sweden.

So far I haven't heard what the Spanish Post Office thinks about this. Does the UPU have any postal conventions to cover this? Looks like a global marketplace for mail delivery to me, except that it is, at least for now, a kind of "perk" from the travel bureaus.

The booklet cover reads (in Swedish): "Postage for your vacation greetings." Now Swedish tourists, at least in the Canaries, can use their own stamps while catching rays closer to the Equator than the Arctic Circle.

Of course there are four face different stamps in a configuration so that you have to buy three booklets of twelve stamps to get the set. (I received information from both Lizabeth Stamp Co. and Rolf Gummeson..) — J.L.

This item is reprinted from *C.A.M.S.*, the newsletter of the Chicago Air Mail Society: it originally appeared in *Posthorn*, which is published by the Scandinavian Collector's Club.

As the author asks in the first paragraph, what do you call these stamps?

NEW BOOK: *BERMUDA BY AIR*

The Bermuda Catalog Project announces the release of *Bermuda by Air: A Handbook and Catalog of Bermuda Aerophilately*, compiled and written by Charles E. Cwiakala and edited by Robert W. Dickgiesser.

The complete aerophilately of Bermuda is listed, numbered and priced, with many of the entries being documented in philatelic literature for the first time. The listings begin with the 1919 U.S. Navy's exhibition flights over the islands, and continue through the 1995 first flights by *Kiwi Airlines*, *USAir*, and Germany's *Condor Airlines*. Many lesser-known but notable flight events are included: the American, Canadian, British and French pioneer flights of the 1920's-1930's, the various *PAA* and *Imperial Airways* commercial survey flights of the 1930's-1940's, and the World War II trans-Atlantic military flights of Royal Air Force Ferry Command. A chronological index of all flights affords an easy reference to any items in question.

The book is 160-page, 8½" x 11" format, hard-bound with close to 100 illustrations.

Orders to: Robert W. Dickgiesser, P.O. Box 475, Derby, CT 06418-0475

Price, including postage and handling, is \$69.00 U.S.

A LUNCH FOR AEROPHILATELISTS AT ORAPEX

ORAPEX 1996

Ottawa's National Stamp Exhibition

35th Annual R.A. Stamp Club Exhibition and Bourse

Hockey Rink
R.A. Centre
2451 Riverside Drive
Ottawa, Ontario

Saturday May 4, 1996 10 a.m. - 6 p.m.

Sunday May 5, 1996 10 a.m. - 4 p.m.

Free Admission and Parking

It has been suggested that members visiting ORAPEX might like to get together for lunch at noon on Sunday May 5th, and talk about aerophilately/whatever.

If you are interested, please contact Mike Shand for more details, tel: 613 225 4254.

SECOND AEROPHILATELIC SYMPOSIUM IN TORONTO

Another all-day symposium is being planned for November, and will probably be held on the same weekend as the CSDA Fall show. It is hoped that everybody who attended last year's symposium will participate again, together with many members who didn't.

More details should be available in the next newsletter.

BOOK REVIEW: *THE GOLD MINES OF RED LAKE*

THE GOLD MINES OF RED LAKE

D. F. (Don) Parrott

Published 1995 by the author, 6" X 9",
255 pages, hard cover, maps, photographs,
bibliography, \$35.00 (postpaid, GST incl)
available from the author at 204 - 120 S
Cumberland St, Thunder Bay, ON, P7B
5R7

Why review a book on mining in an aviation-oriented publication? In this case there are several reasons, the most obvious being that, of the 200 or so pictures that rather lavishly illustrate the book, almost half are of aircraft and their crews. And aeroplanes have featured very prominently not only in prospecting but in setting up many mining operations.

Author Parrott describes how such unlikely machines as the Curtiss JN-4 and the Curtiss HS-2L were pressed into service during the very earliest Red Lake activities. Happily they were soon succeeded by more practical Fairchild, Fokker, Bellanca, Junkers, Waco, Lockheed, Beech, de Havilland and Stinson types as well as the early Norseman. Operators included Jack V. Elliot Air Service, Patricia Airways, Western Canada Airways, Canadian Airways, Starratt Airways, Wings Ltd and others. Among the pilots were such storied names as A. H. (Harold) Farrington, H. A. (Doc) Oaks, C. H. (Punch) Dickins, A. E. (Jock) Jarvis, A. N. (Westy) Westergaard, Art Schade, W. E. (Bill) Catton, Stuart McRorie, F. R. (Roy)

Brown, M. E. (Milt) Ashton, H. Hollick-Kenyon, Z. L. (Lewie) Leigh, Rex Kitley and many more. During the summer of 1936, Red Lake was demonstrably the busiest airport in the world.

While the text deals exhaustively with the discovery and development of the many mines in the area the casual reader will be intrigued by the hardy, resourceful and often colourful men (and women) who were involved. The author was one of them. Although Don Parrott has retired to Thunder Bay, most of his life was spent in Red Lake, mining — he can speak with authority. This is his fifth book on the subject. He is also one of the very earliest CAHS members.

WILLIAM J. WHEELER

This review originally appeared in the *C.A.H.S. Journal*, which is the very informative quarterly magazine of the Canadian Aviation Historical Society. — For more information regarding the C.A.H.S. contact The Membership Secretary, P.O. Box 224, Willowdale, Ontario M2N 5S8.

CHALLENGER JET ON NEW CANADIAN STAMP

A set of four stamps commemorating High-Technology Industries in Canada were issued on February 15th 1996. - Featured are: Aerospace Technology, Biotechnology, Information Technology, and Ocean Technology.

The aerospace stamp highlights three major products of the industry: propulsion systems, integrated aircraft design and manufacturing, and avionics. The stars allude to space-related projects like satellites.

The left side of this stamp features a photograph of the blade of the PW305 turbofan engine manufactured by Pratt & Whitney

Canada of Longueuil, PQ for medium-sized jet aircraft produced by several manufacturers, including Learjet. The aircraft shown on the stamp is a Canadair Challenger 601-3R. The right side features an avionic screen display created by Canadian Marconi Company specifically for the stamp.

There seem to have been some late design changes for this stamp, as the stamp issued is different from the illustration in Canada Post's *Canada's Stamp Details* for January/February 1996:



Issued



Illustrated

A NEW COMPUTER SOFTWARE PROGRAM TO CREATE ALBUM PAGES.

"My Album" is a user friendly computer software package that lets you create, from scratch, the album to fit your collection. Easy to master. In a very short time you will be creating the pages you want on which to display your collection. "My Album" also lets you keep a detailed inventory, by country or theme. The categories can be further divided into sub categories as you wish.

My Album requires "a 386 computer with Windows 3.1 or Windows 95", and costs \$160.00 U.S. - For more information contact: Robert Drummond, Drummond House of America Inc., 212 Raymond Road (Unit - 3), Nottingham, New Hampshire 03290, U.S.A.

OBITUARY: DOUGLAS (WRONG WAY) CORRIGAN.

Died: U.S. folk hero **Douglas (Wrong Way) Corrigan**, Saturday in Orange, California. He was 88. In 1938, Corrigan "mistakenly" flew solo across the Atlantic. U.S. aviation officials in New York had forbidden Corrigan to make a transatlantic hop, saying his plane — which he bought used for \$310 and

modified for long-distance flight — wouldn't be safe weighted down with all that fuel. Corrigan said he would fly back to Long Beach, California. But somehow the 31-year-old pilot landed in Ireland. "My compass froze," he said. "I guess I flew the wrong way." He stuck to that story all his life.

OTTAWA CITIZEN, 13th December 1995.

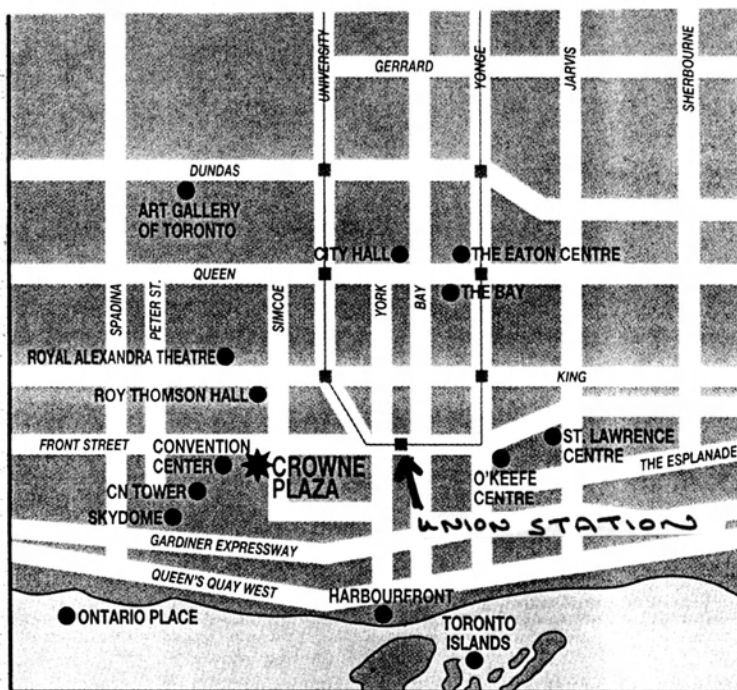
OBITUARY: FERDI VOLK, MÖNCHENGLADBACH.

Ferdi Volk prepared many of the flight covers by Lufthansa from Germany to Canada and return.

He died on the 20th August 1995.

CAPEX*96 - A GUIDE FOR AEROPHILATELISTS

WHERE - METRO TORONTO CONVENTION CENTRE, on Front Street, a five minute walk west of Union Station and subway station.



★ CROWNE PLAZA TORONTO CENTRE — SUBWAY ROUTE

WHEN -

SHOW HOURS / HEURES D'OUVERTURE

June 8 juin 1996	Saturday / Samedi	10:00 to/à 18:00 hrs
June 9 juin 1996	Sunday / Dimanche	10:00 to/à 18:00 hrs
June 10 juin 1996	Monday / Lundi	10:00 to/à 18:00 hrs
June 11 juin 1996	Tuesday / Mardi	10:00 to/à 18:00 hrs
June 12 juin 1996	Wednesday / Mercredi	10:00 to/à 18:00 hrs
June 13 juin 1996	Thursday / Jeudi	10:00 to/à 20:00 hrs
June 14 juin 1996	Friday / Vendredi	10:00 to/à 18:00 hrs
June 15 juin 1996	Saturday / Samedi	10:00 to/à 17:00 hrs
June 16 juin 1996	Sunday / Dimanche	10:00 to/à 16:00 hrs

HOW MUCH -

ADMISSION PRICES / PRIX D'ADMISSION

Adults / Adultes	\$8.00	Three Ticket Pack* / Livret de 3 billets *	\$21.00
Seniors / Aînés	\$4.00	Beaver Club Membership	
Children / Enfants	\$4.00	Carte de membre du Club "Beaver"	\$100.00

* Available only by mail order at the CAPEX '96 Office and only until May 31, 1996.

OFFICE / BUREAU

MAILING ADDRESS / ADRESSE POSTALE

P.O. Box 204, Station Q
Toronto, Ontario
M4T 2M1 CANADA
Telephone: + (416) 482-1996
Facsimile: + (416) 482-8182

E-MAIL ADDRESSES / ADRESSES E-MAIL

CAPEX'96@PARRASSOC.COM or/ou
CAPEX-96@GENIE.GEIS.COM

FOR GENERAL INFORMATION POUR RENSEIGNEMENTS GÉNÉRAUX

Toll Free (North America) 1-800-946-9696

WORLDWIDE WEB LOCATION SITE INTERNET

<http://www.interlog.com/~parrasoc/capex.html>

WHO TO TALK TO -

ADMINISTRATION

Executive Director / Directeur exécutif
General Manager / Directeur général
Systems Programming / Programmeur Analyste
Research / Recherche

Denis Hamel
Andrew D. Parr
Daryl Oliver
Grégoire Teyssier

CAPEX: THE AEROPHILATELIC EXHIBITS -

Australia's Contribution to the Development of World Airmails 1914-34
New Guinea and Papua 1927-1949
Pioneer Australian Airmails
Airmails of New Zealand 1919-1940
Yukon Airways and Exploration
Sinkiang Air Postal Service Collection (1931-1949)
Zeppelin Air Mail
Vuelos Precursores en Colombia
Scdta el primer Correo Aero de Colombia
Czechoslovakia - Airmail Stamps 1920-1939
Egypt Airmail, 1926-1946
1870-1920: 50 années de poste aérienne et son évolution chronologique
Deutsche Luftpost nach 1945
USA Zeppelin-Post
Luftpost Indien 1911-1938
Indian Airmails-Its Development and Operation (1911-1942)
Air Mail of Iran, Covers 1922-1945
Airship "Hindenburg" Mail
Interrupted Airmail
Regional Airlines of New Zealand to 1947

The Use of OAT Cachets on Air Mail
Les pionniers de l'air et les débuts de la poste aérienne en Roumanie
Airmail to the USSR
South African Airmails
Flugpost in der Regio Basillensis 1913-1948
Thai Aerophilately
Crash and Interrupted Mail of USA and Canada up to 1945
Scottish Airmails 1919-1950
Commercial Zeppelin Mail on the South American Route
British External Airmails
Uruguay y Europa Unidos por Vuelso Catapultados
United States Airpost 1910-1939
U.S. Government Flights, 1918-27
Via the Red Skies - The Development of the Soviet Airmail Service
Interrupted Air Mail Flights in the United States 1918-1938
Rocket Mail Pioneers
From Rocket Mail to Space Mail
From Astronomy to Space Station
Der Weg zum Mond/U.S. Mondlandemissionen
De la Investigación de la Estratosfera a la Conquista del Espacio
Experimental Rocket Mail, 1931-1939

Editor's Note: This is a preliminary listing, as the entries are still be finalized. - The names of the exhibitors were not provided by the CAPEX organizers "due to security reasons".

CAPEX: THE AEROPHILATELIC EVENTS -

There will be a combined Society booth for the AAMS and CAS. Members of the Fédération Internationale de Philatélie (F.I.P.) Commission for Aerophilately/Astrophilately as well as the Executive of F.I.S.A., the International Federation of Aerophilatelic Societies, will be present to meet other aerophilatelists from Canada, the USA, and elsewhere.

Friday June 14th

1. 0800 - 1200 CAS Aerophilatelic seminar lead by the F.I.P. Aerophilatelic Commission President, Mr. Egil H. Thomassen of Norway and assisted by the President of F.I.S.A., Mr. Roland Kohl of Switzerland; and Mr. Alex Newall, Senior Aerophilatelist of the United Kingdom and the Honourable Editor of the F.I.S.A. Journal. Candidates for becoming a qualified F.I.P. aerophilatelic judge must have attended and passed the requirements of such a course as well as serving as an apprentice judge at an international F.I.P. exhibition. This is a chance-of-a-life-time to achieve this one qualification right in your own country. Anyone interested in attending this seminar for achieving judging qualifications, or for learning the rules and regulations of F.I.P. aerophilatelic judging are invited to write to Major (Ret.) RK Malott, Convention Coordinator for AAMS/CAS at CAPEX'96, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada (Tel/Fax: (613) 829-0280).

Please note - this seminar is open to all aerophilatelists: both judges and exhibitors are welcome to attend.

(Continued)

CAPEX: THE AEROPHILATELIC EVENTS -

Friday June 14th continued:

2. 1400 - 1700 F.I.S.A. Annual Meeting and XXXVI Congress for F.I.S.A. representatives and members.
3. 1800 - 2330 CAS/AAMS Aerophilatelic dinner at the Royal Canadian Military Institute (RCMI), 426 University Avenue, Toronto, Ontario, M5G 1S9 (Tel: (416) 597-0286) Cocktails 1800 - 1900. Dinner 1900 - 2230. After dinner socializing 2230 - 2330. Guest speaker S/L Arthur Bishop, noted military historian and author, World War II fighter pilot, son of the famous Canadian World War I Ace, Air Vice Marshal Billy Bishop, VC. The dinner will feature the culinary art of the RCMI chefs. Cost \$75.00 Canadian payable to the Convention Co-ordinator, Major Dick Malott, by Canadian or US cheque or Money Order by 22 April 1996. This will be the third CAPEX dinner held by the CAS/AAMS, the other two being held during CAPEX'76 and CAPEX'87..

Saturday June 15th

1. 0800 - 0900 CAS - Annual Meeting
2. 0930 - 1030 AAMS - Annual Meeting
3. 1200 - 1300 CAS/AAMS Book Launch, "The Air Mails of Canada and Newfoundland". Forty-two aerophilatelists/astrophilatelists have worked for four years gathering and compiling data on all aspects of the air mails of Canada and Newfoundland. This 350 page (Estimated) catalogue will be separate from the AAMC edition but still part of the family of AAMS sponsored aerophilatelic books and catalogues. This exciting programme has allowed 42 collectors and researchers to pay back to their hobby a dividend of love and dedication to assist those collectors that follow in their footsteps. Over 21 sections are presented in this tome of aerophilatelic/astrophilatelic data. The selling price has yet to be established. At the book launch participants will be present to sign their applicable sections if desired by the purchasers. As the coordinating editor of this project I greatly appreciate the work contributed by so many to produce this landmark publication in Canadian/American aerophilatelic cooperation.
4. 1300 - 1400 AAMS Lecture: "The History of Scottish Air Mails" by Richard Beith of the United Kingdom.
5. Other lectures will be programmed if time is available from the CAPEX'96 organizing committee.
- 6 CAPEX'96 PALMARES. Data to be released later.

Sunday June 14th

0830 - 1000 AAMS - Annual Convention Breakfast and Auction. This event will take place in the Convention Centre. Breakfast will be a choice of one of two juices, scrambled eggs, the choice of ham, bacon, or sausage, pan fried potatoes, toast, jam, tea or coffee. The price is \$20.00 Canadian all inclusive of taxes and gratuities and payable by 22 April 1996. American members should pay Phil McCarty, the AAMS Convention Chairman, 1214 Carlson Lake Lane, Eagan, Minnesota, 55123, USA. Canadian participants should pay Dick Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

Editor's note: many thanks to Philip McCarty, the American Air Mail Society Convention Coordinator, and to Dick Malott for organizing these events, and to Dick for providing this summary.

AEROPHILATELIC EXHIBITING - THE FIP REGULATIONS

The following essay was sent in by Trelle Morrow, who described it as "well worth reading". With CAPEX coming up, it is a very timely item for this newsletter.

The essay was written by Alex Newall, who will be assisting at the Aerophilatelic Judging Seminar at CAPEX on June 14th. - It was written in 1990, but the source publication was not recorded.

AN AIR MAIL COLLECTOR'S THOUGHTS ON THE EVALUATION OF AN AEROPHILATELIC EXHIBIT.

(or an Aerophilatelist's Guide to FIP)

by Alexander S. Newall, FRPSL

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

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

There is, no doubt, much room for improvement.

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

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

All well-meaning philatelists, interested in the creation and maintenance of a truly international basis of their hobby, can and should offer their opinions. The last issue of FIP's "Flash" does actually invite positive suggestions.

It is unbecoming of an American National Judge and his "Crocodile Dundee" friends to dismiss such a considered, mature and voluntary effort of a number of accomplished philatelists.

What follows is a re-affirmation of the work already done and as a basis for discussion of, what we believe to be, necessary changes. In the first place it is meant to apply to the Aerophilately.

FIP has produced a set of regulations which endeavor to cover every kind and level of philatelic efforts. These comprise:

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

Various sets of regulations take precedence over Guidelines which, submitted by individual commissions, are meant to contain practical hints to collectors within a particular philatelic discipline.

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

GREV refer to an evaluation of any philatelic effort.

SREV instruct collectors within a specific philatelic discipline.

The Regulation contain criteria on which an evaluation is to be based, as well as a point system to quantify to the degree to which the requirements of such criteria are met.

(Continued)

AN AEROPHILATELISTS GUIDE TO THE FIP REGULATIONS by Alex Newall - continued:

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

These are:

TREATMENT and IMPORTANCE.
KNOWLEDGE and RESEARCH.
CONDITION and RARITY.
PRESENTATION.

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

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

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

1. TREATMENT of an Aerophilatelic Exhibit:

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

a. Introductory Statement.

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

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

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

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

b. Completeness.

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

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

c. Balance.

As in other walks of life, in aerophilately some events are more significant than others. The less important ones should be illustrated sparingly, as if mentioned marginally, preparing the ground for the really significant. With the frame space at a premium, a properly balanced exhibit can increase its own scope and allow for better coverage of the subject.

2. IMPORTANCE of an aerophilatelic exhibit.

The FIP definition reads: "Importance is the general significance of the subject in terms of the scope and philatelic interest of the exhibit."

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

(Continued)

AN AEROPHILATELISTS GUIDE TO THE FIP REGULATIONS by Alex Newall - continued:

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

Importance of an aerophilatelic exhibit depends on the significance of its subject, its contents and on the mode of their illustration. Clearly, this criterion does not only refer to the possible importance of the individual covers or their value, nor only on the significance of the subject; every exhibit must be considered important if only in the eyes of the exhibitor. Thus, in considering an exhibit's aerophilatelic importance, the judge will ask:

How much effort lies behind the production?

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

How significant and original is the material used?

a. Effort.

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

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

b. The significance of the chosen theme.

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

The development of airmail services in the USA, Britain or Germany has a profound influence on the total of world-wide written communications. It should be obvious that it is likely to be considered more important than airmail services of, say, San Marino. This may be an extreme example, but it should convey clearly this aspect of importance of an aerophilatelic exhibit.

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

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

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

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

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

c. The significance and originality of material used.

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

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

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

Two further aspects could be considered under this heading:

(Continued)

AN AEROPHILATELISTS GUIDE TO THE FIP REGULATIONS by Alex Newall - continued:

d. 'Philatelic' or 'prepared' covers.

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

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

On occasions, private letters and documents carried on such flights represent the only existing means of illustrating such events. "Commercial" covers should be considered as preferable to "philatelic" ones only as long as the former are available.

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

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

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

With very few exceptions, it took a long time before postal authorities world-wide agreed to entrust aircraft with the transport of official mails.

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

We should also look carefully at the documentation carried on important flights and posted on arrival.

*** UNFORTUNATELY THERE SEEMS TO BE A PAGE MISSING ***
*** AT THIS POINT FROM TRELLE'S COPY OF THE ESSAY. ***

There exists an ideal balance between the amount of text and the information it conveys, although there are no rules to quantify it. The exhibitor must beware of copying sheaves of information from catalogues. Information provided should be necessary and sufficient. The covers should be mounted cleanly, they should follow, if at all possible, the same line across the frame. No special advantage is likely to be gained by sophisticated copper plate write-up. On the other hand, a judge who is suitably impressed by the high standard of presentation, has at his disposal a number of ways in which he can express his appreciation.

Editor's note: Alex has provided such a clear and logical essay on the FIP regulations, that it is easy to forget they are quite controversial!

Readers may have noticed, for example, that the FIP definition of aerophilately is much narrower than the one used in "Notes For New Readers" on page 2 of this newsletter, and excludes many popular items such as the Snowbird Anniversary covers.

Another major concern, (which Alex may have addressed where the page appears to be missing), is the content of aerophilatelic exhibits. - At present they are expected to consist almost entirely of philatelic items, (stamps and covers). There has, however, been a continuing correspondence in *The Airpost Journal* by people who would like to see a greater emphasis on the "aero" component of aerophilately, and for more maps of routes and photographs of aircraft to be allowed in exhibits.

Any comments from members regarding these regulations, and/or the exhibits at CAPEX, are most welcome.

PATRICIA AIRWAYS & EXPLORATION LTD. - MALFORMED "O" VARIETY

R.H. (Bob) JAMIESON & DONALD COX

Type "B" Overprint with malformed third "O" in Lookout Row 4 Stamp 1 or position 7 LL corner of pane. Appears on all three issues of P.A. & E. for identification by catalogue CL15d PL 1, CL20d PL 1, CL25d PL 11, CL25e PL's 12,13. The Variety appears in the same location on all the above issues.

This variety was first identified by the late Donald Cox of Tighes Hill, Newcastle, NSW, Australia. The variety was exhibited in a Semi-Official Air Mail Exhibit in Sydney some years ago. The Exhibit was awarded Gold.

Don Cox was a very active collector in the various fields of Aero-Philately. His collections of Pioneer Airmails, Semi-Official Airmails, First Flight and special flights of Canada, Australia, New Zealand & South Africa were also in major collections and exhibits. As well, Don was a member of B.N.A.P.S.

The illustrations shown of his exhibit focus on the Rouletted Third issue, CL25d, CL25e. Due to the scarcity of CL15d & CL20d, they were probably not available to him. It was my pleasure that Don's Canadian Airmails were given to me to arrange for them to be auctioned off in North America, by his Executors. Upon reviewing the collection I came across the P.A. & E. Ltd. group of "Malformed O" stamps. I decided to do some research on the 1st & 2nd perforated issues. I discovered a pane complete of CL15d with the same variety, and in the same position. And I located a single of CL20d. You will note the heavier printing of the descending printing of the perforated issues, thus causing a heavier filling of the "O".

NOTE: Catalogue numbers used are from the 1995 Unitrade Specialized Catalogue of Canadian Stamps.

I would appreciate hearing from members who may be able to add information re: the above. I have not been able to determine if the variety exists on Type B Black Printing descending on CL15, CL20. Also any plate numbers from the panes of 8 of CL15, CL20 and CL25 with the "Malformed O variety". We also welcome any comments or additional information re: the Pioneer and Semi-Official Airmails listed in the 1995 Unitrade Canada Specialized Catalog.

R.H. Bob Jamieson

Tel: 905-764-3856

Box 518

Thornhill, ON L3T 5W1

Fax: 905-881-9490

Editor's note: the exhibit sheets shown on the next two pages were prepared by Don Cox. - The CL15d Pane of 8 and stamps showing all four numbers, reproduced on pages 19 and 20, are from Bob Jamieson's collection.

(Continued)

PATRICIA AIRWAYS & EXPLORATION LTD.

SEMI-OFFICIAL AIR MAIL STAMPS.

SURCHARGED: "Special Air Service/Sioux Lookout/and/Red Lake District/5 Cents".

Type 3: Surcharged in Large Type.

Photographic Enlargements of the Variety:

Malformed Third "O", in "Lookout".

(Row 4: Stamp 1-In the Sheets of the Printing in which it occurs.)

Upper Photograph: From Red Overprint:: Lower Photograph: From Green Overprint.

CL25d
PL 11

USE ONE STAMP
TO BE AFFIXED

11

PATRICIA AIRWAYS



CL25e
PL's 12,13

USE ONE STAMP
TO BE AFFIXED

12

PATRICIA AIRWAYS



(Continued)

PATRICIA AIRWAYS & EXPLORATION LTD.SEMI-OFFICIAL AIR MAIL STAMPS.

SURCHARGED: "Special Air Service/Sioux Lookout/and/Red Lake District/5 Cents".
in Five Lines.

Type 3: (a) Surcharged in Large Type.

4,658 Copies were Surcharged in Green: 11th June 1927.

Plate No. 13. Complete Sheet of Eight Stamps. Overprint Tilted to Left.

-----0000000-----



CL25e Plates 12, 13

Variety: Row 4: Stamp 1: Malformed Third "O", in "Lookout".

(Continued)

PATRICIA AIRWAYS & EXPLORATION LTD. - MALFORMED "O" VARIETY by Bob Jamieson & Don Cox - continued:



CL15d Plate # 1

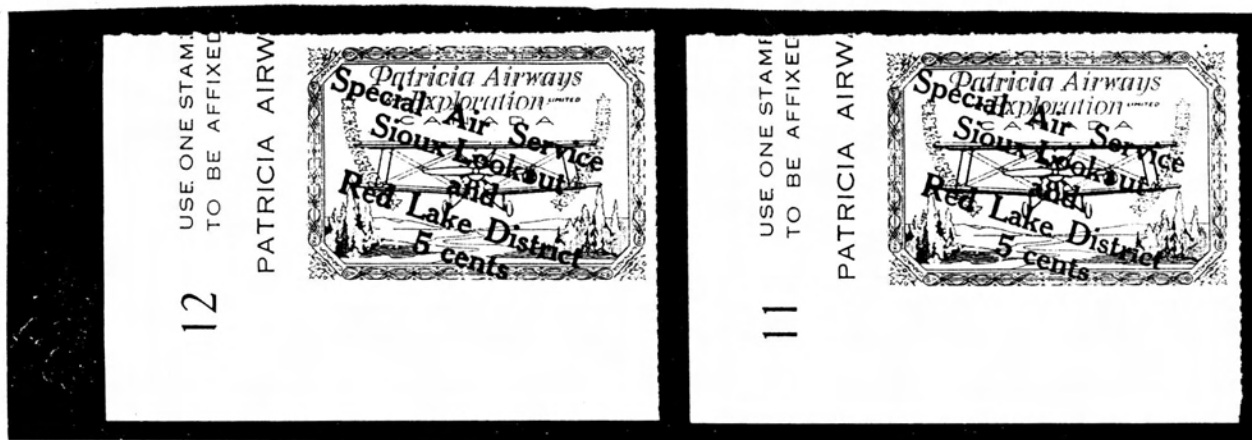
(Continued)

PATRICIA AIRWAYS & EXPLORATION LTD. - MALFORMED "O" VARIETY by Bob Jamieson & Don Cox - continued:



CL15d Plate #1

CL20d Plate #1



CL25e Plate #'s 12, 13

CL25d Plate #11

STAMP SHOW & SALE

North Toronto Stamp Club - 53rd Annual Exhibition & Bourse

Saturday March 30, 1996 - 10 am to 6 pm

Sunday March 31, 1996 - 10 am to 5 pm

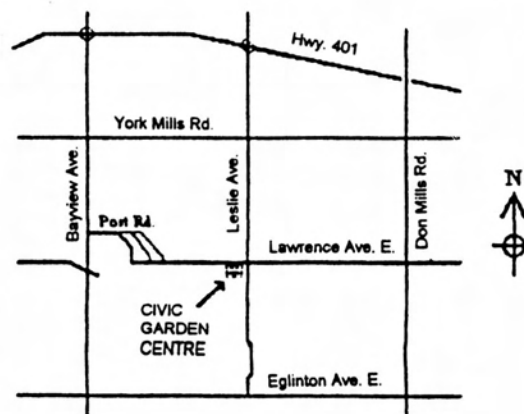
Civic Garden Centre - Edwards Gardens
777 Lawrence Ave. East at Leslie St., Don Mills

TTC: Leslie (#51) Lawrence East (#54) Buses from Eglinton Subway Station

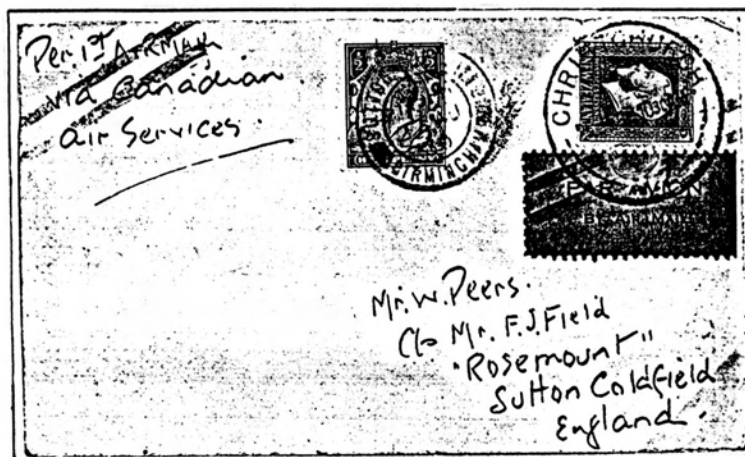
FREE PARKING - FREE ADMISSION

Exhibits - 22 Dealers - Sales Circuit - Refreshments - Wheelchair Access

Information: Ben Marier (416) 492-9311



FOLLOW UP - THE USE OF "AIR MAIL DELETIONS" TO DETERMINE A ROUTE.



This cover was illustrated in the September 1995 newsletter, (page 26), and its routing described as:

by sea to Vancouver, by rail to Calgary, by Western Canada Airways to Winnipeg, by rail to Toronto, air to Quebec and ship to England. All for 5p in NZ postage.

The first part of this routing is well documented. - According to Mike Shand, a New Zealand Post Office notice of June 23, 1930 says:

"From the 1st July 1930, letters, postcards . . . may be posted in New Zealand for dispatch by Air Services in Canada and U.S.A., such postal packets will also be accepted for Great Britain and Europe by the air mail service . . . to be indicated on the address side of the envelope by, e.g. 'By USA air mail'".

Ships from New Zealand alternated between San Francisco one sailing and Vancouver the next: this cover was on the first ship from Auckland to Vancouver after July 1st 1930, which left on July 29th.

The cover could not fly out of Vancouver, as there was no air mail at that time, but Western Canada Airways were operating the Prairie Air Mail service from Calgary to Winnipeg, and the endorsement presumably routed it through that service.

After Winnipeg the routing is less certain. (Mike states that according to the New Zealand Air Mail Society, "even with intense research, it has not been possible to determine the Atlantic seaboard city from whence the mail for U.K. was shipped".) - The suggested route of "rail to Toronto, air to Quebec" is consistent with the endorsement, as it maximized the use of "Canadian Air Services".

HOWEVER, FRANS VAN BEVEREN HAS POINTED OUT THE DELETION BARS THROUGH THE AIR MAIL LABEL AND ENDORSEMENT! - These were routinely applied in the United States to indicate the end of air mail transmission, but there is no evidence of them ever being applied by a Canadian post office at this time!

FRANS ALSO ASKED ABOUT THE COLOUR OF THE DELETION BARS. - It turns out they are violet, which indicates they were applied in New York!

So rather than flying to Quebec, this cover would have flown from Montreal to Albany using the Canadian Colonial Airways service, continued by air to New York, and then gone on by sea to the U.K.

Thanks to Frans and Mike for their analysis.

FOLLOW UP - CALGARY TO MEXICO CITY AIR MAIL, 1931?



Machine cancel (with boxed slogan): Calgary 8:30PM, Feb 1 1931.

Hammer cancel: Calgary 2PM, Feb 1 31 (on lower two stamps).

This cover would have flown by the Prairie Air Mail Service from Calgary to Winnipeg, to connect with the First Flight south from Winnipeg to Pembina: AAMC 246, (Volume 4 page 1698).² - The cover is signed by A.H. Farrington and Roy Brown: they were both pilots of Western Canada Airways, so may have flown this service on Feb. 1st.

The service to Pembina was scheduled to start on February 2nd, but postponed to Feb. 3rd due to fog. - Covers postmarked in Winnipeg on Feb. 2nd received a commemorative cachet: covers added to the flight on Feb. 3rd were not cacheted. The flight was flown by A.E. Jarvis who has signed this cover.

At Pembina it connected with CAM 9, and continued to Minneapolis on flight 9S28, (AAMC volume 2 page 660). - This flight was flown by A.R. Mensing, who signed the cover on the right hand side.

The next part of the route is uncertain as there are no backstamps. - CAM 9 went through to Chicago, and on to Atlanta. In Chicago the cover may have been transferred to CAM 3 to Dallas/Ft. Worth., and from Dallas/Ft. Worth it may have continued by CAM 22 to Brownsville, Texas.

From Brownsville the cover would continue by FAM 8 to Mexico City.- A new schedule had been introduced on FAM 8 effective February 1st 1931, with a daily flight leaving Brownsville 8.45 a.m., arriving Tampico, Mexico at 11.00 a.m., and in Mexico City at 1.45 p.m.

Thanks to Johnathan L. Johnson and Kendall Sanford for supplying this information.

² Note for new readers:

AAMC = AMERICAN AIR MAIL CATALOGUE - see page 2 of this newsletter for more information;

CAM = CONTRACT AIR MAIL ROUTE - a service flown within the United States.

FAM = FOREIGN CONTRACT AIR MAIL ROUTE - an international service contracted by the United States Post Office.

FOLLOW UP - CANADIAN INTER-CITY AIR MAIL in the 1930's

The following clipping and photograph from the *VICTORIA TIMES*, April 6th 1936, were sent in by Jim Brown. Thanks Jim.

VIC TIMES APRIL 6, 1936

Premier Pattullo Ready To Take Off On Flying Trip To Ottawa



This photo was taken just before Premier Pattullo stepped into a Canadian Airways Limited seaplane at the E-Quilmalt plane base on Saturday afternoon on the first leg of his flight to the federal capital. After traveling by plane as far as Buffalo, N.Y., the Premier was in Ottawa today, forty hours after leaving Victoria. In the picture are: Anne and Beth Collison, daughters of Mr. and Mrs. C. F. Collison, 805 Newport Avenue, and granddaughters of the Premier; Hon. John Hart, Minister of Finance; Wallace G. Courtney, local agent for the Canadian Airways; Maurice McGregor, pilot, and Premier Pattullo.

VICTORIA NOW ON AIR ROUTE

Letters Posted Here One Afternoon Will Reach New York Following Evening

Victoria is now the Pacific Northwest terminus of transcontinental air lines, and a letter posted here in the middle of the afternoon will reach Los Angeles the following morning and New York the following night. It has been announced at the post office.

In the past air mail from Victoria has been delayed by the fact that it had to go from here to Seattle by steamer, missing the evening plane departure from Seattle to the east and the south.

A letter post here at 3.25 o'clock in the afternoon will go aboard a Canadian Airways plane for Vancouver will be transferred there to a Seattle plane, reaching Seattle at 5.30 o'clock. There it will be put aboard a plane for its destination.

Passengers will also be handled the same day and will take the regular transcontinental mail planes out of Seattle.

Mall and passengers leaving here in the late afternoon will reach Portland at 10.20 o'clock that evening; San Francisco at 2.45 o'clock the following morning; Los Angeles at 5.30 o'clock and San Diego at 7.20 o'clock.

Air mail posted in Victoria one day will arrive in Chicago at 10.40 o'clock the next morning; in Detroit at 4.30 o'clock the next afternoon, and in New York at 8.40 o'clock the next evening.

Eastern Canadian mail takes a little longer to reach its destination. Letters posted here in the afternoon will reach Montreal at 7.50 o'clock the second morning; Quebec at 2 o'clock the second afternoon, and Ottawa 5.25 o'clock the second afternoon. St. John, Halifax and Charlottetown are three days' distant by plane.

Mall for Winnipeg, leaving Victoria one afternoon, will arrive at its destination at 1.25 o'clock the next afternoon.

FOLLOW UP - BOA or BOAC?

I received a very interesting letter from Kendall Sanford, which began:

I would like to make a few comments on various items in the December 1995 issue of "The Canadian Aerophilatelist".

December 1940 cover carried by British Overseas Airways Corporation (BOAC). You mention that BOAC was referred to as "BOA". I have lots of books and references on BOAC and in none of them is that airline referred to as "BOA". One of the best books on the airline is "Pictorial History of BOAC and Imperial Airways", by Kenneth Munson, published in 1970 by Ian Allan Ltd, Shepperton, Surrey, England. All references to the airline use all four letters "BOAC". I would be interested to know where you got the information that it was referred to as "BOA".

My information came from an article on "U.S.-Bermuda Air Services" in the November 1983 *Airpost Journal*, which stated in part:

In spite of these difficulties with British censorship, Pan Am remained optimistic about profits on its transatlantic routes. But when America entered the war as a combatant at the end of 1941, the possibility of conducting scheduled airline service between Europe and America diminished. Three of the Boeing B-314 aircraft on order had by then been sold to the British Overseas Airways Corporation (then called BOA), with the others eventually being loaned to the military. (The November 1941 *APJ* records that the first of these aircraft, BOA's "Bristol-G-AGBZ," left New York for its first transatlantic flight to Foynes, Northern Ireland, on May 22, 1941.)

However, Kendall makes a very good point, as since making my comment in the last newsletter, I have been uncomfortably aware that nobody else appears to use the term BOA!

I have no personal experiences from 1940 to fall back on, but would like to know:

- is the statement in *The Airpost Journal* correct?
- if so, when and why was the change from BOA to BOAC made?
- assuming *The Airpost Journal* article is correct: if I was to write this cover up for an exhibit, will I be better off using the technically-correct name BOA, or the incorrect but generally-used name BOAC?

Any information that other members can provide on any of these questions will be much appreciated.

FOLLOW UP - DECEMBER 1954 BOAC CRASH COVER

Kendall also commented that:

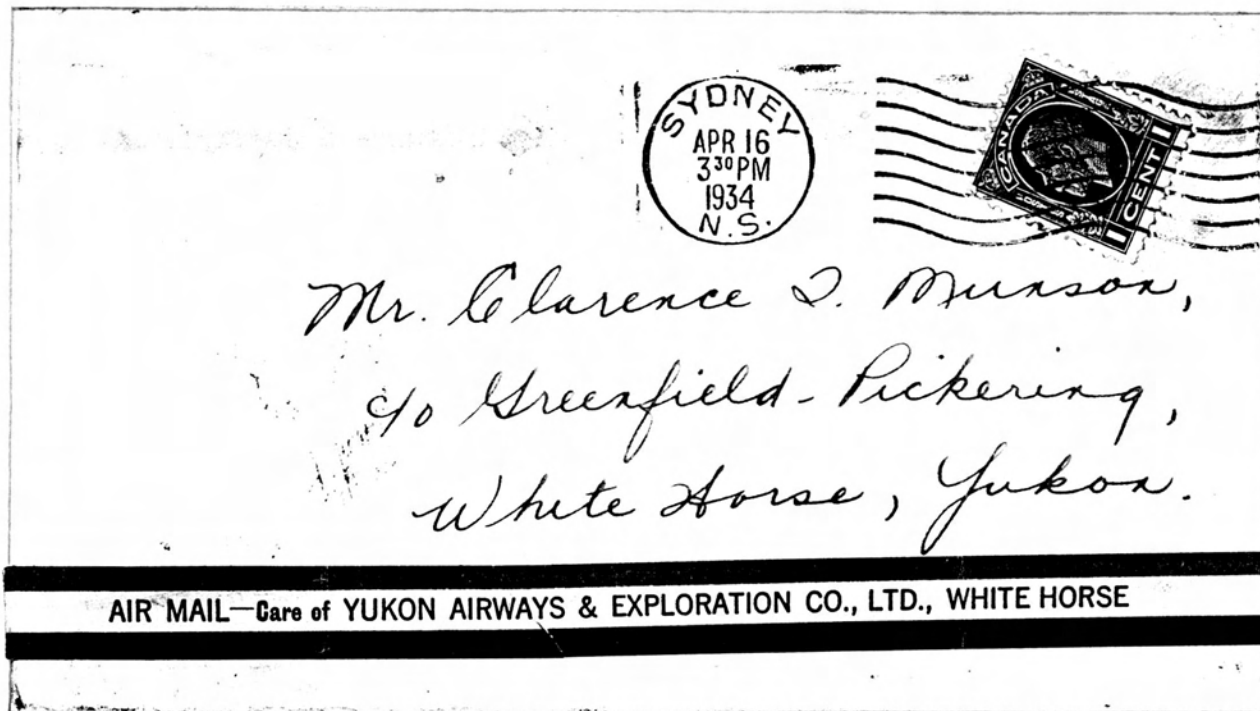
Re Canadian Crash Covers, BOAC crash at Prestwick, Scotland 25 December 1954. It is stated that the second cover from Manchester to Montreal "...is the only known example of the one-inch purple three-lined cachet "SALVAGED MAIL/PRESTWICK/25/12/54". This cachet is shown in Henri Nierinck's book "Recovered Mail" and the example shown is slightly different, so the one shown in "The Canadian Aerophilatelist" is not the only known example.

Thanks Kendall.

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 will try to obtain the answer, and publish it in a following newsletter.

INFORMATION WANTED - YUKON AIRWAYS AND EXPLORATION in 1934?



Backstamped: WHITE HORSE, April 30th 1934 -



This cover is described as "with out a doubt philatelic in nature". It uses a Yukon Airways & Exploration AIR MAIL strip, but that company closed down in 1930.

The cover is also underfranked, not just for air mail (6 cents in 1934), but also for surface mail, yet there are no Postage Due markings on it!

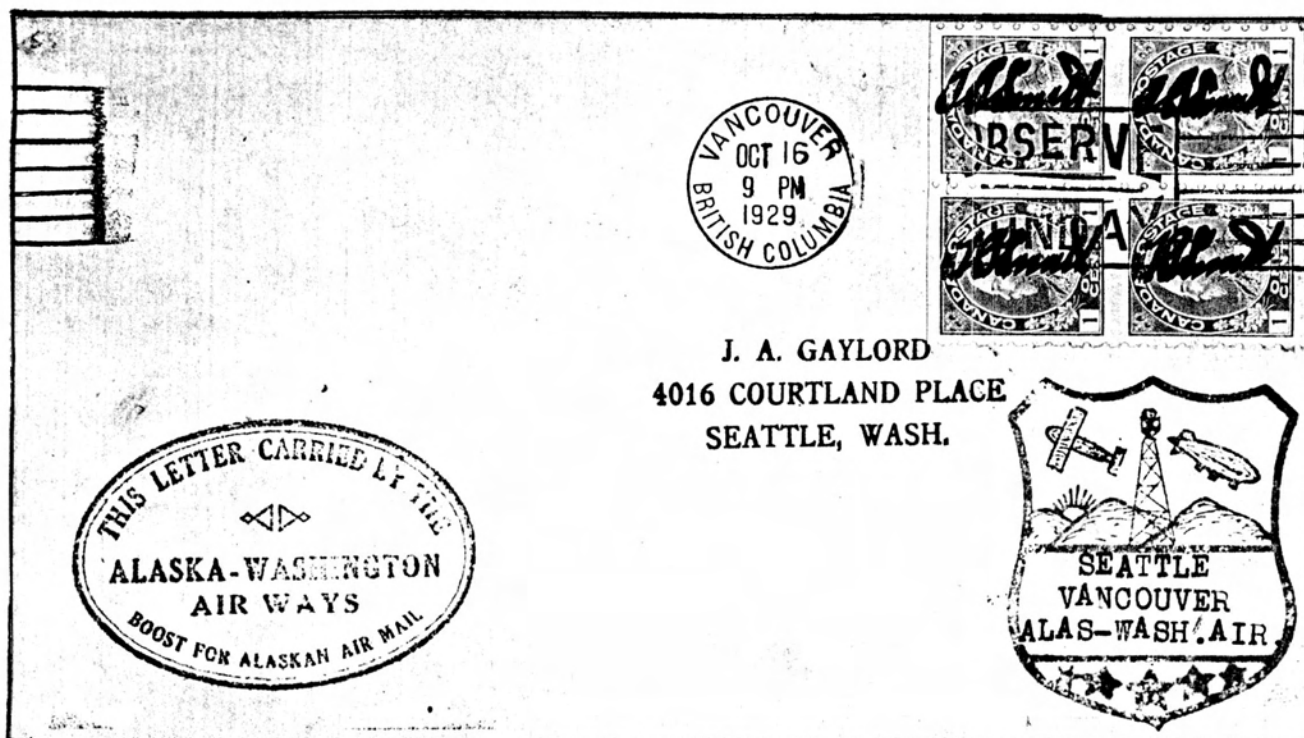
Can anybody "provide any information as to either how or why this cover bears the Yukon Airways strip in use when they were in operation, four years after their closing down," or explain why it was sent in April 1934?

Please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada.

INFORMATION WANTED - ALASKA-WASHINGTON AIRWAYS OVERPRINTS

Enclosed are some interesting courtesy covers flown by Alaska-Washington Airways of British Columbia. October 16, 1929 they commenced a passenger service from Vancouver to Victoria and Victoria to Seattle.

They used a Fairchild 71 between Vancouver and Victoria piloted by Hal Wilson. Between Victoria and Seattle a Lockheed Vega was piloted by Floyd Keadle. Both were on floats.



The three covers are all from Vancouver to the same address in Seattle, and identical except for the stamps. - On the above cover someone named Smith has autographed all four stamps; the second cover has a pair of 2c stamps, both autographed by Smith; the third cover was franked with four 1c stamps, none of which were signed.

Does anybody know who Smith was?

SALES AND WANTS

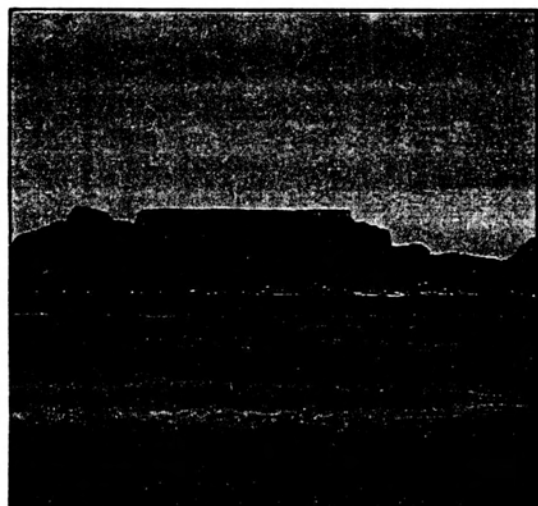
Members are invited to send in details of items wanted or for sale to the editor. - Create your own "advertisement" if you like, up to a single page 8 1/2" x 11", photocopier ready.

WANTED: AUCTION CATALOGUE FOR THE CORNELIUS COLLECTION

Auction catalogues for the John C. Cornelius collection of Air Mails, auctioned by J.N. Sissons Ltd. of Toronto, between October 1971 and November 1972. I am willing to purchase or take photocopy from the originals. Replies please to Ken Mitchell, member #170.

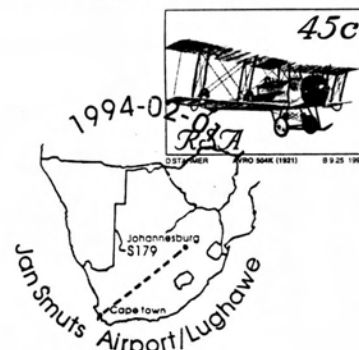
56 Downswood, Reigate, Surrey, England RH2 0JH

FOR SALE: COVERS - 60th ANNIVERSARY SOUTH AFRICAN AIRWAYS



SAL SAA
SOUTH AFRICAN AIRWAYS • SUID-AFRIKAANSE LUGDIENS

Johannesburg -
Cape Town/Kaapstad



Mr B Lutman
Senior Manager
for Western Cape
Southern Life Building
Cnr Lower Burg and
Riebeeck Streets
Thibault Square
CAPE TOWN
8001



Two collections of covers produced for the 60th Anniversary of South African Airways have been generously donated to our society.

The covers are all to different destinations, with from one to three aircraft stamps on each. The covers all have different multi-coloured cachets on the front, and also different cancellations, for example:



Most of the covers have a signature on the back, (probably by the pilot), and a short history of South African Airways.

Both sets are in padded note books.

One collection is complete collection with 45 covers. The other has 44 covers: it is missing the "60" cancellation shown above.

Anybody interested in purchasing either one of these sets, or individual covers, should make an offer to:

Nelson Bentley, 3044 Otterson Drive, Ottawa ON K1V 7B6.

POSTAL HISTORY AUCTION

ABRAHAM SIEGEL

P. O. BOX 6603 - AVC
Long Island City, N.Y. 11106-6603

Tel: 718-392-4855 Fax: 718-786-1341

PUBLIC AUCTION SALES:

3000 to 5000 lots of
UNITED STATES
Britain & Colonies
and General Foreign
are offered bi-monthly.
Lots sell from \$2 each up
to many thousands of \$\$\$
Over 1000 are photographed.

FREE CATALOG UPON REQUEST.
PLEASE LET US KNOW
EXACTLY WHAT YOU COLLECT.

FDC's & Topicals
are also included.

PRIVATE TREATY SALES: *Specialized Collections*

Large Box Lots
Dealer Stocks

We buy outright and
accept consignments.

What do you have for sale ?

(Editor's note: this is our first paid/repeating advertisement.)

FOR SALE: CANADIAN FLIGHT COVER COLLECTIONS

45 F.F.C.'s, 1931-1935, all addressed to Dr. L.S. Holmes,
very clean collection. 8 covers franked with C2 stamps,
37 covers franked with C4 stamps. price \$100.00

Collection of 15 F.F.C.'s, all Central B.C. cancels, and
all addressed to Col. George P. Vanier, Sec'y to the High
Commissioner in London. C5 franking. price \$40.00

Town collection of C3 F.D.C.'s. 10 covers from Charlottetown
to Edmonton, all different. Feb 22, 1932. price \$40.00

Autograph covers for Trade: Have Roy Brown, Wop May,
Hollick Kenyon and others. WANTED: Don MacLaren cover.

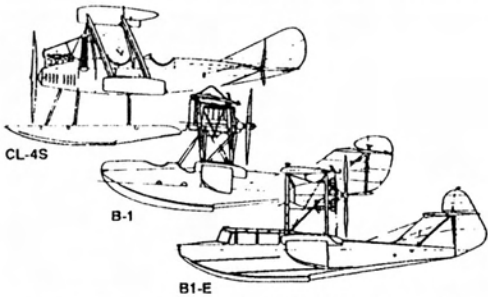
Shipping: To the above quoted prices add \$5.00 for postage.

Trelle A. Morrow,
102 - 1370 7th Avenue,
Prince George, B.C.,
V2L 3P1

COMMEMORATIVE AND FIRST FLIGHT COVERS

The January 1996 issue of *Benham Cover News* offers for sale First
Day Covers produced by Benham for British stamps, a wide variety of
souvenir covers, older covers, and Pan-Am First Flight Covers.
For more information contact: Benham Covers Ltd., Benham House,
Folkestone, Kent CT20 1SD, England.


FOR SALE: FAM 2 75th ANNIVERSARY COVERS



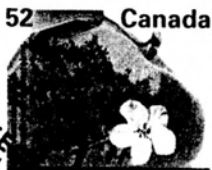

CL-4S
B-1
B1-E

ALL 3 BOEING AIRCRAFT FLEW MAIL ON FAM2

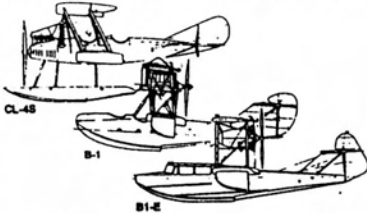
75th ANNIVERSARY UNITED STATES FOREIGN
AIR MAIL ROUTE No.2 - VICTORIA, B.C. - SEATTLE, WA.
PILOT EDDIE HUBBARD - OCTOBER 15, 1920.



Actual size


Reduced size:




CL-4S
B-1
B1-E

ALL 3 BOEING AIRCRAFT FLEW MAIL ON FAM2

75th ANNIVERSARY UNITED STATES FOREIGN
AIR MAIL ROUTE No.2 - SEATTLE, WA - VICTORIA, B.C.
PILOT EDDIE HUBBARD - OCTOBER 15, 1920.





I have prepared 75th Anniversary covers for United States Foreign Air Mail Contract No.2 from Seattle to Victoria. The service commenced October 15, 1920 and was discontinued June 30, 1937. A reproduction of the Victoria and Seattle Post Offices' handstamps are on the anniversary covers. all three Boeing aircraft that were used on the air mail service are shown on the cover. On the first flight Eddie Hubbard, who had the contract, used Bill Boeing's personal seaplane, the CL-4S. A month or two later he purchased the Boeing B-1 flying boat and used it almost exclusively until he relinquished the contract June 30, 1927. The contract was flown until 1937 with a Boeing B1-E Flying boat. I am selling the covers in pairs at \$7Cdn and \$5US. J.A.Brown, 7936 Swanson View Drive, R.R.#1 Pender Island, B.C. V0N 2M0.

FOR SALE: VARIOUS COMMEMORATIVE FLIGHT COVERS

A revised listing is being made of all the covers that The Canadian Aerophilatelic Society has for sale. MANY PRICES ARE BEING CUT. The new list will be available at CAPEX, or will be mailed as soon as it is ready to anyone sending \$2.00, (for postage), to:

Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8

(Please note that all the Canadian covers advertised in the September newsletter have been sold.)

FOR SALE: CANADIAN FIRST FLIGHT COVERS

A letter from Fred Eggett has been passed on to me, and is reproduced in part below:

I have a number of first flight's am enclosing a
photo copy of some of them if you would be interested
in these please advise what you would pay for them.

Read your ad in the Maloneys Antique Book



If any reader is interested in purchasing these covers, please contact Fred directly. - His address is: P.O. Box 161, Anola, Manitoba ROE 0A0

NEXT ISSUE DEADLINE

Publication of the June issue of *The Canadian Aerophilatelist* will be slightly delayed, in order that reports on CAPEX '96 can be included. - Please send all items for the June issue to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by June 21st.

MEMBERSHIP RENEWAL

MARCH 1996

72 BLAU, Fred F
73 TISCHLER, Kurt
136 EGGER, Friedel
157 MEYER, Robert L
174 POIRIER, Louis
194 RANCE, Derek C
207 OAKLEY, Charles W

APRIL 1996

23 WALDIE, Gordon
24 HUNTER, Neil
76 RICHARDSON, W Ross
137 BERNIER, D
197 POST, Henk (Hank)
198 ANGUS, Donald F
224 FIRBY, Charles G

MAY 1996

27 GLASHAN, John
29 TURK, Jim O
31 BARBER, Dan
32 BARTLETT, Bill
49 JOHNSON Jr, Jonathan L
78 VERGE, Chales J
79 BROWN, J A
121 BRICE, Burt George
138 STIBBE, Keith
200 POPE, William Henry
201 MacKENZIE, Ivan W

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 this 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**.

As of 1 January 1996, all new membership dues and 1996 renewals are **\$15.00 Cdn for Canada and the US** and **\$20.00 Cdn for Overseas** addresses.

Membership No.: _____ Renewal Month: _____

Name: _____

Address: _____

Mail notice to: Ron Miyaniishi, 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 **\$15.00 Canadian in Canada and the U.S.A., \$20.00 Canadian for members Overseas.** Payable to: The Canadian Aerophilatelic Society.

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

Ron Miyanishi, Secretary - The Canadian Aerophilatelic Society,
124 Gamble Ave., East York, Ontario CANADA M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

For Secretary's use:

Date joined: _____ Amount of dues paid: _____

Entered on Mailing List: _____

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EDITOR'S LAST WORD AND REMINDER

Please send all items for the next issue of the newsletter to:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario Canada K7M 4Y4
by
21st June 1996

PLEASE DETACH AND RETURN TO DICK MALOTT:

SURVEY FOR ACTIVITIES OF THE CAS/AAMS AT CAPEX'96

To All Members of the Canadian Aerophilatelic Society

Re: Attendance at CAS/AAMS CAPEX'96 Activities

To ensure arrangements are satisfactorily made for the various CAS/AAMS activities at CAPEX'96 please fill in this survey and return it to Dick Malott, President, CAS, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada by 26 April 1996.

1. Name : _____

2. Address : _____

3. Telephone/Fax Numbers : _____

4. Do you plan to attend CAPEX'96? Yes No Maybe

5. Do you need hotel data? Yes No

6. Do you need data on CAPEX'96? Yes No

7. If attending what days and what length of time can you donate to help look after the CAS/AAMS booth (8 - 16 June 1996) ?

8. Do you plan to participate in the FIP aerophilatelic judging seminar on Friday, 14 June 1996, 8 am to 12 noon? Yes No

9. If you are a qualified delegate to the XXXVI FISA Congress on Friday, 14 June 1996, 2 pm to 5 pm do you plan to attend? Yes No

10. Do you plan to attend the CAS/AAMS cocktail hour and dinner at the Royal Canadian Military Institute (RCMI), 426 University Avenue, Toronto, Ontario, Friday, 14 June 1996, 6 pm to 10:30 pm ? The cost per ticket is \$75. Business suit, mess kit, or tuxedo required. Space available for 120.

Yes No

11. Do you plan to attend the following events on Saturday, 15 June 1996?

a) 8 am - 9 am CAS Annual Meeting Yes No

b) 9:30 am - 10:30 am AAMS Annual Meeting Yes No

c) 12 noon - 1 pm CAS/AAMS Book Launch "The Air Mails of Canada and Newfoundland"

Yes No

d) Do you plan to purchase a catalogue (cost to be \$25.00 - \$30.00 US) and to obtain autographs of the Section Authors? Yes No

(Continued)

- 2 -

e) Do you plan to attend the AAMS lecture by Richard Beith of London, England on "The Development of Scottish Air Mails"? Yes No

f) Do you plan to attend the CAPEX'96 Palmares Reception and Banquet, 6 pm to 10 pm? Location and cost to be advised by CAPEX'96 Headquarters. Yes No

12. Do you plan to attend the annual AAMS Breakfast and Auction on Sunday, 16 June 1996, 8:30 am to 10 am at the Toronto Convention Centre? Yes No

13. Are you an exhibitor at CAPEX'96? Yes No

14. If yes, what is the title of your exhibit? _____

15. For the records of the CAS Secretary would you please indicate to which aerophilatelic and philatelic societies you belong. Please indicate your membership number also.

a) American Air Mail Society (AAMS) _____

b) Royal Philatelic Society of Canada (RPSC) _____

c) British North America Philatelic Society (BNAPS) _____

d) American Philatelic Society (APS) _____

e) Postal History Society of Canada (PHSC) _____

f) British Aerophilatelic Federation (BAeF) _____

g) Canadian Forces Philatelic Society (CFPS) _____

h) Metropolitan Air Post Society (MAPS) _____

i) Canadian Philatelic Society of Great Britain (CPS of GB) _____

j) Other _____

k) Other _____

16. Please indicate the areas of your aerophilatelic interests: _____

(Signature)

(Date)