



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 2000

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

Volume XVI, Number 1

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The ANNUAL GENERAL MEETING of the CAS

**will be held on the afternoon of SUNDAY MAY 6th as part of ORAPEX at the
RA CENTRE, 2451 Riverside Drive, Ottawa - see page 2 for more information.**

**ORAPEX is Ottawa's Annual National Stamp Exhibition,
open 10am to 6pm May 6th; 10am to 4pm May 7th.**

PRESIDENT'S REPORT FOR MARCH 2000

It is always nice to go on a month's holiday but one returns to reality very quickly when the Post Office sends you two tubs of mail. I'll be a month catching up on all my correspondence. If you are awaiting a reply message from me please be patient. I'm working on replies now.

I am now preparing for the RPSC's Annual Convention, this year ROYAL 2000 ROYALE in Winnipeg, 28 - 30 April 2000, at which I have the honour of being the Chairman of the Jury. Next on the list is ORAPEX 2000 in Ottawa at the RA Centre, 6 and 7 May 2000. Please refer to the enclosed ORAPEX 2000 information card. The CAS will have 2 or 3 Society tables with CAS flight covers for sale, including Snowbird autographed flight covers, aerophilatelic publications from the AAMS, and 16 sets of 12 coloured NASA post cards obtained in a museum in Naples, Florida. These sets are available at \$5.00 Canadian at the show or \$6.00 Canadian if ordered for delivery by mail. The set is very nice and a nice reference collection for astrophilatelists. Available also are sets of 15 DND coloured prints of both present aircraft used by the Canadian Forces and data on the various CF Wings. These sets are also the same price as the NASA post cards. Cheques should be made payable to the CAS and sent to me for action.

Due to my wife's difficulties with a painful right hip and knee I will not be able to attend LONDON STAMP SHOW 2000. My crash cover collection with three new scarce crash covers will be going to London with Commissioner Cliff Guile. Those who do attend the London Exhibition will see some outstanding aerophilatelic collections. My collection has also been accepted for WIPA 2000 but at present the organizers of the two exhibitions have not devised a system to transfer collections from one exhibition to the other.

In October I am off to ESPAÑA 2000 in Madrid as the Canadian Commissioner and as an aerophilatelic FIP Judge. If anyone is interested in applying for future FIP exhibitions in 2001 drop me a line and I'll send you a list of scheduled exhibitions and the data on applicable Canadian Commissioners. It is hoped that Canadian aerophilatelists will exhibit more than they have in the past. It is not too late to exhibit at ORAPEX 2000.

The CAS will hold an Annual General Meeting during ORAPEX 2000 on Sunday afternoon, 7 May 2000. The time and location of the CAS meeting will be posted on the Exhibition Notice Board. If you are in the area please come and join us for an hour. The CAS has many active members with good ideas to promote aerophilately. Come and learn of our many activities. Ivan MacKenzie, our treasurer, has submitted his annual financial report which indicates that his recommendations have been instrumental in keeping the CAS in the black. Ron Miyanishi is working on a revision of Murray Heifetz's book *OAT and AV2 Markings* and he is awaiting the data to commence Volume II of the 6th Edition of the AAMS Catalogue. Chris Hargreaves continues his remarkable editorial work for the FIP Silver awarded *Canadian Aerophilatelist* and his *Canada Air Mail Notes* in the Jack Knight Air Log. Various members are providing many special services to the CAS. Their support is sincerely appreciated. I end on a sad note. The CAS lost another loyal member in the person of Terry Cox of Truro, Nova Scotia from a heart problem. Sincerest condolences are extended to his wife and family.

Dick Malott

Thanks for all your work for the CAS Dick!

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDED 31 DEC 1998 AND 1999

	1998	1999
Opening Bank Balance	<u>332.72</u>	<u>1,298.15</u>
INCOME		
Accounts Receivable - from AAMS for 1996 and 1997	<u>2,015.05</u>	
Income Generated During the Year		
Dues - new members	397.52	125.95
Dues - renewals and reinstated members	2,322.08	2,636.10
CAS Covers - sale of various philatelic covers	1,029.65	2,496.45
Other Sales - includes, e.g., books, pins and advertising	37.00	47.46
Donations - from members	25.00	289.04
Bank Interest - checking account	3.46	0.32
R.K. Malott - sale of AAMS publications	482.95	118.00
AAMS - The Air Mails of Canada and Newfoundland	<u>182.80</u>	
Income Generated and Received During the Year	<u>4,480.46</u>	<u>5,713.32</u>
Less Accounts Receivable at 31 Dec		<u>92.90</u>
Opening Bank Balance and Income Received During the Year	6,828.23	6,918.57
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>832.13</u>	<u>1,022.12</u>
Expenses Incurred During the Year		
Dues and Advertising - other philatelic organizations	153.68	142.55
Philatelic Covers - costs, e.g., covers, postage and envelopes	158.94	491.46
Office Supplies	989.21	639.47
Postage - such as for CAS newsletter, covers and books	1,738.95	1,233.78
Printing and Photocopying - such as newsletter and catalogue	1,623.28	1,382.74
Bank Charges - checking account, cheques, deposit stamp	13.70	41.93
AAMS - Publications	482.95	96.39
Telephone - long distance	126.65	47.01
Exhibit Fees - CAS newsletter		130.60
Engraving - presentation plaques	42.71	27.65
Clerical Work - Mailing CAS newsletter	370.00	
Return of cheque by bank (for Can\$ drawn on US bank)	<u>20.00</u>	
Expenses Incurred During the Year	<u>5,720.07</u>	<u>4,233.58</u>
Less Accounts Payable/Outstanding Cheques at 31 Dec	<u>1,022.12</u>	<u>283.58</u>
Expenses Incurred in 1998 and 1999 but paid in 1999	<u>5,530.08</u>	<u>4,972.12</u>
Closing Bank Balance	<u>1,298.15</u>	<u>1,946.45</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec		<u>92.90</u>
Accounts Payable at 31 Dec	<u>1,022.12</u>	<u>283.56</u>
Financial Position at 31 Dec	276.03	1,755.79

NOTES

A Value of Inventory on hand at 31 Dec

1. Postage Stamps (face value)	323.23	245.67
2. CAS Presentation Plaques	500.00	200.00
3. Flight Covers and CAS Pins	1,000.00	762.00
4. CAS Stationery	<u>800.00</u>	<u>500.00</u>
Total	2,623.23	1,707.67

5. Thanks to Members and Executive, the 1999 budget objectives appear to have been generally achieved.

6. A special thanks to President DickK for realizing a profit of \$1,748.49 on the sale of 1999 Snowbird covers.

Ivan W. MacKenzie
Treasurer, CAS

Thanks for getting our finances sorted out Ivan!

SECRETARY'S ANNUAL REPORT

Welcome to two more new members:

#305 Terry Cox, Truro, Nova Scotia

#306 Gordon G Mallett, Sherwood Park, Alberta.

As at 11 February 2000, the Society has a total membership of 159.

The breakdown of the membership is as follows:

Total membership numbers issued:	159
Net (paid) membership	153

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	9
British Columbia	15
Manitoba	3
New Brunswick	5
Newfoundland	2
Northwest Territories	1
Nova Scotia	1
Ontario	53
Quebec	15
Saskatchewan	2
Total	106

USA:

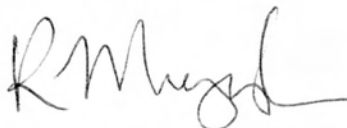
Colorado	1
Connecticut	2
Florida	2
Illinois	5
Idaho	1
Kansas	1
Massachusetts	1
Michigan	3
Minnesota	1
New York	1
Ohio	2
Oregon	2
Texas	1
Virginia	1
Washington	1
Wisconsin	2
Total	27

International:

Cayman Islands	1
England	7
France	2
Germany	2
Italy	1
Netherlands	2
New Zealand	1
South Africa	1
Switzerland	3
Total	20
Total active membership:	153

In addition, 6 complimentary memberships are carried on the mailing list:

Australia	1
Canada	2
England	1
Norway	1
USA	1
Total	6



Ron Miyanishi
Secretary, CAS

Editor's Note: Last year I had the pleasure of pointing out that our membership had increased for *five years in a row!*

This year, without the pleasure but for the sake of completeness, I should point out that our membership has declined, from 160 to 153 paid members.

Fortunately, this is still a very satisfactory increase over both 1994, when we had 120 paid members, and 1998 when we had 150 paid members.

I think Ron is doing a great job looking after our membership records. - All members are invited to show their appreciation of Ron, by checking the Renewal List on the back cover regularly, and sending him their renewal fees before he has to send them a reminder!

EDITOR'S ANNUAL REPORT

If you are a new reader of this newsletter, welcome! Please be sure to check the back cover for details of the various services offered by the Society.

Many thanks to all the members who have sent in contributions to the newsletter over the past year, as I have had a surplus of material for each issue. Bearing in mind the dual-nature of our membership, (Canadians who are interested in any aspect of world-wide aerophilately, and collectors from around the world who are interested in Canadian aerophilately), I have tried to cover a wide variety of topics in each issue, so that every reader will find at least one article that interests them.

Last year we introduced an annual Editor's Award, to be presented to somebody of my choice, to recognize an outstanding contribution to the newsletter. I am very pleased to announce that the:

CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 1999

**will be presented to
PATRICK CAMPBELL**

for his many contributions to the newsletter.

Patrick, who also has the distinction of being CAS member #1, has been a great contributor of news, answers to other member's questions, and pages for our "Seasonal Special". His contributions are continuing in this issue, with information on the *Fairchild FC-2W* on page 16.

E-mail addresses: I have had a request to publish a list of members' e-mail addresses, in order to facilitate communication between members. However, when this topic was discussed by the *American Air Mail Society* at their meeting in October, they decided not to publish e-mail addresses due to security concerns. (Apparently some people can find a home address and other personal information with an e-mail address.)

For the time being we are going to follow the AAMS decision, which also matches our policy of not publishing a list of members' regular addresses.

This is a topic which will be discussed at our AGM, (see Page One for details.) Any members with opinions on this issue who cannot attend the AGM, are invited to send me their comments.

Publications exchanged: I currently exchange newsletters with the editors of:

- the Air Mail Society of New Zealand,
- the Astro Space Stamp Society,
- the British Aerophilatelic Federation.
- the Chicago Air Mail Society,
- the Wreck and Crash Mail Society.

Articles in these publications related to Canadian Aerophilately will either be reproduced in our newsletter, or listed as part of my Editor's Report. Other articles will also be listed as space permits. For more information on any of these societies please contact me.

Air Mail Rates of Canada and Newfoundland: I have recently received copies of the research by David Whiteley into *Canadian Air Mail Rates to Foreign Destinations, 1925 - December 1942*; and by Jack Ince into *Newfoundland Air Mail Rates, 1937 - 1949*. Both documents are wonderful, mother lodes of information; but, (at 62 and 21 pages respectively), too long to include in an issue of this newsletter.

We are currently investigating how to make this information easily available to our members at a reasonable price, and I hope to be able to report on this in the next newsletter.

Air Mail Rates from Argentina: I have received a copy of the September 1999 Boletin Aeropostal, published by AEROFILA, the Aerophilatelic Society of Argentina. This contained a very comprehensive summary by Avedis Ketchian, with an English translation, of the:

Official information originally released by companies such as Aeroposta Argentina, Sociedad Anonima, Compania General Aeropostal, Trimotor Safety Airways Inc. - NYRBA and Pan. American Grace Airways Inc. - PANAGRA, which were the first ones to be authorized by the National Government, through the Post Office, to collect a surcharge on correspondence sent by airmail.

Please contact me if you would like a copy of this article.

NEWS - NEWS - NEWS

AIR CANADA vs. CANADIAN AIRLINES

I mentioned in the December newsletter that, *"One of the big news stories in Canada for the last three months, has been a take-over battle between our two major airlines".*

This battle was eventually won by Air Canada at the end of December, when Canadian's board of directors accepted Air Canada's \$92 million, \$2 a share buyout offer.

Several changes have occurred since then. According to a news release at Canadian Airlines website, (www.cdnair.ca):

- We are removing a limited number of duplicated flights at Canadian, Air Canada and their regional affiliates. Right now, roughly 15-20% of the domestic capacity is duplicated and Air Canada and Canadian Airlines will reallocate this excess capacity to new or additional routes. For instance, we plan to introduce non-stop service between Montreal-Edmonton, Vancouver-Halifax and Toronto-Victoria year-round. We also plan to launch new transborder routes such as Montreal-Denver, and Toronto-Greensboro. Internationally, we plan to launch daily Toronto-Tokyo, Toronto-Hong Kong and additional Toronto-Mexico flights, and to use dormant authorities for routes including Vancouver-Shanghai, Vancouver-Mexico City and Montreal-Milan.
- Air Canada estimates a net reduction of approximately 2,500 jobs at Canadian Airlines, Air Canada and the regional airlines. The reduction is expected to be handled through attrition, early retirement incentives and voluntary severance packages. Air Canada has said there will be no involuntary termination of employment.
- Canadian Airlines has started to re-paint its fleet, except for the DC10s, with a new transitional livery. The first aircraft, a Boeing 767, should be finished by the week of February 14. It will have the Maple Leaf tail, and the Canadian "Proud Wings" identity on a white fuselage.

Among the "Frequently Asked Questions" at the site was: "Will a single combined airline result in higher fares?" The answer given was:

For the new merged airline to remain successful it will need to offer competitive fares and service. Also, bear in mind that the combination of the two airlines will create synergies that offer new found efficiencies and savings.

However, this question is still frequently being asked.

Review:

AMERICAN AIR MAIL CATALOGUE, Sixth Edition, Volume One.

As announced in the last newsletter, this was one of two books for the CAS Library that we obtained as part of the much appreciated DIANE D. BOEHRET award for Philatelic Literature, presented by the AMERICAN PHILATELIC CONGRESS for the Air Mails of Canada and Newfoundland.

This book is in the same size and binding as AMCN; is laid out in a similar manner; and is equally easy to use. - I would like to congratulate our Secretary, Ron Miyanishi, for his work as Production Editor for the American Air Mail Catalogues.

Readers should note that the contents of this volume are not the same as those in Volume 1 of the Fifth Edition of AAMC, (e.g. Zeppelin Posts are no longer included). Also, the numbering in some sections has been changed: for example, Pioneer Flight #88 in the Fifth Edition, (Chippewa Falls, WI, September 21-24 1915), is #90 in the Sixth Edition!

The new volume contains six sections:

1. U.S. PIONEER FLIGHT COVERS 1910-1916. (Revised from the Fifth Edition Vol. 1).
2. U.S. GOVERNMENTAL FLIGHT COVERS. (Revised from the Fifth Edition Vol. 1).
3. U.S. AIR EXPRESS COVERS. (New section.)
4. INTERRUPTED FLIGHT COVERS. (Revised from the Fifth Edition Vol. 1. Covers flights to, from, and within the USA, by American and Foreign airlines.)
5. AIRPORT DEDICATION COVERS. (Revised from the Fifth Edition Vol. 1, and now organized by States rather than chronologically. Covers the US, Mexico and Puerto Rico.)
6. MEXICO FIRST FLIGHT COVERS, 1917-1939. (New section.)

It can be purchased from many dealers, or from Greg Schmidt of the AAMS: address on next page.

Review:
AIRMAIL OPERATIONS DURING WORLD WAR II
by Thomas H. Boyle Jr.

This is the book for which most aerophilatelists have been waiting in order to solve the problems involved in writing up a W.W.II cover. Tom Boyle, over a period of years, has succeeded in up-dating a series of 61 articles by the late Max Kronstein which were published in The Air Post Journal between October 1939 and July 1948. With the co-operation of some 48 fellow aerophilatelists, a book, published under the auspices of The American Airmail Society, has resulted and comprises 927 pages in 21 chapters which include 150 tables of rates and routes together with some 400 illustrations (mostly examples of covers). The contents are arranged, for the most part, by continents subdivided, as desirable, into the constituent countries of origin i.e. information on a cover originating in Switzerland will be found under that country.

Apart from the introductory chapter, Nos. 2, 3 and 4 deal with airmail carried on the Trans Atlantic, Trans Pacific, and Empire Routes, all of which were subject to considerable change during the course of the war. This was due not only to the varying military situation, but also to technical advances in the design and performance of aircraft, especially of land planes. Chapters 5 and 6 contain detailed accounts of U.S. continental and U.S. military air mail and the rates applicable to each.

It is impracticable in this review to list all the other continental spheres of operation but the layout of content, once it has become familiar, makes usage of this book very straightforward however daunting it appears at first sight. It is an essential and very worthwhile purchase for all collectors of W.W.II airmail and congratulations and thanks are due to Tom Boyle.

It would be surprising, with a book of such scope, if there were not one or two reservations. Publicity surrounding the book might make an intending purchaser think that the answers to all postal rate problems would be found within its pages. With a number of countries and routes, postal rate details are limited to "covers seen" while, in the case of Newfoundland, it is stated that no information on airmail rates is available except that the trans-atlantic rate was 30 cts per ½ oz. Further, in fig.99 on page 181 illustrating an F.D.C. from Newfoundland to the U.K. in May 1942 (and addressed back to the U.S.A) the postage paid of 35 cts is described as the airmail rate of 30 cts plus a 5ct charge for return by sea from the U.K. In fact the Newfoundland P.O.Circular of 7 May 1942 gives a rate of 35 cts per ½ oz. which continued until June 1944 when it reverted to 30 cts. The other reservation is that the soft end-covers of my book are already curling and creasing and are not worthy of the content, although provision of better quality would undoubtedly have increased the cost.

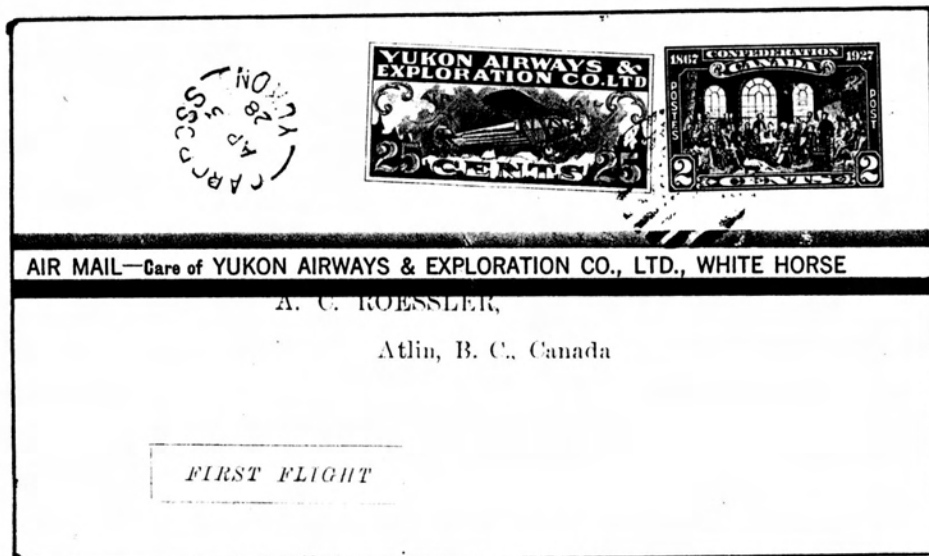
All in all, it is a very worthwhile production which I personally am very glad I purchased, even though not all answers are contained in its pages. As Tom Boyle writes in the introduction, for specialised areas and subjects, e.g. censorship, reference should be made to the specialised societies and their publications.

The book is in 8.5" x 11" format and is priced at U.S \$35.00 plus postage. It is obtainable from Greg Schmidt, 1978 Fox Burrow Court, Neenah WI 54956-1184 U.S.A.

Jack Ince

Many thanks to JACK INCE for this review. - This was the other book we obtained as part of the DIANE D. BOEHRET award, and I have found it extremely useful.

CARCROSS in the national newspapers!



First Flight Cover from CARCROSS to ATLIN - APRIL 3rd 1928.

Carcross is well known to Canadian aerophilatelists for the Yukon Airways First Flight Covers produced in 1928, but probably to few other people. In January, however, it was in the national newspapers when a meteorite crashed nearby:

Race is on to find meteorite in the Yukon

Scientists are combing the ground and interviewing witnesses in an effort to recover pieces of a meteor that fell in the

Yukon last week, while NASA sent a spy plane to sample the air for dusty residue 65 kilometres above Earth.

Dozens of local people — anyone with spare time and a snowmobile — are driving around, looking for a suspicious rock in a land of mountains, near Carcross, 50 kilometres south of Whitehorse, near the border with Alaska, where the meteor is believed to have crashed.

It may have weighed as much as 50 tonnes as it hurtled through space, but it likely broke into small pieces that left craters only a metre or two wide — difficult to detect in the Yukon wilderness. Fragments of the rock could easily have landed in British Columbia.

A rock this big crashes into land only once every 10 years or so, said meteor expert Peter Brown at the University of Western Ontario in London.

The meteor, which streaked across the sky Jan. 18, may have been solid, or a loose bundle of stones and dirt.

On Friday, NASA scientists flew over the area with a high altitude spy plane, looking for dust. U.S. military experts say the Americans are trying to use the meteor to model what the effects would be of an atomic blast in the atmosphere.

Ottawa Citizen

The meteorite was also seen and heard in Atlin. According to a report on the Atlin website, dated January 18th:

The big news of today was the gigantic flash that lit up Atlin and areas as far away as Whitehorse. The flash was caused by a meteor (or is it called meteorite when it falls to earth) and was much brighter than daylight. I thought a transformer had blown up outside my window but did not hear a noise. There was a strange noise that sounded like the roof next door is dumping snow on my building. That could have been the sonic boom so many people heard in the north.



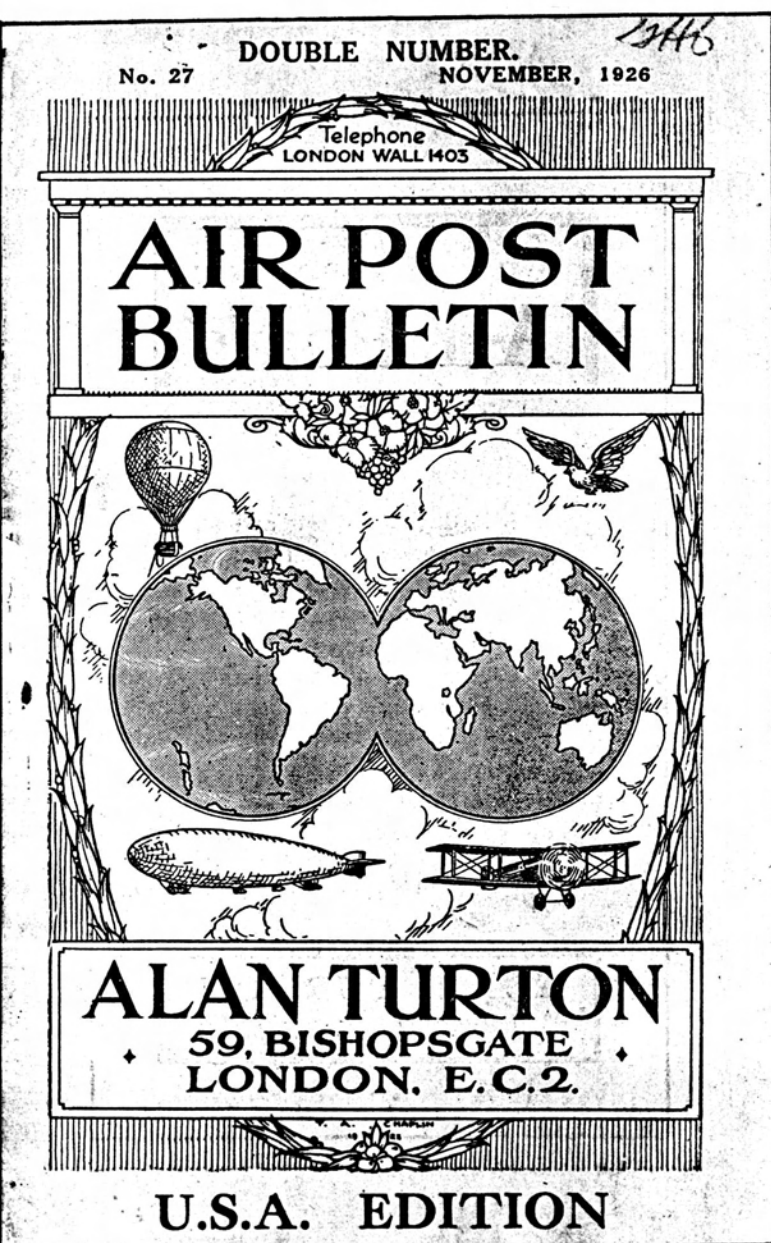
The Atlin website is at www.atlin.net and is most interesting. - The map came from there too.

1926: When the FAIRCHILD AIR TRANSPORT semi-official was a "new issue"!

At last year's Regional Meeting of the CAS in Toronto, Joseph Berkovits displayed a copy of Alan Turton's AIR POST BULLETIN from November 1926.

I found it most interesting to see what was being written about aerophilately at a time when Canadian semi-officials were reported as new issues, and am reproducing three sections of this Bulletin:

1. the introductory comments: *A Bright Future For Air Post Collecting*;
2. a report *About Canadian Air Mails*, to show what was said about them in 1926;
3. extracts from the new issue reports, including the Fairchild Air Transport semi-official.



Notes of the Month.

A BRIGHT FUTURE FOR AIR POST COLLECTING.

BY
ALAN TURTON.

NO one can have read the speech of Sir Samuel Hoare on October 28th at the Imperial Conference on the subject of Empire Air Lines without being thrilled. Sir Samuel pointed out that the civil and military aspects of aviation are inextricably intermingled, and that the development of Imperial air lines, whether by aeroplane or airship, is a vital factor in the problem of Empire defence, and that just now, when better communications are urgently needed, improvements in sea and land transport become almost prohibitive on account of the increased cost.

Sir Samuel Hoare is no visionary, and the propositions put before the assembled Prime Ministers of the British Dominions were supported by detailed and expert evidence.

What are these proposals? First of all, we are to have a regular service between Cairo and Karachi, beginning at the end of this year, and for which time-tables have already been issued and passages

Extracts from Alan Turton's AIR POST BULLETIN, November 1926 - continued:

Air Post Bulletin.

booked. It is proposed in the future to make this route a link in a great Empire air route to the Far East! It is suggested that the Government of India might link up from Karachi to Bombay and Calcutta, then for the Government of Burma to carry the route a stage further to Rangoon. From thence it is suggested that the service might be carried on to Australia by the cooperation of Air Force flying boats and machines of the Royal Australian Air Force.

The same procedure is suggested in forging an All Red Line to South Africa, with branches to the West African Dependencies. A service is already in operation along the course of the White Nile, between Khartum and Kisumu. This service alone saves ten days to a fortnight in the journey between Khartum and Uganda, and eight days between Khartum and East Africa. It is now necessary to link up Egypt and Khartum and Kisumu and Cape Town. Sir Samuel said that the Royal Air Force would attempt a number of flights carrying mails and official passengers to link up with the civil machines at Khartum. It is suggested that the South African Government might open up the Southern section of the route between Uganda and the Cape.

Details were given of the two giant airships now being built in this country. It is said that these airships with a normal freight and 100 passengers will be able to fly without refuelling in good weather a distance of some 4,000 miles. Accommodation is planned for 100 passengers, promenade decks, outside cabins and ample smoking and dining rooms. With these airships, which will be completed in two years' time, demonstration flights are to be made to the capitals of the Empire—to Australia, New Zealand, Canada and South Africa. Sir Samuel said

4

Air Post Bulletin.

that when these two airships are in commission, there was no technical reason why London, either by aeroplane or airship, should not be within a fortnight of the farthest cities and territories of the Empire.

CANADA IN TWO-AND-A-HALF DAYS, INDIA IN FIVE DAYS, CAPE TOWN IN SIX DAYS, AUSTRALIA IN ELEVEN DAYS, AND NEW ZEALAND IN THIRTEEN DAYS!

The Dominion Premiers were all enthusiastic over the proposals, and everyone who spoke expressed a desire to assist it as far as circumstances would allow. Mr. Mackenzie King, the Prime Minister for Canada, went so far as to pledge his Government to take immediate steps for the erection of mooring masts for the airships.

Sir Samuel paid tribute to the great work that has been done by Sir Alan Cobham and other pioneers who have blazed the trail, and shown the possibility of making regular routes over tremendous distances, and when the time comes that all these routes are an established fact, and taken for granted, as much as the Paris-London service is now, what of our air post collections! Will they not be a complete history of civil aviation, showing through the pages the trials, disappointments, hopes and successes of all those who have gone to make the linking-up of the world by airship and aeroplane possible? I can imagine no other collection of anything at all that would not appear dull and prosaic by comparison. Our pages will show first the experimental flights over a few miles of country, attended with great risk, and so often resulting in the death of the plucky enthusiasts who undertook them; then we turn over to the longer flights, the early services, never lasting long for want of encouragement and finance, and so on, to the great flights undertaken by pilots like Sir Alan Cobham,

5

Continued



The Winnipeg Philatelic Society Chapter # 86 of the ROYAL PHILATELIC SOCIETY OF CANADA, together with the Scandinavian Collectors Club, are pleased to host the 2000 ANNUAL CONVENTION in Winnipeg, Manitoba, Canada, commencing Friday, April 28 to Sunday April 30, 2000.

For more information contact:

ROYAL*2000*ROYALE

P.O. Box 1425, Winnipeg MB R3C 2Z1

or visit their web site:

<http://clubs.yahoo.com/clubs/canadacornclub>

Extracts from Alan Turton's AIR POST BULLETIN, November 1926 - continued:

to private bodies and enterprising individuals to try their luck at the game.

The earliest record of an attempted flight is that which took place at Windsor, Canada, on September 1st, 1915, but for some reason it did not come off, and a blank was drawn.

The next effort was by a plucky lady, Miss Kitty Stinson, who was successful in carrying a small mail from Calgary to Edmonton.

From that time onwards there have been spasms of air mail activity, most of which are recorded in the literature current of the time, and a good many appear in the catalogues devoted to the subject. It is unnecessary for us to dwell on them now, for the reader can quite easily hunt up the matter for himself.

But when we get down to the year 1924, we have passed the spasm stage, and a steady stream began, which later developed into a flood.

Gold had been discovered near Rouyn, in Northern Quebec, and up went the gold-hunters in crowds. Now the country just about here is not what one would select as an ideal summer resort, and in the winter it is considerably less so. To overcome the difficulty of transport, the Laurentide Air Service, Ltd., came to the rescue, and organised a service of hydroplanes from Haileybury and Angliers to Rouyn and Lake Fortune.

Among other things, these good people entered into an arrangement with the Canadian Postal Authorities to carry mail, who allowed them to collect a fee of 25 cents for each letter they carried.

To collect this fee the Company issued labels, and these had to be affixed on the back of the envelopes. The design of these labels is well known, so there is no need to take up space in describing them; but what does not seem to be generally known is that the first issue consisted of only 25 booklets of 8 stamps. These booklets were bound at the side, and owing to the inconvenience of this method, were speedily replaced by booklets bound at the top. The stamps were bound up in vertical pairs, and rouletting was adopted as a means of separation. It is by the roulette that one can find out whether the copy he possesses is one of the early issues. These were rouletted down the left side, and between the stamps, the later issue being rouletted at the top, and between the labels. Both these issues were printed in green.

At a later date there was a slight alteration made in the design, and "CANADA, 1924," added, and the colour changed to red. The last issue that the Company made was in the same design and colour, but they abandoned the booklet and roulette, and issued the labels in perforated sheets of 20.

This was a genuine attempt to supply a postal service by air in a difficult country; so much so, that when the lakes were frozen over, the floats were removed from the machines, and skis substituted, so that they could land on the ice. Soon after the introduction of the perforated stamps the Company faded from the picture.

Directly the Laurentide people had ceased to operate, another company--the Northern Air Service, Ltd.--stepped into the breach to continue the good work, but only for a short period. They existed as a mail-carrying concern just long enough to issue a few sheets of rather plain, but effective, little blue

labels as their contribution to our air mail collections, and then popped out again as quickly and suddenly as they had popped in.

Almost contemporary with the Laurentide was a semi-flight made between Estevan and Winnipeg. We have called it a semi-flight because the pilot. Flight-Lieut. E. A. Alton, had to descend a long way from his destination. This flight was arranged to advertise the coalfields in Saskatchewan, and for this purpose a special envelope, with a plan of the coalfields printed on the back, was issued. The price of this envelope was \$1.00. There was also issued a stamp, printed in black, on "Bolshie" coloured paper—a horrid-looking creature, depicting some poor fellows working in the bowels of the earth; above them the shafts and working machinery of a mine are shown; and then, to crown all, is an aeroplane flying in what would have been a bright blue sky—if it hadn't been red. The price of this atrocity was also \$1.00. It was not necessary to place the label on the envelope, as the dollar paid for the cover was sufficient to pay the cost of carriage by air, and it was only added as an additional financial encouragement to those who organised the adventure.

Gold was discovered again in a fresh place. This time it was in the Red Lake district, and no sooner did the rush set in than an air mail service was organised; this time by the Jack V. Elliott Company. Up till now it has been pretty plain sailing, but with the advent of this Company on the scene, all that is altered.

The first labels issued by this Company were the now well-known stamps with the inscription in red on a yellow wavy background. These were of a



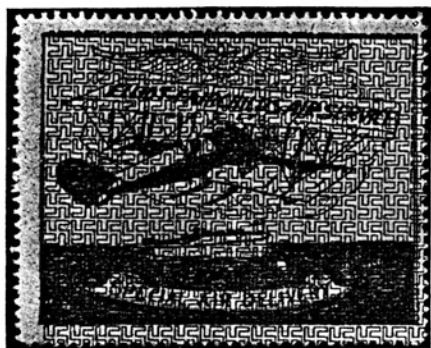
Jack V. Elliott First Issue, wavy background

purely temporary nature, and they were speedily followed by an issue having the same inscription, but this time on a swastika background. This particular issue was the surprise of the whole bunch,



Elliot-Fairchild First Issue, swastika background

Continued

Extracts from Alan Turton's AIR POST BULLETIN, November 1926 - continued:*Elliot-Fairchild Permanent Type*

because no one expected it. The labels must be very rare either in mint or used condition, for they were immediately rendered obsolete by the appearance of the Elliot-Fairchild labels, these also being printed on the swastika background. Hardly had this issue appeared than it was replaced by what was supposed to be the permanent issue.

It is doubtful if any covers with this "permanent" issue on them were ever carried by the Elliott-Fairchild Company, for they apparently went out of action immediately they appeared. All the covers we have seen were carried by the Patricia Company, their successors, and bear the mark of that company.

Directly the Patricia Company took over the Red Lake affairs, the Elliot-Fairchild Company seemed to have transferred their activities to another sphere, for

*Elliot-Fairchild Latest Issue, for use on Rouyn-Haileybury service*

we have seen covers with red stamps on them, bearing their name, and of an entirely new design.

The Patricia Company were not long in producing their own labels, though, as already mentioned, they

*Patricia Airways Issue*

carried some letters with labels of their predecessors on them—the "Motor Boat" issue.

Up to the present two labels have been issued, one on yellow paper for the Red Lake Service, and one on green paper, for that of Woman Lake. These

labels, like those issued by the Elliot-Fairchild Company, are in sheets of 8, but whereas the stamps of the Elliott Company are in two rows of four, those of the Patricia Company are in four rows of two, and have descriptive matter at the two sides. They are very effective in this condition, the sheets showing up well on the album page.

Apparently this service has also come to an end, for advice recently received from official quarters stated that they "do not anticipate making further flights at present."

* * *

CANADA.

Our readers will be both informed and amused by an article on the air posts of this country by our good friend Mr. R. G. Rolfe, which appears this month. Being rather in a fog ourselves about these various recent issues, we asked Mr. Rolfe to elucidate

them for us, and this he has done so that we can all understand them. He does not mean to imply, however, that because the various companies have "popped in" and "popped out" that they have done so for the purpose of issuing their labels. The total issue of stamps of all the companies would not pay the running expenses for one machine for very long. It is a pity that these companies, which are filling a great need, could not be subsidised to a greater extent than 25c. per letter. This must bring in a very small amount, and the machines used are not of such a modern type as to make passenger carrying an extremely lucrative proposition.

* * *

CANADA. Rouyn-Haileybury Service.

We have just heard that the Elliot-Fairchild Co. has been dissolved, and that a new Company, Fairchild Air Transport Company, Ltd., obtained a charter from Ottawa on the 22nd September. The first flight was made on the 20th October. Number of letters carried was 500 outward journey, and 517 inward journey. The new 25c. stamp is printed in blue, and is very similar to the last Elliot-Fairchild issue for the Rouyn-Haileybury route (illustrated in our article on Canada). The inscription on top now reads "Fairchild," and instead of "1926," on each side panel, appears "Haileybury" on left, and "Rouyn" on right. The stamps are printed in sheets of 10—5 horizontal pairs. There are four tete-beche pairs in each sheet.

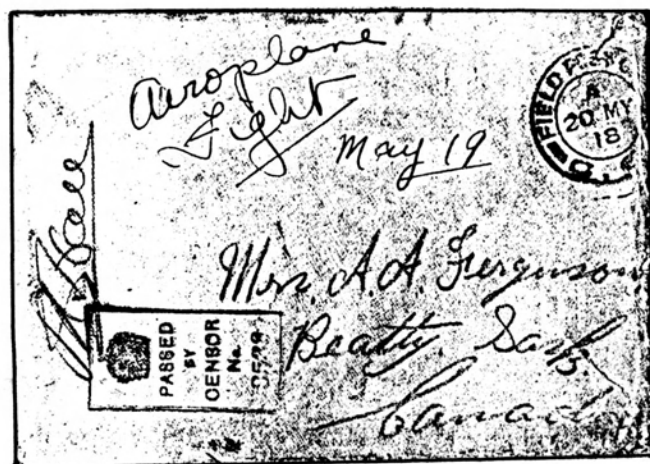
* * *

ITALY.

The service between Venice and Vienna was inaugurated on August 18th, last. The service, which is operated by Junkers monoplanes and Caproni biplanes, is at present a tri-weekly one, but a daily service will be run shortly. The journey from one terminal to the other—a distance of 370 miles—takes about four hours, a call being made at Klagenfurt en route.

Thanks for the information Joseph.

FOLLOW UP: Royal Air Force Air Mail Service, 1918



Postmarked: 20 MY 18 Manuscript endorsement: *Aeroplane Flight*

Murray Heifetz has obtained more information on the above cover, which was featured in our December 1998 "Seasonal Special" newsletter:

The cover was found in a dealer's box at a very modest sum. Not knowing anything about it, but intrigued by the script "Aeroplane Flight" on a 1918 cover, I bought it. Notwithstanding my own extensive aviation library, I could find nothing that shed any light on it. An enquiry was sent to Alex Newall in London, one of the deans of aerophilately, especially early British military airmail.

Alex explained that the RAF started to clear up the accumulation of mail left in Germany by the advancing Allied armies during their last push of the war. Censorship of the mail continued until June 1919 when peace was ratified at Versailles. The actual origin of the cover is uncertain because the Field Post Office number was not readable. The signature at the left is that of the Commanding Officer of the writer's unit. (The name appears to be McCall). This signature qualified the cover for airmail transmission with no franking required. In Alex's opinion, it was an RAF cover likely carried from France to Britain. The posting date is May 20, 1918 and it is addressed to Mrs. A.A. Ferguson at Beatty, Sask.

On receipt of this reply, the thought occurred that it might be a Canadian in the RAF writing to his family. A search through the Central Reference Library in Toronto proved fruitless. I couldn't find Beatty anywhere in a telephone directory, but discovered it was tied in with Melfort. I then found one Armstrong listed with a "farm" address, so took a chance and wrote him.

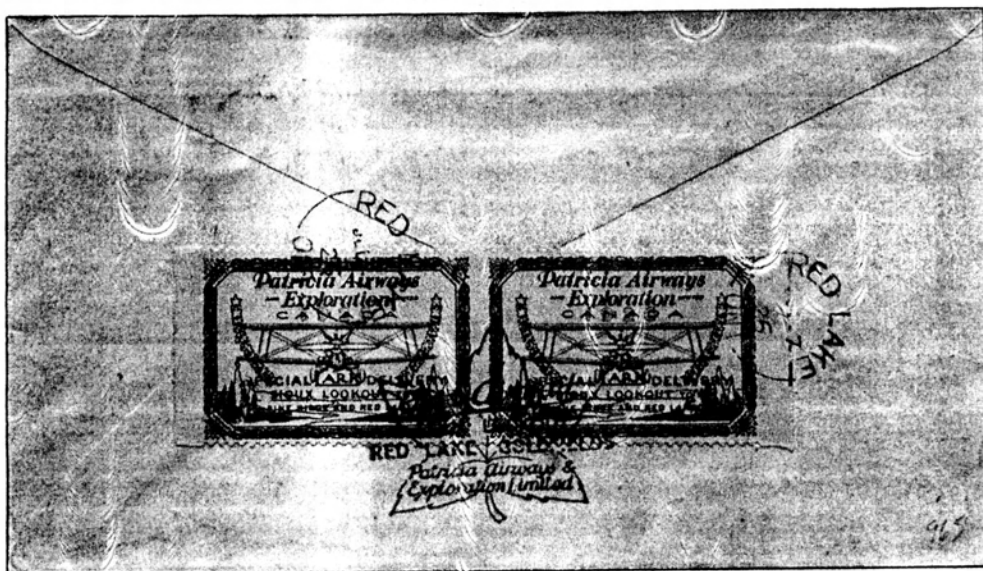
Several weeks later I received a letter from Melfort stating that the person to whom I wrote had no relationship to the letter writer, but that my letter got to him and that he was the nephew of the writer, and that the addressee, Mrs. A. Ferguson, was his sister. The writer was Harry Lobb and I was given the address of his daughter and son. I wrote the daughter and several months later I got a phone call from her in which she gave me considerable detail on her father's history.

It turns out that Harry Lobb became a well known figure in early Canadian aviation. There is a reference to him in Frank Ellis' book Canada's Flying Heritage. Prior to joining the RAF, he was an engineer with CNR working out of Saskatoon. After discharge from the RAF he returned to Canada, and like many of the Canadian pilots in the war, took up barnstorming. He jointly owned a Curtiss JN4 with Stan McLelland with whom he did the barnstorming. There was an accident in May 1920 in which McLelland was killed and Lobb was severely injured. I'm still trying to find out the sequence to this. One report has it that he was so badly injured that he had to give up flying and he returned to the CNR. There is another, however, that has him involved in some of the early mail flights of the "bush" airlines before he went back to railroading.

Aside from the interest in the story of Harry Lobb, the cover itself is probably a rare example of a piece of flown mail originating with a Canadian in 1918. Whether Harry Lobb actually flew the mail to Britain, or whether he was just the sender, is still to be determined.

Thanks Murray

Patricia Airways and Exploration Limited - vertically imperforate CL13



Ed Matthews sent in the above cover for our December 1999 newsletter. It has a pair of vertically imperf CL13s on the back, and he commented that *"the catalogues do not mention this variety at all"*.

Ed, Wally Silvestri, and Ernest van Dam, have now pieced together more information on this variety:

- this cover is one of three sold at the October 27th 1998 auction of Wm. Maresch and Sons in Toronto. Each had a pair of vertically imperf CL13s, and were to the same return address. This cover was purchased by E.S.J. van Dam, and sold to a customer of his in 1998. In 1999 van Dam bought this customer's collection, and so got back the cover illustrated. He then sold it to Ed.
- a second one of these three covers was obtained at the Maresch auction by Wally Silvestri.
- the third cover was sold at the auction, but the identity of the purchaser is not known.
- shortly after the October 1998 auction, Charles Firby auctioned a cover with a pair of imperf CL13s. This had different postmarks to the three covers sold at the Maresch auction, and so would conclude the four possible pairs that would have come from one pane of 8 stamps.

Thank you Ed, Wally and Ernest.

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Early Air Mail in the Maritimes



This photo appeared in our September 1999 newsletter. It was sent in by James Kraemer, who commented:

It was taken at one of the first airmail deliveries in the Maritimes, believed to be in the period 1926-28. The aircraft was registered to Canadian Trans Continental Airways of Quebec City. The aircraft is parked on Silver Lake which is about 2 miles north-east of Sackville, New Brunswick, and the local postmaster Mr. Burwash Robinson (deceased) owner of the car, is accepting delivery of the mail load.

Patrick Campbell has provided a lot of additional information about the aircraft:

The aircraft in the picture is registered G-CAIQ, a famous aeroplane. It is a Fairchild FC-2W, the first Pratt & Whitney Wasp-powered aircraft, manufactured at the Fairchild plant in Farmingdale, New York (constructors serial number 28) and delivered to Canadian Transcontinental Airways of Quebec in January of 1928. This FC-2W version was the first one delivered to a customer.

The name stood for Fairchild Cabin - 2nd version Wasp powered. These aircraft had a 50-foot span wing, instead of the 44-foot span of the basic FC-2, which had a Wright J-5 engine.

Only 11 FC-2Ws were built, and that version was succeeded by the FC-2W1 and the FC-2W2. (Canadian Vickers produced 12 FC-2's in Maisonneuve, Quebec, but all the "W" versions were built in the U.S.A.)

One of the FC-2W's, called *City of New York*, flew around the world in 1928.

G-CAIQ was the aeroplane that became famous when, on 12 April 1928, the first East-West crossing of the Atlantic was flown in a Junkers W.33L, the *Bremen*, from Baldonnel, Eire, to Greenly Island, Labrador, by Koehl, Fitzmaurice, and von Huenefeld. Everyone rushed to get pictures, and "Duke" Schiller, in G-CAIQ, flew to the "rescue". (They were actually o.k.)

G-CAIQ was also interesting as it had an experimental float-ski gear, which was designed to land on water or snow/ice. However, floats need to be "solid" to penetrate the water, while skis need "springing", and this experiment was not successful.

The delivery date of G-CAIQ sets the earliest possible date for this photograph as January 1928.

There is also a photograph of G-CAIQ in 125 Years of Canadian Aeronautics, A Chronology 1840-1965, (published by the Canadian Aviation Historical Society). This describes the aircraft as operating the Moncton - Magdalen Islands air mail service, which commenced on 11th January 1928, with E.J. Cooper as the pilot.

E.J. Cooper is also listed in the Air Mails of Canada and Newfoundland as the pilot for the flights between Moncton, P.E.I., and Grindstone Island in February-March 1928. (Catalogue #2807). The listing includes a flight from Sackville to Charlottetown on March 3rd, (#2807b). **The date of this flight fits the time period originally suggested for the photograph, the number of people in the photograph suggest a special occasion such as a First Flight, and G-CAIQ seems to have been E.J. Cooper's aircraft.** However, AMCN also states that "details concerning this service are obscure", so it may never be possible to "prove" whether the photograph is of this March 3rd flight.

Many thanks to Patrick Campbell for his information. - He added "*the reason I know all this is that I am helping to build a full-scale (non flying) replica of a Fairchild FC-2. Does anyone have any drawings, or know where we can get a Wright J-5 engine?*"

"FLIGHT COVERS: THE SPORTS CARDS OF THE 1930s"

This quotation was the heading for John Irvine's contribution to our December 1999 "Seasonal Special" newsletter, which featured a Flight Cover produced to commemorate the OPENING OF THE INTERNATIONAL VEHICULAR TUNNEL BETWEEN WINDSOR AND DETROIT.

The popularity of stamp collecting in the 1930's was also a theme of the "cover story" for the December 1999 issue of the American Philatelist. This was a very comprehensive article on the stamps produced for the GEORGE WASHINGTON BICENTENNIAL COMMEMORATION OF 1932, written by Ken Lawrence.

Although Ken's article was not about aerophilately, it gives a very interesting account of public interest in philately around the time when John's cover was produced:

Pandemonium greeted members of the public who happened past the Washington, D.C., main post office on New Year's Day of 1932. Although few stamp collectors who queued up that day may have realized it, they constituted the largest and most spirited assembly of first day cover enthusiasts in the history of our hobby, a record that has not been exceeded to this day.

New York stamp dealer Y. Souren (Souren Yohannessiantz) wrote afterward, "Unless one has actually seen the usually spacious corridors of the Washington city Post Office filled to capacity with surging, pushing, babbling humanity, he cannot realize the real significance of the four words, 'first day of issue'."

Friday, January 1, 1932, began the year-long celebration in memory of the nation's first president. Unlike today, when a philatelic commemoration of a significant anniversary would be a sideshow to the main event at best, the issuance of twelve new stamps and five new stamped envelopes was the occasion selected by the United States George Washington Bicentennial Commission as the most appropriate means to reach out, drawing people everywhere into its program.

At 7:30 that morning, as heavy rain poured down on the nation's capital city, U.S. Senator Simeon D. Fess and Representative Sol Bloom, respectively vice president and director of the Bicentennial Commission, made the first two purchases of stamps from Washington Postmaster William M. Mooney. Behind them waited some 2,000 customers who had arrived early, in a long line that extended down the street outside the post office.

Despite the inclement weather, the line of stamp buyers and first day cover servicers continued to grow all day, eventually drawing 65,000 people to the post office. Special police were detailed to the scene, and roped cordons were erected to keep the lines orderly, as patrons waited for up to three hours before reaching the stamp windows.

On a normal business day, four stamp windows would have been open to serve customers. Because of the special observance, nine were opened on this occasion. As the crowd grew, three more were added at ten o'clock, then another three shortly afterward, for a total of fifteen stamp windows, as morning wore on. Originally, the post office had been scheduled to close at noon, but it stayed open until midnight to accommodate the crowd.

Many collectors had traveled from afar to participate in this once-a-lifetime event. At midnight, some still had not been served, so postal officials announced that philatelic covers handed in on the next day, Saturday, would receive January 1 first-day postmarks. One o'clock in the afternoon on January 2 was declared the deadline for first-day posting, but that too had to be extended, first to four o'clock, then again to midnight. More than 1.1 million stamps were sold at Washington during those two days, and more than 300,000 covers received January 1 cancels.

Souren wrote that his New York stamp firm alone, "with the assistance of the Washington Y.M.C.A. and other similar sources who co-operated with us in the exceedingly difficult task of obtaining extra help throughout the day...provided employment for approximately 225 persons" servicing first day covers for 27,000 customers, 90 percent of whom had not previously been stamp collectors.

Meanwhile, Bicentennial stamps and envelopes went on sale throughout the country on January 2, drawing huge crowds from morning till night at Post offices in every large city. Publicity for the stamp hobby, in daily newspapers, in popular mass-circulation magazines, and on the radio, was unprecedented.

Although these sales occurred during the depth of the Great Depression, people spent a lot of money to buy stamps and covers as souvenirs. They paid an estimated \$100,000 just on January 1 sales of Bicentennial stamps and envelopes.

Continued

"FLIGHT COVERS: THE SPORTS CARDS OF THE 1930s" - extract from the GEORGE WASHINGTON BICENTENNIAL COMMEMORATION OF 1932 by Ken Lawrence, continued:

The country's economic suffering still marred the commemoration. Souren reported, "During the past few weeks, over a hundred checks have been returned to us. The reason most often given was that the banks involved had closed."

Stamp czar Eidsness estimated at year's end that the Post Office Department had cleared \$1 million in profit from the sale of 7,141,588,800 Bicentennial stamps and 367,528,550 stamped envelopes, which reimbursed the Government more than 75 percent of the cost of the Bicentennial celebration, according to the Bicentennial Commission's final report. The 2-cent value alone accounted for more than four billion of the total, far outselling the 514 million 29-cent Elvis Presley commemoratives sold in 1993, which Azeezaly Jaffer, United States Postal Service stamp czar of the 1990s, counts as his greatest success. The report explained the financial success:

Profit came largely through sales to collectors who either did not use the stamps at all, or placed more stamps on the envelope than were necessary. Of all envelopes mailed by collectors, it is estimated that the government received an average of at least ten cents excess postage....

It is interesting to compare the sale of the Bicentennial stamps with the largest previous sale of commemorative stamps -- that of the three Graf Zeppelin stamps of denominations of 65c, \$1.30 and \$2.60. The total sales of these only amounted to \$300,000, as compared with a profit of \$1,000,000 from the sale of the Bicentennial stamps.

The First Trans-Atlantic flight of Lester Pearson



This cover appeared in our March 1998 newsletter. It is from the inaugural Pan American Trans-Atlantic flight via Canada, postmarked June 24th 1939, and is addressed to *Mr. Lester B. Pearson, Canada House, LONDON, England.* - It raised the question WAS FUTURE PRIME MINISTER LESTER PEARSON A PHILATELIST, like President Roosevelt?

Jim Kraemer responded in the June 1998 newsletter that: *he collected stamps and covers of the countries of the United Nations where he visited, and where he represented Canada.* - *His collection was housed in two large filing cabinets in his home basement office, and was donated to the National Postal Museum in 1973.*

Although we cannot tell whether this cover was created for Lester Pearson, or by somebody using his address, his memoirs show that he was well aware of developments in aviation, and that he was the first Canadian official to use the Pan American service. - He had left England on June 30th 1939, sailing with his family on the *Duchess of York* to take some home leave in Canada. They were staying at a cottage on the shores of Lac du Bonnet in Manitoba for the summer, until:

One day I paddled over to the post office for the mail and saw an ominous headline: 'Nazis Threaten Danzig and the Polish Corridor.' This was it. The worst was about to happen and I should be at my post in London rather than at Lac du Bonnet. My wife, as always, understood.

I was on my way to Ottawa by the first train and, on arrival, went straight to see Dr Skelton, (Under Secretary of State for External Affairs.). I told him of my fears, and of my feeling that I should leave at once for London as Canada House would be pandemonium on the outbreak of war and everybody would be needed. He thought I was being too pessimistic but said my return was up to me.

That afternoon the Prime Minister learned I was in Ottawa and invited me to dine with him at his

summer home at Kingsmere. He greeted me with that gracious friendliness which made it pleasant to be his guest. I told Mr King that I was convinced war was near and therefore I planned to return to London immediately. He thought that I was wrong, that this crisis too would be resolved. He had seen Hitler not so long before and did not think he would risk a general war. Therefore, although the sentiments which prompted me to return to my post did me credit and all that, he advised me to rejoin my family and finish my leave. However, echoing Dr Skelton, he added that if I wished to go back to Canada House, that was my affair.

The next day I gave Dr Skelton further cause for surprise. I told him that if I crossed by ship I would be too late; war would have begun. 'Could I fly across?' Now he was convinced that I was in a panic. The transatlantic service by Pan American Airways had begun that summer, but to use it was still considered rash. No Canadian official had done so. Anyway, I would not be likely to get a seat on a plane. I told him I already had one, on a flying boat leaving the next day, thanks to a friend whom I had phoned at Pan American headquarters in New York. Dr Skelton gave up. He would take no responsibility for my decision, but he was good enough to arrange for me to fly that afternoon by a government plane to Montreal. From there, I got a commercial plane for New York which I reached that evening.

Early next morning, I boarded a Boeing Clipper plane which deposited me on Southampton Sound the afternoon of the next day. I shared a cabin on this large, slow, flying boat with two men; one a German reserve officer and the other a Polish reserve officer, both going home to fight; and perhaps kill each other. They became very friendly during the flight.

Only once did I doubt my good sense in rushing back by air. We had had to come down at Shediac, New Brunswick, because of engine trouble. When we took off again we ran into a fierce North Atlantic storm. I was in an upper berth in the plane, and feeling very miserable for I was then as prone to air-sickness as to sea-sickness. I looked out of a small oval window into the black night and found that we were flying only a few hundred feet above the wild waves. I hoped the engine had been well and truly repaired and I said to myself, 'What the devil are you doing here?'

Lionel Massey met me at Southampton and drove me to Canada House where I sent a telegram to Lac du Bonnet to say I was back in London. It was their first news that I had left Canada

From MIKE: THE MEMOIRS OF THE RT. HON. LESTER B. PEARSON, Volume 1.

(As someone accustomed to flying the Atlantic at 35,000 feet, I am always intrigued by the height at which the early flying-boats flew. According to David Beatty in The Water Jump - The Story of Transatlantic Flight. For the Imperial Airways flights in 1939:

The operating heights westbound had been 1000-1500 feet, but the captains would come even lower when visibility permitted to get the lift benefit from ground effect.)

Civil Aviation in Europe, 1944

Our June 1998 newsletter also contained a map showing the extensive network of air services operated by Lufthansa in January 1944. - The December 1999 issue of the FISA Bulletin reported on an article by Alfred Muser in the German LUFTPOST, which gives some interesting information about these services, and the role of SWISSAIR in them:

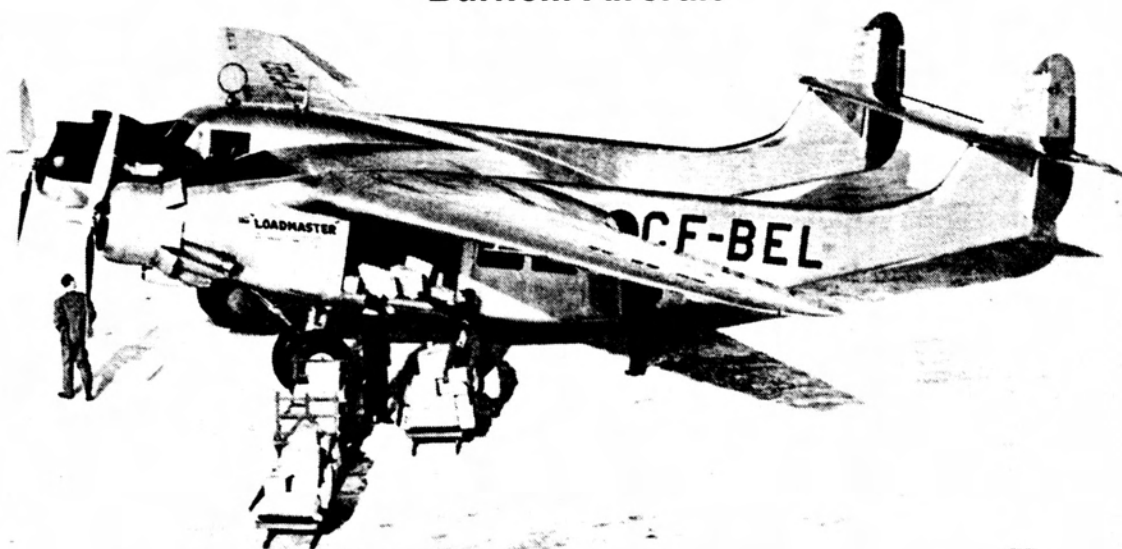
He starts by expressing his astonishment at the extent of the German civil aviation network in 1944, a network which covered Europe from Portugal to Scandinavia.

Up to 1943 Swissair served on the most profitable Zurich-Berlin route, but on 30 January 1943 the German Authorities withdrew their blessing and Swissair flights to Berlin became restricted to those with (rare) special permits. The Swiss airline flew, however, every working day a regular route Zurich-Stuttgart.

The increasing Allied air activity made the service increasingly more dangerous and then, on 9 August 1944, five American "Lightning" fighters attacked Stuttgart's Echterdingen airport. The Swiss crew, which was previously removed to safety, found on its return their DC-2 destroyed. Although the DC-2 HB-ISI cost the Swiss Sfr 194,000 (less Sfr 100,000 recovered from insurance), they decided against abandoning the route until an incident on 14 August 1944 when both the plane (DC-2 HB-ITE) and the crew miraculously escaped a bombing attack on the same airport.

The Swiss pilot, Capt. Franz Zimmermann, responsible for the service, wrote to the directors of Swissair on 16 August reporting that continuation had become too dangerous. So ended Swissair participation in the German air network.

Burnelli Aircraft



The CCF Burnelli CBY-3 Loadmaster in its original form. (*Cancargo*)

Our June 1999 newsletter contained a report on the CBY-3, which was built by Canadian Car & Foundry in Montreal, and first flew in 1945. This was an innovative aircraft as the fuselage was shaped like an aerofoil in order to contribute to the lift: the wings could be therefore be smaller, and the payload was increased. The CBY-3 was a twin-engined aircraft, wide enough to seat 24 passengers in four rows, with two aisles.

I've since discovered that the CBY-3 is now at the NEW ENGLAND AVIATION MUSEUM in Connecticut. They provided me with additional information on the aircraft, which stated that:

Efforts to market the CBY-3 were unsuccessful due to the ready availability and low price of surplus C-46 and C-47 aircraft in the post war years. The plane was then acquired by Airlifts Inc. of Miami, Florida, who tried to market it in South America.

The aircraft was then acquired by Burnelli's Central Aircraft Corp, who attempted to market it and establish production financing. This was also not successful, and various other attempts also failed. The CBY-3 was eventually left at the Friendship Airport outside Baltimore, Maryland.

In 1973 the aircraft was donated to the CONNECTICUT AIRCRAFT HISTORICAL ASSOCIATION, (NEAM's parent), and moved to NEAM at Bradley International Airport, where it is being restored as a non-flying artifact. The Museum plans to make the CBY-3 the centrepiece of an exhibit on Mr. Burnelli, who had a factory in Hartford, and many other connections to the area.

The NEW ENGLAND AIR MUSEUM is located at Bradley International Airport, Windsor Locks, Connecticut. It has a collection of 134 aircraft, including the Sikorsky VS-44A *Excambrian*, the last of the great four-engine American flying boats. Over 70 of the aircraft, including the *Excambrian*, are on display to the public in two huge hangars.

**The Museum is open 7 days a week from 10am to 5pm , year round except on Thanksgiving , Christmas, and New Year's Day. - For more information contact: NEAM, Bradley International Airport, Windsor Locks, CT 06096
Phone (860) 623-3305; Fax (860) 627-2820; website www.neam.org**

I also mentioned in the June 1999 newsletter that there is still a Burnelli company in Florida, who's President "*vociferously maintains that Vincent Burnelli and his lifting body theories, have been ignored and given a political raw deal by the US Government and the Air Force.*"

This Company has a website at www.hit.fi/~vzvibly/burnelli/intro.htm which extensively documents their claims.

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.

FRANKLIN EXPEDITION BALLOON MESSAGES, 1853

These messages are listed in the Air Mails of Canada and Newfoundland as:

1853, June 10 — Franklin Relief Expedition. Messages were printed aboard ship "H.M.S. Assistance" on a deep red silk, which read: "Dispatched by a Balloon, from H.M.S. Assistance, Captain Sir Edward Belcher in Winter Quarters. Lat. 76. 52.0 N. Long. 97.0.0 W. To Sir John Franklin, June 10, 1853." Followed by a message. A number of different formats of the message exist on various sizes of red silk.

PF-2

Franklin Relief Expedition, June 10, 1853

1,500.00

I have received the following message from Elaine Hoag of the *National Library of Canada*:

Readers will be aware of the "balloon messages" released in the Arctic from British ships during the search for Sir John Franklin. Most of these messages were printed on board the rescue ships between 1850 and 1853. As part of my research into mid-nineteenth century Arctic shipboard printing, I am compiling an inventory of the balloon messages. I have noted 26 copies of 17 messages so far, but I am sure that many interesting variants lie undetected in private collections. If readers know of such messages, either in their own collections or in other collections, I would be delighted to exchange information. Please contact me by e-mail, phone, or post: Elaine Hoag (office: 613-992-6961), 99 Glebe Ave, Apt. 4, Ottawa, ON K1A 0N4 (elaine.hoag@nlc-bnc.ca)

CLARKE CITY AIR MAIL, April 4 1929

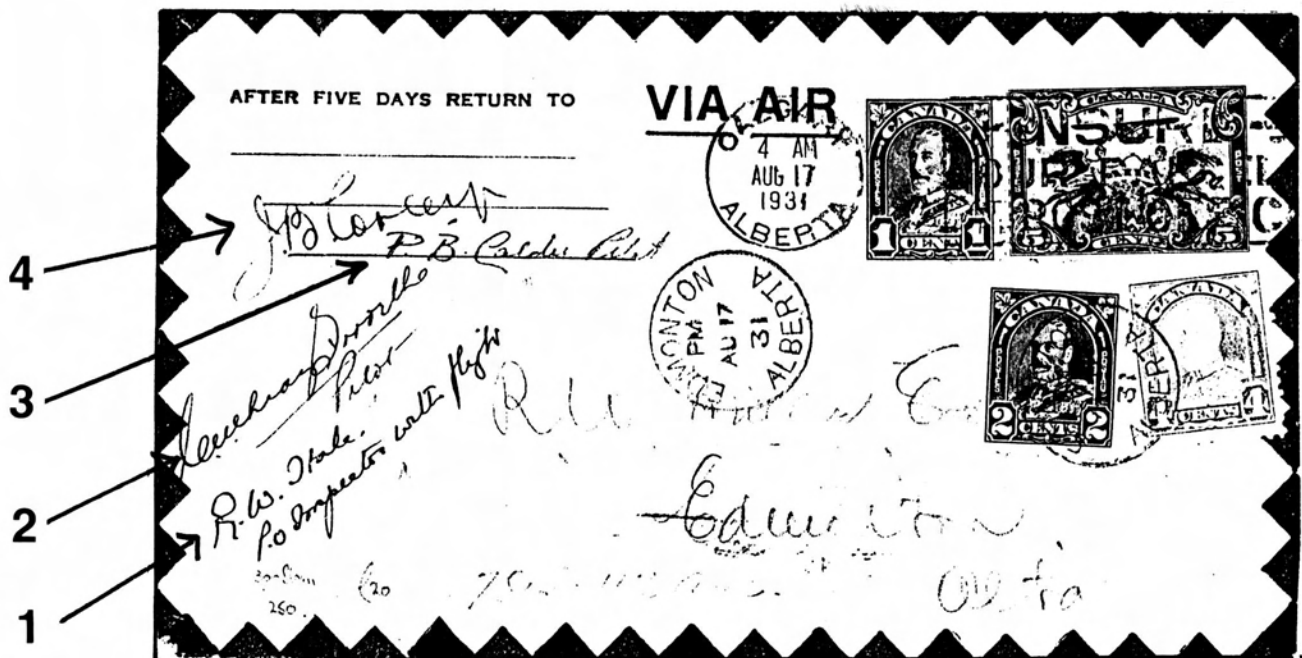


This is a Roessler cover, franked with a 10 cent franking, ("Admiral" - Scott #118), postmarked CLARKE CITY, AP 4 29. It is backstamped QUEBEC, 9PM APR 5 1929, and MONTREAL, 7PM AP 6 29.

- The time and cities of the backstamps suggest this cover was actually flown, unlike some covers addressed to Roessler from CLARKE CITY. (The "created" covers can often be picked out by a LA MALBAIE backstamp: the flown mail was usually sent to Quebec for processing, and not backstamped at La Malbaie.)
- The stamp doesn't seem to be a "rarity" that special covers would be created for.
- According to the article *A Surprise for A.C. Roessler* in our March 1998 newsletter, Roessler does not seem the sort of person to pay more postage than was necessary!

Can anybody explain why this cover was created on April 4th 1929, and/or why it was overfranked?

INFORMATION WANTED - CALGARY / EDMONTON FIRST FLIGHT, 1931



Upper postmark: CALGARY 4 AM AUG 17 1931 **Lower postmark:** EDMONTON PM AU 17 31

This is a round-trip cover from the First Day of the direct Calgary - Edmonton service, (#3153 in AMCN). It was probably created by R.W. HALE, who has signed the cover *P.O. Inspector with flight* (#1), and to whom it is addressed. - Who are the other signatures on this cover:

- #2 says *Pilot*, but the name is not clear. AMCN gives C.M.G. Farrell as the pilot from Calgary to Edmonton. Is this his signature? If not, who's is it?
- #3 is *P.B. Calder Pilot*, who is given in AMCN as the pilot from Edmonton to Calgary.
- #4 seems to start *J.B. Cor...*. Can anybody identify it, and give the person's connection with this flight?

FIRST FLIGHT FROM IVY, ONTARIO, 1932

The top cover on the next page cover is postmarked IVY, FE 15 32, and has a typed endorsement:

First Flight from IVY, ONTARIO Feb. 15, 1932

Assuming the typed endorsement is correct, this might be an unofficial First Flight, "favour cancelled" by the Post Office and handed back to be flown, rather like the Winnipeg - St. Paul cover on page 12 of the March 1998 newsletter. But that raises more questions:

- under what circumstances did Post Offices agree to such favour cancels, and to the transmission of mail outside the regular services?
- why was the First Flight from Ivy made on February 15th 1932? Was there something special going on in Ivy on that date?

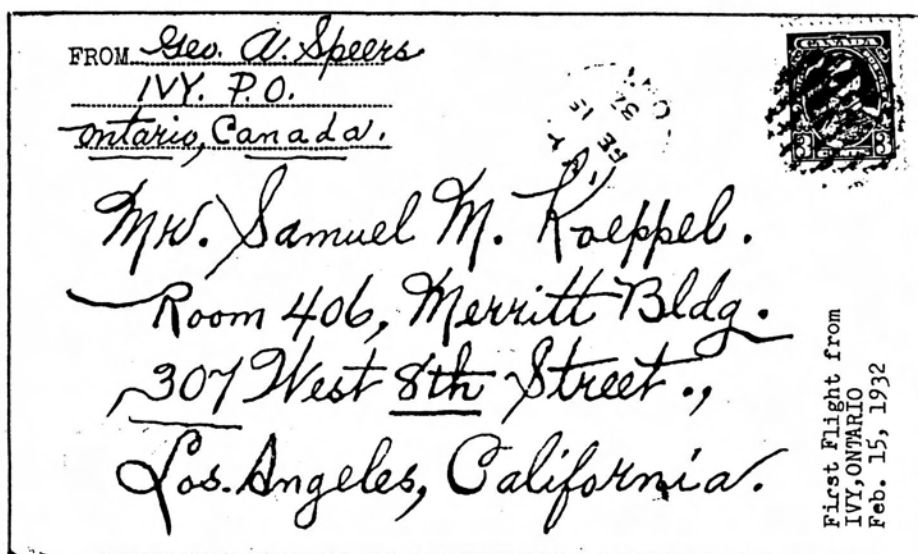
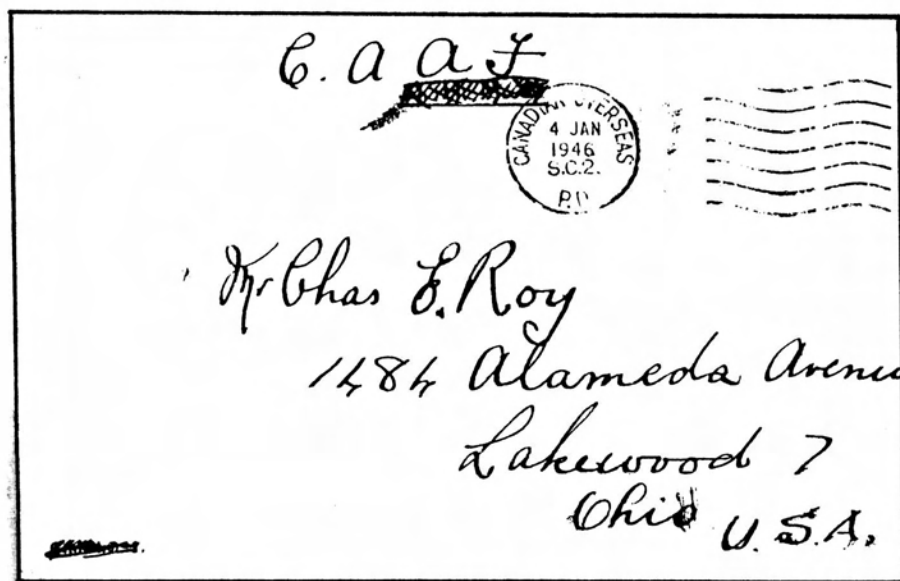
CAAF

The lower cover on the next page has no franking, and is postmarked:

CANADIAN OVERSEAS P.D. 4 JAN 1946 S.C.2

The postmark is from the Canadian Overseas Postal Depot in London, England, which handled wartime mail for the Canadian Army. (S.C. 2 was an early "postal code", standing for *South Central 2*.) According to AMCN, (p416), "*Free*" postal privileges from Armed Forces abroad were discontinued on December 31st 1946, so no stamp would have been required on this letter.

- Can anybody clarify what CAAF stood for, and why it was used on this letter from England?

FIRST FLIGHT FROM IVY, ONTARIO, 1932**CAAF****PILOT'S LOG BOOKS**

Gordon Mallett is researching a number of topics, including 'Flight CL40 -2902', 'The Prairie Airmail Flights of Dec 1928', and 'The 9 Lives of GWG McConachie'. He has written that:

In each of these study areas there comes the time when you need unbiased/detailed/accurate information regarding flight routes/pilots/aircraft etc. Frequently this information is not available from regular sources like books, catalogues or archives. Sometimes the information in one book (or even catalogue) contradicts that in another. The only solution I can see in these cases is to go to the most trustworthy resource - the logbooks (should they exist) of the pilots, aircraft and aerodromes.

Does anybody know of a listing of the locations of any existing logbooks for pilots, aerodromes and/or planes - particularly for the period prior to the "All Up" era?

If you can help with any of these questions, please send information to the editor:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT COVERS, 1939



Postmarked: NEW YORK AUG 9 1939 12-M

The above cover has a black and blue cachet on a blue airmail envelope, and is generally described as the "official" Imperial Airways cover. However, spectacular "Imperial Airways" covers with a multi-coloured design on a white envelope, can also be found:



Postmarked: MONTREAL 7 AU 10 39

The origin of these multi-coloured covers is uncertain:

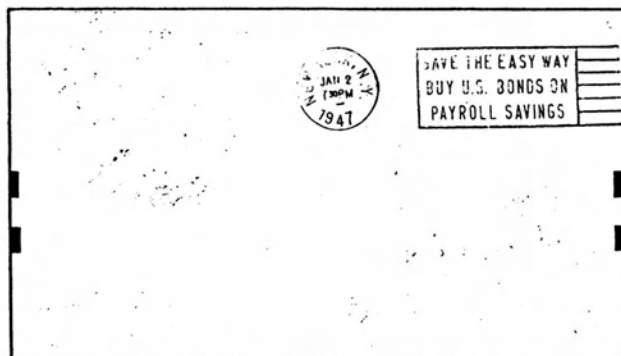
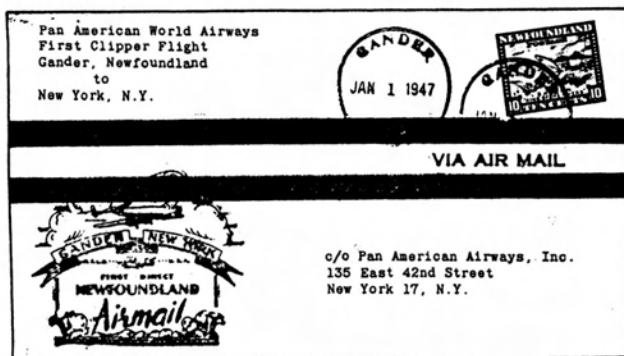
- in "The Aero-Field" Handbook No. 10, IMPERIAL AIRWAYS, compiled by N.C. Baldwin and published by Francis J. Field in 1950, they are described as a "*rejected design*".
- in an earlier publication, Aero-Field Handbook No. 7, BRIDGING THE ATLANTIC, that was compiled by N.C. Baldwin in 1945, they had been described as "*the withdrawn McKnight Kauffer design souvenir envelope*".
- in an article in the October 1999 Bulletin of the Metropolitan Air Post Society, George Sioras writes that: In the second edition of BRIDGING THE ATLANTIC, Baldwin reports the design had "*been withdrawn after some had been sent to Canada and released to the public*".

According to one report the reason for withdrawal of the cachet was that it had only the UK and US flags. Since the route also involved Ireland, Newfoundland and Canada, it was felt that, if all flags were not illustrated, none should be shown.

The Imperial Airways covers are all numbered, and a quick survey of twelve of the McKnight Kauffer covers showed a range of numbers from 15004 to 15794. If all the covers between these two numbers were released, there should be approximately 800 of them. This number would fit the fact that I seem to come across them about once a year at bourses in Ontario, (and that dealers charge around \$10 for them.) However, this number seems incompatible with an apparent rarity of these covers outside of Ontario: the MAPS article commented that Andy Morozowski, who contributed to the article, has only seen two of them in over twenty years of collecting!

Can anybody provide more information about these covers?

FIRST AIR MAIL NEWFOUNDLAND - NEW YORK, 1947



Postmarked: GANDER JAN 1 1947

Backstamped: NEW YORK JAN 2 7.30PM 1947



Postmarked: JAN 1 1947 (But different cancellation from the above cover).

Same New York backstamp as the above cover, **plus the Pan Am cachet from the front of that cover!**

The top cover is #F18-37 in the American Air Mail Catalogue, and marks the first acceptance of mail from Newfoundland to New York by the Pan American FAM 18 route, **but what's the bottom one?**

An early hypothesis was that since American Overseas Airlines was also flying between Newfoundland and New York in January 1947, (FAM 24), the Newfoundland Post Office might have contracted with both airlines to carry its mail, as then it could use whichever flights had the most convenient departure times. If this was the case, it seemed possible that Pan Am and AOA might both have prepared First Flight covers for their inaugural flights on January 1st; that these covers were processed/bagged separately, (which would explain the different postmarks); but through some mix up, all the mail ended up being sent by Pan Am, (which would explain the identical backstamps and cachet.)

Unfortunately for this theory, Jack Ince found an announcement in the Newfoundland Post Office Circulars from 5th December 1946 that:

A direct Air Mail service between Newfoundland and the United States will be inaugurated on the 1st January, 1947. The service will be once daily from Gander to New York and once daily from New York to Gander. The Air Mail postage rate will be 10 cents per half ounce and this rate will apply in both countries and will cover carriage by air over the airmail network in the U.S.A.

Arrangements have been made for a suitable official cachet to be applied to all mail carried on the inaugural flight on the 1st January, 1947.

If there was only going to be one flight on January 1st, why were both airlines preparing First Flight Covers? **Any further information and/or suggestions will be most welcome!**

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.

FLIGHT COVERS FOR SALE

If you collect First Flight/Airmail covers from Canada, U.S.A., Great Britain or anywhere else in the world, write today for my quarterly sales list. You will NOT be disappointed.

C.A.S. MEMBERS SPECIAL

Jimmy Mollison 30 October, 1936 Record Flight from New York – Harbour Grace – England – Flight done in record time of 13 hours 17 minutes – SEE PICTURE BELOW*

*Cover has small internal crease that does not detract

Catalogue Price \$800 U.S.

C.A.S. Special Price \$800 Canadian
Plus shipping

DEPARTMENT OF DOCKS
FLOYD BENNETT FIELD
NEW YORK, N. Y.



Jimmy Mollison
Floyd Bennett Airport
Brooklyn, N.Y., U.S.A.

I also purchase First Flight/Airmail Covers. Please contact me if you have covers for sale.

Write to: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario Canada K2G 4P2

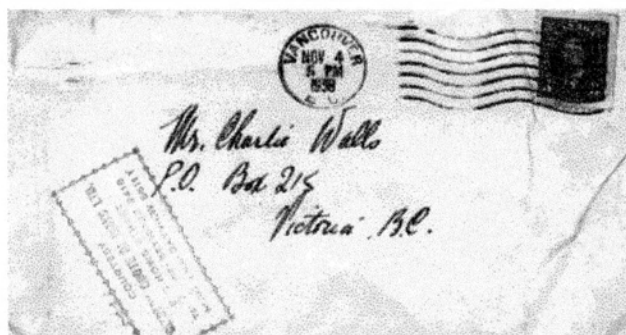
E-mail address: bjinepean@trytel.com

Member: C.A.S., A.P.S., P.H.S., A.M.S.N.Z.

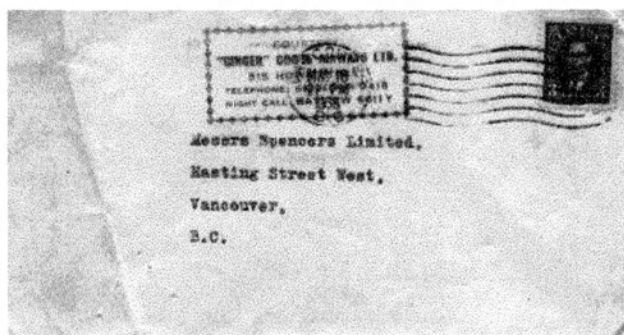
Courtesy Covers For Sale

Jim Brown is selling some courtesy covers from British Columbia. They are all "regular" size, "white" envelopes, with a cachet on the front, unless otherwise stated. Prices are in Canadian Dollars, and include postage.

GINGER COOTE AIRWAYS - Zeballos / Vancouver



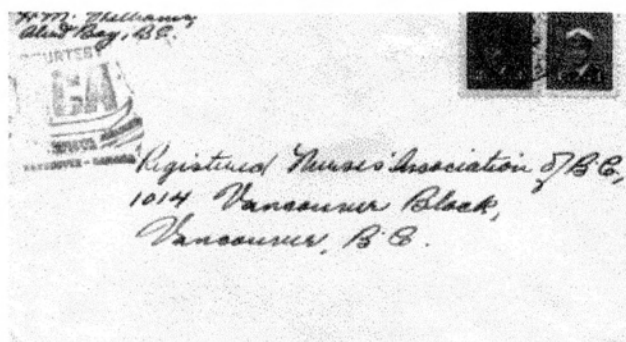
Number 1



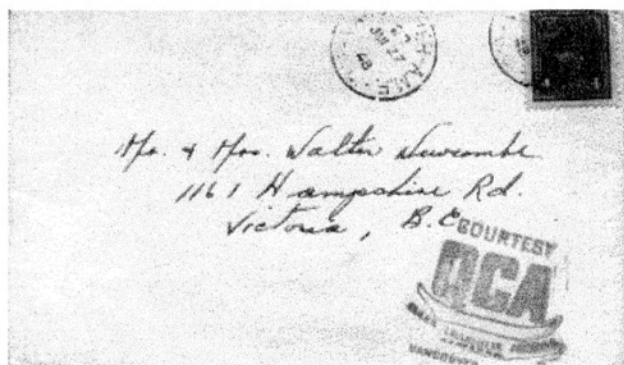
Number 2

- | | | |
|-----|---|------|
| # 1 | November 4 th 1938, addressed to Victoria | \$42 |
| # 2 | May 18 th 1938, addressed to Vancouver | \$39 |
| # 3 | August 26 th 1938, addressed to Victoria | \$42 |
| # 4 | October 21 st 1938, addressed to Vancouver | \$35 |
| # 5 | May 6 th 1938, blue airmail envelope, addressed to Hydraulic, B.C. | \$65 |
| # 6 | December 30 th 1939, addressed to Vancouver - cachet on back | \$38 |

QUEEN CHARLOTTE AIRWAYS - postmarked Vancouver



Number 7



Number 8

- | | | |
|------|---|------|
| # 7 | February 22 nd 1949, addressed to Vancouver, return address Alert Bay, blue cachet | \$40 |
| # 8 | January 27 th 1948, addressed to Victoria, red cachet | \$35 |
| # 9 | September 21 st 1948, addressed to Qualicum Beach, Qualicum backstamp, blue cachet | \$47 |
| # 10 | March 8 th 1950, addressed to Vancouver, return address Alert Bay, blue cachet | \$37 |
| # 11 | November 25 th 1949, addressed to Vancouver, then re-addressed, return address Knights Inlet, blue cachet, Vancouver backstamp | \$42 |
| # 12 | November 3 rd 1948, addressed to Regina, Saskatchewan, blue cachet | \$30 |
| # 13 | April 10 th 1949, # 10 envelope, addressed to Victoria, blue cachet | \$35 |
| # 14 | September 21 st 1949, addressed to Vancouver, return address Sullivan Bay, blue cachet | \$40 |

To purchase any of these covers, or to obtain further information, please contact:

JIM BROWN

2736 Swanson View Drive, RR2 Pender Island, BC V0N 2M2

Tel: 205 629 6224 E-mail: jab@gulfislands.com

CANADIAN AEROPHILATELIC SOCIETY COVERS FOR SALE

- 1975: COMMEMORATIVE COVERS FOR OPENING OF MIRABEL AIRPORT
4 DIFFERENT CACHETS...\$2.00 SET OF 4
- 1978: RAF MUSEUM COVER RE AVM RAYMOND COLLISHAW FROM TORONTO
TO MARHAM \$2.00 EA
- 1989: DAKOTA LAST TRANS-CANADA FLIGHT, 2 COVERS/WRITE UP.. \$2.00 SET
- 1992: SKY HAWK PARACHUTE COVERS, VARIOUS SIGNATURES ETG .. \$2.00 EA
- 1994: F117A FLOWN COVER FROM HOLLOMAN A.F.B. NEW MEXICO
WITH DETAILS OF FLIGHT\$2.00 EA

POSTAGE FREE AT \$10.00 OR OVER. UNDER \$10.00 PLEASE ADD \$2.00 FOR POST & PACKING.
A COMPLETE LIST OF COVERS IN STOCK IS AVAILABLE FOR \$2.00 TO COVER COPYING & MAILING.

CONTACT: MIKE SHAND, 1183 AGINCOURT ROAD OTTAWA ONT. K2C 2H8.

ASTROPHILATELY

Seymour Rodman will be sending out catalogues for his Mail Bid Auction #27 in April/May.

His sales cover all aspects of Astro-Postal History™ - the History Of Space On Covers, Stamps, Autographs, Lithos, Photos, Letters, Documents, Post Cards, Memorabilia, Trading Cards, Aerospace Balloons, NASA Issued Medallions Containing Metal From Vehicles Flown To The Moon Or Into Space, Flown Covers, Rocket Mail Pioneers, Missiles, and more.

For a free copy of the catalogue, containing 5500 lots well illustrated, contact:

SEYMOUR RODMAN
P.O. BOX 356, CHATHAM, NEW JERSEY 07928-0356 U.S.A.
PHONE: 973-635-6987 FAX: 973-635-3691
EMAIL: info@astro-postal.com

POLAR POSTAL HISTORY

Together with the latest issue of the New Zealand Air Mail Society newsletter, I received a copy of an auction catalogue from CLASSIC STAMPS LIMITED, that specialized in ANTARCTIC POSTAL HISTORY. The catalogue included covers from proving flights; helicopter transfers from ship to shore, and from bases to temporary camps; tourist flights; and polar transit flights. These flights involved aircraft from many different countries. (The catalogue covered 33 different countries, but some sections did not include flights.)

To receive a copy of their next catalogue, contact:

CLASSIC STAMPS LIMITED, PO Box 13-396, Christchurch 8031, New Zealand.
Fax: 03 365 9987

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**.

SUPPLEMENT 6 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Government and Other Air Mail Covers of Canada**
Changes and Additions 1926 to 1996**Dick McIntosh**

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1931	3119	Change Title to " Brantford Air Meet " and Pilots name to "Bibby".	
1935	3525	Add quantities: a. (3124 pieces), b. 3041 (pieces)	
1936	3616	Add: Franking is 3 cents in both country's stamps.	
1937	3717d	Change date to July 8.	
1942	4205	Add; "f. Moncton AMF - Gander (no cachet)	30.00
		g. Moncton AMF - St. John's (no cachet)"	30.00
1946	4605	Add; " jf - Washington National Airport - Montreal"	5.00
1948	4813	Add at end of text: "Return flights on December 3 have been seen and have twice the value."	
1957	5700	New entry: 1957, May 17 --- Lyneham - Goose Bay - Winnipeg Early Test Flight by Comet Jet XK671. Posted in Canada with Canadian franking.	50.00
1972	7211	Change date to "May 15-17"	
NOTE: The above changes are in addition to those listed in SUPPLEMENTS 2 to 5 for 1926 -1978.			
1978	7817	Add after " visit", "to Eastern Canada" and in text on the third line after " Belleville ", " Peterborough, Ottawa (Rockcliffe), Dorval, Smith's Falls (Uplands), Downsview, Buttonville, Uxbridge (Greenbank), Mount Hope, Inglewood, King City (Brampton), Orillia, Alliston (Notawassaga), Lake St. John, London, Windsor, Lockport,"	
	7822	New entry: 1978, September 1 --- Winnipeg. Commemorative visit of Eastern Airlines replica of <i>The Spirit of St. Louis</i> to Western Canada. Various cachets and franking. (See 7817). Covers also noted from Brandon, Bushnell Park, Medicine Hat, Brooks, Milk River, Lethbridge, Cut Bank."	3.00
	7823	Add at end of text: "See CF - 7702, page 314 ".	
1979	7907	In text: "non-direct" should read "non-stop".	

Continued

SUPPLEMENT 6 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>SValue</u>
1980	8001	Change in text: "flight" to "dispatch".	
	8003	Delete all after "authorized;" on 2nd line of text and Add "b. Montreal - Detroit Airfield" (few)	20.00
	8005	Change in text: "flight" to "dispatch".	
1981	8101	Change listing to: "Ottawa - Shanghai a. Ottawa - Beijing "	
	8115	Change in text: "flight to "dispatch".	
1982	8201	Add at end of text: "Covers were handstamped JUAN DU FUCA D ISPATCH SERVICE".	
	8205	Change in text: "flight to "dispatch".	
	8209	Change in text: "flight to "dispatch".	
	8210	New Entry: 1982, August 1 --- Montreal round the world flight for cancer research. There are a set of 11 covers flown from different points to Montreal (45 from each point) which were sold to raise money for cancer research. Covers have a cachet that includes the title "WINGS FOR LIFE". Each cover a. Round the world covers.(11)	5.00 20.00
1987	8713	Change in text: "flight to "dispatch". Add after "Air Canada", "AUA and Swissair."	
	8719	Change in text: "flight to "dispatch".	
	8739	Add in text after "flight", "with Olympic Torch."	
	8741	Change "flight", to "airmail dispatch."	
1988	8801	Replace "to" in text line 2, with "or mail to or from" and add at the end of the text " Not all are special flights." Delete; "8801o &u." and replace with " 8801o. Bucharest - Warsaw, (LOT Il 62) - Calgary, (Air Canada). 8801a. & b. Add: " (via Frankfurt, 8801 l.)." 8801y.,ab.,ad.,ae. Add; "Special dispatch for opening of games." 8801af.,aj. Add; "Return flight of athletes." 8801t. Change "(Can. Roupis)" with "(Canadian Airlines)" 8807 Add at end of text: "This was a special dispatch with no official status."	
1989	8902	New entry: 1989, March 28 --- Helsinki - Toronto. Finnair. First flight DC-10.	5.00
	8905	Add at end of text: "This was a pool flight with Japan Airlines."	
1990	9001	Add to text: "This was a pool flight with Air Canada".	
	9007&a.	Add " via Zurich", after "Geneva".	
1991	9107&9109	These two listings should be combined as a pool flight.	
	9121	Add: "b. Vancouver - Taipei".	

Continued

SUPPLEMENT 6 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>Value</u>
1992	9201	In text change "Olympic games" to "Canadian Olympic Team".	
	9208	New entry: 1992, June 27 --- Ottawa. National Capital Air Show. Cover flown in Frece Tricolori's <i>Aermacchi MB-339A</i> on July 1. Pilot - Lt. Col. Gianluigi Zanovella of the <i>Pattuglia Acrobatica Nazionale</i> ."	3.00
	9208A	New entry: 1992, July 1 --- Ottawa/Hull. Envelopes carried by the Sky Hawks parachute team on their descent for the 125th Anniversary of Confederation."	
	9209	In text change "Olympic games" to "Canadian Olympic Team".	
1994	9401	See comment on 9209 above.	
	9403	Change : "inaugural service to " football team flight."	
	9405	Change: "Winter Olympic Games", to "football team".	
	9405-9411	These dispatches were all by regular flights via Canada to USA.	
	9413	Add: " c. Osaka - Vancouver ".	5.00
1995	9500	New entry: 1995, June 28-30 --- Osaka - Vancouver. First flight of Air Canada using A340 aircraft. Osaka - Vancouver	5.00
		a. Toronto - Osaka, June 30	5.00
		b. Vancouver - Osaka, June 30"	5.00
	9501	Add: "a. Vancouver - Kuala Lumpur ".	5.00
	9503a.	Change: " Vancouver - Kuala Lumpur" to " Taipei - Vancouver "	
	9501&9503	These were pool flights between the Airlines listed.	
	9505	New entry: 1995, December 20 --- Frankfurt - Toronto. First flight by Canadian Airlines pooled with Lufthansa using Boeing 747. Frankfurt - Toronto	5.00
		a. Toronto - Frankfurt	5.00
1996	9601	Add: "a. Nagoya - Vancouver "	
	9603	Change "Flight" to "A special airmail dispatch ".	
	9604	New entry: 1996, June 8 --- Vienna - Toronto. Austrian Airlines and Swissair joint Boeing 767 special airmail dispatch to CAPEX '96. Vienna - Toronto	5.00
		a. UNO Vienna - Toronto	5.00
	9605	Add: g. Zurich - Vancouver"	5.00

There will be additional changes for 1996 in the next Supplement.

Any readers who have suggestions for any changes or additions to the GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA section of AMCN, (or these Supplements), are asked to send them to:

Dick McIntosh,
47Aldenham Cr., Don Mills, Ontario M3A 1S3.

Telephone: 416 447 1579 Fax: 416 449 0733 E-mail: mcintosh@accessv.com

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has over 150 members, and membership is open to all.

The 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;
- a "sales department", with a variety of covers for sale;
- a small library from which books and periodicals can be borrowed by mail;
- a question-and-answer service for mystery air mail stamps and covers.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

With effect from October 1st 1999, the annual membership dues have been: \$20.00 CDN in Canada, \$22.00 CDN (\$15.00 US) in U.S.A., \$25.00 CDN for members Overseas.

Payable to: The Canadian Aerophilatelic Society.

If you would like to join, please send the following information with your dues to:

Ron Miyanishi, Secretary - CAS, 124 Gamble Ave., Toronto, Ontario M4J 2P3

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____

Collecting interests: _____

(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following names are due for membership renewal - please help Ron by renewing promptly:

April	May	June
24 Neil Hunter	27 John Glashan	87 Roland F Kohl
49 John Johnson Jr.	29 Jim Turk	124 reuben A Ramkissoo
76 W Ross Richardson	30 William F Laird	149 Frank Kendle
137 D Bernier	32 Bill Bartlett	177 John Masella
197 Henk Post	78 Charles J Verge	183 Robert A Haslewood
198 Donald F Angus	79 JA Brown	248 Francois Ouellet
262 ESJ van Dam	138 Keith Stibbe	249 David E Flett
263 Louis K Levy	172 Ivan RW Burges	251 Charles Wm McEvoy
279 JM Cholette	176 Bill Harrington	254 John Webster
	201 Ivan W MacKenzie	256 Bernard Abouchar
	224 Charles G Firby	266 John F Church
	280 Kelsey Stephenson	267 James H Parker
	281 Andy Ellwood	285 Edmund A Harris
	282 Richard Hills	288 Owen L White
	302 Pierre Vachon	

PLEASE NOTE: in order to reduce expenses, MEMBERSHIP CARDS are only mailed to new members, or when they will serve as receipt of payment, OR ON REQUEST. - They are no longer being sent automatically to members who renew by cheque.