



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 Aérophilatéliques) - Club Member

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===== 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 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: Reports on CAPEX	
Latest news on <i>The Airmails of Canada and Newfoundland</i>	4
Minutes of the Annual General Meeting	5
FEATURES:	
including: ATTEMPTED NON-STOP FLIGHT ACROSS CANADA - 1932	12
SOUTH AFRICAN AIRWAYS CRASH OFF MAURITIUS - 1987	14
RECENT DEVELOPMENTS AT MIRABEL AIRPORT	16
FOLLOW UP - comments on some items in recent issues	18
QUESTIONS - information wanted on some intriguing covers	26
SALES AND WANTS	28
NEXT ISSUE DEADLINE - SEPTEMBER 1st 1996	30
MEMBERSHIP RENEWALS / MEMBERSHIP APPLICATION FORM	31 / 32

**** PLEASE NOTE: THIS ISSUE WAS DELAYED IN ORDER TO INCLUDE REPORTS ON ****
**** CAPEX. - THE NEXT ISSUE WILL BE PRODUCED ON SCHEDULE IN SEPTEMBER. ****

MR. NELSON BENTLEY
3044 OTTERSON DR.
OTTAWA ON K1V 7B6

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 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 books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston ON K7M 4Y4.
- 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 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*. - This volume is now out of print, but 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.
- for detailed information on early air mail flights and stamps: *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*, C.A. Longworth-Dames, published by Unitrade Press, 99 Floral Parkway, Toronto ON M6L 2C4. (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.)
- similarly detailed is *Newfoundland Air Mails: 1919-1939*, by C.H.C. Harmer, published by the American Air Mail Society, (see below).
- two very useful "general histories" of Canadian aviation are *Canada's Flying Heritage* by Frank Ellis, which is the classic on aviation up to the 1930's; and *History of Canadian Airports* by T.M. McGrath, which describes 143 airports with many references to the airmail services that used them. - Both are available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6.

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

REPORTS ON CAPEX'96

EDITOR'S ACCOLADES: I had a great time at CAPEX, and would like to use my editor's prerogative to pre-empt the detailed reports which follow, and offer some personal CONGRATULATIONS:

to DICK MALOTT who received two awards for his contributions to aerophilately in Canada: the FISA Gold Medal for 1996; and appointment to the American Air Mail Society's Aviation Hall of Fame;

to DICK McINTOSH and DAN BARBER who were presented with Canadian Aerophilatelic Society plaques in appreciation of their work on the *Airmails of Canada and Newfoundland*.

I would also like to offer MANY THANKS on behalf of all our members:

to RON MIYANISHI and CORINE CRATHORNE who did an outstanding job running the Society's stand at CAPEX;

to DAN LUSSKY who ran the AAMS auction with professionalism, wit and tact - it was a highpoint of CAPEX for many of us;

to PHIL McCARTY, the AAMS Convention Coordinator, and DICK MALOTT for organizing the weekend's aerophilatelic events;

and to NELSON BENTLEY who has "retired" after many years of service as Treasurer of the CAS.

PRESIDENT'S REPORT

If you were not able to visit CAPEX'96 and participate in the three day convention of the CAS/AAMS you are most unfortunate. CAPEX'96, in my opinion, had all of the necessary ingredients to make it a first class FIP international philatelic exhibition. Canada Post and the RPSC gathered outstanding philatelic exhibits, technical displays, authentic vehicles depicted on the transport commemorative stamps of the last four years, outstanding honorary and competitive philatelic exhibitions and a very active bourse. There were several first day of issue events and at least six FIP exhibition hosted receptions for upcoming FIP exhibitions in 1996, 1997, and 1998.

The three day convention of the CAS/AAMS was most successful. The lounge of the two societies was supervised for the whole week by our industrious secretary, Ron Miyanishi, assisted by his equally competent friend Corine Crathorne. They handled all aspects of the lounge including selling special aviation covers, aerophilatelic books and catalogues, dinner and breakfast tickets and memberships. At least nine new members signed up for the CAS. All present appreciated the fine work of Ron and Corine who were guests at the RCMi Dinner on Friday, 14 June. Sixty-seven names were signed in the CAS guest book (CAS and AAMS members and guests) during the nine days of operation.

As the National Commissioner for Canada, a full time consultant aerophilatelic judge, and coordinator of the three day CAS/AAMS convention I was kept very busy. Ron and Corine saved the day assisting whenever required. On Friday morning, at 8 am, 14 June, the FIP aerophilatelic judging seminar commenced. Twenty-six members attended. It was conducted by Egil Thomassen of Norway, the President of the FIP Aerophilatelic Commission. He was assisted by Roland Kohl of Switzerland, President of FISA, and by Alex Newall of England, Editor of FISA's magazine, the "Bulletin". A thorough review of the FIP rules for exhibiting and judging was held to the benefit of all attending. Egil was very pleased with the results of the four hour judging seminar and he will advise the FIP Headquarters accordingly.

(Continued)

PRESIDENT'S REPORT continued:

In the afternoon the XXXVI Congress of FISA was held under the able leadership of the President of FISA, Roland Kohl, and the Secretary General, Jackie Bekaert. The 20 to 30 present discussed various aspects of aerophilately and astrophilately world wide. Cooperation among all the aerophilatelic societies of FISA was praised. President Kohl and all of the FISA Executive were reelected for another term of office. I was awarded for aerophilatelic services to Canada and international aerophilately the gold medal of FISA for 1996. I was honoured to accept the FISA award on behalf of all the members of the CAS.

In the evening 90 aerophilatelists/astrophilatelists and guests attended the dinner at the Royal Canadian Military Institute (RCMI). After a pleasant cocktail hour guests were piped to their respective seats by Pipe Major John Wakefield. An excellent four course roast beef dinner was enjoyed prior to the entertaining and informative speech by S/L Arthur Bishop, who spoke about RCAF personnel that he knew who helped develop the air mail services in Canada. Anyone wishing a copy of Arthur's speech may write to me for a copy. At the end of the evening a draw was held to present to lucky ticket holders 12 aviation books and 30 aircraft prints drawn by Bob Bradford and other Canadian aviation artists. This was the third RCMI dinner held by CAS/AAMS members. In 10 years time we hope to hold another. Souvenir menus with a cancelled Canadian aviation stamp on the front (dated 14 June 1996) are available from Mike Shand at \$2.00 each.

On Saturday, 15 June, the annual general meeting of the CAS was held, followed by that of the AAMS. A copy of the minutes of the CAS meeting recorded by Ron Miyanishi appear in this issue of "The Canadian Aerophilatelist". There were 28 members present. It was announced that Nelson Bentley, our treasurer from the beginning of the CAS was retiring from the position and was to be replaced by our present librarian, Ivan MacKenzie of Ottawa by 1 August 1996. The Editor of "The Canadian Aerophilatelist", Chris Hargreaves of Kingston, is to take over the duties of librarian and retain the editorship of the CAS's newsletter. Having the reference library close at hand will greatly assist Chris in his duties as editor.

It is a privilege to serve as president of the CAS when such dedicated volunteers are available to assist in the activities of the CAS. At an appropriate time a special plaque will be presented to Nelson in recognition of his eleven years of service as treasurer of the CAS. Anyone who may have observations on the contents of the minutes of the annual general meeting are invited to write to me, the secretary or the editor of "The Canadian Aerophilatelist".

LATEST
NEWS ON

At a noon time meeting on Saturday, 15 June, all attending were informed that the long awaited catalogue, "The Air Mails of Canada and Newfoundland" was not yet ready for publication as some sections still required revision, the advertising had not yet commenced, an index had to be prepared, and final editing by Dan Barber was held up due to personal U.S. Post Office duties and his obligations as secretary of the AAMS. It was agreed that it would be best to hold up the printing of the catalogue until all aspects were finalized so that as good a product as possible would be produced. The size is expected to be 500 plus pages. The cost to the collector is yet to be determined. The work of 43 collectors over a three year period was recognized by all present. Special plaques of recognition for the work done so far were presented to Dick McIntosh who had the largest section to do pertaining to all government and commemorative air mail flights from 1925 to the present, and to Dan Barber, Editor-in-Chief of the AAMS Catalogue and other AAMS publications.

During the last two days two aerophilatelic lectures were presented and well received. On Saturday afternoon Richard Beith of the United Kingdom presented a slide program and lecture on "The History of Scottish Air Mails" and on Sunday afternoon Fred Blau presented his exceptional slide program and lecture on "The Mails of the Airship Graf Zeppelin to and from Palestine." The air mail exhibits were varied with the best selected being "Indian Airmails - The Development and Operation (1911-1942)" by Pradip Jain of India. This exhibit was awarded the AAMS special prize, a large Seiko Quartz clock.

Two CAS plaques were awarded for recognition for achievement in exhibiting: (1) "Pioneer Australian Air Mails" (Small Gold) to Nelson Eustis of Australia; and (2) "Rocket Mail Pioneers" (Small Gold) to "CHASTE" (Pseudonym) of Australia. Our Vice-President, Mike Shand attained a Large Vermeil for the first time for his excellent exhibit, "Airmails of New Zealand, 1919 - 1940". He is now entitled to exhibit 8 frames internationally. William Topping of Vancouver received a Small Vermeil for his excellent exhibit on "Yukon Airways and Exploration". A few copies of the CAPEX'96 catalogue are available from the CAS at \$5.00 per copy post paid. Contact me if you are interested.

(Continued)

PRESIDENT'S REPORT continued:

There were 50 present for the very substantial AAMS breakfast followed by their auction. At the breakfast special awards were announced and presented. Once again I was honoured, this time by the AAMS, by being appointed to the Aviation Hall of Fame at State College, Pennsylvania. This award was presented for work done on behalf of promoting aerophilately in Canada. Fellow aerophilatelist Bob Outlaw, a past president and tireless worker for the AAMS, was also appointed to the Aviation Hall of Fame. All of the awards, presented by Cheryl Ganz, Chairman of the AAMS Awards Committee, will be listed in the next issue of the "Air Post Journal".

Many things happened during the annual convention. There were four new publications made available - "The Air Mails of Ireland" at \$22.50 Canadian; "The Balbo Flights" at \$15.00 Canadian; "Collecting Air Mails" at \$3.00 Canadian; and the special Canadian June issue of "The Air Post Journal" at \$2.00 Canadian in which the editor, Jim Graue, published several Canadian air mail subjects. Well done Jim! I attended the Spanish FIP Exhibition, ESPAMER '96 and AVIACIÓN Y ESPACIO '96 in Seville, Spain, 1 - 15 May 1996 and I will be going to the air mail exhibition, AEROFIL '96 in Buenos Aires, Argentina, 28 August - 8 September 1996. In Spain I served as the Canadian Commissioner and as an aerophilatelic judge. In Argentina I will serve as the Canadian Commissioner. In my next report I will advise you about these two exhibitions.

(RK Malott) Major (Ret.) President CAS

MINUTES OF THE ANNUAL GENERAL MEETING OF THE CAS

The Annual Meeting of the Canadian Aerophilatelic Society (CAS) was held at the Metro Toronto Convention Centre during CAPEX '97 on Saturday, June 15 at 8:00 AM. The meeting was attended by 30 members of the CAS and the AAMS. All the members of the Executive attended except for Pat Sloan (Immediate Past President).

Treasurer Report:

The CAS acquired several expenses - the production of the Air Mail Catalogue and the CAPEX '97 booth. The Society is in a deficit position and trying to hold off paying some bills. The incomes coming in to the Society are from the membership dues and the sale of covers.

Dick Malott has been covering; through his business, some of the extra expense to the Society; for example, additional typing for the Air Mail catalogue. Also he was able to reduce mailing costs by purchasing postage stamps at 60% reduced cost.

Nelson Bently at the meeting has announced his retirement as Treasurer and Ivan MacKenzie will become the new Treasurer of the CAS.

Secretary Report:

As of 21 March 1996 the CAS had 156 members, out of that, 141 are paid memberships and 15 complimentary. There was total of 94 members in Canada with the membership concentrated in Ontario, BC and Quebec. There were 27 members in the US spread out with the largest number in Illinois with 6 members. Internationally there are 20 members with the largest number in England and Switzerland.

Murray Heifetz suggested to send copies of the new American Air Mail Society publication "Collecting Airmail" along with application forms to each Secretary of the various chapters in the RPSC to recruit new members into the CAS.

Vice-President Report:

The Vice President who is also the Sales Coordinator made note that there is a new list of covers available for sale from the CAS. He also mentioned that 2 plaques were made from the sale of the Concorde covers.

(Continued)

MINUTES OF THE ANNUAL GENERAL MEETING OF THE CAS continued:

Editor Report:

Dick Malott thanked Chris Hargreaves for the excellent work he has done as Editor for "The Canadian Aerophilatelist." Chris announced that the Newsletter has won a Silver/Bronze at COLOPEX '96 Stamp Show during April 12-14 1996. Cheryl Ganz mentioned a Silver/Bronze is quite good for a working Newsletter and should look at other Silver/Bronze publications and publications with a higher awards as a reference. It was also mentioned that a Silver is a peak for a working Newsletter. Muray Heifetz suggested that the publication should not be a working Newsletter.

Alex Newall offered to Chris to reprint any material from his Newsletter (FISA Bulletin). As Editor, Chris took an approach of introducing a wide range of material - international and Canadian to appeal to all the members.

Librarian Report:

Ivan has been Librarian for the CAS for 2 years and has a good collection of Air Logs and Journals. Most of the collection contributed by Dick McIntosh, Pat Sloan, Basil Burrell and Nelson Bentley. At the meeting a decision was made to transfer the library from Ivan to Chris for his research as Editor.

President Report:

Appreciation was given by Dick Malott to the executive from the BAeF and AAMS for their cooperation.

The Air Mails of Canada and Newfoundland Catalogue:

The catalogue was not ready for it's planned release on 15 June 1996. The delay will allow time to produce a better catalogue. The catalogue involved 43 people and took 3 years to create and it contains 350-500 pages. The catalogue will be different containing everything for the collector of Canadian airmail.

Any new material or information would be published in a supplement. It was passed that the supplement would be a softbound book produced, if not by the AAMS, then by the CAS to prevent any delays and with the acknowledgment that the AAMS owns the copyright of the original catalogue material.

Other Business:

Murray Heifetz, who organized the CAS Toronto Symposium, suggested the next symposium should not be held in Toronto the second time. The next meeting should be held in a area to give access to other who do not live in major urban areas; such as, Ottawa or Kingston. Chris interjected he would still like the meeting in Toronto.

Finally, an appreciation was given to the CAPEX executive in the organizing of the event. Pat Sloan who could not attend the meeting sends his best wishes. Bill Bartlett was thanked and recognized for his work canceling the menus for the Dinner. The next CAS Annual meeting will be in Ottawa at ORAPEX '97.



Ron Miyanishi
Secretary, CAS 21 June 1996

***** LOST AND FOUND *****

During the last day at CAPEX, a CAPEX PROGRAMME BOOK with some early ads related to flying was found. - The owner can claim it from Ron Miyanishi, 124 Gamble Avenue, East York, Ontario M4J 2P3.

SECRETARY'S REPORT

Welcome to the following new members, nine of whom joined at CAPEX:

- #245 Cal Bricker, Edmonton, Alberta.
- #246 John Jarvis, West Palm Beach, Florida, U.S.A.
- #247 Stanley Sibley, Calgary, Alberta.
- #248 Francois Ouellet, St-Emile, Quebec.
- #249 David E. Flett, Waterford, Ontario.
- #250 Major John R. Bright (Rtd), Orangeville, Ontario.
- #251 Charles Wm. McEvoy, Kitchener, Ontario.
- #252 Scott Mitchell, La Grange, Illinois, U.S.A.
- #253 Robert L. Hunter, Tillamook, Oregon, U.S.A.
- #254 John Webster, Huttonville, Ontario.
- #255 Jorg Kiefer, Frankfurt, Germany.
- #256 M. Bernard Abouchard, Paris, France.

TREASURER'S REPORT

31 May 1996

Bank Balance as of 31 December 1995 \$ 153.24

INCOME STATEMENT

Dues, new members	60.00	
Dues, renewals & reinstated members	892.14	
Sale of Snowbirds covers	414.01	
Sale of C.A.S. items by mail	10.00	
Sale of C.A.S. at CRAPEX-96	64.00	
Donations from members	10.00	
CANAV Books for flyer in Newsletter	25.00	
Transferred from Savings Account	50.00	
	<u>\$ 1,527.31</u>	\$ 1,527.31
		\$ 1,690.55

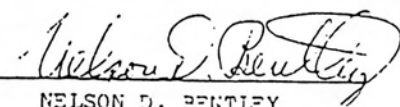
EXPENSE STATEMENT

Cheque to Ivan MacKenzie, Librarian for 4 magazine files	59.76	
Cheque to R.P.S.C. for C.A.S. advertisement	16.05	
Cheque to Lynda Scullion, typing, newsletter etc.	112.00	
Cheque to Ron Miyanishi, Sec. for postage	20.01	
Withdrawn from Account for C.A.S. cheques	14.20	
Cheque to Ron Miyanishi, Sec. for 1000 membership cards	149.50	
Cheque to Rapid Copy Plus for copies & staples	387.60	
Cheque returned NSF	20.00	
Cheque to M/Cpl Allen McLellan, Snowbird proj.	338.54	
Cheque to Ron Miyanishi, Sec., post. & supplies.	53.01	
Cheque to Rapid Copy Plus for copies, Suppl. etc.	475.88	
Service Charges on Account	<u>5.95</u>	
	\$1,652.50	\$ 1,652.50
		\$ 38.05

Note#1: \$ 103.95 - 31 Oct
 55.00 - 7 March deposit
 158.95
 -5.70 - Service Charges
 153.25
 +.14 - Interest
 153.39
 -50.00 - 29 May transfer
 103.39

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

Signed


 NELSON D. BENTLEY
 Treasurer C.A.S.

LIBRARIAN'S REPORT - RECENT ACQUISITIONS

Library Items Received from Dick Malott, Pat Sloane and Basil Burrell

1. **Courrier Recupere/Recovered Mail** — 1937-1988, Henri L. Nierinck
2. **Forty Years 1953-1993** — Canadian Forces Base Baden Soellingen, West Germany
3. **Sanabria Airmail Catalogue** — North America 1995, Sanabria Inc. — 1995
4. **Geschiedenis van de Duivenpost van de Oudheid tot 1989 (Pigeonpost)** — D. Koelewijn, Waddinxveen — 1990
5. **The Canadian Aerophilatelist, The Canadian Aerophilatelic Society** — Vol. II No. III 10 Oct 86; Vol. VI No. 2 01 Nov 90; Vol. VIII No. 2 14 Aug 92; Vol. IX No. 1 15 Feb 93 and No. 2 01 Dec 93; Vol. X No. 1 15 Apr 94 No. 2 Jun 94 No. 3 Sep 94 and No. 4 Dec 94; and Vol. XI No. 1 Mar 95 and No. 2 Jun 95
6. **The Airpost Journal, American Air Mail Society** — Vol. XVII No. 3 Dec 45; Vol. XVIII No. 4 Jan 47 to Vol. XXIII No. 5 Feb 52; Vol. 29 No. 3 Dec 57 and No. 10 Jul 58; Vol. 32 No. 3 Dec 60; Vol 35 No. 10 Jul 64 to Vol. 65 No. 12 Dec 94 (Missing Vol. 39 No. 6 Mar 68); and Index to Volumes 1 to 50
7. **Membership Directories, American Air Mail Society** — Jun 1948; Jun 1975; and May 1979
8. **The Aero Philatelist Annals, American Air Mail Society** — Vol. XIX No. 1 Jul 75 to Vol. XXV No. 2 Jan 1982 (Missing Vol. XX No. 1 Jul 1976); and Index to Volumes 1 to 25
9. **Jack Knight Air Log & AFA News** — Vol. 23, No. 2, May 66 and No. 4, Nov 66; Vol. 30, No. 2, Apr-Jun 73; and Vol. 35, No. 1, Jan-Mar 79 to Vol. 52, No. 2, Apr-Jun 95
10. **The Bulletin, Metropolitan Air Post Society** — Vol. 8 No. 1 Jan-Mar 93, No. 4 Oct-Dec 93; Vol. 9 No. 1 Jan-Mar 94, No. 2 Apr-Jun 94; Vol. 10 No. 2 Apr-Jun 95
11. **Air Mail Northwest, The Northwest Chapter of the AAMS** — Vol. 5, No. 1, Mar. 87
12. **The CAMS Bulletin, Chicago Air Mail Society** — Vol III, No 4 Apr and No. 6 Jul 86; Vol IV Jan-Feb-Mar 87 and Apr-May-Jun 87
13. **FISA Bulletin, International Federation of Aero-Philatelic Societies** — No. 87, Dec 91; No. 88, Apr 92; No. 95, Jul 94 to No. 99, Oct 95
14. **Air Mail News, Journal of the British Aerophilatelic Federation** — Vol. 13, No. 72, Winter 72 to Vol. 17, No. 90 Summer 76 (Missing Vol. 14, No. 78, Summer 73) Also Francis J. Field, R.D.P. Souvenir Booklet 19 Jun 71
15. **American Philatelist, American Philatelic Society** — Vol. 96, No. 5, May 82 (976) to Vol. 110, No. 1, Jan 96 (1140) — Missing Vol. 97, No. 10, Oct 83 (993); Vol. 100, No. 5, May 86 (1023); Vol 101, No. 5, May 87 (1036); and Vol. 109, No. 10, Oct 95 (1137)
16. **Newsletter, World Philatelic Congress of Israel, Holy Land and Judaica Societies** — No. 77-78, Mar-Jun 95
17. **Philately in Japan, Japan Philatelic Society** — Vol. 15, Nos. 1 and 2, Mar and Jun 92; Vol. 18, Nos. 1, 2 and 3, Mar, Jul and Sep 95
18. **Canadian Forces Philatelic Society Bulletin** — Vol. 11, No. 2, 85/86; Vol. 16, No. 4, 90/91; Vol. 17, No. 1, 2, 3, & 4, 91/92; Vol. 18, No. 1, 2, 3 & 4, 92/93; Vol. 19, No. 1, 2, & 3, 93/94; Vol. 20, No. 1, 3 & 4, 94/95
19. **Military Postal History Society Bulletin, American Philatelic Society** — Vol. XXXI, No.1, 2 & 3, 91/92; Vol. XXXII, No. 1, 2, 3 & 4, 93; Vol. 33, No. 1, 2, 3 & 4 94; Vol. 34, No. 1 & 3, 95
20. **The Forces Postal History Society Newsletter (British)** — Vol. XXIII, No. 5 (225), Autumn 95
21. **The Canadian Connection, A Journal of Canadian Philately - Canadian Study Unit** — Vol. 4, No. 4, 90; Vol. 5, No. 1 & 4, 91; Vol. 6 No. 1, 2 & 4, 92; Vol. 7, No. 1, 3 & 4, 93; Vol. 8, No. 1, 94; Vol. 9, No. 1, 95
22. Several aeronautical/aerophilatelic related publications and photocopies of articles and papers, e.g., enRoute, Inflight, US Air Magazine, Aeropex 94 (7 documents), Concorde in Canada by Al Starkweather (16 pp-Photocopy)
23. **Numerous Auction Catalogues** — From many of the philatelic auction firms in Canada, United States, Great Britain and Europe

To borrow any of these items, or to find out about our other holdings, contact Chris Hargreaves, 4060 Bath Road, Kingston. Ontario K7M 4Y4.

"NEW BOOKS"

YUKON AIRWAYS & EXPLORATION CO. LTD.

A PIONEER AIR MAIL COMPANY

by - WILLIAM TOPPING, FRPSL

A history of Yukon Airways and Exploration Company Limited from its incorporation in May 1927 to the crash of its last plane, the Northern Light, on November 29, 1929. All major flights are discussed in detail as well as other important events in the history of the company. The work includes a listing of all flights for which covers have been reported.

Artists sketches, approved and rejected stamp designs, cross sheet panes and printing details are illustrated. Unlisted constant plate varieties and the major re-entry are shown.

The book contains over 60 pages of detail on Yukon Airways and is based on the author's collection as shown at CAPEX.

This book is being offered at a pre-publication price of \$25.00, (\$20.00 U.S.), for orders paid before September 15th 1996.

Orders should be sent to: William Topping, 7430 Angus Drive,
Vancouver, B.C. V6P 5K2.

ON AIR MAIL DURING WORLD WAR II:

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Report on the Progress of Civil Aviation 1939-1945 or The Wartime Postal History Collector's Answer to a Thousand Questions. Selected data from the Civil Aviation Authority's Annual Reports during WWII. Edited by John Wilson. Year by year and route by route analyses of British civil aviation throughout the Empire. Includes associated services operated by KLM, SABENA etc. A4. 122 pages. (1994) £22.00

I'm told that this book is a veritable goldmine of information!

It can be obtained from Richard Beith, 14 Middlecroft, Guilden Sutton, Chester, England CH3 7HF. - Richard will gladly supply a price including postage, and/or a free catalogue of all the books he stocks.

ON CANADIAN AIRMAIL:

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History of Canadian Airports by T.M. McGrath, is available again from CANAV Books. - It includes individual histories of 143 airports, with many references to the airmail services that used them, and over 200 photographs.

Canada's Flying Heritage, the classic account by Frank Ellis of Canadian aviation and air mail up to the 1930's, is also available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6.

CANADIAN AERO-TELEPHONE CARDS !

Given the massive hype that telephone cards have received in some philatelic magazines, this seems an appropriate time to state that:

- 1 - AIR CANADA has issued the first Canadian Aero-Telephone cards.
- 2 - I have NO intention of mentioning telephone cards again in this newsletter, unless there is a deluge of mail from members who think I should!



STEARMAN 1937-1939



LOCKHEED 10A 1937-1939



LOCKHEED 14H2 1938-1948



NORTHSTAR DC4M2 1947-1961



SUPER CONSTELLATION 1954-1962



VICKERS VISCOUNT 1955-1961

SHARE THE WONDER OF FLIGHT WITH AIR CANADA PREPAID CALLING CARDS

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COMOX AIR FORCE MUSEUM

Historically Comox has been the much cherished home of seven RCAF/CAF squadrons.

In 1943 the station was opened as an RAF aerodrome and served as a Transport Operational Training Unit during WWII. It closed in 1946 and was reopened in 1952. There are many fond memories of the aircraft flown in the early years - the Dakota, the Expeditor and the Lancaster.

CFB Comox expanded quickly in the "Golden Years" with the advent of the Jet Age, and today is home to three squadrons and one detachment.

Special theme exhibits are featured in our Temporary Exhibit Area to compliment our Permanent exhibit. An Annual Exhibit Series may include a Gulf War display, an Aviation Art Show or a feature display on a particular aspect of RCAF history.

There will always be something of interest to come and see at the Comox Air Force Museum.



The Museum also has a Gift Shop which sells a wide variety of badges, clothing, decals, coffee mugs, pins, etc.

For more information regarding the Museum, and/or a Gift Shop Catalogue, contact: Comox Air Force Museum, CFB Comox, Lazo, BC V0R 2K0. (Phone/Fax 604 339 8162.)

"INVERTED JENNYS"

As one of the special exhibitions to celebrate the 150th Anniversary of the Smithsonian Institution, the National Postal Museum in Washington D.C. is creating a display on the "Inverted Jenny", that will include a "reunion" of as many of these stamps as possible.

This exhibit will be open from July 30th to September 30th 1996.

PRICE CHANGES - MY ALBUM:

As a result of "various changes and good sales", the price of My Album has been reduced to \$68.00 Canadian / \$49.95 U.S.

For more information on this computer software program to create album pages, see page 8 of the last newsletter, or contact:

Robert Drummond, Drummond House of America Inc., 212 Raymond Road (Unit - 3), Nottingham, New Hampshire 03290, U.S.A.

NOVAPEX 97

The NOVA SCOTIA STAMP CLUB will be celebrating its 75th Anniversary by hosting a Provincial Stamp Exhibition: "a showcase of stamps, postal history, and dealers".

NOVAPEX will be held on May 9th, 10th and 11th 1997, at the Dartmouth Sportsplex, Dartmouth, Nova Scotia.

ATTEMPTED NON-STOP FLIGHT ACROSS CANADA - 1932

Neil Hunter

MONTREAL, P.Q. - VANCOUVER, B.C.

Date: July 4, 1932

Carrier: Premier Air Transport, Vancouver

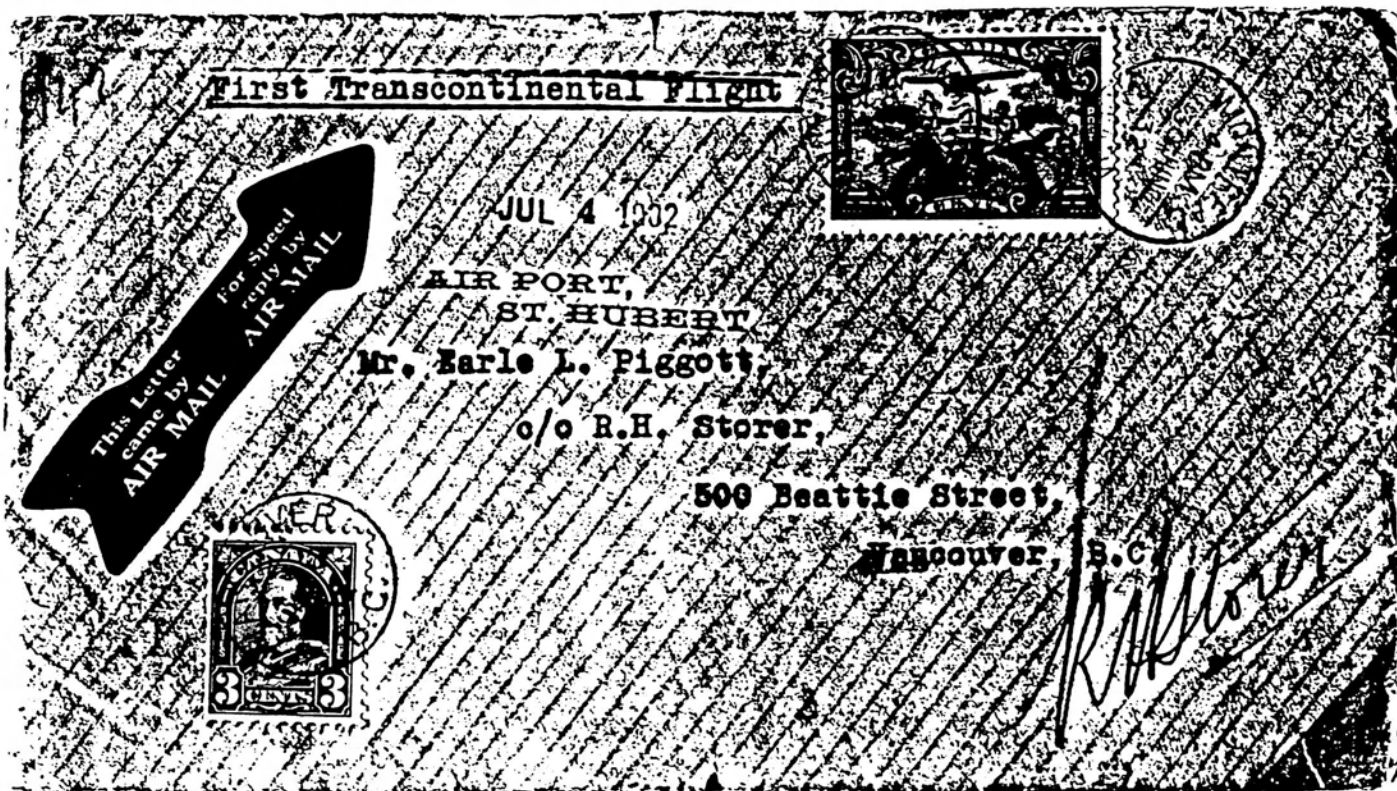
Pilots: Lieuts. Bruce Ronald, and R. H. Storer

Type of Aircraft: Waco ATO CF ASJ P.A.T. No. 1 "Vancouver Sun"

Postage Rate: 5 cents

Authorized:

Covers: July 4 Montreal P.Q. - Vancouver B.C. (nl)
(120 pieces)

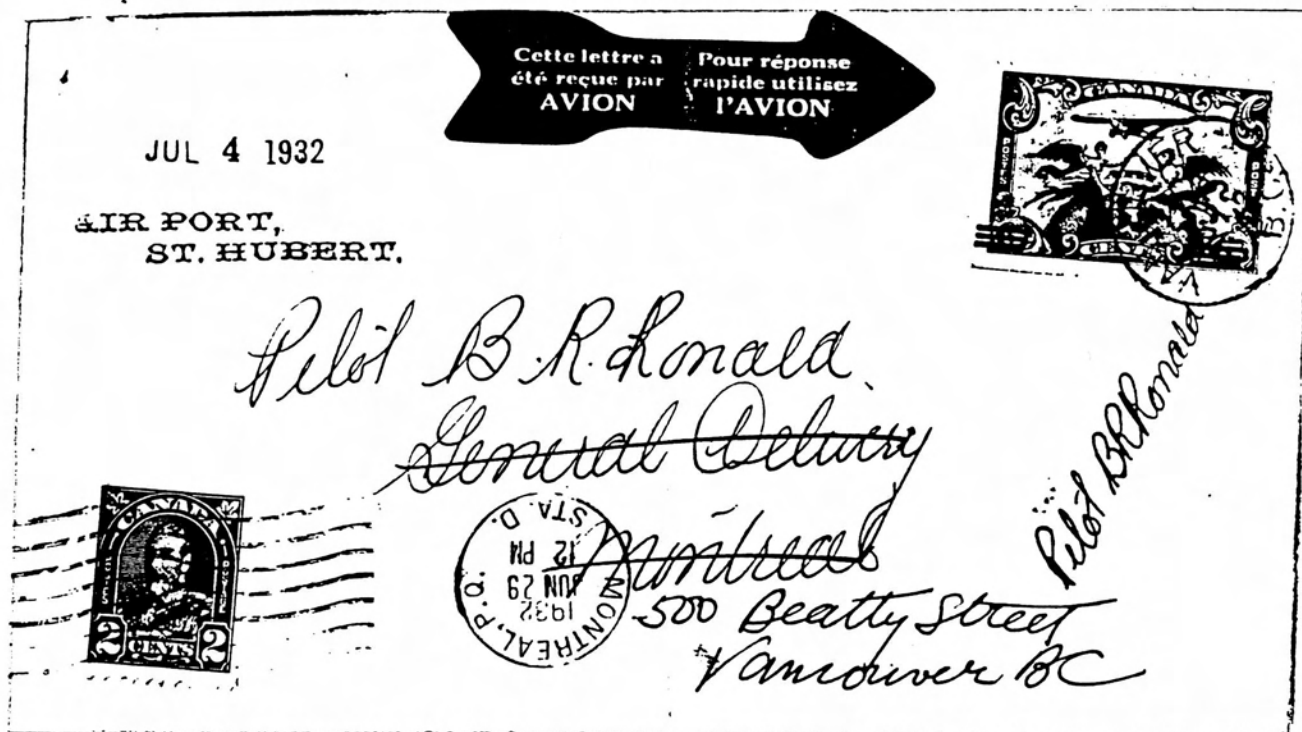


Montreal P.Q. - Vancouver B.C.
T217X-2

July 4, 1932 (nl)

(Continued)

ATTEMPTED NON-STOP FLIGHT ACROSS CANADA - 1932 by Neil Hunter - continued:



Montreal P.Q. - Vancouver B.C.

July 4, 1932 (nl)

The flight was scheduled to take off on June 21, but was delayed until July 4. The goal was a non-stop trip to Vancouver - 2,445 miles in 21 hours with in-flight refueling. The refueling arrangements broke down as no suitable planes were available on the Prairies. The revised plan called for fueling stops at Winnipeg and Lethbridge.

The plane took off at 1:34 am E.S.T. from St. Hubert Airport in Montreal with Ronald at the controls. The plane reached Regina, Sask. the first night after a forced landing at Coppercliffe, Ontario due to a broken oil line over Sudbury which required in-air repairs by one of the pilots. The plane next landed at Lethbridge at 1:30 pm and then flew through Crows Nest Pass to Grand Forks where the pilots were forced to spend the second night due to bad weather. They left Grand Forks at 9:25 am and arrived at the Vancouver Club Airport on Sea Island at 1:15 pm on July 6th.

There were 120 covers on board to be mailed at the Vancouver post-office on arrival. This cover appears to have been prepared by Bruce Ronald. He appears to have mailed it in Montreal on June 29, then had it cancelled at the St. Hubert airport on July 4th before taking off. He remained in in Vancouver upon arrival.

Sources: Vancouver Sun - July 4th- 6th, 1932 (4th - pg. 1, 5th - pgs. 1 & 4, 6th - pg. 1)
125 Years of Canadian Aeronautics, The Canadian Aviation Historical Society pg. 175

SOUTH AFRICAN AIRWAYS CRASH OFF MAURITIUS - 1987

Kendall Sanford

Most collectors of air crash covers are familiar with or heard about the crash of the South African Airways Boeing 747 "Helderberg" early in the morning of 28 November 1987, off the Island of Mauritius in the Indian Ocean. The Captain, Dawie Uys, was a personal friend of mine, and this was to be his last flight before retiring from South African Airways.

The flight originated in Taipei, Taiwan, and was destined to Johannesburg, South Africa, with a stop at Mauritius. When the aircraft was about ninety kilometers from Mauritius, Captain Uys radioed to the Mauritius Control Tower: "There is smoke coming into the cabin. I think we have a fire." Apparently, he attempted, for about fifteen minutes, to bring the aircraft down to the water to attempt a ditching, but the aircraft was completely on fire by then and it exploded just before it hit the water, broke up quickly and sank in a depth of about 12,000 feet. All 160 people onboard died. The cause of the fire was never determined, even though there were a number of theories about it. One was that there was a shipment of fireworks, another that there were watches with lithium batteries which could easily ignite, and another was that the door to the maindeck cargo compartment (it was a combo aircraft with a main deck cargo compartment) was unlocked, a passenger went into the cargo compartment to smoke, and somehow started the fire in the cargo. Another possibility was that there was a bomb onboard. None of these theories were ever proven.

According to an article in "The Times" of London on 26 December 1994 (based on an original report in "The Weekend Star" of Johannesburg), the fire was started by a shipment of American made rocket fuel that ignited in mid-air and began to burn uncontrollably. The cargo (considered as "dangerous goods," which must be declared and specially packaged) had been labeled "tropical fish." It is believed that passenger aircraft were used to transport dangerous cargo during the sanctions era. The reports were that the rocket fuel, super mercuric cyanate, a granular compound, had been stolen from a weapons manufacturer in the Western United States earlier in November 1987. It is claimed that it was shipped under false documentation to Japan, and then to Taiwan, where it was loaded onto the "Helderberg," disguised as sludge at the bottom of fish tanks.

The speculation is that one of the fish tanks ruptured when the aircraft encountered strong turbulence over the Indian Ocean, and the rocket fuel ignited when it came into contact with air. Even though less than one percent of the wreckage was recovered, what was recovered was enough to determine that temperatures of up to 700° (1300°f) had been generated by the fire onboard.

Two bags of mail were recovered from the "Helderberg." One was a parcel post bag from Japan, and the other was a regular air mail bag from Taiwan. According to an item in the "SA Philatelist" of December 1988, the Postmaster General, Mr. Johan de Villiers, advised that the mail was damaged and was soaking wet. It was dried out for a period in the Johannesburg GPO during February 1988. Postal officials then patiently set about the painstaking task of having the mail delivered. About 125 pieces of mail,

(Continued)

SOUTH AFRICAN AIRWAYS CRASH OFF MAURITIUS - 1987 by Kendall Sanford - continued:

including some registered letters, were recovered and subsequently delivered to the addressees, mostly in South Africa. Three pieces, one of which is shown below, are known to be in the hands of collectors.

Dear Sir

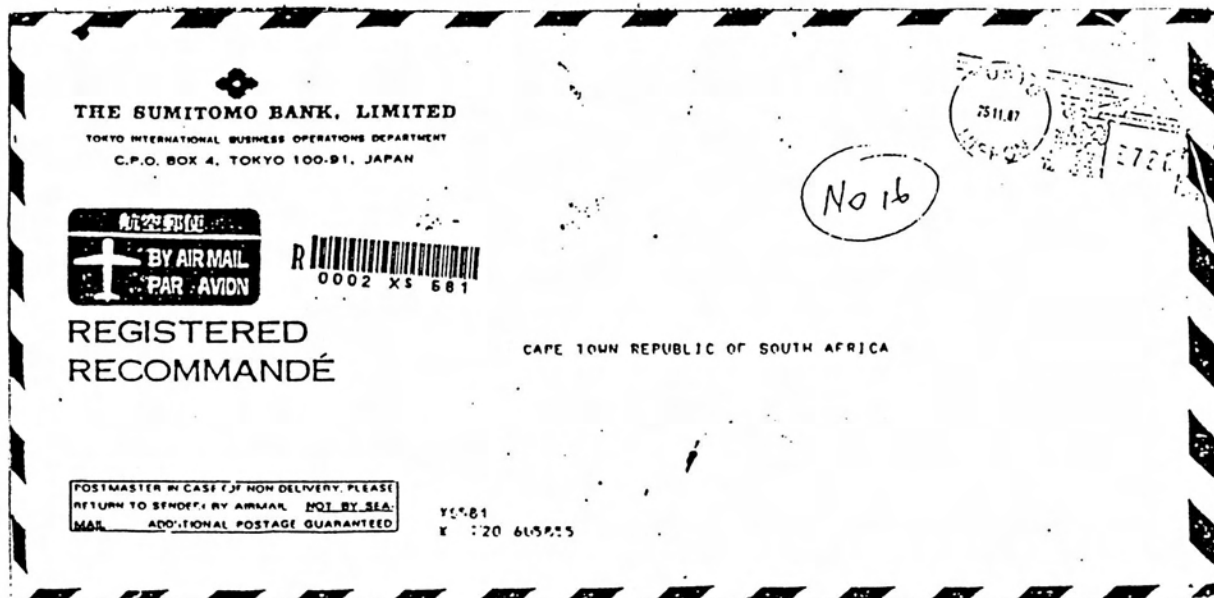
The accompanying postal article was included in a mailbag which was aboard the ill-fated Helderberg aircraft.

A few of the mailbags were retrieved and forwarded to Johannesburg for disposal of the mail matter contained therein.

Unfortunately the enclosed article was soiled and damaged by seawater but is nevertheless forwarded in the hope that the contents is still legible.

It is regretted that the delivery of the item has to be associated with very tragic circumstances and that it could not have been delivered in good time.

Yours faithfully



Registered cover from Tokyo, Japan to Capetown, South Africa. The cover was processed in Johannesburg and forwarded with the explanatory notice



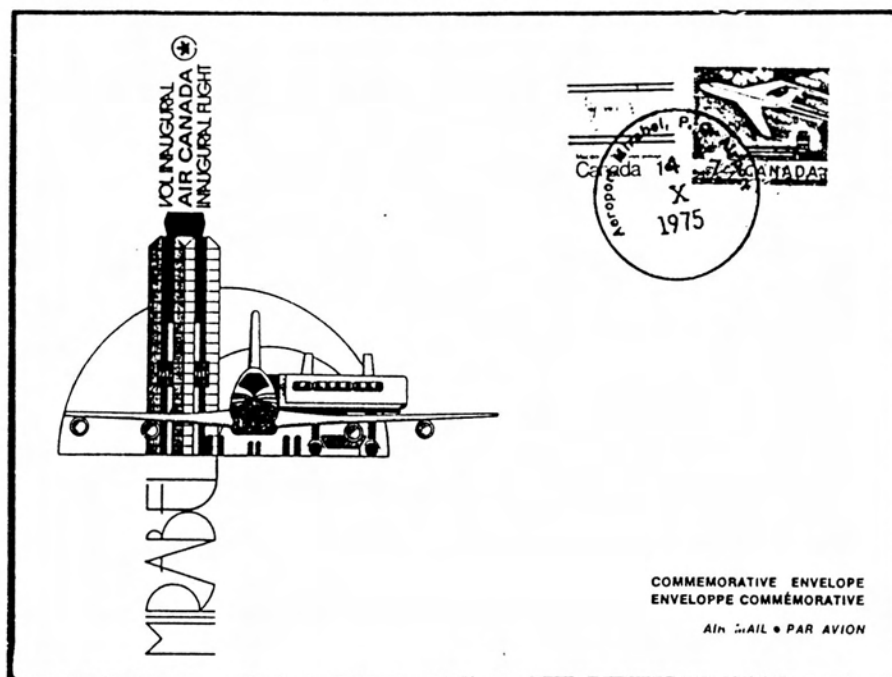
This article first appeared in *La Catastrophe*, the quarterly journal of The Wreck and Crash Mail Society, which is devoted to the study:

of all aspects of delayed and/or damaged mail and interrupted mail services. Currently, the Society is composed of three study groups; namely, the Air Crash Study Group, the Railroad Wreck Study Group and the Ship Wreck Study Group. A fourth study group, the Suspended Mail/Conflicts Study Group is being organized.

Annual dues are \$15.00 U.S. or 10 Pounds British. - For more information contact: Henry J. Berthelot, 132 Livingston Pl. W., Metairie, Louisiana 70005, U.S.A.

RECENT DEVELOPMENTS AT MIRABEL AIRPORT

In 1975, Mirabel Airport opened amid fanfare, great financial expectations, and a variety of commemorative covers.



Its performance, however, failed to meet the expectations, and transatlantic flights are going to be transferred back to Dorval:

MONTREAL — By next April, people who want to fly to Paris will no longer drive north of the city to get there.

Aéroports de Montréal, the private company in charge of administering Dorval and Mirabel airports, announced Tuesday night it will transfer all transatlantic flights from Mirabel to Dorval by April 1997.

Jacques Auger, president of ADM, said work will begin next month on a temporary jetty at Dorval airport that will accommodate European departures and that a permanent jetty would be completed by April 1999.

Both installations would have the capacity to accommodate eight wide-bodied long-haul jets.

The project will cost \$185 million and will be financed by an airport maintenance fee which, beginning in October, will be charged to passengers using Dorval to get to Canadian, U.S. or European destinations.

And if travellers might be paying a little more to get out of Dorval, Auger promised local residents they won't hear the difference.

"We have to base our decision on

some scientific evidence," he said, referring to computerized projections on the potential noise pollution posed by engines of the long-haul jets.

"We have, for the past three-and-half years, been ... trying to manage noise around the airport. And one measure of success is that we are now below 60 complaints a year while Toronto gets 3,000 to 6,000 a year.

"Our experts tell us that ... you cannot see the difference between the current (noise) situation of 600 flights a day and the additional 20 (European flights) we will have. Certainly there will be a small difference but we say it won't be significant."

The ADM also announced that Mirabel will be used exclusively for cargo and charter flights and that negotiations would be undertaken with customs officials to eventually convert the site into a free trade zone.

Dorval handles about 5.8 million passengers annually while Mirabel, built to handle 10 million, actually serves about two million a year.

The change in the airports' roles will see an additional 383,000 charter passengers processed at Mirabel while one million passengers formerly using

Mirabel would catch their flights at Dorval.

Auger said Mirabel's cargo-handling facilities would be expanded, enabling it to handle four 727 and two 747 jets simultaneously.

Once the transatlantic service is operational at Dorval, the airport would find itself under an average of 10 additional flights a day, Auger said.

Auger said the decision to move the transatlantic flights was made necessary by the lack of inter-flight transfer facilities at Mirabel and the decision by several transatlantic carriers to move their business to Toronto.

"We lost Canadian, we lost Alitalia, we lost TAP and we lost Lufthansa. Our studies showed that if we didn't change things we'd have lost half our flights ... from 72 to 35.

"The main thing that was lacking (at Mirabel) was synergy between domestic and international flights ... you have to have quick connections — 20 or 30 minutes. They can do it in Toronto and they can do it Detroit.

"It breaks my heart when someone from Quebec City has to take a flight to Toronto to get a plane to Paris and then takes a return flight to Mirabel."

The Ottawa Citizen, Wednesday, February 21, 1996

Editor's note: If anybody finds or creates covers for these "Repeat First Flights" from Dorval, please would they let me know.

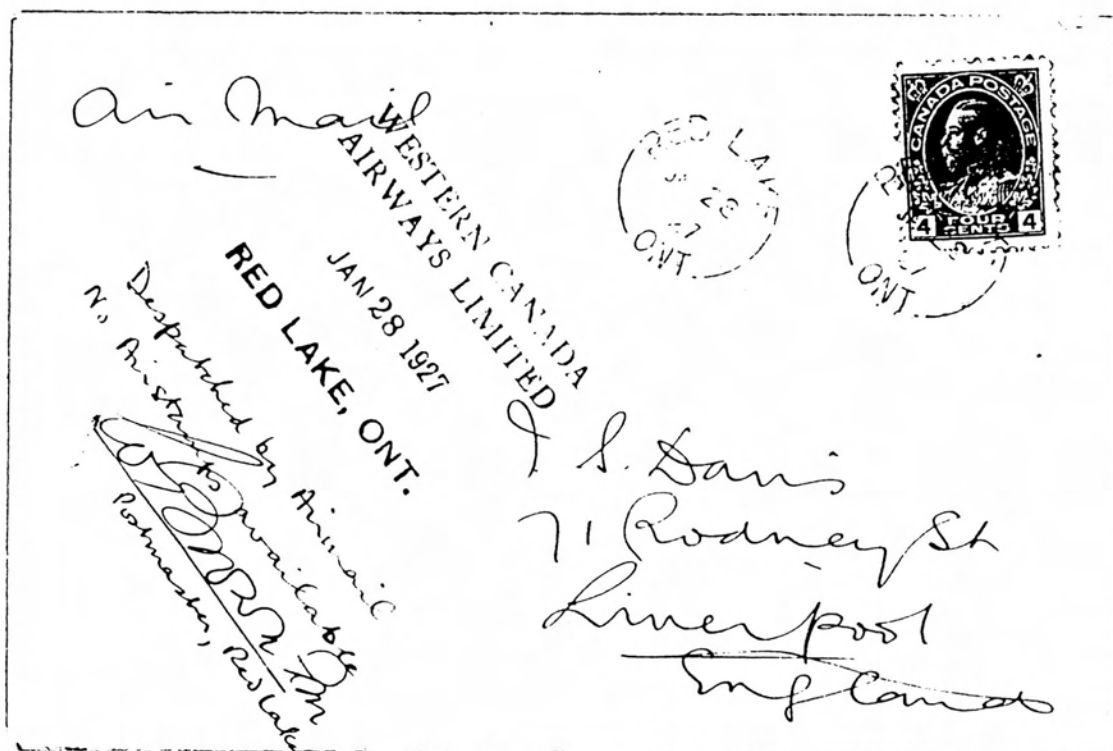
WESTERN CANADA AIRWAYS LTD. - PRE-LABEL COVER

Bob Jamieson

28TH JANUARY 1927.

This date is noted as the Earliest known for a Western Canada Airways marking by the Study Group for Canadian Semi-Official Air Mail Stamps of the British North American Philatelic Society.

-----0000000-----



Editor's Note: this cover was part of Bob's display at the CAS Symposium in Toronto last year. Ten members attended that Symposium, and all enjoyed it.

We hope to have another Symposium in Toronto this year, probably on a Sunday in late November, to which all members are invited.
- There should be full details in the next newsletter.

FOLLOW UP -

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

R.H. Jamieson,
Box 518,
Thornhill, ON,
L3T 5W1

Dear Bob,

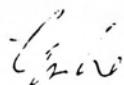
Further to your article on Patricia Airways in the March Aerophilatelist, I enclose xeroxes of what I have of the damaged O in Lookout.

As you see I only have it on CL25, the yellow rouletted stamp. I have it with green overprint, descending, plate 13, and red overprint, descending, plate 14. And I have something that could be a different stage of the error. On plate 15 with black overprint, descending, the same O on row 4 stamp 1 has a rather uneven and enlarged centre. However, instead of being black it is missing the overprint colour. I've made an enlargement of it to show it a little more clearly.

I would be inclined to call it a different error except it is rather a coincidence that it occurs on the same letter on the same part of the plate. Because of that, I wonder if it is in some way connected? An earlier or later stage?

I'm copying this to Chris Hargreaves for information.

Regards,



Mike Painter

15
USE ONE STAMP
TO BE AFFIXED

PATRICIA AIRWAYS



(Continued)

FOLLOW UP - PATRICIA AIRWAYS & EXPLORATION LTD. - MALFORMED "O" VARIETY continued:

13
8
AIR STAMPS
USE ONE STAMP FOR EACH OUNCE OR FRACTION
TO BE AFFIXED ON BACK OF ENVELOPE ONLY
PATRICIA AIRWAYS & EXPLORATION LIMITED



CL25 green overprint Pl. 13.

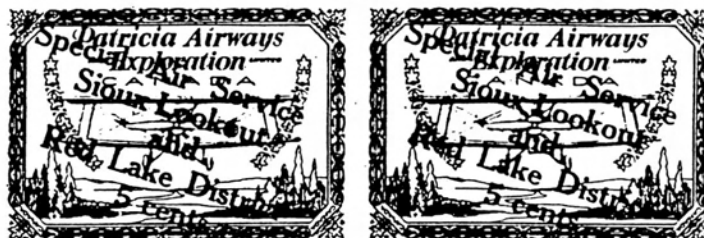
15
8
AIR STAMPS
USE ONE STAMP FOR EACH OUNCE OR FRACTION
TO BE AFFIXED ON BACK OF ENVELOPE ONLY
PATRICIA AIRWAYS & EXPLORATION LIMITED



CL25 black overprint, Pl. 15.
(see enlargement)

PATRICIA AIRWAYS & EXPLORATION LIMITED

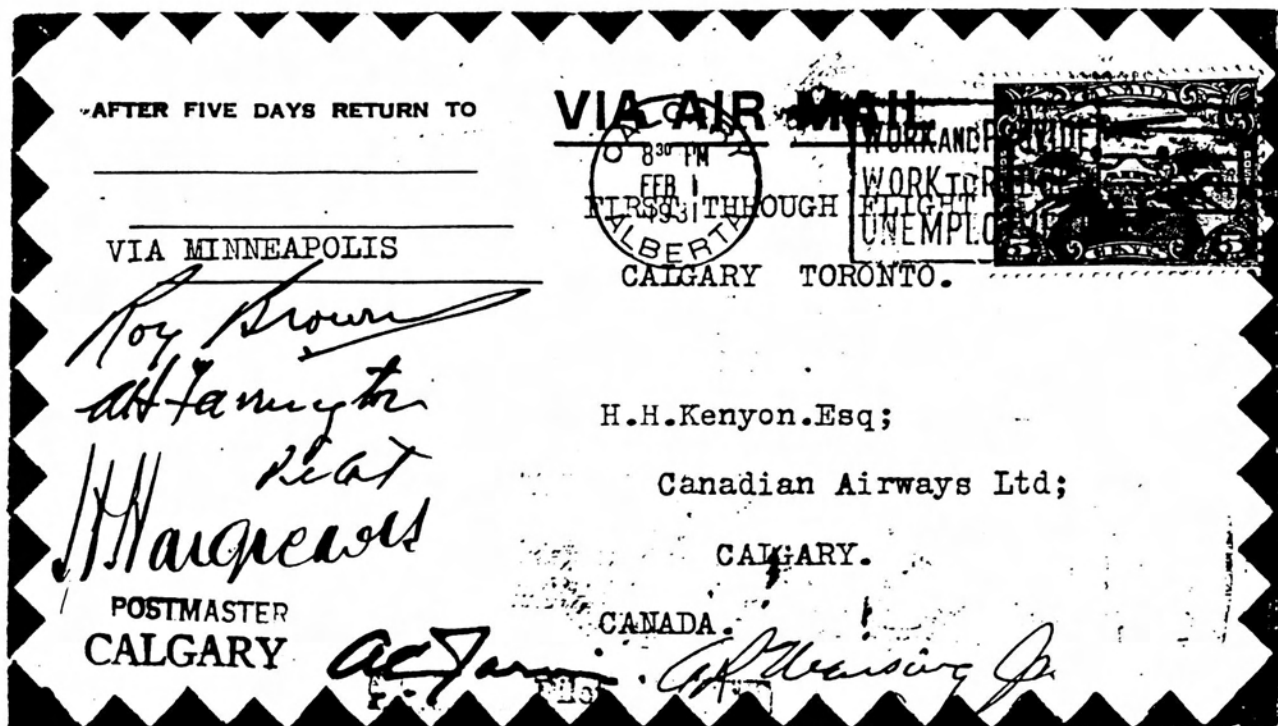
14
USE ONE STAMP
TO BE AFFIXED
PATRICIA AIRWAYS & EXPLORATION LIMITED



CL25 red overprint, Pl. 14.

FOLLOW UP - AIR MAIL via WINNIPEG-PEMBINA, 1931

Mike Painter also sent in the following cover which would have used the Winnipeg-Pembina connection between the Canadian and American air mail services:



Here is another cover similar to the Calgary/Mexico City one on page 22 of the March Aerophilatelist. However, this one has "FIRST THROUGH FLIGHT CALGARY TORONTO" and has a backstamp Winnipeg Manitoba 2:30PM Feb 7 1931.

Since it says "VIA MINNEAPOLIS" and is signed by A.R. Mensing, I assume it went Calgary, Winnipeg, Pembina, Minneapolis but - from the backstamp - not on the first flight on February 3 to Pembina.

Three questions:

1. How would it get from Minneapolis to Toronto?
2. If the Mexico City cover caught the February 3 flight to Pembina, why did this cover get hung up in Winnipeg until February 7?
3. Being addressed to Hollick-Kenyon in Calgary, yet having no transit marks beyond Winnipeg and no redirection from Mexico City or Toronto back to Calgary, were these covers actually in the mail or could they just have been carried by the various pilots as a favour cover?

If anybody can provide information on Mike's questions, please send it to the editor - 4060 Bath Road, Kingston, ON K7M 4Y4.

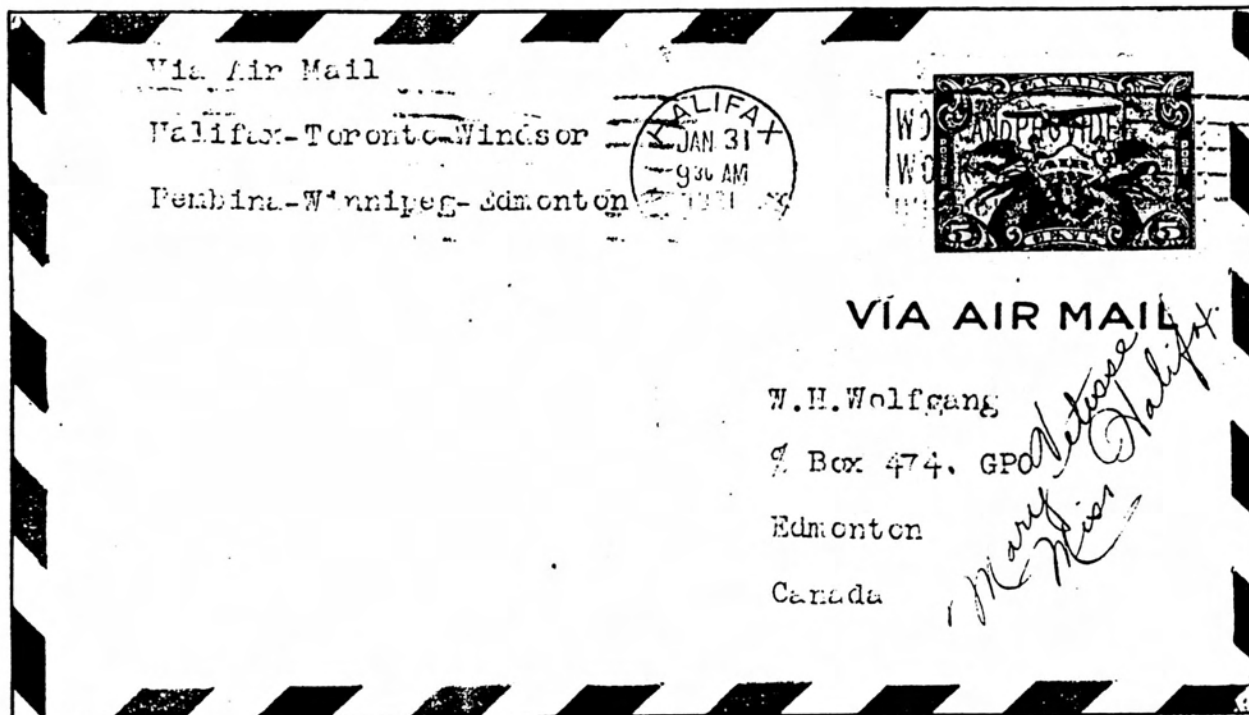
(Continued)

FOLLOW UP - MAIL via WINNIPEG-PEMBINA, 1931 - continued:

As well as the covers which used the Winnipeg-Pembina connection to go south, a number used it to go north. - This cover was mailed in Halifax on January 31 1931, endorsed:

Via Air Mail
Halifax - Toronto - Windsor
Pembina - Winnipeg - Edmonton

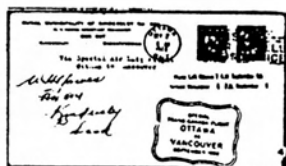
and backstamped EDMONTON, FEB 5 2.30 PM 1931.



While most signed First Flight Covers are autographed by the pilot, and some by the postmaster, this one is signed by Miss Halifax! - Does anybody know if there is a story behind this? The cover appears to have been created by John McHale of Halifax.

ABRAHAM SIEGEL
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Long Island City, NY 11106

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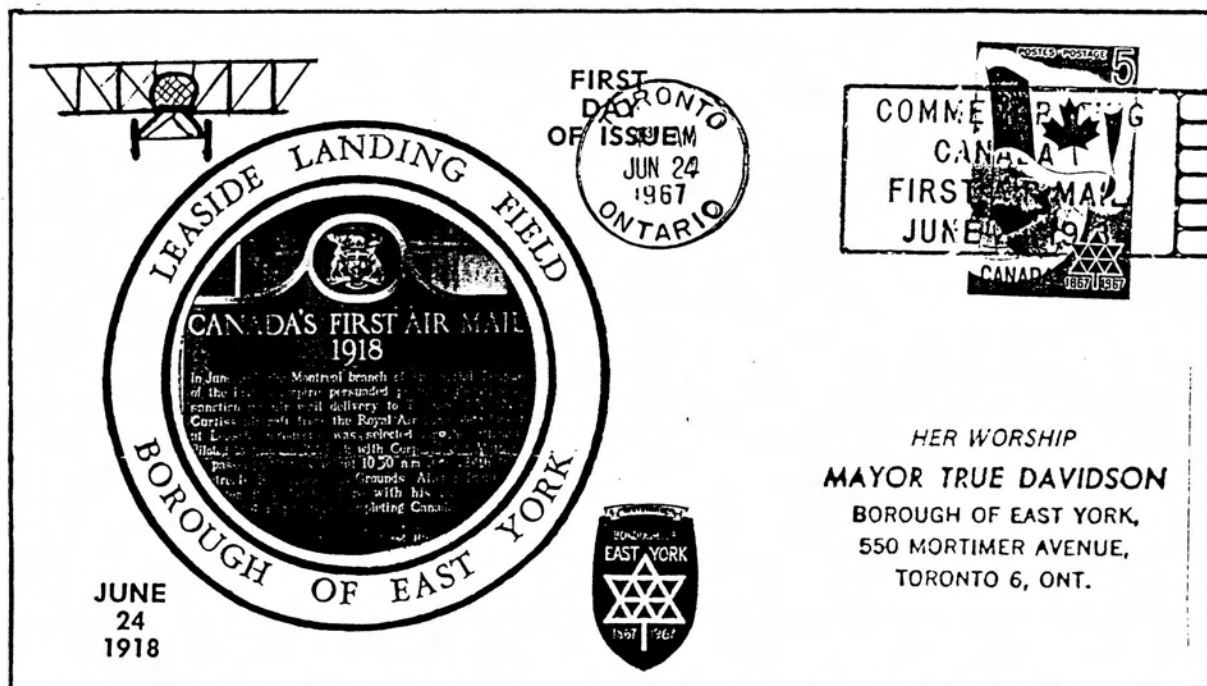
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FOLLOW UP - COMMEMORATIVE STAMP FOR LEASIDE AIRFIELD?

The East York Council is still waiting to hear from Canada Post regarding their request for a stamp to commemorate the First Airmail Delivery in Canada, and the 200th. Anniversary of East York.²

In the meantime, Barry Countryman has kindly sent me a copy of a commemorative postcard from a re-enactment of the delivery in 1967. - A helicopter carrying 250 pieces of mail landed in Thorncliffe Park at 12.30 p.m. on June 24th 1967.



We are pleased to send to you in this, Canada's Centennial Year, the wording on the Historical Plaque erected to commemorate Canada's First Air Mail.

"In June, 1918, the Montreal branch of The Aerial League of the British Empire persuaded postal authorities to sanction an air mail delivery to Toronto. A JN4 Curtiss aircraft from the Royal Air Force detachment at Leaside aerodrome was selected for the attempt piloted by Captain B. A. Peck with Corporal C. W. Mathers as a passenger. It took off at 10:30 a.m. June 24th from Montreal's Bois Franc Polo Grounds. After refueling at Kingston, Peck landed here with his cargo of 120 letters at 4:55 p.m. thus completing Canada's first air mail flight."

This card will be delivered by helicopter, which will land close to the original site as a re-enactment of Canada's First Air Mail.

Yours sincerely,

BOROUGH OF EAST YORK
Centennial Committee.

The original Historical Plaque was erected in 1958, but disappeared several years ago. - A replacement Plaque was unveiled last year.

² See page 8 of the September 1995 newsletter for more details.

FOLLOW UP: AEROPHILATELIC EXHIBITING - THE FIP REGULATIONS

The essay by Alex Newall in the last newsletter, was originally published as a supplement to the *FISA BULLETIN* in 1990.

There was as suspected a page missing, and I am grateful to Alex for sending me a complete copy. - The missing part is reproduced below, but for ease of reference I am giving the complete "end" of the essay, starting from the top of page 15 in our March newsletter.

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

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

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

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

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

as long as the former are available.

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

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

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

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

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

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

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

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

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

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

The displayed aerophilatelic knowledge is of two kinds.

a. The first of them obtains the information by gathering it straight from the available catalogues.

b. The second delves deeper into the subject, draws also from background sources and adds the exhibitor's own conclusions.

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

(Continued)

4. **RESEARCH**

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

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

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

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

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

It covers also comparing data which appeared in past publications.

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

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

5. **CONDITION.**

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

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

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

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

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

Therefore the operative word in the above definition is:

"in consideration of the existing material".

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

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

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

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

The difficulty of acquisition naturally follows this ratio.

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

7. **PRESENTATION**

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

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

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

FOLLOW UP - BOA or BOAC?

In the last newsletter I asked for help in verifying whether a statement that "the British Overseas Airways Corporation had been referred to as BOA in the early 1940's" was correct.

The consensus of opinion is that the British Overseas Airways Corporation was always officially known as BOAC, and that this abbreviation was always used in Britain and Europe.

In North America, however, the airline was sometimes referred to as BOA, perhaps to bring it into line with TWA, TCA, PAA, etc.

For example: an article from the March 1940 issue of *Canadian Aviation*, titled Nations Seek Supremacy In Atlantic Air Service, begins:

UP THROUGH the storm-clouds of war and into the comparatively placid sub-stratosphere of the Atlantic, the big aircraft of four nations will climb during this spring and summer as the peaceful and industrious contest for international air trade routes resumes.

The British north Atlantic service will be renewed as soon as the harbor at Botwood, Newfoundland, is freed from ice. Pan American Airways, operating continuously with passenger service from New York via the Azores to Lisbon, has applied for C.A.A. permission to increase the schedule from two to six flights per week.

The French, having completed successfully, and with some secrecy, a sub-stratosphere south Atlantic crossing, now plan a passenger service on the southern route and a mail service on the northern route. Meanwhile, in the battle for South American trade, the Italian Ala Littoria is operating across the south Atlantic between Rome and Rio. The Germans have not yet resumed Lufthansa's trans-south-Atlantic operation.

B.O.A. Schedules Service

Transoceanic air communication linking Canada with the hub of the Empire originated in the summer of 1930 with arrival at St. Hubert Airport, Montreal, of the airship R-100. No British airship has since crossed the Atlantic. The R-101 perished in flames at Beauvais; the R-100 was destroyed and sold for scrap. The enthusiasm which greeted this first effort was revived when the 24-ton flying boat, Caribou, 19 hours and 30 minutes out of Foynes, Ireland, landed at Botwood at 9.30 a.m., Aug. 6, 1939.

Commanded by Captain J. C. Kelly Rogers and a crew of four, the Caribou continued to Montreal (6.11 p.m.) and finally to Port Washington. In this flight, and the regular weekly schedules continuing to the end of last September, plans for establishing a British air mail service between the old world and the new were fulfilled and an important new link was forged between Canada and England.

Schedules were not interrupted by the outbreak of war and the resumption of operation this spring is con-

sidered to be of the utmost importance as a wartime communication line. It will facilitate Empire co-operation in the form, for instance, of the Empire pilot training plan; it will offer rapid mail service between Canadian homes and soldiers on the Western Front.

British Overseas Airways (consolidation of Imperial Airways and British Airways) will operate the service this summer and the company's transatlantic operations director, Neil Richardson was reported in Newfoundland on April 1 ready for action.

Before the war, Imperial Airways intended to carry paying passengers across the north Atlantic in 1940. For this purpose the "G" Class flying boats — the Golden Hind, the Golden Fleece and the Golden Horn — would have been used. The war has delayed delivery, however. The "G" Class boats (52,000 lb. gross) may be in service later in the year but it is doubtful whether any of them will carry passengers.

One can, in fact, still find the term BOA used occasionally. — For example, in the April 30th 1996 issue of *Canadian Stamp News*, during his article on the late Don McPhee's crash cover collection, Ian Robertson wrote that:

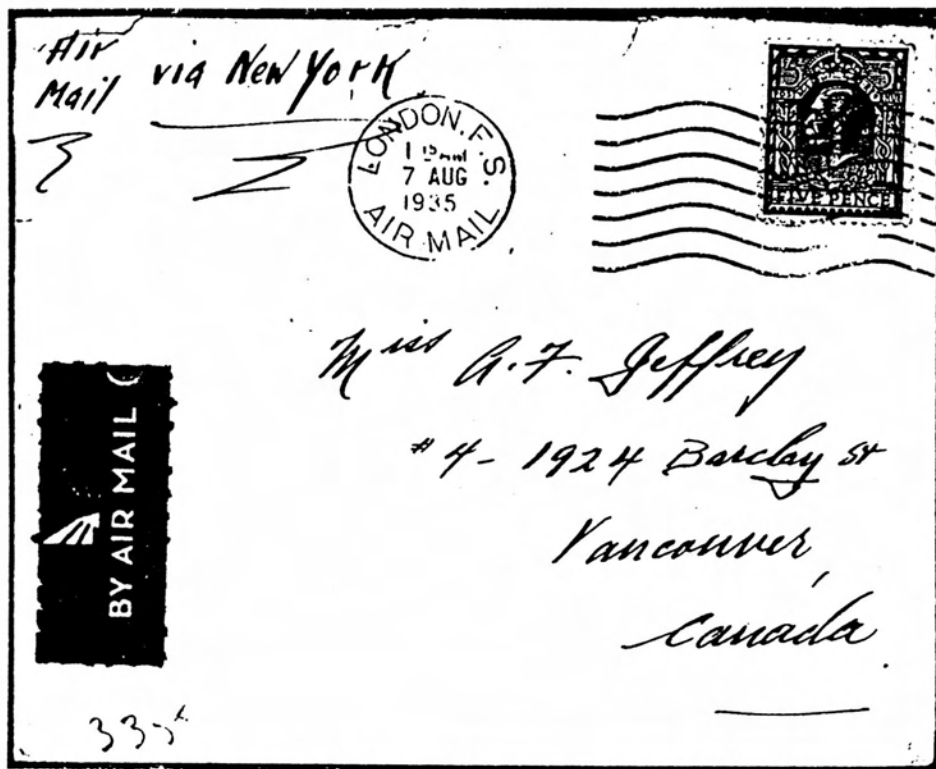
Don's collection included another crash cover from 1954, which was found in the wreckage of a British Overseas Airways (BOA) passenger plane that overturned and burst into flames while landing at Prestwick Airport near Glasgow on Christmas morning. The crash of the Stratocruiser claimed 28 of the 36 people aboard. Seven of the crew escaped when the nose broke off and the lone surviving passenger jumped free of the fuselage when it split open upon impact.

Thanks to Jack Ince, Alex Newall, Kendall Sanford, and Mike Shand, for their contributions to this "Follow Up".

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 - TWO TRANS-ATLANTIC AIRMAIL COVERS



Cover 1: cancelled LONDON.F.S. AIR MAIL - 1.15 AM 7 AUG 1935
no backstamp

This cover was found in a dealer's box, with an "old" description:

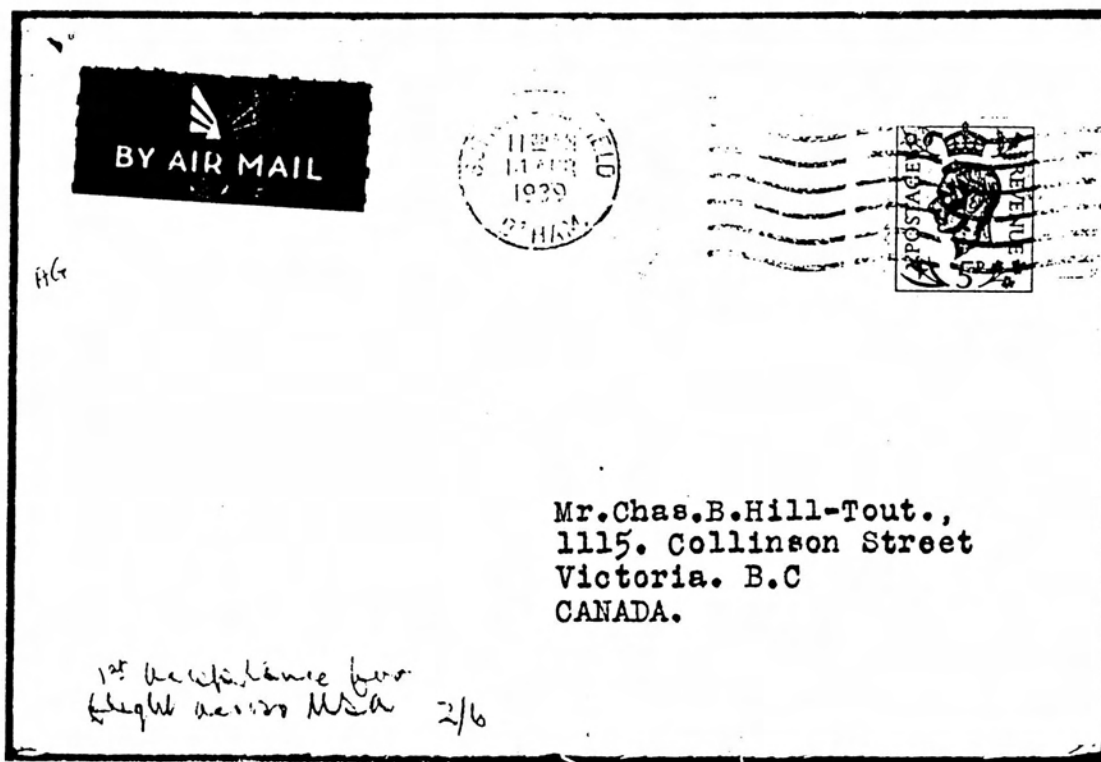
821 1935 "EXPERIMENTAL TRANSATLANTIC AIRMAIL", #194 pays the 5d
airmail rate to VANCOUVER/BC, dated
LONDON-FS-AIRMAIL/ENGLAND machine cancel AUG7/35, early
commercial cover, file fold and a few minor opening tears at top, still scarce
and VG-F

Is this description accurate? - If so, how did it cross the Atlantic?

The date does not seem to correspond with any trans-Atlantic flights, yet the combination of sea mail across the Atlantic / air mail across the U.S.A. was hardly "experimental" in 1935.

(Continued)

INFORMATION WANTED - TWO TRANS-ATLANTIC AIRMAIL COVERS continued:



COVER 2: cancelled SUTTON COLDFIELD B'HAM - 11.30 AM 14 APR 1939
backstamped VICTORIA CANADA - 7 AP 22 39

(there is also a small "rubber stamp" on the back of
three lines: GUARANTEED BCM/AIRFIELD LONDON.)

This cover has a manuscript endorsement:

1st. Acceptance for flight across USA

but since mail had been flown across the USA for several years, what
was special about the flight it was accepted for?

ANY MEMBER WHO CAN HELP WITH THESE QUESTIONS IS REQUESTED TO SEND
INFORMATION TO THE EDITOR - 4060 BATH ROAD, KINGSTON, ON K7M 4Y4.

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.

FOR SALE: FAM 2 75th ANNIVERSARY COVERS

The price for a pair of these very eye-catching covers, illustrated
on page 29 of the last newsletter, is in fact \$5.00 Canadian or
\$4.00 U.S.

They can be ordered from: Jim Brown, 7936 Swanson View Drive,
R.R.#1 Pender Island, BC V0N 2M0.

ASTROPHILATELY - B.F.V. COSMOS

DO YOU KNOW B.F.V. COSMOS ??

It is the BELGIAN ASTROPHILATELIC CLUB C O S M O S.

It publishes its informative BI-MONTHLY BULLETIN in ENGLISH.

The BULLETIN provides timely worldwide information related to worldwide ASTROPHILATELY / SPACE EVENTS occurring in China, Japan, Russia, U.S.A., etc....

CLUB MEMBERSHIP FEE which includes 6 issues of the COSMOS BULLETIN is only US\$ 20 per calendar year (January-December).

To join send £ 13 or \$ 20 in CASH (bank charges are too high to accept bankchecks) or settle the amount by INTERNATIONAL POSTMONEY ORDER.

For further information contact :

LAUWERS Georges, Belgiëlaan 87, B-9070 DESTELBERGEN - BELGIUM.

Telephone & Fax : 00 32 / 09 / 228 68 66.

Editor's note: B.F.V. COSMOS also prepares and sells commemorative covers for Russian and European space flights.

And, thanks to reading their Bulletin, I was recently able to impress one of my daughters with how much I knew about the medical problems caused by prolonged weightlessness! - Among the problems are:

DE-CALCIFICATION: in orbit our organism is constantly losing calcium. A part of this loss is being compensated by daily performance of 2hour-exercises, together with the intake of extra calcium-rich food. However, the loss will never be totally compensated.

The positive reaction of the human body lies in the fact that after some time back on Earth the calcium-level is back to normal.

(It is estimated that it will take Valeri Polyakov, who spent 437 days in space in 1994-95, at least 15 months to return to normal.)

Tests have shown that the DISTRIBUTION OF LIQUIDS within the human body undergoes changes as well.

Under weightlessness conditions, the heart becomes lazy, mainly due to that distribution of liquids within the body.

The re-adaptation to gravity conditions is far more dangerous than originally thought. It can be measured through the blood pressure in the lower parts of the body.

An astronaut/cosmonaut who, upon his return to Earth, would try to stand up too soon after his flight, would risk dizziness, vomiting, blood circulation problems, even the risk of fainting.

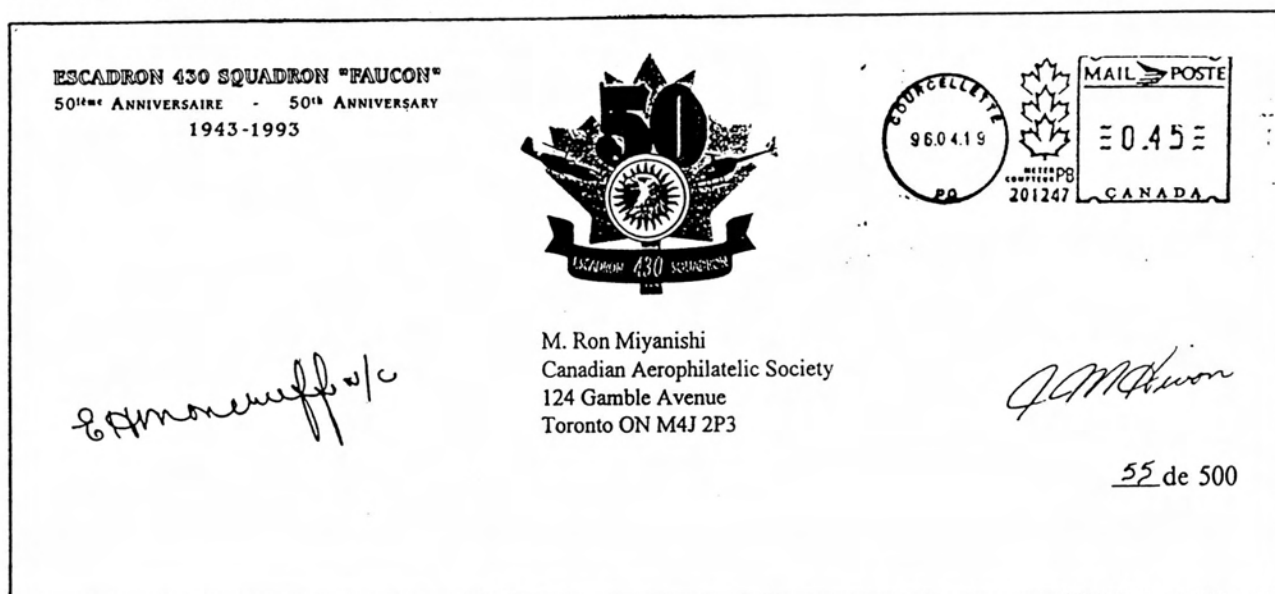
Prior to their return to Earth, the cosmonauts must wear a special suit (from the waist down also) like a piece of underwear, called the KARKASS.

Upon their return they have to lay down immediately and keep wearing the suit for another 3 days. At the same time this has a positive effect on the deshydration of the body. Some 3 weeks prior to the wearing of the KARKASS, the cosmonauts have to start drinking pure water. On the last day of their flight, they have to drink up to 40cl of water with each meal and have an injection with NaCl.

The american "recipe" is almost identical; only they take NaCL-tablets together with 90cl of water.

430 Squadron 50th ANNIVERSARY COVERS

The following information was sent to Ron Miyanishi this April:



430 Squadron was formed 50 years ago on the 1st of January 1943 at Hartford Bridge, Surrey, England. In order to commemorate this event, a limited edition of 500 envelopes has been produced. The envelope highlights the aircraft that was principally used by the Squadron during the war, the P-51, and the one presently in use, the Kiowa. It also displays the first CO's signature as well as that of the current CO's.

The colours chosen are gold in recognition of the 50th anniversary, an powder blue which has been 430 Squadron's distinctive colour since the mid-1950's.

If other members of the Canadian Aerophilatelic Society are interested in purchasing similar envelopes, they may do so by contacting me and a cheque or money order for \$1.00. In return, I will send them a numbered envelope and register their name in the Squadron's envelope register.



430 Tactical Helicopter Squadron
Canadian Forces Base Valcartier
Courcelette QC G0A 1R0

J.N. Richard
J.N. Richard
Captain

Unit Public Relations Officer
For Commanding Officer
(418) 844-6550
Fax (418) 844-6607

EXCHANGE OF COVERS:

*Ralf-Peter Wünschmann
Aerophilatelie
Bautzener Str. 30 D 02826 Görlitz
Germany - tel/fax (03581) 30 38 78*

May I introduce my self. I'm 40 years old, married and have a sixteen yeras old son. I want to corresponding with aerophilatelists in your country.

I'm a collector of Aerogramms from all countries. Air Mail Etiquettes and Air Baggage lables, overseas flights and other flights by balloon, rocket or glider. Another main interest are Antarctic and Air Mail from Canada (expeditions, bases, ships, flights covers).

I'm interested in exchanging for any things I've told you before and can offer a wide range of First Flights from Europe and other countries.. I have an extensive supply of First Flight covers from LUFTHANSA and INTERFLUG which I will exchange. I also can exchange stamps from Germany.

I would be very pleased to receive a reply of members of C.A.S. to exchange with me. I would like to know what you need so that I can send material for exchange.

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 September 1st.

STOP PRESS!

I have just received a copy of a letter from Greg Schmidt, President of the American Air Mail Society, to Dick Malott, which says:

On behalf of the American Air Mail Society, I wish to thank you and the Canadian Aerophilatelic Society for all the effort in hosting the American Air Mail Societies 1996 Annual Convention. Countless hours go into planning the meetings and social gatherings and you should all be commended for a job well done.

The members and officers of the American Air Mail Society salute you and the Canadian Aerophilatelic Society.

Thanks Greg.

MEMBERSHIP RENEWAL

JUNE 1996

91 James Ross Hill
92 Robert W. Marcello
98 Cpl. Alan McLellan
124 Dr. Reuben A. Ramkissoo
139 G.A. Wilson
149 Frank Kendle
176 Bill Harrington
177 John Masella
225 Don Stafford
226 David Granger
227 Geert Weber

JULY 1996

142 J Don Wilson
228 William J McCann
229 Jack Revell

AUGUST 1996

230 Canada's Aviation Hall of Fame
231 James Graue
232 Grégoire Teyssier
234 Kevin O'Reilly

SEPTEMBER 1996

93 Ron Miyanishi
95 Michael F Painter
158 Thomas J Watkins
168 Robert A. Lee
186 Chris Hargreaves
202 Ross Herrington
235 Dominique Tallet

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 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 **\$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: _____

Other: _____

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

1st September 1996