



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

American Air Mail Society - Canadian Chapter

Royal Philatelic Society of Canada - Chapter No. 187

American Philatelic Society - Affiliate No. 189

FISA (Fédération Internationale des Sociétés Aérophilateliques) - Club Member

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June 1997

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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PLUS SPECIAL SUPPLEMENT:

WINGED MESSENGER - compliments of the CANADIAN POSTAL MUSEUM

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.

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, Ontario 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 \$8.00Cdn including postage.
- for detailed information on early air mail flights and stamps: The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by 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. Further information can be obtained from Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA; or from the AAMS website at:

<http://ourworld.compuserve.com/homepages/aams/>

The AAMS also produces an excellent guide to aerophilately called Collecting Airmail. This can be purchased for \$4Cdn/\$3US postpaid from Chris Hargreaves (address above), or downloaded from the Internet at: <http://panther.bsc.edu/~spezzill/colair.html>

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

SECRETARY'S REPORT

Welcome to the following new members:

- #262 ESJ van Dam, Bridgenorth, Ontario.
- #263 Louis K Levy, Youngstown, Ohio, U.S.A.
- #264 Mati Tivel, Willowdale, Ontario.
- #265 Ron Kitchen, Gloucester, Ontario.

A full list of members can be obtained from the Secretary.

EDITOR'S ADVENTURES IN CYBER-LAND

As some readers may already have guessed from my e-mail address on the front page, and/or the revised layout of page 2, I now have access to both a new computer system and the Internet.

Since I am "time-sharing" this with my wife and daughters, my plan was to draft this newsletter on my old system, and then print it on the new system. - That sounds simple enough, but in practice it turned out to be quite complicated! (So far our new system has demonstrated both the potential that cyber-believers rave about, and all the bugs and problems that "luddites" are wary of!) The next couple of issues are therefore likely to have a variety of page formats, while I master the new system.

For the benefit of cyber-spectators, who are wondering how much substance there is behind all the hype for "computers and philately", my impression so far is that you're not missing much!

- Surfing the Internet can be wonderful entertainment, but I get bored with it quite quickly, as the content of the "philatelic sites" I've found is basically the same as that of regular philatelic magazines and auction catalogues: lots about stamps/countries I don't collect, little about aerophilately.

I also tried to use the Internet to get "hot news" about PACIFIC '97 in San Francisco. - It opened on Thursday May 29th, and on Saturday May 31st I found nothing! On Sunday there was one, excellent report on NetStamps - The Internet Magazine for Stamp Collectors, at: <http://www.netstamps.com> During the next week this report was updated, and I found several short items at the newsgroup rec.collecting.stamps which mainly commented on the line ups.

So: the "believers" can triumph that I know much more than I'd have done without the Internet; the "luddites" can point out that this is a lot less than is likely to be written in the regular philatelic press over the next couple of months; and the "spectators" can form their own opinions.

FUN AND FELLOWSHIP AT THE CAS ANNUAL GENERAL MEETING

You don't normally see the term "fun" used to describe Annual General Meetings, but I really enjoyed the lively discussions with fellow aerophilatelists at this meeting, which was held at ORAPEX on April 27th. - So did the ORAPEX photographer, who stayed for the whole meeting, and joined the Society afterwards!

A full report is given by Mike Shand on the next page.

REPORT ON THE 1997 ANNUAL GENERAL MEETING OF THE CANADIAN AEROPHILATELIC SOCIETY

The annual meeting of the society was held April 27 at the RA Centre, Ottawa in conjunction with ORAPEX. The turn-out was larger than usual and we were especially glad to see out of town members.

Two presentations were made: a) to Derek Rance of Sept-Isles for his excellent research work on early Canadian Airmails which has been published in our newsletter and elsewhere, b) to Nelson Bentley of Ottawa for many years of dedicated service to the society as treasurer, book seller, booth manager and other roles. Both received a suitably engraved CAS plaque and aviation book. Congratulations to both. The CAS welcomes nominations for future awards.

The main topic of discussion was the uncertain state of Society finances. Both CAPEX and the forthcoming catalogue have created unusual revenues and expenditures such that actual costs and forecasts are difficult to assess. A major continuing expenditure is the production of this newsletter which comes to about \$700 per issue. At 4 times a year, this is close to \$3000 per year for about 150 members. All were agreed that 4 issues should continue so there is the alternative of a \$20 fee for Canadian members. It was recommended that there be tighter control over photo-copying and mailing "free" copies to non members. The editor will discuss this with Dick Malott and a decision will be made later this year as to a fee increase. Comments from other members are welcome.

It was also recommended that much tighter control be exercised over the production and sale of covers. From present financial reporting it is not possible to tell if such activities make a profit or loss for the society. The Treasurer will discuss this with Dick Malott.

There was some discussion of CAS library holdings which were recently transferred from Ivan MacKenzie to Chris Hargreaves. It was agreed that the production and distribution of a complete listing would not be cost-effective. Chris will publish a listing from time to time in the Newsletter of any significant additions and welcomes queries from members as to what is available..

Some members have asked about Society auctions and while many other societies do this, a lot of work is involved with little return to the society. However if anyone wishes to volunteer, this would be considered. Meantime, members can continue to have published at no charge, on a space available basis, a list of wants or sale items. Contact Chris on this.

The meeting then concluded. Congratulations to all who exhibited (list elsewhere in newsletter). Now is the time to start your aerophilatelic exhibit for next year.



CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEAR ENDED 31 DEC 1996 AND FOR THE PERIOD ENDED 25 APR 97

	31 Dec 96	25 Apr 97
Balance - CAS checking account	163.24	705.69
Balance - CAS savings account (transferred to checking account)	<u>147.19</u>	<u> </u>
	310.43	705.69
Income		
Dues - new members	276.29	51.86
Dues - renewals and reinstated members	1,968.24	806.33
CAPEX'96 - sale of books, pins, covers, etc.	1,830.62	
CAS Covers - Snowbirds, etc.	1,021.48	422.43
Other Sales - books, pins, advertising, etc.	252.44	
Donations - from members	32.00	65.00
Overpayment by R.K. Malott - members dues paid at CAPEC'96	30.00	
Interest - checking account	<u>0.47</u>	<u>0.08</u>
	<u>5,411.54</u>	<u>1,345.70</u>
	5,721.97	2,051.39
Expenses		
Dues and Advertising - other philatelic organizations	169.51	83.56
Philatelic Covers - postage, envelopes, etc.	589.42	138.86
Office Supplies	142.36	97.49
Postage - newsletter, covers, books, etc.	503.49	727.03
Printing and Photocopying - newsletter, catalogue, etc.	1,841.68	504.40
New "Air Mails of Canada" catalogue	112.00	304.09
Service Charges - checking account (includes 0.95 for Oct 96)	66.58	3.00
CAPEX'96 - books and engraving	1,091.24	
Debt Reduction - R.K. Malott	500.00	
AAMS - books		33.33
Telephone - long distance		45.04
Exhibit Fees - CAS newsletter		62.00
Engraving - presentation plaques	<u> </u>	<u>14.72</u>
	<u>5,016.28</u>	<u>2,013.52</u>
	705.69	37.87
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.a RBC checking account opened 21 Oct 96		
2.b CIBC checking account closed 29 Oct 96		
2.c Transferred from CIBC to RBC	947.35	
3. GIC at 7.5%, due 03 Nov 97 (CIBC - Billings Bridge)	1,000.00	1,000.00
4. Accounts payable to R.K. Malott - stamps, overpayment, etc.	517.46	517.46

Ivan W. MacKenzie
Treasurer, CAS

PRESIDENT'S REPORT

Dear aerophilatelic/astrophilatelic colleagues:

There is much to report on this time and I hope that the two pages allocated to me will suffice. The first item of importance is the official reopening of the *Canadian Postal Museum* on Wednesday, 11 June 1997, at the Canadian Museum of Civilization located at 100 Laurier Street, Hull, Québec. The Director of the CPM, Ms. Francine Brousseau, and her dedicated staff, have presented to the Canadian public and all stamp collectors, particularly aerophilatelists, two special exhibits, *The Value of Error in Philately* and *Winged Messenger*. I estimated that over 2,000 guests were present for the official reopening of the CPM. I hope that most were stamp collectors. In the morning a special seaplane flight flew approximately 500 special cacheted and pilot autographed covers. Through the kindness of Ms. Brousseau a complimentary flown cover and two informative pamphlets concerning the CPM and the *Winged Messenger* exhibit will be enclosed with your copy of this newsletter. **Winged Messenger* is on display until 30 September 1998. Be sure to see it! Several CAS members loaned covers for the exhibit including Ivan MacKenzie, Murray Heifetz, Dick McIntosh, François Bourbonnais and myself. The exhibit is composed mainly of Canadian, French and USA material. It is interesting to note that Air France is the sponsor of *Winged Messenger*. Let us hope that Canadian Airlines International and Air Canada will do something for the CPA in the future.

PACIFIC 97 has come and gone. I attended for the 11 days and thoroughly enjoyed the experience. The Moscone Centre was spacious, well lighted, temperature controlled, and offering all the necessary facilities. Long line-ups for entry, the purchase of the two new souvenir sheets of the Franklin and the Washington stamps, their cancellation, the purchase of Hong Kong stamps and the Canadian imperforate souvenir sheets of the Year of the Ox stamps tried the patience of many. It was not uncommon to wait in line for two to three hours on certain days to purchase stamps and to obtain cancellations. Brave indeed were those attempting to fill in the philatelic passport in one day. The Canada Post stamp booth did over \$125,000 US in sales. To help add colour to the booth and to maintain crowd control there were two red-coated mounties on duty (one of each sex). They also assisted selling stamps with a smile. One of our CAS members, Bill Bartlett, was the booth manager. I'm sure that he will have interesting stories to tell about the sale of the souvenir sheets.

There were no special cachets during the 11 days for aerophilately or astrophilately. The American Aerophilatelic Society (AAMS) held a very active three day convention. Their society table was thronged with members all of the time. The CAS observed two days of activities overlapping with the AAMS. Over 200 AAMS members signed the attendance register. I estimate at least 25 CAS members (mainly USA members) were in attendance. There were 50 at the annual AAMS general meeting and 35 at the annual AAMS breakfast and awards presentation. Nelson Bentley, our past Treasurer, received a well deserved AAMS Presidential plaque for his 12 years of service to the CAS and AAMS. Ken Sanford, our first Secretary and the AAMS President who strongly supported the creation of the CAS, received the CAS plaque for his contribution to the development of aerophilately. As chairman of the AAMS Awards Committee I had the honour to announce and to present three prestigious awards - (1) The Conrath Award for outstanding contribution to aerophilately by an AAMS member was awarded to James W. Graue, Editor of *The Airpost Journal* for the past 8 years; (2) and (3) Two aerophilatelists were inducted into the Aerophilatelic hall of Fame for 1997 - Dr. Theodore Dahinden, recently retired Director and Vice-President of the Fédération Internationale de Philatélie (FIP) responsible for the FIP Commission on Aerophilately and the Sub-section Astrophilately, from Switzerland; and the late W. Don Thomas of the USA. Don was the long-time coordinator of collecting and writing about air mail labels, air line baggage labels and other air mail collectable items to supplement air mail cover collecting.

(continued)

***EDITOR'S NOTE:** Unfortunately the two pamphlets weighed 50 grams, and to mail them both would increase our postage costs by approximately \$180! - Instead I have reduced the length of this newsletter to 24 pages, in order that the *Winged Messenger* can be included at no additional cost. The pamphlet on the Canadian Postal Museum is not being mailed out, but can be obtained by writing to the Canadian Postal Museum, 100 Laurier Street, P.O. Box 3100, Station B, Hull, Quebec J8X 4H2.

PRESIDENT'S REPORT continued:

The CAS /AAMS catalogue on *The Air Mails Of Canada And Newfoundland* was not ready for publication for PACIFIC 97 since there were many corrections to be made as discovered in the first proof reading by myself and Stephen Reinhard, Treasurer of the AAMS. There are now three doing the second proof reading. At present there are 515 pages of texts and illustrations. These pages are to be augmented by 35 more pages of primarily cachet and cover illustrations. Ron Miyanishi, the CAS Secretary, is coordinating the computerization of the catalogue. Lectures were presented by myself to interested collectors twice at PACIFIC 97 and once at the Canadian Postal Museum on Philatelists Day, 14 June 1997. Many requests were submitted for a copy of the catalogue when launched. The price for this 550 page catalogue is estimated at \$40.00 US. A specific price and launching date will be released when known. Canada Posts' Stamp Month in October 1997 is our planned for launch data in Canada. Our 43 members working on the catalogue have been very diligent in their undertaking of this voluntary work of love for aerophilately/astrophilately. We will be elated when this long awaited event comes to fruition.


Although the present six volume set of AAMS catalogues has not been revised since 1980 there have been several separate specialist books issued. Three new aerophilatic books were released during PACIFIC 97 and another recently released book was available for sale from the AAMS Society Table. The books are : (1) "CORREIO AÉREO: A History of the development of Air Mail Service in Brazil" by William Victor Kriebel 1996. (2) "The Pioneer Period of Hungarian Airmail" by Victor G. Berecz, Jr. 1996. (3) "Aerial Mail Service : A Chronology of the Early United States Government Air Mail : March - December, 1918" by A.D. Jones 1993. (4) "PAN AMERICAN'S PACIFIC PIONEERS: A Pictorial History of Pan Am's Pacific First Flights 1935 - 1946" by Jon E. Krupnick 1997. The first three are \$11.00 US plus applicable taxes each and the last is approximately \$40.00 US. For further data contact the AAMS at P.O. Box 110, Mineola, New York, 11501-0110, USA.

There were 28 aerophilatic and six astrophilatic entries in competition at PACIFIC 97. There were 4 large golds, 6 small golds, 6 large vermeils, 9 small vermeils, and 8 large silvers. and one disqualified astrophilatic entry because the exhibitor had not removed or identified forgeries in his exhibit previously identified to the owner I identified 5 aerophilatic literature publications which received 3 small silvers, one large bronze for *The Canadian Aerophilatelist* by Chris Hargreaves, and one bronze.. My five frame exhibit of Canadian Forces Air letter Forms was transferred to the Postal History section and it received a small silver award. The four large gold recipients were Roland Kohl from Switzerland (96 plus a special prize-the AAMS Seiko Clock) for *Air Posts of Switzerland 1870-1946*; Pradip Jain from India (96 points plus Jury Felicitations) for *Indian Air Mails - The Development and Operation 1911 - 1942*; Egil H. Thomassen from Norway (95 points plus special prize-the CAS Plaque for Achievement in Competition plus two Canadian Aviation books from Larry Milberry of CANAV Books of Toronto) for *Airmails of Norway 1920-1945*; and Oded Eliashar of Israel (95 points) for *Pigeon Post*. To all aerophilatic/astrophilatic winners at PACIFIC 97 - congratulations. There were no aerophilatic entries in the Championship Class that is now very expensive to enter.

The Grand Prix d'Honneur was awarded to John H. Birkinbine II of the USA for *Confederate States of America, 1860-1865*; the Grand Prix International was awarded to Pichai Buranasombati of Thailand for *Great Britain : Early Line Engraved Issues* (97 points plus Special Prize) ; and the Grand Prix National was awarded to George J. Kramer of the USA for *Across the Continent* (97 points plus Special Prize).

The next two FIP philatelic exhibitions are in Moscow, Russia in September 1997 and in New Delhi, India in December 1997. There are five main FIP exhibitions in 1998 with the one in Milan, Italy specifically for Aerophilately and Postal History. For 1999 I have been appointed the Canadian Commissioner for IBRA 99 in Nuremberg, Germany to be held in May 1999. Anyone interested in Bulletin No.1 and an application for entry are invited to contact me for the data.

Dick McIntosh is attempting to make permanent arrangements to obtain Canadian cacheted first flight covers flown to, from and within Canada. We all wish him success. Best wishes to all for a pleasant summer.



(RK Malott) President CAS

"NEW" CANADIAN FIRST FLIGHT COVERS

At the same time that Malaysia Airlines was inaugurating the Kuala Lumpur - Vancouver service reported on page 29 of the March 1997 newsletter, CANADIAN AIRLINES was inaugurating a Vancouver - Taipei - Kuala Lumpur service.

"Unofficial" First Flight Covers were produced for these flights:



The CAS has obtained one copy of each cover. - They are approximately the size of #10 envelopes in "postally used" condition, (slightly battered but clean, with a "return to sender" slip taped to the top of the cover to Taipei). These two covers can be purchased for \$10 each (including postage) from Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.

Advance notice of these covers was given in the bulletin of the Trans World Philair Club, D-65765 KELKHEIM, P. Box 1563, Germany.

EXHIBITION RESULTS

ORAPEX '97, Ottawa:

Dick Malott	<u>Canadian Military Air Letter Forms: 1942-1974</u> Vermeil, and The E.R. Toop Award for Best Postal History Exhibit (Military).
Mike Shand	<u>The U.S. Military Flies the Pacific.</u> Silver.
Nelson Bentley	<u>Helicopter Covers - England and Europe.</u> Silver-Bronze.
Chris Hargreaves	<u>Postal Archaeology: A History of Trans-Atlantic Flight.</u> Bronze.

C4NPLe - Canada's 4th National Philatelic Literature Exhibition:

The Canadian Aerophilatelist. Silver Bronze.

NORWEX '97, Oslo, Norway:

Dick Malott Canadian Aviation Crash Covers. Vermeil.

Congratulations!

1997 F.I.S.A. CONGRESS

The 37th F.I.S.A. Congress will be held during BLAGNAC '97, which is taking place in Blagnac/Toulouse, France, from 18th to 21st September 1997.

BLAGNAC '97 will include a non-competitive Aero & Astrophilatelic exhibition, for which the CAS has been invited to send 2 or 3 entries. - If any member is interested in attending and/or participating in this exhibition, please contact the editor as soon as possible, and I will send you a copy of the information I have received.

SPITFIRE SUPPORT CLUB of the CANADIAN WARPLANE HERITAGE

This group is raising funds "for the acquisition, restoration and maintenance of a flying Vickers Supermarine Spitfire which will be hangered at the Canadian Warplane Heritage Museum (near Hamilton, Ontario) as a tribute to all Canadians in Fighter Command that flew, fought and died in the service of their country while flying and maintaining this and other magnificent aircraft".

For more information contact the CWH Spitfire Support Club, c/o Canadian Warplane Heritage Museum, 9280 Airport Road, Mount Hope, Ontario L0R 1W0.

FOKKER SUPER UNIVERSAL CF-AAM

The Spring 1997 Journal of the Canadian Aviation Historical Society contains an extensive, well illustrated article on the history and restoration of this aircraft. (The restoration project was described briefly in the March 1995 issue of this newsletter.)

For a copy of this issue, (\$5.00 including postage), and/or more information regarding the Canadian Aviation Historical Society, write to: CAHS National Office, Box 224, Station A, Willowdale, Ontario M2N 5S8.

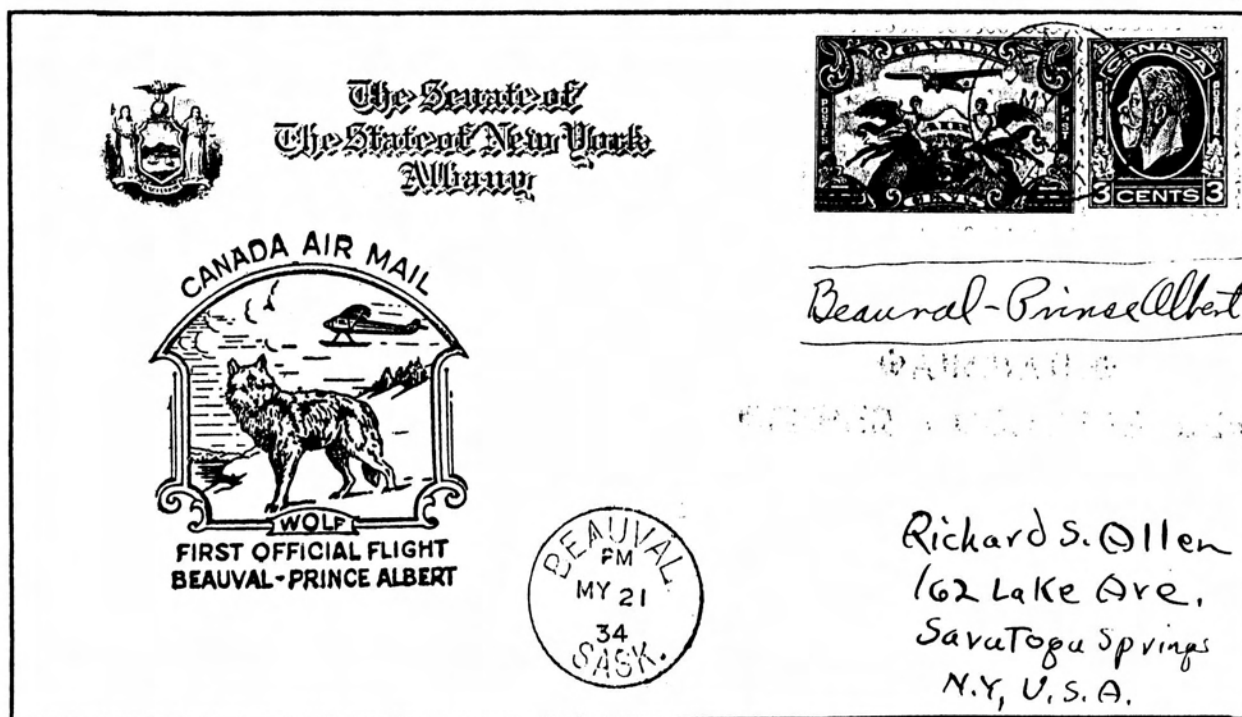
IN MEMORIAM: ORIAN GREEN, 1900 - 1997

Orian Green was an active aerophilatelist for over 50 years. - He received many awards for his Canadian Semi-officials, Early Air Mail Covers, Pioneer/Governmental covers and California Airport Dedication Covers; and also ran mail bid sales.

His son Dale Green, (who now runs the mail bid sales), commented that his father:

was an accumulator, perhaps reflecting his age and upbringing. He attempted to have collections of CAM's, FAM's, Canadian Semi-Officials, airline Post Cards, First Days, Air Baggage Labels, Literature, etc. . . . He simply enjoyed collecting, and I think quantity was something of value to him.

A HISTORY OF AEROPHILATELY - Part 1



EDITOR'S INTRODUCTION: It seems to me, who was born after the above cover was produced, that aerophilately in the "1930's" had three key components:

covers were prepared by or for a collector,
to be flown on a First Flight or at a special event,
and received a special cachet or cancellation.

Reviewing the current literature on aerophilately, however, it always strikes me that the "special cachets and cancellations" are very well documented; and the details of the flights sporadically documented; but there is hardly any information about the collectors who prepared the covers - why they created covers, how they got information about future flights, why public interest in aerophilately declined, and so on.

I mentioned this during some correspondence with Richard Sanders Allen, after he commented that he had been "born (1917) and brought up in upstate New York (Saratoga Springs) in time to be part of the great 'Lindbergh era', when people ran outside should an airplane pass over", and that he had also been "briefly an aerophilatelist". - I asked if he would provide me with some reminiscences about aerophilately at that time, and was delighted to receive the article that starts on the next page.

Richard Sanders Allen is a research consultant living in Lewiston, Indiana. He specializes in Pre-1900 Bridge Building & Iron Industry, and 1920-1940's aviation, and has written several books including Revolution in the Sky about Lockheed. Richard is currently working on an article about the Bellanca "Columbia", and her various flights and owners.

MEMOIR OF AN AEROPHILATELIC BOYHOOD

Richard Sanders Allen

Your Editor has asked for a few words on "aerophilately in the old days." As a retired researcher/writer on industrial and aviation history I find that, after six decades of living, I can recall events of 1930 better than what I was doing last week. And what I was doing then was "collecting air mail stamps."

I grew up in a small resort town in upstate New York, from which my father worked as a consulting civil engineer. As the youngest in the family, I was very much aware of my older brothers' sports and social activities, and their leisure time collection (or better, "accumulation") of postage stamps. From them, I began to learn that stamps taught one geography, art, language, monetary systems and history, to name a few things, and the learning wasn't repetitious and boring, like school. Knowing the stories behind the stamps was fun.

Eventually, I succeeded to both my brothers' collections, plus those of two cousins who went off to college. They all had big red-bound Scott's albums, which were sold with the precise that one could actually fill all those intriguing blank squares and rectangles with the used postage stamps of the world. You steamed old stamps off correspondence, you traded your "dupes" for different new ones, you sorted and arranged, and laboriously mounted your stamps with peelable paper hinges. You sent away and got "penny approvals," picked out some that especially appealed to you. But with a meager allowance you just couldn't afford them all, and reluctantly returned batch after batch to the stamp dealers. I guess that's where I learned thrift and sales resistance.

All the while, those empty spaces stared you in the face every time you opened an album.

Other kids I knew who "saved stamps" seemed fascinated with the idea that they'd come upon some fabulous rarity. One went carefully thru the old South American correspondence of his great-grandfather in hopes of turning up a British Guiana "penny black", then the world's rarest stamp. (He hand-peeled the stamps off hundreds of registered packets from Chile and Bolivia, before we had thought of saving whole covers.) One boy hounded the local post office clerks to search for loose items in the cracks of their stamp drawers. He was rewarded with a mint copy of the 1918 bi-colored 24-cent Air Mail, but of course NOT one with inverted center.

Simultaneous with being boy stamp collectors, our generation was engulfed in a huge wave of public awareness and avid interest in all things pertaining to aviation.

It is hard to believe that people once dropped whatever they were doing and ran outdoors when they heard an airplane engine. A barnstormer landing on the edge of town would attract big crowds, and scores of envious kids who wished they had a five-dollar bill, "to go up." We read books and magazines for the "latest" on what our aerial heroes of the "Lindbergh era" were piloting, and where they'd be flying off to next. We built models, and learned to differentiate between a Ford and a Fokker, a Waco and a Stinson, as easily as between a Chevy and a Chrysler. The aviation mania touched nearly every neighborhood.

So, with double enthusiasms, is it any wonder that boys (and girls) of the so-called "Golden Age " of aviation expanded their embryo stamp collections to include ANYTHING that had to do with "Air Mail"?

I had in mind to get one of the special 10-cent Air Mail stamps commemorating Lindbergh, that was issued in 1927. But the line at the post office window stretched out to the street, and I only had a lone thin dime.

Like regular stamps, there were soon albums on the market devoted entirely to airmail stamps, but filling all those blank spaces still seemed an impossible deal. What to do? Specialization was of course the answer.

(Continued)

MEMOIR OF AN AEROPHILATELIC BOYHOOD by Richard Sanders Allen - continued:

At first, I attempted to acquire an air mail stamp from every country that had issued them. (Over a decade I gathered a sample from perhaps 80% of the nations that flew their mail.) Then I discovered "covers"; entire envelopes being carried on new air mail routes and special flights, with a story behind every one to be thought about and savored.

The post office clerks let us read the "Postal Bulletin" which announced the inauguration of contract air mail routes, (CAM'S), and the cities to be served. We could, and did, prepare our own self-addressed envelopes (always with a printed slip of paper inside), to an ever-growing number of cities that would supply a first-flight cachet. Older collectors looked down their noses at our hand-lettered efforts on long envelopes, and dealers were just beginning to mass-produce elaborate printed cachets and first-day covers. But we had a lot of fun seeing ours show up in our mail boxes, and mounting them with adhesive hinges in loose-leaf note books.

I subscribed to "Stamps" weekly magazine, and remember seeing "Mekeel's" and "Linn's" in the library. They had all the current aeronautical event announcements, and were loaded with enticing "ads" for things you never could hope to get.

We sent for first-days, and first flights, and airport dedication cacheted covers. We sent off and waited for months for covers from the 2nd Byrd Antarctic Expedition in 1933. (We liked to believe they'd been flown over the South Pole!)

Then there was Roy Amble's aborted global flight, and the equally no-show "US-USSR Trade Recognition Flight". Much of the sending out covers was simply what suited your fancy, and what aspect of aviation interested you most at the moment. You were collecting scattered souvenirs; and feeling you had a little piece of what was going on during these years of rapid advancement in aviation.

But always, in depression-gripped America, there was the sobering cost of Air Mail stamps. (I don't remember even THINKING then, that I could buy a set of "Graf Zeppelins"!)"Spotty" was the best description for "Allen's Air Mails".

I traced the flight paths of the "Graf" and the "Hindenburg" poring over maps and atlases, and sketched out the routes of the world's airlines, as they existed pre-WWII. Since they were relatively inexpensive, I made a collection of air mail labels (etiquettes), and then one of Air baggage labels (they found good use in illustrating my books, some fifty years later. Eventually I even joined the American Air Mail Society (Member #1551). But girls, the U.S. Army Air Corps, and the necessity for making a living, soon turned my attentions elsewhere.

I have always maintained that my boyhood air mail collecting activated a desire to learn and a "need to know", and the process was invaluable in my later historical research.

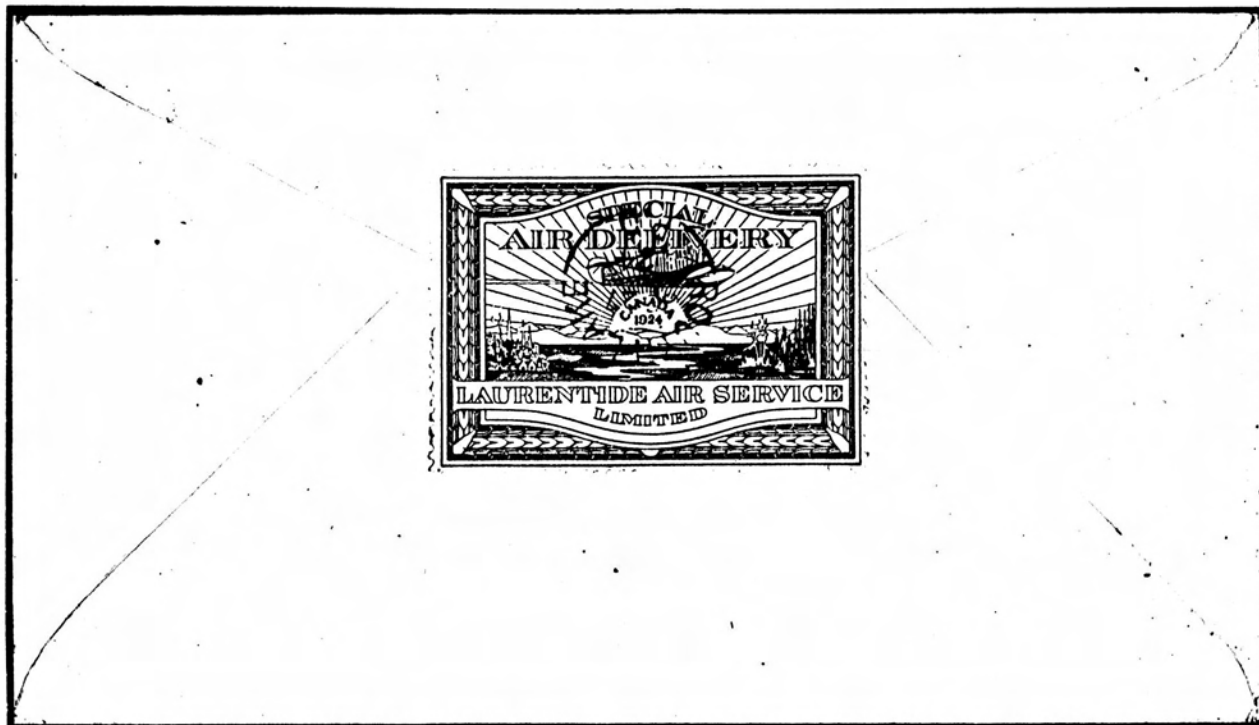
Today, I have just the remnants of things that have survived seventy years; a shoebox of old covers. I have a flown Zeppelin cover, one from the "Akron", and three authentic "crash covers." There are a few from when the Army flew the mails temporarily in 1934. And, since they appealed to my sense of the remote, there is a set of Canadian bush country first-flight covers. I still have the Air Baggage labels, which make a colorful display of world airline history.

Aerophilately may someday become a closed chapter, but not for those who once did, or continue to, derive pleasure in thinking about how the world grew wings.

EDITOR'S INVITATION: I would be delighted to run a series of articles on the "History of Aerophilately", and to receive an article/letter from any reader about their own aerophilatelic memories and experiences.

BOOK REVIEW: THE CURTISS HS FLYING BOATS

K.M. Molson and A.J. Shortt



Cover from the FIRST SCHEDULED AIRMAIL SERVICE IN CANADA,
operated by LAURENTIDE AIR SERVICE from Lake Timiskaming to the Rouyn goldfields in 1924.

Addressed to: MESSRS. F.J. FIELD LTD., SUTTON COLDFIELD, WARWICKSHIRE, ENG.

Indistinct cancellation - ROUYN LAKE - October 27th 1924

CURTISS HS-2L flying boats played a major role in the early development of both aviation and airmail in Canada. - They were, for example, used by Laurentide Air Service for the Haileybury-Rouyn service described above, and an HS-2L aircraft was depicted on the semi-official stamp issued for that service.

This book is the first in a series to be produced by the National Aviation Museum in Ottawa about the aircraft in its collection, and is a treasure-trove of information on the design, development, production and operation of the Curtiss HS flying boats.

Topics covered include the early research of Glenn Hammond Curtiss, the development of the HS-1L and HS-2L for anti-submarine service in World War 1, the sale and worldwide operation of surplus HS-2L's after the war, and the recovery and restoration of G-CAAC by the National Aviation Museum from 1968 to 1986.

(Continued)

BOOK REVIEW - THE CURTISS HS FLYING BOATS continued:

This book is 9"x11", 156 pages, and includes numerous photographs which are reproduced with excellent quality on the glossy pages. There are also three-view drawings, and extracts from contemporary reports, including the following prepared for the Ontario Provincial Air Service in 1926:

A large flying boat requires, as a general rule, a fairly large lake to alight in to permit taking off again and getting high enough for safety before making a turn or getting over the land. This eliminates many lakes that would make good landing grounds for a smaller machine with a quicker take off and better climb than an HS-2L. In the warmer weather of July and August when the HS-2L is heavily laden it often takes a mile [1.6 km] or more before leaving the water and owing to the humidity the climb is very slow so a lake of 3 to 5 miles [4.8 to 8 km] in length and at least a mile [1.6 km] or more in width is necessary for the comfortable handling of the machine. The time taken to reach an altitude sufficiently high to start a patrol varies considerably with weather conditions but the average rate of climb with full load is about 3,000 ft [900 m] in 30 minutes. There have been occasions when machines have not reached that height within an hour.

Although an HS-2L has reached an altitude of 8,000 ft [2 400 m] its best average height is about 4,000 ft [1 200 m] with its effective operating load. In consequence, the HS-2L on

patrol is always flying at its maximum service ceiling. This is very essential in the interests of safety as the higher the machine is flying the better the chance of gliding to a lake to make a forced landing and, also, the farther the range of vision for observation purposes. The HS-2L is comparatively slow as its average speed is about 65 mph [105 km/hr]. The machine has a steep gliding angle and the speed necessary to maintain good maneuvering control without the engine is slightly more than the average level speed with the engine on. Owing to the steep gliding angle and low serviceable ceiling of the machine the margin of safety maintained is governed by the route followed to ensure remaining in gliding distance of a lake. This very often means long detours to avoid dry country and, of course, an unavoidable waste of fuel and time.

It is necessary to carry an air engineer on operations particularly owing to the size and unwieldiness of the HS-2L on the water and the difficulty in approaching and tying up to docks or shorelines in awkward wind conditions.

Bookstore price for *THE CURTISS HS FLYING BOATS* is \$24.95 (Canadian). - It can also be obtained from CANAV BOOKS, 51 Balsam Avenue, Toronto, Ontario M4E 3B6.

ABRAHAM SIEGEL
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Long Island City, NY 11106

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FOLLOW UP - INFORMATION ON AEROPOSTALE FLIGHTS

I received two most useful responses to the request in the last newsletter for sources of information on "the French Aeropostale flights to North Africa and South America in the 1920's and 1930's", and for more information regarding "a reference to Muller in a catalogue".

Richard Beith wrote that:

Muller is, or rather was, *Catalogue des Aérogrammes du monde entier* by Franck Muller, published in Paris in 1950! There have been two reprint editions but these are now also out of print, by FISA in the '70s (?) and a hardback by Sinais (Paris) in 1991. It was very much a one line per flight listing for the whole world. No detail.

The only modern text covering the French South Atlantic line (in considerable detail) is a splendid book by Gérard Collot and Alain Cornu: *Ligne Mermoz, Histoire aérophilatelique: Latecoere, Aeropostale, Air France 1918-1940*. This was published in 1990 in an edition of 1,000 copies, cover price French Francs 420. This hardback has over 300 pages, some illustrations in colour (reproductions of old posters, etc) and includes a complete listing of all French South Atlantic Flights to the fall of France in summer 1940. It is now just about out of print, but a few copies may be in dealers stocks.

I have a couple of copies left, list price in my book catalogue (including UK postage) is £52.95, even more to Canada, I'm afraid!

For a free copy of Richard's catalogue of aerophilatelic books for sale, write to him at 14 Middlecroft, Guilden Sutton, Chester, England CH3 7HF. - Tel/Fax 01244.300777).

The second reply was from Gregoire Teyssier, who sent in a copy of an extensive bibliography on Aeropostale that he prepared last year for the Canadian Postal Museum. - Contact the editor if you would like a copy of this.

Many thanks to Richard and Gregoire for their help.

FOLLOW UP - HISTORICAL INACCURACIES

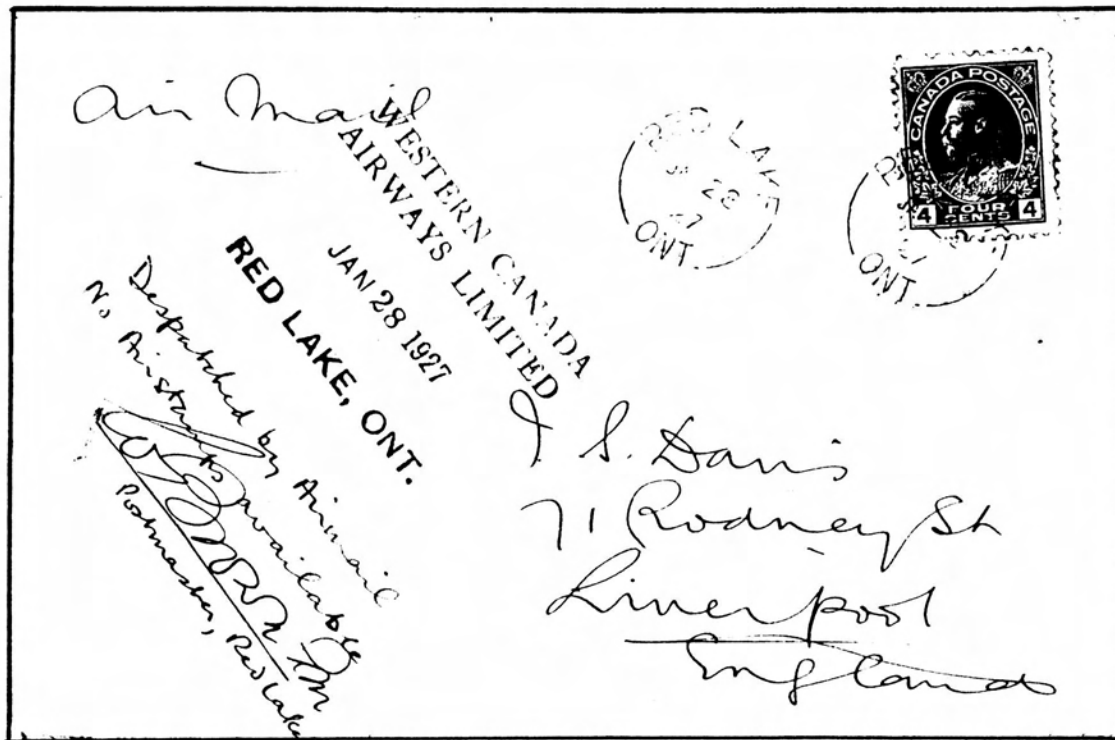
The article by Yuri Kvasnikov in our last issue, about "Historical Inaccuracies On Some Space Stamps" has attracted considerable interest. - It was first published in Russia in 1991, and has since been translated and published in Czechoslovakia, Germany, Austria, Switzerland, Netherlands, Poland, Great Britain, and Belgium, as well as Canada!

One of the errors that Yuri mentioned, was the wrong country in the background during a spacewalk. This, however, is sometimes a deliberate decision of the country issuing the stamp to feature itself, rather than "an error".

An interesting example of this "wrong background" phenomenon, (from long before the space age), has been pointed out by Trelle Morrow. -He wrote a very comprehensive article for the January 1996 issue of The Canadian Philatelist on "Daedalus: The Canadian Airmail Stamp of 1935". Although the stamp "illustrates the escape of Daedalus from the Island of Crete", the background in the design "represents a view across the Strait of Georgia near Victoria"!



FOLLOW UP - EARLIEST WESTERN CANADA AIRWAYS COVER?



This cover was illustrated in our June 1996 newsletter, with the following "write up":

28TH JANUARY 1927.

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

Derek Rance has raised a number of points regarding this cover:

In the June 1996 Canadian Aerophilatelist a "Pre-Label Western Canada Airways cover is illustrated, with the notation that the BNAPS Canadian Semi-Official Air Mail Stamp Study Group considers this cover (which has no receiving backstamp) as being the earliest known.

I own an exactly similar cover to that illustrated - but have always considered it to be a contrived fraud. Here are my reasons:

- ☐ The cover is philatelic - as a number of similar covers exist.
- ☐ There is no apparent reason for this cover's creation. PA&E, at that time, not only held the air mail franchise, but was actively flying mail.
- ☐ When Western Canada Airways flew mail prior to May 10, 1927 - it was usually carried a Jack V. Elliot, or a PA&E stamp, which was usually canceled with a green two line **WESTERN CANADA AIRWAYS - RED LAKE, ONT.** rubber stamp.

(Continued)

FOLLOW UP - EARLIEST WESTERN CANADA AIRWAYS COVER? - continued:

- ☐ The earliest verifiable usage I own of the four line cancellation - similar to that on this cover - and on which the four line W.C.A. cancellation date is verified by a Rolling Portage post office backstamp, is May 19, 1927.
- ☐ As far as I know, earlier covers with the four line W.C.A. date stamp are never addressed so as to acquire a receiving backstamp that would verify the mailing date. This is certainly true of the Red Lake to East Orange N.J., Roessler covers; usually autographed by William Brown, supposedly mailed on the F.F. date of May 10, 1927. (These covers were probably "manufactured" to order.)
- ☐ If this W.C.A. Red Lake rubber four line stamp existed as early as January 28, 1927, then why was the two line stamp used thereafter? And why was there no corresponding four line W.C.A. Rolling Portage stamp - seeing that W.C.A.'s main airbase was located there?
- ☐ The recipient of this mail - J. S. Davis is well known for the covers that were mailed with PA&E stamps after that company had gone out of business. Why was there such a lengthy hiatus between this set of covers and the numerous 1928 PA&E mailings?
- ☐ William "Bill" Brown was very entrepreneurial. His prior career had been extremely checkered. As the Red Lake postmaster he became very close to A. C. Roessler - as evidenced by the Snake Falls - Red Lake F.F. covers. Unquestionably he certainly would have not been above "creating" a cover. As the cover clearly shows - all of the hand writing on it is that of W. Brown, which means that he was not given these covers to mail by some third party - as is normally the case with mail.

With all this negative evidence, it is my opinion that W.C.A., at some later date, for convenience, had given W. Brown the Four Line Red Lake Canceler. He misused this canceler to create salable covers. It should be noted that a hallmark of all of these "manufactured" covers, is that they were always addressed to locations where a receiving backstamp would not be applied - which would have exposed the fraud. This supposes that these covers were actually mailed.

DEREK RANCE

I sent a copy of Derek's letter to Bob Jamieson, who agrees with the points Derek made.

The cover was purchased by Bob from the collection of the late Don Cox, who did the write up for it.

The BNAPS "Canadian Semi-Official Air Mail Study Group" ceased to exist in 1992, and the new "Airmail Study Group" has no records to substantiate the claim that this was "noted as the earliest known" date for a Western Canada Airways marking.

Does anybody have any information regarding the old BNAPS Semi-Official Study Group's "noting" of this cover, and/or comments on Derek's reservations about it? - Please send any information you can provide to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4.

EDITORIAL NOTE: the "new" BNAPS AIR MAIL STUDY GROUP is now about five years old and flourishing. - For more information on it contact Basil Burrell, 911 Huckleberry Lane, Glenview, Illinois 60025-2301.

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: A "PARACHUTE COVER" FROM MONTREAL



Cover postmarked "ST.LAMBERT P.Q." AM 17 AU 31 on front, and "MONTREAL CANADA" with large S 2PM AU 17 31 on front and back.

Addressed to N. TORONTO, ONT.

Signed by

"Geo Bennett, Parachut jumper, 1023" and four other people.

INFORMATION WANTED: A "PARACHUTE COVER" FROM MONTREAL continued:

QUESTIONS: - who are the people who signed this cover?
- is this cover listed in any catalogue?
- what does the large S signify?

A PARTIAL ANSWER: This seems to be a "souvenir cover", carried on a parachute jump by George Bennett and posted afterwards, and therefore not listed in any of the "First Flight" catalogues.

The handwritten date and postmarks suggest a link to the following entry in *125 YEARS OF CANADIAN AERONAUTICS - A CHRONOLOGY 1840-1965* (published by the CAHS, see page 9 of this newsletter):

15-16 AUGUST, 1931. The 3rd Canadian Air Pageant was held at St. Hubert Airport, Montreal, Quebec.

Ref: Montreal Daily Star, Montreal, Que., 18 August, 1931.

George Bennett seems to have been a "public" parachute jumper. - I came across a copy of an article on the Trans-Canada Air Pageant from *Canadian Aviation*, February 1932, which included the photograph to the right, but did not mention him in the article.

(The Trans-Canada Air Pageant was organized by the Canadian Flying Clubs Association during 1931, to stimulate interest in private flying at a time when many clubs were in economic difficulties during the Depression.)

George Bennett about to land within the "charmed circle."



However, this "partial answer" also generates more questions:

- what was the connection between George Bennett, the Trans Canada Air Pageant, and the "3rd Canadian Air Pageant"? - J.R.K. Main gives a route for the Trans Canada Air Pageant in *Voyageurs of the Air*, and Montreal isn't mentioned:

Twenty-six major and several minor displays were given at the principal centres in Canada from Vancouver, B.C., to Sydney, N.S. From Hamilton the Pageant proceeded to Windsor, St. Paul, Minn., Winnipeg, Brandon, Regina, Moose Jaw, Calgary, Lethbridge, Grand Forks, Vancouver, Edmonton, North Battleford and Fort William. This was the route covered by Section I of the Pageant.

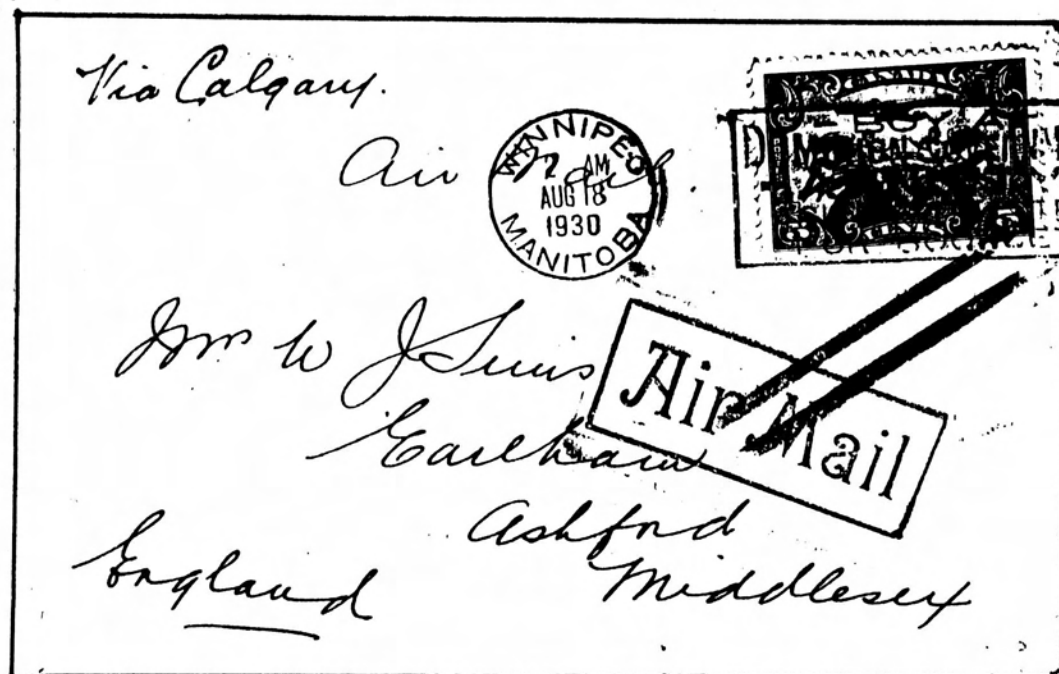
Section II worked eastward visiting Toronto, Ottawa, Saint John, Halifax, Sydney and Moncton.

The final show was staged at London, Ont., on September 15 — two-and-a-half months after the opening event, during which time a distance of over 10,000 miles had been covered.

- what does George Bennett's number 1023 refer to?
- is the 6 cent franking significant?

If anybody can provide more information regarding this cover, please send it to the editor.

INFORMATION WANTED - WINNIPEG to ENGLAND via CALGARY?



Postmarked WINNIPEG - 2 AM - AUG 18 1930

Addressed to MIDDLESEX, ENGLAND

Stamped AIR MAIL - deletion bars probably applied in New York

QUESTION: Can anybody suggest why this cover was endorsed "VIA CALGARY"? If you can help, please send information to the editor.

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.

COVERS FOR SALE

DATE	COMPANY	ROUTE	CANCEL	PRICE
10.9.68	CPA	1ST FLIGHT MONTREAL-ATHENS. SPECIAL.		2.00
2.8.87	US AIR.	NEW YORK-OTTAWA	UN NY	2.00
16.6.70	TWA	1ST 747 NEW YORK-LISBON	UN NY	2.00
18.3.70	TWA	1ST 747 NEW YORK-LONDON	UN NY	2.00
12.4.70	TWA	1ST 747 NEW YORK-PARIS	UN NY	2.00
? 70	TWA	1ST 747 NEW YORK-MADRID	UN NY	2.00
5.6.70	TWA	1ST 747 NEW YORK-ROME	UN NY	2.00

(Continued)

COVERS FOR SALE continued:

DATE	COMPANY	ROUTE	CANCEL	PRICE
15.9.88	TWA	1ST FLIGHT NEW YORK-ISTANBUL	UN NY	2.00
15.9.71	TWA	1ST 747 NEW YORK-ATHENS	UN NY	2.00
7.3.86	CYPRUS	1ST FLIGHT CYPRUS-TURKEY	ANKARA	2.00
	TURKISH			
	AIRLINES			
12.11.70	?	1ST FLIGHT CONCORDE 002	SPECIAL	2.00
2.10.74	?	FREIGHTER SERVICE NEW YORK-JAPAN	UN NY	2.00
26.10.92	?	FORKER 50 TIMISOARA-VIENNA	SPECIAL	2.00
CANADIAN ARMED FORCES FLOWN COVERS.				
9.12.80	BRAZIL - DAKAR			2.00
12.8.76	EDMONTON - HOLLAND			2.00
27.11.73	GATWICK - LAHR			2.00
23.11.73	LAHR - GATWICK			2.00
30.8.73	OTTAWA - LAHR			2.00
4.7.74	TRENTON - LAHR			2.00
30.9.73	LAHR - TRENTON			2.00
29.3.74	EDMONTON - LAHR			2.00
4.6.75	EDMONTON - NARDBI			2.00
18.1.75	EDMONTON - SINGAPORE			2.00
22.7.75	EDMONTON - MONTEGO BAY			2.00
25.11.73	AUSTRALIA - MALAYSIA			2.00
17.7.74	EDMONTON - NEW YORK			2.00
21.11.73	HAWAII - FISI			2.00
22.11.73	FISI - AUSTRALIA			2.00
15.1.75	EDMONTON - AUSTRALIA			2.00
13.9.74	TRENTON - SUMMERSIDE			2.00
13.1.74	WINNIPEG - MOOSEJAW			2.00
26.9.74	EDMONTON - PORT HARDY			2.00
25.4.74	CHATHAM - GOOSE BAY			2.00
27.9.74	STEPHENVILLE - TRENTON			2.00

If you are interested in any of these covers, please reply directly to: Capt. J. Walsh CD, 124A Danbury Bay, Winnipeg, Manitoba R2Y 1A5.

WANTED - P.E.I. RELATED FIRST FLIGHT COVERS

Ivan W. MacKenzie (CAS 201)
2411-420 Gloucester Street
Ottawa, Ontario, Canada
K1R 7T7

Tel: (613) 235-8361

<u>AAMS No.</u>	<u>Flight Date</u>	<u>Description</u>
21a	29 Sep 1919	Charlottetown - Truro
225b	24 Jan 1929	Charlottetown - Summerside
225d	23 Jan 1929	Moncton - Charlottetown
225e	24 Jan 1929	Charlottetown - Moncton
229f	02 Jul 1929	Moncton - Charlottetown
229k	02 Jul 1929	Saint John - Moncton
330	01 Jul 1944	New Glasgow - Charlottetown
330a	01 Jul 1944	Charlottetown - New Glasgow
640	06 Feb 1941	Charlottetown - Havre Aubert
640a	06 Feb 1941	Charlottetown - Entry Island
640b	06 Feb 1941	Harve Aubert - Entry Island
640c	06 Feb 1941	Entry Island - Charlottetown
640d	06 Feb 1941	Havre Aubert - Charlottetown

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is normally produced quarterly in March, June, September and December. However, the next issue may be produced slightly earlier or later than scheduled, in order to report on the publication of THE AIRMAILS OF CANADA AND NEWFOUNDLAND. All items for the next issue should therefore be sent to the editor:

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

MEMBERSHIP RENEWAL

The following names are due for membership renewal:

July 1997

142 J. Don Wilson
228 William McCann
229 Jack Revell
233 Les Winick

August 1997

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

September 1997

93 Ron Miyanishi
95 Michael F Painter
158 Thomas J Watkins
168 Robert A Lee
186 Chris Hargreaves
202 Ross Herrington
235 Dominique Tallet
237 Michel Brisebois
238 Cheryl Ganz
257 Ron Hyde
258 Edward Bizub

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

The Canadian Aerophilatelist is issued four times a year.

Please send all items for the next issue of the newsletter to:

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