



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 (Federation Internationale des Societes Aerophilateliqes) - Club Member

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. (613) 389 8993
E-mail: hargreave@king.igs.net

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President: Major (Ret) R.K. "Dick" Malott, CD
16 Harwick Crescent, Nepean, Ontario K2H 6R1,
Vice-President: Mike Shand,
1183 Agincourt Road, Ottawa, Ontario K2C 2H8
Treasurer: Ivan W. MacKenzie,
2411-420 Gloucester Street, Ottawa, ON K1R 7T7
Secretary: Ron Miyanishi,
124 Gamble Avenue, East York, Ontario M4J 2P3

Tel. and Fax: (613) 829 0280

Tel: (613) 225 4254

Tel: (613) 235 8361

Tel. and Fax: (416) 421 5846
E-Mail: squeak@interlog.com

**SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,
CONSULTEZ: FRANCOIS BOURBONNAIS, 58 STE-CATHERINE, ST. POLYCARPE, QUEBEC J0P 1X0**

December 1997

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume XIII, Number 4

CONTENTS:

PAGE:

NOTES FOR NEW READERS

2

THE AIRMAILS OF CANADA AND NEWFOUNDLAND

3

OTHER NEWS - NEWS - NEWS

including: CANADIAN POSTAL STRIKE
CANADIAN FIRST FLIGHT COVERS 1995 - 1997
BOOK REVIEWS

6
8
10

SEASON'S GREETINGS

11

FEATURE: THE 40th ANNIVERSARY OF SPUTNIK

20

QUESTIONS - information wanted

23

NEXT ISSUE DEADLINE - February 15th

31

MEMBERSHIP RENEWAL LIST and APPLICATION FORM

32

Please note: would all members who have not yet paid their membership dues because of the Postal Strike, please send them to the secretary as soon as possible. - Would all members who are not sure when their dues are due, be sure to check the back page of each issue.

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 (CAS) 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 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.
- a small library from which books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

For more information on Canadian aerophilately, the best sources are:

- for general information on all Canadian airmail stamps and covers: the Airmails of Canada and Newfoundland. - This can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$50.00Cdn + \$5.00Cdn postage; or from AAMS Publications (address below) for \$35US plus \$2.50US postage within the U.S.A./\$3.50US postage elsewhere. (Members of the CAS or AAMS may purchase one copy for \$40.00Cdn or \$28US.)
- for more 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.)
- also detailed is Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, published by the AAMS.
- two very useful "general histories" of Canadian aviation are Canada's Flying Heritage by Frank Ellis, which is the classic on aviation up to 1940; 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 \$25 U.S. per year (for Canadians). Further information can be obtained from the 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 \$3US postpaid from AAMS Publications, 1978 Fox Burrow Court, Neenah, WI 54956, or downloaded from the internet at: <http://panther.bsc.edu/~spezill/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.

PRESIDENT'S REPORT - THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Greetings to all of the members of the Canadian Aerophilatelic Society! At long last I can officially report to all of our members and to all other aerophilatelists that our catalogue, *The Air Mails Of Canada And Newfoundland*, has been printed and by the time you receive this message via Chris Hargreaves' *The Canadian Aerophilatelist*, you will have received your copy if you were one of the 45 contributors to the preparation of the catalogue, or if you had sent in an order. What a Christmas present to all of us who had worked on this project for six years.

Data on ordering the catalogue and its price will be located elsewhere in *The Canadian Aerophilatelist*. It is my pleasant duty to thank all of my 45 colleagues who worked so diligently on their respective sections. These collaborators are prominently listed in the catalogue including their individual sections. I was strongly supported by all, and in particular by Trelle Morrow of Prince George, B.C., who served as a section writer and as my second-in-command. Dick McIntosh of Don Mills who put into shape the largest section of the catalogue, the various types of Canadian Government flights, had a horrendous assignment correcting and adding the myriad of data applicable to his section.

We dedicated our catalogue to many great aerophilatelists of Canadian and Newfoundland air mail, the main one being the late Jim Sissons, a Canadian stamp dealer extra ordinaire who assisted so many collectors, including me, to national and international exhibition success. We pay particular homage to the late Major "Ritch" Toop, who prepared so meticulously the section on Canadian Forces Air Letter Forms. "Ritch", who served the CAS for many years as our Secretary, knew that due to his bout with cancer, his time was limited. He was the first of our group of 45 to complete his section. I regret that "Ritch" did not live to see this catalogue completed but his contribution is there for all to study and to use as a guide in developing their own collection of CFALF's. Thanks "Ritch".

Our catalogue would not be if it had not been for the foresight and total cooperation of the American Air Mail Society who approved of the concept of a separate catalogue for Canadian and Newfoundland air mails. The catalogue was not only labour intensive, but also very expensive estimated at \$50,000.00 US for 2000 of the hard cover, 552 glossy-paged catalogue. The AAMS unhesitantly guaranteed the required funding. Although the various AAMS Presidents and Board Members of the AAMS over the past six years supported our project, there have been two stalwart supporters for our catalogue - Dan Barber, Editor-in-Chief, of AAMS publications and catalogues, and Steve Reinhard, the AAMS Treasurer. Dan was first to suggest the project after I complained about the reduced amount of data in Volume IV, 5th Edition for the Canadian and Newfoundland Sections. Dan guided our group through the first four years and directed us to the recording of all our data on computer discs. Without Dan's untiring efforts, and despite his other responsibilities as the AAMS Secretary, as an employee of the US Post Office, as a father and husband, Dan kept our group on a steady path of development. Thanks Dan for your faith in our project.

Steve Reinhard has the responsibility of keeping the AAMS solvent and steadily improving the

CONTINUED

PRESIDENT'S REPORT continued:

.. 2 -

financial status of the AAMS. Steve too had financial faith in our project and I am confident that the response of the applicable collectors will substantiate his faith. Without Steve's interest in our project (he also proofed read our catalogue twice with two other proof readers) we would not have our catalogue to-day. Thanks Steve for your faith in and financial backing of our project. We are also grateful to Greg Schmidt the immediate Past President of the AAMS who is also the officer- in- charge of the distribution of AAMS publications. We wish you lots of activity Greg in getting our catalogue mailed out to eager customers. Thanks, Greg, for your dedicated support.

We had collectors not only from Canada (and Newfoundland) working on our project, but also collectors from the USA, England, Belgium, France and the Carribean. To all our sincere thanks for a job well done.

Last but not least is the unbelievably dedicated work of Ron Miyanishi of Toronto. Ron succeeded "Ritch" Toop as the CAS Secretary. With his exceptional knowledge of computers and all the soft wear that goes with them Ron stepped into the responsibilities of our Secretary and as the coordinator of the very successful CAS/AAMS booth at CAPEX'96. When concentrated effort was needed to pull our catalogue together and to finalize the sections on to CD's, Ron volunteered to do the work. From 1 January 1996 to the present, Ron has diligently kept our project on track and on time. His efforts have been the deciding factor in bringing our catalogue to completion. Thanks Ron for providing the expertise to produce for the benefit of all collectors of Canadian and Newfoundland air mails our catalogue, *The Air Mails Of Canada And Newfoundland*.

The CAS continues to grow thanks to the efforts of the members of the CAS Board of Directors and the membership. To all concerned thank you for supporting the activities of the CAS. For those acquiring our catalogue I request a favor. Please advise me of any type of correction or addition that you feel should be implemented in our catalogue, including typing errors. A record of all observations will be maintained and when the time comes for a reprint, the observations will be implemented if found correct. Members of our group of 45 collectors who worked on the catalogue have agreed to stay on to work on future catalogue editions. To all of my colleagues thank you for your dedicated contribution to Canadian and Newfoundland aerophilately.

Another festive season will soon be upon us and a New Year. To all the members of the CAS and to our friends, wherever they may be, best wishes for Christmas and the New Year.

Dick Malott
President CAS



THE AIR MAILS OF CANADA AND NEWFOUNDLAND

Section	Page
1. CANADIAN PIONEER FLIGHT COVERS – 1848-1928	24
2. S.C.A.D.T.A. SOCIEDAD COLOMBO - ALEMANA DE TRANSPORTES AEROS	34
3. CANADIAN SEMI-OFFICIAL STAMPS & VIGNETTES	37
FIRST & SPECIAL FLIGHT COVERS	
4. AIRSHIP POSTS – BLIMP TO ZEPPELINS	78
5. GOVERNMENT & OTHER AIRMAIL COVERS OF CANADA 1926 - 1997	89
Including First Flight Covers, Historical Flight Covers, Airport Dedication Covers, Commemorative Flight Covers	
6. FIRST FLIGHTS FOR WHICH NO COVERS ARE KNOWN	256
7. INTERRUPTED & CRASH COVERS OF CANADA AND NEWFOUNDLAND	264
8. BALLOON COVERS	275
9. CANADIAN GLIDER FLIGHT COVERS	283
10. HELICOPTER FLIGHT COVERS	288
11. CANADIAN AIR MAIL & AVIATION ANNIVERSARY COVERS 1968 - 1984	299
12. CANADIAN FORCES COVERS 1956 - 1996	315
including Canadian Warplane Heritage Covers	
13. AIRMAIL PERFINs OF CANADA & NEWFOUNDLAND	337
14. CIVILIAN AEROGRAMS OF CANADA & NEWFOUNDLAND	343
15. CANADIAN FORCES AIR LETTER SHEETS	380
16. CANADIAN AIRPORT & AIR MAIL FIELD CANCELS	392
17. CANADIAN AIR MAIL RATES, DOMESTIC & INTERNATIONAL	411
18. CANADIAN AIR MAIL ENDORSEMENTS	418
Rubberstamped Markings, Post Office Labels, Slogan CanceIs, Courtesy Markings and Airline Etiquettes	
19. JUSQU'A MARKINGS	427
20. ASTROPHILATELY IN CANADA	431
21. PIGEON POST	454
22. AIRCRAFT ON CANADIAN STAMPS	458
The Aviation Stamps of Bob Bradford	
23. NEWFOUNDLAND AIR MAIL STAMPS	466
24. NEWFOUNDLAND FIRST FLIGHT COVERS 1919 - 1947	474
25. MARITIME AND NEWFOUNDLAND AIRWAYS	496
26. AIR MAIL PILOTS OF CANADA AND NEWFOUNDLAND	499
27. BIBLIOGRAPHY	516
Air Mail Articles & Books; Aviation, Airline & Aeronautic Books; Canadian Archives of Aviation & Air Mail Collections	
28. CROSS REFERENCE INDEX	542

Ordering Instructions:

In Canada: Price \$50 CAN - CAS members may order one copy for \$40 CAN
Plus \$5.00 CAN for postage.
Order from: Dick Malott, 16 Harwick Crescent, Nepean, ON K2H 6R1

In U.S.A. and elsewhere:

Price \$35 US - CAS members may order one copy for \$28US
Plus postage: \$2.50US within the U.S.A., \$3.50US elsewhere.
Order from: Greg Schmidt, 1978 Fox Burrow Court, Neenah, WI 54956.

OTHER NEWS - NEWS - NEWS

CANADIAN POSTAL STRIKE

This began on November 19th. It was ended by back-to-work legislation on December 4th, but on December 12th I was still receiving mail posted at the beginning of November.

I hope that I have now received all the items mailed to me for this issue of the newsletter, and that most members will receive it during December.

For the information of readers who did not receive news of the dispute on a daily basis, the main issues involved are:

- Canada post made a profit of \$110 million last year;
- the postal workers, who have not had a raise for several years, therefore want a pay increase;
- but Canada Post says that in order to remain competitive it must reduce its costs by \$200 million a year, and wants to do this by reducing jobs and increasing workloads.

That's a "simplified" account of the situation, which doesn't explain why the former chief negotiator for Canada Post was accused of punching the union leader of the postal workers, (and has resigned!)

The back-to-work legislation awarded the postal workers a pay increase of 5.15% over three years, and referred the other issues to arbitration.

THE 3rd CAS DAY OF AEROPHILATELY IN TORONTO - Sunday November 30th

This was another small but very enjoyable gathering.

A number of members produced some interesting and varied displays. - Murray Heifetz showed his entry of CANADIAN AIR MAIL that won a Gold medal at Moscow 97; Chris Hargreaves showed one frame on AERIAL MAIL TO AND FROM KINGSTON, ONTARIO; Mike Shand showed THE HUMAN SIDE OF ENTERPRISE with an emphasis on people rather than postage; Jack Ince displayed AIR MAILS OF TANGANYIKA; and Dick McIntosh showed a variety of items, including NEWFOUNDLAND AIR MAIL.

Ron Miyanishi gave us the latest news on the catalogue; Bob Jamieson showed me a draft article on the Laurentide Air Service stamps that I'm looking forward to publishing in a future newsletter; Joseph Berkovits passed around some fascinating AIR MAIL GUIDES produced by the Canadian Post Office in 1939; and Charles Oakley was a stalwart of the trading session.

We are all looking forward to a fourth symposium next year, probably at the end of October, and hope that many other members will join us.

1998 ANNUAL GENERAL MEETING

This will be held during the afternoon of Sunday April 26th, as part of ORAPEX at the RA Centre in Ottawa.

NEW MEMBERS

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

- #268 Walter Silvestri, Courtenay, B.C.
- #269 Stuart McDougall, Vancouver, B.C.
- #270 Earle L. Covert, Calgary, Alberta
- #271 Nino Chiovelli, Edmonton, Alberta
- #272 John J. Venskus, Chicago, Illinois, U.S.A.
- #273 Denice C. Guimond, Belleville, Ontario

IN MEMORIAM

RON KITCHEN was the photographer at ORAPEX who enjoyed our last Annual General Meeting so much that he stayed to the end, and then joined the CAS. Ron was also a member of the RA Stamp Club, and the Canadian Forces Philatelic Society.

BERNICE SCHOLL served in many capacities for the Space Unit, and was their Treasurer for the last twenty years. The Space Unit has created The Bernice Scholl Award in her memory, to be presented each year for excellence in astrophilatelic writing in the Astrophile.

DEVELOPMENTS AT THE CANADIAN POSTAL MUSEUM.

A new exhibit, WISH YOU WERE HERE, celebrating the centennial of the picture postcard in Canada, opened in November. - In 1871 Canada had become the first country outside Europe to use first-issue postcards, and in 1897 an amendment to the Post Act allowed private companies to produce picture postcards. Postcards caught on quickly: Canadians sent 27,000 postcards in 1900; 41 million in 1908; and 60 million in 1913. (The population of Canada in 1911 was 7.2 million!) This exhibit will be open until November 2, 1998.

The Museum has also launched STAMPVILLE, which it describes as:

a brand-new interactive CD-ROM. Bilingual, beautifully illustrated and user-friendly, STAMPVILLE contains hundreds of pages on the history of mail in Canada and around the world . . . a complete interactive catalogue of Canadian postage stamps from 1851 to 1996 . . . (and) a panoply of activities, games, stamps and stories that will entertain and educate children 8 years and over, not to mention the whole family. (Price \$34.95).

The Museum is also hoping that many people will become Members of the Canadian Museum of Civilization, (where the Canadian Postal Museum is located), in which case they receive free admission to the Museum, invitations to special events, a calendar of events, and other benefits.

More information on any of these items can be obtained from the Canadian Postal Museum, 100 Laurier Street, P.O. Box 3100, Station B, Hull, Quebec J8X 4H2

YOUR EDITOR'S CONTINUING ADVENTURES IN CYBER-LAND

I recently had an interesting conversation with Jack Ince about using the Internet for research. He posted an enquiry regarding 1927-36 ST. LAWRENCE SEAWAY - SHIP TO SHORE air mails, that I saw on the rec.collecting.stamps newsgroup. - Alas, he received no responses to his enquiry!

Now to see if pre-cyber research methods (such as newsletters) do any better:

If anybody has St. Lawrence Seaway Ship-to-Shore Airmail Covers, 1927-36, that can be purchased or photocopied for research, please contact Jack Ince, Box 858, Stirling, Ontario K0K 3E0.

NEW BOOKS

LAP OF THE GODS by Harry Bray. - This is about Harry's 30,000 hours flying. It runs from #8 Bomber/Reconnaissance Squadron on the East and West Coasts and Alaska, and #356 Squadron in England, India and the Cocos Islands. Then into Kamloops Air Services, Central B.C. Airways, Pacific Western, etc. "It's irreverent and humorous - a good read for aviation buffs."

LAP OF THE GODS can be ordered from H. Layton Bray, c/o Ms. B. Pearce, 10151-#5Rd., Richmond, B.C. V7C 4E4. The price is \$19.95 plus \$2.95 shipping and handling.

Jack Ince has also written a book: GUNNERS OF THE 61st. It records the story of the 61st Field Regiment R.A. in N.W. Europe during 1944-45, and has been well reviewed as being both informative and readable. Copies are \$23.00 (including postage), from Jack at the address earlier on this page.

60th ANNIVERSARY OF AIR CANADA

September 1 marks the 60th anniversary of the first scheduled flight of Trans-Canada Air Lines (TCA), the forerunner of Air Canada. The original aircraft, a Lockheed Electra 10A, was purchased by TCA in 1937, then sold two years later to the Canadian Government for the war effort. In 1975 a retired Air Canada employee recognized the airplane at a Texas air show. He saw the shadow of the registration letters CF-TCC through the paintwork. Air Canada bought back the Electra in 1983 for \$75,000. During this, the diamond jubilee for Air Canada, CF-TCC will be displayed and flown at air shows and charity fundraisers.

In 1997, Air Canada's fleet contains 227 aircraft currently in service:

Type of aircraft Type d'appareil	No. of aircraft Nbre d'avions	Seating Nbre de places**	Cargo Payload Capacité d'emport ∞	Cruising Speed Vitesse de croisière	Range Rayon d'action
BOEING 747-433	3	435J, 253Y	85 323 lb 38 695 kg	570 mph 917 km/h	6 670 mi 10 732 km
BOEING 747-233	3	395J, 377Y	35 850 lb 16 259 kg	555 mph 893 km/h	6 325 mi 10 177 km
BOEING 747-133	3	395J, 377Y	33 750 lb 15 306 kg	555 mph 893 km/h	4 715 mi 7 586 km
AIRBUS 340-313	2	325J, 252Y	32 430 lb 14 707 kg	540 mph 869 km/h	7 073 mi 11 380 km
AIRBUS 340-313E	6	325J, 252Y	38 532 lb 17 475 kg	540 mph 869 km/h	7 763 mi 12 490 km
BOEING 767-333ER	6	355J, 168Y	28 655 lb 12 995 kg	530 mph 853 km/h	6 555 mi 10 547 km
BOEING 767-233ER	11	255J, 152Y	20 785 lb 9 426 kg	530 mph 853 km/h	5 750 mi 9 252 km
BOEING 767-233	12	36J, 159Y	19 975 lb 9 059 kg	530 mph 853 km/h	3 335 mi 5 366 km
AIRBUS 320-211	34	24J, 108Y	5 075 lb 2 302 kg	520 mph 837 km/h	2 760 mi 4 441 km
AIRBUS 319-114	14	16J, 96Y	4 720 lb 2 141 kg	520 mph 837 km/h	2 760 mi 4 441 km
DC9-32	28	12J, 80Y	3 410 lb 1 546 kg	490 mph 788 km/h	1 265 mi 2 035 km
DC9-32E	4	16J, 75Y	3 410 lb 1 546 kg	490 mph 788 km/h	1 265 mi 2 035 km
CANADAIR JET CL-65	26	50Y	106 lb 48 kg	490 mph 788 km/h	978 mi 1 573 km
DASH8-300*	12	50Y	130 lb 59 kg	330 mph 531 km/h	863 mi 1 388 km
DASH8-100*	48	37Y	665 lb 302 kg	305 mph 491 km/h	805 mi 1 295 km
BEECHCRAFT 1900D*	5	18Y	300 lb 136 kg	330 mph 531 km/h	575 mi 925 km
BAe 146-200*	10	Air Nova 10J, 67Y AirBC 8J, 68Y	2 715 lb 1 231 kg	440 mph 708 km/h	1 495 mi 2 405 km

*Air Canada Connector / Liaison Air Canada

**SJ: Executive First / Super Affaires J: Executive / Classe Affaires Y: Hospitality Service / Service Hospitalité

∞ Cargo available, in addition to passengers and baggage / Fret, en plus des passagers et des bagages

This information is taken from Air Canada's magazine *En Route*, September 1997. - The Electra CF-TCC was featured in an article in this newsletter in September 1996.

CANADIAN FIRST FLIGHT COVERS 1995-1997

My comment in the last newsletter that "First Flight Covers have been produced for a number of new international services over the last two years, but with very little publicity" was a great understatement! - Jacky Stoltz of the Trans World Philair Club in Germany has provided a long list of covers produced from 1995 to 1997, and this is reproduced on the next page.

Jacky also commented that:

It is always difficult to get information about new Canadian first flights. In most cases foreign airlines with better public relations are involved. Additionally, it is getting more and more difficult to find partners within the Canadian Posts willing to dispatch the mails aboard a certain flight, or to accept mail from abroad. In many cases such mails - all addressed Poste Restante - are never returned but destroyed at Toronto, Montreal or Vancouver.



CONTINUED

CANADIAN FIRST FLIGHT COVERS 1995 - 1997

In this list "pool flights of two airlines (i.e. Japan Airlines and Air Canada) are always listed twice as far as all stages are concerned on which airmail was carried".

DATE	AIRLINE	FROM/VON	TO/NACH	AIRCRAFT	DM
28.06.95	AIR CANADA	OSAKA	VANCOUVER	A 340	6.00
30.06.95	AIR CANADA	TORONTO	OSAKA	A 340	7.00
30.06.95	AIR CANADA	VANCOUVER	OSAKA	A 340	7.00
03.11.95	CANADIEN	KUALA LUMPUR	VANCOUVER	B 747-400	6.00
03.11.95	CANADIEN	TAIPEI	VANCOUVER	B 747-400	6.00
03.11.95	CANADIEN	VANCOUVER	KUALA LUMPUR	B 747-400	6.00
03.11.95	CANADIEN	VANCOUVER	TAIPEI	B 747-400	6.00
03.11.95	MALAYSIA AIRLINES	KUALA LUMPUR	VANCOUVER	B 747-400	6.00
03.11.95	MALAYSIA AIRLINES	TAIPEI	VANCOUVER	B 747-400	6.00
03.11.95	MALAYSIA AIRLINES	VANCOUVER	KUALA LUMPUR	B 747-400	6.00
03.11.95	MALAYSIA AIRLINES	VANCOUVER	TAIPEI	B 747-400	6.00
20.12.95	CANADIEN	FRANKFURT	TORONTO	B 747	6.00
20.12.95	CANADIEN	TORONTO	FRANKFURT	B 747	6.00
20.12.95	LUFTHANSA	FRANKFURT	TORONTO	B 747	6.00
20.12.95	LUFTHANSA	TORONTO	FRANKFURT	B 747	6.00
07.04.96	CANADIEN	VANCOUVER	NAGOYA	DC 10	6.00
07.04.96	JAPAN AIR LINES	VANCOUVER	NAGOYA	DC 10	6.00
08.04.96	CANADIEN	NAGOYA	VANCOUVER	DC 10	10.00
08.04.96	JAPAN AIR LINES	NAGOYA	VANCOUVER	DC 10	10.00
07.06.96	AIR CANADA	BUKAREST	TORONTO	B 747	7.00
07.06.96	SWISSAIR	BUKAREST	TORONTO	B 747	7.00
07.06.96	TAROM	BUKAREST	TORONTO	A 320	7.00
08.06.96	AUSTRIAN AIRLINES	UNO WIEN	TORONTO		5.00
08.06.96	AUSTRIAN AIRLINES	WIEN	TORONTO		5.00
08.06.96	SWISSAIR	UNO WIEN	TORONTO		5.00
08.06.96	SWISSAIR	WIEN	TORONTO		5.00
15.06.96	AIR CANADA	CALGARY	FRANKFURT	B 767	6.00
15.06.96	AIR CANADA	CALGARY	ZÜRICH	B 767	7.00
15.06.96	AIR CANADA	FRANKFURT	CALGARY	B 767	6.00
15.06.96	AIR CANADA	FRANKFURT	VANCOUVER	B 747	6.00
15.06.96	AIR CANADA	VANCOUVER	FRANKFURT	B 747	6.00
15.06.96	AIR CANADA	VANCOUVER	ZÜRICH	B 767	7.00
15.06.96	AIR CANADA	ZÜRICH	VANCOUVER	B 767	7.00
15.06.96	LUFTHANSA	CALGARY	FRANKFURT	B 767	6.00
15.06.96	LUFTHANSA	FRANKFURT	CALGARY	B 767	6.00
15.06.96	LUFTHANSA	FRANKFURT	VANCOUVER	B 747	6.00
15.06.96	LUFTHANSA	VANCOUVER	FRANKFURT	B 747	6.00
15.06.96	SWISSAIR	CALGARY	ZÜRICH	B 767	7.00
15.06.96	SWISSAIR	VANCOUVER	ZÜRICH	B 767	7.00
15.06.96	SWISSAIR	ZÜRICH	VANCOUVER	B 767	7.00
08.07.96	DELTA AIRLINES	VANCOUVER	ATLANTA		8.00
06.04.97	CANADIEN	VANCOUVER	NAGOYA	B 767	6.00
06.04.97	JAPAN AIR LINES	VANCOUVER	NAGOYA	B 767	6.00
07.04.97	CANADIEN	NAGOYA	VANCOUVER	B 767	6.00
07.04.97	JAPAN AIR LINES	NAGOYA	VANCOUVER	B 767	6.00
16.06.97	AIR CANADA	FRANKFURT	HALIFAX	B 767	6.00
16.06.97	AIR CANADA	HALIFAX	FRANKFURT	B 767	6.00
16.06.97	LUFTHANSA	FRANKFURT	HALIFAX	B 767	6.00
16.06.97	LUFTHANSA	HALIFAX	FRANKFURT	B 767	6.00

Notes: 20.12.95 - no special cachet was used. This was the first pool flight between both carriers.

7 & 8.6.96 - these were special dispatches for CAPEX: only 2 covers were produced, (one in Romania with a special postmark, and one in Vienna), but they are listed several times under all airlines that carried the mail.

8.7.1996 - this was an Olympic flight with a large part of the Canadian team for Atlanta.

Many of these covers can be obtained from the Trans World Philair Club, Postfach 1563, 65765 Kelkheim/Ts., Germany. - 7Marks is approximately \$5.60Cdn/\$4 U.S. Postage is extra. Payments can be made in banknotes (any currency) but not cheques as high fees are involved.

BOOK REVIEWS

The Airmails of New Zealand, Volume Three - International Airmails 1940 - 1970

By Robin Startup FRPSNZ FRPSL. Published by The Air Mail Society of New Zealand, P.O.Box 29144, Fendalton, Christchurch, New Zealand. Cost: \$NZ54 plus \$15NZ postage to USA/Canada. Reviewed by Mike Shand:

This long awaited volume is now published and available, and was well worth the wait.

Robin Startup has long been known for his fine research, especially into the complicated rates and routes of the wartime 1940's, when many archives of such data, were either lost or kept secret. This area, (starting with a few 1939 items), is fully covered with many black and white photos and maps. All external flights through to November 1970 are covered and amply illustrated with photos. It is particularly helpful to have information on new rates and routes. Each item is very clearly dated and headed, although in general with less narrative than Volume Two (1928 - 1940).

As noted in the Foreword the weekly propeller driven, Trans Tasman flights of 1940 with 24 passengers, had by 1970 given way to jet liners with 158 passengers. The steps taken to effect such changes are all noted here in these 277 pages, which include also very helpful cross indexing. The book was awarded a well deserved Vermeil Medal at the recent New Zealand Philatelic Literature Exhibition.

Since it covers both westward flights to Australia and beyond, and eastward flights across the Pacific, this hardcover volume is highly recommended to all aerophilatelists interested in such areas.

JAPAN AIRLINES AIRMAILS CATALOGUE and SINGAPORE AIRLINES AIRMAILS CATALOGUE

These catalogues are produced by the Trans World Philair Club. - Jacky Stoltz writes that:

Recently we have published a catalogue of all JAPAN AIRLINES airmails. This book with a soft cover, A5 format has about 350 pages. It lists and illustrates all known first flight covers issued since the airline was formed in 1951, with market values of all positions. Additionally a separate chapter gives very detailed information about the company's history with all most important milestones. Finally we tried to also compile all known meter marks that the many JAL offices around the world were using for their mails. The catalogue is written in English with additional information in German, French and Japanese. It costs 20 US\$ + 4 \$ for postage by surface mail.

A new catalogue for the SINGAPORE AIRLINES airmails (with all predecessor airlines like Malayan Airways, Malaysian Airlines and Malaysia-Singapore Airlines) is going to be ready for distribution by January 1998. 50 years of aerophilately have been listed and priced, more than 250 covers are described and illustrated. Furthermore we have included 2 more chapters: history of the airline, and history of every individual aircraft that was ever in the fleet of the airline. This is very unique and interesting. The catalogue in A 5 has about 130 pages, soft cover, and is mainly written in English. It costs 15 US\$ postpaid (surface mail). Amount to be paid in US\$ or CDN\$ banknotes.

These catalogues can be ordered from the Trans World Philair Club, Postfach 1563, 65765 Kelkheim/Ts., Germany.

SEASON'S GREETINGS

1927 - WESTERN CANADA AIRWAYS

Another year has passed, more quickly than ever, and it is time once again to wish fellow members the Season's Greetings.

My collecting interests cover first flight covers of Canada and Newfoundland to the early 1930s, with a special interest in Semi-Official air mails.

My choice this time is a 70 year old cover from Western Canada Airways Ltd.

Western Canada Airways Ltd

This company operated for nearly four years and built up an impressive network of air routes. These spread through Ontario, Manitoba, Saskatchewan, Alberta and the Northwest Territory. A regular air service was opened between Winnipeg and Edmonton, together with routes into the mining areas of northern Canada. On these latter flights the company was allowed to use their semi-official airmail stamps in addition to the regular postage, until the routes were taken over by the government.

23 December 1927 - The Pas to Flin Flon (Schist Lake), Cold Lake and return

When the company opened its new base at The Pas (Manitoba), regular flights could be made direct to Cold Lake. The cover shown, is one of 317 carried on the first return flight from Schist Lake to The Pas.



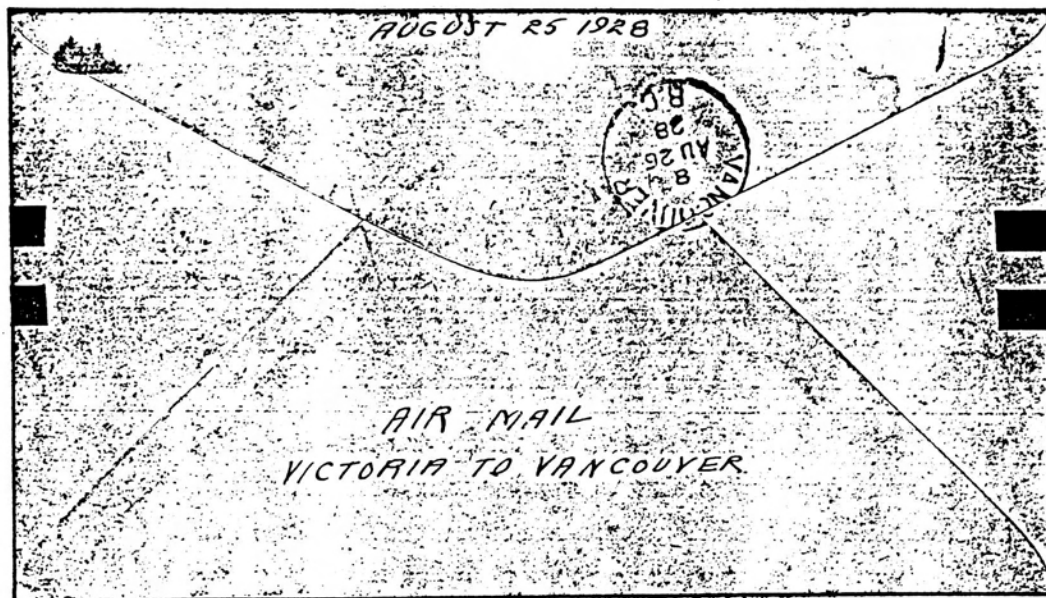
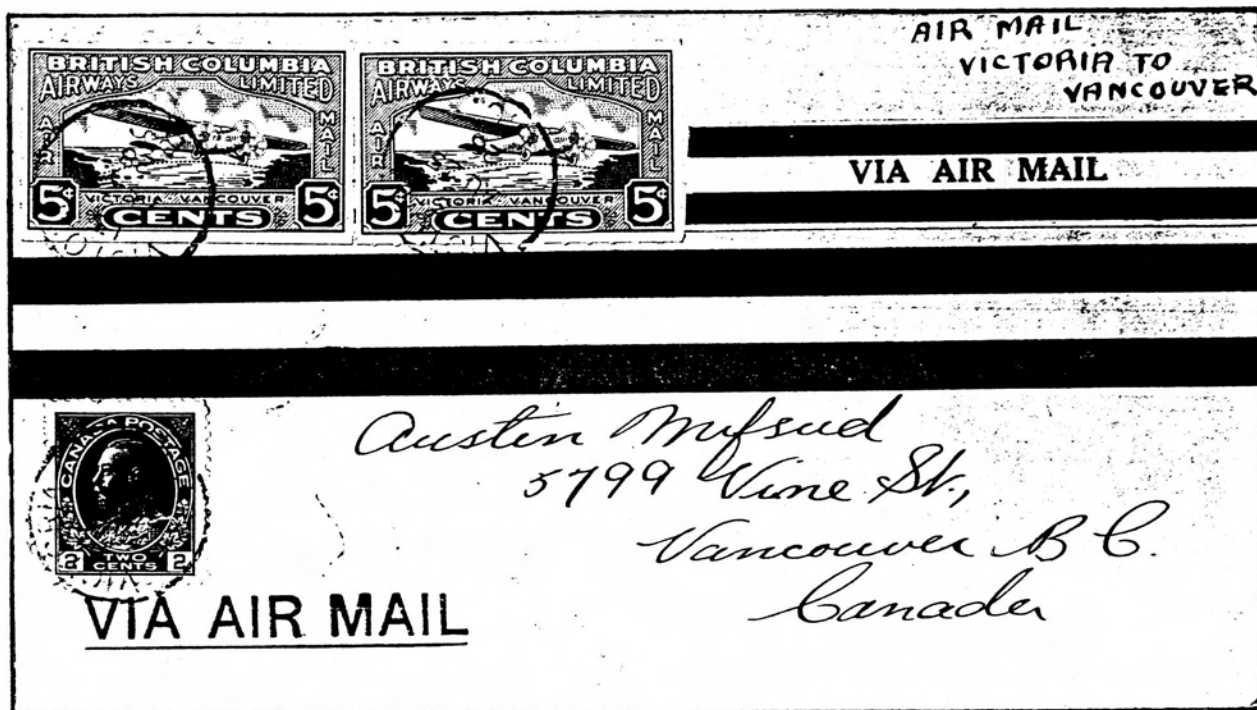
The cover bears one of the company's regular stamps and their purple maple leaf cachet and circular date stamp.

David Granger, Wokingham, Berkshire, England

CONTINUED

1928 - BRITISH COLUMBIA AIRWAYS - A DECEPTIVE COVER

This cover is from Jim Brown, who describes it as "interesting"!



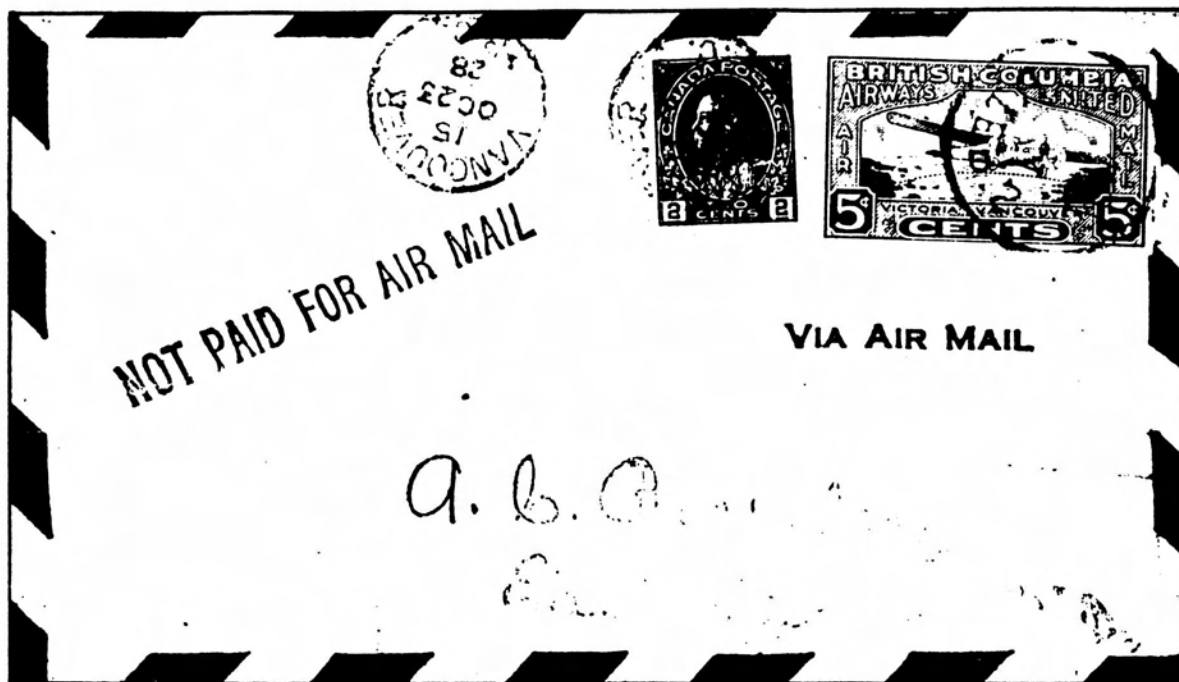
Back of cover - reduced in size.

British Columbia Airways began a twice daily service between Victoria and Vancouver on August 3rd 1928. It ceased before the second scheduled flight from Victoria to Vancouver, August 25, 1928. Mail would have been carried on the morning flight from Victoria to Vancouver which left Victoria at 8.30 a.m. for Vancouver. The Ford Trimotor returned to Victoria and left for Seattle at 10:30 a.m. It disappeared on the flight to Seattle.

This cover was mailed from Victoria, August 25, 1928, 1p.m., which is after the plane had crashed. It is backstamped Vancouver August 26, 1928 and would have gone from Victoria to Vancouver by ship. It is not a flown cover. It is also overpaid with two semi-official stamps.

OCTOBER 1928 - A FAKED BRITISH COLUMBIA AIRWAYS COVER

Mike Painter sent in the following item, as a follow up to the items in earlier newsletter's regarding a "faked" cover:



I believe I have solved a long standing puzzle of a faked cancellation mark on covers bearing British Columbia Airways Limited semi-official air stamps. The covers in question, dated in Vancouver OC 23, 1928 - a date after the company had gone out of business, are marked "Not Paid for Air Mail" and have a dead letter office postmark on the reverse. The 2 cent Admiral stamp was insufficient for air mail from Vancouver to the East Orange, N. J. address on the cover. The dilemma always has been the cancellation mark on the semi-official stamp. Chet Forrest, in his book "Canadian Special Airmail Stamps on Flown Covers," has suggested that the cancel reads "Carter's OK." backwards. On a cover I recently purchased, the cancellation was sufficiently clear to use a mirror and read "CARTER'S 1½ OZ." The size and the reversed printing of the cancel suggest quite strongly that an ink bottle (Carter's!) was used as the "cancelling device." Present-sized drawing ink bottles are of a size suitable to give the 28 mm diameter postmark on the cover. The cover is addressed to A. C. Roessler, East Orange, N. J. He was a dealer in air material, and the rubber stamp ink colour of his address is suspiciously close to that colour used for the Carter's-reversed mark. My suggestion is that, upon receipt of a large batch of ~~mm~~ covers with non-tied BCA stamps, the dealer "tied" them with the handiest hammer available - his bottle of stampad ink. Would these covers then not be worth a little more on the market, since the air stamp had been "used"? Looks like you can do wonders with a 1-1/2 oz ink bottle!!!

This item was originally written by Gray Scrimgeour, and published in Post West, The Western Canada Postal History Journal, in 1976. (Vol. 3, No. 4: whole number 14).

DECEMBER 1930

A wellmeant Christmas wish with enclosed stamps from her aunt in Calgary for her 'Dear Little Ester' in Los Angeles met with disaster on December 22, 1930 at Alhambra, California. Pilot's Howard B. Cox's plane developed motor trouble and crashed and burned in landing. - Dick Malott says: Crash covers from this unfortunate event are quite plentiful, but covers originating from Canada are not.



I'll take this opportunity to wish my fellow members a happy holiday season and a healthy and save New Year.
Yours truly Kurt Tischler, 307 Elm St. Sudbury Ont. P3C 1V6.
My collecting interests at this time are Trans-Atlantic Flights.
There are a few covers eluding me for the longest: T.O. #1328c, e, i, n. (#8 envelopes). If anyone has such items for sale, please send photocopies and price.

1932 - "WAYZATA" AIR MAIL STAMP

Aerial World Tours, Inc. planned to make the "FIRST TRANSATLANTIC AIR MAIL AND PASSENGER FLIGHT" using a Sikorsky S-40 amphibian. The route would have been Wayzata, Minnesota - Toronto - Montreal - St. Pierre - St. John's - Greenland - Iceland - Norway - Sweden - Germany - Denmark - England.

The financing relied heavily on philatelic sales, and the Newfoundland Government authorized the printing of 400,000 special \$1 stamps. However, public opinion was unenthusiastic, (the St. John's Evening Telegram described the scheme as "tantamount to a prostitution of the postal service"), the stamps did not sell, the flight was postponed, and the Newfoundland Government withdrew from the scheme.



Trelle Morrow has provided an illustration of a sheet of these stamps, and noted:

"The Wayzata stamp was a beautiful production, too bad it did not have a more legitimate use. There is an interesting production technique involved with these stamps. There is a wax paper interleaving on the back to prevent gum adhesion between the sheets, and the perforating was done right through the interleaving."

*Trelle, by the way, is moving in the New Year: his new address effective January 1st. will be:
3747 Dezell Drive, Prince George, BC V2M 1A1*

OCTOBER 1932 IMPERIAL AIRWAYS / BELGIAN CONGO AIR MAIL LINK



Backstamped: ELIZABETHVILLE / 14.10.32.15 / POSTES

In January 1932 the Imperial Airways African Trunk Route was extended from East Africa to South Africa. Progressively airmail feeder services were established with neighbouring territories along the route.

Meanwhile Sabena, in conjunction with Air France, was developing through North and West Africa an air service to link their respective Congo colonies with Europe. However, Elisabethville, centre of the rich mining deposits in Katanga Province, in eastern Belgian Congo, did not get a regular service until November 1935. That city lay only some 200 miles by rail link from the Northern Rhodesia Copper Belt, whose airport was Broken Hill.

On 5th October 1932, Imperial Airways Service AS84 ex-London, carried the first acceptance of mail from Belgium (and Europe) to connect at Broken Hill with a feeder service to Elisabethville, set up by the *Aéro-Club du Katanga*.

It would be another three years before, in November 1935 a regular service link by Sabena/Air France was established via Broken Hill, through to the French possession of Madagascar in conjunction with *Transport Aérienne du Katanga*.

Seasons Greetings to all. - May 1998 bring success in your philatelic quests.

Jack Ince

LATEST HOT BREAKING NEWS!! : Jean Batten joins the
Air Mail Society of NZ (Nov 1936)

Seasons greetings and best wishes for finding that gem in 1998. For me 1997 saw the usual accumulation of tatty, stained and duplicated covers purchased in some fit of uncontrolled optimism.

However something of interest shows up once in a while and among those found in 1997 was this cover produced by the AMS of NZ on the occasion of Miss Jean Batten's election to the Society.

She had of course just completed her record breaking solo flight from England to Australia in October 1936 (5 days 18 hrs 15 mts) and then on October 16, flown on to NZ in 9hrs 29mts in her Percival Gull "Jean" G-ADPR which can still be seen at Auckland airport.



According to reports of the day, twenty-four members of the Society gathered at the United Service Hotel in Christchurch to honour Miss Batten. She then entertained members with some flying experiences.

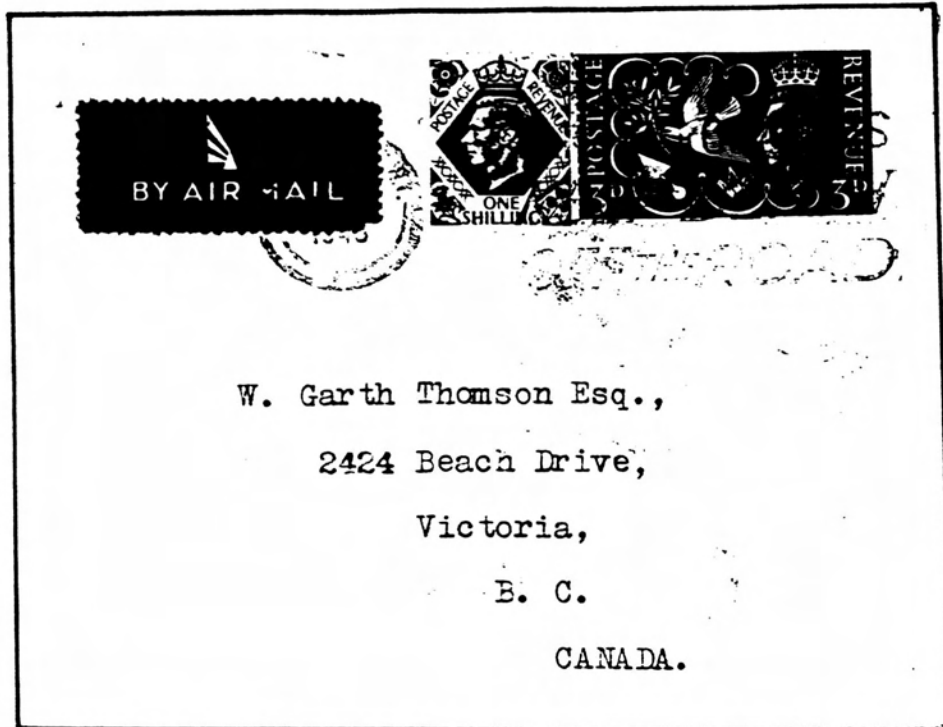
Following this, the Post Office Dept, by prior arrangement then delivered to members present special souvenir envelopes which she then signed and dated.

For me, this is an incredible snapshot of days gone by when famous flyers were greeted by thousands at airports, honoured by Aero Societies and had the Post Office postmark and deliver mail at a specified time.

Can you imagine anything like this happening in Canada today? Oh well, maybe next year!



1946 - A TRANS-ATLANTIC COVER



Cancellations indistinct, though backstamp is VANCOUVER JUL 1946

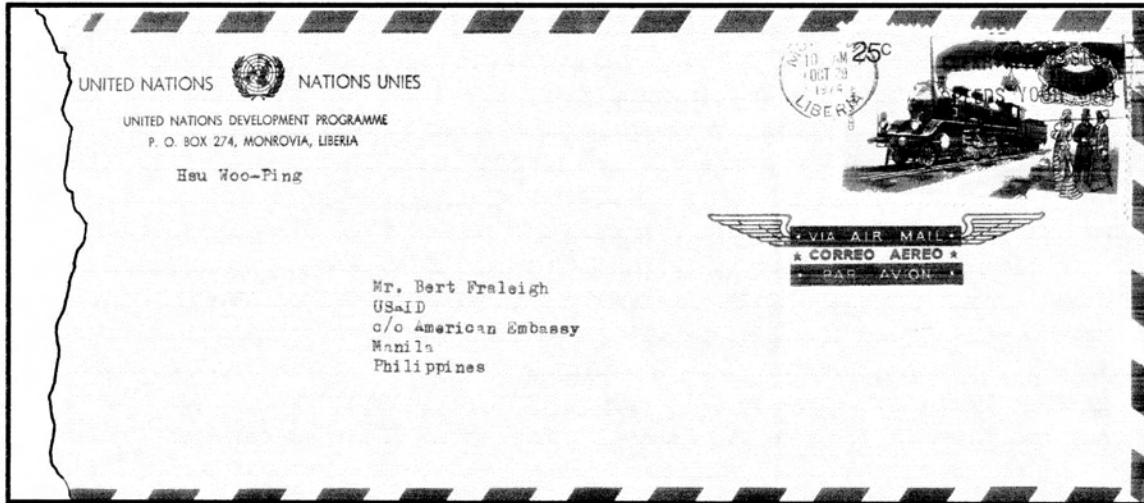
The information I was given when I bought this cover, was that it came from Scotland via a flight of military aircraft to Nova Scotia, and then at least one of the flight continued on to Vancouver, hence the purple handstamp on the back of the envelope.

I'd like to know if any of the members have any information regarding this cover, and if what I've been told so far is correct.

Best regards,

Nelson Bentley

1974 - A LIBERIAN AIR MAIL COVER



Canceled: MONROVIA LIBERIA 10 AM OCT 29 1974

Incomplete backstamp:



This is one of the "fun" covers I found this year.

Every time I see adverts for topical stamps in which there seems to be no connection between the country of issue, and the subject on the stamps, I've wondered if any of these stamps really get used for postage?

Now my question has been answered, if only to a small extent. - This cover features one of these "distantly related" stamps, issued by Liberia but showing a locomotive from Germany, (part of a set of six described in the Scott catalogue as "Locomotives, 1895-1905", none of which are from African countries), used on what is definitely a "commercially-opened" cover.

Seasons Greetings,

Chris Hargreaves

**THANKS TO ALL THE MEMBERS
WHO SENT IN COVERS FOR THIS SECTION.**

THE 40th ANNIVERSARY OF SPUTNIK

Russian Space Philately in a Mirror of Statistics by Yuri Kvasnikov, Moscow

The launch of the first artificial satellite, carried out in the USSR, marked the beginning of a new direction in philately - space philately or "astrophilately" which became popular very quickly.

Certainly there were predecessors to stamps commemorating Sputnik and the question as to which stamp marks the start of space philately is not solved unambiguously there being a handful of candidates for this honour.



Certainly the US mail stamp of November 5th, 1948 "100 years of Fort Bliss" shows a rocket launch, marking one of the important stages in the history of the rocket range in Texas from where since 1946 it was possible to launch a rocket to an altitude of more than 200 miles.

However, many philatelists consider the first stamp in our hobby to be from the USSR series "Great Russian scientists" issued on August 15th 1951 which shows a portrait of the Founder of Cosmonautics Konstantin Tsiolkovsky and has an image of a space rocket in the background.



Others consider the Italian stamp issued on September 22nd 1956 - one year prior to the launch of Sputnik - to mark the next meeting of the International Astronautical Congress to be the first. On this stamp are pictured the Earth and artificial satellite represented by a sphere with antennae moving in orbit. Its designer Corrado Machioli became the author of many mail miniatures.



Machioli became the author of many mail miniatures.

A Japanese stamp showing a space object in orbit was also issued before the launch of Sputnik. July 1st, 1957 was the start of International Geophysical Year - a joint programme of research by scientists all over the world and the IGY symbol as a point of the satellite in earth orbit was a basic element of this stamp (SG 766).

And finally there is the Soviet stamp marking the 100th anniversary of Tsiolkovsky's birth. On this stamp is there is a portrait of the scientist and in the



background a fanciful image of cosmonauts landing on a far planet - or to be exact on one of the satellites of Saturn as far as one can tell. The artist Yuri Grzheshkevich has chosen - for that time - quite an *avant garde* background for a portrait - cosmonauts in the environment of mysterious craters, an interplanetary rocket and to the left of the portrait a vehicle designating a future artificial earth satellite.

The stamp was issued not on the birthday, 100 years on of the famous scientist which would have been September 17th, but on October 7th. Of course in the interval between these dates Sputnik had been launched. So there you have it, the best candidates for the first space subject stamp occurred round about the time of the International Astronautical Federation's congress. And so, the beginning of the space age so marked the beginning of space philately.



The first artificial satellite was launched on October 4th 1957. Two days later Moscow designer Yevgeny Gundobin was working on a sketch of the stamp to mark the momentous occasion. He had a hard task with limited information at his disposal and one graphic image was superseded by another. Then the newspaper *Pravda* (Truth) published on October 9th the first in-depth materials about the satellite and Gundobin decided to take advantage of the documentary material so the scheme published in the newspaper served as a prototype for the stamp.

The stamp as first issued on November 5th was printed in black and dark blue ink on light blue paper. A second edition with identical design with with changed colour (bright dark blue on white paper) arrived on December 28th.

Forty Years of Space Stamps

Forty years is sufficient time to permit a review of space philately and I shall consider stamps devoted to the space researches of the USSR and Russia but I shall not be taking into account all issues, for example imperforate versions, *epreuve de luxe* and individual blocks which are produced in relatively

CONTINUED

THE 40th ANNIVERSARY OF SPUTNIK by Yuri Kvasnikov - continued:

small numbers to make money out of philatelists. For the same reason I shall ignore the issues of the Trucial States in the Persian Gulf from 1964-1972.

Let's examine some basic questions in our review of these 40 years - who issued the stamps, when, how many and for what events.

Following the issue of the first satellite in 1957 many countries in Europe followed suit. By 1958 images of Soviet cosmonautics had appeared on stamps of countries in Asia and the Americas, by 1962 African states had joined in and in 1975 Oceania was first represented. Counting to the end of 1996 there had been contributions from 16 European countries, 22 Asian, 33 African, 21 American, 12 ex Oceania - in all from 104 countries. Practically each year new countries made their debut; data about issues of the first stamps from different countries appears as **Table 1**. (next page.)

Table 2 gives the distribution of the stamps on issue date and by continents shown in five year cycles. Europe is clearly in the lead here, essentially because of the stamps in honour of Russian cosmonautics from Eastern Socialist countries up to 1970. In Europe the issue of stamps in honour of Russian space achievement has now all but stopped and from 1971-80 the majority of stamps came from the African continent, and since 1981 from Asian countries. In **Table 3** the data about the countries which are issuing most stamps in honour of Russian cosmonautics are summarised. Firstly we see that 10 former

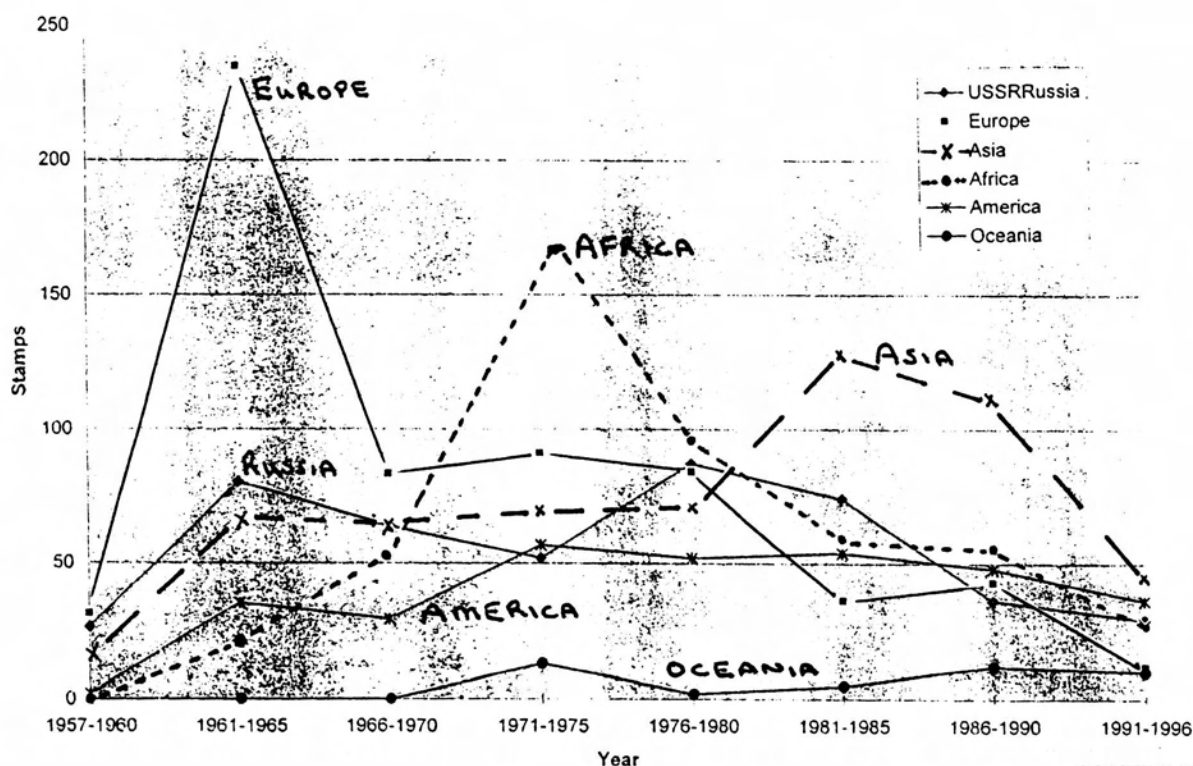
Socialist countries were responsible for the issue of 1425 stamps or 57.7% of the total leaving 94 countries to share the remainder.

Finally here is a summary of the stamps issued to mark major Soviet space achievements:

1.	Flight of ASTP (1975)	67 countries (310 stamps)
2.	Gagarin	
	- First Man in Space (1961)	62 (252)
3.	Sputnik - first satellite (1957)	54 (173)
4.	Voshkhod 2 - first spacewalk (1965)	39 (111)
5.	Vostok 5/6	
	- first woman in space (1963)	36 (96)
6.	Flight of Vega probe (1986)	32 (60)
7.	Luna 17 and Lunokhod 1 (1970)	31 (60)

I should like to note in conclusion some curiosities. The USSR has issued so many stamps it would seem that all possible space events have been shown, but this is not the case. For some events it is only stamps from foreign countries that have marked the occasions for example Komarov and Soyuz 1, Soyuz 10 docking with Salyut and there are no Soviet stamps about the huge N-1 rocket intended for flight to the Moon.

On the subject of space dogs, Belka and Strelka (1960) Chernushka and Zvezdochka (1961) and Ugolek and Veterok in 1966 are depicted but curiously not Laika the very first in 1957, who followed in Sputnik 2 a month after the success of Sputnik 1.



CONTINUED

THE 40th ANNIVERSARY OF SPUTNIK by Yuri Kvasnikov - continued:

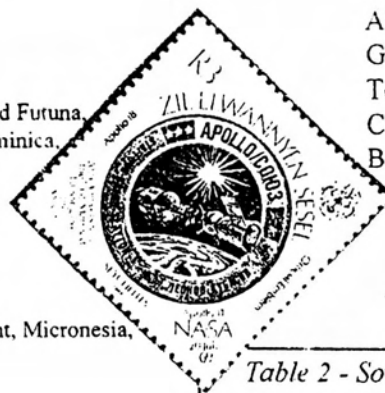
*Table 1: Soviet/Russian cosmonautics on stamps
- year of first issue by country*

1951 USSR,
1957 GDR (East Germany), Rumania, Czechoslovakia,
1958 Bulgaria, Poland, China, Korea PDR, Ecuador,
1959 Hungary, Mongolia,
1960 Cuba,
1961 Vietnam, Surinam,
1962 Albania, Togo,
1963 Yemen AR,
1964 Ghana,
1965 Greece, Monaco, Jordan, Yemen Kingdom, Burundi, Guinea, Panama,
1966 Yugoslavia, Maldives, Cameroun, Libya, Mauritania, Mali, Niger, Central African re-
public, Paraguay,
1967 Congo,
1968 Dahomey (Benin),
1969
1970 Bhutan
1971 Syria, Ascension island, Chad, Nicaragua,
1972 Equatorial Guinea,
1973 Laos, Upper Volta, Haiti,
1974 Gabon, Liberia, Malagasy, Rwanda,
1975 Portugal, Comoro, Senegal, Bolivia, Dominican republic, USA, Uruguay, Aitutaki, Bar-
buda, Cook islands, Penrhyn, Fr. South. and Ant. Ter.,
1976 Yemen PDR, Guinea - Bissau,
1977 Cyprus, St Thomas and Prince, Nauru,
1978
1979
1980 Djibouti,
1981 Grenada-Grenadines, New Caledonia, Fr. Polynesia, Wallis and Futuna,
1982 Kampuchea (Cambodia), Kuwait, Pakistan, Mozambique, Dominica,
1983 Afghanistan,
1984 India, Barbados,
1985 Marshall islands,
1986 Korea South, Angola, Tanzania, Niue,
1987
1988
1989 France, Zil Elwannyen Sesel, Sierra Leone, Guyana, St Vincent, Micronesia,
1990 Antigua and Barbuda,
1991 Austria, Guernsey, Grenada, Nevis,
1992 Russia, Kazakhstan,
1993 Uzbekistan, Lesotho, Yemen Uni.,
1994 Gambia, Uganda, Montserrat,
1995 Azerbaijan,
1996 Ukraine, Palau.



*Table 3: Soviet/Russian
cosmonautics on stamps -
greatest number of issues by
country*

USSR-Russia	448
Cuba	196
Mongolia	148
Hungary	133
Bulgaria	104
Czechoslovakia	97
GDR	78
Romania	76
Vietnam	74
Corea Nord	71
Poland	66
Cambodia	58
Laos	55
Equatorial Guinea	53
YAR	44
Albania	37
Guinea	34
Togo	31
Central Afr	30
Burundi	29



*Table 2 - Soviet/Russian
cosmonautics - issue of
greatest number of stamps*

	1957- 1960	1961- 1965	1966- 1970	1971- 1975	1976- 1980	1981- 1985	1986- 1990	1991- 1996	All
USSR	26	80	64	52	87	74	36	11	430
Russia								18	18
Europe	31	235	83	91	84	36	43	12	615
Asia	16	67	65	70	71	128	110	43	570
Africa	-	21	54	169	96	56	55	28	479
America	2	35	29	57	52	54	48	36	313
Oceania	-	-	-	13	2	5	12	10	42
Total	75	438	295	452	392	353	304	158	2467

CONTINUED

THE 40th ANNIVERSARY OF SPUTNIK by Yuri Kvasnikov - continued:

This article is re-printed from ORBIT, the quarterly Journal of THE ASTRO SPACE STAMP SOCIETY.

The ASTRO SPACE STAMP SOCIETY is a British based space-topical collector group, established since 1986. Cosmonaut Georgi Grechko is their honorary patron. Membership fees are 10Pounds for members in the UK and Europe, 15Pound for those overseas. All bona fide enquirers receive a KLM 1994 mint-stamp-set in presentation-pack depicting 75 years of KLM-Airlines when remembering to send TWO international reply-coupons with their name and address to:

Brian Lockyer, Information-Secretary, 21 Exford Close, Weston-Super-Mare BS23 4RE, U.K.

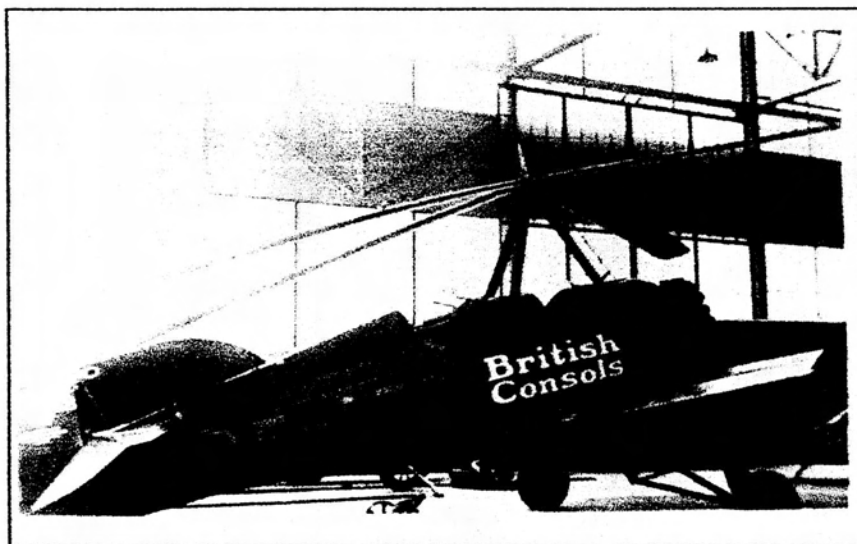
The ASSS also has a homepage at: <http://members.aol.com/Jeffkez/index.html>

FOLLOW UP - THE 3rd CANADIAN AIR PAGEANT, MONTREAL, 1931

Ted Hill has provided some more information on the events at this Pageant, the programme for which was reproduced in our last newsletter:

Bernard Martin, who did "crazy flying" on this (and other) shows, was one of my instructors, and took me on my first cross-country flight (St. Hubert to Quebec City). He was really very skilful, but on this show, when he did a spectacular "crazy" landing, was unfortunate enough to have the undercarriage collapse.

The autogyro demonstration was by Godfrey Dean. On another occasion, he looped it twice, and this was the first time any rotorcraft had ever been looped. I used to work on this aircraft, and on the advertising sign it pulled, as a greasemonkey. Thought you might like to see my snapshot of it.



The Pitcairn autogyro CF-ARO operated in the '30's by Macdonald Tobacco Co.

Thanks Ted.

QUESTIONS

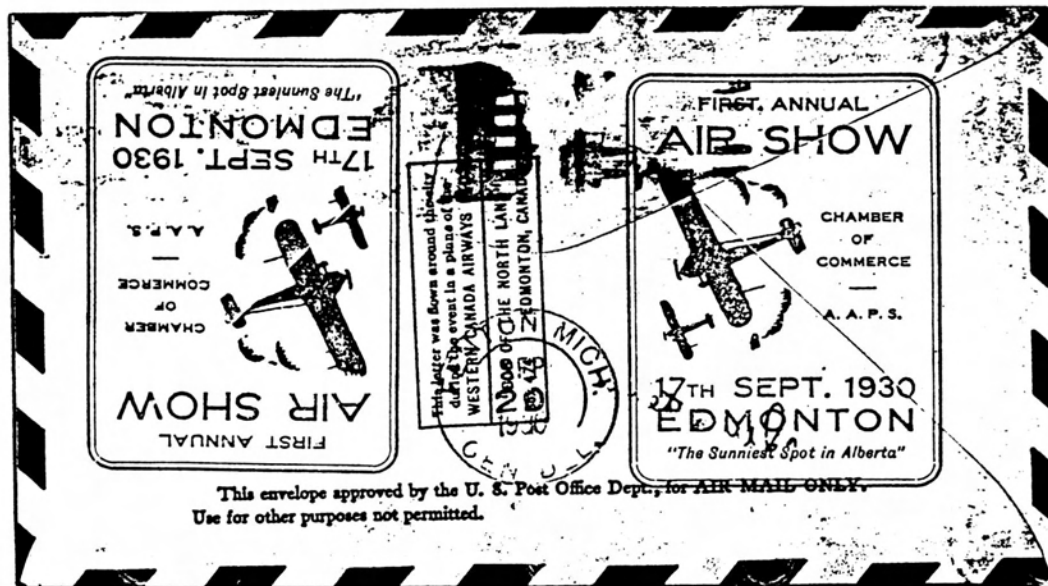
Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a following newsletter.

Mike Painter sent in three covers with a note that:

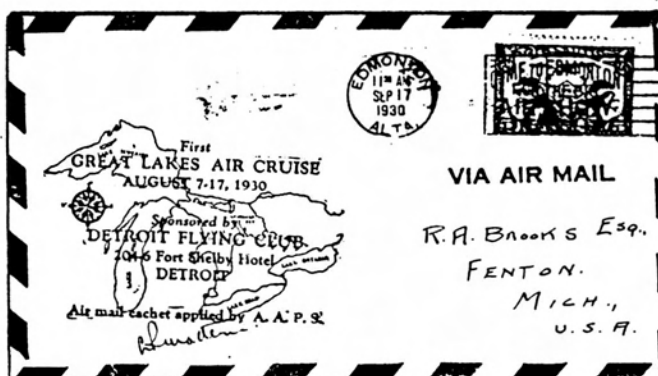
I recently got a small lot of aerophilatic covers and found I had no information on the events commemorated. I imagine that means that the events were of little significance and no one felt them worth recording for posterity (at least in the books in my reference library). However, it's always nice to know the origins of even unimportant bits of aerophilatic material. So I've written them up, and maybe someone can tell me something about the events that generated them.

The **good news** for collectors like Mike, (and me), is that Dick McIntosh has done a great job of cataloging this type of currently unlisted cover, and all three are listed in the GOVERNMENT & OTHER AIRMAIL COVERS OF CANADA section of the new **AIR MAELS OF CANADA AND NEWFOUNDLAND**. (See page 5 of this newsletter for more information).

I am still including Mike's covers, as he asks additional questions about the actual events. - If you can help, please send information either to me, or directly to Mike Painter, 1692 - 133A Street, South Surrey, BC V4A 6H5.

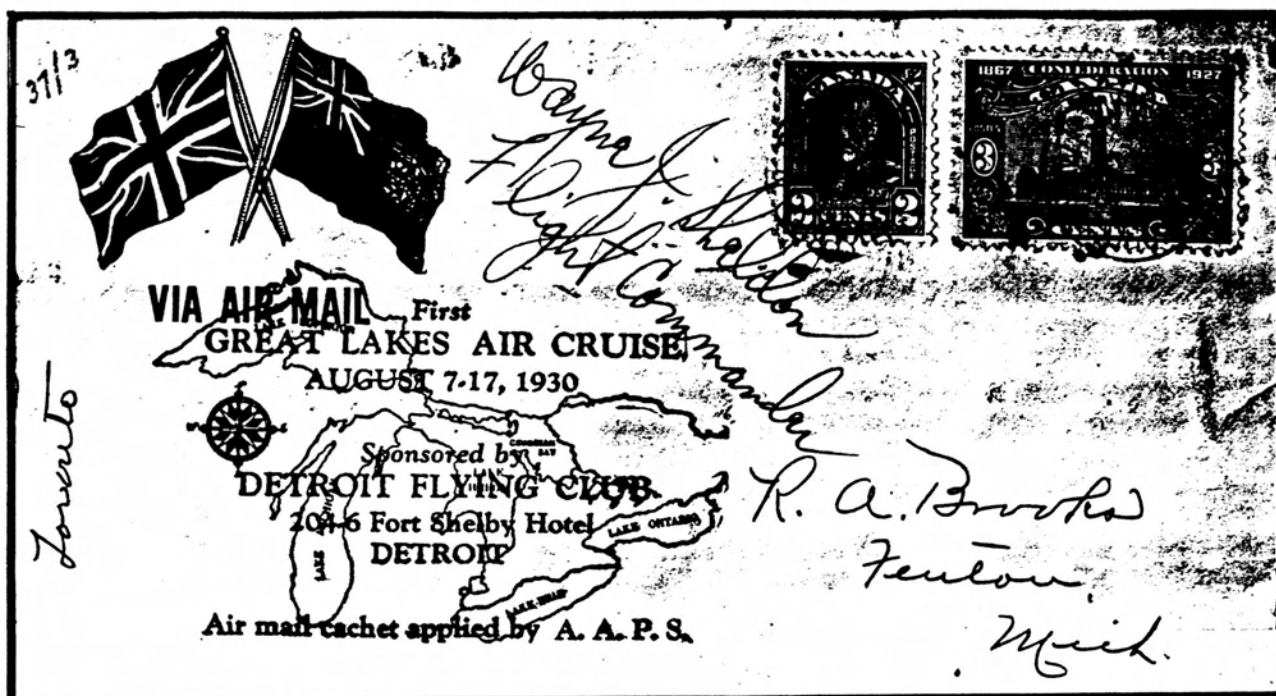


The above cover seems to be a Bob of the Northland souvenir of an Edmonton air show in 1930. The front seems to be a left-over item from an event a month earlier around the Great Lakes (see reduced illustration at right). Can anyone tell me about this air show? Or how the Great Lakes cachet came to be used so far away? Or who signer was (looks like C.R. Walters, but that's just a guess)? One of the Edmonton cachets is in black and one in blue-green. The slogan cancel says "Come to Edmonton for the Big Air Show Sept. 17th."



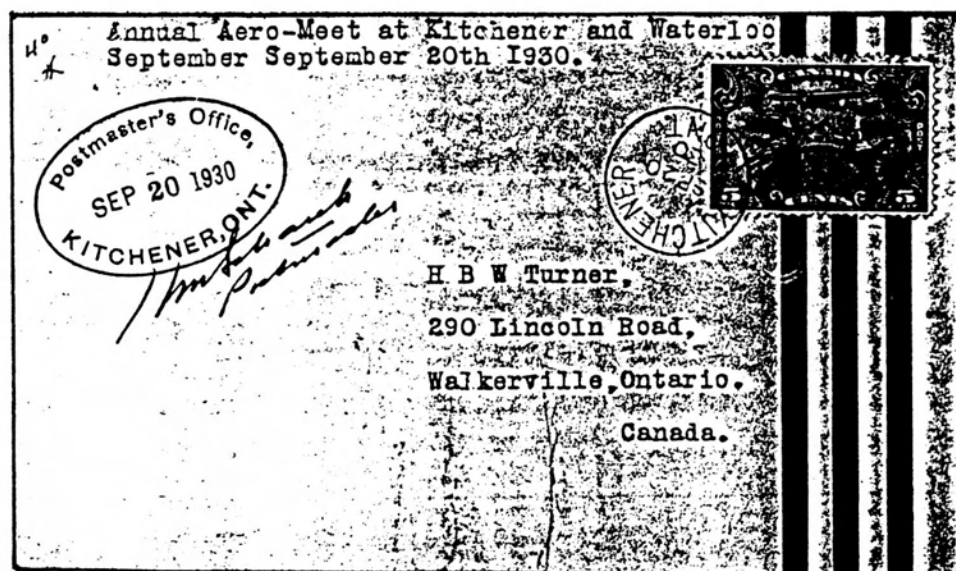
CONTINUED

INFORMATION WANTED by Mike Painter, 1692 - 133A Street, South Surrey, BC V4A 6H5 continued:



The above cover appears to be a souvenir of a minor aviation event, because I can find no reference to a "Great Lakes Air Cruise" in the American Airmail Catalogue or in a number of aviation books that I have. The Toronto cancel is August 9, 1930, and the backstamps are as shown at right. Can anyone tell me about this "Air Cruise"? Or about Wayne J. Sheldon who signed it? Or what the G.B. Camp A.A.P.S. 45 was?

Courtesy of
G.B. Camp
A.A.P.S. 45



Can anyone tell me anything about this Aero-Meet in 1930? I don't see anything in the American Air Mail Catalogue or in aviation books that I have. The backstamp is a purple oval as shown at right: Why would the Walker Airport put a receiver on the back instead of the Windsor post office? I can't make out the Postmaster's name - can anyone tell me? - Mike Painter.



INFORMATION WANTED - WW2 RED CROSS MAIL

The sales-description of the cover below, together with the article that came from another source, give a partial account of the Red Cross Message Scheme of World War 2. - Can anybody provide additional information?



No backstamps, but the cover came with the following "sales description":

1943 SWITZERLAND AIRMAIL RATE #257,260 pays the 30¢ airmail letter rate dated VANCOUVER AUG3/1943 to the Red Cross Message Scheme in GENEVA/SWITZERLAND, Canadian censor C.80 sealing tape + German censor in Paris "AX" red h/s, this was the only certain method of sending letters to POW's or people in occupied territories during WW2, "COUPON REPONSE" red h/s indicates the forwarding fee was enclosed, F-VF

The article had a headline **THE RED CROSS MESSAGE SERVICE** and was mounted with the description: THIS ARTICLE DEALS WITH CHANNEL ISLANDS. ON SIMILAR FORMS USED BETWEEN CANADA AND FRANCE IDENTICAL HANDSTAMPS AND CACHETS WERE USED. THE FORMS ALSO FOLLOWED SIMILAR ROUTES TO AND FROM DESTINATION THROUGH THE RED CROSS IN GENEVA.

SINCE the section of my book, *Stamps and Postal History of the Channel Islands*, which dealt with Red Cross messages was written, I have been able to examine over 2,000 forms with the result that much new information has come to light which extends the dates of use of several of the marks and adds some new marks.

The Foreign Relations Department of the British Red Cross and St. John War Organisation was responsible for the Red Cross Message Scheme in the U.K. and it was operated through some 500 Red Cross Message Bureaux in different parts of the country. The charge for each 25-word message was one shilling which included the reply, which was sent back to the initiating bureau, which had a record of the address of the sender. Most of the bureaux were, in fact, situated in the Citizens Advice Bureaux.

From August 1940, Channel Island refugees in Britain were allowed to send enquiries via the International Red Cross to their relatives in Jersey and Guernsey. At first only the name and address of the enquirer could be sent, but the addressee could send a message in reply. The first enquiries were sent on forms provided by the International Committee of the Red Cross, Geneva, which were printed in French, English and German. They were dated August 8th and 9th, in England and were received in the Islands on January 14th and 15th, 1941. These forms are rare.

In May 1941, the Swiss forms were replaced by those headed "War Organisation of the British Red Cross and Order of St. John".

They were printed in English and German only and were addressed to the Prisoner of War, Wounded and Missing Department of the International Red Cross at Geneva. From July they were addressed instead to the Foreign Relations Department. Some forms used in 1942-43 were again trilingual. Messages from the Channel Islands were on forms supplied by the German Red Cross in Berlin and were printed in French and German.

All the forms had spaces for the name and address of the sender, the name and address of the addressee and a 25-word message, with space on the back for the reply. The German forms were not always allowed to be used for replies to messages from the Channel Islands. In some cases, particularly when the messages were addressed to servicemen, this was actually forbidden and a handstamp was applied saying so and instructing the addressee to apply for a new form. But many German forms do exist carrying replies.

Records show that 235,744 messages were received and replied to, and 92,041 messages were sent from Jersey before communication with the mainland was cut off by the Allied invasion of Normandy in 1944. An average of 10,000 monthly messages was sent from Guernsey. Messages from the C.I. went free of charge.

Messages from Britain to the Channel Islands went from London to the International Red Cross, Geneva, from there to the German Red Cross in France and on to Guernsey or Jersey. Those from the Islands went to the Feldkommandantur, on to the German Red Cross headquarters in France, from

there to Geneva then on to Britain - or sometimes to Egypt, Ireland, the U.S.A., Canada or South Africa etc. They took on average some four months to complete the journey, but they were a valuable link with home. Some forms are found with blue streaks down them, these were caused by the use of chemicals to see if they contained any invisible message.

On arrival in Britain they were sent out by post with a printed leaflet headed "Instructions for Replying to Messages" which told the addressee only to sign the form and to write the reply on a separate sheet of paper and take it to a Red Cross Bureau where it would be typed on the form. These leaflets are now rare.

Forms head "Red Cross Message Bureau" with the emblems of the Red Cross and St. John Ambulance Association dated March 19th, 1944, giving summaries of messages held in suspense at Lisbon were delivered in the Islands by the mercy ship S.S. *Vega*. These were inscribed "Summary of a message in suspense at Lisbon". Forms were also sent out in Britain in May 1945, giving short sentences received from the Channel Islands. These are very rare.

During its travels each form collected a variety of handstamps, cachets and franks. Let us consider the journey of one such form from England to the Channel Islands. After it had been obtained from a Red Cross Message Bureau and the 25-word message written and dated, it started on its way.

CONTINUED

INFORMATION WANTED - WW2 RED CROSS MAIL continued:

As a rule there was no cachet applied by the Organisation here, apart from the handstamp of the dispatching bureau, but some letters sent from British Red Cross Headquarters bear a large double circle (58mm. diameter) in red reading round the edge BRITISH RED CROSS AND ST. JOHN WAR ORGANISATION and having at the centre a 24mm. cross. (Fig. 1). A similar type with larger cross and with a five-pointed star at the bottom also exists. Next the letters were censored and the stamp used was a vertical octagon showing a crown over PASSED and the number of the particular stamp. This was usually impressed in red, but it may also be found in grey-black, purple and blue, and is sometimes omitted altogether.

At Geneva a small double circle reading COMITE INTERNATIONAL DE LA CROIX ROUGE GENEVE was applied. At least four types were in use:

- (a) 29mm. diameter. Centre cross 13×4mm. thick, and *de la* in lower-case. Fig. 2.
- (b) 28mm. diameter. Centre cross 13×3mm. thick. Fig. 3.
- (c) 32mm. diameter. Cross as in (b); outer circle doubled. Fig. 4.
- (d) 36mm. diameter. Otherwise as (c).

The date was then stamped at the bottom of the page and the message enclosed in an envelope and forwarded to the Headquarters of the German Red Cross in France. There it received a further frank and the types used are shown.

Figure 5. A 36mm. circle showing a German eagle in blue or purple with a reddish-purple cross between its feet. Used March to September, 1941. Fairly scarce.

Figure 6. *Deutsches Rotes Kreuz* in a box with "Eing": and "Ausg": in two lines below in red. Sometimes a datestamp was applied against the Eing(ang) and Ausg(ang) which mean "In" and "Out". Used in May and June 1941. Very rare. This is also said to exist with letters in Gothic type but I have not seen it.

Figure 7. *Deutsches Rotes Kreuz* in a boxed straight line in red or blue. This was Figure 6 with the bottom cut away. Used June-December 1941. Scarce.

Figure 8. The most general type. 35mm. circle reading *Deutsches Rotes Kreuz*/Der Beauftragte in Frankreich (German Red Cross/Commissioner in France) round the edge, and *Briefstempel* (postmark) across the middle. This is found in a variety of colours including red, light blue, grey, black, violet, crimson, purple, purple-brown and bright blue between November 1941, and April 1943. Common.

Figure 9. As preceding, but with lettering in roman characters instead of in gothic. Seen used between March 1943, and April 1944. Scarcer than Figure 8.

Figure 10. Roman characters and now includes a conventionalised eagle and cross; the circle is enclosed in a 39mm. square. Seen in brown and red between October 1943, and February 1945. Scarce.

The same mark as the one on the form was then stamped on the cover which was next forwarded to the Channel Islands.

Four other marks used by the Germans are: Figure 11. Boxed "Geprüft/Dienststelle/Feld-post Nr. 35372/10" in red. Very rare.

Figure 12. Small red circle 28mm. in diameter with Eagle and "Oberkommando der Wehrmacht Geprüft". Used in November 1941, and early in 1942. Scarce.

Figure 13. Black circle 35mm. in diameter with Eagle and "Oberkommando der Wehrmacht Geprüft". Used occasionally in 1943-44. Very scarce.

Figure 14. Black circle 35mm. in diameter with Eagle and "Zensurstelle Geprüft". Used occasionally in 1943-44. Very scarce.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

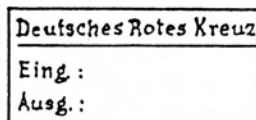


Figure 6

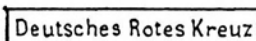


Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13

It seems likely that the cover on the previous page would have been flown via New York to Lisbon, (by Pan American?). It could then have been flown from Lisbon to Paris, where it was censored, and then forwarded to Geneva. (Would it have been flown to Geneva, or sent by rail?) It presumably contained a form like those described in the article, which would have been removed in Geneva and forwarded to the addressee. - Is this hypothesis correct?

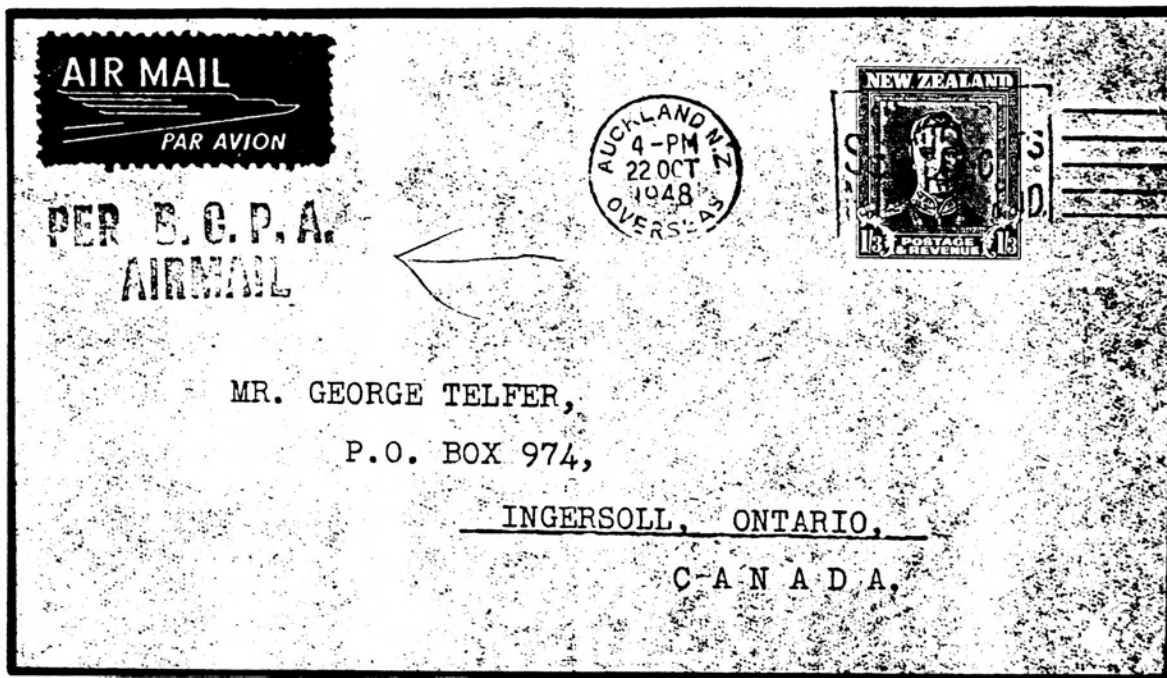
Also, what did the "forwarding fee" cover? Was it for a reply?

And does anybody have an example or a message form that originated in Canada, and/or of a reply to Canada?

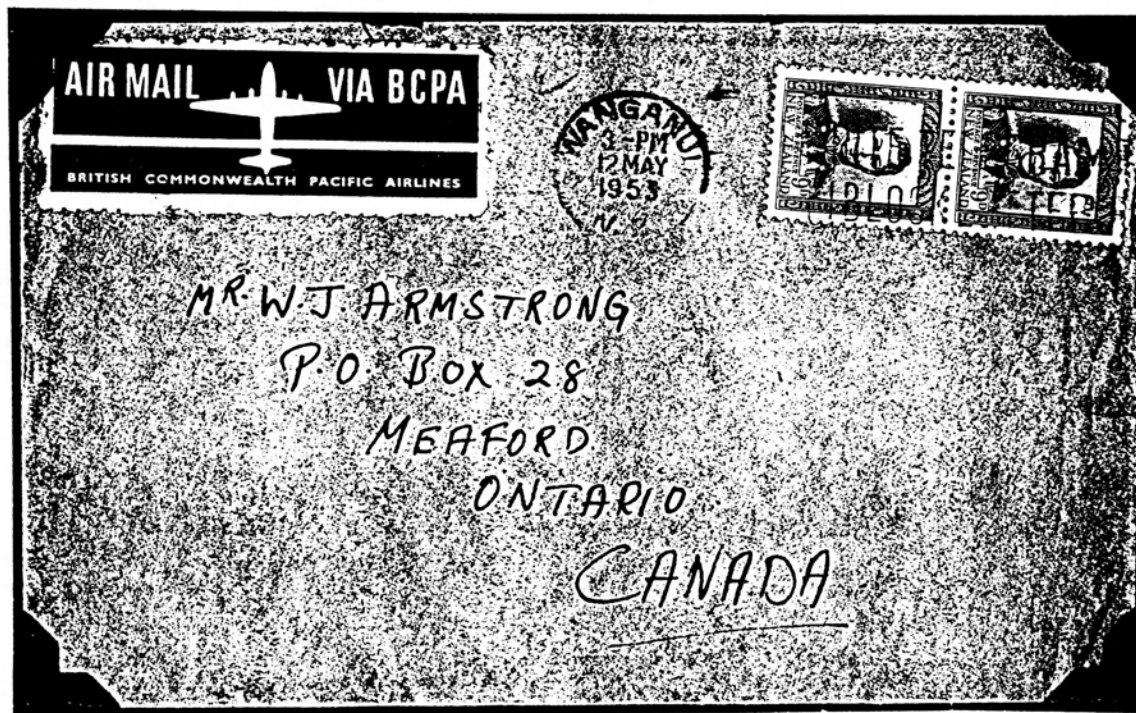
Please send information to the editor: Chris Hargreaves, 4060 Bath Rd., Kingston, ON K7M 4Y4

INFORMATION WANTED - BRITISH COMMONWEALTH PACIFIC AIRLINES

Two of these covers were sent in as a curiosity by a member who commented "I don't know anything about them". The third was recently found by me in a dealer's box.:



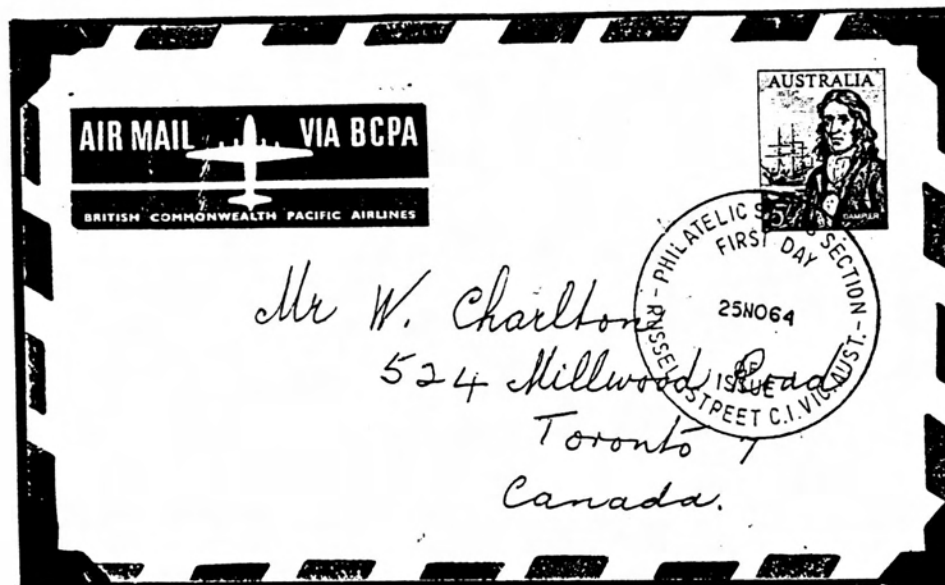
Cover 1: postmarked AUCKLAND N.Z. 4-PM 22 OCT 1948 OVERSEAS
Handstamped: PER B.C.P.A. AIRMAIL



Cover 2: postmarked WANGANUI N.Z. 3-PM 12 MAY 1953

CONTINUED

INFORMATION WANTED - BRITISH COMMONWEALTH PACIFIC AIRLINES continued:



Cover 3: postmarked PHILATELIC SALES SECTION - RUSSELL STREET C.I. VIC. AUST.
FIRST DAY 25NO64 OF ISSUE

B.C.P.A. was an airline founded in 1946, and is described as follows by R.E.G. Davis in his book A HISTORY OF THE WORLD'S AIRLINES:


B.C.P.A. had been founded on 24 June 1946 to operate trans-Pacific services from Australia and New Zealand to the United States and Canada. The share capital of one million Pounds was divided between the governments of Australia (50%), New Zealand (30%), and the United Kingdom (20%). It owned no aircraft, and the first services were operated by A.N.A. DC-4-s under a charter arrangement, starting on 15 September 1946, once a fortnight. Until an air transport agreement with the United States was signed in February 1946, B.C.P.A. had to take San Francisco-bound passengers on to Vancouver, where they could pick up a regional connexion. Flights from New Zealand began on 25 April 1947.


Eventually, B.C.P.A. was relieved of its obligation to A.N.A. by the outright purchase of two DC-4s from that company and the loan of another from T.A.A. In 1949 pressurized DC-6s brought considerable improvements to the service. In January 1952 the bold step was taken of ordering six D.H. Comet Series 2s, but these were never built. In a general reorganization of Australian overseas responsibility when the Pacific route was taken over by QANTAS, B.C.P.A.'s DC-6s went to TEAL. - The trans-Pacific route was taken over by QANTAS on 17 March 1954 and opened on 15 May of that year.

- Cover 1** seems to be an early commercial cover carried by B.C.P.A., but who would have chosen the route and applied the hand stamp?
- Cover 2** seems to be a later commercial cover, but is the etiquette conclusive proof that it went by B.C.P.A.? - How many options were there for airmail from New Zealand to Canada by May 1953? Did the use of an airlines etiquette require the letter to be sent by that airline, or would the post office have chosen the routing?
- Cover 3** seems to be a fake as far as air mail routing is concerned: since B.C.P.A. sounds to have stopped flying in 1954, Cover 3 could not have been flown by B.C.P.A. **However**, is it fair to call this cover a fake, as an old air mail etiquette may just have been used embellish a First Day Cover, with no intention of deception?

Please send information to the editor - 4060 Bath Rd., Kingston, Ontario K7M 4Y4

INFORMATION WANTED

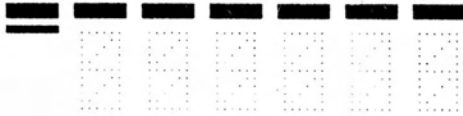




Куда _____

Кому _____

Индекс предприятия связи и адрес отправителя



Пишите индекс предприятия связи места назначения

This printed envelope has a copyright date on the back of 1985.

Can anybody provide any information regarding the "flying wing" illustrated on it?

Does anybody know of a catalogue describing all of the Russian printed envelopes like this?

INFORMATION WANTED - FOXING

I have always considered foxing to be an occasional, but normally minor inconvenience of cover collecting. However, another member recently made the following comments during some correspondence:

I noticed one thing. Am not talking about Canadian envelopes, but South American and Caribbean envelopes. These are more easy to get brown spots (a fungus) if the covers are not enclosed in an album. Old Australian stamps have the same problem. I started buying cover albums, about ten, and those covers have held up real good against this fungus. Its contagious also, cover to cover, so if by chance that you do have any, keep them apart. This one party that wrote up a bit about this fungus, said burn these covers! If they are expensive, or they complete a set, just encase it in a single plastic container by itself and hope.

- Questions -**
- are 'foxing', the brown spots I have seen on some trans-Atlantic covers, and the fungus described above, all the same thing?
 - am I under-reacting to this problem, or is my correspondent over-reacting to it?

Please send replies to the editor - 4060 Bath Rd., Kingston, Ontario K7M 4Y4

SALES AND WANTS

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

WANTED - COPIES OF THE CANADIAN AIRWAYS BULLETIN.

Old copies of "The Bulletin" are now collectors' items and provide a valuable record of the early Western Canada Airways and Canadian Airways Limited. It was prepared and edited completely within the organization and was the first such publication by an aviation company in Canada. The booklet measured 5' x 8" and ran from 24 to 28 pages. It had a three colour cover and always carried the current flying goose insignia. High quality photographs were plentiful and printed on glossy paper. All were well captioned and the subject matter was both newsy and informative.

The first issue was published on 15 July 1929 and although it was intended primarily to keep the staff of Western Canada Airways informed of the company activities, it soon became

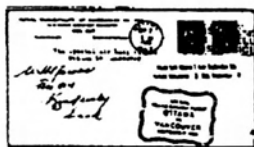
very much in demand by the aviation community. The "Bulletin" was published monthly from its inception until February 1934 and every second month thereafter. W. B. Burckall was the editor during the entire life of the magazine which terminated with the last issue of 7 November 1937. He left the company at that time to join the Commercial Air Transport and Manufacturers Association as Secretary.

For those fortunate enough to have copies of the Canadian Airways Bulletin, their valuable property provides not only an interesting capsule of true Canadian bush flying, but a classic example of in-house journalism.

If anybody has copies of The Bulletin for trade or sale, please contact Joseph Berkovits, 260 Adelaide St. E. #33, Toronto, Ontario M5A - 1N0. Phone or Fax 416 635 1749.

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

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



FREE CATALOG
 UPON REQUEST.

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

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

NEXT ISSUE DEADLINE

*THE CANADIAN AEROPHILATELIST is normally
 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 February 15th.*

MEMBERSHIP APPLICATION / RENEWAL 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.

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

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: _____

The following names are due for membership renewal:

January 1998

13 Janice Weinstock
14 Murray Heifetz
17 Dick McIntosh
19 Ray Simrak
65 Ian Mowat
105 Dr. Gordon Ralph
106 Maurice Malenfant
109 Gary Lyon
171 Albert Leger
193 J.P. Gadoury
217 Cecil Stoner
219 William Noble

February 1998

67 Robert North Sr.
69 Don Amos
135 Beatrice Bachmann
172 Ivan Burges
180 Elmer Cleary
220 Richard Whalley
221 Arnold Stearman
222 Douglas Smith
243 Jim Miller
244 James A Thompson
260 Fred Dietz
261 James Walsh

March 1998

72 Fred Blau
136 Friedel Egger
174 Louis Poirier
157 Robert L. Meyer
194 Derek Rance
207 Charles Oakley
236 John Wheeler

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.**

.....