



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

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

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===== FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC JOP 1X0 =====

March 1997

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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CONTENTS:

PAGE:

NOTES FOR NEW READERS	2
NEWS - NEWS - NEWS including:	
ANNUAL GENERAL MEETING - APRIL 27th AT ORAPEX	3
FEATURES:	
THE FIRST OFFICIAL CANADIAN AIRMAIL DESIGNATION - 1928	13
THE "BREMEN" RESCUE - 1928	16
HISTORICAL INACCURACIES ON SOME SPACE STAMPS	19
BOOK REVIEW: HUBBARD - THE FORGOTTEN BOEING AVIATOR	22
FOLLOW UP - WORLD WAR II P.O.W. MAIL "TAXE PERCUE"	25
QUESTIONS - information wanted	26
SALES AND WANTS	29
NEXT ISSUE DEADLINE - JUNE 1st 1997	30
<u>MEMBERSHIP RENEWAL LIST - PLEASE CHECK</u>	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.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

ANNUAL GENERAL MEETING

The 1997 AGM of the Canadian Aerophilatelic Society will be held on Sunday April 27th at 2 p.m. in conjunction with ORAPEX at the RA CENTRE, 2451 Riverside Drive, Ottawa.

All members who are interested in getting together for lunch beforehand, should meet at the CAS table at 12 noon.

ORAPEX is the 36th ANNUAL RA STAMP CLUB EXHIBITION AND BOURSE, and also features CANADA'S FOURTH NATIONAL PHILATELIC LITERATURE EXHIBITION. - It will be open from 10:a.m. to 6:00 p.m. on Saturday April 26th, and 10:00 a.m. to 4:00 p.m. on Sunday April 27th. Admission and parking are free.

For more information please contact Mike Shand, (his address is on the front cover).

FUTURE REGIONAL MEETINGS

There will be a meeting of the CAS at PACIFIC'97 in San Francisco on June 5th and 6th. - For more information please contact Dick Malott at the AAMS/CAS society table at PACIFIC '97.

It is also planned to hold another CAS Symposium in Toronto at the end of November.

Mike Shand will co-ordinate additional regional meetings if there is interest in them. However, he only received three responses to the notice in the last newsletter regarding meetings in Vancouver, Kingston, or Montreal, so no such meetings are currently planned.

CAS RESEARCH AWARD to be presented to DEREK RANCE

Among the various articles that have been published in *The Canadian Aerophilatelist*, one that stands out is the research by DEREK RANCE on THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT: DECEMBER 25 1927.

This research was:

- first published in the December 1995 *CANADIAN AEROPHILATELIST*.
- reprinted by the BRITISH NORTH AMERICA PHILATELIC SOCIETY - AIR MAIL STUDY GROUP in their April 1996 newsletter.
- included in the articles submitted by the CAS to the AMERICAN AIR MAIL SOCIETY for the special Canadian/CAPEX issue of *THE AIRPOST JOURNAL*, and published in the November 1996 issue.
- translated by LA SOCIETE D'HISTOIRE POSTALE DU QUEBEC, and published in the Winter 1996 issue of their *BULLETIN*.

In recognition of this unique achievement, Derek will be presented with a special CANADIAN AEROPHILATELIC SOCIETY AWARD FOR OUTSTANDING RESEARCH at our Annual General Meeting.

Derek has also been nominated by the CAS for a FISA RESEARCH AWARD. - These were created at the XXXVth CONGRESS in 1995, when F.I.S.A. declared 1996 the FISA YEAR OF AEROPHILATELIC RESEARCH.

Congratulations Derek!

SECRETARY'S REPORT

Welcome to the following new members:

- #259 John Hopkinson, Water Valley, Alberta.
 #260 Fred Dietz, Panama City, Florida, U.S.A.
 #261 James Walsh, Winnipeg, Manitoba.

We now have 148 dues-paying members, and 13 complimentary memberships. - This is a nice increase from 145 dues-paying members in March 1996, and 126 in March 1995.

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	8
British Columbia	11
Manitoba	3
New Brunswick	3
Newfoundland	1
Northwest Territories	1
Ontario	53
Quebec	13
Saskatchewan	3

Total	96
-------	----

USA:

California	3
Colorado	1
Connecticut	2
Florida	4
Illinois	7
Massachusetts	1
Michigan	2
Minnesota	1
New Jersey	2
New York	2
Ohio	1
Oregon	1
Texas	1
Washington	1
Wisconsin	2

Total	31
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International:

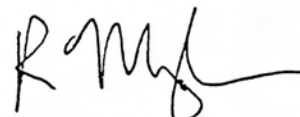
Cayman Islands	1
England	7
France	2
Germany	3
Netherlands	1
New Zealand	1
South Africa	1
Switzerland	5

Total	21
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Total active membership:	148
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In addition, 13 complimentary memberships are carried on the mailing list:

Australia	1
Belgium	1
Canada	1
England	2
Germany	1
India	1
Norway	1
Switzerland	1
Turkey	1
USA	3
Total	13



Ron Miyanishi
Secretary, CAS

TREASURER'S REPORT

There was a detailed Treasurer's Report in the last newsletter, and Ivan MacKenzie will be producing an update for the Annual General Meeting. The new report will be printed in the next newsletter.

PRESIDENT'S REPORT**THE CANADIAN AEROPHILATELIC SOCIETY***Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*PRESIDENT'S REPORT MARCH 1997

Please address reply to:

I have five important matters to bring to your attention concerning activities of the CAS. The first is the status of our CAS catalogue, *The Air Mails Of Canada And Newfoundland*. After a seven month delay after the cancellation of our catalogue launch at CAPEX'96 the AAMS Board of Directors' have agreed to return all of our discs and data to our dedicated secretary, Ron Miyanishi, who has volunteered to check all that has been done, make all necessary corrections, and work with the publisher, Edwards Brothers Book Publishing Company in Ann Arbor, Michigan. This is the company that has published all of the more recent AAMS catalogues and reference books. Their representative goes to Toronto as required to discuss any preparation problems. The AAMS will provide in writing their agreement to pay for the production of 2,000 catalogues and more if sales warrant it. The CAS will have complete control of the preparation of the catalogue, including arrangements for illustrations, maps, and ads.

I will be inviting dealers, auctioneers, collectors and well wishers to purchase ads in the catalogue. The requirements for ad specifications have yet to be finalized but the rates in US dollars will be as follows: full page \$350.00; 1/2 page \$200.00; 1/4 page \$110.00; 1/8 page \$60.00; 1/8 page for greetings from well wishers \$50.00. Those interested in an ad should contact me immediately for ad specifications. Camera ready ads are preferred. Payment must be in US dollars made payable to the AAMS. Here is a chance for CAS members to become part of aerophilatic history. It has been 17 years since an update of the Canadian and Newfoundland air mail catalogue has been done. After we publish who knows how soon again! Place your best wishes ad now.

Our schedule is to launch the catalogue in San Francisco at PACIFIC'97 on 6 June 1997, the last day of the CAS Convention and the first day of the AAMS Convention. The CAS has two days allocated for activities - 5 and 6 June with three one hour periods allocated - one for a meeting, one for a lecture on Canadian pioneer flights, and one for the book launch. The AAMS has invited the CAS to share their Society table complimentary and to help look after its activities. The AAMS annual convention will be from the 6 to 8 June 1997 inclusive. Any of the CAS members attending PACIFIC'97 are invited to help at the AAMS/CAS Society table during the exhibition, 29 May to 8 June inclusive. Any important news will be disseminated to our members before the commencement of PACIFIC'97. Our plan is to submit our completed data to the publishers by 1 April and to receive the completed catalogues for the launch in San Francisco by 2 June 1997. We expect to have 500 to 550 pages for this hard cover catalogue. A price has not yet been set but we hope for a final cost to the collector at \$35.00 to \$45.00 US. If we have a successful ad campaign the price will be nearer \$35.00 US.

The second event is the opening of the Canadian Postal Museum's permanent location in the Canadian Museum of Civilization (CMC) in Hull, Québec on 11 June 1997. I have been asked to be a guest curator to assist in the preparation of the air mail material for the exhibition, *Courrier du ciel - Winged Messenger*. I have seen the magnificent plans for this 15 month exhibition which will feature air mail achievements in Canada, France and various foreign destinations. The Canadian War Museum has agreed to loan the first official mail bag used by Captain Brian Peck on his historic flight on 23/24 June 1918 from Montréal to Toronto, the air mail envelope and letter sent by his mother on the flight, and a marvellous 1/72 inch scale model of the JN-4 *Flying Jenny* aircraft. We are arranging an air mail flight from the Rockcliffe Flying Club to the front of the CMC by a seaplane. A special envelope will be prepared with an appropriate cachet for the souvenir air mail covers. Those responsible for the creation and development of this excellent exhibition are to be heartily congratulated for the originality of the exhibits that will be presented. Those responsible at the Canadian Postal Museum are Chantil Baril, designer; Denise Corbett, interpretation officer; Danielle Goyer, project officer; and Bianca Gendreau,

(Continued)

PRESIDENT'S REPORT continued:

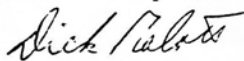
- 2 -

curator. A second book launch for our catalogue will be an integral part of the official opening on 11 June 1997 with plenty of publicity for our catalogue. If at all possible plan to attend this opening event. When has an aerophilatelic Society ever had such an opportunity to publicize its activities?

The third item is the sale of our souvenir covers through our Vice-President Mike Shand. Our latest items are the autographed set of nine Snowbird covers flown on the last performance at 15 Wing, CFB Moose Jaw, Saskatchewan on 19 October 1996 (\$45.00) or singles at \$6.00 each; Malaysian Airlines first flight from Kuala Lumpur to Vancouver, B.C. on 3 November 1995 (\$10.00); and a set of three first flight covers for \$25.00 - TAROM (Romanian Airlines) and Swissair Bucharest-Zurich-Toronto for CAPEX'96 on 14 June 1996; and Air Canada and Swissair Vancouver - Zurich and Calgary - Zurich on 15 June 1996. New Canadian related first flight covers are few and far between. Is it not typical of Canadian bureaucratic organizations such as Canada Post Corporation, Air Canada, and Canadian Airlines International that foreign airlines and philatelic organizations can obtain these special first flight covers, but a Canadian Society, such as the CAS, have been resolutely refused permission to prepare first flight covers for new flight routes coming to and going from Canada. With these four new covers as examples as to what is being done I will be requesting Canada Post Corporation and the two major Canadian airlines to allow the CAS to prepare first flight envelopes in the future for the benefit of collectors and to raise much needed funds for the CAS.

The fourth item concerns our finances. Our income is a result of our dues (\$15.00 per year for residents of Canada and \$20.00 for the USA & other countries to help cover the extra postage rates) and from the sale of first flight covers. Our major cost is the production of our excellent newsletter, *The Canadian Aerophilatelist*, edited by Chris Hargreaves of Kingston, Ontario. We usually have 250 copies of our 32 page newsletter run off by Rapid Copy Plus of Bells Corners, Nepean, Ontario at a cost of .04 cents per page. There is actually 16 double sided pages prepared and the cost includes the white bond paper provided by Rapid Copy Plus. The cost equals approximately \$370.00 per issue - \$320.00 for printing, plus \$22.40 for GST, and then 8% on all this for the PST of \$27.39. We obtain our postage at a 20% discount to cover the postage rate of .90 cents for Canada; \$1.17 for the USA; and \$2.25 for other foreign destinations. The last issue (December 1996) cost of postage was approximately \$228.24 less 20% for a sum of \$182.59. The approximate cost of each issue is approximately \$553.00. Our Treasurer, Ivan MacKenzie will show us in his first quarterly report for 1997 our financial position. We do not wish to increase our dues so are there members of the CAS who would be interested in donating \$5.00 or \$10.00 to help out in covering our newsletter costs for 1997? I will start the ball rolling by donating \$10.00. There are no gift tax receipts. What you receive is the satisfaction of promoting our excellent newsletter, *The Canadian Aerophilatelist*. Only in the direst of need would I wish to see the newsletter reduced to three issues per year. If you are inclined to assist please send your donation to our Treasurer, Ivan MacKenzie, 2411 - 420 Gloucester Street, Ottawa, Ontario, K1R 7T7. Thanks.

The fifth item is to remind all in the Ottawa area that the CAS will have a table at ORAPEX'97 at the RA Centre Curling Rink, 2451 Riverside Drive, Ottawa, Ontario, Saturday, 26 April 1997, 10:00 a.m. to 6:00 p.m., and Sunday, 27 April 1997, 10:00 a.m. to 4:00 p.m. Admission and parking are free. This event is the 36th Annual RA Stamp Club Exhibition & Bourse and Canada's Fourth National Philatelic Literature Exhibition. Although I am the Publicity Officer for the event I will not be present as I will be on a month's holidays in Naples, Florida, 11 April to 12 May 1997 and at PACIFIC'97 in Los Angeles, 26 May to 10 June 1997. Our Vice-President, Mike Shand will look after ORAPEX'97 CAS events. At this exhibition the contributions of Nelson Bentley, our Treasurer for 12 years, and Derek Rance for his Canadian aerophilatelic research will be acknowledged. Support the CAS at ORAPEX'97!



(RK Malott)
Major (Ret.)
President CAS

IN MEMORIAM: LEWIS LEIGH, first pilot of TCA



*Taken from
notes made by
Squadron Leader
Noel (Buzz)
Ogilvie RCAF
(retired) for the
eulogy he gave at
the funeral of
Group Captain
Zebulon Lewis
(Lewie) Leigh
RCAF (retired).
Lewie Leigh
died at the age of
91 December 22,
1996 at West
Lincoln Memorial
Hospital, Grimsby,
Ontario.*

'Lewie' Leigh led life of high endeavour

From barnstormer to bush pilot to commercial pilot to RCAF Group Captain, Zebulon Lewis (Lewie) Leigh had four flying careers that spanned Canadian aviation from its infancy into the modern age.

He flew everything from Gypsy Moths to Sabres, landed them on water, ice, dirt and tarmac, launched the national airline, logged the equivalent of nearly two years in the cockpit, and loved every minute of it.

After retiring from the RCAF, he moved to Grimsby, and became a fruit farmer.

A number of years ago he got together with some of his old bush pilot pals, and as guests of another old bush pilot, Max Ward, they flew to England and then to France to pick up one of the biggest and certainly the most expensive awards of his career. In Toulouse, France, at the factory of Airbus Industrie Consortium, Mr. Ward, owner of Wardair, took delivery of his first A310, a \$75 million state-of-the-art jetliner.

In recognition of a long and distinguished career, the name given the sleek new machine was the Z. Lewie Leigh. After spending some time in the cockpit of the A310 on the flight back to Canada, Group Captain Leigh pronounced it a "magnificent machine. A jewel."

Certainly it was far removed from the late '20s when young Lewie Leigh flew canvas-covered biplanes across the dusty prairies, or the early '30s when he piloted ski-planes into the Arctic and helped the Mounties get their man. At this time he was sharing the airways with such aviation pioneers as Punch Dickins, Wop May, Walter Gilbert, and Grant

McConachie.

In 1937 he was hired as the first pilot of the fledgling Trans Canada Airline, charged with the task of training other pilots and mapping out the range stations.

Two years later, with a co-pilot, one stewardess and a handful of paying passengers, he flew a brand-new twin-engine Lockheed 14 from Winnipeg to Vancouver, and helped to inaugurate the airline that would evolve into Air Canada. After the rough and tumble of piloting in the bush, the TCA post, complete with tailored uniforms and heated aircraft, came as "a change. A comfortable change."

In 1939, the Royal Canadian Air Force called him into active service with the rank of Flight Lieutenant, and the task of organizing anti-submarine patrols with convoys off the east coast. Later he was charged with establishing the overseas mail service for Canadian forces.

After the war he continued to head up Transport Command, and in 1946 he received the nation's highest aviation award, the TransCanada McKee Trophy.

Typically he was at his best when the odds were worst. Forthright, often blunt, in his early days he was always ready to challenge authority the moment it looked pompous, thinspun or synthetic. He cared nothing for personal consequences which might flow from such criticism, and his promotion in the RCAF suffered because of it.

In his life, straightness, ability and leadership were the torch which lit the way. His was a life of high endeavour. He was truly a determined and courageous man.

This obituary is reprinted from the Spring 1997 issue of *THE FLYER*. This is the newsletter of CANADA'S AVIATION HALL OF FAME, which is a charitable organization that aims to preserve the aviation heritage of Canada by honoring individuals and their accomplishments. - For more information contact: Canada's Aviation Hall of Fame, Box 6360, Wetaskiwin, Alberta T9A 2G1.

"Lewie" Leigh wrote a very readable autobiography, *AND I SHALL FLY*, which includes a lot of information regarding his civilian flying activities. It can be obtained from CANAV books: see page 2.

IN MEMORIAM: W/C HARRY BRYANT CD, 1910-1996

Harry was born in Innisfail, Alberta, July 21, 1910. As a young man, he moved to Vancouver and found work in a box factory. In March 1927, he saw a small advertisement in the Vancouver Sun "Young men wanted in RCAF. Apply in person to CO Jericho Beach." Harry signed up, was given his serial number -249 - and shipped out to Camp Borden as a Rigger. Thus began a military career that spanned three decades and embraced the adventure that the new technology offered.

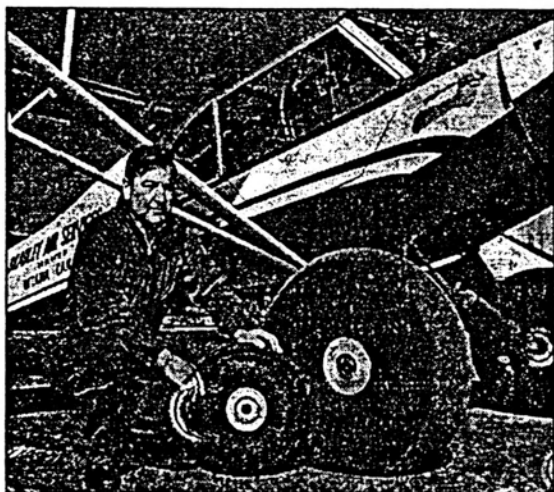
After earning his Pilot Wings in 1929, Harry was posted to Jericho Beach. During this time, he flew at the official opening of the Vancouver International Airport and completed the first instrument flying course offered in Canada. During the Ottawa Conference in 1932, Harry flew the first Air Mail in North America - flying from Ottawa to ships in the Gulf of St. Lawrence. In 1934, Harry married his beloved Laura and whisked her off to Dartmouth, NS where Harry was on loan to the RCMP chasing rum runners off the Atlantic coast. By 1936, Harry was the first NCO flying instructor rated A-1 in the RCAF.

During the Second World War, Harry earned his commission and was the Chief Flying Instructor at #10 SFTS (Moncton) and at #6 SFTS (Dunville). Later, he commanded the #6 SFTS. In 1942, he was posted to the Empire Flying School in England as a test pilot. Given a choice between ferrying Mosquitos to France or flying transport in the Mediterranean, he chose the latter ending as CO RAF Station Rabat, Morocco. Ironically, he was the senior British officer in Rabat although he was Canadian.

Following the war, Harry was the CO who closed Jericho Beach, the CTO RCAF Station Namao (Edmonton), and then in 1952 he re-opened RCAF Comox as CTO. While in Comox, he flew with the 407 Squadron.

Wing Commander Harry Bryant, CD retired to Comox in 1959.

IN MEMORIAM: WELDY PHIPPS, 1922-1996



Phipps shows off his big wheels

WELDY PHIPPS, the Canadian bush pilot who has died aged 74, made the Arctic accessible all year round by fitting his light aircraft with oversized wheels and low-pressure tyres which enabled it to land on shale outcrops and tundra during summer.

In the winter the most remote stations and field parties could be served by light aircraft on skis. But before 1956, when Phipps took off in his specially adapted Piper Super-Cub at Pelly Lake, North West Territories, operations often had to be halted during the four-month summer.

Welland Wilfred Phipps was born on July 23 1922 and went to school in Ottawa. During the Second World War, he served as a flight engineer in bombers with 405 and 409 Squadrons, RCAF, and was shot down over Essen. He was captured in Holland but seized the opportunity to escape while being marched between two prison camps.

Phipps gained his pilot's licence in 1946 and after going into partnership set up his own company, Atlas Aviation, which transported merchandise, newspapers and films and emergency doctors from his base at Resolute.

Weldy Phipps was awarded the TransCanada McKee Trophy for 1961.- Another accolade is that this is part of an obituary that appeared in a British newspaper: *The Daily Telegraph*, 30th December 1996.

ROYAL PHILATELIC SOCIETY OF CANADA

Members of The Canadian Aerophilatelic Society have been invited to apply for membership of the RPSC. - The RPSC provides a variety of services to its members: I asked Raymond Ireson to summarize these, and he suggests that "three good reasons" for joining the Royal are:

1] for members residing "off the beaten track", the Society's mail circuit sales department could prove to be a God-send, plus, this is a great way for such members to dispose of their duplicates or unwanted material.

2] for members having valuable philatelic holdings the Society has an insurance programme ... you must know that most regular insurance companies refuse applications for stamp collection coverage, so the Society's programme is a definite plus of membership.

3] I personally believe *The Canadian Philatelist* has improved very considerably in content since the current Editor, Steve Thorning, took over. I find the journal to be very readable ... but it is only available to RPSC members.

Annual dues for the RPSC are \$25Cdn. for Canadian residents, \$25US for American and overseas residents, plus a \$5.00 admission fee.- For more information and/or an Application Form, contact: Raymond Ireson, 86 Cartier, Roxboro, Québec, H8Y 1G8.

THE AEROGRAMME SOCIETY

The Australasian Aerogramme Society has changed its name, to reflect its growing worldwide membership and focus.

About the Society:

- < The Aerogramme Society was formed in 1996 as a study group for collectors of aerogrammes
- < Editorial Committee currently based in Canberra, Australia & Los Angeles, USA
- < The 'AerogrammeR' newsletter to be produced quarterly [Feb, May, Aug & Nov] each year
- < Current members are from Australia, USA, New Zealand, Malaysia, India, South Africa & Iraq
- < Features of the Newsletter are: new world-wide issues, Internet resources, thematic (topical), auction review, and we have a feature aerogramme each issue all this is then professionally bound with colour cover with permanent acid-free paper to keep for a life time
- < The AerogrammeR will in future have sections on publications & catalogues, readers letters and comments, members sale/exchange and dealers ads

Write (using an aerogramme, of course)
for your FREE Newsletter Today!
PO Box 380 Mitchell A.C.T. 2911 Australia

How & where to find us:

If you live anywhere on this map then you are more than welcome to join the Aerogramme Society. We aim to be an accessible, informative, interactive & professional study group. If you have an interest in aerogrammes & newsletters & wish to be involved in this exciting & new venture then -
JOIN TODAY!



The annual membership fee is \$20Australian, (\$10 [A or NZ] for Australian and New Zealand residents). - North American enquiries can be sent to: Jerry Kasper, 1754 Westwood Blvd., Los Angeles, CA 90024, USA; (E-mail: kasper@telhub.com)

PHILATELIC EXHIBITING - CAPEX'96

The judging at CAPEX'97 produced a flurry of comments, both at the exhibition, and in the philatelic press afterwards. - The following analysis by Robert P. Odenweller includes some interesting statistics to put the CAPEX results in a wider perspective:

CAPEX — From the Judge's Side.

Another CAPEX has come and gone, and with it a new batch of results for those planning for Pacific 97. Many should be happy, some may be disappointed. There were a total of 138 U.S. exhibits, which included 21 literature entries. For 53 of the exhibits I had a previous history of their results at international shows, which were compared with their results in CAPEX. There were also 25 national results, but they are usually not very helpful, since a national gold could be anywhere from an international silver to a large gold. A few statistics about the 53 for which I had previous international history may be of interest:

Deviation from Previous	Number of Exhibits
-4	1
-2	2
-1	7
0	22
+1	19
+2	1
+3	1

Jury regulations prevent discussion of the specifics of deliberations. As general observations, however, my examination of the three that were more than one level below previous results showed that the larger deviation exhibit was very probably not appreciated by the team due to its modern nature and method of mounting, whereas one of the two level difference exhibits was probably closer to its actual level than its previous showing.

One level differences can result from as little as a single point or as much as nine points. In the relatively short time available during the judging process, I managed to look at all of the exhibits (except the literature) from U. S. exhibitors, but in some cases was not able to do so before the results had been finalized, which for all exhibits below the gold medal level coincides with the "first reading." The total of U. S. exhibitors amounted to three times the number of exhibits that I was responsible for in the two categories that I

was assigned, which had few U. S. exhibitors.

In a number of cases it was possible to offer additional reasons for appreciation of exhibits and to obtain more equitable results for them. In others, I realized that the exhibitors may have had exceptional material, but they had failed to make an exhibit of it. In the long run, the latter seemed to be the biggest failing of a number of U. S. exhibitors. In my discussions with the judges from the other teams, however, I found that they usually had very sound and defensible reasons for their findings, whatever the previous results may have been.

This analysis is reprinted from *The Philatelic Exhibitor*, quarterly journal of the AMERICAN ASSOCIATION OF PHILATELIC EXHIBITORS. -

The American Association of Philatelic Exhibitors has been formed in order to share and discuss ideas and techniques geared to improving standards of exhibit preparation, judging and the management of exhibitions. We exist to serve the entire range of people who work or have an interest in one or more of these fields; whether they be novice, experienced or just beginning to think about getting involved. Through pursuit of our purposes, it is our goal to encourage your increasing participation and enjoyment of philatelic exhibiting.

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IBRA 99 - GERMANY



INTERNATIONALE
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WELTAUSSTELLUNG

IBRA 99 will be the first FIP sanctioned stamp show with all exhibiting classes to be held in Germany since IBRA 73 in Munich in 1973.

IBRA 99 will be held in Nuremberg from April 27th to May 4th 1999. It is planned to have more than 4,000 exhibit frames, and over 200 dealers.

Bulletin No.1 can be obtained from Dick Malott, 16 Harwick Cres., Nepean ON K2H 6R1.

SOME RECENT DEVELOPMENTS IN CIVIL AVIATION

More U.S. airlines to fly to Toronto

WASHINGTON (AP) — Four airlines were awarded the rights to begin service from U.S. cities to Toronto next year, the Transportation Department announced Friday.

The award allows the airlines to begin two daily, round-trip flights to Toronto beginning Feb. 24.

The new services are part of a phase-in of the Open Skies agreement be-

tween the U.S. and Canada.

Continental Airlines will conduct the service from Newark, New Jersey; Delta Air Lines from Atlanta; Midway Airlines from Raleigh-Durham, North Carolina; and Northwest Airlines from Minneapolis-St. Paul.

Continental, Delta and Northwest already serve Toronto, and the new rights will permit additional flights.

from THE OTTAWA CITIZEN, 16th November 1997.

Profits up, but not from passengers or cargo

By Allan Swift
MONTREAL/The Canadian Press

A BRUISING PRICE WAR WITH RIVAL Canadian Airlines and higher fuel costs depressed Air Canada's operating income in 1996, but the carrier saved its bottom line by selling its investment in a U.S. airline.

Operating income, which excludes taxes and extraordinary items, dropped to \$215 million from \$275 million in 1995, the Montreal-based airline reported yesterday.

"What you see is a company not making much money carrying either people or cargo," said analyst Fred Larkin, with Bunting Warburg.

AIR CANADA

Operating revenues increased eight per cent to \$4.8 billion.

"No, we were not happy with our operating income," chief executive Lamar Durrett admitted in a conference call.

Durrett added that 1997 will be better but he refused to be specific.

A 12-per-cent increase in fuel prices added \$100 million to costs in 1996.

Price wars with Canadian Airlines on domestic routes hurt both airlines, and Durrett said the domestic market "will continue to be extremely difficult."

He said Air Canada's share of the combined market in 1996, based on tickets

sold by travel agents, grew by one percentage point to 57 per cent compared with 43 per cent for Canadian.

Canadian Airlines reported this week that ridership was up in January, as passengers scared off by the airline's financial crisis in December appeared to be coming back.

Air Canada plans to hire 1,100 employees, mostly flight attendants, this year as new flights are added to U.S. and foreign destinations. The airline employed an average of 19,900 last year.

from THE KINGSTON WHIG-STANDARD, 22nd February 1997.



Capt Saudamini Deshmukh with her crew of an all-women Indian Airlines Airbus flight between Bombay and New Delhi in June 1995.

"Express photo", reproduced in the F.I.S.A. BULLETIN May 1996.

JERICHO BEACH

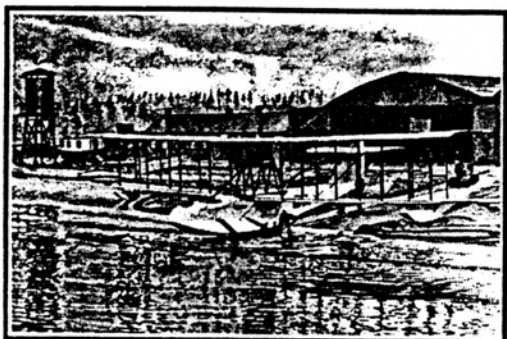
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JERICHO BEACH And The West Coast Flying Boat Stations - approximately 300 pages.

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The print, (16" x 13"), depicts Curtiss HS-2L, G-CYGA, on the slipway at Jericho Beach on January 6th 1925.

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LA SOCIÉTÉ D'HISTOIRE POSTALE DU QUÉBEC

La Société d'histoire postale du Québec a été constituée en 1980 afin de regrouper les amateurs d'histoire postale, de promouvoir cette discipline et les recherches susceptibles d'en faire progresser la connaissance. Elle constitue un lien entre ses membres et leur permet de publier des ouvrages, particulièrement en langue française, sur l'histoire postale.

La Société s'intéresse principalement à l'histoire postale de la province de Québec ainsi qu'au territoire correspondant avant sa constitution. Elle traite également de sujets reliés aux régions adjacentes, dans la mesure où ils ajoutent à la connaissance de l'histoire postale québécoise.

La Société assure la gestion de fonds documentaires et autres dons qui peuvent lui être faits dans le meilleur intérêt de l'histoire postale et dans le respect de ses objectifs fondamentaux. Aussi,

un Bulletin trimestriel est envoyé régulièrement à chacun de ses membres.

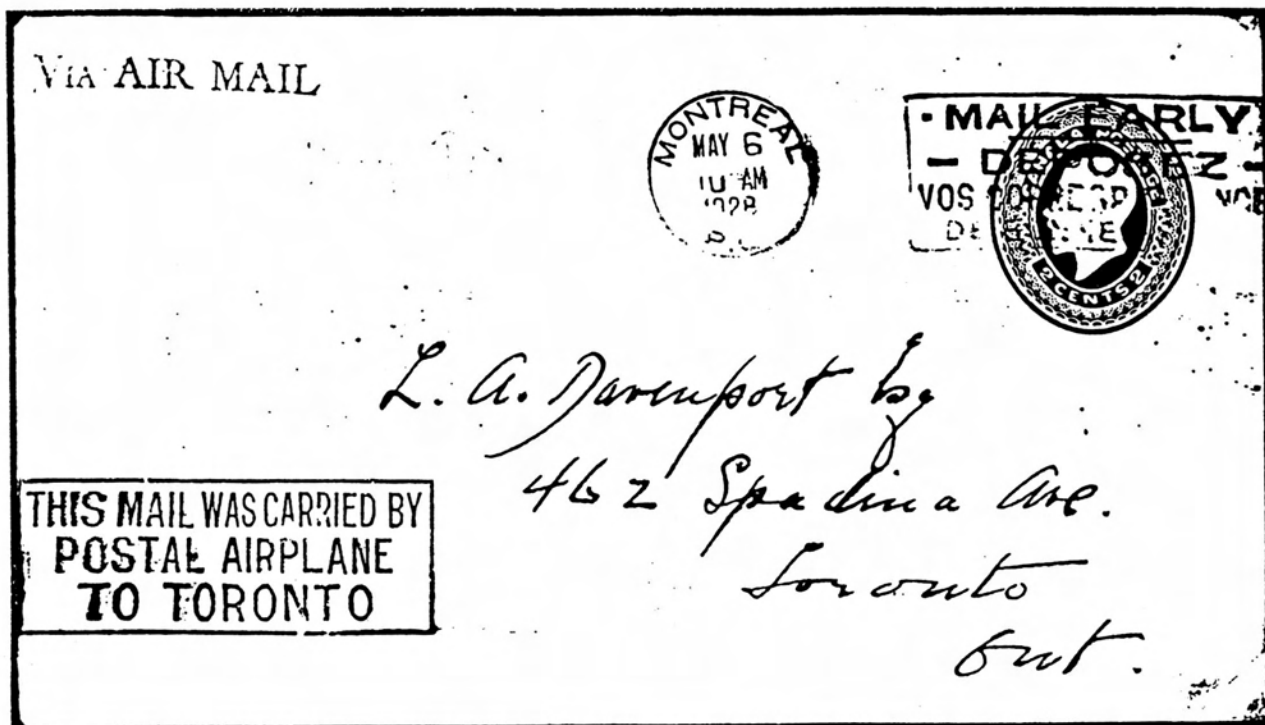
La Société d'histoire postale du Québec tient un colloque au moins une fois l'an, de préférence lors d'une manifestation philatélique. De plus, elle peut former des comités d'études ou de travail chargés d'approfondir différents thèmes d'histoire postale.

Toute personne désirant adhérer à notre association, est cordialement invitée à en faire la demande auprès de notre secrétaire, soit en personne, soit par écrit. Le plus cordial accueil vous est promis.

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THE FIRST OFFICIAL CANADIAN AIRMAIL DESIGNATION - 1928

Murray Heifetz



Since the first regular airmail service began in 1918, various methods were used to designate this mode for transmission of the mail. The vast majority of these were private, although U.P.U. agreements in 1924 and 1928 established some uniform concepts. Hence we find use of etiquettes; the words "Via Airmail" or "Par Avion" either typed, written, or handstamped; blue and red lozenges or stripes on envelopes, and specific stamp issues valid only for airmail service.

The Canadian postal service had no need to create specific rules until late 1927 since, until that period, it had no contracts for carriage of mail by air. From 1927 to mid 1928 it authorized a series of experimental flights to demonstrate the feasibility of mail transmission by air, culminating with the introduction of the 5c airmail rate in August and the issuance of the first airmail stamp in September.

On May 5, 1928, the Toronto Postmaster's office issued a letter advising of the inauguration of an airmail service between Toronto and Montreal with a connection link to Rimouski. The initial frequency was to be twice weekly in each direction. On each eastward trip there was to be a close connection at Rimouski with an outgoing mail-carrying transatlantic liner. The airmail service would initially carry only first class and special delivery mail.

On the same date, a letter was issued from the Ottawa Postmaster's office advising of the inauguration of once weekly service between Ottawa and Montreal. From Montreal there was a similar letter in French. However this letter was dated May 2, and made no mention of connection with Rimouski or frequency of service and merely noted the potential interest and importance of the first flight cover in which it was enclosed.

(Continued)

THE FIRST OFFICIAL CANADIAN AIRMAIL DESIGNATION - 1928 by Murray Heifetz - continued:

According to these Postmaster letters, the May 5 departure from Toronto was to connect with the Empress of Scotland sailing from Rimouski. The May 12 flight was to connect with the Laurentic. However, the Toronto Star, on May 5, reported that mail from Toronto to Rimouski May 5 "destined for the steamer Regina"..... The Empress of Scotland was due to dock on May 5 coming westbound, and mail from this ship was to be carried on the return flight from Rimouski via Montreal to Toronto on May 5. However, the Empress was delayed by fog in the Gulf of St. Lawrence and was not expected to dock until early Sunday May 6. Mail from this ship was picked up and flown to Montreal and Toronto but, being Sunday, the Postmaster advised that there would be no delivery until Monday May 7 except for special delivery mail which, on phone advice from the Post office, could be picked up. Mail and parcels for the May 5 flight from Toronto to Rimouski could be delivered to the Adelaide St. post office up to 10.40 a.m. and at Union Station up to 11.00 a.m.. From there it would be stamped, checked, put into bags, and then trucked to Leaside aerodrome. Up to 800 lbs. of combined mail and parcels could be accepted.

The air mileage from Toronto to Montreal was 310 miles and from Montreal to Rimouski 350 miles. The flying time Toronto to Montreal was 3-1/2 hours and from Montreal to Rimouski 4-1/2 hours. The previous time required by rail was 21 hours from Rimouski to Montreal - a saving of 13 hours. The first flight from Toronto to Montreal on May 5 was by J. H. St. Martin of Canadian Transcontinental Airways in a Fairchild aircraft. The first flight from Rimouski to Montreal on May 6 was by Romeo Vachon.

Presumably in anticipation of these new services, the Post Office ordered cachets to indicate the carriage by air. This study of the cachets or markings has revealed a number of curious things for which no explanation is presently available. The cachets all had the same general wording - "THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO MONTREAL (or Ottawa or Toronto)". The strikes were proofed in Ottawa in April 1928. As will be subsequently detailed, there are two distinct varieties of strikes - one with a "wide" vertical spacing and one with a narrower spacing. The proof strikes reproduced in the Robert Lee publication are only the wide spacing yet the narrower spacing is by far the more common.

The question of how, when, and by whom these strikes were applied is also uncertain.. It is assumed that the Post Office issued specifications as to size which local postmasters in the three cities could then have reproduced.

Because of variation in the size of the markings, this seems to fit better than the idea of the markings all having been made by one source in Ottawa and then distributed. There is a question of how the markings were applied. In most cases, the strike would indicate a hand held device. The letters are probably made of metal as there is very little variation in the lettering of the kind expected if they were a rubber stamp. The rectangular border is a little more difficult to judge. Here, one finds slurred strikes of the type that would result from uneven pressure on a hand held rubber stamp. However, even the assumption of a hand held device is uncertain. Covers are known with a strike in the left portion of the envelope and a piece of the same strike overlapping the right side of the envelope as though the strike were applied by a roller or machine with fixed spacing between strikes. Beyond the question of where and how, there is also a question of 'when'. Many covers are known carried on these services, including the first flights, which did not receive the marking. There are several possibilities. The marking could have been randomly applied. It is possible that the covers were bundled and only the top of the bundle received the marking. These are however only speculations. This writer has not yet found any clue as to when it was applied.

To date, three distinct types of markings have been identified:

- Type I - The "Narrow" spacing, best described by the rectangular width - 20 mm.
- Type II - The "Wide" spacing, described by the rectangular width - 23 mm., with period after the city name.
- Type III - The "Wide" spacing with no period after the city name. This type has so far been found only on the Montreal marking. The length of the enclosed lines in type II for Montreal is greater than in type III and is in excess of the size shown on the proofed markings.

In addition to variation in types, there is variation in colours of ink used. In the vast majority of cases, the strike is in black or a grayish black. Colour variations are very rare but are known in violet, blue, and a blue-gray. One cover is known with a double strike on the front. There are several with a strike on both front and back. The length of the three lines within the rectangle are the same for both the wide and narrow spacing types except for Toronto, where the bottom line in the narrow spacing is 2-3 mm longer than in the wide spacing.

(Continued)

THE FIRST OFFICIAL CANADIAN AIRMAIL DESIGNATION - 1928 by Murray Heifetz - continued:

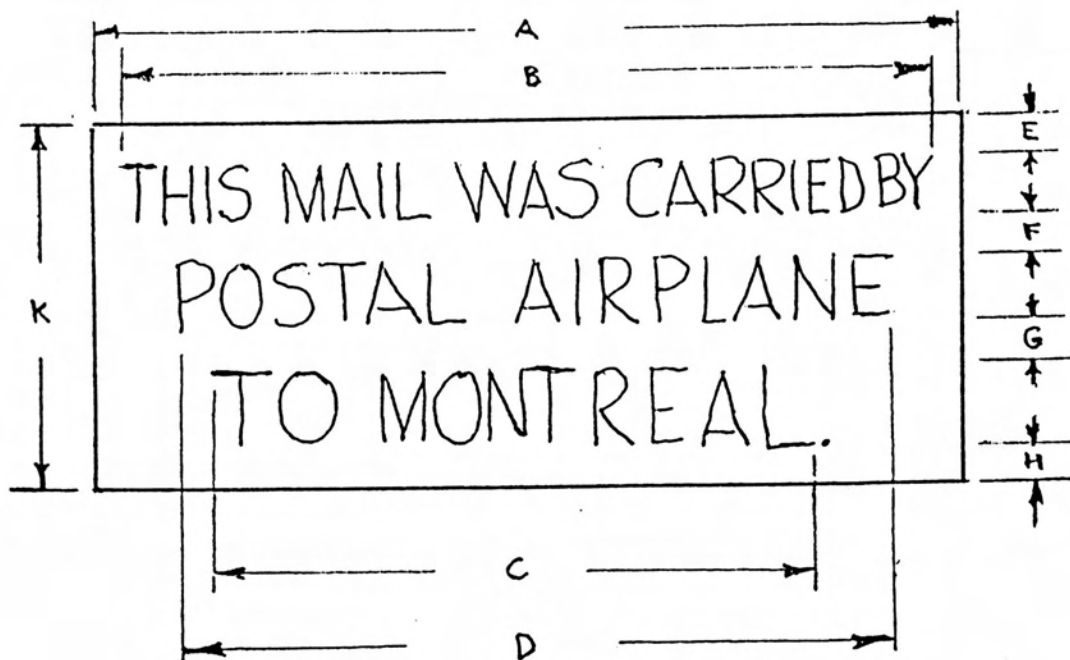
The time saving in this Rimouski route did not apply only to mail from incoming transatlantic ships. The "Maritime Express", operated by CNR from Halifax is known to have been routed such that mail from Halifax and other maritime cities on its route were offloaded at Rimouski and put on the flight to Montreal and Toronto, thus saving about 13 hours in mail delivery from the Maritimes. Covers are known posted at Halifax 9.30 a.m. May 7 and Moncton 9.00 pm May 14 that were delivered using this route.

The complete range of dates during which the marking was used has not yet been established. My earliest 1928 dates are from the UK westward dated from Perth, Scotland April 26th (via Montreal). My earliest eastward cover is from Toronto dated May 4 (flown May 5). My latest date is Oct. 11, 1928 from New York (to Montreal). In 1929 my westbound covers are April 24 from London and June 5, posted at sea, - both to Toronto. I also have one cover from Rimouski to Montreal May 9 without the cachet.

As in many other aspects of this marking, one can only speculate about its ending. Lack of usage between October 1928 and April 1929 can be associated with cessation of ocean traffic up the St. Lawrence. On October 1, 1928 regular scheduled service on contract mail started between Toronto and Montreal and on Jan. 28, 1929 between Montreal, Ottawa, and the Maritimes. Hence there was little purpose in specifically distinguishing the 3 routes for which the cachet had been used. Also, in April, May, and October 1928 a new marking had been proofed - a smaller rectangular box enclosing the words "AIR MAIL" without any city reference. This was the marking that was used from 1929 well into the modern period to designate carriage of mail by air and evidently replaced the earlier cachet. It is likely that the continued usage in 1929 applied only on westbound mail offloaded from incoming ships at Rimouski and continuing by flight to Montreal or Toronto.

The basic marking is shown below. Various key dimensions are noted as a means of distinguishing between the various types. Dimension "K" is the important one to separate the wide and narrow spacing types.

In summary, based on the covers in the collections of the writer and a few friends, there is presently known 3 major types distinguished by size, 3 and possibly 4 colours of ink used for the marking, application by hand stamp and possibly by machine or roller, and with an earliest date of posting April 26, 1928 and latest date June 5, 1929. If there are any known covers which will expand the range in any of the above categories, or add anything new to the present knowledge, please send this to Murray Heifetz, 49 Ternhill Cres., Don Mills, Ont. M3C 2E4 or send it for publication in a future issue of the CAS Bulletin to Chris Hargreaves.



THE "BREMEN" RESCUE - 1928

Derek Rance

Questions were asked in the September, and December, 1996 issues of the Canadian Aerophilatelist with regard to supposed Bremen Rescue related covers. As one of these covers was flown on April 18, 1928 from Clarke City to Murray Bay (La Malbaie), it was wondered whether this cover corresponds to those listed in AAMC #208.

Before answering this inquiries, it should be noted that many accounts exist of the Bremen Rescue. Unfortunately, but not unusually, many of these histories contain serious distortions.

The most accurate accounting of the Bremen Trans-Atlantic Flight was published by the three Bremen pilots Kohl, Fitzmaurice and von Huenefeld in their book "The Three Musketeers of the Air". This publication contains each individual pilot's account of the flight. The following chronology emerges:

April 12, 1928. The Bremen takes off from Baldonnell, Ireland at 5:15 a.m.

April 13, 1928. After flying through a gale, the Labrador coast was reached 36 ½ hours later. As most of the flight had occurred in clouds with severe wind buffeting, the aviators became lost. Consequently they decided to land at the first habitation they saw. This was the Greenly Island lighthouse in the Strait of Belle Isle. The landing was made on a lagoon on the island. However, break-up was then occurring. As the plane was on wheels, not skis, the wheels broke through the lagoon's thin crustal ice. The plane nosed over, damaging the propeller and wheels and breaking the axle. After making the aircraft secure, the fliers were taken in by the lighthouse keeper, Le Templier. Using the Long Point of Blanc Sablon telegraph station, which was located on the mainland, 2 miles North of Greenly Island, telegrams, requesting help and spare parts, were sent.

April 14, 1928. To aid the Bremen flyers the Quebec Government promptly chartered the two Fairchild aircraft of the Canadian Transcontinental Airways. "Duke" Schiller with Dr. Louis Cuisinier as passenger, took off from Lake St. Agnes at 10:45 a.m.. They reached Seven Islands that afternoon. Here they refueled the plane and spent the night. The flight to Greenly Island was not continued that day, as the destination could not be reached before nightfall.

April 15, 1928. At 5:15 p.m. Schiller and Cuisinier landed on the frozen sea at Greenly Island, after having again refueled at Natashquan. On the same day, Roméo Vachon, with four reporters on board, left Lake St. Agnes for Greenly Island.

April 16, 1928. In order to meet with Miss Herta Junkers (daughter of the manufacturer of the "Bremen") who had flown to Lake St. Agnes to provide assistance, as well as to organize the rescue effort for the plane, Fitzmaurice was selected to fly back to Lake St. Agnes with Schiller. They left Greenly Island that noon, but due to having to fight headwinds, they were forced to land at Natashquan in order to spend the night.

April 17, 1928. The pair left Natashquan at 12:30 p.m. and flew to Seven Islands. They were met by P.L. Collier, manager of the Clarke Company, who persuaded them that they would spend the night in greater comfort if they flew the seven miles to Clarke city, which had the area's only hotel. This they did, landing at 5 p.m.

April 18, 1928. Schiller and Fitzmaurice left Clarke City at noon and landed at the Lake St. Agnes base late that same afternoon. Here, after first meeting with Herta Junkers, Fitzmaurice then stayed at Murray Bay (La Malbaie) in order to organize delivery of the parts needed to repair the Bremen.

April 20, 1928. A Ford Tri-Motor, which had been chartered from Commander Byrd, by the New York World and North American Newspaper Alliance, left the Detroit airport. Its pilot was Floyd Bennett, who en-route, become ill, and so had to leave the plane at Quebec. He died, in hospital, five days later, of pneumonia.

April 22, 1928. Fitzmaurice with the crew of the Ford Tri-Motor, and a Junkers' mechanic, flew directly back to Greenly Island.

April 26, 1928. After it became apparent that the Bremen could not be rescued at that time, the crew of the Bremen left Greenly Island in the Ford Tri-Motor. They reached Lake St. Agnes the same evening and overnighted in Murray Bay.

April 27, 1928. The Bremen crew continued with their flight to New York in the Ford Tri-motor. Their routing on this final day's leg overflew both Quebec and Montreal. In New York, the Bremen pilots were given a heroes welcome, with a massive 5th Avenue ticker-tape parade, lamp post decorations and banquets.

(Continued)

The three Schiller signed covers that are described in AAMC Vol. 4 #208, page 1688, are a conundrum, in-as-much as the typewritten inscription on the Schiller covers "*Carried on plane carrying Comm. Fitzmaurice, Clarke City to Quebec*" is incorrect. The photograph below (copied from the book) is clear proof that Schiller and Fitzmaurice landed at Lake St. Agnes. As this was the base of operations of Canadian Transcontinental Airways, the plane would not have then continued with the flight. The reason why the covers were backstamped in Quebec, is that after North Shore air mail had been flown into Lake St. Agnes, the mailbags were taken 8 miles by road to Murray Bay (La Malbaie), to be placed on the train that ran to Quebec for sorting and processing. According to Georges Blouin (who was the Seven Islands postmaster at that time), without exception, all North Shore mail was sorted at, and forwarded from, Quebec, as this was the regional post office. Even mail that was addressed to La Malbaie was first sent to Quebec, to be sorted there, and then subsequently returned on the train to La Malbaie.



THE ARRIVAL OF THE FORD PLANE FROM GREENLY ISLAND BRINGING MAJOR FITZMAURICE TO LAKE ST. AGNES

(This caption is in error. Very clearly the plane that is landing is a Fairchild FC-2W, not a Ford Tri-Motor)

Not having examined the Schiller signed covers, it is possibly unfair to be judgmental. However it must be wondered why these souvenir covers had a Clarke City origin, rather than being prepared at Long Point of Blanc Sablon, or even Natashquan. If these covers are genuine, the Quebec backstamp should carry the date of April 19th.

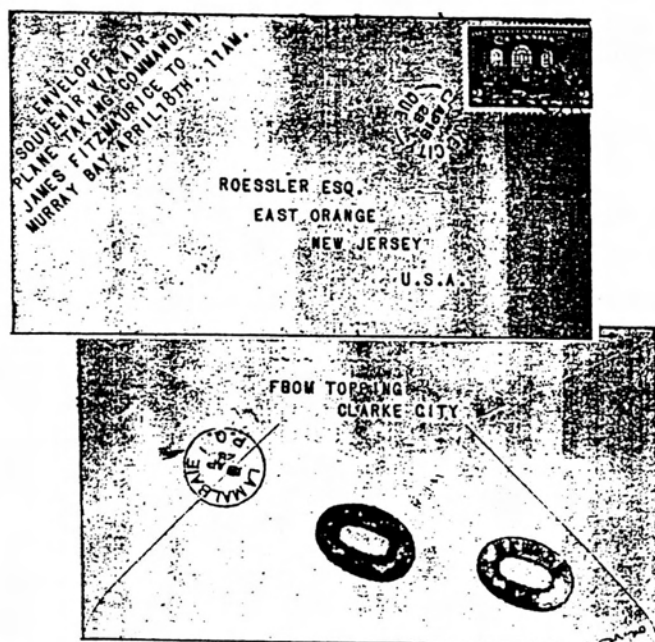


Figure 1

The cover that is illustrated in the Canadian Aerophilatelist (Fig. 1) is very questionable. The sender of the cover was Topping, who, at that time, was the Clarke Company employee in charge of the company's post office. (Clarke City then was a true "company town" in all respects.) Favour canceling - at La Malbaie - had definitely taken place, three months earlier, on the first air mail flight to Quebec's North Shore. Also it should be noted that this is a Roessler cover. It is certainly not inconceivable that this cover was contrived at some later date, in order to cash in on the fame and glamour of the Bremen flight. Certainly the opportunity and means to do so was readily available, if there was connivance between the two postmasters. This connivance probably occurred, as if the flight cover was genuine, it would have been processed, and forwarded to Roessler, from Quebec, not from La Malbaie.

(Continued)

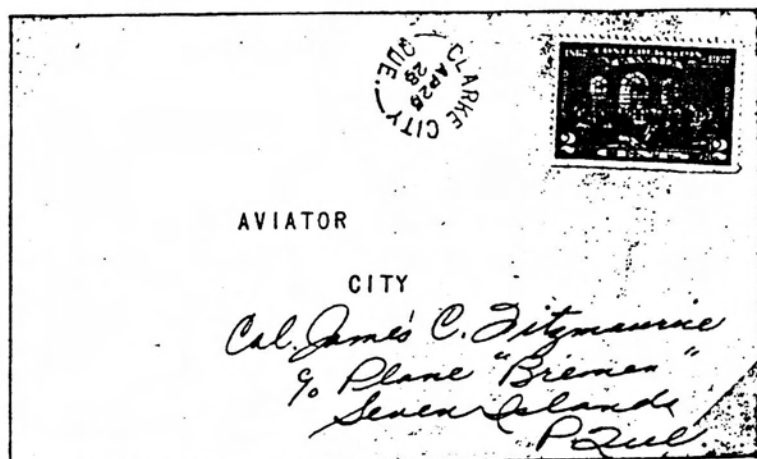


Figure 2

With regard to the "Almost Bremen" cover (Fig. 2), this cover was obviously prepared by postmaster Topping. This can be demonstrated by comparing the type face on the two sets of letters. The statement in the newspaper / magazine that these covers were prepared so as to be taken by dogsled to Greenly Island is clearly a case of Roessler's overheated imagination. The date of this cover is April 26, 1928. This was the date that the Bremen crew flew from Greenly Island to Lake St. Agnes. Topping (the Clarke City postmaster) would have known of this departure through the

telegraph that ran along the Quebec Northshore. A kindly conjecture is that Topping prepared these covers in the belief that the plane carrying the Bremen aviators would have to stop at Seven Islands for refueling. If the plane had been a Fairchild FC-2W this would have been a necessity. However the plane flying the aviators was Commander Byrd's Ford Tri-Motor, which was fitted with extra fuel tanks for prolonged flights. Consequently the plane overflew Seven Islands, and for this reason the covers did not connect with the Bremen flyers. A more cynical viewpoint is that these covers, like those described above, were merely contrived.

It is very possible that the more kindly explanation is correct. Certainly this answers the question as to why Roessler would claim in his newsletter that these covers were the "best that you can get as a souvenir of the Bremen." Probably these were the first covers that he had for sale. Subsequently Roessler probably had the James Fitzmaurice covers manufactured when it came to light that genuine Bremen covers did exist, or possibly as a consequence of a high demand for commemorative material.

REFERENCES:

Koehl, J.C. Fitzmaurice, von Huenefeld. *The Three Musketeers of the Air*. The Knickerbocker Press, 1928

Msgr. René Bélanger. *Conquering The North Shore by Air*. Les Éditions Le Liberté, 1978

Author's Note: Shortly after writing this, just before New Year, Georges Blouin who had been so instrumental in providing me with the real history of the Quebec Northshore mail, died. Georges, although 87 years old, had an amazing recall of the events that had occurred seventy years ago. When I first interviewed him, I was somewhat skeptical that anyone could, with such total accuracy, remember in such minute detail, occurrences of that long ago. However, everything he stated could always be absolutely verified from other sources. He was born in Sept-Iles, where his father was the lighthouse keeper, and together with his large family, lived here all his life. He was only 16 years of age when appointed postmaster of the village of Seven Islands. This appointment was due to his good education, a rare achievement at that time in these remote coastal fishing villages. Fiercely independent, despite crippling arthritis, and well respected by all, he will certainly be missed.

HISTORICAL INACCURACIES ON SOME SPACE STAMPS

Yuri Kvasnikov

This article is reprinted from the September 1996 issue of ORBIT, the journal of the Astro Space Stamp Society.

Data Incorrect

Prospective member Yuri Kvasnikov of Moscow picks up the theme of the July Editorial on space stamp design and warns readers, "Do Not Trust Your Eyes!" In fact this subject could make a small collection all of its own (See references given below if you want to try it.)

Philatelists collecting stamps about memorable space flights are well aware that they contain a lot of useful information, including images of spacecraft with dates of respective launches and landings. There are even stamps that inform you about peculiarities of some space missions. Unfortunately, sometimes they are erroneous.



Actually quite a few postage stamps about Soviet and Russian cosmonautics contain incorrect data. A TV documentary released just after Voshkod 2's flight showed plainly that A. Leonov started off his space walk from an airlock chamber, wearing a white suit. However numerous stamps issued by the USSR, Hungary, German D.R. and Cuba show the spacecraft without any airlock chamber, sometimes even with an open hatch and Leonov either in red or orange clothing. A stamp from Burundi pictures him in a yellow suit with a photo camera in his hand. Mongolia issued a stamp showing the cosmonaut wearing a suit with a control panel in the middle of it, which

never existed. Some stamps display Leonov operating a portable camera, which was not used in reality. A Hungarian stamp paints the cosmonaut in space over Italy, despite his spacewalk having been conducted entirely over the territory of the Soviet Union.



During the whole flight in 1964, the Voshkod 1

crew were not wearing any special heavy suits, just simple uniforms. However, Bulgarian, Romanian and even Soviet stamps depict Komarov, Feoktistov and Egorov in sophisticated thick garments. The Soyuz 11 crew members would have been a little surprised at seeing themselves in absolutely improper



clothes in a stamp issued by Poland where all three are jacketed in heavy suits. Cuba came out with stamps where Dobrovolsky - a representative of the Air Force - is embellished with RED tabs (!) and in a stamp from Equatorial Guinea civilian cosmonauts V. Volkov and V. Patsaev are wearing military uniforms.

A great many stamps about Soviet cosmonauts were devoted to the ASTP programme and most are correct in detail but we managed to find some exceptions. Mongolian stamps show docking modules with four "leaves" instead of three whilst those from Equatorial Guinea do not show any docking modules at all. The postal service of the Cook Islands distributed stamps with portraits of Leonov and Kubasov in suits of a vintage type, dating back to 1965, whereas in reality the cosmonauts wore much more advanced garments in 1975.

A very common error for stamps is to bear inaccurate dates for launches and landings. Almost everybody knows the the first satellite (Sputnik) was sent into space on 4th October 1957, but an Albanian stamp reports this event taking place on October 11th. Yuri Gagarin became "the first in space" in 1961 but designers in Djibouti think he did it in 1960 while a block printed in Bulgaria in 1987 postponed the event until 1964. The automatic probe Luna-3 took pictures of the dark side of the Moon on 7th October but a stamp from Guinea states it was on the 5th whilst a Soviet one says the 6th. The probe was launched not on September 12 as we can see from a stamp printed in the Yemen A.R. but on October 4th. Romania also issued a series of stamps about the Moon exploration with the time of milestones detailed in minutes. Unfortunately these are not correct either because the Luna 16 probe flew in September 1970, not in October.

(Continued)

HISTORICAL INACCURACIES ON SOME SPACE STAMPS by Yuri Kvasnikov - continued:

An Equatorial Guinea block devoted to the cosmonauts who died in accidents gives some dates incorrectly, including Gagarin's plane crash (should be March 27 instead of 28) and Komarov's death (should be April 24, not 23.) The information about the last event is also erroneous in a series of Hungarian stamps. The Soyuz 9 mission lasted from 1st-19th June 1970 but a Mongolian block says 1-10th.

The inaccuracy of term of time varies greatly. For instance a Hungarian stamp dates Luna 2's achievements as being on 22:02:34 (Mid Europe time.) In actual fact it was ten seconds earlier. This is probably the smallest error of all that I could find. Anyway the absolute record belongs to a Mongolian stamp with the error in Venera 8's flight being as much as ten years!



Another sort of trouble comes in the form of misleading captions. A stamp from Yemen A.R. incorrectly swapped the legend Luna 10 and Venera 3. Romania depicted Venera 3 but designated it Venera 1. In

1973 Cuba and in 1974 Hungary issued stamps with Mars 1 depicted, but calling it Mars 2 and Mars 3 respectively, despite the vehicle specifications being quite different. Nicaragua printed Venera 1 but called it Mars 1 and Equatorial Guinea twice pictured two Soyuz spacecraft with the caption suggesting it was Soyuz 11 docking with Salyut. Cuba pictured the Lunokhod 1 instead of Lunokhod 2.

Discrepancies can take place anywhere. For instance Czechoslovakia misprinted the initials of V.F.Bykovsky on a postage stamp and Hungary did the same presenting V.M.Komarov as V.L.Komarov. South Yemen abuses Vladimir Shatalov by calling him Aleksandr. Stamps from Czechoslovakia and Mongolia added some more "unfolded

leaves" to the four that were actually fitted to the Luna 9 probe. In 1976 North Korea reduced the number of wheels of the Lunokhod from 8 down to 4. In August



Almost everything wrong here!

1962 there were two spacecraft in orbit, Vostok 3 and Vostok 4 but the Mongolian postal service is sure they were Vostok 2 and 3. In that very same postage stamp we can see the spacecraft in orbit with the last booster stages attached. In reality the latter had to be detached before deployment of the payload. Because the two spacecraft had been launched with a one-day interval the booster stages could not have been seen attached to both vehicles at one time. Cuba pictured Valentina Tereshkova near a Soyuz-class vehicle despite her flying a Vostok.



In conclusion I would like ask stamp designers to pay more attention to the curious and incorrect information their stamps sometimes contain.

References to the stamps given in Mr Kvasnikov's article are given by Michel/Scott catalogue number:

Leonov USSR 3032/3015, Hungary 2120/c251, German Democratic Republic 1140/794, Cuba 1008/946, Burundi 402/237, Mongolia 573/557, North Korea 708/-, Hungary 2306/1807.

Voskhod Bulgarian 1651/1525, Romanian 2374/1716, Soviet 2969/2956.

Soyuz 11 Poland B.53/1980 Cuba 1766/1692 Equatorial Guinea B.52/-

ASTP Mongolia 929/c74 Equatorial Guinea B.172/-, Cook 455/429

Albania 663/621, Djibouti 293/c144, Bulgaria B.174-1/3295-1, Guinea 324/401, USSR B.34/-, YAR 907/-, Romania 82/C181-82, Equatorial Guinea B.52/-, Hungary B.63/c275 Mongolia B.23/599, Hungary 1626/1262, Mongolia 1516/C159

YAR 926/-, Romania 2509/1845, Hungary 2932/2274, Cuba 1869/1794, Nicaragua 2822/-, Equatorial Guinea 331,193/-, Cuba 2291/c279, Czechoslovakia 1470/1240, Hungary 2305/1809, South Yemen 185/171, Czechoslovakia 1654/1425, Mongolia 1734/1478, North Korea B.24/-, Mongolia 618/602, Cuba 2550/2401.

(Continued)

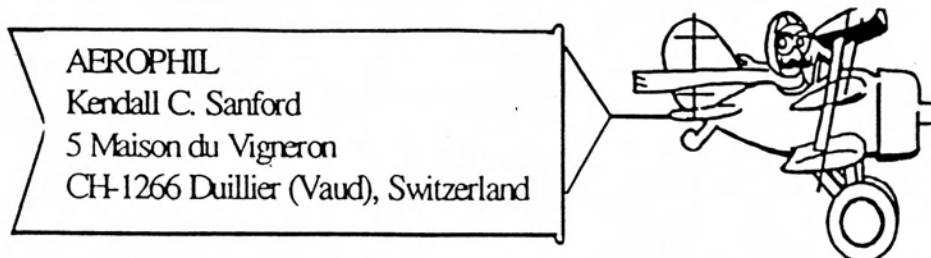
HISTORICAL INACCURACIES ON SOME SPACE STAMPS by Yuri Kvasnikov - continued:

Editor's note: this article DATA INCORRECT also appeared in *COSMOS*, the bi-monthly magazine (in English) of the Belgian Astrophilatelic Club.

ORBIT and *COSMOS* are both very interesting magazines, with a lot of information on astrophilately. - *ORBIT* seems to have a greater emphasis on the historic aspects of spaceflight; while *COSMOS* seems to concentrate on recent spaceflights, and also offers a variety of covers for sale.

For more information on *ORBIT* and The Astro Space Stamp Society contact: Jeff Dugdale, c/o Elgin High School, High School Drive, Elgin Moray, Scotland IV30 3YU.

For more information on *COSMOS* and The Belgian Astrophilatelic Club contact: Georges Lauwers, Belgielaan 86, B-9070 Destelbergen, Belgium.

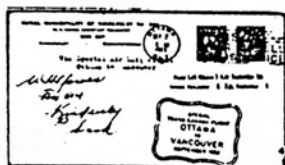


Kendall has some new books available, including *GRAF ZEPPELIN POLAR POST* by John Duggan & Gisela Woodward; and *AIRWAY LETTERS TO AND FROM BELFAST - INCLUDING AIR "RAILEX" LETTERS* by William J. Murphy.

For a complete list of his books, send 2 international reply coupons to the above address.

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BOOK REVIEW: HUBBARD - THE FORGOTTEN BOEING AVIATOR by JIM BROWN



Eddie Hubbard had a remarkable career: he spent his early life in an orphanage in San Francisco, but left an estate worth \$1,200,000 when he died at age 39!

This book is the result of eight year's research by CAS member Jim Brown, and describes Eddie Hubbard's aeronautical career, from his time as the first student in the Aviation School of the Northwest in 1915, until his death in 1929. (He died from an infection following a stomach ulcer operation.)

Among the "airmail highlights" of Eddie Hubbard's career, were that:

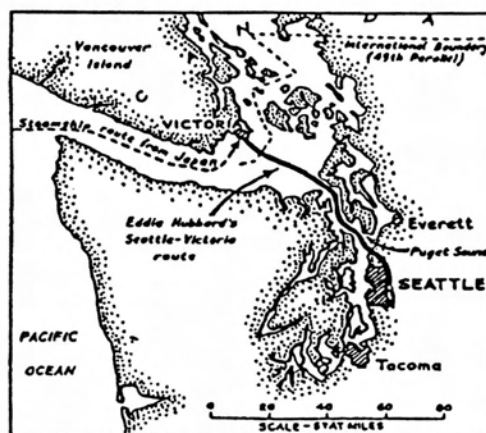
- he and William E. Boeing flew the first North American International airmail, from Vancouver to Seattle, in March 1919.
- he had the United States Post Office Foreign Air Mail Contract (FAM2) from Seattle to Victoria from 1920 to 1927. - He made almost 1,000 flights between the two cities in every kind of weather, and never lost a piece of mail.
- in 1927 he convinced Bill Boeing to bid on the air mail contract from San Francisco to Chicago. They submitted a bid of \$1.50 per pound of mail: this was so much lower than the closest competing bids, (\$2.24 by Western Air express, and \$2.64 by Stout Air Service), that the Post Office demanded a \$500,000 bond to insure performance of the contract, before awarding Boeing Air Transport the contract! However, Boeing "made money in the first month and never looked back", partly because Hubbard had correctly anticipated that the popularity and amount of air mail was going to increase.
- Hubbard suggested that Boeing upgrade a 1925 prototype, (the Model 40), and mass produce 25 for the air mail route. - This was the company's first mass produced commercial aircraft: previously Boeing had only mass produced military planes.

(Continued)

BOOK REVIEW: HUBBARD - THE FORGOTTEN BOEING AVIATOR by JIM BROWN - continued:

This is a very "professional" looking book of 229 pages, which includes numerous reproductions of photographs, newspaper clippings, and airmail covers.

It includes a lot of background information on the airmail flights in which Hubbard was involved, such as the Victoria-Seattle service:



Map of the route operated between Victoria and Seattle

The United States Post Office called the route Foreign Air Mail Route No.2 (FAM2). In reality it was the *first* of many foreign air mail routes. The second route started fifteen days later between Miami and Havana and was designated as Foreign Air Mail Route No.4. Somewhere along the line the numbering did not reflect the order of coming into being. Foreign Air Mail Route No.1 (FAM1) between New York and Montreal did not commence until October 1, 1928.

The first contract was from October 15, 1920 to June 30, 1921. Hubbard's successful bid was as follows:

- to carry mail between Seattle and Victoria at not more than 600 pounds a trip.

- not to exceed an average of ten round trips a month at the rate of \$200 a round trip.

The contract placed some interesting conditions on Eddie:

- he must carry the mail in a safe and secure manner, free from wet or other injury.

- not to commit the care or transportation to any person under sixteen years of age nor to any person undergoing a sentence of imprisonment at hard labor.

- he must post a \$2,000 bond.

The Post Office wanted to expedite United States mail to and from the Far East. Mail for the Far East arrived in Seattle by train from the eastern states and often the train was late. As a result the mail missed a ship, which had just left Seattle, bound for the Orient via Victoria, B.C. This would

(Continued)

mean the delay of a week or more until the next ship left Seattle. The President Line and various Maru ships leaving Seattle for the Far East, stopped at Victoria to pick up passengers, cargo and mail. With the start of flying mail to Victoria, the late mail from the East was able to catch ships in Victoria and not have to wait in Seattle until the next Orient bound liner.

Conversely, ships from the Far East stopped at Victoria to discharge passengers, cargo and mail. This included Canadian Pacific Empress Liners on their way to Vancouver, B.C. All United States mail carried by C.P. Empress ships went by train from Vancouver to Seattle, another day's delay. In many cases Seattle-bound ships did not arrive at their destination until a day or two after docking in Victoria. By flying the Orient mail to Seattle, importers received shipment invoices allowing them to contact their brokerage firm and obtain the necessary paperwork expediting clearance of their incoming cargo by one or two days. Silk shipments with a value of six million dollars were common. The record silk cargo was eleven million requiring 25 rail cars to take it to the eastern market. A saving of one or two days was worth a great deal of money to the importers. This air mail service was so important to importers it lasted until June 1937.



Victoria Post Office
Handstamp Used On
Air Mail To Seattle

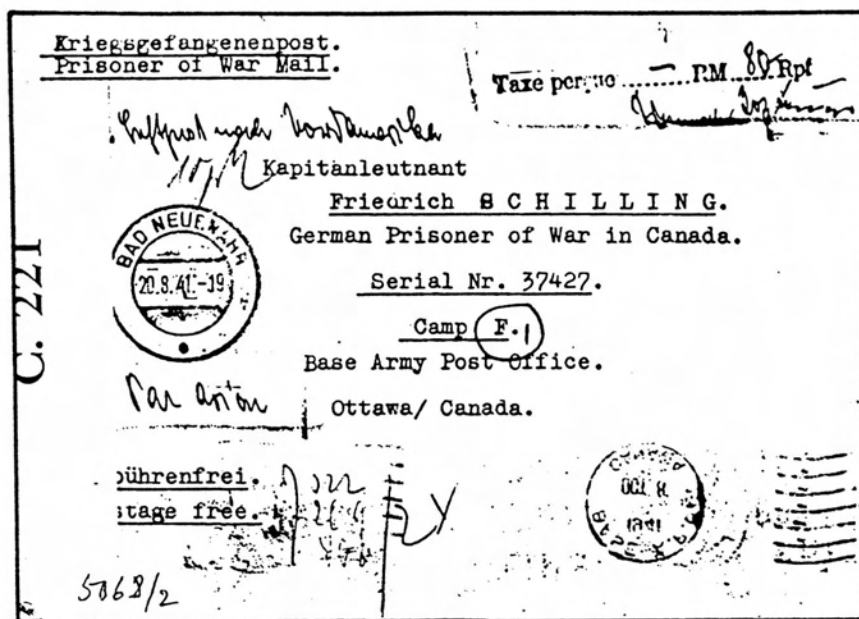
Seattle Post Office
Handstamp used On
Air Mail To Victoria

Eddie also flew local mail both ways between Seattle and Victoria and like the Far East mail there was no extra cost to the sender other than the existing surface postage rates. A few years later when air mail flights went from Seattle to other parts of the United States, American air mail stamps were required. To facilitate this, the Post Office in Victoria sold American air mail stamps. By 1927 the volume was forty dollars a month, mostly for letters to California and New York.

I found this a very interesting book, and so have many other people: it is already in a second printing!

Autographed copies can be ordered from Jim Brown, 7936 Swanson View Drive, R.R.2, Pender Island, BC V0N 2M2, price \$24.95Cdn + \$3.00 shipping. - Regular copies can be ordered from Peanut Butter Publishing, 226 2nd Ave W, Seattle, WA 98119, for \$19.95US + \$3.00 shipping, (plus 8.2% sales tax for Washington residents); or from any bookstore by giving the ISBN number 0-89716-651-5.

FOLLOW UP - WORLD WAR II P.O.W. MAIL "TAXE PERCUE"



I received several very interesting and much appreciated responses to my write-up of the above cover in the last newsletter.

Those members who thought, like I did, that this was a postage-due cover, were as perplexed by the markings as I was.

However, Michel Brisebois and Roland Kohl both informed me that the TAXE PERCUE handstamp actually means POSTAGE PAID. (Also, the postmark is in fact from BAD NEUENAUH: the full city name is BAD NEUENAUH-AHRWEILER, and it is just south of Bonn.)

It therefore appears that this cover was first prepared with the proper address and markings for free-postage to Prisoners of War; and then taken to a Post Office where an additional fee for airmail to North America was paid. (80Rpf = 80 Reichspfennig. This was a double rate cover: the standard airmail rate was 40Rpf for 5 grams.)

The cover was then stamped TAXE PERCUE with the fee paid written in, and endorsed by the same "clerk" both MIT LUFTPOST NACH NORDAMERIKA and PAR AVION.

Thanks again to everybody who responded to my questions.

TRANS-ATLANTIC FLYING BOATS - 1939

The February 1997 issue of the *British Aerophilatelic Federation Bulletin* contains a listing of all the trans-Atlantic airmail flights, by both PAN AMERICAN and IMPERIAL AIRWAYS, from May to October 1939. - The list includes published departure and arrival dates, terminals, and the names of the flying boats involved.

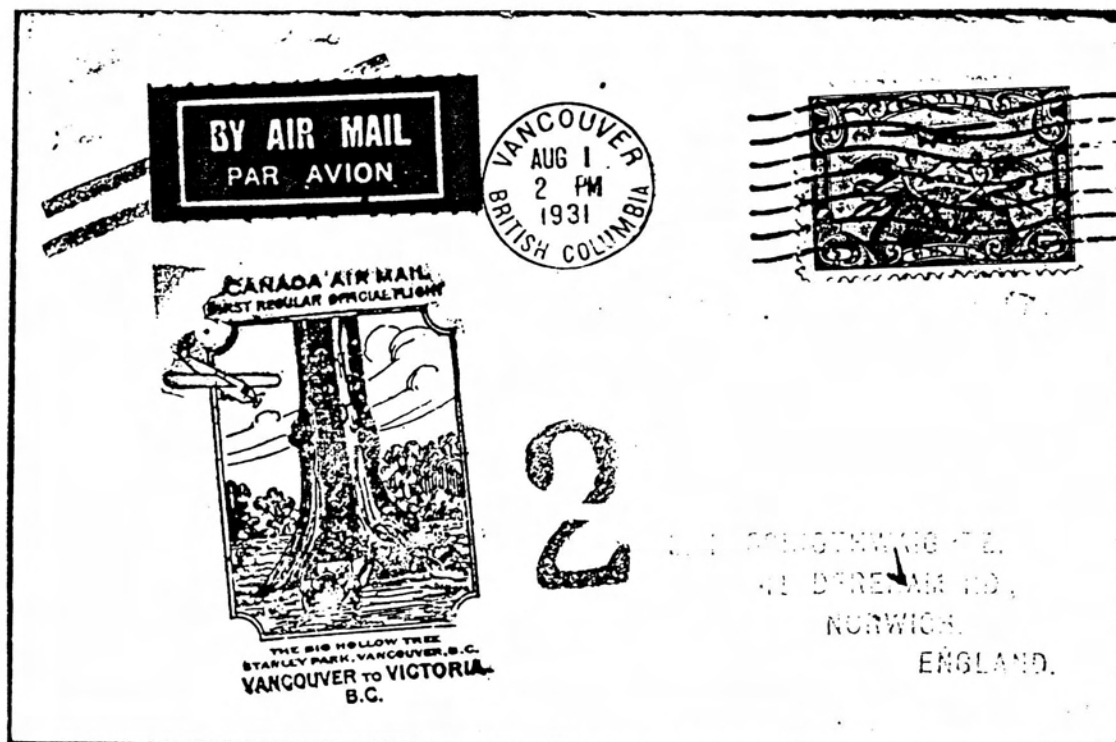
For a copy of this listing, and/or more information regarding the BAeF, contact: Richard Beith, 14 Middlecroft, Guilden Sutton, Chester CH3 7HF, England.

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 - VANCOUVER to VICTORIA to ENGLAND, 1931



Addressed to NORWICH, ENGLAND

This cover is backstamped "VICTORIA - 15 AU 1 31" which confirms it was carried on the First Flight from Vancouver to Victoria.

It was then probably flown from Victoria to Seattle, and across the U.S.A. by the American airmail service. (The two deletion bars [in violet] across the AIR MAIL sticker are characteristic of mail processed in New York.) Then it would have continued to England by sea.

But what is the significance of the large number "2"?

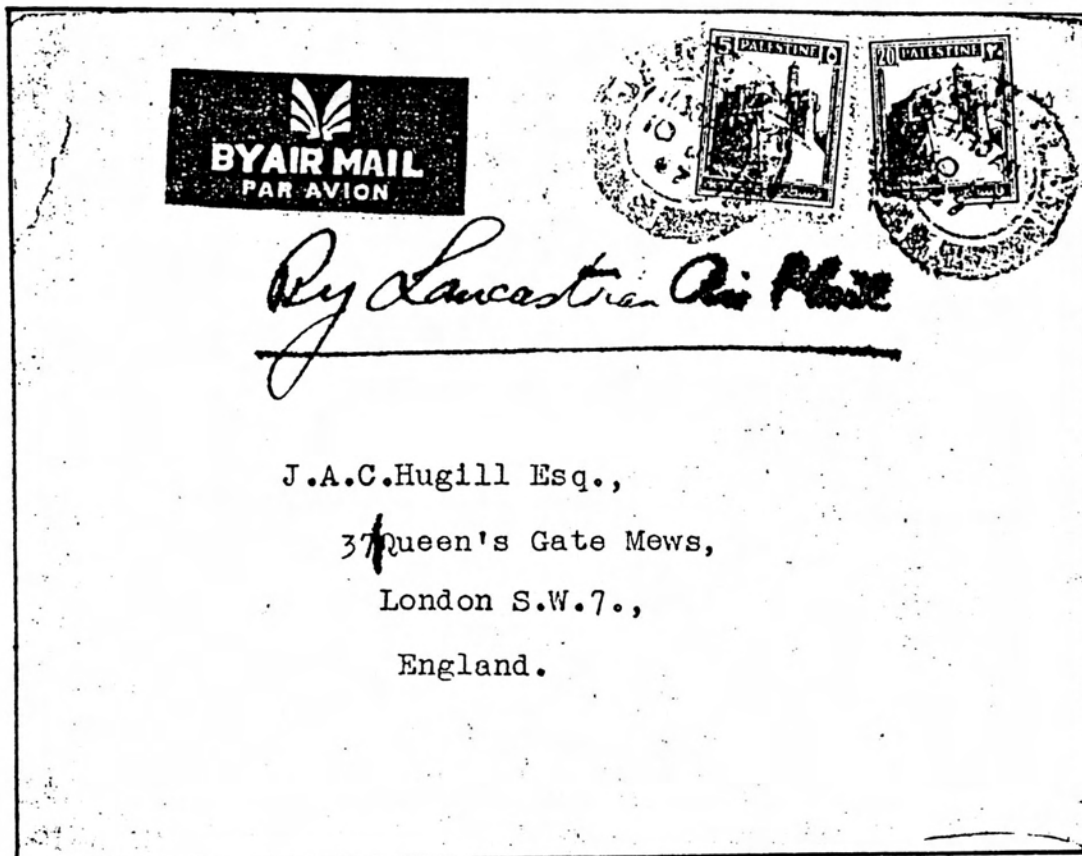
INFORMATION WANTED - AEROPOSTALE FLIGHTS

Michel Brisebois writes that:

I am very interested in the French Aeropostale flights to North Africa and South America in the 1920's and 1930's, but I cannot find a reference book on them. I saw a reference to Müller in a catalogue, but I don't know what the title is. Can somebody give a lead on this topic?

If you can help with either of these questions, please send information to the editor at 4060 Bath Road, Kingston, ON K7M 4Y4.

INFORMATION OBTAINED - "LANCASTRIAN AIR MAIL"



Cancelled JERUSALEM, probably 10 07 47
Endorsed "By Lancastrian Air Mail"

Questions: Does "Lancastrian" refer to an aircraft or an airline?
When, where, and why did this service operate?

Answers - from information provided by Fred Blau:

The cover was posted in Jerusalem, but as Jerusalem did not have an airport at that time, it went by van to Lydda Airport, (now Ben Gurion airport).

It was then flown by a Lancastrian aircraft of British Overseas Airways Corporation from Lydda to London. - B.O.A.C. had re-introduced an airmail service from Palestine on June 4th 1945, though at that time overseas flights to England terminated at Hurn airport near Bournemouth: they were transferred to Heathrow in 1946.

The Lancastrian was a conversion of the Avro Lancaster bomber, but Fred added that it was "very roomy and comfortable for passengers."

Thanks Fred.



Romeo VACHON



Billy BISHOP



MATT BERRY



Dale ATKINSON



"HAL" WILSON



"WOP" MAY



R.A. DELHAYE



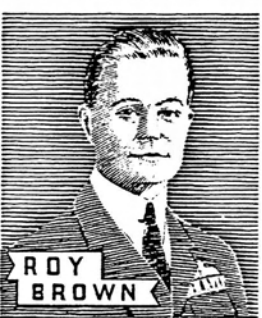
Leigh Capreol

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These multi-colored labels were issued courtesy B.C. Oil Co. They are perforated and gummed, indicating a potential mail usage. The biographical information accompanying these labels suggests a date of issue around 1940.

Can anyone add further history to these labels? And, does anyone have any on cover? We are interested in hearing more!

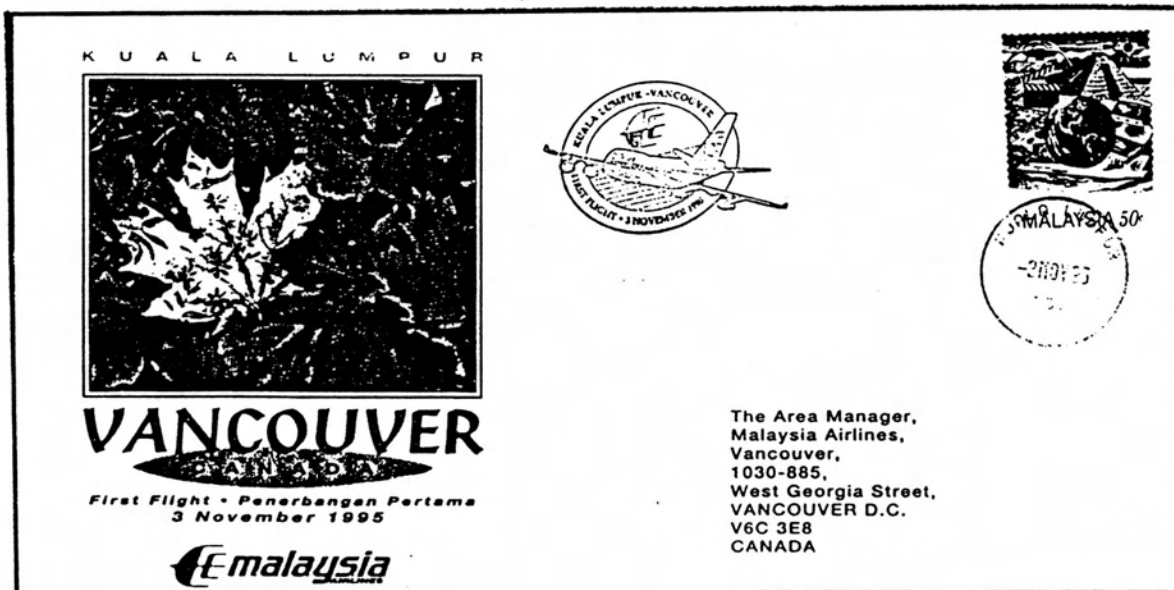
T. A. Morrow, 102-1370 7th Ave., Prince George, B.C., V2L 3P1

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 - MALAYSIA AIRLINES FFC to VANCOUVER



REDUCED SIZE ILLUSTRATION: actual size is 8 1/2" x 4 1/4".

This flight was made from Kuala Lumpur to Vancouver on November 3rd 1995. Vancouver is Malaysia Airlines' first destination in Canada. The flight was made by a Boeing 747-400, and inaugurated a twice weekly service via Taipei.

Covers are \$10.00 each (including postage) from Dick Malott.- Please make cheques payable to The Canadian Aerophilatelic Society.

AEROPHILATELIC LITERATURE AND COVERS

I have received a letter from Hans Disma, informing me that he purchased the complete collection of aviation books of the late D'Alt Swift.

He is in the process of disposing of part of the collection, and invites enquiries regarding specific books that might be available. - If they are, he will reply with a price.

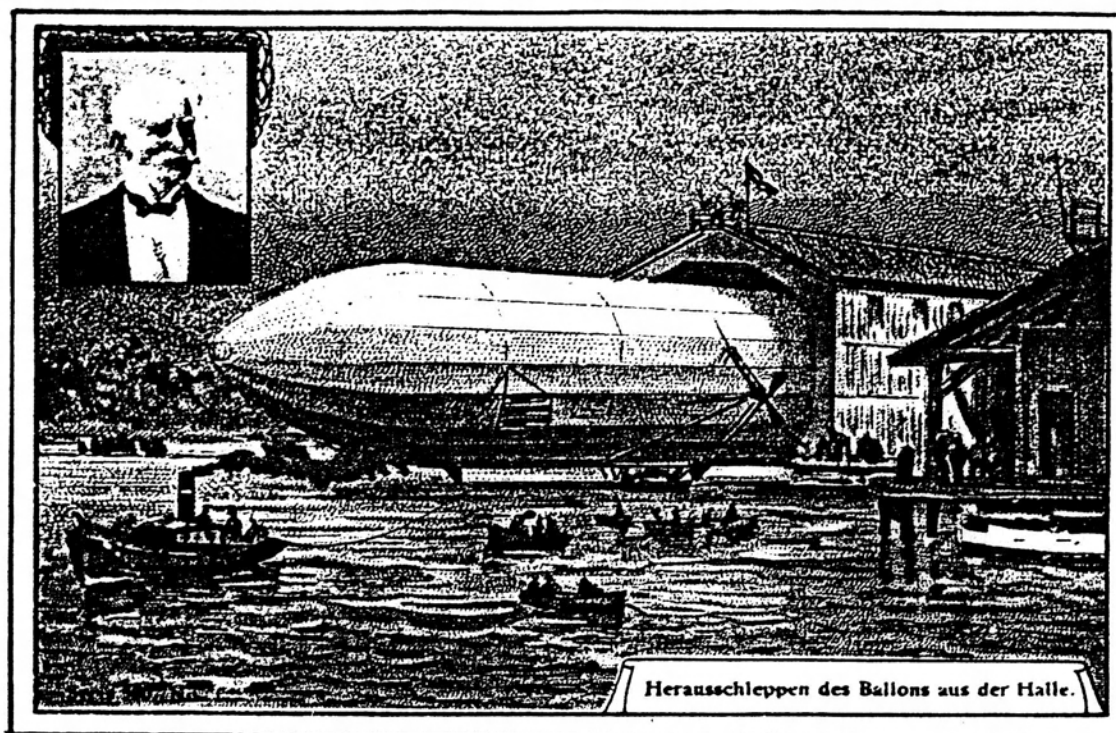
He also has a variety of RAF Museum commemorative covers for sale, and "a very interesting collection of flown sailplane mail".

His address is: Hans Disma, Vincent van Goghlaan 6,
3735 LR Bosch en Duin, The Netherlands
(Tel 030-6916145; Fax 030-6915222.)

430 Squadron 50th ANNIVERSARY COVERS

Cheques for these covers should now be made payable to "430 Squadron Kit Shop" as Captain Richard has been posted. - For an illustration and description of this cover, see the June 1996 newsletter or contact the editor.

FOR SALE: REPRODUCTIONS OF PIONEER ZEPPELIN POSTCARDS



This is one of a set of 6, full colour reproductions of rare cards, produced by the ZEPPELIN STUDY GROUP. - The originals were produced in 1909: the other scenes depicted are:

Enthusiastic greeting of the LZ 4 over Strassburg on 4th August 1908, during its attempted 24 hour endurance flight.

The LZ 4 over Mainz, late at night on 4th August 1908, during its attempted 24 hour endurance flight.

Crown Prince Heinrich greets the Kaiser from the LZ 3 over Donaueschingen on 7th November 1908.

On 2nd April 1909, the LZ 3 landed at Oberwiesenfeld, München, in front of Prince Regent Luitpold.

On 31st May 1909, after a flight of 37 hours, the LZ 5 landed at Göppingen where it sustained damage.

The sets cost 3 Pounds (\$4.50US) each, including postage, from: John Duggan, 55 Thornhill Road, Ickenham, Middx UB10 8SQ, England.

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 June 1st 1997.

MEMBERSHIP RENEWAL

April 1997

23 Gordon Waldie
49 Jonathan L Johnson Jr
76 W Ross Richardson
197 Henk(Hank) Post

May 1997

24 Neil Hunter
27 John Glashan
31 Dan Barber
32 Bill Bartlett
79 JA Brown
124 Dr Reuben A Ramkissoon
137 D Bernier
138 Keith Stibbe
198 Donald F Angus
200 William Henry Pope
201 Ivan W MacKenzie
224 Charles G Firby
245 Cal Bricker
246 John I Jarvis
247 Stanley Sibley

June 1997

87 Roland F Kohl
92 Robert W Marcello
139 GA Wilson
149 Frank Kendle
176 Bill Harrington
177 John Masella
183 Robert A Haslewood
226 David Granger
248 Francois Ouellet
249 David E Flett
250 John R Bright
251 Charles Wm McEvoy
252 Scott Mitchell
253 Robert L Hunter
254 John Webster
255 Jorg Kiefer
256 Bernard Abouchard

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: _____

.....

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 JUNE 1997