



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 Aerophilateliques) - Club Member

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June 2000

THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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EDITOR'S APOLOGY, EXPLANATION, AND PLAN

Firstly, I'd like to apologize for the late publication of this issue of our newsletter, and to all members who have written to me but not yet received a reply.

The explanation, is that the continuing changes in the Ontario school system, in which I teach, are also creating turmoil in my other activities, with the former taking more and more time away from the latter. I am therefore producing this newsletter in July, after the school year has finished.

My plan is to produce the next issue of the newsletter before school starts again in September, so would all members please be sure to get information for the September issue to me by the usual deadline of August 15th. After that, in order to create more time for the preparation of each issue, I would like to advance the deadline to the first of the preceding month, so the deadline for the December issue will be November 1st.

PRESIDENT'S REPORT

I am pleased to report that both ROYAL 2000 ROYALE in Winnipeg, Manitoba, 28-30 April 2000 and ORAPEX 2000 in Ottawa, Ontario, 6 and 7 May 2000 were most successful. The Winnipeg Chapter of the RPSC organized a well balanced exhibition with excellent competitive exhibits, a very active youth group, and 28 stamp dealers. The entertainment at the local Scandinavian Culture Centre was most enjoyable as was the Awards Banquet at the Ramanda Marlborough Hotel, the chosen convention hotel. There were only two Aerophilatelic entries, Dave Whiteley's Vermeil awarded *Air Mail Rates to Commonwealth, Foreign and Overseas Countries* and Bill Topping's Silver awarded *Trans-Canada Air Lines 1937-1964*. I appreciated their effort to exhibit Aerophilately.

Dave Whiteley has agreed to take on the Canadian Air Mail Rates Section of our catalogue, *The Air Mails of Canada and Newfoundland*. The late Ritch Toop died before he could finish the Section so Trelle Morrow agreed to round the Section out. Dave is planning to issue a book on the subject with the assistance of Jack Ince for Newfoundland Air Mail Rates and Chris Hargreaves who has been negotiating arrangements for the CAS to publish the book as a soft cover. Who would be interested in such a reference book? The price and quantity to be printed are yet to be worked out. (See page 5 for more information.)

When our catalogue first revision is issued in 4 or 5 years' time this data, updated, would be incorporated in the revised catalogue. Also at Winnipeg was Trelle Morrow and Bill Topping from British Columbia and Don Amos from Winnipeg. Don is our elder statesman of Canadian Aerophilately. Four of us enjoyed a couple of hours visiting with Don at the show. Hopefully our Editor will be able to publish a few photographs taken at the two shows.



DON AMOS (left) and DAN MAYO (of the Winnipeg Stamp Club).

There were seven Aerophilatelic exhibits and two Aerophilatelic Literature entries at ORAPEX 2000 which will be listed in this issue. The exhibitors were Mike Shand, Dick McIntosh and Murray Heifetz for Vermeil medals, Neil Hunter for two Silver medals, Mike Shand for a Silver-Bronze medal, and Nelson Bentley for a Certificate for his one frame entry of helicopter mail. The *Air Mails of Canada and Newfoundland* received a Gold award and *The Canadian Aerophilatelist* received a Silver award. Dick McIntosh received the AAMS Merit Achievement medal and ribbon for his entry *Newfoundland Air Mail, 1919-1949*. Congratulations to all the

Continued

PRESIDENT'S REPORT continued:

Aerophilatelic participants. Let us hope for a greater turn out for ROYAL 2001 ROYALE hosted by the Lakeshore Stamp Club, Inc. Dorval, Quebec, 6 - 8 April 2001. For further data contact David G. Nickson, C.P. #1, Pointe Claire, Dorval, Québec, H9R 4N5.

The CAS had two society tables at ORAPEX 2000. Twenty-one members signed in and eleven were present for a most successful AGM held on Sunday, 7 May. Pat Sloan, our Past President, was in attendance as was the Chairman of the Jury, Pat Campbell. Pat received from Chris Hargreaves a CAS Plaque of Achievement for his many aerophilatelic articles published in the Canadian Aerophilatelist. In turn I presented Chris with a similar plaque for his outstanding work as Editor of our newsletter, *The Canadian Aerophilatelist*. On Saturday our Treasurer, Ivan MacKenzie, paid us a two hour visit. Ivan in early April underwent a very serious operation but he is looking well now. We were very pleased to see him at the show. New AAMS aerophilatelic books sold well. If interested write to me for the listing and prices.

(RK Malott) Major (Retd) CD, President CAS

REPORT ON THE ANNUAL MEETING OF THE CAS

Mike Shand

THE ANNUAL MEETING OF THE SOCIETY TOOK PLACE AT THE R.A.CENTRE, OTTAWA ON MAY 7, 2000 DURING ORAPEX. 12 MEMBERS ATTENDED WHICH IS WELL ABOVE AVERAGE FOR SUCH MEETINGS. (OTHER MEMBERS, UNABLE TO COME SUNDAY SIGNED IN AT OUR BOOTH ON SATURDAY).

THE FIRST ITEM CONCERNED FINANCES WHICH WERE PRESENTED BY NELSON BENTLEY ON BEHALF OF OUR TREASURER, IVAN MACKENZIE WHO IS RECOVERING FROM MAJOR SURGERY. IVAN DID JOIN US BRIEFLY ON SATURDAY AND ALL MEMBERS WISH HIM A SPEEDY AND COMPLETE RECOVERY.

IT WAS NOTED WITH SATISFACTION THAT THE FINANCIAL SITUATION HAS NOW STABILIZED FROM THE DIFFICULTIES OF A YEAR AGO. THE MODEST INCREASE IN FEES HAS HELPED AND THERE WILL BE NO CHANGE IN THE COMING YEAR. IT WAS ALSO NOTED THAT THE SALE OF SNOWBIRD COVERS PRODUCED BY OUR PRESIDENT HAS BROUGHT IN CONSIDERABLE REVENUE. THE FINANCIAL STATEMENT AS PRESENTED WAS APPROVED BY THE MEETING.

A QUESTION WAS RAISED AS TO MEMBERSHIP RENEWALS. IT HAD BEEN THOUGHT THAT TO RENEW, IT WAS NECESSARY TO USE THE BACK PAGE OF THE NEWSLETTER BUT IT WAS POINTED OUT THAT A SIMPLE NOTE (WITH PAYMENT!) TO RON WOULD BE SUFFICIENT. HOWEVER CHRIS COULD FOLLOW UP WITH RON IF NEEDED.

THE PROPOSED SOCIETY PUBLICATION, CONCERNING CANADIAN AIRMAIL RATES WAS DISCUSSED AND A DRAFT CIRCULATED. THIS WILL BE SOFT SIDED, PROBABLY SPIRAL BOUND AND SHOULD SELL IN THE RANGE OF \$15.00 (POST INCLUDED) TO MEMBERS (PERHAPS WITH A TIME LIMIT) AND \$20 TO NON MEMBERS. MURRAY HEIFITZ NOTED A FEW ERRORS IN THE DRAFT AND HE AND OTHERS KNOWLEDGEABLE WILL SEND COMMENTS TO CHRIS HARGREAVES WHO IS RESPONSIBLE FOR THE FINAL PRODUCT. THE MEETING APPROVED SUCH PLANS AND WELCOMED THE WORK DONE TO DATE. (See page 5 for more information.)

THE PRESIDENT SUMMED UP THE SUCCESS OF ORAPEX FOR THE SOCIETY, NOTING THE NUMBER OF EXHIBITS, THE HIGH ATTENDANCE OF MEMBERS (SPECIAL WELCOME TO OUT-OF-TOWNERS) AND A SATISFACTORY SALE OF BOOKS AND COVERS, BRINGING IN MUCH NEEDED REVENUE.

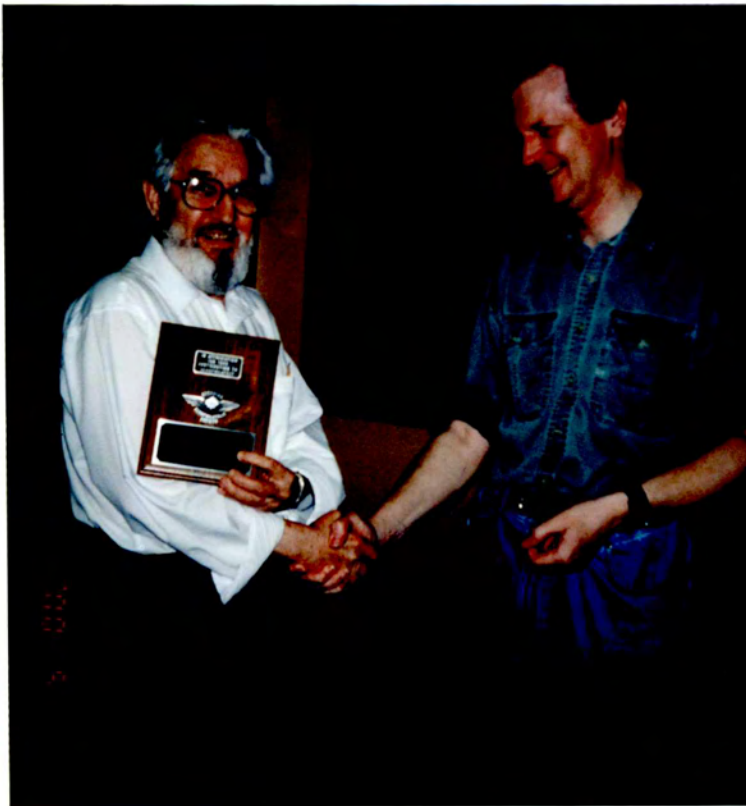
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REPORT ON THE ANNUAL MEETING OF THE CAS continued:

A QUESTION WAS RAISED AS TO THE POSSIBILITY OF A SALES CIRCUIT AS IS SOMETIMES DONE IN OTHER SOCIETIES BUT IT WAS FELT THAT THE INTERESTS OF MEMBERS WERE SO DIVERSE THAT SUCH A PROCESS WOULD NOT BE SUCCESSFUL. MEMBERS WISHING TO BUY OR SELL AEROPHILATELIC ITEMS ARE ENCOURAGED TO WRITE TO CHRIS WHO WILL PUBLISH FOR FREE ON A SPACE AVAILABLE BASIS.

CHRIS INTRODUCED A PROPOSED LEAFLET FOR GENERAL DISTRIBUTION CALLED:- "A SHORT GUIDE TO CANADIAN AEROPHILATELY" WHICH SHOULD BE VERY USEFUL AT SHOWS AND THE LIKE IN EXPLAINING WHAT WE ARE ALL ABOUT. THOSE INTERESTED SHOULD CONTACT CHRIS. THE MEETING WELCOMED THIS INITIATIVE AND APPROVED FINALISATION. (See page 6 for more information.)

TWO PRESENTATIONS WERE THEN MADE. THE FIRST BY CHRIS TO PATRICK CAMPBELL FOR HIS MANY EXCELLENT CONTRIBUTIONS TO THE NEWSLETTER OVER MANY ISSUES. THE SECOND WAS MADE BY THE PRESIDENT TO CHRIS FOR ALL THE HARD WORK AND DEDICATION IN PRODUCING A FIRST CLASS, PRIZE-WINNING NEWSLETTER. BOTH RECEIVED CAS PLAQUES, SUITABLY ENGRAVED. THE MEETING HEARTILY APPLAUDED BOTH RECIPIENTS.



Patrick Campbell



Chris Hargreaves

Dick Malott

PATRICK CAMPBELL CONCLUDED THE MEETING WITH A SHORT SUMMARY OF ONE OF HIS MANY PROJECTS, THAT OF RESTORING AND REBUILDING A FAIRCHILD FC-2 "RAZORBACK" AT THE CANADIAN AVIATION HERITAGE CENTRE IN STE-ANNE-DE-BELLEVUE. THOSE INTERESTED IN FURTHER DETAILS OF THIS PLANE (WHICH IS SHOWN ON CANADA'S FIRST AIRMAIL STAMP) CAN CONTACT PATRICK THROUGH THE HERITAGE CENTRE, MCGILL/ MACDONALD CAMPUS, STE-ANNE-DE-BELLEVUE, 21,111 CHEMIN LAKESHORE ROAD, H9X 3V9.

THE MEETING WAS THEN DECLARED CLOSED AT 3.30 P.M.

A handwritten signature in black ink, appearing to be 'J. May. 00'.

J. May. 00

(Editor's postscript: many thanks to everyone concerned for the plaque. I appreciate it very much)

New Publications on the Air Mail Rates of Canada and Newfoundland

As mentioned in the last newsletter, I received copies of wonderful research by David Whiteley into *Canadian Air Mail Rates to Foreign Destinations*; and by Jack Ince into *Newfoundland Air Mail Rates*. Both documents are mother lodes of information, but too long to include in an issue of this newsletter. How to make this information easily available to members at a reasonable price was discussed at our General Meeting, and I have been following up with the authors. (I have also discovered that the costs had been underestimated.)

The final decision is that this research will be published in September as two separate booklets:

OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - December 1942

David's research traces the evolution of Air Mail services from Canada, and the rates charged, as reported in the Canadian Post Office annual Guides and monthly Supplements.

This booklet is now 66 pages long, spiral bound, and includes some maps in colour. It reproduces many rate tables and announcements, starting with the earliest reference to the availability of air mail services that David could find, (in the *1926 Official Guide to Postmasters*), and continuing to the end of 1942.

David is going to look after the printing and distribution of this booklet.

Orders should be sent to: David Whiteley, 605 -77 Edmonton St., Winnipeg, Manitoba R3C 4H8

The price, including postage, is: \$17.50 Canadian in Canada; \$13 US for orders mailed to the USA; \$20 Canadian or \$14 US for orders mailed overseas.

CAS members may deduct \$3 Canadian or \$2 US from these prices.

Payment can be made by cheque in Canadian or US Dollars, payable to David Whiteley.

NEWFOUNDLAND AIR MAIL POSTAGE 1937 - 1949

Extracts from the Newfoundland Post Office Circular

Jack has been researching the air mail rates from Newfoundland. He located copies of the Newfoundland Post Office Circulars from 1937 to 1949 in the National Archives, and has produced a summary of the information given in them.

This booklet will be about 24 pages long, spiral bound, and reproduces the original announcements and rate tables from the Post Office circulars.

I will look after the printing and distribution of this booklet, on behalf of the CAS.

Orders should be sent to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, K7M 4Y4

The price, including postage, will be: \$7 Canadian in Canada; \$5 US for orders mailed to the USA; \$10 Canadian or \$7 US for orders mailed overseas.

CAS members may deduct \$1.50 Canadian or \$1 US from these prices.

Payment can be made by Canadian Dollar cheque payable to Chris Hargreaves, International Money Order, or in US Dollar bills (at sender's risk).

SECRETARY'S REPORT

Welcome to another new member:

#307 James F. Ruddell, Osgoode, Ontario

Please check the renewal list on the back cover to see if you are due for renewal, and if so please send in your dues as soon as possible, to save the time and expense of sending out reminders.

IN MEMORIAM

I was very sorry to hear about the death of GEORGE LAUWERS, who was a most active astrophilatelist. George prepared covers for various spaceflights, edited the magazine *Cosmos* for the Belgian Philatelic Association, and produced the *Space News* notes for the *F.I.S.A. Bulletin*. He was also a most helpful gentleman, who answered several questions for me over the years.

George is survived by his wife Jackie Bekaert, who is the Secretary General of F.I.S.A., to whom I offer the condolences of the Canadian Aerophilatelic Society.

CONGRATULATIONS TO NELSON BENTLEY

Nelson has now qualified for HONORARY LIFE MEMBERSHIP in the AMERICAN AIR MAIL SOCIETY, after 35 years of regular paid membership! Congratulations Nelson!

LIBRARIAN'S REPORT

I was asked at the General Meeting to prepare a report on the contents of the CAS library. - If you didn't know we had a library, DON'T GET EXCITED! It is a very small library, that contains far fewer resources than most people expect.

The main holdings of the library are:

- **The Airpost Journal**, January 1947 to January 1950; and July 1964 to present;
- **Jack Knight Air Log**, February 1971 to present.
These are both excellent publications from the AMERICAN AIR MAIL SOCIETY, that contain articles on a wide variety of aerophilatelic topics, both American and international.
- **Recovered Mail** by Henri Nierinck. First edition, 1918-1978; and second edition 1937-1988.
This is the standard catalogue for air mail crash covers.
- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames.
An excellent small book, that I would recommend anybody interested in semi-officials to purchase. (Write for a copy of the Short Guide to Canadian Aerophilately described below if you want to know where to order a copy.)
- **Sanabria Airmail Catalogue - North America, 1995.**
This lists air mail stamps, but not covers, from the USA and Territories, Canada, Newfoundland, Mexico, and the United Nations.
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**
A "coffee table" history book, with lots of illustrations, and some information about the RCAF air mail flights in the 1920's and 30's.
- **Schweizerisches Luftpost Handbuch**, 1984.
Lots of illustrations of Swiss air mail stamps, cancellations, and covers, but the text is in German.
- **Airmail Operations During World War II** by Thomas H. Boyle Jr., and
- **American Air Mail Catalogue, Sixth Edition, Volume One.**
These two books were reviewed in the last newsletter.

The library also holds the various journals we receive through exchanges with other aerophilatelic societies, that I report on in this newsletter from time to time; some files of newspaper clippings, mainly from the 1970's; and several boxes of assorted philatelic magazines and auction catalogues, mainly from the 1980's and 90's. - Joseph Berkowitz is holding most of the boxes, and plans to catalogue them in due course.

Although small, the library is a great help to me in preparing the newsletter, and answering members questions. - I would also be glad to check the resources detailed above to see if they contain information on specific topics that a member is interested in. Although I have commented in the past that books and magazines can be borrowed by mail, the cost of postage has usually made this an unattractive proposition.

A SHORT GUIDE TO CANADIAN AEROPHILATELY

This is a four page, 8 1/2" x 11" handout, (actually one sheet of 11" x 17" paper, folded), that aims to give "all" the information that new collectors of Canadian Aerophilately would like to know.

It includes:

- details about how First Flight Covers were produced in the 1930's;
- a brief history of Canadian Air Mail, from Brian Peck to the All-Up service;
- an example of a commercial cover analyzed for "Routes and Rates";
- brief comments about Modern Day Covers;
- an introduction to Newfoundland Air Mails;
- sources for obtaining further information, such as the Air Mails of Canada and Newfoundland, and addresses where they can be ordered from;
- a description of The Canadian Aerophilatelic Society, and a membership application form;
- a summary of the services offered by the American Air Mail Society.

This Short Guide is available free of charge from the editor. - If you would like a copy for your own information, or multiple copies to hand out and promote aerophilately, please contact me.

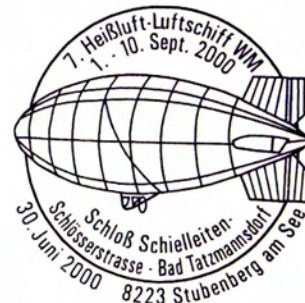
Editor and Librarian: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, K7M 4Y4

7th WORLD HOT AIR AIRSHIP CHAMPIONSHIPS



These are being held in Austria, from September 1st to 10th 2000. A variety of commemorative postmarks will be available. If you would like to obtain souvenir covers, please write for more information to:
Aeroclub of Austria c/o Team Polar,
A-2334 Voesendorf-Sued,
Triester Strasse 36, Austria.

E-mail: g.scholz@netway.at



A NEW CANADIAN SPACE STAMP

The official press release from Canada Post stated that:

Combining the traditions of innovation and cooperation, Canada's Space Program launched its first satellite in 1962 and continues its progress with astronauts, telecommunications advances and the famous Canadarm.

Unfortunately the press release didn't describe the design of the stamp. I think the Canadarm developed for the U.S. Space Shuttle is at the bottom, and wrote to Canada Post asking what the other items on the stamp were, but received no reply.

This stamp is part of a controversial series of 68 stamps called THE MILLENNIUM COLLECTION. These stamps were originally going to be available only as part of a 94 page, hard-cover souvenir book, that Canada Post was marketing as a limited edition of 200,000 copies, with claims that it was "the ultimate Year 2000 souvenir" and that "demand is sure to exceed supply".

However, as a result of what Canada Post calls "popular demand", but which most people would describe as howls of protest over the limited distribution of the stamps, and their not being available at face value, plus a threat by the Scott Catalogue not to list them, Canada Post decided to issue the stamps in souvenir sheets of four, with "quantities of 1 million each, to ensure sufficient quantities to meet demand."



DICK MALOTT ON A CANADIAN STAMP!

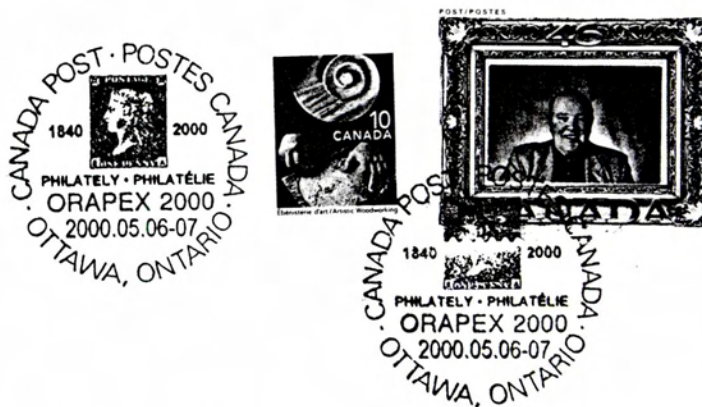
Dick Malott is well known for the Commemorative and First Flight Covers he has produced over the years, and now he has appeared on an official Canadian Stamp!

So, however, can less famous aerophilatelists, and anybody else. - It's Canada Post's latest novelty, described by them as:

"a unique new product . . . *Picture Postage* puts a new twist on custom postage. The first personalized stamp of its kind in the world, *Picture Postage* allows users to create their own stamps by inserting photo images of their choice into self-adhesive frames."

These stamps are being produced by Canada Post at some stamp shows, and can also be obtained by people mailing in an order, with a copy of the photograph they would like on their stamps.

Although I can't congratulate Dick on making it into the Scott Catalogue, this is a nice opportunity to thank Dick for everything he has done for Canadian aerophilately, particularly as President of the *Canadian Aerophilatelic Society*.



WHAT WAS THE ATTITUDE OF THE CANADIAN POST OFFICE TOWARDS AIR MAIL SERVICES BEFORE 1930?

Until recently, the most authoritative research on Canadian air mail rates to overseas destinations was that done by Walter Plomish. This was originally published in BNA TOPICS for March-April 1992, and has been widely referred to since then.

Walter's research was based on an extensive search through *Record Group 3 (RG 3), Records of the Post Office Department* held by the National Archives in Ottawa. However, in spite of a prolonged search, Walter could not find any reference in the Post Office Guides or monthly supplements earlier than March 1930, to the rates which applied on mail from Canada that required air mail service within Europe.

This issue gets most intriguing, as Walter did find:

"a letter from the Director of Posts Berne, Switzerland to the Canadian Postmaster General, Ottawa inquiring about airmail services available to Canadians to European destinations".¹

In his article in BNA TOPICS, Walter also reproduced the reply to this enquiry:

Ottawa, 8th March, 1929.

Inspector General of Posts,
Berne, Switzerland

Dear Sir, -

I beg to acknowledge the receipt of your communication of the 23rd ultimo, asking for information regarding the surtaxes applicable to air mail originating in Canada addressed to Foreign Countries.

In reply I beg to say that in so far as air mail to Europe is concerned up to the present this is limited to services commencing in Great Britain for European destinations. The rates charged on air mail are the rates applicable to air mail despatched from Great Britain plus the regular postage on the article from Canada to the country of destination. The charges on air mail originating in Canada for delivery in Canada or the United States and conveyed over either Canadian or United States air mail services or both is 5c for the first ounce and 10c for each additional ounce or fraction, from Canada to Mexico 10c per half ounce or fraction in addition to the ordinary postage

Yours truly,

Deputy Postmaster General.

This correspondence confirms both that air mail services within Europe were available in 1929, and that information about the rates that applied was not readily available.²

¹ Walter Plomish, CANADIAN PARTIALLY FLOWN MAIL TO EUROPEAN DESTINATIONS 1928 TO 1931, BNA TOPICS March-April 1992, (Vol. 49, No. 2), page 25.

² It also seems to me that the reply could have been much more helpful, as it did not tell the enquirer what the actual rate for a letter from Canada requiring air mail service from London to Switzerland would have been!

**WHAT WAS THE ATTITUDE OF THE CANADIAN POST OFFICE
TOWARDS AIR MAIL SERVICES BEFORE 1930?, continued:**

In his original article in BNA TOPICS, Walter made the following comments/suggestions as to why these air mail services and rates were not better publicized:

The Can. Post Office Ottawa prior to the Mar. 1, 1930 monthly supplement didn't let Canadians know these services were available, or what the aircharges were. If you wrote the Ottawa Postmaster General and inquired they would have sent a letter with the information and the rates. I believe from reading these letters and reports to the Postmaster General that because of a minimal interest and because of the very efficient railway system for handling mail speedily, airplane use for mail was discouraged by the Can. Post Office at this time.³

In recent years, David Whiteley has also been doing extensive research on Canadian air mail rates to foreign destinations.

Like Walter, David was unable to find details of rates for air mail services within Europe in the Canadian Post Office Guides and supplements, before March 1930.

However, David formed a very different opinion to Walter, regarding the attitude of the Canadian Post Office towards air mail services.

When I discussed his research with him, David commented that although the Postal Guides did not give a consolidated table of air mail rates before March 1930, there were numerous announcements of new services, and admonitions to Postmasters to bring these services to the attention of the public.

For example, the Monthly Bulletin for February 1927 contained the following announcement:-

(14) Extension of Cairo-Baghdad Service to Basra (Persian Gulf): - The fortnightly airplane service for all classes of mail in operation between Cairo, Egypt, and Baghdad, Iraq, has been extended to Basra, Iraq.

Articles intended for this air service should be marked "By Air Cairo-Basra". The special charge of 6c. per ounce additional to the regular postage remains in effect.

Postmasters will please amend the third paragraph opposite Egypt on page 93 and Iraq on page 100 in the 1927 Postal Guide.

Later issues of the Monthly Bulletins included details of the inauguration of the "*Cleveland, Ohio - Pittsburgh, Pa. Air Mail Service (C.A.M. 11)*", (May 1927); "*Air Mail Service to Panama Canal Zone*" and to "*Bahamas, Cuba, Dominican Republic and Porto Rico.*" (February 1929); "*Air Mail Service to Australia*", July 1929; and "*Air Mail Service in Japan*", (September 1929). - The last of these announcements is typical of the detailed information being provided:

(9) Air Mail Service in Japan: -The Japanese Postal authorities advise that effective immediately air mail maybe despatched to Japan for conveyance over the following air services in operation in that country.

Tokio and Osaka	12 double trips a week, except Sunday
Osaka and Hakata	9 double trips a week, except Sunday
Osaka and Darien via Urusan (near Fusan) and Keijo	3 double trips a week, except Sunday

All classes of unregistered mail matter, except reply post cards will be accepted for conveyance over these services, and the fee for air transmission in Japan is 5 cents per half ounce or fraction thereof, to be prepaid by Canadian postage in addition to 5 cents for the first ounce and 10 cents for each additional ounce or fraction if transmission by air mail service in Canada or the United States is also desired, the above fees must be paid in addition to the regular postage rate from Canada to Japan.

If air transmission in Japan only is desired the article should be prepaid at the rate of 5 cents per half ounce or fraction, in addition to the regular postage rate from Canada to Japan.

Mail matter not fully prepaid as regards postage and air mail fees will not be given air transmission in Japan.

Mail matter for conveyance over these air mail routes should bear the inscription "Par Avion" on the address side to be followed by the course it is to follow, e.g., "From to"

Postmasters will please give the above every publicity.

Continued

³ Ibid., page 28.

**WHAT WAS THE ATTITUDE OF THE CANADIAN POST OFFICE
TOWARDS AIR MAIL SERVICES BEFORE 1930?, continued:**

David was also struck by the amount of information given in the July 1929 supplement regarding the new Montreal - Detroit air mail service:

New Air Mail Service: - MONTREAL – DETROIT: - On the 15th July, 1929, regular air service, daily except Sunday, each way, was inaugurated between Montreal and Detroit, via Toronto, Hamilton, London and Windsor.

This new service places the Prairie Provinces and the Canadian Far West in close touch with Eastern Canada and Western Ontario through the United States air mail system and will enable materiel gains in time to be effected both ways.

The following are typical of the gains made on the westbound movement.

Mail connecting with the plane leaving Montreal at 9.15 A. M. (S.T.)

Arrives at	By Air	By Rail	Gain
Toronto	12 Noon 1 st day	5.40 P.M. 1 st day	18 hours
Detroit	4.40 P.M. 1 st day	12.35 A.M. 2 nd day	8 hours
Chicago	7.20 P.M. 1 st day	7.25 A.M. 2 nd day	12 hours
Winnipeg	11.20 P.M. 2 nd day	10.00 A.M. 3 rd day	11 hours
Vancouver	2.30 P.M. 3 rd day	9.30 A.M. 5 th day	48 hours
Los Angeles	5.25 P.M. 2 nd day	8.30 A.M. 5 th day	63 hours

Similar gains are made on the eastbound movement.

Matter to be conveyed in this way will require to be prepaid at the air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce or fraction, and may be accepted for registration and special delivery if the required fees are prepaid in addition to postage at the air mail rate. Air Mail letters should be plainly marked "Via Air Mail" and enclosed, if possible, in special air mail envelopes such as can be obtained at most stationery stores. Wherever possible, air mail stamps should be used to prepay the postage, but if such stamps are not available ordinary Canadian postage stamps may be used.

If the public, and particularly business men, can be induced to test the time-saving qualities of this new service, there is no doubt that they will become habitual users of air mail.

The energetic co-operation of Postmasters in bringing this to the attention of their patrons will not only benefit the mailing public, but have a definite bearing on the future development of air mail activities in Canada.

Although David, like Walter, was unable to find details of rates for air mail services within Europe in the Post Office Guides and supplements before March 1930, David's conclusion from reading these documents regarding the attitude of the Post Office towards air mail services was that:

The instructions to Postmasters to publicize and promote the commercial advantages and time saved by the use of these new air mail routes clearly highlights the Canadian Post Office Department's commitment to the development of air mail services both within Canada and to overseas destinations.

Editor's comment: As I mentioned earlier, this is an intriguing subject!

While reading David's research, I was struck by the "unbalanced" publicity given by the Canadian Post Office to new air mail services: a great deal of information was given about some of the services, but many other services were started during this period with no mention at all. - Why, for example, was Cleveland - Pittsburgh the only American service reported?

I wonder if this lack of balance is a key factor, and that the reason why a consolidated table of air mail rates was not published before March 1930, is partly because nobody was keeping an eye on the "big picture"?

Any information and/or comments from readers about the attitude of the Canadian Post Office towards air mail services before 1930 would be most welcome.

**David's research is being published in September as a booklet
OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS
AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - December 1942**

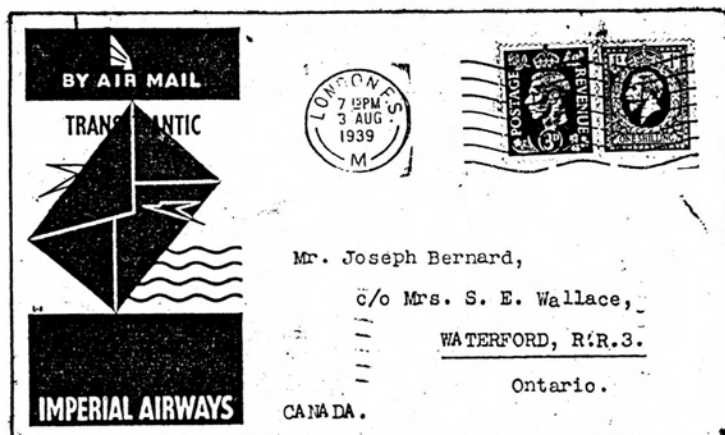
Price: C\$17.50 in Canada; US\$13 for orders mailed to the USA;

C\$20 or US\$14 for orders mailed overseas.

Order from: David Whiteley, 605 - 77 Edmonton St., Winnipeg, Manitoba R3C 4H8

See page 5 of this newsletter for additional information.

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939



"Official" IMPERIAL AIRWAYS COVER
Postmarked: LONDON F.S. 3 AUG 1939

The last newsletter included a question seeking information about the two different designs of Imperial Airways First Flight Cover found from this flight. The "official" cover shown above cover has a black and blue cachet on a blue airmail envelope; but covers are also found with the spectacular, multi-coloured design shown below:



"Withdrawn" McKnight Kauffer design.
Postmarked: VANCOUVER AUG 8 1939

I received some very interesting responses to this question, and am particularly grateful to John Webster, who sent me copies of some newspaper clippings about this flight. - Most of these were from an English newspaper, *The Daily Telegraph*, and came from John's father-in-law, "who most likely received them from his mother who was living in England at the time".

These clippings were not dated, but I have tried to place them in a chronological order. - I am intrigued that the clipping to the right, printed shortly before the flight, gave an inaccurate rate, saying there was a 1s 3d surcharge in addition to the usual 1 ½ d rate: however, I have never seen a cover with the 1s 4 ½ d franking this would have produced.

Continued

The distinctive panel which appears on the envelopes.



THE DISTINCTIVE PANEL which appears on the envelopes.

25,000 OCEAN AIR MAIL LETTERS

PUBLIC INTEREST IN HISTORIC EVENT

By MAJOR C. C. TURNER

By the first British Transatlantic air mail service, which leaves Southampton next Saturday for Botwood, Newfoundland, Montreal, and New York, many letters addressed to public men in Newfoundland, Canada and the United States will be carried. I understand that the Air Minister, Sir Kingsley Wood, and the Postmaster-general, Major G. C. Tryon, are among those who will signalise this historic event.

There will also be a tremendous influx of letters from the general public for the first flying-boat, the Cabot. Nearly 20,000 special envelopes prepared by Imperial Airways for sale at 3d were sold within a few days. A further 5,000 are being printed and will be available on Tuesday, but ordinary envelopes may be used.

At present, in addition to the usual 1½d, each letter must bear a surcharge of 1s 3d, and, in addition to the 1d rate for postcards, 6d extra. If ordinary envelopes are used they should bear a blue air mail label on the top left-hand corner and the words "North Atlantic Air Service."

The flying-boat will fly from Southampton to Foynes, the Irish airport on the Shannon Estuary. Shortly after its arrival there it will ascend again, and be met in the air by an R.A.F. bomber which has been converted into a tanker for refuelling.

The tanker will take up position above the flying-boat, and the aircraft will fly in formation, one slightly to the left and astern of the other. The crew of the tanker carries out the principal part of the operation, which consists of connecting a hose from tanker to flying-boat, and thereby pouring 5,000lb of fuel into the tanks of the flying-boat.

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939 continued:

AIR REFUELLING DEMONSTRATION



The aircraft photographed during the demonstration. (Other pictures, Page 14.)

TOWN

FLYING - BOAT REFUELLED IN MID-AIR

PROCESS AS SEEN
FROM AIR LINER

CABOT IN TEST AT SOUTHAMPTON

100 GALLONS OF FUEL
JETTISONED

From Major C. C. TURNER

SOUTHAMPTON, Sunday.

From the cabin of the Imperial Airways flying-boat, Cameronian, to-day, I watched the process of refuelling an air liner in the air by the method to be used this year in the new British air mail service, westwards across the North Atlantic.

It proved to be one of the most impressive spectacles I have ever seen in the air.

A squadron of aircraft ranged about over a vast sunny expanse of Southampton Water. They flew over the City of Southampton, with the Queen Mary's three red funnels making vivid colour points, and over Netley, Hythe, Calshot, Lee-on-Solent, with the Isle of Wight in the distance.

Conspicuous among the cruising aircraft was the great silver-winged Cabot which will inaugurate the Atlantic service next Saturday.

Close by flew the dark, camouflaged Harrow bomber, from which she was to be refuelled. The Cameronian was to the starboard of them and on their port side ranged a Percival Gull, piloted by Sir Alan Cobham, managing director of the Flight Refuelling Company.

Continued

Charles G. Firby
AUCTIONS

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Having taken up their positions, the machines kept formation at a steady 120 miles per hour. The Cabot and the Harrow were only about 500ft up. We in the Cameronian were flying at less than 1,000ft.

Plans for the test were comprehensive. The Harrow tanker had been flown over from the land aerodrome. Soon after the Cameronian took off I saw the Cabot leaving the water, with a long white wake, almost directly below. The air was somewhat bumpy, and it was clear that conditions were likely to prove difficult for the operation.

For fuelling, the tanker takes up position about 100ft above and slightly to the right of the air liner, from the stern of which is trailed a grapple on a line. From the tanker an ejector system flings a projectile, attached to a cable, into the arc of the trailing line. By an ingenious contrivance automatic connection ensues.

SECOND ATTEMPT

One attempt to make this connection failed, the reason being that at the moment the two aircraft were executing a turn. This, I may say, would never have been done in ordinary practice. To-day much was subordinated to the desire to allow the whole operation to be observed, not only from the Cameronian, but also by a party assembled at Hythe.

Soon afterwards another attempt was made, this time with success. The two aircraft were then connected by a line, on to which one of the Cabot's crew held. Almost immediately I saw the hose emerging from the tanker's plane and steadily descend until its lower end was secure in the flying-boat, where its attachment for tanking purposes is extremely simple and safe.

On this occasion only 200 gallons of petrol was transferred. Ordinarily the amount would be some 850 gallons, weighing 6,000lb, and its transfer would take less than 10 minutes.

FUEL JETTISONED

After the hose had been wound back into the tanker and the two aircraft had separated, a demonstration was given of the jettisoning of fuel in flight. This might be necessary in the very unlikely circumstance of a forced descent just after the air liner had received its overload of petrol. The 100 gallons of fuel jettisoned streamed out in a snowy vapour, stretching far behind the machine.

Refuelling in the air, as I saw it to-day, appears to be a perfectly practicable operation in any conditions in which a flying-boat can ascend.

The commercial value claimed for the system is that it enables an aircraft to carry a very much greater useful load than would otherwise be possible.

The Cabot could easily fly the Atlantic without an overload of fuel, but with its aid it can carry the extra payload represented by the weight of extra fuel taken in. When it is calculated that a flying-boat of the new Golden Hind class—not now equipped for refuelling—could, by refuelling in the air, take more than two tons extra payload, the matter seems to be decidedly worth considering.

Refuelling in the air was extensively tried in the United States many years ago, and was seen at the R.A.F. display about 10 years ago.

The Cabot to-day was piloted by Capt. D. C. T. Bennett, and the Cameronian by Capt. A. G. Store, both of whom will be engaged on the Atlantic service. The inaugural flight of the service will be in the charge of Capt. J. C. Kelly Rogers.

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939 continued:

The writer of this article was somewhat optimistic when he claimed that, "Refuelling in the air, as I saw it today, appears to be a perfectly practicable operation in any conditions in which a flying-boat can ascend".

According to David Beatty in The Water Jump, on the sixteen Trans-Atlantic flights made by Imperial Airways:

Fifteen successful refuelling flights were undertaken. There was one other flight which was not refuelled because the tanker was unable to locate the flying boat in bad weather.

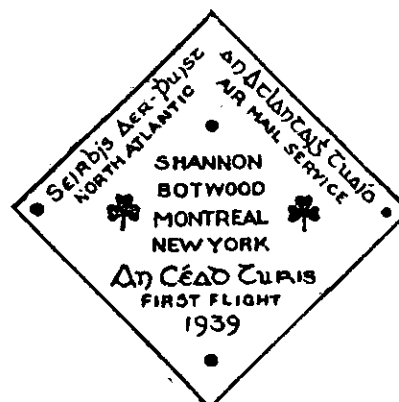
The height of refuelling was usually 1000 feet. On one occasion, because of low overcast, the refuelling was done at tree-top height. On several occasions contact was prematurely broken and petrol lost. On 11th August, Captain Bennett reported that, "The light alloy pipe connecting the fire extinguisher to the refuelling cap fractured, and fumes of methyl bromide escaped into the aft compartment. This was vacated and the door closed."

In-flight refuelling on a passenger service was considered out of the question, and Imperial Airways Trans-Atlantic service only carried mail whereas Pan American Airways' service carried both passengers and mail.

However, in spite of these problems, Imperial Airways had a better record for punctuality than Pan American Airways!

Out of sixteen flights, only nine of Pan Am's had been on schedule, three had been 24 hours, one 48 hours, two 72 hours, and one 120 hours late. Against this, fourteen Imperial Airways flights had been on schedule, and of the two that were 24 hours late, one was due to the late arrival of the mail, literally on the eve of the Second World War.

Continued



Cachet applied to covers from Foynes, Ireland carried on the Imperial Airways flight.

QUEUES FOR AIR MAIL ENVELOPES

SOME BUYERS TAKE
FIFTY

FANTASTIC PRICES NOT EXPECTED

A big queue of people anxious to buy the special 3d envelopes for the first British Transatlantic air service stretched across the hall of the Imperial Airways building at Victoria, S.W., last night.

This was the third issue of envelopes. The first lot, of 15,000, was sold out rapidly. This included 4,000 sent out to the United States and 3,000 to Canada for disposal for the first return mail. On Tuesday a second issue of 5,000 was sold within an hour and a half. This experience was repeated yesterday with the last issue of another 5,000. But ordinary envelopes may still be used.

There were several applications for 50 envelopes, but most were for two or three, or even only one. A fair number of people took a dozen.

One of the batches of 50 was bought by a man who said he was going to post them all to America and have them reposted by the first return air mail.

4s FOR ENVELOPE

In addition to the 3d per special envelope, he has to pay 1s 3d postage, and is registering at the rate of 3d apiece—that is, a cost per envelope of 1s 9d. The cost from the other side will be 1s 6d per envelope.

A prominent dealer stated that his charge for a stamped envelope will be 4s.

"It is scarcely likely," he said, "that there will be much advance on this for some considerable time. People who imagine that they are going to make good deals will probably be disappointed."

"Owing to the immense volume of this mail, its stamps have no chance of reaching anything like the high values of those in the previous much more limited first flights. Eventual fantastic prices in the present case seem to me to be out of the question."

ATLANTIC AIR MAIL PLANS

CARIBOU TO OPEN
SERVICE

By MAJOR C. C. TURNER

Britain's first trans-Atlantic air mail, which is to be inaugurated on Saturday, will be the occasion for a ceremonial send-off from Southampton. This will make two trans-Atlantic services a week by the northern route, the British and the American.

The first service will be by the Imperial Airways flying-boat Caribou, which will leave Southampton with the mails, fly to Foynes, on the Shannon Estuary, and will ascend again and be refuelled in the air by the method described in yesterday's DAILY TELEGRAPH.

It was expected that the first run would be by the Cabot, named after the explorer who sailed from Bristol and discovered Newfoundland, but the Cabot has to undergo a minor adjustment, and will do the second run of the service westwards, that on Saturday, Aug. 12.

In command of the Caribou will be Capt. J. C. Kelly Rogers, an Irishman. The crew will be: First Officer B. C. Frost, and radio officers Mr. C. E. Wilcockson and Mr. A. A. Hilliar.

The Caribou's time table is:

Leave Southampton ..	1 p.m., Saturday
Arrive Foynes ..	4 p.m.
Leave Foynes ..	8 p.m.
Arrive Botwood, N.F. ..	10 a.m., Sunday
Leave Botwood ..	12 a.m.
Arrive Montreal ..	7 p.m.
Leave Montreal ..	8 p.m.
Arrive New York ..	11 p.m.

She will leave New York on the return flight on Wednesday, Aug. 9, at 9 p.m., arrive at Montreal at 12 midnight, leave at 12 midday on Thursday, arrive at Botwood 6.30 p.m. (to be refuelled in the air), and arrive at Foynes 10 a.m. Friday, and at Southampton at 3 p.m.

Eventually the air-mail rate to the British Dominions, to North America and to the United States will be 1½d per ½oz letter and 1d for postcards. For the present the total charge will be 1s 3d per letter and 7d per postcard.

Readers who enjoy the detective-side of aerophilately, will probably have noticed that the left-above column now gives the correct rate for these covers.

There is also an interesting omission from these articles, as in spite of the detailed information they give, there is no reference to a requirement that the covers were signed for! - According to the letter on the next page, however, (which was found in the cover reproduced above it):

"Janet had to queue up to get the envelopes & to sign her name for them also".

Why people had to sign for these covers, and how often this was required, is another unanswered question.

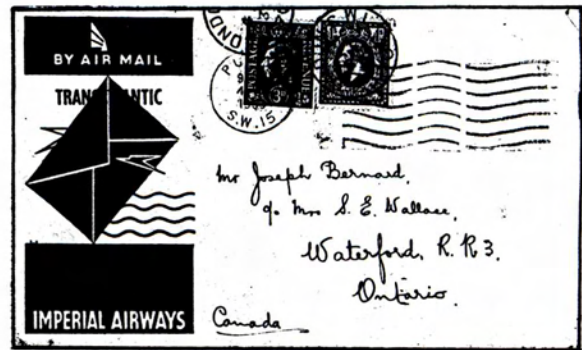
Continued

IMPERIAL AIRWAYS TRANSATLANTIC FIRST
FLIGHT, 1939 continued:

This cover was postmarked:

PUTNEY S.W.15 4 AUG 1939
and LONDON S.W.1 4 AU 39

Only the first page of the letter was found.



23 Chelverton Road
Putney, S.W.15 ~~1939~~
3rd Aug. 1939.

My dear Joe,

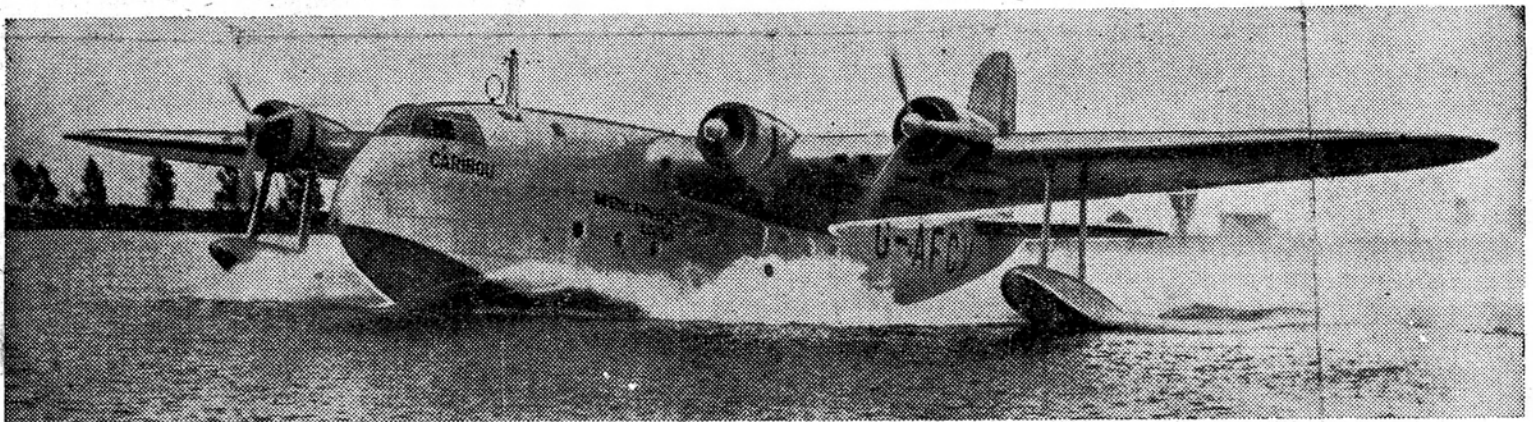
This week you are getting two air mail letters as I felt sure you would like to have them. I gave Janet one to type the address (I understood seeing she had not to pay postage she has written to you) & the other in my writing to make sure one of them would get over to you. Janet had to queue up to get the envelopes & to sign her name for them also. If I had had a better brain wave I would have enclosed ~~an~~ one envelope in the other for you to return it but now if you can manage to get an ordinary ~~to~~ envelope away in time try to get it done in time to be on the ^{first} return journey. The postage will be dear but you will have the envelope for after. Perhaps a return journey pair of envelopes might be of more value than a single way one. After this burst up of postage & envelopes 3/- you will be

Continued

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939 continued:

John's clippings also included one Canadian report on the flight:

August 23, 1939



ABOVE: — IMPERIAL AIRWAYS flying boat Caribou is shown gaining speed for the take-off from Boucherville, near Montreal, on its return trip to Britain.

RIGHT: THREE "CACHETS" used in cancelling stamps on mail placed aboard the Caribou. The designs indicate the three stages in which the flight is carried out, Montreal to Botwood, Nfld., Botwood to Foynes, Ireland; and Foynes to Southampton.



From the Family Herald and Weekly Star, August 23 1939.

These newspaper articles indicate that Imperial Airways produced 25,000 special envelopes, but make no mention of the second, McKnight Kauffer design.

It was mentioned in the last newsletter that 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.

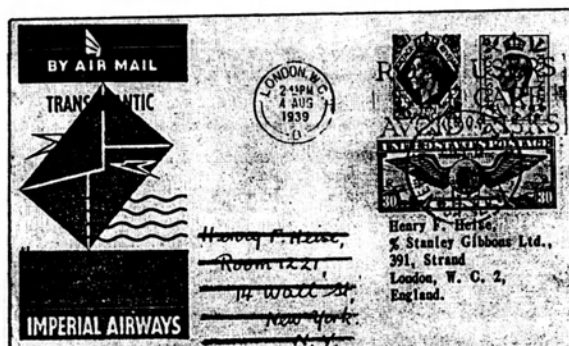
Since the article on page 14 (left) says the first printing of covers totaled 15,000, this led to a hypothesis that the "withdrawn" McKnight Kauffer covers, may in fact have been released as part of the "second printing", after the initial supply ran out. - John also commented that on his "official" cover #13093, the cachet is in a brighter blue ink than on "official" covers #19848 and 19849, suggesting different printings, and a correlation between the cover numbers and the printings.

However, as more information was obtained, it turned out that the numbers on the Imperial Airways covers did not fit a neat or "logical" pattern:

- although the two envelopes sent to Joseph Bernard had sequential numbers, (the cover shown on page 11 is #19848, and that on page 15 is #19849), George Sioras sent me copies of the round-trip covers at the top of page 17, which were created by an American collector/dealer, Henry Heise, in conjunction with Stanley Gibbons Ltd. - These covers look so similar that they were probably produced at the same time, but they are numbered 2636 (on the left) and 24876!
- Andy Mrozowski commented that he recently saw one of the "official" Imperial Airways covers that was numbered around 15500, which would put it in the middle of the McKnight Kauffer range.

So: it appears that either Imperial Airways ordered more of the McKnight Kauffer covers than it did in the first printing of the "official" covers, or the numbering of the McKnight Kauffer covers did not start at #1. Either situation seems most unusual!

Continued

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939 continued:

Covers postmarked: LONDON W.C. 4 AUG 1939 **Backstamped:** NEW YORK AUG 6 1939
Note on back: RECEIVED IN LONDON 12 AUG 1939

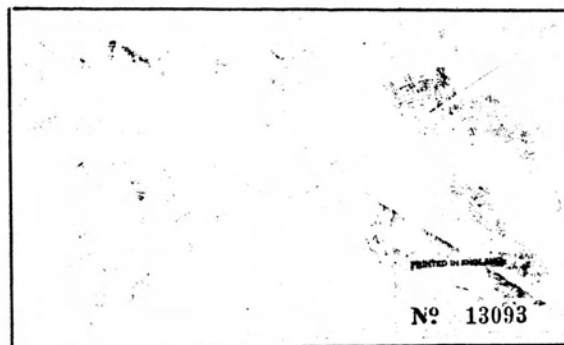
In the last newsletter, I quoted Baldwin from the second edition of BRIDGING THE ATLANTIC, in which he stated that the McKnight Kauffer covers:

had been withdrawn after some had been sent to Canada and released to the public.

There was also an explanation for this, the source of which I've now learned was Richard Bieth:

The original design of FFC was withdrawn because it only showed UK and USA flags. No mention of Canada and the Irish Free State who all played their part in this service.

However, John Webster has a "twin" to the McKnight Kauffer cover to Nairobi shown on page 11, that is an "official" Imperial Airways cover:



John commented that the covers were addressed at different times, as the "official" cover is addressed in red ink, (except for the P.O. Box number which is in pencil); and the McKnight Kauffer cover is in black. John thought the "official" cover may have been addressed first, and the P.O. Box number added when the McKnight Kauffer cover was received. - This would fit the serial numbers, as the McKnight Kauffer cover has a higher number than the "official" cover, but not Baldwin's account of their distribution.

I am also wondering when the decision to replace the McKnight Kauffer covers was made, and how the "official" cover reached Vancouver in time to be mailed from there on August 8th?

With regard to serial numbers, the cover to Nairobi shown on page 11 is #16858. - This means the range of numbers found on the McKnight Kauffer covers now extends from 15004 to 16858, so sequential numbering would indicate a printing of about 2,000 or more. It seems highly unlikely that this number of covers was released, since they aren't that common, so the actual number released is still a mystery.

These Nairobi covers are also interesting in that they both have a small handstamp PRINTED IN ENGLAND in common. - This is on the back of the "official" cover, where it was applied after printing, as it crosses a join in the envelope; and on the front of the McKnight Kauffer cover, (top left hand corner). However, this handstamp is not on either of the covers to Joseph Bernard.

Continued

IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT, 1939 continued:

A quick check of my collection showed the same handstamp on my McKnight Kauffer cover, but not on the three "official" covers I have, (numbers 3399, 9345, and 9385.) - Why this handstamp was added to some covers, but not others, is another unanswered question.

A final point to note regarding the two covers to Nairobi, is that the "official" cover was priced higher, (\$20), than the McKnight Kauffer cover, (\$8), even though everybody has agreed that the McKnight Kauffer covers are much scarcer. It may be that a dealer considered an unofficial cover to worth less than an official one, but the pricing of these covers seems to raise another set of questions. - The article on page 14 (left) quotes a dealer as saying he would charge 4 shillings for these covers, and that *"it is scarcely likely that there will be much advance on this for some considerable time"*. However, in The Aero-Field Handbook No. 10, IMPERIAL AIRWAYS, published in 1950, Baldwin priced these covers much higher than 4 shillings, (4/-):

- C7. Aug. 5th-6th. Southampton—Foynes—Botwood—
Montreal—New York. Inauguration of trans-Atlantic
service by f/b "Caribou" piloted by Capt. J. C. K.
Rogers. Souvenir envelope issued. Cachet applied
in violet at Foynes (as illus.).
- | | | |
|---|------|------|
| (a) Southampton—New York, off. cover | ... | 12/6 |
| (b) Ditto, ord. cover | ... | 5/- |
| (c) From or to intermediate halts, off. cover | from | 17/6 |
| (d) Ditto, ord. cover | from | 7/6 |
- C8. Aug. 9th-11th. New York—Montreal—Botwood—
Foynes—Southampton. Cachets applied at Montreal
as follows:—
Three types of cachet were applied at Montreal (as
illus.).
- | | | |
|--|------|------|
| (a) New York—Southampton, off. cover | ... | 25/- |
| (b) New York—Southampton, ord. cover | ... | 10/- |
| (c) From or to intermed. halts, off. cover | from | 35/- |
| (d) From or to intermed. halts, ord. cover | from | 10/- |

These prices are considerably higher than those Baldwin gave for covers from many other Imperial Airways First Flights, such as the Christmas flights to South Africa in December 1931:

1931.

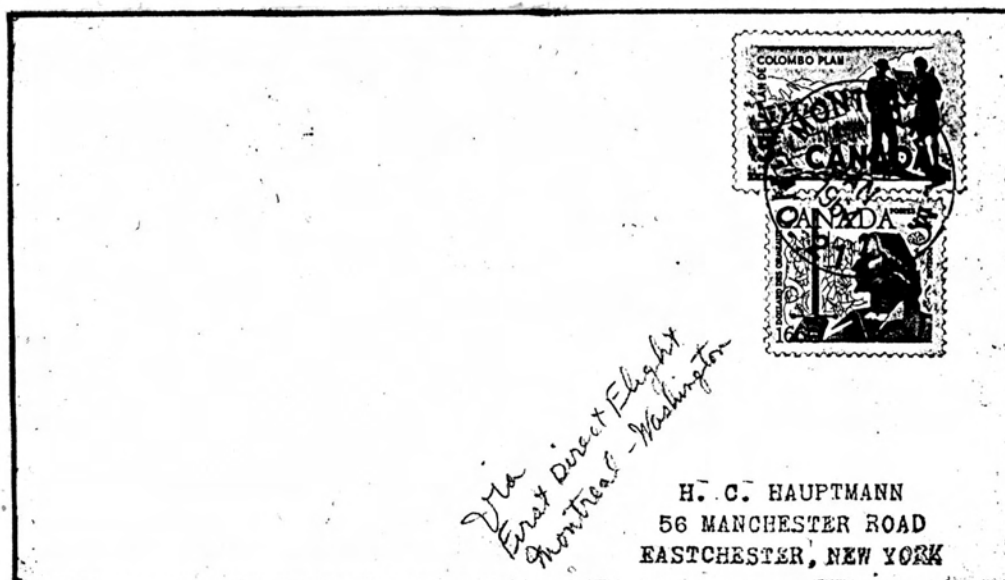
- B20. Dec. 9th-21st. Croydon—Cape Town Xmas flight,
following usual route to Kisumu and thence via
Nairobi, Moshi, Dodoma, Mbeya, Mpika, Broken
Hill, Salisbury, Bulawayo, Pietersburg, Johannesburg,
Kimberley and Victoria West. Connecting service at
Kimberley for S.W.A. mails. Souvenir covers depict-
ing a Springbok were issued. Cachets were officially
applied at Khartoum, Wadi Halfa, Atbara, Malakal,
Juba, Port Bell (Kampala), Salisbury and Bulawayo.
Postage rates from United Kingdom were:—
Sudan, 5d.
Kenya, Uganda and Tanganyika, 7d.
Zanzibar, Northern and Southern Rhodesia, 9d.
South Africa, 1/-.
- | | | |
|--|------|------|
| (a) Great Britain—Capetown, off. cover | ... | 7/6 |
| (b) From or to intermediate points, off. cover | from | 10/- |

Today, however, these African FFCs are much less common than the Trans-Atlantic covers, both at bourses in Canada, and in auction catalogues from Britain. - For example: the February 19th 2000 sale of the AIRMAIL COLLECTOR, (PO Box 99, Cardiff Cf23 6XP, UK), included:

lot 102 Montreal to Southampton FF, 10 August 1939	5.00 Pounds
lot 254 London to Kimberley via Joburg. on first Christmas flight, 7 December 1931	15.00 Pounds

Many thanks to Dick McIntosh, Andy Mrozowski, George Sioras, and John Webster for the information they provided. - Copies of McKnight Kauffer covers mailed from anywhere other than Canada, or any other information to help answer the questions raised in this article, would be much appreciated.

NEW DISCOVERIES



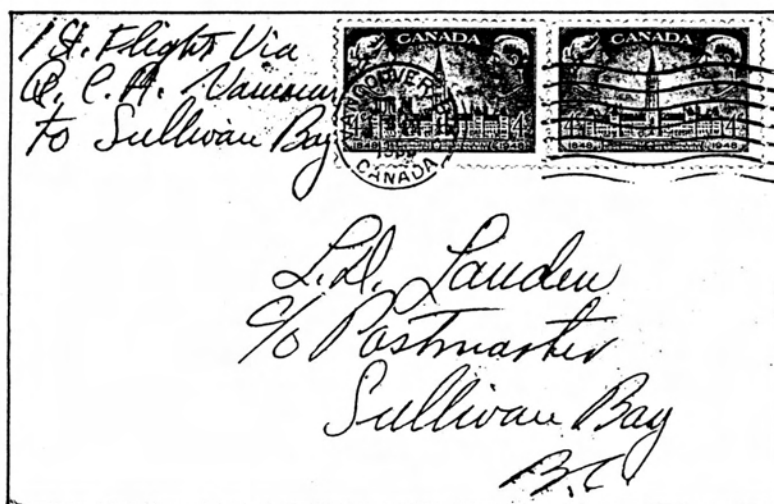
Postmarked: MONTREAL 1 JAN 1964

Note on front of cover: Via First Direct Flight Montreal - Washington

Note on back of cover: First Direct Jet From Montreal to Wash via Eastern Airline

This cover was recently sold in an American Air Mail Society auction. It was not listed in the Air Mails of Canada and Newfoundland, and has been added as #6400 in SUPPLEMENT 7, which is attached to this issue of the newsletter.

Many thanks to Don Lussky for providing a photocopy of the cover.



Cover Postmarked: VANCOUVER. B.C. JUN. 1 11³⁰ PM 1950

Endorsed (top left corner): 1st. Flight Via Q.C.A. Vancouver to Sullivan Bay

Backstamped: SULLIVAN BAY PM JUN 2 50 B.C. and signed M Callinson Postmistress Sullivan Bay BC on the back.

The above cover, flown by Queen Charlotte Air Lines Ltd., was recently found in an auction lot. - It is listed in Section 6 of The Air Mails of Canada and Newfoundland, among the **First Flights For Which No Covers Are Known!**

All members who have a copy of AMCN are asked to check Section 6, to see if they have copies of any of the other covers listed in that section. If you do, please send a photocopy of the cover to the Editor.

THE FAIRCHILD FC-2

Patrick Campbell

At the end of the article, "Early Air Mail in the Maritimes" in the Canadian Aerophilatelist for March 2000 (Vol. XVI, No. 1), there is mention of the construction of a replica of the Fairchild FC-2, a version of which is shown in the photograph of G-CAIQ provided by James Kraemer.

Perhaps it would be useful to give some further particulars of this project, and some future possibilities.

The story really goes back to the period just after World War I, when Sherman Fairchild designed an aerial camera that was an improvement over any contemporary equipment. Unfortunately, there was no demand for the camera from the American military, so he decided to set up his own aerial survey company, using rented aircraft. In 1922 the first aerial surveys for the Laurentide Paper Company were so successful that a new company, Fairchild Aerial Surveys (of Canada) Ltd. was formed and the work proceeded, but none of the aircraft seemed really satisfactory. Accordingly, Fairchild wrote a specification for what he needed, and a design was prepared and construction of a prototype began. The result was the Fairchild FC-1, (see Fig. 1) which had a high wing, superb visibility for the pilot, a heated cabin, room for the camera and operator, and capability to operate on wheels, floats or skis. Later, the 90 HP Curtiss OX-5 engine was replaced with a 200 HP Wright J-4 which was much closer to what was required.

The second of the type to be constructed was designated FC-2, with a Wright J-5 engine and it made its first flight on June 30, 1927. This aircraft was operated by the US Department of Commerce. The next off the line was designated FC-2C, specially built for Curtiss Flying Services, and equipped with a Curtiss C-6 in-line engine. But the fourth and fifth FC-2 models (Wright J-5) were soon on their way to Grand'Mere, Quebec to be operated by Fairchild Aero Surveys, and the rest, as they say, is history.

Over the next few years the Fairchild factory at Farmingdale, Long Island produced some 225 of this type of aircraft or its derivatives (FC-2W2, Model 41, Model 61, Model 71, and each of these models had derivatives). In time, there was so much demand that Canadian Vickers produced twelve FC-2 models, and a further 49 of the Model 71, 72, 82 and derivatives were produced by Fairchild Aircraft Ltd. in Longueuil from 1930.

Now this is where we come in, for one of the pilots with Fairchild Aerial Surveys was Hubert Pasmore, and he became the president, and test pilot, for Fairchild Aircraft at Longueuil, and, some years ago, Godfrey Pasmore, the son of Hubert Pasmore, decided it would be a good idea to set up an aircraft museum here in Quebec, and the first machine he wanted to build for the museum was a replica of the original

Continued

THE FAIRCHILD FC-2 by Patrick Campbell, continued:

The FC.1 at Roosevelt Field, Long Island, with test pilot R. H. Depew standing near the nose. Note the many and varied bends and bulges in the fuselage.

air trails

Figure 1

Fairchild FC-2 "Razorback," of which not a single copy is extant!

After years of struggle, the project is finally off the ground, and the result is the Canadian Aviation Heritage Centre, located in a heritage building known as The Old Barn at the Macdonald Campus of McGill University at Ste-Anne-de-Bellevue, Quebec. Essentially, the construction of the fuselage, empennage and control surfaces are all in welded steel tube, fabric covered, and the wing is in wood, also fabric covered. A good deal of the design is missing, so re-engineering is necessary, and the search for a Wright J-5 engine has only just started. Our aircraft will carry the registration letters "G-CAIH," the eighteenth aircraft built at Farmingdale, and it will be mounted on skis and equipped, if possible, with a Fairchild F-3 camera. Work has also commenced, off-site, on a Bleriot XI of the type that first flew over Montreal during an air-meet in 1910, with Comte de Lesseps, son of the builder of the Suez Canal, at the controls.

Continued

THE FAIRCHILD FC-2 by Patrick Campbell, continued:

Plans for the Centre include various workshops, halls for heritage aircraft and engines, and a very large area to display a large collection of aviation art, presently in storage. There will be four small theatres in the old silos, and rooms for lectures and seminars and, perhaps in time, we can host shows of aerophilatelic material. Would anyone be interested in 180 frames of aerophilately?

Patrick Campbell



The Canadian Aviation Heritage Centre was founded in 1998 in recognition of the great part played by aviation in Canada in general, and in Québec in particular.

The Centre is located in the former stables of the Agricultural Branch of McGill University. While work proceeds in preparing the workshops, the first major project has begun, the manufacture of a full scale replica of a Fairchild FC-2 "Razorback," an aircraft of great historic significance to Québec; the particular aircraft will be G-CAIH, mounted on skis.

Activities of the CAHC will be both historic and educational, and entirely staffed by volunteers, from the youngest inexperienced students to those who have retired after a lifetime of aviation.

We seek individuals, of whatever skill, to work on heritage projects in the workshops or in an administrative capacity. We seek engine, instrument or hydraulic mechanics, avionics technicians, industrial and production planners, draughtsmen, machinists, sheet metal workers, welders, those with experience in tool and die work, cable splicing, fabric, mould and model-making, painting, woodworking or other appropriate skills.

We need people for public relations, project management, historians, technical writers, those with knowledge of stores and stocktaking, and those with a background in civil or military aviation or translation. All these and more are needed.

The hours are flexible and participants may choose their own schedule, and will be part of a meaningful project with opportunities for teaching and learning in a most congenial atmosphere.

We welcome individuals, groups or corporations as participants or sponsors. We need volunteers, we need labour and materials, we need financial support.

YOU WILL SURELY BE WELCOME!

REGULER MEMBER
MEMBRE RÉGULIER

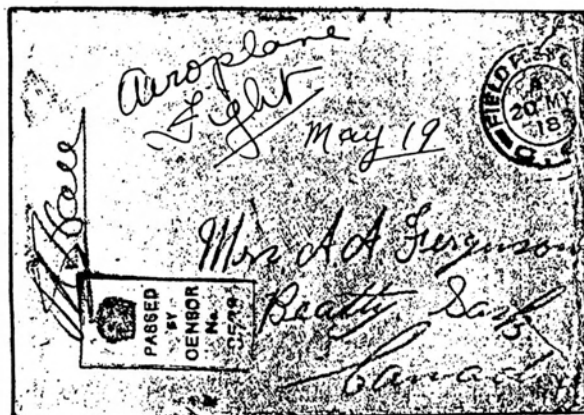
\$25,00



21,111 chemin Lakeshore Road
McGill University - Macdonald Campus
Workshop/Atelier
Ste-Anne-de-Bellevue, Québec
H9X 3V9

Tel.: (514) 398-7948

FOLLOW UP: Royal Air Force Air Mail Service, 1918



This cover was originally sent in by Murray Heifetz, and appeared in our December 1998 "Seasonal Special" newsletter. Additional information was provided by Murray in our last issue:

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.

Murray also described his attempts to find out more about this cover; and how he eventually received a letter from Saskatchewan, from a man who was the nephew of the writer, and brother of the addressee. The writer was identified as Harry Lobb, who later became "a well known figure in early Canadian aviation".

It turns out that this was a misidentification. - Bill Robinson has correspondence from this group, and the sender was not Harry Lobb but the husband of the addressee, Mrs. Ferguson. Mr. Ferguson was in the infantry.

Bill also pointed out that the inscription didn't read "flight" but rather "fight", and Murray wrote to me that: "there will have to be a retraction of the study in the next issue with my apologies".

However, I am perplexed, and want to add some editor's comments:

Although the endorsement does indeed appear to say "Fight" not "Flight", that seems to be a strange comment to put on the cover, and I wonder who would have written it? It would hardly have been added by the sender before mailing the letter; and I doubt Mrs. Ferguson is likely to have found a description of an "Aeroplane Fight" the most noteworthy item in a letter she received from her husband in the infantry.

Since we have a situation in which:

- Murray, Alex Newall, and myself, all thought the endorsement said "Aeroplane Flight";
- Alex gave a historical context for such an endorsement;
- "Aeroplane Fight" seems a very strange thing to me to be written on the envelope;

is it appropriate to consider the option that the endorsement was in fact supposed to say "Aeroplane Flight", but was spelt incorrectly?

Although it feels awkward to claim that an endorsement meant to say something other than what it actually says, as a teacher I am very well aware how easy it is to mis-spell words on the board when there is a lot going on. Also, in more relaxed circumstances, mis-spellings in the endorsements on First Flight Covers are not unknown.

I therefore find the possibility of a mis-spelling just as easy to accept as the letter being endorsed "Aeroplane Fight". Is this a reasonable interpretation, or am I just being stubborn?

I would be very interested to hear what other readers think.

FOLLOW UP: Identification of Signatures

CALGARY/EDMONTON FIRST FLIGHT (AMCN # 3153) - AUGUST 17, 1931

4. J.B. Corley - postal superintendent for the Calgary district
3. P.B. Calder - pilot on the Edmonton to Calgary leg
2. C.M.G. Farrell - pilot on the Calgary to Edmonton leg
1. R.W. Hale - acting postal inspector for the Edmonton district



J. B. Corley was a passenger on both the northbound and southbound legs of this inaugural flight. Like his postal colleague from Edmonton, Walter Hale, he was no stranger to flying, having been on board several of the 1928 Prairie Experimental Flights. Corley's analysis of the new run was that four hours would be saved on mail delivery to Edmonton from the east, via Calgary, and half a day by mail from the west. Unfortunately, the losers of this new routing were North Battleford and Saskatoon. Airmail services were not restored to these two cities until October 1, 1938 (AMCN # 3837).

Paul Calder, the pilot on the return flight, left Edmonton at 7:00 p.m. and reached Calgary in one hour and forty five minutes - right on schedule. He carried a full load of mail and three passengers on board the Fokker F-14 CF-AIK, as had Farrell on the trip north. Previously, in December 1928, Calder and Punch Dickins had been the pilots on the Regina-Saskatoon-Edmonton leg during the three-week Prairie Experimental Flights (AMCN # 2852).

Conway 'Con' Farrell signed his covers using a somewhat stylized bank-type signature. He formed the 'F' in Farrell by adding a horizontal stroke to the right-hand side of his initial 'G'. The 'a', double 'r', epsilon-style 'e', and double 'l' in Farrell are then apparent. On August 15 Farrell flew the last plane from Edmonton, the Lockheed Vega CF-AAL (as depicted on semi-official stamp # CL 47), over the old run to Moose Jaw (AMCN #3011). He then piloted CF-AIK on the first outward bound leg of the new route, from Calgary to Edmonton (AMCN # 3153).

Major Walter Hale, who by this time had earned the unofficial title "the flying postmaster", was a passenger on the return flight to Calgary, along with Edmonton postmaster A. R. McKenzie and Calgary postal superintendent Corley. Previously, in December 1929 (AMCN # 2967), Hale had accompanied the Wop May contingent of planes on the inaugural airmail service up the Mackenzie. Hale's signature is also seen on the covers of many other inaugurals, including the first two McConachie flights (AMCN # 3603, and the newly-added # 3616).

Flight details were front page news in several national newspapers:

Ottawa: August 15 - 'In the interest of economy the government has decided to effect some curtailment in the western air mail services, while continuing the original lines. The service between Winnipeg, Regina and Calgary will continue but that operating from Regina north, to Saskatoon and Edmonton, will be cut out. Edmonton air mail will be routed via Calgary.'

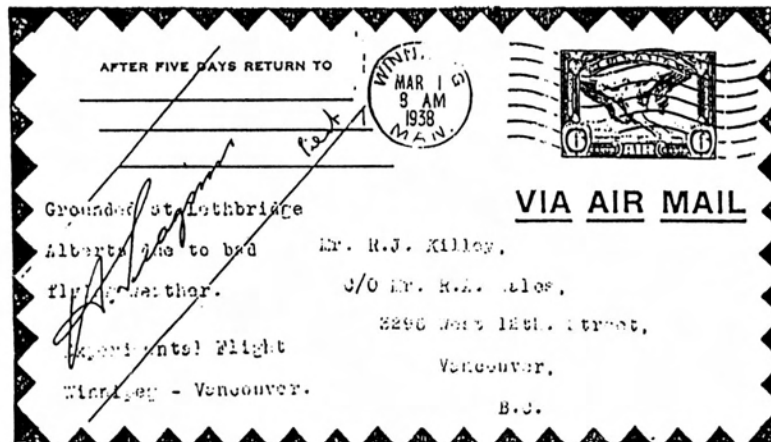
Calgary: August 15 - 'Everything has been in readiness for some time for operation of the Calgary-Edmonton link, lighted fields having been placed along the route and a radio directional station with full equipment established at Red Deer.'

Edmonton: August 17 - 'It had previously been reported [erroneously] that the first flight of the service would be that which leaves Edmonton at 7:00 p.m. Monday for Calgary. As a consequence many "collectors" lost out on the airmail covers, for a large volume of mail of this "collector" category is in Edmonton awaiting this evening's flight.'

Edmonton: August 18 - ' "We were a little late this morning" Pilot Farrell declared on his arrival here. "This was due to violent storms on the prairies. They have been having intensely hot weather and last night the elements joined in a real fireworks display." The first mail machine left Lethbridge at 5:00 a.m., reaching Calgary at 6:15. It then left Calgary at 6:35 and reached Edmonton at 8:05 [one hour and fifty minutes behind schedule].

Many thanks to Gord Mallett for a great answer to a question that appeared in the last newsletter.

FOLLOW UP: TCA Experimental Flight, Winnipeg - Vancouver, March 1 1938



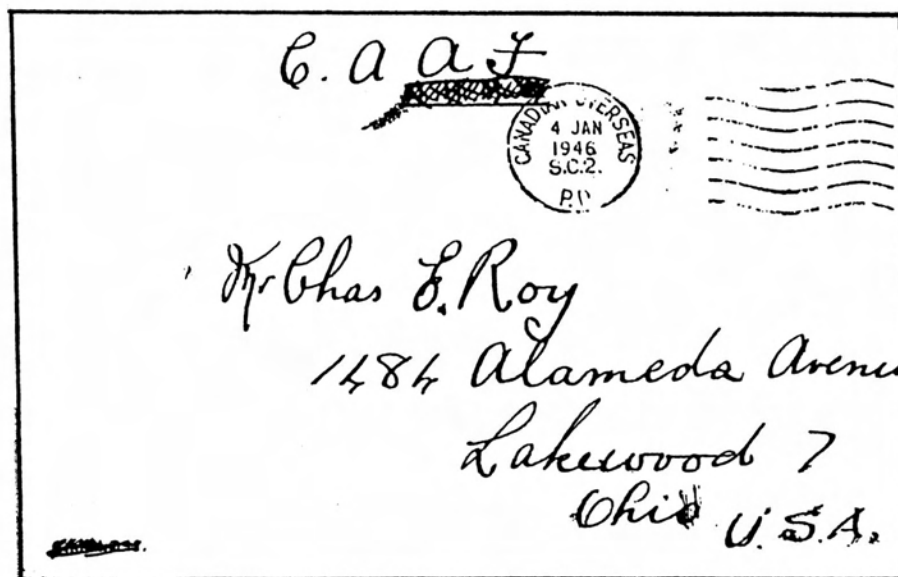
Question (from December 1999): Who has signed this cover? This flight is #3805 in Air Mails of Canada and Newfoundland which lists the pilot as M. Smith, but the signature doesn't look like Smith.

Answer, from Pierre Vachon: "The book titled *Flight Deck* by George Lothian (McGraw-Hill Ryerson, 1979) has a list of TCA pilots on staff as of March 1938. It includes one H.W. Seagrim with the date December 6, 1937, which I assume to be the date hired. I suggest this Seagrim is your man."

Thanks Pierre.

Can anybody confirm whether Smith or Seagrim actually flew this flight?

FOLLOW UP: CAAF



Question (from March 2000): Can anybody clarify what CAAF stood for, and why it was used on this letter from England?

Answer, from John Wannerton: I always understood C.A.A.F. to be "CANADIAN ARMY ACTIVE FORCE".

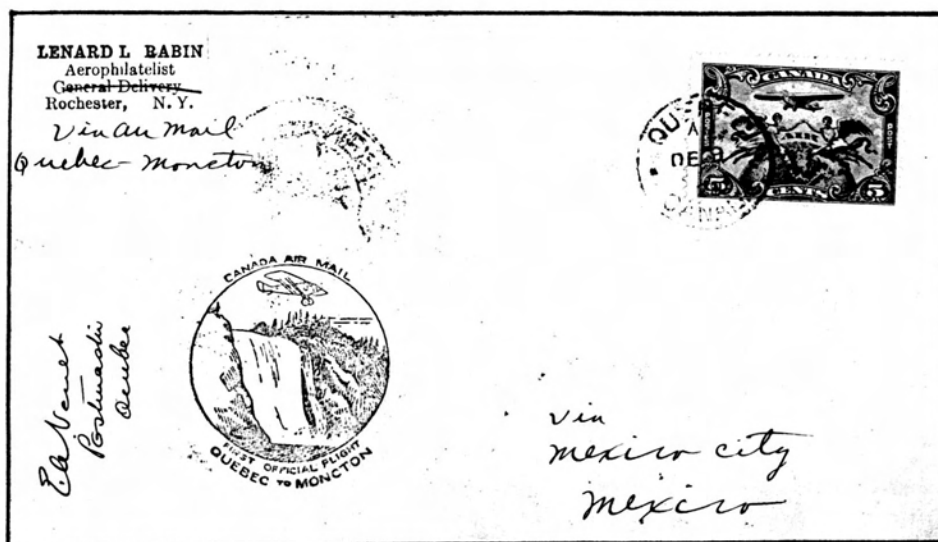
Thanks John.

Regarding the "why" of the original question, AMCN, (p416) states that Free postal privileges from Armed Forces abroad continued to December 31st 1946. Would the endorsement CAAF have indicated that no stamp was required on this letter?

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.

CANADA - MEXICO - U.S.A. AIR MAIL



FRONT OF COVER: Postmarked QUEBEC AM DE 9 29
Cachet in English: FIRST OFFICIAL FLIGHT QUEBEC TO MONCTON
Signed: Postmaster Quebec on the left hand side.

Question: According to the corner card, this cover was created by:

LENARD L RABIN Aerophilatelist General Delivery Rochester, N.Y.
 who produced a large number of First Flight Covers around this time.

The cover is endorsed *Via AIR MAIL Quebec - Moncton* in the top left corner, and *Via Mexico City Mexico* in the bottom right. The backstamps confirm that it followed this routing.

Does anybody know why this routing was chosen?

Answer: The answer seems to be provided by the cover shown at the top of the next page, which was also produced by Rabin for the December 1929 First Flights in the Maritimes, and routed via Mexico City:

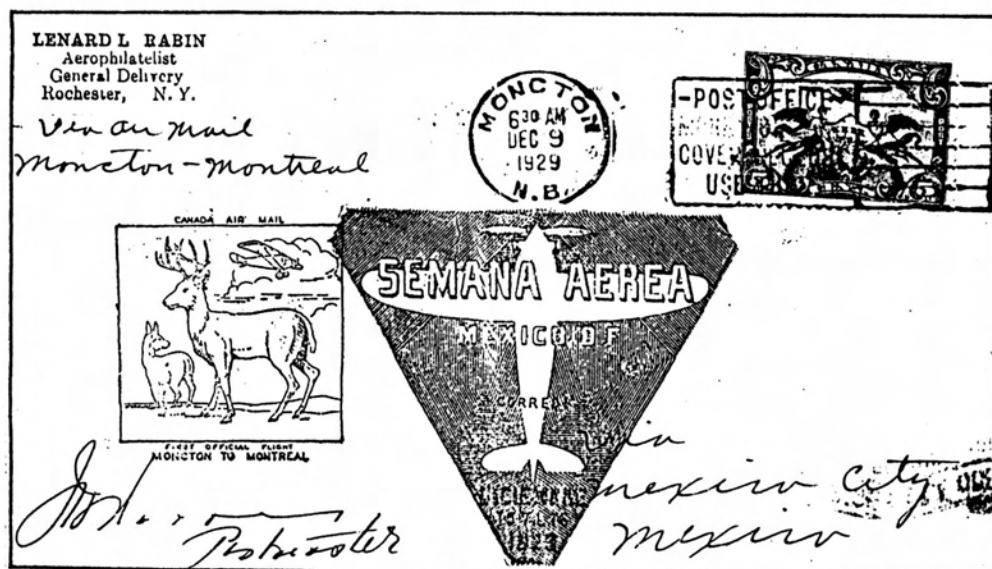
This cover received a Mexican SEMANA AREA cachet, which is described as follows in the MEXICO FIRST FLIGHT COVERS section of the recently published American Air Mail Catalogue, 6th Edition, Volume One:

E-2 December 10 to 16, 1929 — AVIATION WEEK. Mexico City sponsored an Aviation Week from 10 to 16 December. During this week, air mail articles dispatched from Mexico City were cancelled with a device reading "SEMANA AEREA" (AVIATION WEEK) and received a special cachet in purple. Two special stamps were issued, 20 centavos (73,886) and 40 centavos (3,000). Covers cancelled on December 10 are first day covers.

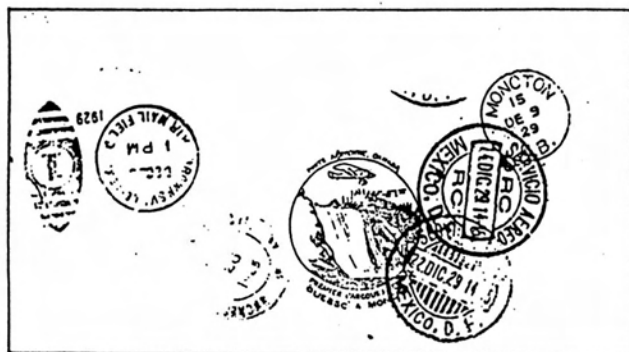
It looks like Rabin was trying a get a set, (or sets), of double-flight covers, and succeeded in one case but not the other. The backstamps on the two covers, which are also shown on the next page, give some explanation of what happened.

The "Montreal" cover may have received the SEMANA AREA cachet on its last day of use, (16th December), as it left Mexico on the 17th. Why the "Moncton" cover was held longer at the Post Office, so missing the cachet, or then received air mail service all the way back to Rochester, so arriving there before the "Montreal" cover, is a mystery.

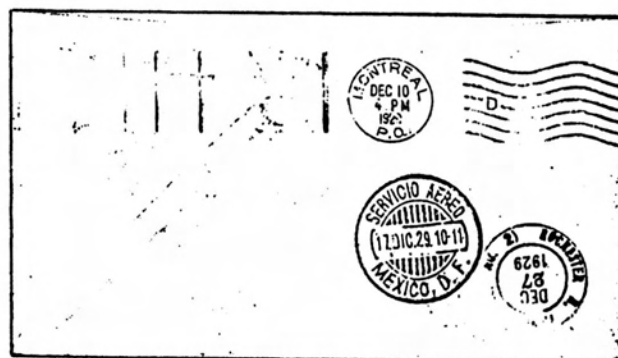
Many thanks to Andy Mrozowski for his help with this question.

CANADA - MEXICO - U.S.A. AIR MAIL continued:

Postmarked: MONCTON DEC 9 1929 (Signed by the postmaster - bottom left.)



First Flight Cachet: QUEBEC A MONCTON
 Backstamped: MONCTON DE 9 29
 Receiver stamp: SERVICIO AEREO
 RC 14 DIC 29
 14-15 RC MEXICO, D.F.
 Forwarded by air mail from Mexico:
 SERVICIO AEREO
 22 DIC 29 14-15 MEXICO, D.F.
 Transit stamp: BROWNSVILLE TEX. DEC 23
 1929 AIR MAIL FIELD
 Received: ROCHESTER N.Y.
 DEC 26 1929



Backstamped: MONTREAL DEC 10 29
 Forwarded by air mail from Mexico:
 SERVICIO AEREO
 17 DIC 29 10-11 MEXICO, D.F.
 Received: ROCHESTER N.Y.
 DEC 27 1929

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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.

SALES CIRCUITS? APPROVALS?

One of the topics discussed at the General Meeting, was the possibility of a Sales Circuit. Such a circuit would require somebody to run it, and even then may not be successful: there can be a problem of 'imbalance', as vendors often want to sell the more common covers, but buyers have specialized wants. Is there a member who would like to organize a Sales Circuit? If so, please contact me.

An alternative approach is to see if there are some members who would like to send out stamps or covers "on approval", and other members who would like to receive such material "on approval".

If you would like to send or receive approvals, please send me a brief description of your interests or material for sale. - I will publish details of sellers and buyers in the next newsletter, and then let the sellers contact the potential buyers.

FIRST FLIGHT COVERS FOR SALE

Brian Wolfenden has produced a list of covers for sale from Canada, (with many Government flights from the 1920's and 30's), Great Britain, U.S.A., Fiji, etc.

For a free copy, contact him at:

203A Woodfield Drive, Nepean, Ontario K2G 4P2

E-Mail: bjnepean@trytel.com

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 AUGUST 15th.



SIGNED SEALED DELIVERED

Postal Heritage in Evolution

This new exhibition of the **Canadian Postal Museum** provides a highly dynamic interpretation of Canada's postal history. Grouped under nine themes, 400 objects recall the highlights and significant events of the development of the postal system that we all know today.

Among the unique displays you will find:

- Ancient writing objects such as clay tablets
- An authentic post office from Val-Morin-Station, Quebec
- Canada Post's control centre recreated through a computerized game
- Objects from prestigious European private collections

SUPPLEMENT 7 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Government and Other Air Mail Covers of Canada**
Changes and Additions 1926 to 2000**Dick McIntosh**

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1937	3700	New entry: 1937, February 13-16 --- Lethbridge - Cardson. An emergency flight to Cardson which had been without mail from February 8 due to heavy snow. The Gypsy moth piloted, by Charles Tweed, broke a ski on takeoff and the mail eventually reached Cardson on February 16.	25.00
1950	5010	Transfer from "First Flights for Which No Covers Are Known" section: 1950, June 2 --- Vancouver - Sullivan Bay. Flown by Queen Charlotte Air Lines Ltd. Few known. Vancouver - Sullivan Bay	25.00
		a. Sullivan Bay - Vancouver	25.00
1964	6400	New Entry: 1964, January 1 --- Montreal - Washington. Eastern Air Lines first direct jet flight.	10.00
1966	6647	Change date of Copenhagen Backstamps in text and for entries to Nov. 5. Add: d. Moscow - Montreal, Nov. 2	8.00
		e. Moscow - Copenhagen, Nov. 2-5	8.00
	6649	Change "a" to Nov. 4-5.	
1979	7900	New entry: 1979, April 30 --- Ottawa - London Eng. First Direct Non-Stop Flight By Air Canada.	3.00
1981	8112	Add: 1981, May 6 --- Frobisher Bay - Godthaab. Greenlandair Dash 7 first flight"	8.00
1983	8303	Add: c. Dusseldorf - Toronto	5.00
		d. Dusseldorf - Montreal	5.00
		e. Dusseldorf - Vancouver	5.00

*NOTE: The above changes are in addition to those listed in SUPPLEMENTS 2 to 6 for 1926 -1996.***1996 - continued from SUPPLEMENT 6**

9608	New entry: 1996, June 15 --- Vancouver - Frankfurt. First joint flight of Air Canada and Lufthansa by Boeing 747. Printed cachet. Vancouver - Frankfurt (black, red)	5.00
	a. Frankfurt - Vancouver (black)	5.00

Continued

SUPPLEMENT 7 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
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1996 continued:

9609		New entry: 1996, June 15 --- Calgary - Frankfurt. First joint flight of Air Canada and Lufthansa by Boeing 767. Printed cachet. Calgary - Frankfurt (black) a. Frankfurt - Calgary (black)	5.00 5.00
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9612		New entry: 1996, June 16 --- Prague - Gander - Montreal. Pan American Airways 50th Anniversary flight which also had other stops en route to New York. Cachet	5.00
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9614		New entry: 1996, July 8 --- Vancouver - Atlanta. Delta Airlines. Canadian Olympic flight. Blue cachet. Vancouver - Atlanta	5.00
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1997	9700	New entry: 1997, April 6-7 --- Vancouver - Nagoya. First flight by Canadian Airlines and Japan Airlines by Boeing 767. Vancouver - Nagoya (red) a. Nagoya - Vancouver (green)	5.00 5.00
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9703		New entry: 1997, June 16 --- Halifax - Frankfurt. First flight of Air Canada and Lufthansa by Boeing 767. Printed cachet. Halifax - Frankfurt (black) a. Frankfurt - Halifax (black, red) b. As "a" but originating at 'Pacific '97', San Francisco	5.00 5.00 5.00
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All flights from 1998 on are new entries. - All numbers are provisional, and may have to be revised if information is obtained about additional flights.

1998	9804	1998, January 30 --- Calgary - Nagano. Flight by Air Canada A340	5.00
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9808		1998, May 2 - Frankfurt - Montreal. Flight by Air Canada and Lufthansa.	5.00
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9812		1998, May 13 --- Paris - Montreal. Flight by Air France Boeing 777.	5.00
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9816		1998, May 30-31 --- Paris, France - St. John's. Flight by Air France Concorde, AF.4622, to celebrate the 300th Anniversary of the landing of John Cabot. All covers have a black Concorde cachet and are numbered. In addition, the cover from Paris has a circular Concorde postmark, the one from St. John's is post-marked at the MacDonald Dr. P.O. in brown ink, while the non flown covers have a large, rectangular, stylized, Concorde St. John's postmark and no backstamp. Pilot-E. Chillaud. Paris - St. John's (May 30) (80) a. St. John's - Paris (June 1) b. St. John's - Paris (May 3) (not flown)	10.00 10.00 5.00
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Continued

SUPPLEMENT 7 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
1998 continued:			
9820		1998, July 24, --- Grass strip south of Calgary, Alberta. First flight of rebuilt Fokker Super Universal, CF - AAM, piloted by Clark Seaborn. (3 covers carried.)	—
1999	9904	1999, March 12 --- Zurich - Montreal. First flight by Swissair Airbus A320. Zurich - Montreal	8.00
9908		1999, April 4-7 --Vancouver -Tokyo. New pooled-service by Canadian Airlines and Japan Air Lines. Both initial flights were operated by Canadian Airlines aircraft and crew: DC 10 and Boeing 767 aircraft were used, with different cachets for the first flight by each type of aircraft. Vancouver - Tokyo (April 4) Boeing 767	5.00
		a. Tokyo - Vancouver (April 4) DC 10	5.00
		b. Tokyo - Vancouver (April 5) Boeing 767 return flight	5.00
		c. Vancouver - Tokyo (April 7) DC 10 return flight	5.00
9912		1999, May 3 --- Vienna - Montreal. Austrian Airlines first flight by Airbus A320. Vienna - Montreal	8.00
		a. Vienna (UN) - Montreal	10.00
		b. Montreal - Vienna	8.00
9916		1999, May 7 --- Warsaw - Edmonton. Lot Airlines first flight by Boeing 767.	5.00
2000	2004	2000, March 1 --- North Bay - Toronto. A recreation of the 1939 flights between Toronto, North Bay and Ottawa, was made by Air Ontario in a Dash 7. Reproduction of the 1939 cachets and franking are included on the cover. North Bay - Toronto	3.00
		a. North Bay - Ottawa	3.00
		b. Toronto - North Bay	3.00
		c. Ottawa - North Bay	3.00

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, 47 Aldenham 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;
- discount prices on several aerophilatelic publications;
- 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:

JULY

157 Robert Meyer
228 William McCann
286 Ken Bolton
287 Robert Hounsell

AUGUST

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

SEPTEMBER

95 Michael Painter
168 Robert Lee
186 Chris Hargreaves
235 Dominique Tallet
237 Michel Brisebois
238 Cheryl Ganz
257 Ron Hyde
290 Michael Deal
291 Walter Veraart

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.