



# 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 =====

## December 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: FUTURE REGIONAL MEETINGS	3
PROBLEMS WITH SPACE FLOWN COVERS	3
EXTRA INFORMATION ON PATRICIA AIRWAYS & EXPLORATION LTD.?	8
REVIEW - THE AUSTRALIAN AIR MAIL CATALOGUE	9

## FEATURES:

Season's Greetings	11
CANADIAN AIR MAIL IN THE 1990's?	24
BOA or BOAC - The Ghost of Christmas Past?	26

QUESTIONS - information wanted 27

SALES AND WANTS 28

NEXT ISSUE DEADLINE - MARCH 1st 1997 30

MEMBERSHIP RENEWAL LIST - PLEASE CHECK 31

MEMBERSHIP APPLICATION FORM 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, 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.<sup>1</sup>

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 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*. - 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.

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<sup>1</sup> 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

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### C.A.S. AEROPHILATELIC SYMPOSIUM IN TORONTO - NOVEMBER 1996

This meeting was attended by ten members, and enjoyed by all!

According to Jack Ince:

*When you write a report of the meeting for the newsletter, I suggest you incorporate a comment such as "those not present missed a most informative occasion for our hobby, and a very congenial time of fellowship".*

That sums it up!

### FUTURE REGIONAL MEETINGS

Would all members who are interested in attending a regional meeting next Spring in one or more of the following locations:

Vancouver,

Kingston (which hopefully will appeal to members in Toronto, Ottawa and Montreal),

Montreal,

please contact Mike Shand: 1183 Agincourt Road, Ottawa, ON K2C 2H8 (tel. 613 225 4254) by January 31st, and he will act as coordinator.

### CANADIAN POSTAL MUSEUM

The NATIONAL POSTAL MUSEUM in Ottawa has officially changed its name to the CANADIAN POSTAL MUSEUM, and will be moving in June to a new permanent exhibition space in the Canadian Museum of Civilization.

The first exhibit will be on the development of air mail service in Canada from 1918 to 1948: please see Dick Malott's report on page 6 of this newsletter for more information.

### PROBLEMS WITH SPACE FLOWN COVERS

The latest issue of COSMOS magazine, (#133), includes information regarding:

- covers described in a California auction catalog as "flown" which had not been flown;
- covers flown to the MIR space station in February 1996, which an expertiser in Germany later claimed were fake, but which have now been verified as genuine.

More information can be obtained from:

Georges Lauwers, Belgielaan 87, B-9070 Destelbergen, Belgium.

### ROYAL PHILATELIC SOCIETY OF CANADA

Raymond Ireson has been appointed "Co-Ordinator of Chapter Relations" for the RPSC, and is trying to address the problem of declining membership.

He would like to hear from anybody who has dropped their membership of the RPSC, to find out the reasons why. - He can be contacted at 86 Cartier, Roxboro, Québec, H8Y 1G8.

## AEROPHILATELIC COFFEE MUGS?

Coffee mugs decorated with enlarged, full colour reproductions of a variety of Canadian stamps are being sold in some post offices.

Barry Countryman noticed a mug with the 17c "Avro Lancaster" of November 1980, (Scott #874), in the "Atrium on Bay" post office, across from the north end of the Eaton Centre in Toronto: price \$8.49, "Authorized Limited Edition of 300"). However, this was not among the mugs being sold at the post office in Kingston.

## CANADA POST OFFICE LOSSES CAUSED BY FIRE 1889-1917

The only study confirming Dates of Reported Post Office Losses, Caused by Fire, and replacement Pritchard & Andrews handstamps. An unknown Canadian Postal History discovery requiring further examination!

Not aerophilatelic, but an intriguing source of information! - For more information contact: Sue Sheffield, c/o Keyboard House Publishing, C.P.C. 67039, Edmonton, Alberta T5R 5Y3.

## IN MEMORIAM - ALLAN STEINHART

Allan Steinhart was a well known Toronto-based dealer and postal historian, and a member of the Canadian Aerophilatelic Society since December 1989. - The following obituary for Allan was published on the front page of the October 1st issue of the *Canadian Stamp News*:

# POSTAL HISTORY EXPERT DIES

Toronto dealer, author and exhibitor Allan Steinhart's gold medal passion was the philately of British North America

By TONY SHAMAN

Allan L. Steinhart, a well-known Toronto stamp dealer, who specialized in Canadian postal history since 1975 died at home September 6 at age 56. A dedicated philatelist, he authored three books on a variety of philatelic topics including a unique study of censored mail entitled *Civil Censorship in Canada During World War I*. This authoritative work has provided collectors with a treasure-trove of information that is difficult to find elsewhere.



Allan Steinhart

A member of the British North America Philatelic Society since 1963, Steinhart held a variety of posts in the organization including assistant editor, chairman of the ethics and handbook committees, and chairman of the board of governors. For his unselfish devotion of time to the society, he was inducted into the Order of the Beaver, the highest honour that the organization can bestow on a member. Steinhart was also a Fellow of the Royal Philatelic Society of Canada, the country's largest philatelic organization.

Not one to shirk responsibility, Steinhart also found time to assume a number of posts with the Postal History Society of Canada, including the positions of president, vice-president and director. His invitation to serve on the expertization committee of the American Philatelic Society provides some indication of his extensive knowledge on a wide variety of philatelic topics.

His frequent buying trips across Canada, the United States and Europe to obtain those difficult-to-find and elusive items for his many customers earned him one of the most loyal clienteles in the business. His death occurred during the fall Philex Show in Toronto - only days after his return from the BNAPS Convention in Texas.

Besides his professional career as a dealer in postal history covers, Steinhart was also a serious collector. His 17th and 18th century Canadian covers were the finest in existence and were consistent Gold medal winners at international-level shows. At the recent CAPEX '96 exhibition his entry was one of only four exhibits of Canadian material to be awarded a Gold medal.

His many informative articles and monographs in Canada's leading philatelic journals earned him the respect of all collectors with an interest in the stamps and postal history of British North America. He was a columnist for *Canadian Stamp News* when the publication was launched 20 years ago.

For relaxation, Steinhart sorted through thousands of commercially used Klussendorf covers to find those scarce strikes, and the odd, one-of-a-kind cover, that he dutifully reported to fellow collectors in a newsletter that he co-edited for several years. Steinhart was also a keen fan of traditional Appalachian folk music.

He will be missed by his friends and colleagues throughout the philatelic community. He is survived by his mother, sister, brother-in-law, niece and nephews in Toronto. □



## DICK MALOTT - PRESIDENT'S REPORT

9 December 1996

Dear Fellow Aerophilatelist:

It has been an exciting year for aerophilatelists with the outstanding CAPEX'96 EXHIBITION in Toronto, Ontario from 8 - 16 June 1996, and three other international FIP Exhibitions - ESPAMER'96 and AVIAIÓN Y ESPACIO'96 in Seville, Spain, 4 - 12 May 1996; AEROFILA'96 in Buenos Aires, Argentina; and ISTANBUL'96 in Istanbul, Turkey, 27 September - 6 October 1996. All were interesting to attend and to view the excellent aerophilatelic and astrophilatelic exhibitions. The exhibitions in Seville and Buenos Aires featured aerophilately and astrophilatately, while the exhibitions in Toronto and Istanbul featured all classes of philately. Unfortunately we did not have too many aerophilatelic exhibits from Canada but those that did exhibit received awards from large vermeil to bronze. I attended all four as the Canadian National Commissioner on behalf of the RPSC or as a judge also.

There were three competitive philatelic entries and three literature entries in ESPAMER'96 but no aerophilatelic entries except my non-competitive Canadian Crash Cover exhibit. The Seville exhibition was well planned, well attended, and exhibited excellent material. The Buenos Aires exhibition was much smaller but still well planned and fairly well attended as it was in the large lobby of the main post office of Buenos Aires. There were five aerophilatelic exhibits from Canada and they were awarded as follows - Large Vermeil to Mike Shand and Dick Malott; Vermeil to Bill Bartlett; Silver to Chris Hargreaves for "The Canadian Aerophilatelist"; and Bronze to Nelson Bentley. The Istanbul exhibition was in palatial surroundings with wonderful exhibits but many plans came apart at the seams. Observations state less than 500 non-philatelists visited the exhibition due to the exhibit being in a military compound in the heart of the city. Next door was a fabulous military museum visited by many commissioners and exhibitors but not so for the exhibition by citizens of Istanbul. Half of the exhibits were not mounted at the time of the opening. Commissioners rallied to help our Turkish colleagues and the job was finished in one day. The only Aerophilatelic award was a Large Vermeil plus a special prize to Dick Malott. The other 13 Canadian entries were philatelic and literature. It is hoped that CAS members will strive to reach a national vermeil level to qualify for future FIP exhibitions, particularly those featuring aerophilately and astrophilatately.

The next FIP exhibitions in 1997 are NORWEX'97 in Oslo, Norway, 16 - 21 April 1997; PACIFIC'97 in San Francisco, 29 May - 8 June 1997; MOSCOW'97 in Moscow, 30 August - 8 September 1997; and INDIA'97 in New Delhi, 8 - 14 December 1997. Applications are still being accepted for MOSCOW'97 and INDIA'97 until 31 December 1996. For Canadian philatelists PACIFIC'97 will be the place to be in 1997. The CAS will hold a two day convention on 5 and 6 June at the Moscone Convention Centre. More details will be in the next issue of "The Canadian Aerophilatelist".<sup>2</sup>

Everyone connected with the preparation of the CAS catalogue, "The Air Mails Of Canada And Newfoundland" were disappointed that due to production problems the catalogue was not ready for release at CAPEX'96. Dan Barber, the AAMS Editor-in-Chief, has been overloaded with AAMS Secretarial work and AAMS publication duties. I suggested to him that a new release date be set during PACIFIC'97 and that the CAS members working on the catalogue were prepared to assume other responsibilities in getting the publication ready for release - preparing an index, soliciting advertising, and final proof reading. I am awaiting a reply to these recommendations. As President of the CAS I am determined to see this project completed successfully.

( Continued )

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<sup>2</sup> A note to travellers: United Air Lines is offering a special discount for anybody flying to San Francisco for PACIFIC'97. - More information can be obtained from Murray Heifetz, c/o Corson Travel Service (1993) Ltd., 491 Eglinton Avenue West, Toronto, Ontario M5N 1A8. Tel: (416) 482 2440. Fax: (416) 488 9422.

PRESIDENT'S REPORT continued:

CAS members are aware of the welcome message from Bianca Gendreau, Curator at the Canadian Postal Museum concerning the special Air Mail Exhibit to be presented at the museum from 12 June 1997 to 30 September 1998. Bianca needs 40 Canadian Aerophilatelic covers or stamps to depict the development of air mail services in Canada. As the guest aerophilatelic curator for this exhibit I urge all members to cooperate in this project. I would appreciate receiving before Christmas a xerox of the covers or stamps that you may be able to loan for the exhibit, along with a two line caption concerning the significance of the cover or stamp being offered. This is our chance to promote and advertise our aerophilatelic hobby. Please act to-day.

I was shocked but not surprised to find out this year that Canada Post Corporation and Air Canada are cooperating with foreign airlines in producing first flight covers to and from Canada. I am sending to our editor three examples of known first flight covers produced in 1996 for Canada. In the past I have been refused such cooperation from Canada Post Corporation and the various Canadian airlines. The three flight covers are very attractive and carry appropriate post marks and cachets. They are (1) Bucharest - Zurich - Toronto for CAPEX'96 on 8 June 1996; (2) Vancouver - Zurich via Calgary 15 June 1996; (3) Calgary - Zurich non-stop 15 June 1996. I have a small quantity of these covers available at \$25.00 Canadian per set of three covers. Those wishing to purchase a set should send their order to me at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. Personal cheques or Canada Post Money orders may be used for payment made out to The Canadian Aerophilatelic Society.<sup>3</sup>

I am pleased to make available also to our members the 1996 flown and autographed set of nine covers flown by our illustrious Snowbirds Aerobatic Team. These cacheted covers (an example will be shown in this issue of "The Canadian Aerophilatelist") were flown on the last flying demonstration of the 1996 Snowbird Team at Canadian Forces Base Moose Jaw ( 15 Wing) on Saturday, 19 October 1996. Of the 25 sets flown, 10 are returned to the pilots as a souvenir of their last flight of the season and as a thank you from the CAS for their continued support of our activities. The other 15 sets are available to CAS members on a first come, first served basis for purchase. The set of 9 autographed, cacheted and flown covers, along with a Snowbird decal and 1996 brochure is \$45.00 Canadian. Payment may be made as for the set of three flown covers mentioned earlier. Funds raised pay for the covers, postage and cachets and also provides a small profit to the CAS treasury. The support of the CAS members in these endeavours would be appreciated.<sup>4</sup>

It is hard to believe that another year is almost gone. The pleasures of aerophilately do not come to you via the CAS without a great deal of work by certain members of the Society. I wish to thank our Vice-President Mike Shand for his continued support and for looking after our cover sales; Nelson Bentley our past Treasurer for at least eleven years of service as our treasurer; Ivan MacKenzie for accepting the responsibility of Treasurer; Ron Miyanishi who does a magnificent job as our Secretary and who looked after our AAMS/CAS booth at CAPEX'96 with Corrine; François Bourbonnais who looks after French-English translations; Chris Hargreaves, our indomitable Editor of "The Canadian Aerophilatelist", who keeps us all in contact with aerophilately; and all of our dedicated aerophilatelic and astrophilatelic members who constitute our Society.

It is a privilege and an honour to serve as the President of "The Canadian Aerophilatelic Society". To all of our members, their families, and friends best wishes for the festive season and the New Year - 1997.



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

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<sup>3</sup> See page 29 of this newsletter for illustrations of these covers.

<sup>4</sup> See page 28 of this newsletter.

## TREASURER'S REPORT

Now that our CAPEX'96 financial dealings are finished, Nelson Bentley and Ivan MacKenzie have completed the hand-over of the treasurer's duties from Nelson to Bentley. - They sent in the following statement of our finance's at the time of hand-over:

### TREASURER'S REPORT FOR THE PERIOD 1 JAN TO 18 OCT 1996

#### December 31, 1995

Balance - CAS checking account (CIBC - Billings Bridge)	163.24	
Balance - CAS savings account (transferred to checking account)	<u>147.19</u>	
	310.43	310.43

#### 1996 Income

Dues - new members	261.29	
Dues - renewals and reinstated members	1,227.55	
CAPEX'96 - sale of books, pins, covers, etc.	1,830.62	
CAS Covers - Snowbirds, etc.	584.48	
Other Sales - books, pins, advertising, etc.	153.00	
Donations - from members	32.00	
Overpayment by R.K. Malott - members dues paid at CAPEC'96	30.00	
Interest - checking account	<u>0.16</u>	
	4,119.10	<u>4,119.10</u>
		4,429.53

#### 1996 Expenses

Dues and Advertising - other philatelic organizations	133.46	
Philatelic Covers - postage, envelopes, etc.	338.54	
Office Supplies	126.06	
Postage - newsletter, covers, books, etc.	198.37	
Printing and Photocopying - newsletter, catalogue, etc.	1,434.26	
Typing - new "Air Mails of Canada" catalogue	112.00	
Service Charges - checking account (includes 0.95 for Oct 96)	48.25	
CAPEX'96 - books and engraving	<u>1,091.24</u>	
	3,482.18	<u>3,482.18</u>

947.35

#### Notes

1. Savings account (CIBC - Billings Bridge)	
Balance 31 Dec 95	102.05
Interest	0.24
Deposit	<u>55.00</u>
	157.29
Service charges	10.10
Withdrawals (to checking account)	<u>147.19</u>
Balance (account closed)	(0.00)
2. GIC at 7.5%, due 03 Nov 97 (CIBC - Billings Bridge)	1,000.00
3. Accounts payable to R.K. Malott - stamps, overpayment, etc.	1,017.46

Thanks again for all your work over the last 12 years Nelson!  
Good luck Ivan!

## EXTRA INFORMATION ON PATRICIA AIRWAYS & EXPLORATION LTD.?

While doing some research in the Ontario Provincial Archives in downtown Toronto, Barry Countryman discovered that they contain a variety of information regarding Patricia Airways & Exploration Ltd. that may not have been consulted by aerophilatelists.

He summarised the sources as follows:

Finding aid F1339 Frank E. Davison Papers, president of Patricia Airways & Exploration Ltd.

Reference code:

- MU818, Box 1 - photos; passenger & freight receipts, 1926
- MU819, - file "Aerial" - list of shareholders, May 10/27;  
plane photos in scrapbook
- MU823, Box 6 - one of 3 scrapbooks has 1926-7 newspaper  
clippings, including "The Patricia Herald", 1927,  
photos, posters, and the proof(?) shown below:  
imperf, no gum, yellow plane on white paper -



MU824, Vol 4 - map folder no. 2 - "Red Lake Gold Area showing location of Patricia Airways property & other Patricia Airways maps"

Thanks for passing this on Barry.



## GOVERNMENT REPORT ON CANADA POST

Canada Post has been told to shape up and concentrate on delivering the mail after a government-appointed review blasted it for being unfair and out of control.

Public Works Minister Diane Marleau said yesterday the post office will stop delivering "economy unaddressed admail" — unrequested flyers dropped off by people who aren't letter carriers — and will look into "cost-effective" ways of improving regular letter service.

"Unaddressed admail, or junk mail as it is commonly called, is an irritant across the country and Canadians simply do not understand why it is delivered by their post office," Marleau said at a press conference.

Acting with unusual speed to the 151-page review of Canada Post by George Radwanski, a former Star editor, the minister announced several immediate steps. Marleau:

- Ordered Canada Post not only to stop sending out workers on contract to deliver junk mail, but to look into eliminating junk mail delivered by regular letter carriers, too.

- Imposed a moratorium on the closing of any more rural post offices.

- Rejected calls by Radwanski to raise first-class postal rates to 50 cents and to slap new taxes on couriers or newspapers that also deliver flyers.

- Told Canada Post chairman André Ouellet to come up "cost-effective plans for improving service" and to take "immediate corrective action" in cases where the post office has been acting unfairly toward competitors.

Radwanski's one-member commission, which held hearings across Canada during the past year, heard a litany of complaints about Canada Post from individuals, businesses and competitors such as couriers, newspapers and privately owned mailbox stores.

He issued five "findings" about the post office and 31 recommendations, backing up many of the most serious complaints.

It should take only one day to deliver a letter within a city, two days between major cities and three to most remote areas —

standards the post office now doesn't meet, Radwanski said.

The post office would be more profitable if people knew they could rely on it for fast delivery, he told The Star in an interview.

In his findings, Radwanski said Canada Post is far from breaking even and there's no confidence that things will get better the way it is now being run. The post office is moderately profitable so far this year, but has lost money during nine of the past 14 years and in 1994 and 1995, it was \$339 million in the red.

He said Canada Post's attempts over the past decade to act like a business instead of a government service have sent it astray from its main purpose, to be Canada's mail service "and have gravely distorted its corporate culture."

"The years of emphasis on competition have produced more distractions and problems than financial successes," Radwanski said.

"Canada Post should concentrate on excellence in its core lettermail responsibilities."

from THE TORONTO STAR, October 9th 1996.

## BOOK REVIEW - THE AUSTRALIAN AIR MAIL CATALOGUE, Nelson Eustis.

Published by:

Hobby Investments Pty Ltd, GPO Box 954, Adelaide, South Australia.

Review by Mike Shand:

This new edition of the Eustis catalogue comes six years after the previous (fifth) version and has been significantly expanded, improved and amended. Pages are increased from about 300 to 400, covering in addition to Australian air mails up to May 1996, the Rocket, Pigeon and Balloon mails of Australia and new sections on Fiji, French Polynesia, New Caledonia, Pitcairn and Wallis. The former Papua/New Guinea section is also revised.

There are also many price changes based in large part on recent auction sales by Charles Leski of holdings by Ernie Crome and others. (The Ross Smith air stamp goes from \$12,000 to \$15,000 for those with some spare change and the first Pacific crossing by Kingsford Smith in 1928 goes from \$4000 to \$6500. Those who try in vain to understand questions of supply and demand as they affect prices should note that there are some 50 Ross Smith stamps available to collectors but only 4 Kingsford Smith items.)

( Continued )

BOOK REVIEW - THE AUSTRALIAN AIR MAIL CATALOGUE, continued:

In addition to having had the benefit of expert guidance from Nelson Eustis, the catalogue also reflects the significant research efforts of Tom Frommer, Arthur Bergen and Frederic Angleviel. Those who attended CAPEX will recall the Gold Medal exhibits of Australia by both Nelson and Tom.

This catalogue is indispensable to anyone interested in the aerophilately of Australia, New Zealand and south Pacific islands. The price tag of some \$60 or so is steep but not out of line with what other comparable catalogues are asking.

Thanks Mike!

REVIVAL OF BISSETT, MANITOBA



G. W. Linke,

11637 - 91 St.

Edmonton, Alta.

The name "Bissett" is probably more familiar to aerophilatelists than to any other group of people outside Eastern Manitoba!

Bissett was a stopping point on some of the earliest flights by Western Canada Airways, though at that time it was called Rice Lake. (AAMC 91, which was the first airmail service in Manitoba); and on the first regular air stage service financed by the Canadian Government, (AAMC 500 - October 4th 1927).

However, it is best known from First Flight cachets like the one above, for the inauguration of the Winnipeg - Bissett - Wadhope-Beresford Lake - Diana service in December 1934, (AAMC 561); and the earlier Great Falls - Bissett - Wadhope service in 1933, (AAMC 542).

The town's economy was based on gold mining, but the mines closed over the years, and Bissett's population dropped to about 150.

In September it was announced that \$50 million of financing had been arranged to re-open one of the abandoned gold mines. - The mine is expected to eventually produce 80,000 ounces of gold a year, and to create nearly 900 jobs in the region.

# Season's Greetings

Many thanks to all the members who sent in items for this section.

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EARLIEST KNOWN CANADIAN POSTCARD WITH DIRIGIBLE THEME



Posted from Madawaska, Ont. to Dover, N.H. Sept. 5, 1906

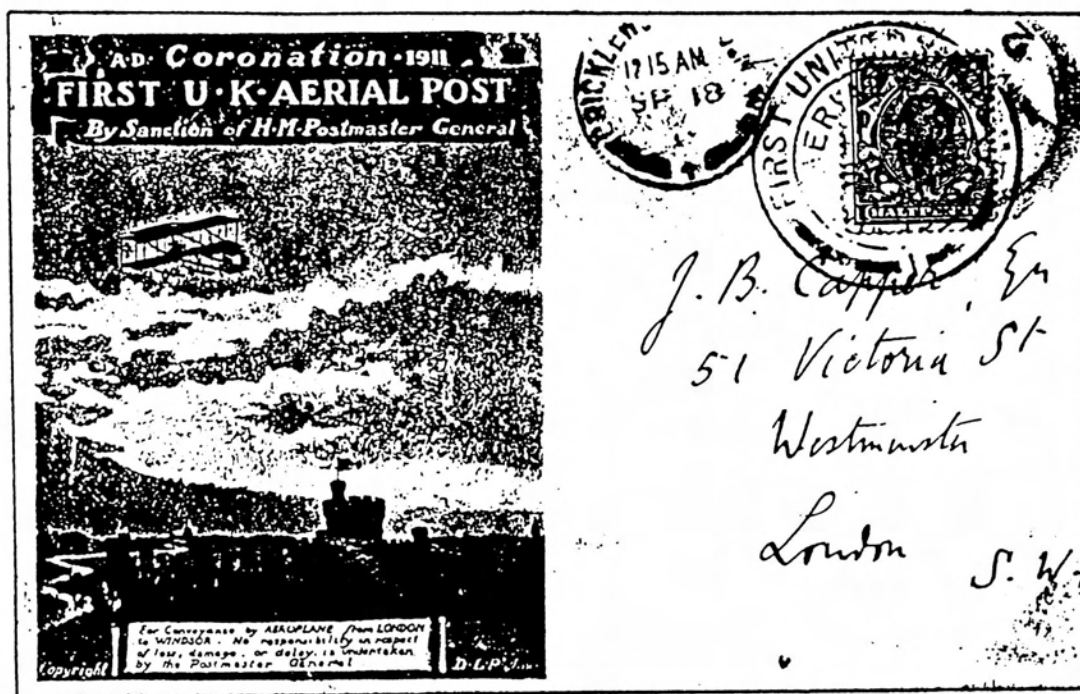
Best regards

*Murray*  
Murray

**Editor's Note:** The beginning of this Century was a period of prolific postcard sending. - 41,000,000 million postcards were mailed in Canada in 1903, and over 60,000,000 in 1913, yet according to the census, the population of Canada in 1911 was 7,206,643!

This card was part of a display of early aviation postcards, given by Murray Heifetz at the C.A.S. symposium in Toronto.

## FIRST UNITED KINGDOM AERIAL POST, 1911



The first official airmail flown in the United Kingdom occurred in September of 1911, in honor of the coronation of His Majesty George V. A series of flights took place between London and Windsor beginning on September 9th. The first return flight occurred on September 17th.

The piece shown above is a label that was applied to a newspaper wrapper for a newspaper flown on the first Windsor-London flight of the 17th. It is a "privileged" piece, in that the cachet is the violet one used only on privileged mail. It was in the first bag of mail prepared for a return flight and was flown by Clement Greswell at 5:15 PM on the 17th, arriving at Hendon Aerodrome in London 20 minutes later.

The Cricklewood backstamp of 12:15 AM on the 18th is proof that it was flown on the 17th. The Windsor Die 1 postmark was used only on privileged mail flown by Greswell on the first flight.

This is one of the fine items that made 1996 a great aerophilatelic year for me. May 1997 be equally as good for each and every one of you. Merry Christmas and Happy New Year from Steve Reinhard, P. O. Box 110, Mineola, NY 11501 USA.



GREETINGS FROM 83 YEARS AGO - by Mike Painter

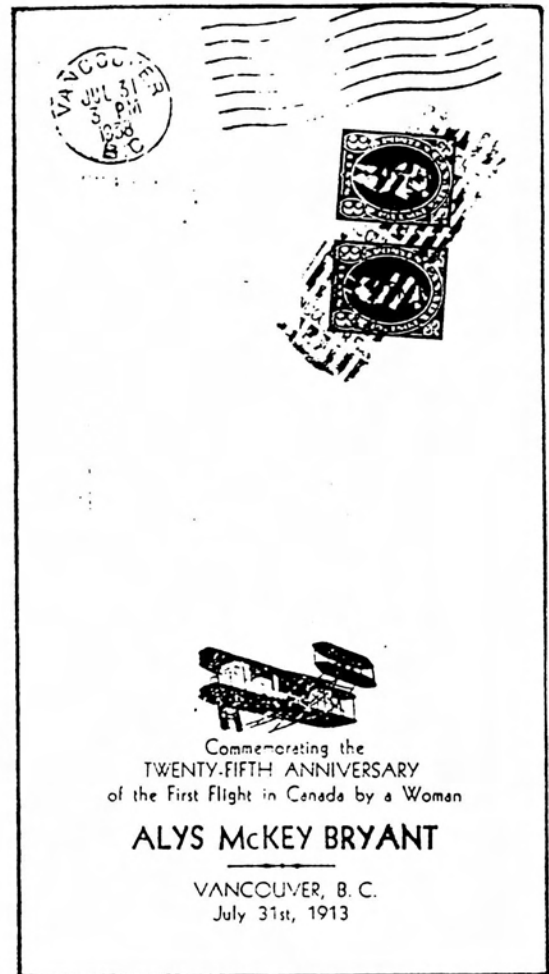
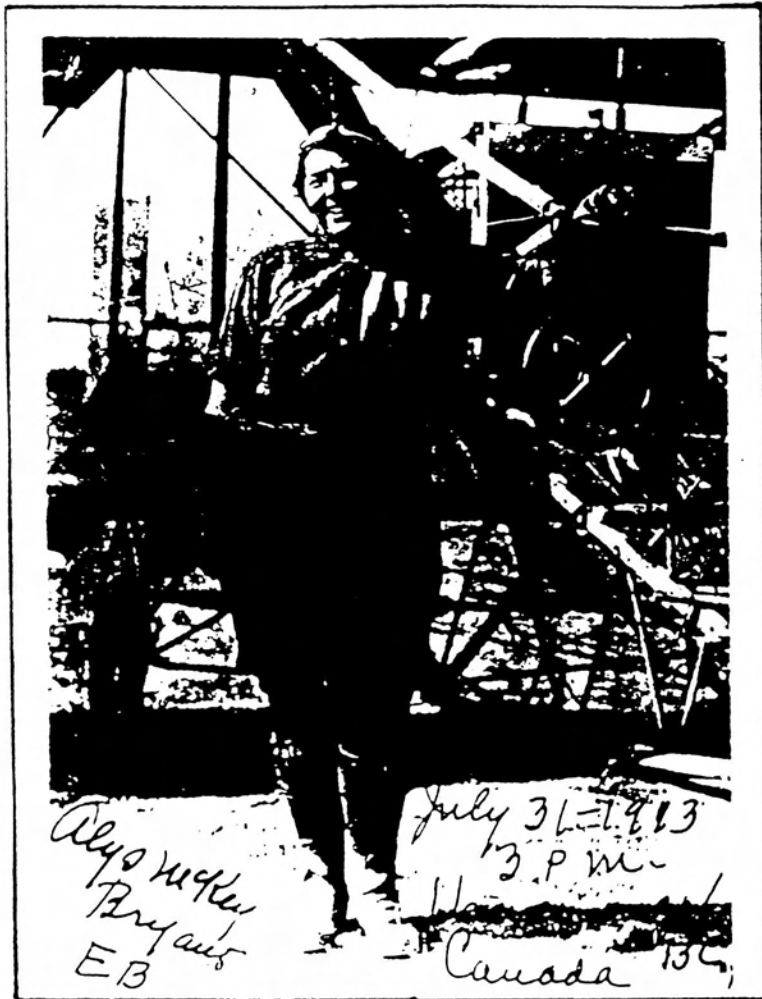


Photo autographed at time of first flight. Cover 25 years later (contents below).

To that friendly group of Canadian neighbors, the Philatelists of Vancouver, B. C., I wish to express my sincere gratitude for the Air Mail cachet with which you commemorate the 25th anniversary of the first flight made in Canada by a woman.

During the late autumn of 1912 at The Palms, California, I rebuilt from wreckage a Curtiss type pusher plane and it was there I taught myself to fly and the following year made exhibition flights in Washington, Oregon, Idaho and Canada, the first woman flyer to invade that part of the world.

The Canadian flights were a part of the entertainment for H. R. H. The Prince of Wales and his younger brother, H. R. H. The Duke of York, who visited Vancouver and Victoria during their cruise on H. M. battleship the New Zealand.

On Thursday, July 31st, 1913, at approximately 3 o'clock I made my first Canadian flight at Minoru Park, Vancouver, and flew again on Friday and Saturday as did my husband, John Milton (Johnny) Bryant who, on August 6th, lost his life while flying at Victoria during the water carnival, leaving a widowed bride of but ten short weeks.

During the 25 years that have slipped away I have never lost my interest in aviation. Although WINGS have given me everything - and have taken from me - everything but my own life - my love for them has never diminished and now my one thought - one prayer - is that WINGS may be used - NOT for destruction, but for making more friendly and understanding relations between the nations of the earth.

To the EARLY BIRDS - the Pioneer flyers of the world - GREETINGS!! There is between us a bond incomparable, for every barnstorming flight was made with the thought and hope of making at least ONE person AIRMINDED and we did succeed.

ALYS HARRISON McKEY  
(Mrs. John Milton Bryant)

EARLY BIRD

1913

Greetings for Christmas and the New Year  
from David Granger of Berkshire, UK.

**Winter Flights**  
**Moncton - Prince Edward Island - Grindstone Island**  
**February 19 - March 11, 1928**

The cover below comes from one of the winter flights undertaken on a route including Moncton, Sackville (NB) through Charlottetown (PEI) to Grindstone Island.

This service was operated by Pilot E.J. Cooper of Canadian Transcontinental Airways. Details are somewhat obscure, but it is believed that the first flight took place from Moncton on February 19 1928, with further flights on March 3, 10 and 17.



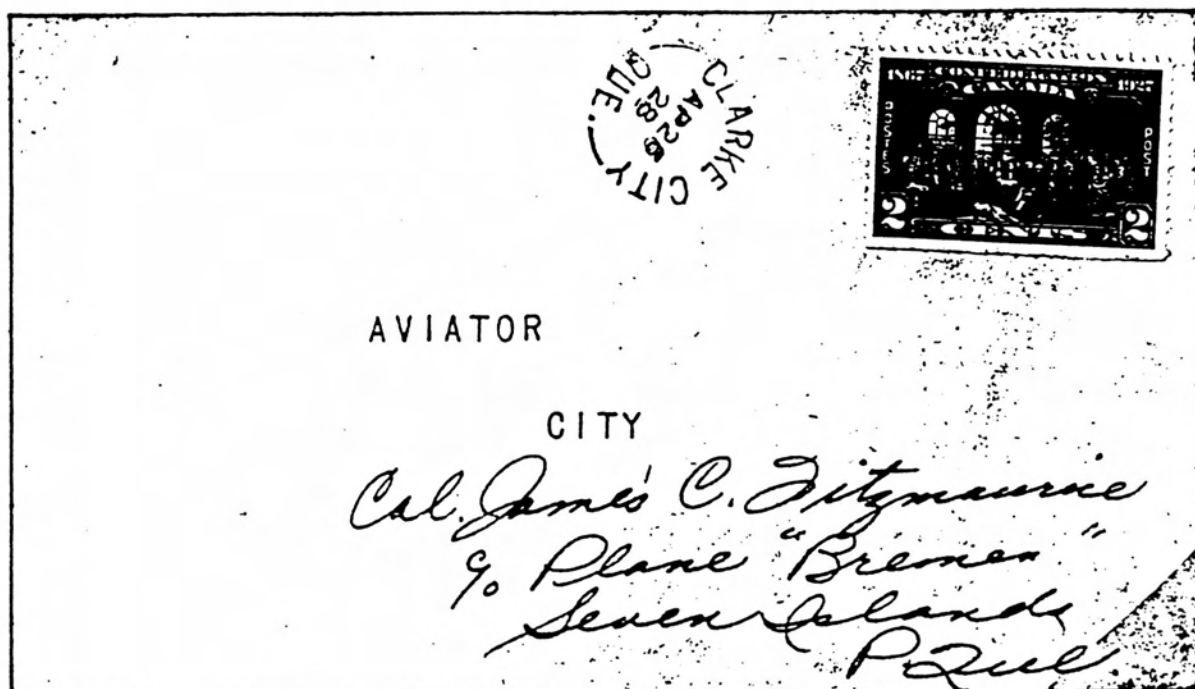
**March 3, 1928 Sackville to Charlottetown**

On this day 110 items are recorded as having been flown from Sackville to Charlottetown. The cover illustrated was one of only ten known to have been cancelled at Middle Sackville.

*David Granger*

## 1928 - ANOTHER "SEMI-BREMEN" COVER?

Editor's note: This cover was shown to me by Dick McIntosh at the C.A.S. symposium in Toronto, as a "follow up" to the first "semi-Bremen" cover shown in the last newsletter, (page 29).



There was also a newspaper/magazine clipping with the cover, which stated:

An "Almost Bremen" - When Colonel Fitzmaurice left Greenely Island for the U.S. he carried no mail, but some was prepared. We have covers postmarked "Clarke City, April 26, Que." Each one is inscribed "Col. James C. Fitzmaurice, c/o Plane "BREMEN" Seven Islands, P. Que." in red. These covers were not carried in the plane as the dog-sled made poor time, and the fliers had been rescued by Duke Schiller when the sled got to Greenely Isle, but are the best you can get as a souvenir of the Bremen. Our thanks are due to the P.M. of Clarke City for handling this mail for us.

*Regards Dick*

Your editor's perplexed! The typeface and handwriting on this cover suggest it was prepared by Roessler, and the clipping sounds like it came from his newsletter.

However, the cover in the last newsletter was addressed to Roessler, so why would he say this cover was "the best you can get", if he also had covers like that in the last newsletter, which claimed to have been carried by the aircraft "TAKING COMMANDANT JAMES FITZMAURICE TO MURRAY BAY"?

WINNIPEG  
DE 10/28  
receiver  
on AAMC  
#219i  
from  
CALGARY  
6/DE 10/28  
SON on #C1

G. P. BAINBRIDGE  
4545 6TH AVENUE WEST  
VANCOUVER, B. C.

Per Special Air Mail  
Flight - 120900ac.

CALGARY

John W. Haarer Esq.,

207 West St. Joseph St.,

L A N S I N G

Mich.

I collect orb cancels on all covers, but on flight covers they are particularly prized since most have something unusual about them. Can you add to my list of AAMC listed flights? This includes receiving backstamps.

WINNIPEG	DE	10/28	AAMC	#219
WINNIPEG	DE	10/28	AAMC	#219c
WINNIPEG	DE	10/28	AAMC	#219i
WINNIPEG	FE	2/31	AAMC	#246

OTTAWA	AU	24/28	AAMC	#215b
OTTAWA	28	JAN/29	AAMC	#226
OTTAWA	FE	3/29	AAMC	#226e
OTTAWA	DE	1/38	AAMC	#295b

I'll welcome all correspondence, especially with photocopies! Seasons greetings! Jim Miller, Box 3005 MPP, Kamloops, BC V2C 6B7

'Fifth  
Official  
Flight'  
of AAMC  
#226,  
OTTAWA  
6/FE 13/29  
St. JOHN NB  
receiving  
backstamp  
17/FE 13/29

DE H. G. Champ  
1463 Bishop Street  
Montreal C.

Fifth Official High

Ottawa, Sunday, Nov. 11, 1894.  
 Dear Mr. [unclear]

## PAR AVIÓN

114-A.M.S-5,000-31-7-28

Mr. H. C. Champ  
Care The Postmaster

Halifax  
Nova Scotia



1932 - NEW ZEALAND

(The above is reduced to 3/4 original size)

One of the more interesting items recently obtained was this original drawing (essay) by James Berry of New Zealand (1906-1980). Berry not only designed hundreds of stamps for NZ over 45 years (some 150 were accepted and issued) but also designed stamps for Tonga, Cook Is, Bermuda and elsewhere. His coin and medal designs were accepted by NZ, Australia, UK, USA and elsewhere.

His first Post Office accepted design was the 1933 Health issue (pathway to health) but in 1932 the Post Office had a competition for an issue of air stamps. Some 75 competitors (including Berry using the pen name 'Rangatira') submitted 219 designs but in the end the Post Office with usual bureaucratic dithering abandoned the whole idea.

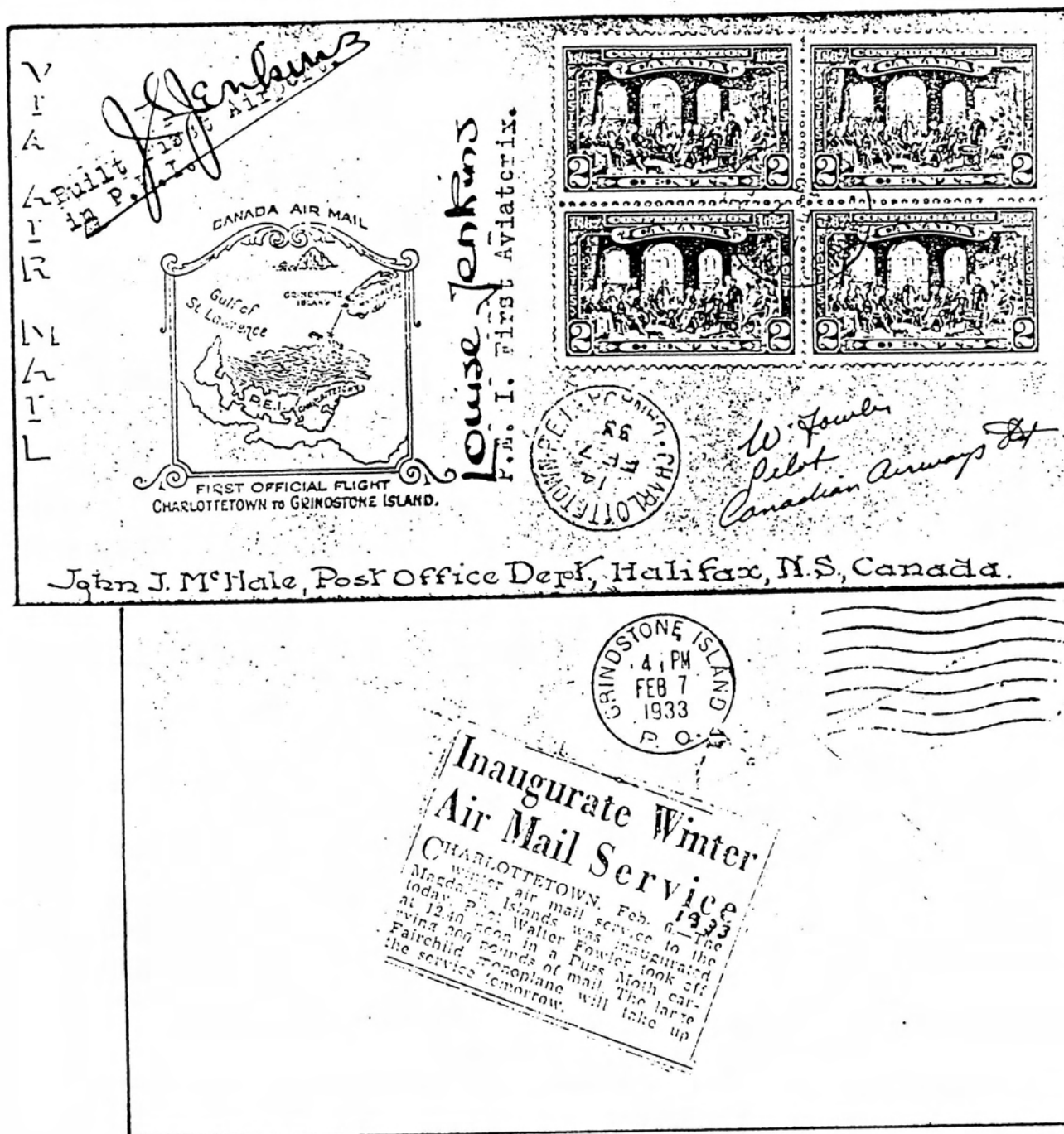
Berry eventually designed the winning drawings for the 1935 issue of air stamps but the item shown is notated by him to be "My first stamp design efforts". A historic piece of New Zealand philately.

BEST WISHES FOR XMAS, AND  
HAPPY HUNTING IN 1997 TO  
ALL OUR AIRMAIL COLLECTING FRIENDS.



Mike Shand  
1183 Agincourt Road  
Ottawa ON K2C 2J8

## A Favourite Cover — Ivan W. MacKenzie, Treasurer

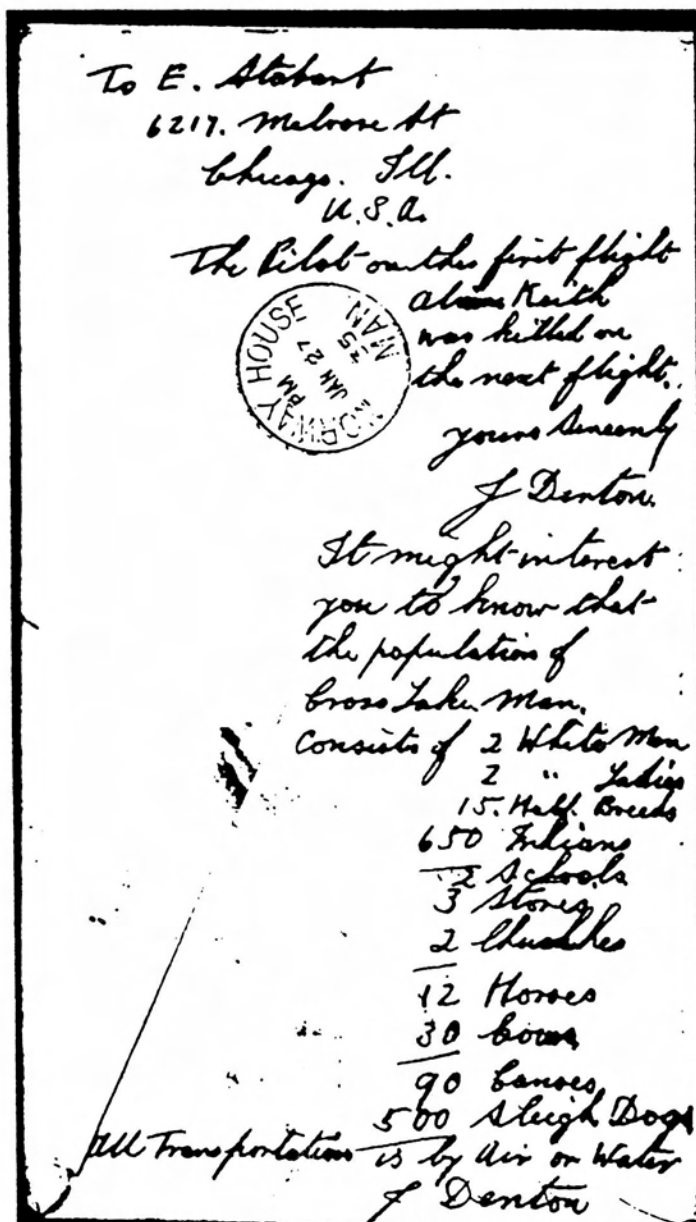


The reasons why this is one of my favourite covers are several including the fact that I was born and lived on "The Island" for the better part of my life and that, in addition to my aerophilatelic collecting, I have a respectable collection of P.E.I. town cancels. More specifically it is franked with a nice block of the 1927 two cent "Fathers of Confederation" stamp; it is signed by Col. J.S. Jenkins, M.D., owner and developer in 1931 of Upton Field — the first Charlottetown airport; by his wife Louise Jenkins — the first P.E.I. lady flyer who learned to fly in Montreal in 1931; and by Capt. Walter Fowler — pilot of the Canadian Airways Ltd. flight; it was carried on the inaugural flight of the first regular winter service between Charlottetown and Grindstone Island.

Editor's discussion with Ivan: Ivan's research suggests that the flight on February 6th may have been made to clear a backlog of "commercial mail", particularly parcels. This would make room for "philatelic mail" on the official inaugural flight on February 7th, which is listed as AAMC 541.

1935 - NORWAY HOUSE

Seasons Greetings to all C.A.S. members



This cover was prepared for the First Air Stage Air Mail Flight between Cross Lake and Norway House in northern Manitoba. The sender of this cover was Elmer Stobart, who was an inveterate collector of postmaster and pilot signatures. Consequently after receiving the cacheted cover, he sent it to the Cross Lake postmaster, J. Denton for his, and pilot Alvin Keith, signatures. Unfortunately, in the meantime, Alvin Davis Keith had crashed at Kanauchin Falls in Northern Manitoba, on February 24, 1935, and was killed. The reason for the crash apparently was not established.

What I find so interesting, is the poignant note that was written on the back of this cover by Denton which graphically illustrates the isolated and lonely existence that these pioneers led.

Like Stobart, I also collect pilot-signed covers. I have a number of these for swap. Send your list of duplicates to 905 Arnaud Cres. Sept-Iles, Qc., G4R 4C6, and I'll send you mine.

I wish all of you a joyous holiday season and a happy new year.

Sincerely,

Derek Rance

CHRISTMAS 1936

This postcard was produced by the Condor Airline in Argentina, inscribed "Happy Christmas and Prosperous New Year", and designed to carry seasonal greetings by air to Europe at the reduced rate of 35 cents.

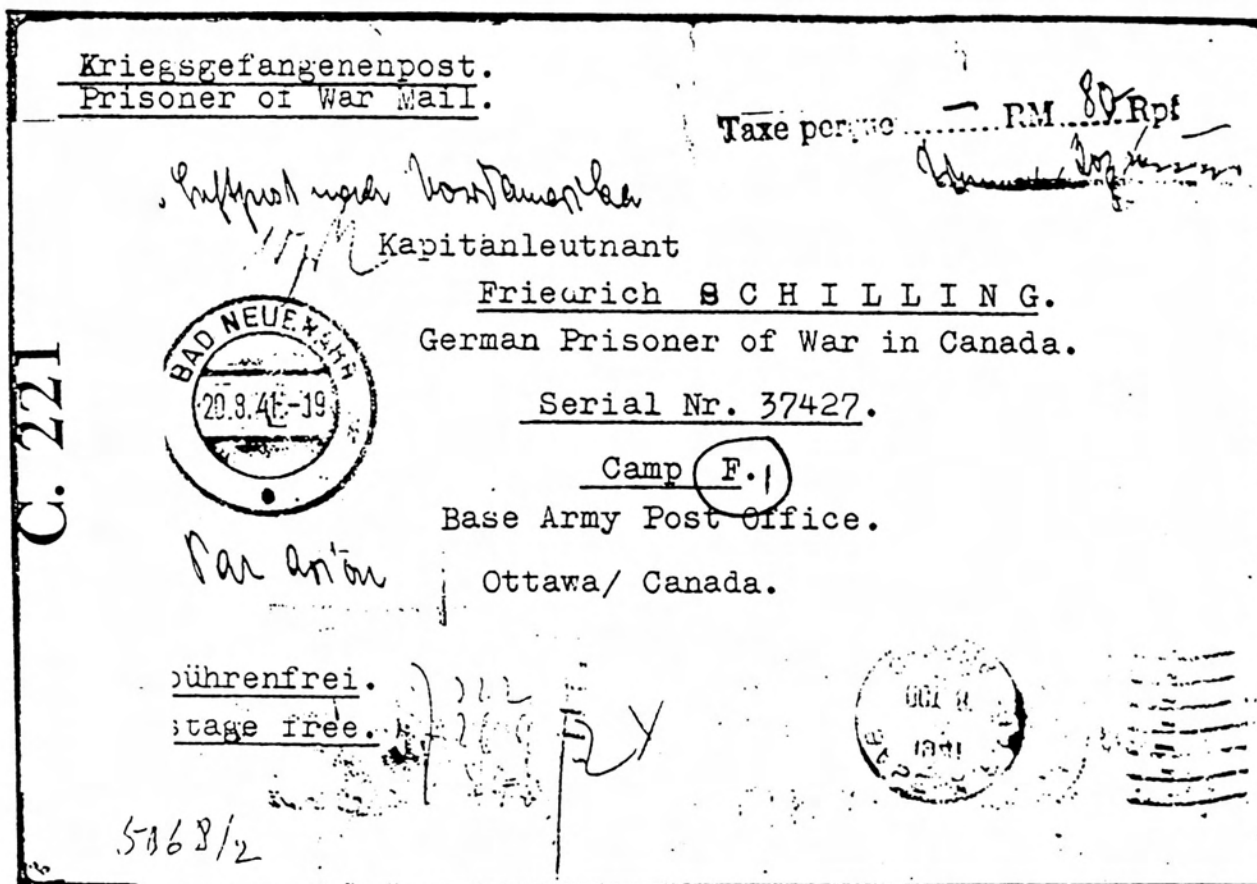
On the address side it is inscribed as being solely for use on the flights to Europe (by the DLH seaplane and landplane service) of 2, 9, 16, 23 and 30 December 1936 and 6 January 1937.

BEST WISHES FOR 1997

FROM RICHARD BEITH

AND THE BRITISH AEROPHILATELIC FEDERATION



1941 - AIRMAIL TO KINGSTON, ONTARIO

This cover was mailed from BAD NEUWAHR, GERMANY on 20.8.41. - It was addressed, as required for all prisoner of war mail, to BASE ARMY POST OFFICE, CANADA, and sent postage free as provided for under the International Convention relating to prisoners of war.

It was later endorsed Mit Luftpost nach Nordamerika, and charged 80Rpf Postage Due in the same handwriting. (Can anybody tell me why it was charged Postage Due, rather than being sent surface mail, and whether or not the Postage Due charge would have been collected?)

The letter was censored in Germany, and sealed on the back. - On arrival in Canada it would have been censored by the Chief Postal Censor in Ottawa, then returned to the Base Post Office for forwarding to CAMP F, which was at Fort Henry in Kingston.

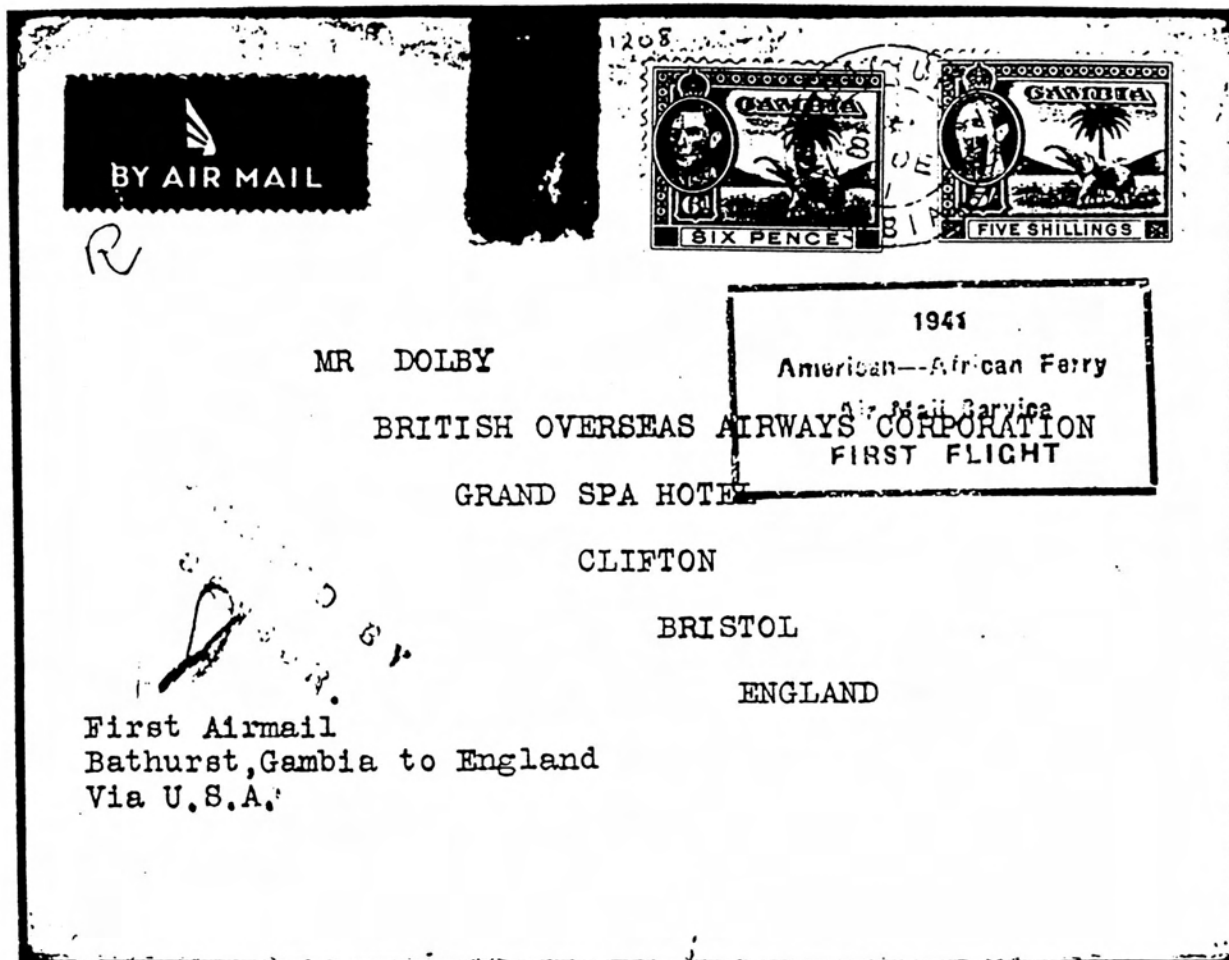
I was offered the cover at ORAPEX this year, (by John Frith of Sudbury Stamps, who had both identified and remembered it as a "Kingston cover"), and was delighted to add it to my "hometown collection" of airmail to or from Kingston.

I would also be delighted to hear from anybody with other interesting airmail items to or from Kingston, that they would like to trade or sell. (Or who is visiting Kingston, and would like a tour of Fort Henry.)

Season's Greetings,

*Chris*

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

THE AMERICAN AFRICAN FERRYPAN-AM SERVICE FAM22WESTBOUND - GAMBIA to USA - then UKDECEMBER 1941

Gambia adhesives tied by cds BATHURST / 8DE / 41 / GAMBIA  
 Backstamped MIAMI FLA / JAN8 / 9PM / 1942 / REC'D

Due to the Japanese attack on Pearl Harbour Gambia was by-passed on the first outward flight and mail from Bathurst was not therefore carried until the second return flight on 30 Dec. As the c.d.s. of 8th Dec was prior to the scheduled arrival date of the 1st flight (with all the philatelic mail) the cover was handled in the normal course of post - as confirmed by the application of the censor stamp which was not applied to the philatelic mail. This censor H/S (WASC Type 5) is the earliest application recorded.

The cover was carried by FAM22 to Miami (8th Jan); thence by U.S. internal air service to New York; thence by FAM18 to Lisbon, Portugal; thereafter possibly by BOAC/KLM to England.

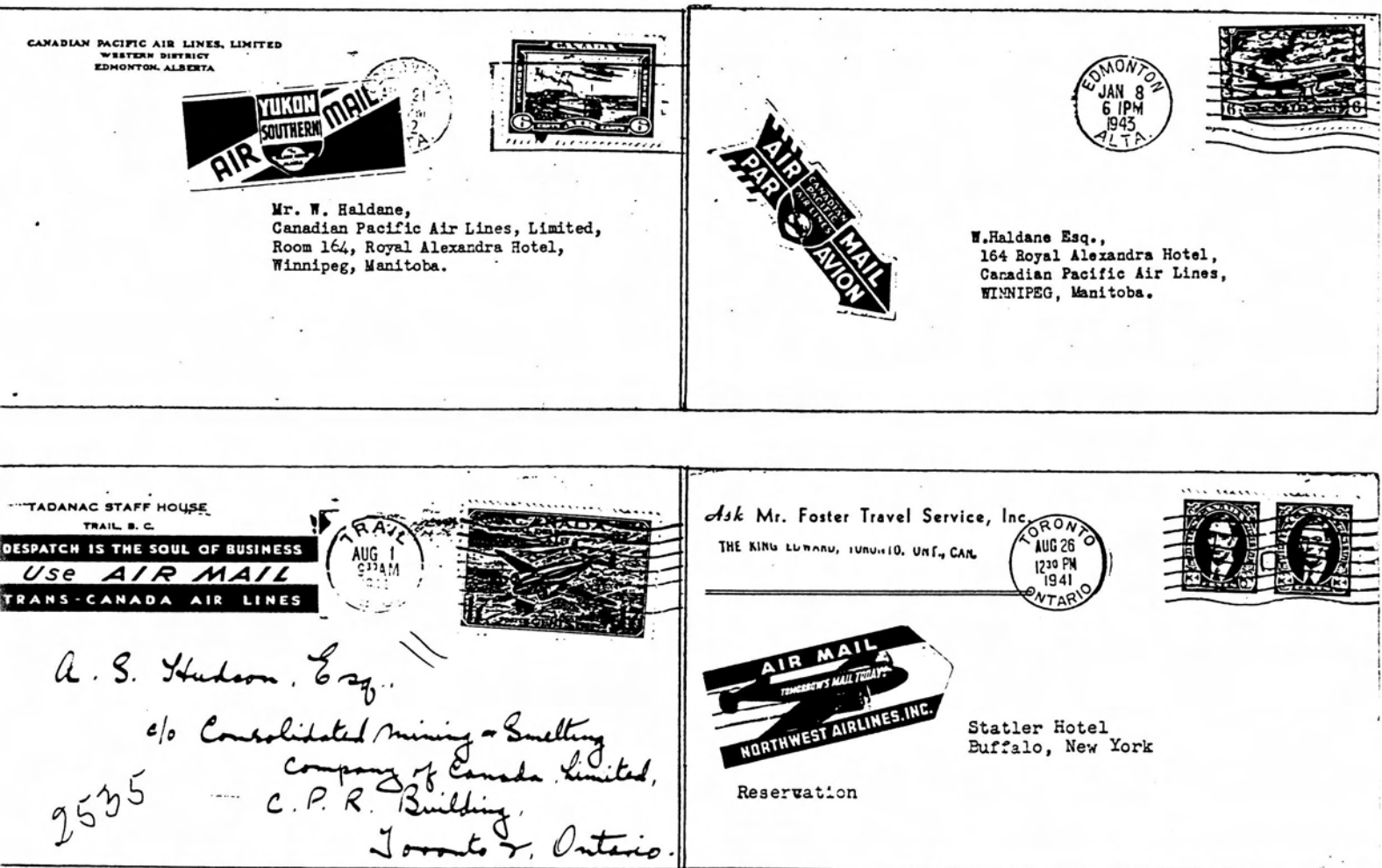
This cover is a classic example of one being carried twice across the Atlantic due to wartime conditions, in order to arrive at its destination.

Season's Greetings from Jack Ince,

✓ each

Collateral Airmail Material.

The Christmas Season may provide an opportunity for us to reflect on our collecting interests and consider some options for diversification. Collateral material for an airmail collection is fairly abundant and offers much color and interest to the album. There are various types of endorsements observed on airmail material; rubber stamps, postal slogans, postal labels, airline promotional labels to mention the more obvious. The Airline labels illustrated here were popular in the 1930's and 1940's as airmail was being developed and competition for air services was keen. There are other Company labels available in addition to these illustrated, and one can find several foreign airline labels on cross-border mail where F.A.M.'s existed.



Correspondence on this subject is invited;

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

## CANADIAN AIR MAIL IN THE 1990'S?

This was one of the topics of Arthur Bishop's speech at the CAS/AAMS Dinner at CAPEX '96. His comments, (on this topic), were that:

I said at the start that my experience with air mail was by association. And it is. My niece Lois Aylen is a pilot with Purolater. I asked her if she would be good enough to note for me what today's air mail service is all about. She did - at the controls of a Boeing 727 at 33,000 feet between Winnipeg and Mirabel 3,00 a.m. Toronto time. I was fast asleep while she wrote the following:

Canada Post Corporation uses all major Canadian Air Carriers and many smaller companies to transport domestic mail within Canada. Major carriers include Air Canada, Canadian and all their subsidiaries. Approximately 100 smaller companies are used for flying northbound mail from the major southern centres. This operation is known as Northern Airstage and is vital because many of those communities lack road or rail capabilities. Aircraft as small as single-engine Cessnas and floatplanes are used. Many Indian reservations are served three times a week as are Fort Severn and Uranium City and other smaller northern communities.

Priority Courier guaranteed overnight service and Express Post two day guaranteed service are the first priority for air mail. If the service is not met the customer can get a refund. Purolater aircraft are used for this. And because Canada Post owns 60 per cent of Purolater they have rights to space in the fleet.

Kelowna Flightcraft operates a fleet of ten Boeing 727 dedicated Purolater aircraft for overnight service through the major Canadian centres.

The use of so many organizations and planes is essential to keep the mail moving under any circumstances. If one company runs into problems another is there to pick it up.

The deciding factor is whether to send the mail by ground or by air. This is known as Service Standard. Mail routings have a service standard that has to be maintained. For example from Halifax to Winnipeg the Service Standard is four days. Canada Post usually tries to better that by one. If that isn't possible by surface mail then air service is utilized.

The mail is met at the airport by a ramp officer or a transport control officer who oversees the co-ordination of the mailbags. The mail can also be met by a shuttle contractor or mail service courier who deal with the actual delivery of the mail and load movement.

That's the end of Lois's 33,000 foot altitude memorandum.

( Continued )



CANADIAN AIRMAIL IN THE 1990's continued:

I think this memorandum was describing the service standards and options for parcel post, even though it referred to "air mail" in general. However, in view of the time that my letters often take to travel between Provinces, I'm wondering what the current status of our "All-Up" air mail service is?

( According to the American Air Mail Catalogue:

ALL-UP SERVICE, 1948

In 1948 ALL-UP service was inaugurated in Canada. All First Class Mail weighing up to one ounce, originating in Canada for delivery in Canada, was to be carried by available air service when air transmission would expedite delivery. In 1954 this was increased to 8 ounces. )

Shortly after getting the transcript of Arthur Bishop's speech, I received the following note from Mike Shand:

QUESTION(S)

Does anyone follow current Canadian Post Office airmail routings?

I recently had to mail a small packet from Ottawa to New Jersey (the covers we have for sale: list \$2.00). I was asked whether the routing should be by air or surface and although I paid for air, I don't know how this would actually go (neither did the postal clerk.)

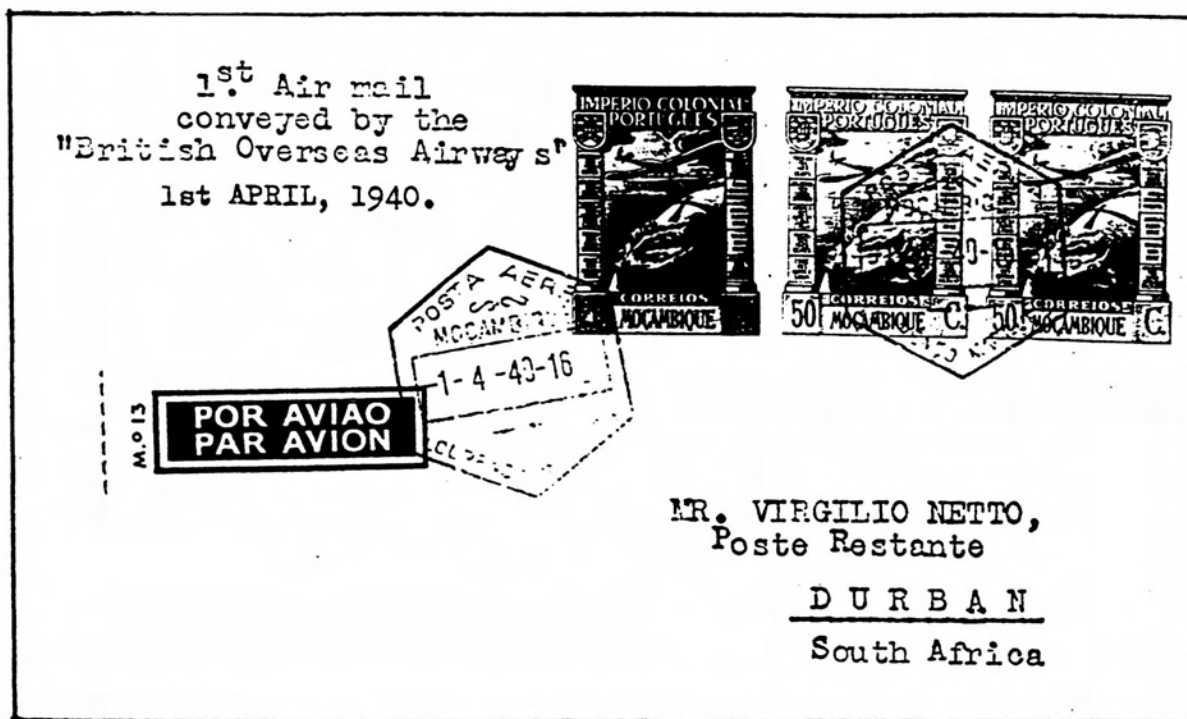
The Post Office folder on US rates says small packets up to 300g are \$3.60 by air and \$2.30 by surface. Did my packet fly from Ottawa to perhaps New York? At one time I understood that all out of Canada air mail went to New York. Is this still so. If this packet had been mailed in British Columbia would it actually have flown from Vancouver to New York city? Is there such an air mail link? Did any of the recent new routings from Ottawa direct to other American cities have any affect on air mail routing?

Does anyone keep track of such things or are we waiting for another 50 years so that postal historians of the future have something to do?

Good questions! - Can anybody answer them, and/or tell me what has happened to "All-Up" mail?

I would like to publish a report on current Canadian air mail practices in this newsletter, and would welcome all contributions towards it.- Please send any information you can provide to the editor: 4060 Bath Road, Kingston, ON K7M 4Y4.

## BOA or BOAC - The Ghost of Christmas Past?



I received a copy of the above cover from Murray Heifetz, following an interesting discussion at the symposium in Toronto.

British Overseas Airways Corporation was established on November 24th 1939 under the BOAC Act, which merged Imperial Airways and British Airways, and officially took over from these companies on April 1st 1940. - This cover therefore commemorates the first day of operations of the new company.

Two things intrigue me about this cover.

- one is that people were preparing First Flight Covers in the middle of a war!
- the second, is that the cover is endorsed by "British Overseas Airways", not "by British Overseas Airways Corporation"! - This relates back to the debate over the use of BOA rather than BOAC, that began in the last "Seasonal Special" newsletter.<sup>5</sup>

Does anybody else have "First Flight Covers" from British Overseas Airways Corporation flights during the Second World War? - I would like to find out how many were produced, and how they were endorsed.

Please send photocopies to the editor, (4060 Bath Road, Kingston, Ontario K7M 4Y4), and I'll follow up in a future newsletter.

---

<sup>5</sup> December 1995 - page 22.  
March 1996 - page 24.  
June 1996 - page 25.

## 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 - THE TORONTO AIR MAIL SOCIETY, 1940



Dear Readers of CAS,

According to the Airpost Journals of the 1940's, Toronto formed Chapter 14 of the American Air Mail Society, which was called the Toronto Air Mail Club. It hosted the Eleventh Annual Convention and Exhibition of the AAMS, August 16-17 1940 at the Royal York Hotel.

Does anyone have any recollections of this event, beside the August and September 1940 issues of the Airpost Journal, or the convention covers?

The Canadian Post Office produced presentation booklets of stamps of Columbian blue cloth, the cover stamped in silver with the Coat of Arms of Canada, with seventeen stamps including air mails in the 1940 period. Has anyone seen, or is owning, one of these?

Hopefully, someone out there could tell me what happened to the Toronto Air Mail Club personal record papers, if they existed.

Sincerely,

Joseph Berkovits,  
260 Adelaide St. East, Toronto, ON M5A 1N0

## INFORMATION WANTED:

### MAIL CARRIED BY BOEING 314A FLYING BOATS OF B.O.A.C.

Can anybody help with the following question from the Bulletin of the British Aerophilatelic Federation:

Q 142 E Menne Larsen from Denmark reminds us of the three Boeing 314As which BOAC operated during WWII. It has always been said that these planes were not allowed to carry ordinary mail.

Indeed, John Wilson in his recent text based on the British Civil Aviation Authority's annual reports during WWII, notes that: *These flying boats were intended primarily for the route to West Africa, but had to visit Baltimore for overhaul after 120 hours flying, these flights constituting an intermittent transatlantic service. The carriage of commercial traffic on these flights was precluded by the terms of the permit issued by the United States Authorities for the use of the facilities at Baltimore.*

Can any member throw any more light on whether or not Bristol, Berwick or Bangor ever carried any Post Office mails during the war period?

Please reply to Richard Beith, 14 Middlecroft, Guilden Sutton, Chester CH3 7HF, England.

## 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 - SNOWBIRD COVERS

CANADIAN AEROPHILATELIC SOCIETY



Last Flying Program for 1996  
431 (AD) Squadron  
The Snowbirds  
15 Wing, Moose Jaw, Saskatchewan  
19 October 1996  
Flown in Canadian CT-114 Tutor Jet Position No. 1

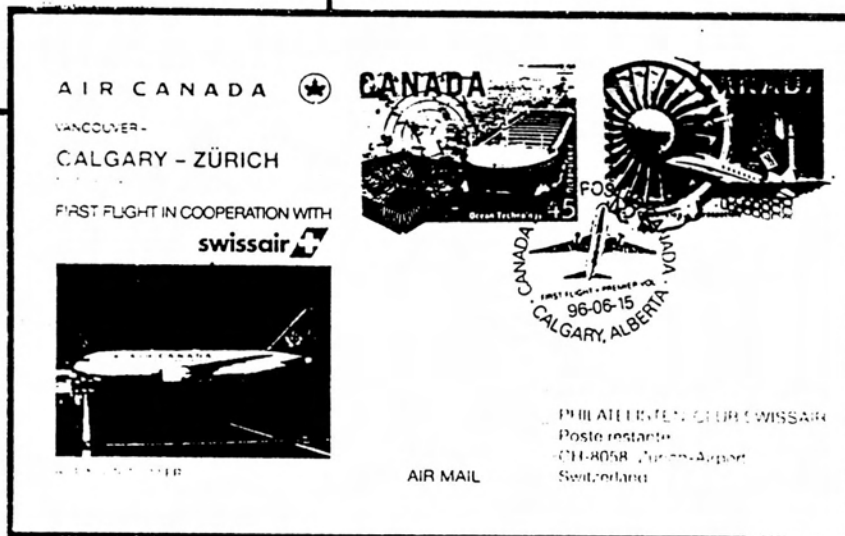
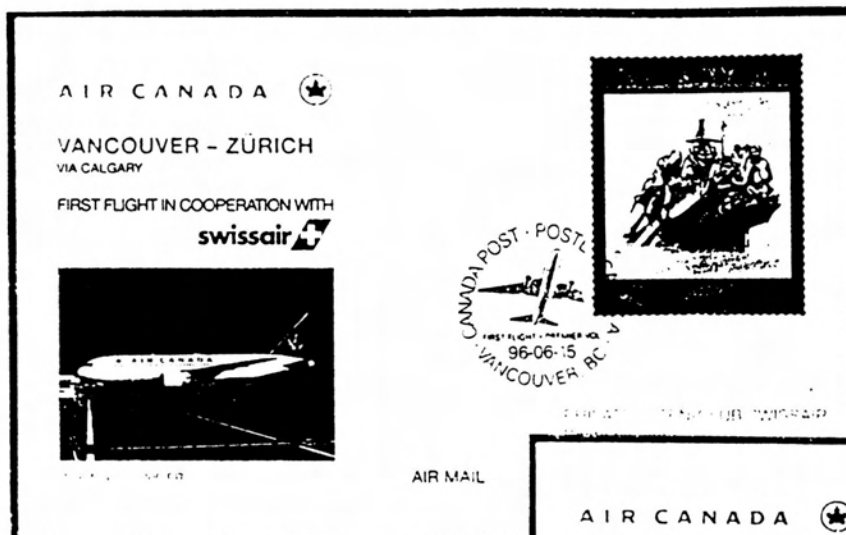


Set of 9: \$45.00 - Single covers: \$5.00

Available from Dick Malott, 16 Harwick Crescent, Nepean, ON K2H 6R1  
Please make cheques payable to: "The Canadian Aerophilatelic Society"  
See page 6 of this newsletter for more information.



## FOR SALE - 1996 FLIGHT COVERS



EXPOZITIA MONDIALĂ DE FILATELIE 

**CAPEX 96** 1960 - 1996  
Al XXXVI-lea CONGRES

8-16.06.96 14.06.96

PRIN AVION LA 7 Iunie 1996

 **TAROM**

București - Zürich  
RO 353 / SR 461 - A 320

**swissair** 

Zürich - Toronto  
SR 136 / AC 879 - B 747

AIR CANADA 

 **ROMANIA** 4050 L

**CAPEX 96 TORONTO**

DENIS HAMEL - EXECUTIVE DIRECTOR CAPEX 96  
P.O. BOX 204 TORONTO, ONTARIO - CANADA

Set of 3: \$25.00 - Single covers: \$9.00

Available from Dick Malott, 16 Harwick Crescent, Nepean, ON K2H 6R1  
Please make cheques payable to: "The Canadian Aerophilatelic Society"  
See page 6 of this newsletter for more information.

KENDALL SANFORD - AEROPHILATELIC LITERATURE

Kendall now has an Internet Web Site:

The URL is:

[http://ourworld.compuserve.com/homepages/Ken\\_Sanford/](http://ourworld.compuserve.com/homepages/Ken_Sanford/)

I have listed there some recent additions to my list of aerophilatelic books, and some nice crash covers for sale.

I also have links to other aerophilatelic web sites, and to Joe Luft's site, which has links to over 400 philatelic sites.

CANADIAN FIRST FLIGHT COVERS FOR SALE

- |                           |                           |
|---------------------------|---------------------------|
| 1 IRELAND to SHEDIAC      | 1 SHEDIAC to IRELAND      |
| 1 SHEDIAC to ENGLAND      | 1 ENGLAND to SHEDIAC      |
| 10 HAILEYBURY to MUD LAKE | 10 MUD LAKE to HAILEYBURY |
| 5 MACHIN to KENORA        | 6 KENORA to MACHIN        |
| 2 GOLDEN ARM to RED LAKE  | 3 RED LAKE to GOLDEN ARM  |
| 3 GOLDEN ARM to COLE      | 2 COLE to GOLDEN ARM      |

Contact: Fred Aschbacher, 2215 Washington, Wilmette, IL 60091, USA.

\*\*\*\*\*

ABRAHAM SIEGEL  
P.O. BOX 6603 -CAN  
Long Island City, NY 11106

POSTAL HISTORY  
 of  
 CANADA  
 and thousands  
 of other U.S.A.  
 and Foreign  
 lots offered  
 in our  
 PUBLIC AUCTIONS.



WE ARE BUYERS OF  
 ALL POSTAL HISTORY.  
 WHAT DO YOU HAVE  
 FOR SALE ?

FREE CATALOG  
 UPON REQUEST.

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

\*\*\*\*\*

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 March 1st 1997.

# MEMBERSHIP RENEWAL

## January 1997

13 Janive Weinstock  
 14 Murray Heifetz  
 17 Dick McIntosh  
 19 Ray Simrak  
 65 Ian Mowat  
 105 Dr Gordon L Ralph  
 106 Maurice G Malenfant  
 109 Gary J Lyon  
 111 James Larry Kobelt  
 171 Albert N Leger  
 173 G Bill Kaufmann  
 193 JP Gadoury  
 216 Barry Strong  
 218 Roy Shuker  
 219 William C Noble

## February 1997

67 Robert North Sr  
 69 Don Amos  
 135 Beatrice Bachmann  
 172 Ivan RW Burges  
 180 Elmer WA Cleary  
 220 Richard Whalley  
 221 W Arnold Stearman  
 222 Douglas M Smith  
 243 Jim Miller  
 244 James A Thompson

## March 1997

72 Fred F Blau  
 136 Friedel Egger  
 157 Robert L Meyer  
 174 Louis Poirier  
 194 Derek C Rance  
 207 Charles W Oakley  
 208 Kevin John Cabbage  
 236 John B Wheeler

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 3-4 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**.

All new membership dues and renewals are **\$15.00 Cdn for Canada and the US** and **\$20.00 Cdn for Overseas** addresses.

Membership No.: \_\_\_\_\_ Renewal Month: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

e-mail: \_\_\_\_\_

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., Toronto, Ontario CANADA M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Province/State: \_\_\_\_\_

Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_ e-mail: \_\_\_\_\_

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 MARCH 1997**