



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

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March 1998

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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 within Canada; or from AAMS Publications (address below) for \$35US plus \$3.00US postage within the U.S.A./\$5.00US 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.

NEWS - NEWS - NEWS

BRIEF EDITORIAL

After following the daily reports on the Red River Flood last year, and losing my own power for three days during the ice storm which hit Eastern Canada in January, I have become very aware of natural disasters. - I would like to offer all readers who were affected by the recent tornadoes in Florida my sympathy, and best wishes for a speedy return to your normal routines and activities.

FUTURE CAS ACTIVITIES

Sunday April 19th - in Kingston

Jim Brown, author of Hubbard: The Forgotten Boeing Aviator, is doing some travelling away from the West Coast, and will be the after-lunch speaker at this meeting.

The meeting will be held in a private room at *Denny's Restaurant*, which is attached to the Day's Inn. - This is literally two minutes from Highway 401: turn off at exit 617, head south towards Kingston on Division Street, and you will see *Denny's* on your left. Turn left at the lights up Benson Street, and left again into the parking lot.

It is planned to start at 10.30am with members displays, and/or items on which more information is sought. (There are no frames, but a lot of tables.) Lunch will be at about 12, followed by Jim Brown's talk and slide show. The day will finish with a trading session.

Kingston has often been suggested as a central meeting point for members in the Toronto - Ottawa - Montreal triangle, and I hope that many members will participate. Please call Chris Hargreaves, telephone 613 389 8993, if you are able to attend: I will also try and co-ordinate car pooling if members want.

Sunday April 26th - The Annual General Meeting

This will be held in Ottawa as part of ORAPEX. Please see pages 4 and 5 of this newsletter for more information.

Sunday May 31st - in Hamilton

This will be held at 12 o'clock on Sunday May 31st as part of ROYAL 1998 ROYALE at the Hamilton Convention Centre. Please contact Dick Malott, (613 829 0280), for more information.

Aviation Anniversary Covers

Is anyone interested in helping to create covers, and possibly arrange commemorative flights, for some of the air mail anniversaries occurring next year, such as:

80th Anniversary: Vancouver to Seattle; Vancouver to Calgary;
Victoria to Nanaimo; Toronto to New York;
Truro to Charlottetown; Parrsboro to Greenport.

75th Anniversary: Estevan to Winnipeg; Laurentide Air Service.

70th Anniversary: Commercial Airways Ltd.; Cherry Red Airlines Ltd.

If so, please contact Joseph Berkovits, 33 - 260 Adelaide St. East, Toronto, Ontario M5A 1N0. (Telephone 416 635 1749.)

SECRETARY'S REPORT

Welcome to three new members:

- #274 Emil Zigerlig, Windisch, Switzerland.
 #275 Thomas Shaw, West Vancouver, BC.
 #276 Richard S. Allen, Lewiston, Idaho, U.S.A.

As at 13 February 1998, the Society has a total active membership of 150 paid members, plus 15 complimentary members.

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	8
British Columbia	16
Manitoba	3
New Brunswick	3
Newfoundland	1
Northwest Territories	1
Ontario	58
Quebec	9
Saskatchewan	3
Total	102

USA:

California	2
Colorado	1
Connecticut	2
Florida	4
Illinois	7
Idaho	1
Kansas	1
Michigan	2
Minnesota	1
New York	2
Oregon	1
Texas	1
Washington	1
Wisconsin	2
Total	28

International:

Cayman Islands	1
England	6
France	2
Germany	3
Netherlands	1
New Zealand	1
South Africa	1
Switzerland	5
Total	20

Total active membership: 150

In addition, 15 complimentary memberships are carried on the mailing list:

Australia	1
Belgium	1
Canada	2
England	2
France	1
Germany	1
India	1
Norway	1
Switzerland	1
Turkey	1
USA	3
Total	15



Ron Miyanishi
Secretary, CAS

EDITOR'S NOTE: I am delighted to point out that our paid membership has increased for the fourth year in a row!

PRESIDENT'S REPORT

Greetings to all of the members of the Canadian aerophilatelic Society! I trust that all who experienced the ravages of Canada's worst freezing rain storm ever have now recuperated. Our home was without electricity for three days but to no great discomfort as we enjoyed the luxury of a well-stocked fire-place and sterno cooking. After three weeks many folk living in the country are still without hydro - both in Ontario and in Quebec. I dare say many collectors in the effected area that recently received their new catalogue, *The Air Mails Of Canada And Newfoundland*, eagerly reviewed it by candlelight.

Orders for the catalogue are coming in on a regular basis, both to myself and to Greg Schmidt, the AAMS publications distributor in Neenah, Wisconsin. The first batch of orders received in Canada were accumulated and then sent to Greg for filling and distribution by the USA forth class mail rate for books. I would hope that by now all those who ordered their book during December 1997 have received the publication. The 45 collectors who assisted in the project should have received their copy by now also. If not those who ordered a book in December and have not received it please drop me a line so that I can check into the problem after I return from a four week holiday in Naples, Florida. From 3 February to 6 March 1998 I can be contacted at the following address and telephone number : Major (Ret'd) RK Malott, Apt.136, The Mariner, 1295 Gulf Shore Blvd. South, Naples, Florida, 34102-7226, USA (Telephone : (941) 261-2464).

I look forward to comments from the recipients of the catalogue as it can only be improved by useful recommendations. We need more data on the various famous collectors and dealers, an enlarged air mail postal rates section, a section on Forces Air Letters to compliment the section by Major "Ritch" Toop on Canadian Forces Air Letter Sheets, a descriptive section with photographs of all the Canadian air mail stamps and air mail special delivery stamps, and updated additions on new air mail flights within, to or from Canada. I also need the year of birth and of death for Jim Sissons, Major Ian Morgan and Narcisse Pelletier. The *In Memoriam* to these three gentlemen did not indicate their year of birth and of death. Can anyone provide the required data for the second edition of our catalogue which will be issued after our first edition of 2000 copies is sold out? It is indeed remarkable how elusive some data can be and how easy it is to overlook available data. I'll advise the membership when the first 1000 copies have been sold. Our catalogue in xerox format received a Large Vermeil at INDEPEX'98. In the finished format the publication might garner a Small Gold.

Dick McIntosh who did the lion's share of the catalogue (Canadian Government Flights and Special Commemorative Flights) is now attempting to arrange a system with Canada Post Corporation to obtain cachets and cancellations on new air mail routes within, to and from Canada. Let us wish Dick well in his important endeavors. Such special first flight covers have been prepared for foreign flights to Canada so why not for us within Canada?

For the first time in five years I will be in Ottawa and able to attend the ORAPEX'98 exhibition and bourse. I am the publicity officer for the event. The CAS will hold its 1998 Annual General Meeting at a room to be designated at the RA Centre , 2451 Riverside Drive, Ottawa, Ontario on Sunday, 26 April 1998 from 1:30 pm to 3:30 pm. Anyone with a subject for the Agenda is

CONTINUED

PRESIDENT'S REPORT continued:

- 2 -

requested to submit it to me by 15 April 1998. Our Past-President, W/C Pat Sloan, volunteered for two assignments - to act as the nominating committee for nominees for the four executive positions for the CAS and to review the Constitution and By-Laws of the CAS. One change that I have suggested is that our elections be held every two years to cut down the administrative work for an annual election. These matters will be discussed at the AGM of the CAS on 26 April 1998.

There are a number of philatelic events coming up this year which should be of interest to CAS members in the applicable areas of the event.

a) 25 February 1998. I have the pleasure of speaking on aerophilately to the St. Petersburg Stamp Club, St. Petersburg, Florida on the invitation of Phillip Stager, President of the Club.

b) 27 - 29 March 1998. I have been appointed as a judge at the 1998 Edmonton Stamp Club Spring National & Regional Stamp Show, Edmonton, Alberta.

c) 3 - 5 April 1998. The AAMS Spring Meeting at COLOPEX'98 in Grove City, Ohio, a suburb of Columbus, Ohio. As the AAMS Awards Committee Chairman I will be announcing the AAMS Awards of appointments to the Aerophilatelic Hall of Fame at State College, Pennsylvania and the George W. Angers Award for outstanding contribution to aerophilately.

d) 25 - 26 April 1998. ORAPEX'98 the 37th ORAPEX exhibition and bourse at the RA Centre, Ottawa, Ontario. The CAS will hold its Annual General Meeting on Sunday, 26 April 1998, 1:30 - 3:30 pm. The exact location will be posted at the show.

e) 13 - 21 May 1998. ISRAEL'98 in Tel Aviv, Israel. Col. William G. Robinson (CAS #56) of Vancouver, BC is the Canadian Commissioner to this international event.

f) 29 - 31 May 1998. ROYAL 1998 ROYALE in Hamilton, Ontario. The CAS will have a club table at the Exhibition and help running it is requested from local members attending the Convention. The sale of our new catalogue will be promoted.

g) 20 - 25 October 1998. ILSAPEX'96 in Johannesburg, South Africa. Col. William G. Robinson (CAS#56) of Vancouver, BC is the Canadian Commissioner to this international event.

h) 23 October - 1 November 1998. ITALIA'98 in Milan, Italy. Peter Madej (not a CAS member) of Toronto, Ontario is the Canadian Commissioner to this international event which highlights aerophilately.

i) 13 - 15 November 1998. 75th Anniversary of AAMS. Annual Convention at VAPEX'98, Virginia Beach, Virginia. CAS members who can should plan to attend this significant aerophilatelic event. About 30 FISA members will be coming from Europe to attend this event.

It is apparent that aerophilately is alive and well. (RK Malott) Major (Ret'd) President CAS

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDED 31 DEC 1996 AND 1997

	1996	1997
Opening Bank Balance	<u>310.43</u>	<u>705.69</u>
Income		
Dues - new members	276.29	219.90
Dues - renewals and reinstated members	1,968.24	1,867.05
CAPEX'96 - sale of books, pins, covers, etc.	1,830.62	
CAS Covers - Snowbirds, etc.	1,021.48	1,163.38
Other Sales - books, pins, advertising, etc.	252.44	206.13
Donations - from members	32.00	133.00
Overpayment by R.K. Malott - members dues paid at CAPEC'96	30.00	0.00
Interest - checking account	0.47	0.38
GIC Proceeds - Principal \$1,000.00 & Interest \$225.21	0.00	1,225.21
AAMS - The Air Mails of Canada and Newfoundland	0.00	1,210.99
Income Received During the Calendar Year	<u>5,411.54</u>	<u>6,026.04</u>
Opening Bank Balance Plus Income	5,721.97	6,731.73
Expenses		
Dues and Advertising - other philatelic organizations	169.51	136.04
Philatelic Covers - postage, envelopes, etc.	589.42	138.86
Office Supplies	142.36	116.73
Postage - newsletter, covers, books, etc.	503.49	1,631.90
Printing and Photocopying - newsletter, catalogue, etc.	1,841.68	1,585.37
The Air Mails of Canada and Newfoundland	112.00	1,784.72
Service Charges - checking account	66.58	9.60
CAPEX'96 - books and engraving	1,091.24	0.00
Debt Reduction - R.K. Malott (from 1996)	500.00	517.46
AAMS - books		163.24
Telephone - long distance		108.29
Exhibit Fees - CAS newsletter		90.00
Engraving - presentation plaques		36.80
Clerical Work - Preparing CAS newsletter for mailing		<u>100.00</u>
Expenses Paid During the Calendar Year	5,016.28	6,419.01
Cheque outstanding at 31 Dec		<u>20.00</u>
		<u>6,399.01</u>
Closing Bank Balance	<u>705.69</u>	<u>332.72</u>
GIC Investment	<u>1,000.00</u>	
Accounts Receivable at 31 Dec - AAMS for Air Mail Catalogue	<u>1,433.06</u>	<u>2,015.05</u>
Accounts Payable at 31 Dec	<u>517.46</u>	<u>832.13</u>
Financial Position at 31 Dec	2,621.29	1,515.64
Notes		
Value of Inventory on hand at 31 Dec		
1. Postage Stamps (face value0)		458.56
2. No. 9 Envelopes and Presentation Plaques (cost price)		862.00
3. Flight Covers and CAS Pins (retail sale price)		<u>4,519.00</u>
Total		5,839.56

Ivan W. MacKenzie
Treasurer, CAS

Editor's Report

This has been a very good year for me as editor. - I have received a steady flow of items for the newsletter; a number of complimentary letters; and very little questioning or criticism. Most importantly, I still enjoy being editor!

One of my editorial activities has been networking. - We now exchange newsletters with the British Aerophilatelic Federation, the Air Mail Society of New Zealand, the Astro Space Stamp Society, the Wreck & Crash Mail Society, and several chapters of the AAMS. I have also received a request to be put on our distribution list by the National Air and Space Museum of the Smithsonian Institution!

During 1997 *The Canadian Aerophilatelist* was entered in several exhibitions. This was mainly to publicize the Society, but the results were quite satisfactory:

C4NPLE - Canada's Fourth National	
Philatelic Literature Exhibition	Silver-Bronze
PACIFIC 97	Silver-Bronze
CHICAGOPEX '97	Bronze
INDEPEX '97, New Delhi	Silver-Bronze

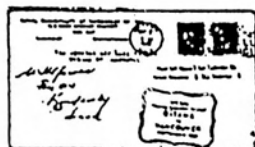
A couple of the judges comments have stimulated some interesting conversations, and I would be interested to hear any other members reactions to them. In particular, the newsletter was criticized for the amount of re-printed material it contained. However, since most members will not receive the same variety of information that I do, I have always thought that one of the editor's main duties was to filter and pass on information to the members!

The newsletter was also criticized for using a variety of fonts. However, I would not wish to change this practice, even if I had the time to do so! - The main reason for this variety of fonts is to indicate the variety of authors. I also believe that material should, whenever feasible, be printed in the same form that I receive it. I hope this will encourage members to think of the newsletter as a collection of contributions from CAS members, for CAS members, and to send in their own articles, questions, answers, advertisements, and also letters to the editor responding to these editorial practices!

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THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

Please address reply to:

ELECTION OF OFFICERS

5 January 1998

All Members:

In accordance with the by-laws of the Canadian Aerophilatelic Society an election of officers of the Society must be held before the end of 1998. The President has asked me to coordinate these elections for this year.

In response to my enquiries all members of the current executive have indicated their willingness to serve for another term. Unless other nominations are received from the Members of the CAS for any of the Executive positions I propose to nominate all members of the current executive for reappointment to their present positions by acclamation.

Members of the Canadian Aerophilatelic Society are invited to submit nominations for any or all of the Executive positions listed below. Nominations should be made with the prior agreement of the nominee that he or she is willing to serve in the designated position. Nominations must be received by the undersigned by 15 April 1998. If an election is necessary, ballots will be included in the next issue of the Canadian Aerophilatelist.

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

Position	Incumbent	Nominee
President	Major (Ret) R. K. Malott	
Vice President	Mr. Michael Shand	
Treasurer	Mr. Ivan W. MacKenzie	
Secretary	Mr. Ron Miyanishi	

E.P. Sloan,
Past President, CAS
563 Broadview Ave.,
Ottawa.Ont.K2A 2L6

OTHER NEWS - NEWS - NEWS

AUCTION SALE OF CANADIAN COMMERCIAL AIRMAIL COVERS

On January 30th 1998, CHARLES FIRBY auctioned Walter Plomish's collection of over 400 Canadian Commercial air mail covers, most of which were to overseas destinations.

Covers like these are definitely scarce, but normally not too expensive if they are found. There was some speculation before the auction regarding the prices that would be realized, considering the unusually large number of these covers being offered in one sale.

It turned out that the prices realized were higher than some people, (e.g. your editor), expected. - I have made a random selection of lots below, in order that members can form their own opinions regarding the results.

- Lot 246 #C3 + 166. 28c franked cover with #C3 block (SE at T) & #166 2c(x2) singles on airmail cover to SARAWAK, BORNEO. Posted at Montreal, March 15, 1932, bs Singapore April 2 with what must be an indistinct Borneo receiver as well.
A few age spots but a great cover..... Estimate \$ 200 Realized \$ 130
- Lot 300 3 North West Territory, Alberta Airmail covers. #C1 Fort Fitzgerald, Alberta, Dec 1, 1929 to Edmonton, Alberta Dec 29, 1929 redirected to Saskatoon, Sask, 2 boxed Jan 2, 1930 & Jan 3, 1930 Saskatoon General Delivery hs then redirected to Winnipeg. Also #C1, 155 tied Fort Simpson, NWT with Registration R Fort Simpson NWT, Purple Registered 1930 Mar 29 Fort McMurray, Alberta & several RPOs. Also #150 short paid 3c on (6c airmail rate) charged 6c due, addressed to Aklavik, NWT bs. F-VF..... Estimate \$ 65 Realized \$ 80
- Lot 400 #170. Victoria, BC, Feb 17, 1933 to England (6c per oz airmail fee) short paid 1c charged double deficiency 2c 1d Postage Due affixed. VF..... Estimate \$ 55 Realized \$ 55
- Lot 401 #168,175,C3. Halifax, NS, Feb 22, 1933 to St. Georges, Granada on #10 env (15c per 1/2 oz), double rated. A very scarce airmail destination with Trinidad & Granada bs. VF..... Estimate \$ 50 Realized \$ 30
- Lot 500 #232(2),C5. Kentville, NS, July 26, 1937 (10c per 1/2 oz airmail rate) to Yugoslavia hs. VF..... Estimate \$ 50 Realized \$ 65
- Lot 501 #225(4),226(2). Vancouver, BC, July 27, 1937 to Singapore (90c per 1/2 oz Clipper airmail rate) double rated. Attractive franking & VF..... Estimate \$ 65 Realized \$ 85
- Lot 600 #244,245. Montreal, April 15, 1941 to New Zealand (75c per 1/2 oz Clipper airmail rate) double rated. Attractive, Scarce & VF..... Estimate \$ 85 Realized \$ 130
- Lot 601 #243(2),244. Victoria, BC, May 5, 1941 to Hong Kong (90c per 1/2 oz Clipper airmail rate). F..... Estimate \$ 50 Realized \$ 50
- lot 700 #271(2). Guelph, Ont, Aug 9, 1947 (15c per 1/4 oz transatlantic airmail rate + 10c Registration fee) double rated to Denmark. Toronto AMF Aug 9, 1947 Registration in Green on reverse with RPO & Montreal B&F Division transits. Attractive & VF..... Estimate \$ 30 Realized \$ 35
- Lot 707 #107,111,US#C4(pr). Windsor, Ont, Feb 6, 1926 to California (8c per 1/2 oz per zone), flown 2 zones via USA Chicago-Cheyenne-San Francisco. 3c surface rate to USA overpaid 4c. Rare..... Estimate \$ 85 Realized \$ 75
- Lot 728 #105(2),US#C11. Edmonton, April 1, 1929 to Los Angeles via Seattle hs. Although Canadian postage could be used to prepay US airmail services at this time a #C11 was affixed prepaying the (5c 1st oz airmail fee to the US). Unusual usage of C11 from Canada. F..... Estimate \$ 40 Realized \$ 23

For more information on this sale contact CHARLES G. FIRBY AUCTIONS,
6695 Highland Road #107, Waterford, MI 48327-1967, U.S.A.

NEW STAMPS: IRISH AVIATION PIONEERS

On February 24th 1998, the Irish Post Office was scheduled to issue a set of four stamps recognizing the achievements of four pioneering Irish aviators:

28p - LADY MARY HEATH-SOPHIE PIERCE, the first woman parachutist and world altitude record holder for light aircraft at 23,000 feet. Made her first solo flight from Capetown to London in 1928.

32p - COL. JAMES FITZMAURICE, navigator on the first east-west transatlantic flight, flying a Junkers W33, D1167 *Bremen*, from Baldonnell, Co Dublin to Labrador on 12/13 April 1928. Also served as Commander Irish Army Air Corps.

44p - CAP. J P SAUL, navigator on the transatlantic stage of Charles Kingsford Smith's round the world flight, flying the *Southern Cross* (a converted Fokker F-7) from Portmarnock to Harbour Grace, Newfoundland in June 1930 recording a flying time of 30½ hours.

52p - CAPT. CHARLES BLAIR, flew the first non-stop flight with passengers and mail from Foynes to New York on 22nd June 1942 in the Sikorsky V-s flying boat. In 1944, he piloted the five consecutive fastest transatlantic crossings by sea plane.

Each stamp shows a portrait of the pioneer, and a picture of their aircraft against a representative background. Also available are a First Day Cover, postcards, and a prestige booklet with detailed information on the flyers and their achievements. - For more information contact: An Post Philatelic Bureau, PO Box 1, GPO, Dublin 1, Ireland. (Internet: www.anpost.ie)

SEMINAR ON PHILATELIC EXHIBITING

Patrick Campbell and other members of the Lakeshore Stamp Club, have prepared a SEMINAR ON EXHIBITING for the Royal Philatelic Society of Canada. This seminar covers the various elements involved in successful exhibiting, and is based on seminars given by the Lakeshore Stamp Club over the last fifteen years. The seminar takes one day, requires up to half a dozen presenters, can accomodate up to 25 students, and is free to Chapters of the RPSC. - For more information contact: Ray Ireson, 86 Cartier, Roxboro, QC H8Y 1G8.

INTERNET WEB SITE FOR CRASH COVER COLLECTORS

Ken Sanford has e-mailed me that there is a great Internet web site which will be of interest to crash cover collectors. It is called the AVIATION SAFETY WEB PAGES. It has a database of air crashes since 1940. The listings are very brief, but it is useful for checking on whether or not there was a crash in a particular country or on a given date. There is also other interesting aviation safety and crash information. The URL is: <http://www.pongnet.nl/avnsafety/>

Ken's own website, which includes details of books and crash covers for sale, is at:

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

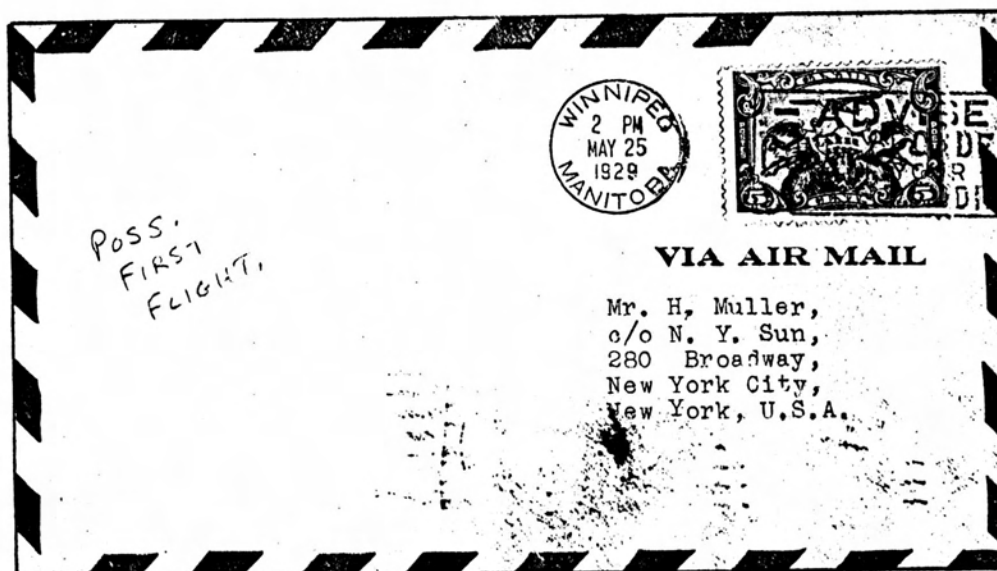
NEW CATALOGUES

"KATALOG DER DEUTSCHEN LUFTPOST, Teil 10, Erst-und Sonderflüge der Deutschen Lufthansa - 1976-1985" (Catalog of German Airmail, Volume 10: First & Special Flights of Lufthansa German Airlines, 1976-1985), by Erik Haberer & Hermann Sieger.

"LUFTPOSTCATALOGUS VAN NEDERLAND EN OVERZEESE RIJKSDELEN, 1998" (Airmail Catalog of Netherlands & Overseas Colonies). Published by De Vliegende Hollander (The Flying Dutchman Airmail Society) Holland, 1998.

For more information contact Ken Stanford, AEROPHIL, 5 Maison du Vigneron, CH-1266 Duillier (Vaud), Switzerland.

ACCOLADES FOR THE AIR MAILS OF CANADA AND NEWFOUNDLAND or: another mystery solved!



Postmarked: WINNIPEG MANITOBA 2PM MAY 25 1929

BACKSTAMPS: Postmark SAINT PAUL MINN. MAY 26 9 AM 1929 Receiver stamp: THE SUN 9.30am MAY 27 29

QUESTION: There is a handwritten comment POSS. FIRST FLIGHT on the front of this cover, but there are no flights in the American Air Mail Catalogue that match this place and date. - Is this a First Flight Cover, and if so, for what flight?

RESPONSE: Three cheers for The Air Mails of Canada and Newfoundland!

When I was first asked for input on our new catalogue, I commented to Dick Malott that I hoped it would be an encyclopedia of all covers flown in Canada. - Now I'm delighted to report that that's the way it's turned out.

I'm especially pleased with the listing produced by Dick McIntosh of GOVERNMENT & OTHER AIRMAIL COVERS OF CANADA 1926-1997. This includes many flights not covered by the American Air Mail Catalogue, one of which helps with the cover above:

1929, May 24-25 — Winnipeg Airport Dedication. 4-line cachet in purple including aircraft: "Aero Show and Aviation Meet May 24-25, 1929."

2927 Winnipeg

10.00

The dates suggest that this cover was flown from Winnipeg to Saint Paul on the second day of the Winnipeg Airport Dedication. (It could then have continued to Chicago by the American Contract Air Mail Route 9, and on to New York by CAM 17.)

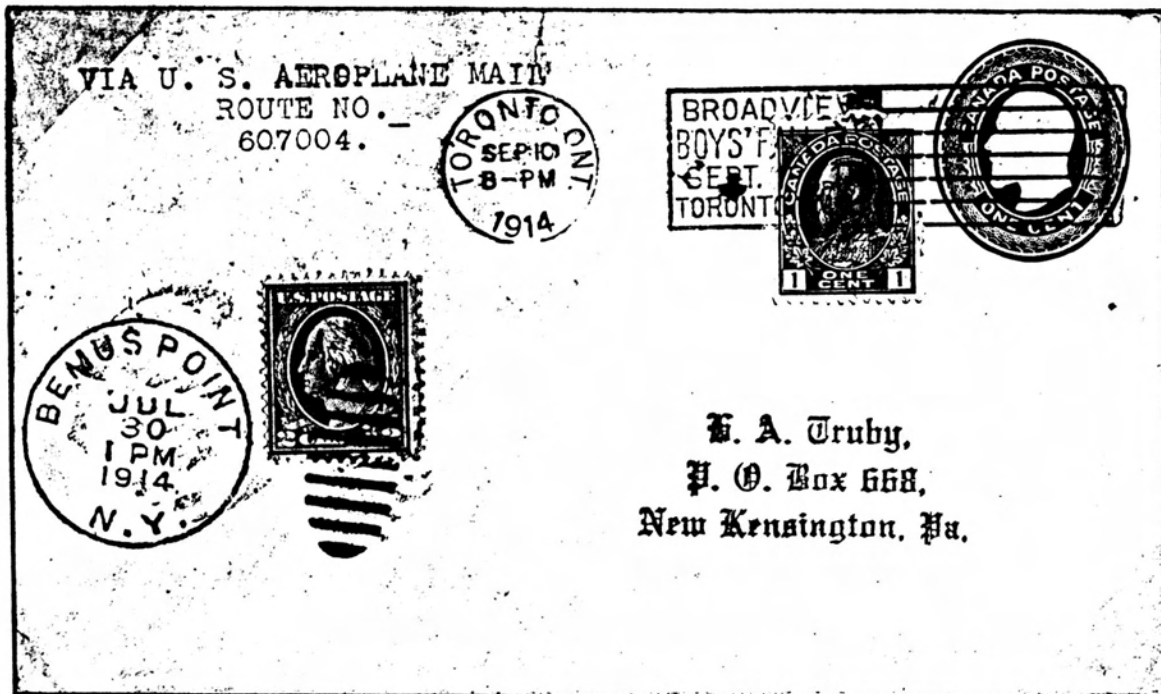
I think our new catalogue will be a much used reference book, certainly in this newsletter. - In future I will often refer to it simply as AMCN, and cover numbers will refer to the section on GOVERNMENT & OTHER AIRMAIL COVERS OF CANADA 1926 - 1997 unless otherwise stated.

1914 CANADIAN "AIR MAIL" COVER

Editor's Note: this cover was part of the display given by Murray Heifetz at the 1997 CAS Symposium in Toronto. - I chose the title for this page to draw attention to the cover which I had not seen reported before: Murray does not describe it as an "air mail" cover, and the accuracy of that description may be a matter of personal opinion.

CHAUTAUQUA FLIGHT 1914

While not actually a Canadian flown cover, it was intended as such, and is the only reported US pioneer cover with Canadian franking. Al Engel made flights from Bemus Point, N.Y. between May 14 and early September, 1914. It appears that Engel intended to go to Toronto to make some flights, in connection with the Canadian National Exhibition held annually at the end of August. Canada entered World War I on August 4th, and from that date, all private flying was suspended. The cover date is outside the scope of this exhibit, but as a forerunner, *it is the earliest known piece of mail with Canadian franking carried on an authorized airmail cover.*



The cover shown above was prepared by Harry Truby to be flown from Bemus Point July 30, 1914. It was then to have been with Engel for a return flight from Toronto. Due to the flying restriction, it was returned by surface mail on Sept. 10. *This is the only reported cover flown from Bemus Point. (the rest were all cards). It is also the only reported flown item with the 3 line typed cachet.*

WORLD WAR II AERIAL PROPAGANDA LEAFLETS

A Brief Guide to Collecting

Michel Brisebois

Although aerial propaganda leaflets are not philatelic items, the fact they were flown can make them interesting to aerophilatelists. A selective listing is included in the first volume of the American Air Mail Society Catalogue. From the Siege of Paris in 1870 to the military operations in Bosnia and Somalia, propaganda leaflets have been dropped from balloons and aircrafts during most military conflicts and political uprisings (and also in some advertising campaigns). The majority of leaflets available on the market today were produced during the two World Wars, the Korean War and the Vietnam War. My particular interest is in WWII leaflets with special emphasis on Allied leaflets dropped over France and Belgium. Since leaflet collecting is not very well-known in Canada, this short article is designed not only to give basic information about WWII aerial leaflets, the types produced, and their identification, but also to direct potential collectors to the Psywar Society and its publications.

To the novice, aerial leaflets with their codes and foreign languages can be confusing and discouraging. During WWII, most countries actively engaged in military operations dropped leaflets on the enemy and a listing of all possible types is outside the realm of this survey.

The largest number of leaflets - and therefore the easiest to find - are those dropped by the Allies from British bases over the following Western European countries: Belgium, Channel Islands, Czechoslovakia, Denmark, Holland, France, Germany, Italy, Luxembourg, Norway, Poland and Slovakia. These were dropped by aircrafts using special bombs and also by balloon. The indispensable reference work for identifying these is A Complete Index of Allied Airborne Leaflets and Magazines, 1939-1945, issued in 1946, and reprinted by the Psywar Society (and still in print). All leaflets found in the Index have a small printed code in the lower margin. At first the code was only a number and, after 1941, the number was preceded by a letter (or letters) identifying the recipient country: B for Belgium, F for France, G for Germany, etc.. The early leaflets were issued by the Political Intelligence Department of the Foreign Office, later ones by the Office of War Information of the United States (codes usually have the prefix "US") or by the Psychological Warfare Division of S.H.A.E.F.

The Complete Index lists the leaflets by country, issuing agency, code, abbreviated English-language title or subject, and date of first and last dissemination. For example, the leaflet entitled Warnung (Fig. 1) with code 273 is listed as disseminated over Germany between September 3/4 and September 8/9, 1939 (which makes it the first leaflet dropped on Germany) while leaflet Message aux Populations de la France occupée (Fig. 2) with code no. 103 is listed as disseminated over France between June 27/28 and July 21/22, 1941. Since these were usually dropped at night, they are listed with divided dates. The dates are only limits and do not give any indication on the number of drops, although leaflets disseminated over many months tend to be more common than those with one-night drops. Some leaflets were conceived and listed but never dropped for one reason or another (errors, weather, bad timing). Some were printed and pulped, others not even printed. They are listed as "not disseminated" but examples do turn up, some even found "in the field" for some unexplained reason. Printing variations resulting in differences in colour, paper or format can occur in leaflets bearing the same code number. These are not listed in the Index and offer an opportunity for discovery and detailed study.

CONTINUED

Warnung

Großbritannien an das Deutsche Volk.

Deutsche,

Mit kühl erwogenem Vorsatz hat die Reichsregierung Großbritannien Krieg auferzwingen. Wohl wußte sie, daß die Folgen ihrer Handlung die Menschheit in ein größeres Unheil stürzen, als 1914 es tat. Im April gab der Reichskanzler euch und der Welt die Versicherung seiner friedlichen Absichten; sie erwies sich als ebenso wertlos wie seine im September des Vorjahres im Sportpalast verkündeten Worte: „Wir haben keine weiteren territorialen Forderungen in Europa zu stellen.“

Niemals hat eine Regierung ihre Untertanen unter geringerem Vorwand in den Tod geschickt. Dieser Krieg ist gänzlich unnötig. Von keiner Seite waren deutsches Land und deutsches Recht bedroht. Niemand verhinderte die Wiederbesetzung des Rheinlandes, den Vollzug des Anschlusses und die unblutig durchgeführte Einkörperung der Sudeten in das Reich. Weder wir, noch irgendein anderes Land, versuchte je dem Ausbau des deutschen Reiches Schranken zu setzen—solange dieses nicht die Unabhängigkeit nicht-deutscher Völker verletzte.

Allen Bestrebungen Deutschlands—solange sie Andern gerecht blieben—hätte man in friedlicher Beratung Rechnung getragen.

273

Figure 1

CONTINUED

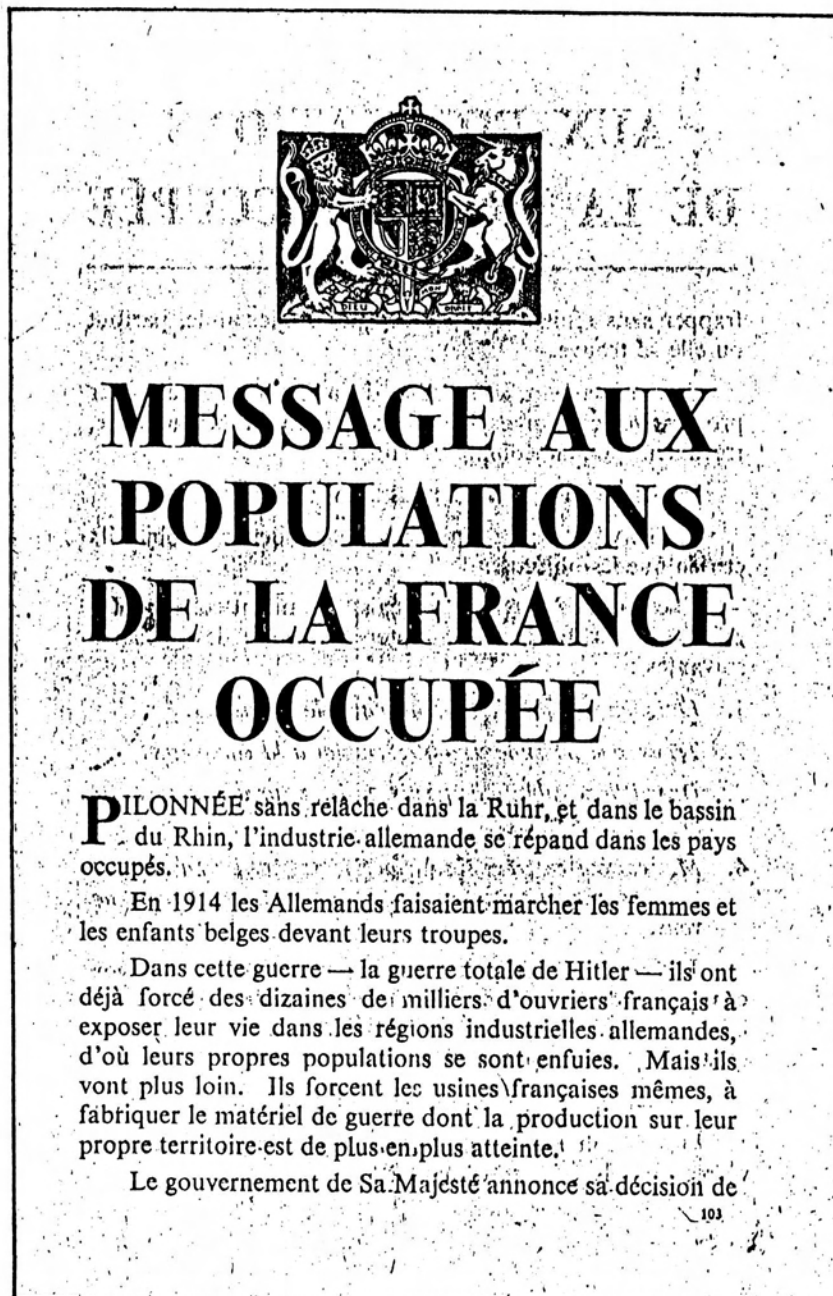


Figure 2

Most leaflets issued before the Allied invasion of Europe were intended for the civilian population of Occupied countries or Axis countries. The contents include speeches by Churchill, Roosevelt or other leaders, news of major victories, destruction of enemy targets, and so on, designed to boost or undermine morale in friendly or enemy populations.

A number of illustrated newsheets such as Le Courrier de l'Air (Fig. 3), L'Amérique en Guerre, and Lufpost kept populations informed of current events on a weekly basis. Specific instructions were also dropped such as the "take cover" message (Fig. 4) of June 6, 1944, dropped on sixteen small towns in Normandy a few hours before the Allied bombings.

CONTINUED

Apporté
par vos
amis de
la R.A.F.

Le Courrier de l'Air

1942

No. 2

Distribué
par les
patriotes
français

LE COMMANDEMENT UNIQUE DES ALLIÉS WAVELL EST NOMMÉ EN EXTRÊME-ORIENT

TOUT de suite après la signature du Pacte de Guerre des 26 nations alliées contre les puissances de l'Axe, la création d'un commandement unique des forces alliées de mer, de terre et de l'air dans le Pacifique occidental et en Malaisie a été annoncée de Washington, où elle fut décidée par M. Roosevelt et M. Churchill.

Le général Sir Archibald Wavell, vainqueur de l'armée de Mussolini en Libye l'année dernière et depuis Commandant-en-Chef aux Indes, est nommé chef suprême de toutes les forces alliées, militaires, navales et aériennes, dans cette zone. Sa nomination fut proposée par M. Roosevelt et unanimement approuvée par l'opinion américaine.

Le major-général George H. Brett, chef de l'aviation militaire américaine, est nommé généralissime-adjoint. L'amiral Thomas C. Hart, commandant-en-chef de la flotte américaine du Pacifique, devient commandant-en-chef des forces navales alliées. Le général anglais Sir Henry Pownall, qui fut récemment nommé commandant-en-chef de la zone d'Extrême-Orient, sera le chef d'état-major du général Wavell.

Le maréchal Chiang-kai-Chek a accepté le commandement suprême de toutes les forces militaires et aériennes alliées opérant en Chine.

★ ★ ★

La nomination du général Wavell est unique dans l'histoire militaire britannique. C'est la première fois qu'un chef militaire britannique prend le commandement de forces de terre, de mer et de l'air réunies. Le fait est significatif, car il prouve que l'interdépendance essentielle des trois armes est pleinement reconnue du côté allié.

Il faut noter aussi la rapidité avec laquelle, sous la direction de Roosevelt et de Churchill, le pacte des Alliés a été suivi d'une action pratique dans le domaine militaire. Or, non seulement le commandement unique des forces alliées a été créé, mais le rassemblement de ces forces sous la nouvelle direction a déjà commencé.

En effet, à la suite des consultations qui ont déjà eu lieu entre le maréchal Chiang-kai-Chek et les généraux Wavell et Brett à Tchongking, des troupes chinoises sont arrivées en Birmanie, où elles seront équipées.

★ ★ ★

Il ne fait pas de doute que ce premier pas vers l'organisation en commun de la stratégie des Alliés à travers le monde sera suivi d'autres décisions analogues et également importantes. Grâce à la collaboration personnelle de Roosevelt et de Churchill à Washington, c'est dans les zones où Américains et Anglais se battent côte-à-côte que les décisions de cet ordre sont susceptibles d'être les plus rapides. Il faut donc s'attendre à l'annonce d'un nouveau système de collaboration navale anglo-américaine dans l'Atlantique, où l'une des batailles décisives de cette guerre se livre depuis de longs mois.

Dans l'élaboration de ces plans, notons une fois de plus le rôle prépondérant de



Le nouveau Généralissime

l'Angleterre, que beaucoup d'observateurs considéraient comme perdue après la bataille de France en 1940, et encore au moment où l'attaque des sous-marins et de l'aviation allemands menaçait le plus fortement son commerce maritime au début de 1941.

Par son courage et sa ténacité sous la conduite de Winston Churchill, le peuple britannique a résisté avec succès aux assauts d'une machine de guerre qui semblait sur le point de triompher dans tous les théâtres. Il commence aujourd'hui à recevoir la récompense de ceux qui refusent de reconnaître la défaite et qui sont prêts à tous les sacrifices plutôt qu'à celui de leur honneur et de leur indépendance.

L'armée américaine viendra en Europe

L'AMERIQUE a répondu à l'agression de l'Axe. Sa réponse est contenue dans le message que M. Roosevelt a adressé le 6 janvier au Congrès. Ce message est à la fois un appel aux armes, un programme et un réquisitoire. Par la substance et par le ton, le discours présidentiel est un événement historique. En voici le résumé:

1. L'appel aux armes.

Les forces de terre, de mer et de l'air des Etats-Unis seront disposées de façon à frapper l'ennemi commun partout où elles peuvent lui causer le plus grand dommage. Elles prendront leur poste de combat notamment dans les Iles britanniques, "qui constituent une forteresse essentielle pour la lutte mondiale."

Les forces américaines entreront en action en beaucoup de points de l'Extrême-Orient. Sur tous les océans, elles aideront à garder les communications essentielles qui sont vitales pour les nations unies.

Les Américains savent qu'ils auront peut-être à payer la liberté très cher. Quel qu'en soit le prix, il sera payé dans un esprit de résolution totale. Quoique l'ennemi désespéré essaie de leur faire subir ils diront, comme la population de Londres, "nous pouvons encaisser." Et ce qui est plus, ils pourront rendre coup pour coup, et ils le feront, à intérêts composés.

2. Le programme.

La production de guerre américaine sera développée par tous les moyens, et avec la plus grande rapidité. En voici les chiffres pour 1942:

60.000 avions, y compris 45.000 avions de combat.
45.000 chars d'assaut.
20.000 canons de D.C.A.
8.000.000 de tonnes de navires marchands.

Et pour 1943:

125.000 avions, y compris 100.000 avions de combat.
75.000 chars d'assaut.
35.000 canons de D.C.A.
10.000.000 de tonnes de navires marchands.

"J'espère," a ajouté le Président, "que ces chiffres seront connus de tous en Allemagne et au Japon."

3. Le réquisitoire.

Il y a un an, le Président avait dit au Congrès: "Quand les Dictateurs seront prêts à nous faire la guerre, ils n'attendront pas un acte de guerre de notre part. Ce

Suite à la page 2

F 3

Figure 3

CONTINUED



Figure 4

After D-Day, enemy soldiers also became targets for leaflet operations. The Nachrichten für die Truppe, known as the first daily airborne newspaper in the world, as well as numerous safe-conduct passes, were dropped on retreating German troops.

For the adventurous collector, many other types of leaflets not listed in the Complete Index are available on the market. Some have code numbers, some don't and many have yet to be listed anywhere. English-language German leaflets to Allied troops constitute a popular collecting field, especially the illustrated examples from the Italian campaign and the V 1 Rocket leaflets now quite rare and expensive. Others include Allied leaflets dropped from bases in North Africa (Fig. 5), Italy and France; Russian leaflets to Germany and German leaflets to Russia, and the list goes on. The collector wishing to get away from purely aerial operations may wish to consider leaflets disseminated by artillery shell. These wrinkled and browned sheets of paper are vivid reminders of field conditions.

According to some sources, over 1500 million leaflets were dropped during WWII but for obvious reasons the majority were destroyed by the elements before being picked up. Their status as illegal publications in Germany and Occupied countries contributed to their systematic destruction or at least deterred from any serious collecting. The rarest leaflets are those dropped over a very short period of time or over some countries or targets least likely to keep them. Nevertheless, leaflets are quite plentiful for the collector especially through the Psywar auctions or occasionally through European philatelic auctions and ephemera dealers. Because of the limited number of collectors, most leaflets are not very expensive, selling between \$15 and \$50 Canadian, with the rarest ones reaching \$100 to \$200. As with any other collectible, condition affects prices and worn examples of common items can be purchased for a few dollars.

CONTINUED



Figure 5

Anyone wishing to begin a collection of aerial propaganda leaflets of any period should become a member of the Psywar Society. The Society issues a quarterly publication called The Falling Leaf and hosts quarterly mail bid auctions limited to members. Also available from the Society are sixteen very modestly priced publications covering many aspects of leaflet collecting. For those with access to the Internet, the Society's Web Page address is: <http://www.kaymoore.demon.co.uk/psywarsoc.html>. This should give you all the information you need. For others using mail or e-mail, the Society's Honorary Publications Manager is Keith B. Moore (address: 7, North Park Avenue, Leeds, LS8 1DN, ENGLAND. e-mail: keith@kaymoore.demon.co.uk) and the Honorary Secretary/Treasurer/Auctioneer is Freddy Dehon (by mail only at: B.P.2, B-7340 Colfontaine, BELGIUM). Happy collecting.

Michel Brisebois

A HISTORY OF AEROPHILATELY - Part 3

In the first part of this occasional series, Richard Allen described the "Golden Age" of aerophilately in the United States during the 1930's. (See the June 1997 newsletter). In the second part Jack Ince described growing up in Britain at the same time, surrounded by aviation and philately, but not aerophilately. (See the September 1997 newsletter).

The article below looks at a different aspect of aerophilately: the dealer's who prepared many of the covers we now collect. It is reproduced from the January 1982 *Airpost Journal*, and mentions many dealers from the 1920's and 30's, not just A.C. Roessler.

AN EPISODE IN LIFE OF EARLY COVER DEALER —

A Surprise For A. C. Roessler

By Dr. Perham C. Nahl

2041 Golden Rain Rd. #2, Walnut Creek, Calif 94595

A. C. Roessler was one of the most enterprising cover dealers. He was a real promoter, taking every opportunity to advocate recognition of first flights by the Post Office Department. By the middle 1920's there were other dealers who sent many covers on each flight — names like Edgar Cantrell, Donald Dickason, Frank Herget, Milton Mauck (numerous early covers have his privately printed cachets), Henry Meisel, C. E. Nickles and Holcomb York. Other active dealers: Arthur Barger, Carl Becken, Albert Brown (who also printed cachets whenever the P.O.D. did not provide official cachets), Eddie Buser, Rudolph Dinnebier, Albert Gorham, Charles Hall, Henry Lacks, Seymour Rose, and Edward Worden (whose covers usually had terrific stamps!).

In the 1920's there was plenty of competition for the collector's dollar. Dealers offered "cover services" — to supply first flights to collectors whose information sources were less than adequate, or who wanted to keep up with new flights with minimal effort. As an example, look through Volume 1, Number 1 (November 1928) of the *Air Mail Collector*, predecessor of the *Airpost Journal* as the AAMS' official organ,

"Send me a two dollar bill (who says they are unlucky?) and I will send you direct, first flight airmail covers from the next FIFTEEN cities in U.S. and Canada in which airmail service is inaugurated." (Ward R. Chapin.) "New 15c cover service." (Seymour Rose.) "ONLY 20c PER COVER, including all postage, we will address and mail direct to you a first flight cover from each new city . . . we use no stamps that are damaged or have straight edges . . . The envelopes are six inches long." (Oh, you guessed? Right, C. E. Nickles.)

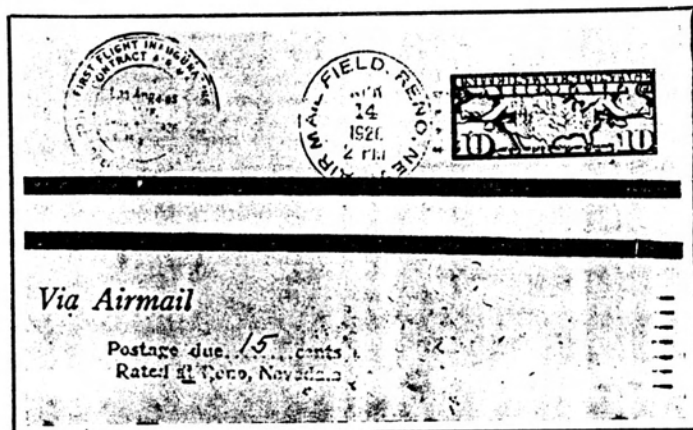
"COVERS 11c EACH. A new issue service that is pleasing the most particular." (Charles L. Hall.) "The next seven Air Mail covers with special cachets sent to your address for only \$1.00." (Walter Conrath.) "If you want the next eight (flight covers), slip me one greenbacked dollar." (Brady Buchanan.) "Advance Cover Service . . . for only double the value of the stamp used: 5c air mail, the cover costs you only 10c." (Royce A. Wight.)

Several dealers mentioned their cover services and asked you to write for details: Milton T. Mauck, George T. Street, W. R. Patton, Louis J. Guenzel, J. W. Stoutzenberg (whose ad was next to mine; mine listed rate change covers of August 1, 1928).

I subscribed to some of those cover services in the 1920's, including Roessler's. My collection and exhibits still include C.A.M., F.A.M., Foreign, Trans-Oceanic, Catapult and Zeppelin covers bought from "A. C. Roe" of E. Orange, N.J. I sent my first "flight" covers in April, 1926 — two months after the original Ford C.A.M. 6 and 7 inaugurals. Roessler was probably the USA's most knowledgeable flight cover dealer in those days — but even he could be surprised.

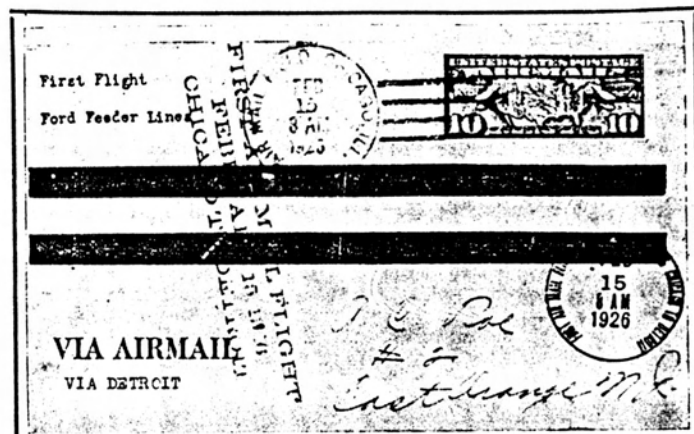
CONTINUED

A HISTORY OF AEROPHILATELY - Part 3 continued:



Cover mailed at Reno AMF to connect with April 17, 1926 Los Angeles-San Francisco first flight.

Cover 1



Postmarked at AMF Chicago, this cover was carried on first flight to Detroit and then to addressee Roe in New Jersey.

Cover 2

We illustrate here a cover that he planned as an unusual item for his subscribers: one to originate with the seldom-used Reno Air Mail Field postmark of April 14, 1926, then to connect with the first flight of C.A.M. 4 from Los Angeles to Salt Lake City on April 17. This is one of the handful of covers Roessler addressed to himself in New Jersey. He also sent a number of these direct to subscribers (see, for example, Philip Silver's article in the June 1980 *Airpost Journal*, p. 304). This cover is backstamped at San Francisco April 14, 6 PM; cacheted Los Angeles April 17, 7:35 AM, then backstamped Salt Lake City April 17, 6 PM and New York April 19, 11 PM.

"What's this? 15c postage due on each cover?!" Can you visualize Roessler's astonishment? The Air Mail Service clerk at Reno's AMF had figured all the airmail rates dutifully: 10c for contract air mail route #4 service plus 5c for each of the three zones on the government's transcontinental route (San Francisco-Cheyenne, Cheyenne-Chicago, and Chicago-New York). Although the cover was carried twice on the western section — Reno to San Francisco April 14 and Salt Lake City to Cheyenne April 18 — the clerk counted the western portion of the transcontinental route as just a nickel's worth. All these zones added to a horrendous (to Roessler) total rate of 25c a cover. His fancy combination cover had backfired. (And subsequently, he heard some fancy comments from subscribers who had the covers addressed direct to them.)

How could Roessler — a very savvy cover dealer — have overlooked the air mail rate structure? Well, let's look at another one of his covers — one which he had sent on the very first day of Contract Air Mail service only two months earlier. Postmarked Air Mail Field Chicago at 8 AM February 15, it was flown to Detroit (6 PM backstamp) and then carried to New Jersey. The P.O. Dept. made no additional charge for the Detroit to New Jersey part of the trip, even if the cover was carried from Cleveland to New York by government plane. (I also have a cover flown over C.A.M. 4's first flight from Salt Lake City to Los Angeles April 17, 1926 addressed to A. C. Roe in New Jersey; 10c postage and no postage due.)

Roessler's confoundment lasted only briefly. The mailer could instruct postal employees to limit the amount of air mail service desired, so he had a rubber stamp made up, which he used for domestic flights until the uniform 10c per half ounce rate started February 1, 1927. The cover shown on the front cover shows his new rubber stamp: "CARRY ONE ZONE ONLY BY AIR". I have seen this purple marking as early as June 1 (resumption of service, C.A.M. 5). The illustrated cover was flown from Saint Paul to Chicago

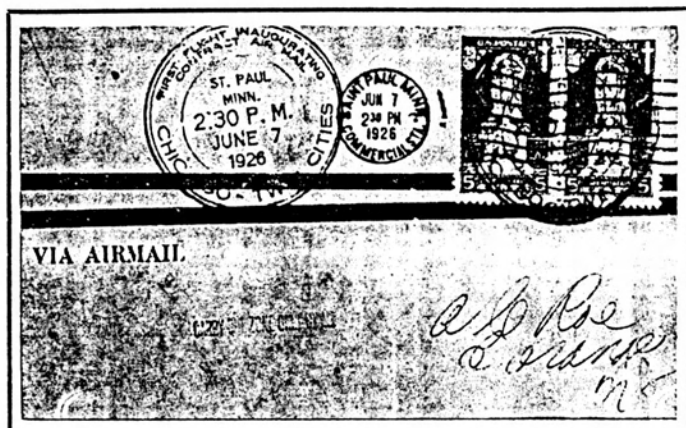
* see cover 1

* see cover 2

xxx see cover 3

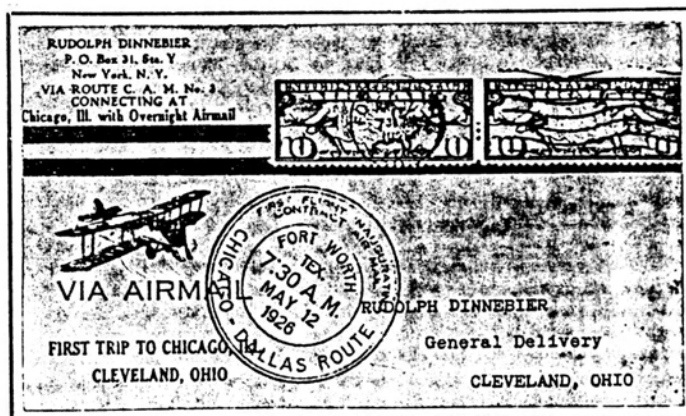
CONTINUED

A HISTORY OF AEROPHILATELY - Part 3 continued:



EARLY ROESSLER COVER — Flown on first flight from St. Paul to Chicago in 1926, this cover received no further air service because of rubber stamp instruction (to left of address) to "carry one zone only by air."

Cover 3



This cover was mailed at Fort Worth and flown to Chicago for connecting service to Cleveland.

Cover 4

on C.A.M. 9's inauguration; no additional postage was charged from Chicago to New Jersey — by train. This one-zone marking has been seen on a number of flights (anyone have it as early as the May 12 C.A.M. 3 inaugural?)

How did other dealers solve the rate problem? On the May 12, 1926 inauguration of C.A.M. 3 many covers were dispatched northbound to connect with the transcontinental route at Chicago. One example is the illustrated Dinnebie cover from Fort Worth, which connected at Chicago for Cleveland. Dinnebie added 10c for the overnight plane connection to Cleveland (back-stamped May 13, 5 AM) although the postage required was only 5c more on a connecting flight. On the same C.A.M. 3 inaugural I sent a cover from Fort Worth to Los Angeles, via Chicago and Salt Lake City (two zones of the transcontinental route), then C.A.M. 4 to Los Angeles. I put on a 30c stamp, to pay for two C.A.M. routes plus two transcontinental zones. Eddie Buser was another who added more stamps for extra zones.

But others marked their covers with special notations. Milton Mauck had "Via Airmail Cheyenne to Pueblo" on his C.A.M. 12 inaugurals of May 31, 1926. The covers were addressed to Baltimore, Md., so he added in ink, with arrow pointing to address: "R.R. to (arrow)" and used 10c postage. George Angers and Albert Gorham marked theirs "First Flight Colorado Springs to Pueblo," using 10c airmails; from the backstamps on the east coast theirs were forwarded by train from Pueblo. Cyrus Adams and DeWitt Sprague did the same. Many of us had learned, by mid-1926, to address covers to General Delivery (or, "Care of Postmaster" in the early days). This way we got proper backstamps. Then, of course, there was the nuisance of sending a letter enclosing postage to each General Delivery, asking for the return of the covers under cover. This procedure became even more essential in 1929, when automatic backstamping of air mail was discontinued.

Most of us learned to adjust to changed circumstances — including famed cover dealer Albert C. Roessler ("A. C. Roe").

*see cover 4

Editor's warning: Although it does not affect the historical events described in this article, readers unfamiliar with A.C. Roessler should note that his reputation is quite different from that of the other dealers mentioned in this article.

While many Roessler covers are highly desirable and sought after, others are fakes. For example, the section in The Air Mails of Canada and Newfoundland on Klondike Airways Limited, notes that: "A number of covers are known posted in 1928 and January 1929, prepared by and addressed to A.C. Roessler . . . it is very doubtful that these covers were ever flown". (Page 70.)

"UNREPORTED" FIRST FLIGHT COVER -
MONTREAL to DETROIT by REPUBLIC AIRLINES, July 7th 1980

This flight is described in Air Mails of Canada and Newfoundland as:

1980, July 7 — Montreal - Detroit. Republic Airlines inaugural service to Montreal, flown by Boeing 727. No cachets authorized; properly flown covers from Montreal have not been reported.

8003	Detroit - Montreal	(7 pieces)	70.00
	a. Detroit Airfield - Montreal	(28 pieces)	18.00

Richard Whalley has sent in a copy of a Montreal to Detroit FFC from this flight, and verifies its provenance as he prepared the cover himself, and addressed it to his wife.



Postmarked: SUCC-S'N. MONTREAL A.M.F. P.D. AM 7 VII 80

Thanks Richard!

FOLLOW UP - BRITISH COMMONWEALTH PACIFIC AIRLINES



Figure 1: Postmarked AIR MAIL SECTION MELBOURNE VIC indistinct date 46 - no backstamp

BCPA was a joint venture by the governments of Australia, New Zealand, and the United Kingdom, and at first owned no aircraft. It made its first flight from Sydney to Vancouver on September 15th 1946, using a DC-4 chartered from Australian National Airways. (Covers from this flight [Figure 1] are listed in AMCN as flight 4615, but the carrier is given as ANA rather than BCPA.)

Flights between New Zealand and Canada began in 1947, (April 25th from Auckland, May 3rd from Vancouver,) with service every two weeks. Mike Shand has provided the following information on these flights, and the questions/covers in the December 1997 newsletter:

At the start, the rate by BCPA was 1/6 and by PAN AMERICAN 2/-. This probably explains why senders wanted to designate the carrier. (Before this the PAA rate had been 4/-.)

The rates changed on October 4th 1948. - To quote from AMNZ¹:

When the exchange rate for NZ currency was placed on a par with sterling instead of the Australian Pound, airmail postage rates were affected. A new zonal basis for airmail postage charges was also introduced, removing the need for route or company superscriptions. Where there was between BCPA and PAA, the sender had to endorse "BY PAN AMERICAN AIR SERVICE" when that was selected.

This suggests it was the sender rather than the Post Office who rubber stamped the envelope in Figure 2. - The rate was now 1/3 for all routes.

CONTINUED

¹ The Airmails of New Zealand, Volume 3 - International Airmails 1940-1970. See page 10 of the December 1997 Canadian Aerophilatelist for a review and ordering information.

FOLLOW UP - BRITISH COMMONWEALTH PACIFIC AIRLINES continued:

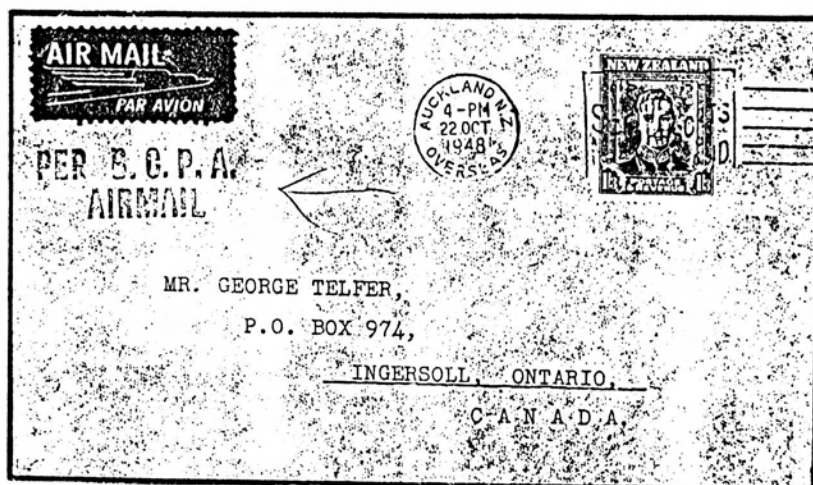


Figure 2: Postmarked AUCKLAND N.Z. 4-PM 22OCT 1948 OVERSEAS Handstamped: PER B.C.P.A. AIRMAIL Franked: 1/3

AMNZ says that NAC were authorised to issue airmail labels as of February '48, Pan Am got approval for labels Aug '48, and "this was quickly followed by BCPA". The precise date when the first BCPA labels were available is uncertain: another catalogue gives it as 1946 or 1947!

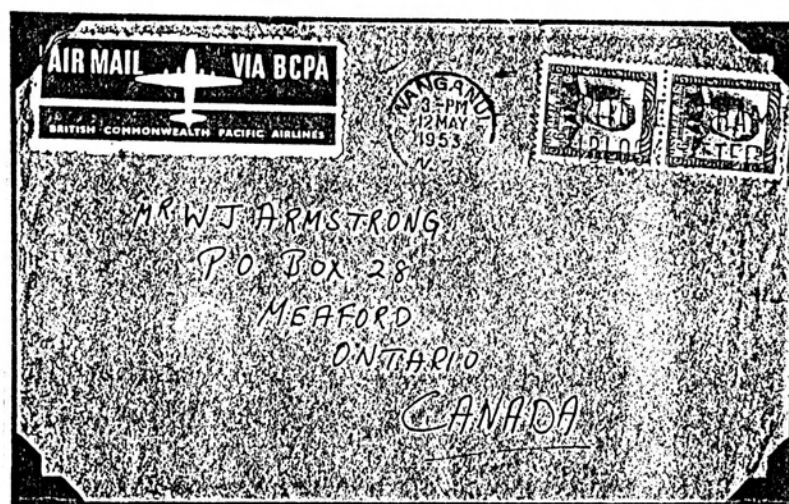
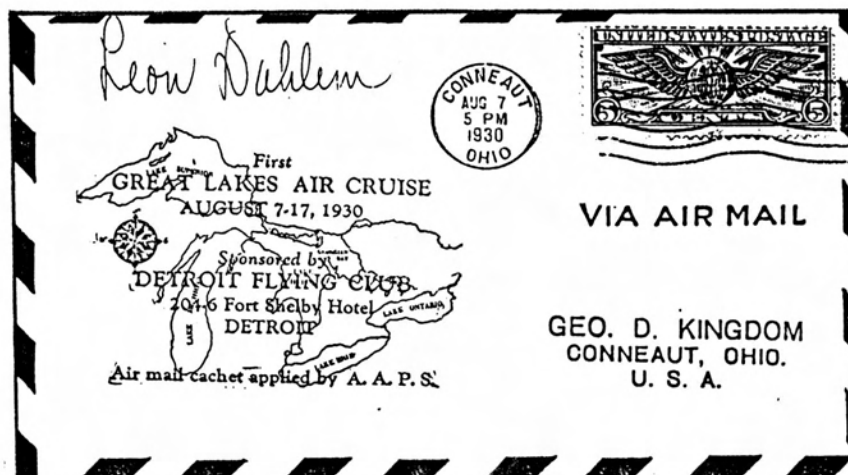


Figure 3: Postmarked WANGANUI N.Z. 3-PM 12MAY 1953 Franked: 1/6

Rates bounced all over the place, changing again between PAA and BCPA when sterling was devalued against the dollar January '50 (1/3 by BCPA, 2/- PAA). The 1/6 rate came back January 1 '53, hence that rate on the cover Figure 3. (The BCPA label on this cover is a larger variety, issued in 1949.)

The final BCPA flight Auckland - Vancouver took place on May 15th 1954. - The last cover illustrated in the December newsletter seems to be just an Australian FDC to which someone stuck an old BCPA label.

Editor's note: thanks Mike, and congratulations on the Large Vermeil won for your NEW ZEALAND: AIRMAILS 1919-1940 at INDEPEX'97.

FOLLOW UP - GREAT LAKES AIR CRUISE, 1930

Signed by LEON A. DAHLEM (President of Mohawk Aviation Corps. in Minneapolis).

Stamped on back: COURTESY OF G.B.CAMP A.A.P.S. 45

John Johnson sent in this cover from CONNEAUT, OHIO on the first day of the Great Lakes Air Cruise, and some information from Dan Barber.

It has the same backstamp, "COURTESY OF G.B. CAMP A.A.P.S. 45", as on Mike Painter's cover in the last newsletter. - G.B. CAMP was Gerald B. Camp, a Detroit aerophilatelist. A.A.P.S. was the AMERICAN AEROPHILATELIC PHILATELIC SOCIETY.

This type of cover is not listed in the AAMC as there was no actual philatelic treatment authorized by the U.S. Post Office, and many events of this type occurred all over the U.S.A. in the 1920's and early 1930's. However, The Canadian legs of the Great Lakes Air Cruise are listed in AMCN (#3039). - Covers have been reported from Toronto, Aug 9th; Allendale, Aug 9th; and Little Current, Aug 11th.

Thanks John and Dan.

FOLLOW-UP: FOXING

It seems that foxing should be taken seriously. It is caused by a mould, and can spread from item to item.

The best response is prevention: most moulds will not reproduce in a relative humidity below 65%, and a temperature below 18 degrees C.

If a cover is affected, it should be kept separately in a polythene envelope. This stops the fungus spreading to other items, and seems to slow down its spread on the affected item.

"Expert opinion" warns against home treatments, (such as brushing the affected area with dilute bleach, or 5% Chloramine T), as it is very difficult to ensure that all the chemical has been removed from the cover after treatment, and a residue may cause more damage than the mould!

More information can be found in The Care and Preservation of Philatelic Materials by T.J. Collings and R.F. Schoolley-West: for details contact The British Library NBS, Turpin Distribution Services Ltd, Blackhorse Road, Letchworth, Herts SG6 1HN, England. (E-mail: turpin@rsc.org)

FOLLOW UP - KITCHENER and WATERLOO AERO-MEET, 1930

Complete cover illustrated in the December 1997 Canadian Aerophilatelist

Jim Kraemer has identified the signature as Harvey M. Schaub, postmaster in Kitchener from April 1st 1929 to November 22nd 1932.

Jim added that mail in 1930 did not require backstamping:

but to record the receiving date makes a nice souvenir. It would have been easier to arrange for the airport in Walkerville to backstamp the cover than the Post Office in Windsor. Walker Airport handled the air mail for Windsor.

Although its not indicated on the cover, I have a good hunch the cover was flown to Walkerville. It could have been taken by automobile but I doubt it. The group in Kitchener-Waterloo in the 1930's was very enthusiastic.

Thanks Jim.

FOLLOW-UP: WORLD WAR 2 RED CROSS MAIL

Originally illustrated in the December 1997 Canadian Aerophilatelist

The consensus of opinion is that since this was a civilian cover, it would have been flown from New York to Lisbon by Pan American.

After Lisbon it would have continued by surface means. - In 1943 air activity in Europe was reserved for the Air Force: there was no civil air activity across the borders. The OKW "AX" cachet confirms train via Paris.

Thanks to Richard Beith, Emil Zigerlig, and Ted Wright for their help. (Ted is president of George S. Wegg, and operates a store at 53 Adelaide Street East, Toronto. - It's situated Downtown, and I found it most enjoyable to browse in when I visited Toronto.)

FOLLOW-UP: THE RUSSIAN FLYING WING



Complete envelope illustrated in the December 1997 Canadian Aerophilatelist

Two readers identified the aircraft on this envelope as the BiCh-2, which flew in 1924. Patrick Campbell added that:

It was designed by B.I.Tcheranovski, who was a Russian pioneer in tail-less or "flying wing" designs. He was born in 1896, and entered the Zhubovski Institute in 1922. He had the idea of a parabola wing with a curved leading edge, and built a series of gliders in the Crimea, which have the type designation BiCh. The first, BiCh-1, was a tail-less glider, constructed from wood and canvas at TsAGI in 1923.

The BiCh-2 was then developed, and taken to Koktebel in 1924. It made 27 flights, which were stated to reach 570 metres in height. (The method of launch is not known to me.)

The basic design was modified for the BiCh-3 which added a Blackburn Tomkit motor of 18 h.p. This version had a span of 31 feet, and a gross weight of 507 pounds. - A series of single and twin-engined versions followed, including a rocket-powered version in 1931.

Tcheranovski was an innovative designer, who also built an ornithopter (flapping wings) which didn't work, and attempted design of a muscle-powered machine. Development of a higher powered tail-less design, the BiCh-21 was halted by the German invasion in June 1941. - The ultimate reference for information on all these designs is the two-volume History of Aircraft Construction in the USSR by Vadim Borisovich Sharov.

Yuri Kvasnikov, writing from Moscow, informed me that most mail in the U.S.S.R. was sent in envelopes like this with printed stamps. Over 20,000 different envelopes were issued, and they had large circulations.

A catalogue was issued "of such envelopes each year (with the detailed definition) til 1982". Then "the catalogue of all envelopes at once for 1984 with the brief description and prices" was issued in 1984. This has not been reissued, but there have been price updates. A supplement was produced for the years 1985-91, with only a brief description and no illustrations. There is also a catalogue on the envelopes of Russia, 1992-1996, also without illustrations. - All these catalogues are in Russian.

Thanks Yuri and Patrick.

QUESTIONS

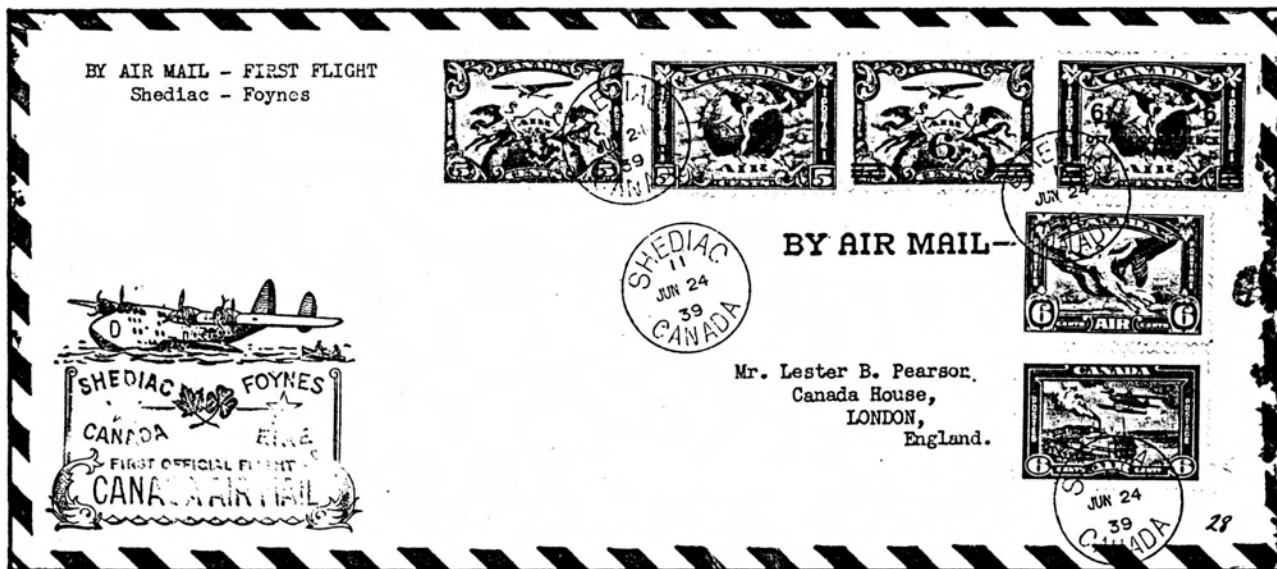
Any member who has a question about a stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a following newsletter.

INFORMATION WANTED - ARCTIC AIR MERCY FLIGHT



Can anybody provide information about this label which a reader "discovered recently in an old stamp collection I bought". They would also like an estimate of its market value, and are willing to sell it.

INFORMATION WANTED - WAS LESTER PEARSON A PHILATELIST?



Signed on back:

A lot has been written about the stamp collecting activities of America's President Roosevelt, but what about Canada's Prime Minister Lester Pearson? - He was a diplomat in London in 1939, although in Canada on leave that summer. Was he also a philatelist?

If you can help, please send information to the editor at 4060 Bath Road, 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.

FOR SALE - CANADIAN FORCES COVERS

CAF FLOWN COVERS				
ROUTE	SQUADRON	PILOT SIGNED	CANCEL	MB
LAHR-GATWICK	436(T)	YES	LONDON	\$2 00
GATWICK-LAHR	"	"	CFPO 5000	\$2 00
OTTAWA-LAHR	"	"	OTTAWA	\$2 00
TRENTON-LAHR	"	"	BORDEN	\$2 00
LAHR-TRENTON	"	"	OTTAWA	\$200
CHATHAM-GOOSE BAY	"	"	GOOSE AIRPORT	\$2 00
SHEARWATER-TRENTON	"	"	TRENTON	\$ 2 00
WINNIPEG-CALGARY	"	"	CALGARY	\$2 00
TRENTON-WINNIPEG	"	"	WINNIPEG	\$2 00
WINNIPEG-EDMONTON	"	"	EDMONTON	\$2 00
WINNIPEG-COLD LAKE	"	"	COLD LAKE	\$2 00
WINNIPEG-VANCOUVER	"	"	VANCOUVER	\$2 00
TRENTON-STEPHENVILLE	"	"	STEPHENVILLE	\$2 00
TRENTON/-VAL DOR	"	"	VAL DOR	\$2 00
SHEARWATER-TRENTON	"	"	ASTRA	\$2 00
TRENTON-SHEARWATER	"	"	DARTMOUTH	\$2 00
TRENTON-OTTAWA	"	"	OTTAWA	\$2 00
GREENWOOD-HUDSONS BAY	415(Z)(MP)	"	GREENWOOD	\$2 00
ST JOHNS-GREENWOOD	415(T)(MP)	"	GREENWOOD	\$2 00

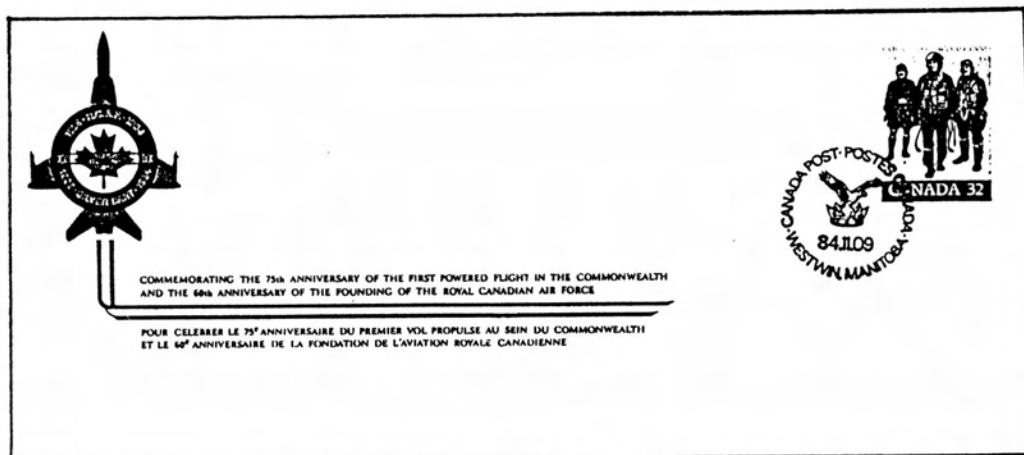
CAF UNITED NATIONS FLOWN COVERS				
ROUTE	SQUADRON	PILOT SIGNED	CANCEL	
TRENTON-ZAGREB	436(T)	YES	UNITED NATIONS	\$4 00
LAHR-NICOSIA	"	"	CFPO 5001	\$4 00
CAIRO-AKROTIRI	"	"	UNEF	\$4 00
TRENTON-TEL AVIV	"	"	UNDOF	\$4 00
TRENTON-PORT AD PRINCE	"	"	UNMIH	\$4 00

CAF SQUADRON COVERS SIGNED BY COMMANDING OFFICERS				
419(TF)	WITH SQUADRON CREST		MPO 503	\$ 3 00
421(F)	" " "		CFPO 5056	\$3.00
426(T)	" " "		MPO 303	\$3 00
410TF(OT)	" " "		MPO 503	\$3 00
410TF(OT)	" " " DIFF TO ABOVE		MPO503	\$3 00
437(T)	" " "		MPO 303	\$ 3 00
439(TF)	" " "		CFPO 5056	\$3 00
441(TF)	" " "		MPO 503	\$3 00
441(TF)	" " " DIFF TO ABOVE		MPO 503	\$ 3 00
406ASW(T)	" " "		CFB SHEARWATER	\$3 00
436(T)	" " "		MPO 303	\$3 00

CAF SQUADRON COVERS SIGNED BY PILOTS				
431(AD) SNOWBIRDS	WITH SQUADRON CREST		BUSHELL PARK	\$3 00
410 TF(OT)	" " "		MPO 503	\$3 00
402(AR)	" " "		WESTWIN	\$3 00
435(T)	" " "		WESTWIN	\$4 \$3 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

COVERS FOR SALE



This cover, COMMEMORATING THE 75th ANNIVERSARY OF THE FIRST POWERED FLIGHT IN THE COMMONWEALTH AND THE 60th ANNIVERSARY OF THE FOUNDING OF THE R.C.A.F. can be purchased from the CAS for \$2.00. It is one of many covers we have for sale, for events from 1970 to 1997.

Mike Shand has recently updated our list of these items. For a free copy of the list, (or to purchase the above cover), please write to him at 1183 Agincourt Road, Ottawa ON K2C 2H8

LITERATURE WANTED

Joseph Berkovits is trying to obtain the following items:

- AIR POST JOURNAL 1931 to 1942,
- AERO NEWS 1926 to 1932,
- THE AIR MAIL AND PRECANCEL JOURNAL numbers 2 and 7,
- INTERNATIONAL PHILATELIC JOURNAL (produced by the INTERNATIONAL AIRMAIL SOCIETY) 1930 to 1932,
- copies of CANADIAN AIR MAIL SCHEDULES, rates, and services, produced by the Post Office,
- any AEROPHILATELIC EXHIBITION publications, etc.

Please contact him directly at P.O. Box 33, 260 Adelaide St. E., Toronto, Ontario M5A 1N0. (Phone or Fax 416 635 1749.)

AIR MAIL LABELS

Is anyone interested in "exchanging or selling AIR MAIL Labels, ON or OFF cover, mint or used, commercial or others"? - If so, please reply to: Mike Drye, 4 Florence Cottages, Winkfield Lane, Maidens Green, Winkfield, Berkshire SL4 4QY, England.

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

May 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 aerophilatic 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 Aerophilatic Society.**

If you would like to join, please complete the information below, and send it with your dues to:

Ron Miyanishi, Secretary - The Canadian Aerophilatic 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:

APRIL 1998

23 Gordon Waldie
24 Neil Hunter
25 Jacques Le Potier
76 Ross W Richardson
137 D Bernier
197 Henk Post
198 Donald F Angus
245 Cal Bricker
262 ESJ van Dam
263 Louis K Levy

MAY 1998

27 John Glashan
29 Jim O Turk
31 Dan Barber
32 Bill Bartlett
49 Jonathan L Johnson Jr.
78 Charles J Verge
79 JA Brown
138 Keith Stibbe
200 William Henry Pope
224 Charles Firby
246 John I Jarvis
201 Ivan MacKenzie

JUNE 1998

87 Roland Kohl
124 Reuben Ramkissoon
139 GA Wilson
149 Frank Kendle
177 John Masella
183 Robert A Waslewood
226 David Granger
248 Francois Ouellet
249 David E Flett
251 Charles Wm McEvoy
253 Robert L Hunter
254 John Webster
256 Bernard Abouchard
266 John F Church

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 Aerophilatic Society.**

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

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