

THE CANADIAN AEROPHILATELIST



47 -
↑

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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

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

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

President:	Major (Ret) R.K. "Dick" Malott, CD 16 Harwick Crescent, Nepean, Ontario K2H 6R1	Telephone: (613) 829 0280; Fax: (613) 829 7673 E-Mail: rmalott@magma.ca
Vice-President:	Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8	Telephone: (613) 225 4254
Treasurer:	Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, ON K1R 7T7	Telephone: (613) 235 8361
Secretary:	Ron Miyanishi, 124 Gamble Avenue, Toronto, Ontario M4J 2P3	Tel. and Fax: (416) 421 5846 E-Mail: squeak@interlog.com

**SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,
CONSULTEZ: FRANCOIS BOURBONNAIS, 659-3 PIE XII, VAUDREUIL-DORION, QUEBEC J7V 8R8**

June 2001

Volume XVII, Number 2

ISSN-1181-9766

CONTENTS INCLUDE:

PAGE:

REPORT ON THE ANNUAL GENERAL MEETING OF THE CAS	3
EDITOR'S UPDATE and PUBLICATIONS RECEIVED	5
FEATURES - GEOGRAPHICAL FEATURES NAMED AFTER AIR MAIL PILOTS	6
1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND	9
YURI GAGARIN ON STAMPS	16
HOW ONE COVER SPAWNED THREE OTHERS (1954 Moose Jaw air disaster)	20
WHO'S BEHIND THE COVER? (Cecil Stoner)	23
FOLLOW UP - 1919 NOVA SCOTIA TO P.E.I. FLIGHT	24
QUESTIONS - 1941 TRANS-CANADA AIR LINES TORONTO-NEW YORK SERVICE	25
AIRMAIL FROM AFRICA TO CANADA, 1946	26
FIRST FLIGHT COVER GUATEMALA TO MONTREAL, 1953	27
SALES AND WANTS	28
NEXT ISSUE DEADLINE - AUGUST 1st	28
AMCN SUPPLEMENT 9 - CANADIAN AIRPORT AND AIR MAIL FIELD CANCELS	29
MEMBERSHIP APPLICATION FORM and RENEWAL LIST - PLEASE CHECK	32

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

President's Report for June 2001 Canadian Aerophilatelist Issue

On behalf of the CAS membership I wish to extend sincerest condolences to our hard working Editor, Chris Hargreaves, on the recent loss of his dear mother in England from a series of strokes. It is always difficult to lose a loved one, but in particular one's mother who brought us into the world and who guided us through childhood to adulthood.

Due to an unfortunate accident in our home my dear wife, Dorothy, fell and cracked two ribs and collapsed a vertebrae. Since she is now in a wheel chair and needs continual assistance I was unable to attend the AAMS Convention at The March Party in Cleveland, Ohio in late March and the RPSC Annual Convention, ROYALE 2001 ROYAL, in Dorval, Quebec in early April. I was able to attend ORAPEX 2001, our local National Exhibition. The CAS had two tables at which we sold over \$600.00 in aerophilatelic books, \$100.00 in CAS flown covers, and 4 memberships - 1 new member, 1 reinstatement, and 2 renewals. Eleven members signed in on Saturday but only 3 attended our meeting. Future meetings at ORAPEX shows will be scheduled for a Saturday when most of our members are present. Nelson Bentley, our past treasurer, assisted each day at our tables. He is busy working on future helicopter exhibits.

Several of our members are busy on special projects for the CAS. I urge all members to obtain a copy of Gord Mallett's Index of The Canadian Philatelist. It is a job well done and of great significance to the CAS. The air mail rates books by Jack Ince and David Whiteley are excellent products also. Support our members. Another member, Brian Wolfenden, who now operates an aerophilatelic auction, has agreed to handle our surplus covers in his future auctions for the nominal 20% fee. Brian has an excellent selection of Canadian semi-official and government flights for your perusal. His address is Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario, Canada, K2G 4P2 (Tel: (613) 226-2045 and E-mail<bjnepean@trytel.com>).

Philatelic exhibitions in Canada are noted for the dearth of aerophilatelic exhibits. With a membership of 165 surely more could be done to promote aerophilately in Canada. We will have a wonderful opportunity to do so at ROYAL 2002 ROYALE, to be held at the West Edmonton Mall Conference Centre, Edmonton, Alberta, 22 - 24 March 2002. The theme is *The World of Airmails*. Several special events are planned, including a special flown commemorative envelope dedicated to the memory of the tragic Air Canada North Star collision with a RCAF Harvard trainer aircraft over Moose Jaw, Saskatchewan on 8 April 1954. Thirty-seven persons were killed in the accident. Our good friend Gord Mallett, has volunteered to be our CAS representative on site to promote CAS participation in the program. Let's have at least a dozen aerophilatelic exhibits in *The World of Airmails*.

Our annual Snowbird flown, autographed covers are scheduled for 1 July 2001 with the Snowbirds saluting Canada Post on the occasion of the 150th anniversary of the issue of the first Canadian postage stamp, the 3 pence beaver. The FIP World Exhibition, INDONESIA 2002, has been cancelled for the second time due to political unrest. I was to have been the Canadian Commissioner for the event scheduled from 29 March to 4 April 2002. May peace come to that lovely country soon.

Dick Malott, President, CAS

REPORT ON THE ANNUAL MEETING OF THE CAS

Mike Shand

THE ANNUAL GENERAL MEETING OF CAS WAS HELD APRIL 7 AT THE LAKESHORE COMMUNITY CENTER, DORVAL, IN CONJUNCTION WITH ROYALE 2001. PRESIDENT DICK MALOTT WAS UNABLE TO ATTEND DUE TO THE ILLNESS OF HIS WIFE AND ALL WISHED HER A SPEEDY RECOVERY. PRESENT WERE CHRIS HARGREAVES, EDITOR; RON MIYANISHI, SECRETARY, PATRICK CAMPBELL MEMBER NO. 1; DENICE GUIMOND AND MIKE SHAND, VICE PRESIDENT WHO CHAIRED THE MEETING.

ALTHOUGH A SOMEWHAT INFORMAL MEETING IN VIEW OF THE SMALL SIZE AND THE ABSENCE OF PRESIDENT AND TREASURER, SEVERAL ITEMS WERE COVERED, SOME GENERATING SPIRITED DISCUSSION. THESE ARE SUMMARIZED:

- 1) PAT SLOAN (PRESIDENT EMERITUS) HAD CONDUCTED AN ELECTION CANVASS AND IN THE ABSENCE OF VOLUNTEERS, HAS DECLARED THE PRESENT EXECUTIVE RE-ELECTED WITHOUT THE NEED TO RE-COUNT THE BALLOTS.
- 2) FINANCES ARE STILL A MAJOR CONCERN WITH A DECLINE IN RESERVES OVER THE YEAR. MIKE EXPLAINED THE STEPS BEING TAKEN TO CUT DOWN PHOTO-COPY EXPENSES AND PATRICK CAMPBELL GAVE STRONG SUPPORT TO THE NEED TO CUT OUT 'FREEBIES' AND EXTRA COPIES.
- 3) CHRIS HARGREAVES SUPPORTED FREEBIES IN EXCHANGE WITH OTHER PUBLICATIONS BUT IT WAS FELT THAT IF THIS IS REALLY NECESSARY, IT SHOULD BE PART OF EDITORIAL COSTS.
- 4) THE SINGLE COLOUR NEWSLETTER (AS IN MARCH) IS ACCEPTABLE TO REDUCE COSTS. INSERTS ADDING TO POSTAL COSTS MUST STOP UNLESS PAID IN ADVANCE BY THOSE WISHING TO PIGGY-BACK ON OUR MAILING LIST. THE NEWSLETTER SHOULD NOT BE ENTERED INTO EXPENSIVE EXHIBITIONS TILL FINANCIAL SITUATION IMPROVES.
- 5) IN GENERAL IT WAS FELT THAT THE BUDGET SUMMARY DID NOT PROVIDE ENOUGH DETAILS FOR A MORE PRECISE 'AUDIT' OF COSTS. FOR EXAMPLE IT COSTS ABOUT \$200 PER ISSUE (\$800 PER YEAR) TO PHOTO-COPY THE NEWSLETTER BUT PHOTOCOPY COSTS ARE SHOWN AS \$1993. IT COSTS A SIMILAR AMOUNT TO MAIL THE NEWSLETTER (\$800 PER YEAR) BUT POSTAGE IS SHOWN AS \$2,240. IT WAS STRONGLY RECOMMENDED THAT THE TREASURER AND PRESIDENT DISCUSS THIS AND FOR THE NEXT FINANCIAL STATEMENT, SHOW EXACTLY WHAT IS BEING COPIED AND MAILED IN ADDITION TO THE NEWSLETTER. COSTS FOR THINGS SUCH AS THE PRODUCTION AND MAILING OF SOUVENIR COVERS SHOULD BE KEPT AND LISTED AS A SEPARATE ITEM. THE TREASURER SHOULD ENSURE EXPENSES CONFORM TO WHAT IS APPROVED BY THE EXECUTIVE BEFORE PAYING BILLS.
- 6) THERE WAS A DISCUSSION ON BETTER METHODS OF HANDLING RENEWALS. RON ADVISED THAT PERHAPS HALF OF ALL RENEWALS NEEDED REMINDERS WHICH IS TIME CONSUMING AND COSTLY. IT WAS AGREED THAT RON AND CHRIS COULD CONSIDER ALTERNATIVES.
- 7) THERE WAS SOME GENERAL DISCUSSION ON NEWSLETTER FORMAT AND STYLE, ON THE NEED TO USE BETTER STAMPS ON THE MAILING AND THE POSSIBILITY OF FURTHER DISCUSSIONS AT THE FORTHCOMING ORAPEX.

THIS CONCLUDED THE BUSINESS AND THE MEETING WAS ABLE TO MOVE ON TO MORE INTERESTING AEROPHILATELIC ISSUES.

In response to this discussion, Ivan has produced a detailed breakdown of our expenses during 2000, which is reproduced on the next page. Thanks Ivan.



10/4/01

CAS EXPENSES BY SERVICE FOR THE PERIOD ENDED DECEMBER 31, 2000

	Newsletter	Covers	Office	Awards	Publications	Affiliations
Photocopying	1,833.40	72.91			132.66	
Postcards		25.44				
Postage	1,055.80	545.56	324.84			
Rubber Stamp			44.87			
Engraving				29.56		
Plaques				90.00		
Colour Printing		25.00				
Covers		60.00				
Exhibit Fees	105.00					
Letterhead	67.28					
Editorial Expenses	573.09					
Cachet		44.85				
Envelopes		26.45				
Member Dues						70.69
Other Supplies			31.21			
Total Cost	3,634.57	800.21	400.92	119.56	132.66	70.69

- NOTES:**
1. The number of copies of each edition of the newsletter has been reduced from 225 in 2000 to 180 in 2001.
 2. A change in the photocopying company along with the decrease in the number of copies of the newsletter are expected to result in the photocopying costs being reduced by more than \$1,000 in 2001.
 3. Publications includes, for example, the new members' handout, photocopying of early issues of the newsletter, and photocopying Newfoundland Air Mail Postage. The sale of Newfoundland Air Mail Postage generated income of \$81 during the year.
 4. The sale of Snowbird and other covers generated income of \$1,741 during the year.

Ivan W. MacKenzie
Treasurer

EDITOR'S UPDATE

Would all readers please condone my erratic correspondence at the present time. - I was in England for most of April due to my mother's sickness and funeral, and I will be traveling again at the end of May and for most of June.

I regret to inform readers of the death of W.A. Page, who was cited in our last newsletter as the publisher of Ian McQueen's book JUSQU'A AIRMAIL MARKINGS. - I was kindly advised by Richard Bieth that W.A. Page died about three years ago, and that the reprint of Ian McQueen's book was organized by literature dealer Vera Trinder Ltd., 38 Bedford Street, London EC2 9EU, England, who are the main source for this book.

(Ian's book, the supplement, and a wide selection of other aerophilatelic publications, can also be obtained from Richard Bieth: for more information contact him at 14 Middlecroft, Guilden Sutton, Chester CH3 7HF, England.)

THE CANADIAN AEROPHILATELIST: index and back issues

Please also note that Gord Mallett's address became abridged in the announcements in the last newsletter, and is **180 Fir Street, Sherwood Park, Alberta T8A 2A2**

The other details were correct, but are worth repeating as the Index is terrific:

The 14,000 words Index lists the contents of each issue of The Canadian Aerophilatelist, from the July 1985 first issue to the December 2000 issue, Newsletter #45. Included are all Newsletter articles which are related to the collecting, researching and exhibiting interests of aerophilatelists. Excluded are various society announcements, details of meetings, executive reports and the like.

The complete Index is also available on diskette - in Microsoft Works format. By entering any 'keyword', a user can locate all articles linked to that word. The 'keyword' can also be any word sequence or AMCN number for which the user wishes to search.

Gord has also offered to supply back issues of the newsletter.

Prices, including postage within Canada, are: INDEX C\$7 for a hard copy or diskette, C\$12 for both; BACK ISSUES C\$4 each.

ADD C\$1 postage for addresses in the USA, C\$2 for addresses overseas;

DEDUCT 30% if paying in \$US.

CAS members may deduct 10% from their total.

Orders should be sent to: Gord Mallett, 180 Fir Street, Sherwood Park, Alberta T8A 2A2 .

Publications received

Among the items I've recently received through networking with other editors and societies, are:

- **Chicago Air Mail Society Bulletin, February 2001.** - A special issue for BLACK HISTORY MONTH. It included extensive information on the Tuskegee Airmen: pilots and navigators trained at the segregated Tuskegee Army Air Base, who went on to serve in all-Negro fighter and bomber squadrons, supported by all-Negro units providing medical, clerical, and radio services, etc.
- **Chicago Air Mail Society Bulletin, March 2001.** - A special issue saluting WOMEN IN AVIATION. It includes items on: women pilots in the US services; *The First Woman Combat Pilot* - Sabiha Gokeen, who served with the Turkish army during 1939; and Anne Morrow Lindbergh.
- **Supplementary Mail on the German North Atlantic Catapult Flights.** - A very interesting article by Werner Helms regarding some apparently over-franked covers, which were in fact charged an additional fee for processing at the pier after the regular mail had been dispatched, but before the ship sailed. (Printed in The Airpost Journal of the American Air Mail Society, April 2001.)

If you would like a copy of one of these articles, just write to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. - Please include a contribution towards the cost of copying and postage: C\$2 to Canadian addresses, \$2US to American addresses, C\$4 or US\$3 to overseas addresses, per article.

GEOGRAPHICAL FEATURES NAMED AFTER AIR MAIL PILOTS - A PRELIMINARY LISTING

This is a preliminary listing, which is based on the research by Jennifer Romanko of CANADA'S AVIATION HALL OF FAME, into "*Geographic Place Names and other Public Locations in Canada Named for Members of Canada's Aviation Hall of Fame*".

I have extracted from Jennifer Romanko's research, the names of those pilots who are listed in Section 26 of The Air Mails of Canada and Newfoundland, which lists "*Air Mail Pilots of Canada and Newfoundland*".

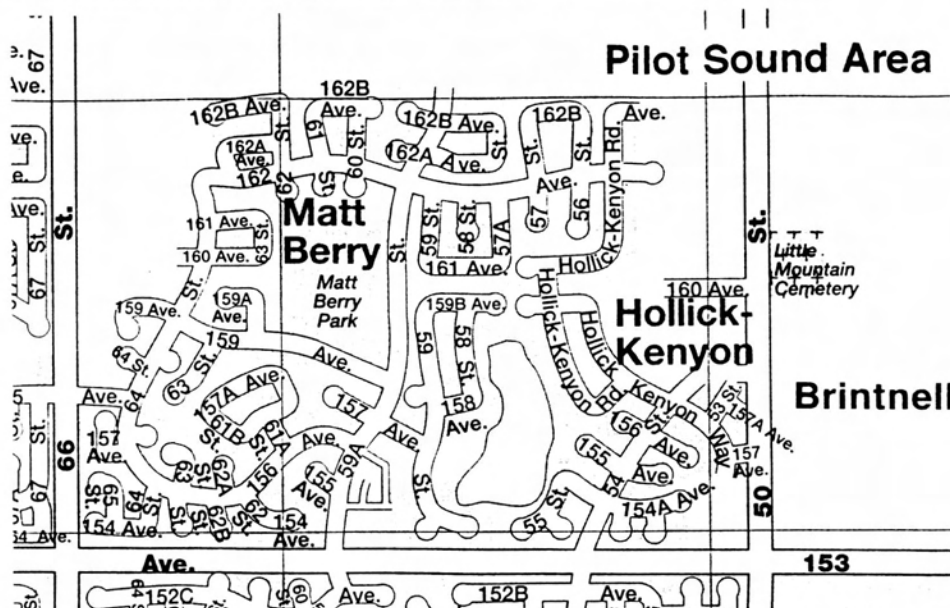
I would be very pleased to hear of additional features named after air mail pilots, that could be added to this preliminary list.

Name	Name and Type of Feature or Location	Location of Feature
Barker, William George	Barker Place - street Barker Building - building Lt. Col. W.G. (Billy) Barker VC Airport - regional airport	Gander, NF Southport, MB Dauphin, MB
Bishop, William Avery	Bishop VC Avenue - street Billy Bishop Road - street Mount Bishop - mountain Bishop Street - street Rue Bishop - street Rue Bishop - street Rue Bishop - street Bishop Building - federal building Billy Bishop Center - community center Bishop Lake - lake Owen Sound Billy Bishop Regional Airport - regional airport Billy Bishop Heritage Museum-museum Bishop Creek - creek	Woodlawn Cemetery, Saskatoon, SK Royal Military College, Kingston, ON SW of Turner Valley, AB Gander, NF Saint-Hubert, QC Ville de Sainte-Foy, QC Ville Pierrefonds, QC Air Command HQ, Winnipeg, MB 5 Wing Goose Bay, Labrador Northwest Territories Owen Sound, ON Owen Sound, ON SW of Turner Valley, AB
Brintnell, Wilfred Leigh	Brintnell Road - street Leigh Creek - creek Brintnell Creek - creek Brintnell - neighbourhood Brintnell Lake - lake	Fort McMurray, AB NWT NWT Edmonton, AB N of Slave Lake, AB
Brown, Francis Roy	Roybrown Lake - lake	N of Bisset, MB

Continued

BNAPEX 2001

The annual convention of the **BRITISH NORTH AMERICA PHILATELIC SOCIETY** will be held on **AUGUST 31st to SEPTEMBER 2nd** at the **CROWNE PLAZA HOTEL, 101 LYON STREET, OTTAWA**. For more information please contact **Dick Malott**.

GEOGRAPHICAL FEATURES NAMED AFTER AIR MAIL PILOTS continued:

A street map of northeast Edmonton, AB showing some developments in the Pilot Sound Area named for Members of Canada's Aviation Hall of Fame.

Dickins, Clennell	Clennell Bay - street	Fort McMurray, AB
Haggerston	Clennell Crescent - street	Fort McMurray, AB
	Dickins Close- street	Fort McMurray, AB
	Dickins Drive- street	Fort McMurray, AB
	Dickinsfield - subdivision	Fort McMurray, AB
	Dickinsfield School - school	Fort McMurray, AB
	Dickinsfield - subdivision	Edmonton, AB
	Dickins Lake - lake	NW of Rainbow Lake, AB
	Dickins River - river	Near Caribou River Provincial Park, MB
Forester, Norman	Forester Lake - lake	N of Flin Flon, MB
Gladstone		
Fraser, Douglas Cowan	Fraser Road - street	Gander, NF
Fullerton, Elmer Garfield	Fullerton Drive - street	Fort McMurray, AB
Gilbert, Walter Edwin	Gilbert Place- street	Fort McMurray, AB
Graham, Stuart	Stuart Graham Boulevard - street	Dorval Airport, Dorval, QC
Grandy, Roy Stanley	Grandy Avenue - street	Gander, NF
Hollick-Kenyon, Herbert	Kenyon Field - airport	S of Lethbridge, AB
	Kenyon Drive - street	Lethbridge, AB
	Hollick-Kenyon - neighbourhood	Edmonton, AB
	Hollick-Kenyon Road - street	Edmonton, AB
	Hollick-Kenyon Way - street	Edmonton, AB
	Lake Hollick-Kenyon - man-made lake	Edmonton, AB
	Kenyon Lake - lake	NE corner of MB
	<i>There is also a HOLICK-KENYON PLATEAU in the Antarctic.</i>	

Continued

GEOGRAPHICAL FEATURES NAMED AFTER AIR MAIL PILOTS continued:

Kennedy, Harry Marlowe	Kennedy Bay - street Kennedy Crescent - street Kennedy Creek - creek	Fort McMurray, AB Fort McMurray, AB MB
Leigh, Zebulon Lewis	Zebulon River - river Zebulon Lake - lake Leigh Crescent - street Leigh Crescent - street	NWT NWT Fort McMurray, AB Edmonton, AB
May, Wilfrid Reid	Mayfield School - school Mayfield Road- street Mayfield - subdivision May Crescent - street Wopmay River - river Wopmay Lake - lake Lake May - lake Wop May Building - building	Edmonton, AB Edmonton, AB Edmonton, AB Fort McMurray, AB NWT NWT NW of Rainbow Lake, AB Fort McMurray Historical Park, Fort McMurray, AB
McConachie, George William Grant	McConachie Crescent - street McConachie - neighbourhood McConachie Way - street McConachie Lake - lake	Fort McMurray, AB Edmonton, AB Richmond, BC N of Slave Lake, AB
McMullen, Archibald Major	McMullen Lake - lake	NW of Slave Lake, AB
Oaks, Harold Anthony	Oaks Crescent - street Oaks Bay - street	Fort McMurray, AB Fort McMurray, AB
Palmer, John Ender	Jock Palmer Bridge - vehicular bridge Palmer Road - street	Calgary, AB Calgary, AB
Randall, Robert Cheetham	Randall Lake - lake	NW of Slave Lake, AB
Seagrim, Herbert Walter	Seagrim Lake - lake	SE of Bisset, MB
Vachon, Joseph Pierre Romeo	Romeo Vachon Boulevard - street Parc Romeo Vachon - municipal park	Dorval Airport, Dorval, QC Ste. Foy, QC

Canada's Aviation Hall of Fame

Canada's Aviation Hall of Fame was incorporated as a not-for-profit charity in August of 1973, to maintain, preserve and promote the memory and deeds of Canada's aviation pioneers.

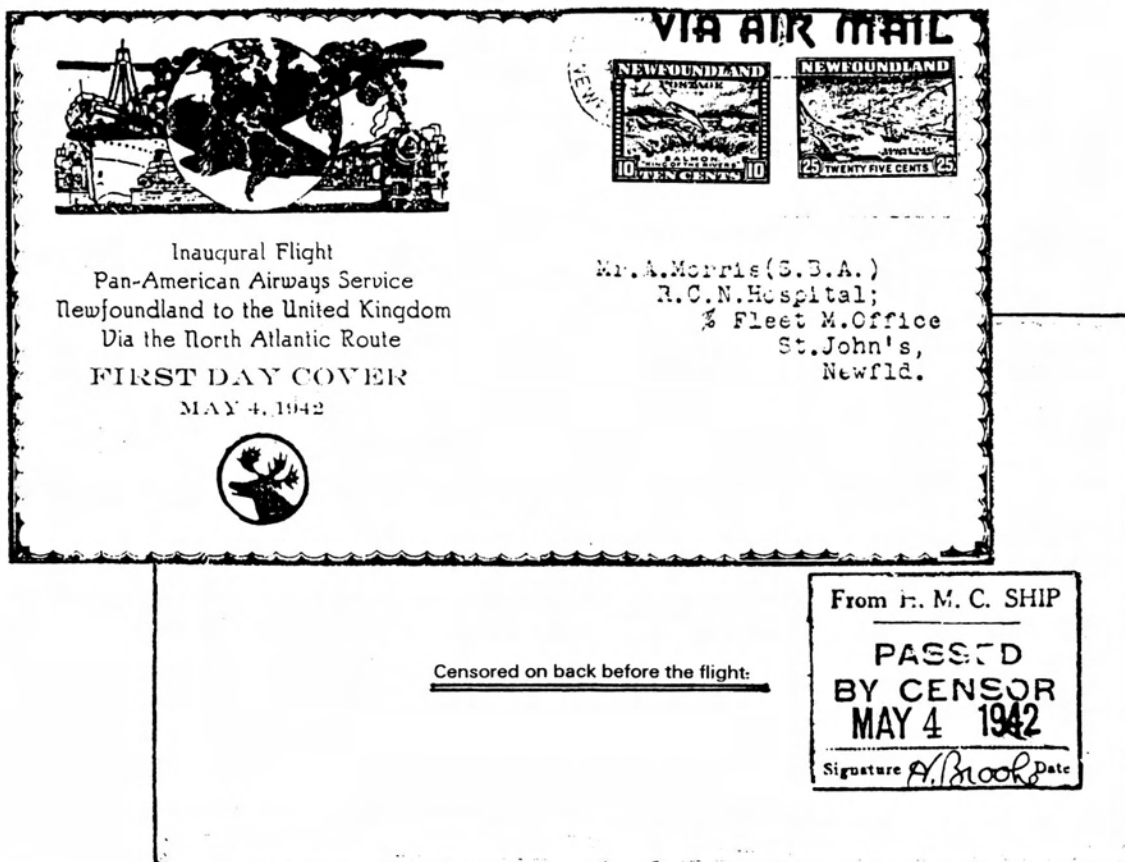
It is located in the aviation hangar at the Reynolds-Alberta Museum in Wetaskiwin, Alberta, which also contains many aircraft from the Reynolds Aviation Museum.

On its 25th Anniversary, Canada's Aviation Hall of Fame published THEY LED THE WAY, a "coffee table" type book containing very readable biographies of all 157 members who had been inducted up to 1998. (For more information see the December 2000 issue of The Canadian Aerophilatelist, page 30.)

For more information on Canada's Aviation Hall of Fame, please contact Jennifer Romanko, Canada's Aviation Hall of Fame, P.O. Box 6360, Wetaskiwin, Alberta T9A 2G1, (tel. 780 361 1351).

1942 - WARTIME

FIRST FLIGHT COVERS FROM NEWFOUNDLAND



COVER 1

Indistinct Roller Cancellation: ST. JOHN'S, 4 MAY 1942

This cover initially appeared in the QUESTIONS section of the June 1998 newsletter, with the comment:

In May 1942 the Battle of the Atlantic was at its peak, the Germans were advancing in North Africa, the Japanese were still expanding in the Pacific, Pan American re-introduced its North Atlantic service via Botwood to Eire, and SOMEBODY WAS PRODUCING FIRST FLIGHT COVERS! - BUT WHO?

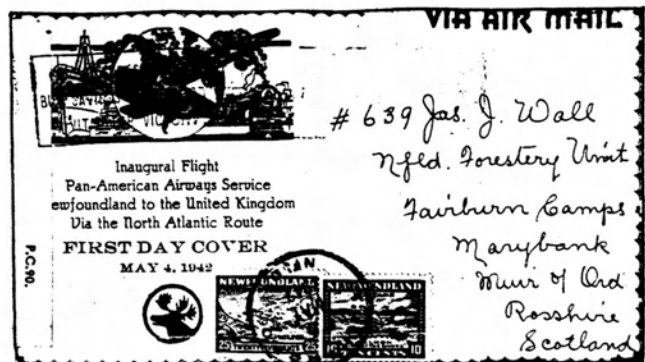
Surely Pan Am were too preoccupied with wartime "business" to be producing First Flight Covers? (It is also unlikely to have been produced by Pan Am, since covers for the flight have only been found from Botwood, not New York etc.)

However, given the secrecy and censorship prevalent in wartime, how would anybody else have known about the flight in sufficient time to get covers printed and prepared? (The postmark is partially over the border, which is identical in shade to the inscription, so the inscription is unlikely to have been added after the flight!)

Also, since the cachet refers to "SERVICE NEWFOUNDLAND TO THE UNITED KINGDOM", but Pan Am only flew as far as Foynes in Eire, and the cover is addressed to Newfoundland, (and there are no backstamps), how far did this cover actually fly?

The cover was also featured in the Canada Air Mail Notes of the JACK KNIGHT AIR LOG, (which I also edit), and produced a most interesting correspondence, on which this article is based.

Continued

1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:**Cover 2**Roller cancellation dated 4 MAY 1942.Handstamp incomplete - no date.Censor Stamp on back: FROM H.M.C. SHIP
PASSED BY CENSOR MAY 4 1942 (Like cover #1)No backstamps.**Cover 3**Roller cancellation with date portion missing.Handstamp ST. JOHN'S, 15 MAY 1942Censor Strip P.C.90, "OPENED BY EXAMINER
DC/34 ... -" on back.No backstamps.

Number of covers. I have now seen seven covers from this flight. Six of these covers used printed envelopes. One of the covers used a plain envelope.

Two of the printed covers, (illustrations #1 and #2), were addressed to *Mr. A. Norris (S.B.A.), R.C.N. Hospital, c/o Fleet Office, St. John's, Newfld.*¹

The other printed covers from this flight were addressed to different people in Scotland (cover #3); London, England (cover #4); Cornwall, England; and Texas.

I have also seen one cover for this flight on a plain envelope with typed routing instructions, (cover #5).

Who produced these cover? These were private covers, as Pan Am had stopped organizing First Flight Covers after they were vetoed by the US War Department as unnecessary in wartime.

The covers seem to have been produced in Newfoundland. - They have a similar font and graphics to some covers produced in Newfoundland during 1939 for the original Pan Am flight, and for the first Imperial Airways trans-Atlantic flight. They have also not been reported from Canada or the U.S.A.

Who actually printed/sold the covers is still unknown.

How was information about the flight obtained? Given the state of the War in 1942, there was an extended debate among my correspondents as to whether this flight would have been kept secret for security purposes, or been publicized to increase morale.

Charles LaBlonde recently sent me a copy of the advertisement reproduced on the next page. - It was placed by Pan American Airways in The Saturday Evening Post for March 21st 1942, and includes the statement:

For the present and until announced to the contrary, no further Pan American maps, timetables nor schedule information in any form will be published, except for Latin American services.

Continued

¹ The Newfoundland address looks strange to some people, but for most flights in Newfoundland and Canada, First Flight Covers were addressed in this manner to the person who prepared/received the cover. The official instructions usually stated that covers should be addressed to the actual place of destination, so that covers could just be put into the regular mail for return at the end of the flight. It is therefore quite common to find First Flight Covers addressed within the city from which a flight started, or to a city in the opposite direction to that in which the flight was made.

PAN AMERICAN AIRWAYS

answers your questions about its international Clipper services in a world at war



Are regularly scheduled Clipper Ships still operated?

YES—Pan American is maintaining regularly scheduled flights between all points served prior to the United States' entry into the war, except in a few areas where hostilities prevent. The routes of the Flying Clippers have, in addition, been extended to many new destinations, and schedule frequencies increased to others.

Today Pan American's regular services cover a route network of 90,000 miles, and link the U.S. with Europe, Africa, Alaska, Hawaii and with nearly 200 points in the West Indies, Mexico, Central and South America.

Is regular passenger service still available by Clipper Ships?

YES—the recent air travel priorities plan announced by the Military Director of Civil Aviation assures a minimum of interference with civilians. On no regular Clipper services are priorities an absolute requisite for passage, though current government need for Atlantic, Pacific and Alaska transportation is such that priority passengers on vital missions require most of the available space. These conditions are subject to fluctuation or change, and anyone desiring Clipper passage—regardless of destination—is hence advised to apply for it in the ordinary way.

The frequency of Clipper service to Latin America provides a substantial amount of accommodations for business and other travelers, expediting stronger commercial and cultural ties between all the American nations, and implementing the Good Neighbor Policy by keeping open these vital arteries of swift, convenient communication and transport.

Is foreign air mail still accepted for transport by Clipper?

YES—Mail is being accepted and transported on all regular Clipper services. It is, of course, now subject to official censorship.

Are international air express shipments still accepted?

YES—Air express shipments are still accepted on all regular Clipper services, except on Pacific and South Atlantic routes. These exceptions are dictated by government requirements for all available cargo space.

Precisely where, when and how frequently are Clippers now operating?

For the present and until announced to the contrary, no further Pan American maps, timetables nor schedule information in any form will be published except for Latin American services. All schedules, public or secret, are being operated on Meridian Time, which is one hour earlier by the clock than "War Time." Passengers booked to destinations not included in published timetables are informed sufficiently in advance when to be ready for departure, and are urged to make no disclosures of that or any other specific information about their Clipper trip. Mail and express to destinations now similarly excluded from published data are handled in routine manner through any Post Office or Railway Express Agency office respectively.

What special factors now enter into Clipper trips?

Subject to any official priority needs, this Company observes precedence of reservation. Persons traveling alone or in couples are most easily accommodated, and the handling of groups is facilitated if they book passage by the alternate routes often available. We are naturally unable at this time to guarantee that confirmed reservations or planned itineraries will not be subject to revisions caused by military necessity. In such cases every effort will be made to serve the public's interest and convenience.

Today the U. S. Government has first call on every service of the Clipper Corps—the planes, the facilities, the men and women of Pan American Airways. Now our primary job, like that of all American enterprise, is to be an efficient instrument of government policy and strategy for successful prosecution of the war. It is a service we are glad and proud to perform.

We are, nevertheless, keenly aware that civilian patrons of Clipper services are temporarily subject to some inconveniences and sacrifices for which, in wartime, no one wishes apologies. But we are doing, and shall continue to do, all in our power to expedite your passage, your shipments.

One guarantee we can make **unreservedly**. Pan American's uncompromisingly high standards for maintenance of equipment and for safe operation will continue to be observed at all times, in every detail. And aboard every Pan American Clipper you will find the same considerate attention and friendly service to which those who have traveled with us have been accustomed.



PAN AMERICAN AIRWAYS SYSTEM

21 March 1942

WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:

Although details of the flight were withheld by Pan American, the Canadian Post Office did announce the resumption of the trans-Atlantic service. - The Canadian Post Office Weekly Bulletin for May 2nd 1942 contained an announcement that:

Trans-Atlantic Air Mail (Northern Route): - The trans-Atlantic air mail service from Canada to the United Kingdom via Newfoundland and Eire (Northern Route), is to be resumed at once.

The air mail rate, including postage from Canada to destinations in the United Kingdom, and Eire is 30 cents per half ounce, or fractions thereof. This rate will include conveyance over Canadian domestic air routes where necessary.

Such air mail should be endorsed 'Via trans-Atlantic air mail.'²

In Newfoundland, however, there seems to have been no announcement regarding the resumption of the trans-Atlantic service.

Michael Deal, who lives in St. John's, examined all the issues of THE EVENING TELEGRAM from March 1st to May 20th 1942. - He found the announcement reproduced to the right, for the new Air Mail Service to Canada which was inaugurated on May 1st, but nothing regarding the Pan Am Trans-Atlantic flights.

Similarly, in contrast to the Canadian announcement which made specific reference to a service between Newfoundland and Eire, the only notice that Jack Ince found among the Newfoundland Post Office Circulars at the National Archives in Ottawa, was a rather ambiguous announcement on May 7th 1942 regarding:

Air Mails to Canada, U.S.A. and the United Kingdom

A regular daily Air Mail Service commenced on the 1st May between Newfoundland, Canada and the United States of America. Letters only will be conveyed by the new service. They must be clearly marked "AIR MAIL."

The postage rates to Canada and the United States will be 9c. for the first half ounce and 7c. for each additional half ounce.

The postage rate to the United Kingdom and European countries is 35c. for each half ounce.

Letters for conveyance by these services will be accepted at all Post Offices in Newfoundland and these should be prepaid at the foregoing postage rates.

Direct despatches by Air will be made from St. John's and Gander Post Offices daily except Sundays. All Air Mail for the United Kingdom and foreign countries should be despatched to St. John's, G.P.O., for onward transmission.

Registered letters will be accepted for transmission at .10c. additional to the above rates on each service.

All letters intended for Air Mail conveyance must be clearly so marked and where the small blue Air Mail stickers are available one should be affixed at the top left hand corner; otherwise the words "Air Mail" should be written along the top left hand corner of the envelope.

Air Mail letters should be despatched to the Railway Mail Car by all offices making up for the Mail Car and should be tied up with the bill but, of course, not entered.

The purpose of the Air Mail is speed and speed in communications in this country is very desirable and necessary. All Post Office Officials are, therefore, enjoined to give their close attention to the correct treatment of Air Mail letters in order that no avoidable delay is incurred.



3

Continued

² Quoted in OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - December 1942 compiled by David Whiteley (66 pages). Available from David Whiteley, 605 -77 Edmonton St., Winnipeg, Manitoba R3C 4H8. Price, including postage, is: C\$17.50 in Canada; US\$13 for orders mailed to the USA; C\$20 or US\$14 US for orders mailed overseas. CAS members may deduct C\$3 or US\$2 from these prices.

³ Quoted in NEWFOUNDLAND AIR MAIL POSTAGE 1937 - 1949 EXTRACTS FROM THE NEWFOUNDLAND POST OFFICE CIRCULAR compiled by Jack Ince (24 pages). - Available from: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada. Price, including postage, is: C\$7 in Canada; US\$5 for orders mailed to the USA; C\$10 or US\$7 for orders mailed overseas. CAS members may deduct C\$1.50 or US\$1 from these prices.

1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:

This announcement could apply either to a direct service from Newfoundland to the United Kingdom via Eire, or to mail carried by the new air mail link to Canada and the U.S.A., then on to Britain via Pan-Am's existing Southern Route. - This ambiguity may have been deliberate, as air mail from Newfoundland to Britain was probably transported via Canada, the U.S.A., and Pan Am's Southern Route at the beginning of May; and then switched to the direct Botwood - Foynes route after that came into operation.

Setting the date for the re-introduction of Pan American's service. Although the covers refer to an inaugural flight on May 4th, no announcements have been found to indicate that this was ever an officially announced date.

It seems, in fact, that the actual date of the flight was not set until the middle of May!

Karl Winkelmann very kindly sent me copies of some correspondence he'd obtained from the U.S. National Archives, regarding the resumption of Pan Am's service. Although this correspondence was mainly about censorship, the various correspondents were also constantly updating each other with regard to the planned date for the resumption of service.⁴

- an internal Department of State Memorandum of May 8th 1942 stated that "*Pan American Airways has informed Mr. Price that they are almost ready to start*".
- a Department of State telegram to the American Legation in Dublin on May 12th 1942 stated: *Pan American Airways desires to begin operations on May 13.*
- telegram from CPC to CNY, May 13th 1942: *Information from British Authorities indicates first flight by Pan Am, New York Foynes took place May 12 X Advise whether mail aboard and if so amount and whether censored.*
- reply telegram from CPNY to CPC, May 14th 1942: *Information here indicates that initial flight by Pan Am network to Foynes scheduled for May 12 was postponed X Post Office authorities state that no mail has been made up for dispatch by this service to date.*
- telegram from Secretary of State, Washington, to American Minister, Dublin, May 15th 1942: *on Sunday, May 17 a Pan American plane, on a regular commercial trip, carrying passengers and mail, will leave New York for Foynes unless you perceive objections.*

The inaugural flight was finally made on May 19th.

Details of the First Flight After the flight details were released, and a report was published in THE AIRPOST JOURNAL of July 1942. Max Kronstein's column AIR MAIL AND THE WAR, XXIV stated that:

On May 20, 1942, the Trans-Atlantic Pan-American air mail entered its fourth year of service. On that day the Clippers also resumed service over the Northern route between the United States, Canada and Great Britain on a schedule of two round trips a week.

The first flight was made by the PACIFIC CLIPPER which left New York on May 19 and accepted 741 pounds of Canadian mail in a Canadian port on May 20 for the United Kingdom, under the regulations which were announced by the Canadian Postmaster General on April 30, 1942.

These dates are consistent with the telegrams about censorship, and with additional information provided by Richard Beith and Jonathan Johnson. - The inaugural flight was made by NC18602, with Captain Audrey Durst in command. (However, the mail was picked up at Botwood in Newfoundland, which did not become part of Canada until 1949. - Bill Murphy, who sent me Max Kronstein's report, cautioned that "*many people on this side of the border didn't realize that Newfoundland was not part of Canada in those days*".)

Continued

⁴ This was a big political issue at the time. The correspondence included a telegram from the American Embassy in London, to the Secretary of State in Washington which referred to British concerns that "Eire is exposed to invasion at practically any moment, and it would not be possible to reach the British Government too quickly with plans or information for any such impending attack." (#2141, April 24th 1942.) The British wanted air mail to and from Eire censored in Liverpool, where other mail and telegraphs were already being censored. However, the American Director of Censorship argued that the mail should be examined in the United States. (Letter to "The Honorable Cordell Hull, Secretary of State", May 9th 1942, Reference "IN".)

1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:**Cover 4**

Roller cancellation dated 4 MAY 1942.

Addressed c/o General Post Office, London, England

Handstamp: Not called for E.C.

Backstamps (also shown full size):

(Indistinct) LONDON CHIEF OFFICE E.C. P.O. 18 MY 42

and LONDON E.C. 5.15PM 4 JU 42



This is the cover on which the listing of this flight in The Air Mails of Canada and Newfoundland was based. Unfortunately, the backstamp was mis-described, and the listing (#FF-63 in the Newfoundland section) stated in error that "covers were returned to St. John's and backstamped on May 18".

**Cover 5**

Roller cancellation dated 4 MAY 1942

Handstamp: questionable! It is probably ST. JOHN'S 15 MAY 1942, as it looks identical to the handstamps on covers #2 and #3, (particularly with regard to the positioning of the 5), but the 1 didn't register.

Addressed to: 20 Campbell Ave., St. John's, Newfoundland, via General Post Office, London, England

No Backstamp.

Censored by: DC/24

What was decided about censorship? It was finally decided that mail bags for Eire would be "over-labeled" and sent to England, then returned to Eire after censorship.⁵

Continued

⁵ Letter from Ch. Des Graz, New York, to Col. W. Preston Cordermen, Chief Postal Censor, May 30th 1942.

1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:

A telegram from David Gray, American Minister in Dublin, to the Secretary of State, Washington, on May 16th 1942 included the comments: *This afternoon I am going to Foynes and make personal arrangements so that the Irish Post Office will not have delivered to it any mail for Eire and that the plane in returning accepts no mail originating here.*⁶

How far did Cover 1 fly? This enquiry originally examined three possible answers to this question:

- to England, in accordance with the routing printed on the cover: *NEWFOUNDLAND TO THE UNITED KINGDOM.*
- only to Foynes, in accordance with the description on the cover *INAUGURAL FLIGHT PAN AMERICAN AIRWAYS SERVICE*, as Pan Am's service terminated at Foynes, and the connection to Bristol, England was flown by B.O.A.C.
- it didn't fly anywhere! - There is a comment in the *American Air Mail Catalogue* (Fifth Edition, vol.4) regarding the opening of Pan Am's original New York - Shediac - Botwood - Foynes - Southampton service in 1939, that:

True to its conservative policy, the British Post Office and its Crown Colony subsidiary--the Newfoundland Post Office--failed to provide any cachet in recognition of this service. Private cachets were used on such covers dispatched through Pan American Airways. The British Post Office normally did not backstamp arriving mail and refused to make any exception to its policy by means of special dispatches nor would it facilitate the return of mail not addressed for delivery in England or in Europe.

If the Newfoundland and British Post Offices did not co-operate with First Flight Covers in 1939, how co-operative are they likely to have been in 1942 with a war going on?

The second alternative can now be discarded, as the correspondence on censorship indicated that all mail on the inaugural flight was flown through to England. Beyond that, very little is totally certain.

It seems that the covers endorsed for this flight were handled in two different ways:

Covers #2, 3 and 5 each have two cancellations. Although the cancellations are often partial or indistinct, it seems reasonable to assume that the three covers all received similar postal treatment, i.e. a roller cancellation on May 4th, and a handstamp on the stamps missed by the roller cancellation on May 15th.

The most likely explanation as to why covers #2, 3 and 5 received a second cancellation eleven days later, and had not been put in the "mailstream" on May 4th, is that they were being held for the Pan Am flight!

If so the Newfoundland Post Office would have changed its attitude since 1939. Such a change is in fact quite likely to have occurred, since it had provided an official First Flight cachet for covers on the inaugural flights to Canada on May 1st 1942. (FF-62, Newfoundland section, AMCN).

Cover #4 is the only one with a backstamp. Since the backstamp is from May 18th 1942, and the first Pan Am flight did not leave New York until May 19th, this cover could not have been carried on the inaugural flight.

A major question now, is why wasn't cover #4 treated in the same way as covers #2, 3 and 5? - The only visual factor that seems to distinguish cover #4 from the other covers with the printed routing instructions, is that it is the only one which has an air mail label on it! If this is the key factor, then the Post Office in St. John's may have made a distinction between "correspondence" and "souvenir mail":

- cover #4 may have been treated as "correspondence" and put in the "mailstream" immediately because of the air mail label;
- covers #2 and 3 may have been treated as "souvenir mail" and held for the first flight;
- cover #5 also has an air mail label, but unlike cover #4 it was held for the first flight. - The distinction here may be that cover #5 is addressed back to St. John's, which may have caused it to be treated as "souvenir mail" in spite of the air mail label.

Continued

⁶ Mail from Eire was also taken to England for censorship, before being flown across the Atlantic. - A telegram from the American Minister in Dublin, to the Secretary of State on May 22nd 1942, refers to a discussion he had with the Irish Prime Minister, Eamon de Valera, on this issue.

1942 - WARTIME FIRST FLIGHT COVERS FROM NEWFOUNDLAND continued:

So what about cover #1? The choices now, are whether this cover (which was addressed to *Mr. A. Norris (S.B.A.), R.C.N.Hospital, c/o Fleet Office, St. John's, Newfld.*), was:

- a) held for the Pan Am flight like covers #2, 3 and 5, and then flown to England?
- b) forwarded immediately to England like cover #4?
- c) put in the local St. John's mail, and not flown at all?

Although it seems unlikely that we will ever be able to "prove" what happened to this cover, **I think it is most likely that this cover received the same handling as cover #2** which was also addressed to *Mr. A. Norris (S.B.A.), R.C.N.Hospital, c/o Fleet Office, St. John's, Newfld.*, and that they were both carried on the inaugural flight of the resumed Pan American service to Foynes, and then by the B.O.A.C. shuttle to England:

- since the Newfoundland Post Office appears to have been cooperating with First Flight Covers for this flight, (as it held covers #2, 3 and 5), there is no reason why it would not also send cover #1 on the flight;
- the lack of a May 15th handstamp does not appear to be significant: it was not needed as both stamps were cancelled by the roller cancellation on May 4th;
- if the reason for the different handling of cover #5 was a distinction between "correspondence" and "souvenir" mail, this cover would definitely have been treated as "souvenir"!

Many thanks to Richard Beith, Michael Deal, Norris Dyer, Charles Entwistle, Jack Ince, Charles LaBlonde, Jonathan L. Johnson Jr., Dick McIntosh, Bill Murphy, Charles Verge, Jack Walsh, David Whiteley, and Karl Winkelmann for their contributions to this enquiry.

ANY COMMENTS OR ADDITIONAL INFORMATION FROM READERS WILL BE MOST WELCOME. - Please send them to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, Canada.

YURI GAGARIN ON STAMPS

Jeff Dugdale

Editor's note: This year is the 40th anniversary of the first man in space! To mark this anniversary, I am including a slightly modified version of an article by Jeff Dugdale that originally appeared in the January 2001 issue of STAMP MAGAZINE, from which the illustrations have been taken. (Stamp numbers refer to the *Stanley Gibbons' Catalogue*.)

The Soviet Union shocked the world in April 1961 with the launch of a man into outer space, without notice, much as it had done on October 1957 (International Geophysical Year) with the launch of Sputnik. In the intervening period the Soviets had launched increasingly bigger satellites into orbit carrying small animals and dogs many of which perished in flight, as the West later learned. We know now that political pressures forced the hand of Sergei Korolev (then the anonymous "Chief Designer") to launch a human being into space sooner than he would have liked.

Knowing that he was taking a risk he selected as "Cosmonaut No 1" Yuri Alekseyevich Gagarin, one of a small group of the first cosmonaut team—but not Korolev's number one or even number two candidate as best in the group.



**ABOVE: CCCP first anniversary issue
RIGHT: 10th anniversary issue for Vostok 1**

Continued

YURI GAGARIN ON STAMPS by Jeff Dugdale, continued:

To have launched Vladimir Komarov (who finally flew and perished in Soyuz 1 six years later) or Gherman Titov, Gagarin's back-up was too risky and so the man selected for the first space flight was a 27 year old test pilot born on a collective farm at Gzhatsk, 100 miles west of Moscow.

So on 09.07 Moscow time on 12th April Gagarin was launched in the 4.75 ton Vostok (or "East") spacecraft from "Baikonur" in Kazakhstan. In fact, as with so much of the Soviet space programme throughout the 60s and 70s that was a piece of disinformation. The actual launch site was Tyuratam 230 miles south west of Baikonur, but it was all to do with secrecy and attempts to cover up possible failures.

The unknown but handsome Gagarin made but one orbit of the Earth and landed as hero and international celebrity in parachute harness, having ejected (as planned) from the return capsule at 22,000 feet, in a cowfield near the village of Smelovka near Saratskaya, just under an hour and 50 minutes after launch. His method of landing was not revealed by the Soviets until 1978 and for many years it was thought he landed in his capsule.

There was of course much tabloid interest in the first man in space story and many rumours that the Soviets had been responsible for deaths of previous cosmonauts killed in disastrous space launch or flight before Gagarin, but following glasnost the Soviets came clean and admitted failures but only involving ground crew fatalities and it seems clear now that Vostok was indeed the first attempt to put a man in space.

The Soviet Union marked one of the most significant events in the history of mankind by issuing SG 2576 on 17th April 1961 the dark blue 3 kopek issue depicting a photo of Gagarin surrounded by the legend "First Cosmonaut" and images of the carrier rocket taking off and his Hero of the Soviet Union medal with a laurel leaf, the traditional symbolic award for achievement.

Later they completed the set with a 6k stamp showing three spacecraft - including the unmistakable shape of Sputnik - flying above Moscow's Spassky Tower and Baikonur tracking equipment with the Vostok rocket trailing a "Salute" to Soviet achievement. The final 10k issue shows the carrier rocket clearly in orbit and in its wake a ghostly helmeted cosmonaut and a profile of the Kremlin buildings.

The images of the 10k stamps raise the fascinating subject of how the Soviets set out to conceal the true shape of their Vostok craft for over four years.

If one studies the first philatelic essays of Vostok you see a variety of responses to the problem faced by the stamp designer who has not the faintest what the spacecraft looked like.

The first issues for the Soviet Union, and satellite states such as Albania, Bulgaria, Cuba, East Germany, Hungary, Viet Nam etc all depict rockets that Jules Verne might have dreamt of and each is different from the next. So slightly and some very much so.

However other designers must have thought their brief too silly and resorted to a much more honest approach—using symbolism, such as "The Cosmonaut" (Czechoslovakia) or "Red Star in Orbit" (Poland and Mongolia) whilst the Rumanian designer solves the problem by putting his Vostok craft so far in the background it just looks like a blip!

In the months and years before the truth about Vostok was revealed one false design comes to the fore—the thimble and collar used by several countries in 1963/4.

The first stamp to feature the true shape of the craft comes from a surprising source—Jordan



CLOCKWISE, FROM NEAR LEFT: 1966 Polish issue revealing what Vostok really looked like, Polish issue from 1963 known as 'collar and thimble' showing incorrect spaceship design, Yemen issue actually showing 'Voskhod 2'

Continued

YURI GAGARIN ON STAMPS by Jeff Dugdale, continued:

CLOCKWISE, FROM ABOVE: Czech Cosmonaut issue, the 3 kopek of April 1961, the 6 and 10 kopek 1961 issues, Mongolia Red Star in orbit

Naturally there was a plethora of issues from countries both within the Communist world and elsewhere to mark the occasion of the first flight into space. Indeed stamps to mark the flight of Vostok number over 150 from an astonishing number of countries.

The designs are mostly quite predictable with a picture of Gagarin either in military uniform or cosmonaut's helmet beside a drawing of the rocket in flight with occasional ventures into symbolism of the pilot's heroism.

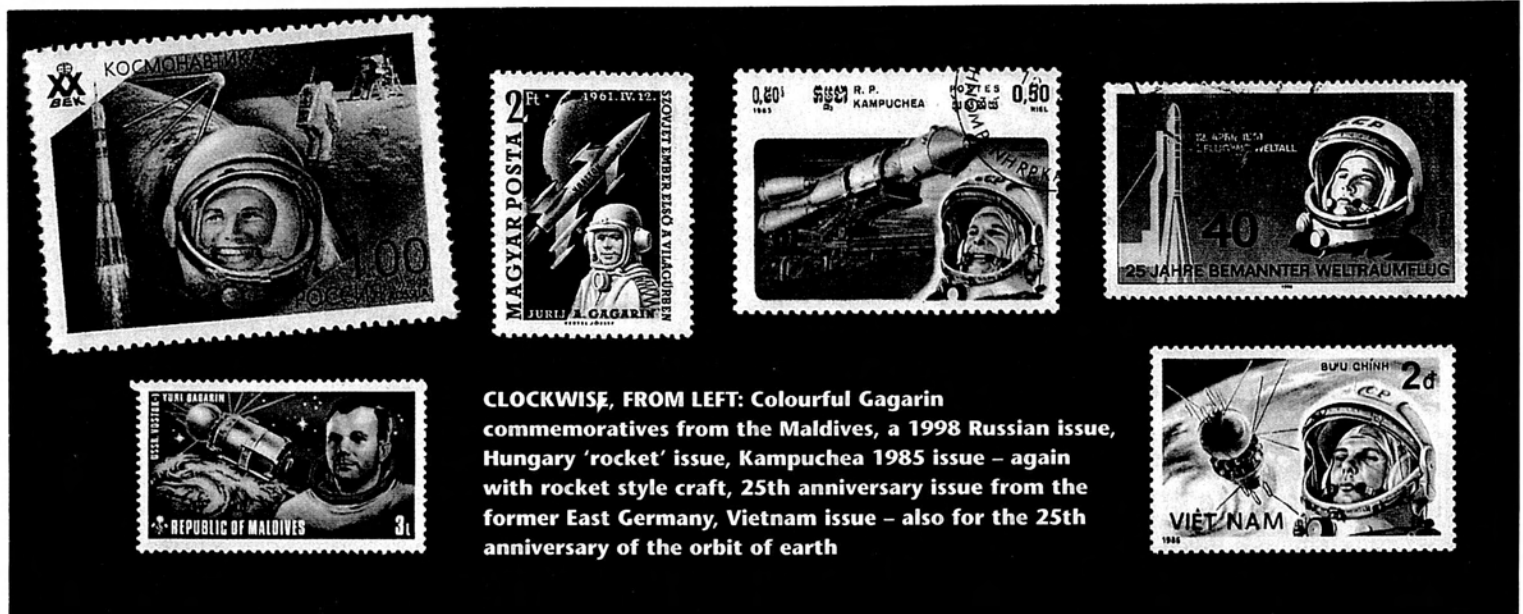
What of course we do not get to see in these early issues is what the Vostok capsule looked like, this being kept secret for some four years : see p 299 of Spaceflight for September 1995 We are therefore treated to considerable licence as you can see in the accompanying examples of Gagarin stamps from all over the world.

The 12th of April was then dubbed "Cosmonautics Day" or "Space Exploration Day" and each of the anniversaries of Gagarin's flight for the next 30 years or so - until a deliberate change in stamp issuing policy in the mid 90's - was marked with an issue of space achievement related stamps, though these only related to Gagarin on certain anniversaries.

The First Anniversary of the flight of Vostok was marked by the issue of a 10k with se-tenant label (also produced without perforations). The stamp shows a stylised red rocket blasting through space and the orbital route taken by it being launched and landing in west central Asia. On the label is a stylised globe with the anniversary dates in red and a facsimile Gagarin signature.

The second anniversary of the flight produced a stamp in which Vostok features only in the background with a Zond Moon flight being given more prominence for as we now know the Soviets were then planning a manned moon landing.

Continued



CLOCKWISE, FROM LEFT: Colourful Gagarin commemoratives from the Maldives, a 1998 Russian issue, Hungary 'rocket' issue, Kampuchea 1985 issue - again with rocket style craft, 25th anniversary issue from the former East Germany, Vietnam issue - also for the 25th anniversary of the orbit of earth

YURI GAGARIN ON STAMPS by Jeff Dugdale, continued:

A year later on we have the first stamps bearing the words “Cosmonautics Day”, three issues in all the 12k value showing Gagarin in his helmet beside a very fanciful Vostok ship of thimble and collar design.

In 1965 the Soviet Union issued a five stamp set including two much sought after silver stamps with the lower value issues all depicting various monuments erected in Moscow for Gagarin or spaceflight in general.

There was then no further Gagarin issue until the Tenth Anniversary of Vostok 1 which was celebrated with a single issue and four stamp a mini-sheet in which one value referred to him. The single issue shows the carrier rocket and the capsule in space besides the Federation Aeronautique Medal awarded to the First Man in space.

A further five years on the Soviet Union produced an elegant souvenir sheet depicting the Cosmos and beneath a formal military study of Gagarin is the Cosmonauts medal with celebratory laurel leaves.

The occasion of Gagarin's Fiftieth Birthday - although he had died in 1968 - was marked by the issue of a relaxed portrait of the hero besides symbols of the conquest of space.

The Twentieth Anniversary of Vostok produced three stamps each with accompanying labels, the 15k koppek one showing Chief Designer Sergei Korolev and a brief quote by him about Gagarin. There was additionally a very handsome golden souvenir sheet.

Then in 1986 we had one stamp (with label) for Gagarin in a three stamp issue for Cosmonautics Day with other achievements like Sputnik in the background.

The Thirtieth Anniversary produced four stamps showing portraits of Gagarin and these were reproduced in several formats including souvenir sheets and mini-sheets presumably issued for the collector.

A change of policy meant there were then only intermittent issues for Cosmonautics Day and in fact no stamp at all for the Thirty-Fifth anniversary, though some covers with illustrated cachets and cancels were produced. The stamps on the cover (issued two years before) shown are related to Gagarin as they all celebrate the activities of The Gagarin Flight Training Centre in Zvezdny Gorodok, Moscow for example centrifuge, under-water and MIR simulation training.

The most recent Russian stamp for Gagarin came as part of a series about Twentieth Century Achievements which also shows Sputnik and An American Moon Landing scene. The acknowledgement of the American lunar achievement makes this a most unusual stamp - the first time ever that the Soviet Union or Russia has alluded in a stamp to a purely American success in space.

This article merely touches on a considerable thematic topic about Yuri Gagarin and this year there will no doubt be many more stamps issued on 12th April to celebrate this momentous occasion and the man who was the centre of it all.

Jeff Dugdale is editor of ORBIT, journal of the ASTRO SPACE STAMP SOCIETY: a society for collectors of issues from around the world concerning space travel. For more information contact him c/o Elgin High School, High School Drive, Elgin Moray, Scotland IV30 3YU; or visit the society's website at www.asss.utinternet.com

Who killed Yuri Gagarin?

In his SOCIAL STUDIES column in The Globe & Mail for April 12th 2001, Michael Kesterton reported that:

“The unresolved question of how Gagarin died in a plane crash in 1968 has prompted as much intrigue in Russia as the assassination of John F. Kennedy in America”, writes Amelia Gentleman in the London Observer. “The official secrecy around the inquiry into the accident gave rise to extraordinary rumours: some people believed his death had been faked; others argued that he had been murdered in a KGB plot, or abducted by extra-terrestrials, or had killed himself by piloting the plane when drunk on vodka.”

HOW ONE COVER SPAWNED THREE OTHERS

Gord Mallett

April 7 and 8, 1954 were disastrous for the air industry. At least 10 planes crashed in scattered parts of the globe, with a death-toll of at least 80. On the world stage the loss of a third Comet jetliner, with 21 on board, captured the headlines. But the greatest toll was taken at Moose Jaw Saskatchewan, where 37 people died as a result of the collision between an RCAF training plane and a Trans-Canada Air Lines North Star. A brief description of this tragedy appears in *The Air Mails of Canada and Newfoundland*.

National newspapers reported that the Harvard trainer, from the NATO base four miles south of Moose Jaw [the present home of Canada's Snowbirds], was flying northeast when it clipped the wing of the larger plane which itself was heading due west. The airliner was seven and a half hours behind schedule, due to adverse weather conditions in the east. This change of schedule was undoubtedly one of the major contributing factors in the collision. Also reported was the nasty and unfounded rumour that "the North Star had been used as an enemy target ship in a mock attack staged by the trainee". All in all it was a tragic affair - definitely one of the dark moments in Canada's civil and military aviation history.

Many crash covers from the Moose Jaw disaster are presently in the hands of collectors; Dick Malott's award-winning collection is no doubt the most extensive. One such cover which recently surfaced displays some very interesting features. Actually it's TWO related covers, one within the other. The outer envelope was used by the original addressee to enclose both the crash cover and its contents, and return them to the sender. The inner envelope is the crash cover itself.

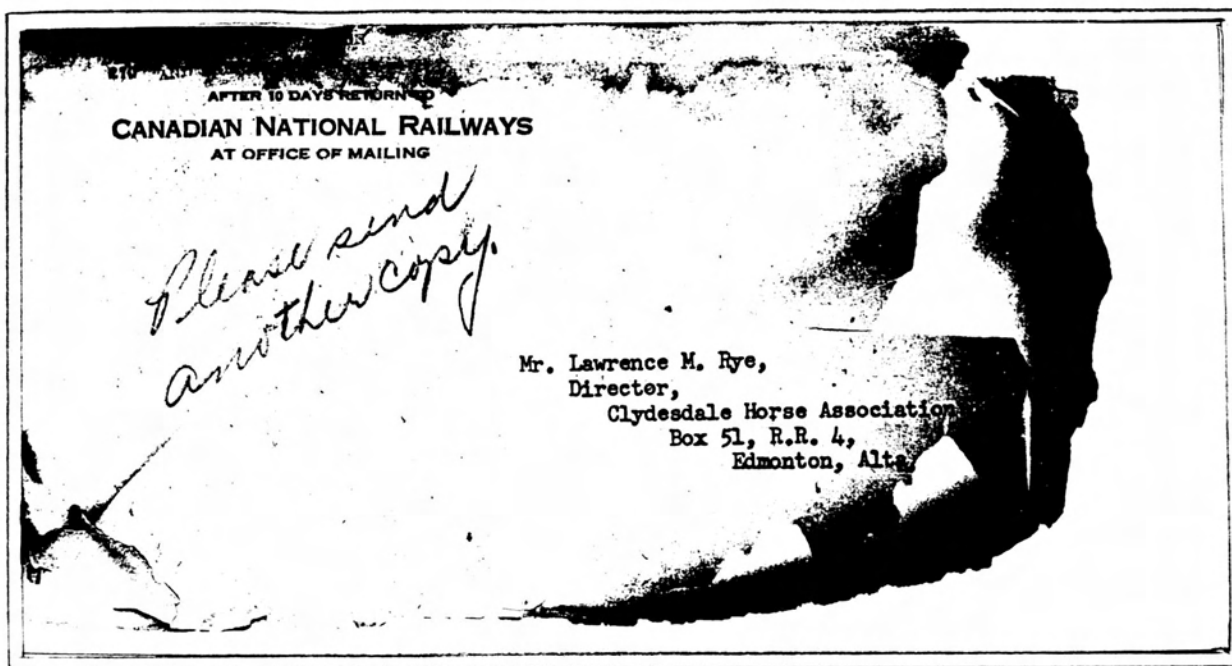
The crash cover was addressed to Lawrence Rye, Director, Clydesdale Horse Association of Canada, Edmonton. It was sent by T. P. Devlin of Winnipeg, another senior official of the Clydesdale Horse Association. With a little study and some further digging, the course of events surrounding the exchange of correspondence between these two associates was evident. Later, to help confirm several details relating to the covers and their contents, Rye's son was contacted. The following edited excerpts are taken from a letter written to him.

Envelope #1 This is the original letter which was addressed to your father. In aerophilatelic circles such a letter is called a crash cover. At the extreme top left corner is a handstamp which is very indistinct, the result of both charring and water staining - water which had been used to extinguish the fire at the crash scene. It reads '*Department of Colonization and Agriculture*'. Sounds like something out of the late nineteenth century, doesn't it! On the back of the cover is a circular purple handstamp which reads '*District Post Office Inspector / Investigation / April 10 1954 / Moose Jaw, Sask*'.

Continued

HOW ONE COVER SPAWNED THREE OTHERS by Gord Mallett, continued:

You might be interested in the contents of the correspondence. Included are three separate letters and also a copy of a CNR telegram. The telegram was signed by Devlin. The main topic of discussion appears to have been the selection of a qualified judge for the annual Horse Show. This show is referred to in several places as 'the Royal'.

Envelope #1

Envelope #2 The Post Office Inspector forwarded the crash cover and contents to your father, in a covering envelope. To aerophilatelists this type of envelope is called an ambulance cover - for the obvious reason! Also enclosed would be an official letter explaining the circumstances of the delayed delivery. I do not have the ambulance cover. No doubt it was discarded by your father.

Envelope #3 At this point things get really interesting. Your father wrote a note on the crash cover in pencil - 'Please send another copy'. He then mailed the crash cover and contents back to Winnipeg inside another envelope. As you can see in the photocopy this third envelope was addressed to your father's friend, T. P. Devlin. It is also in your father's handwriting - but this writing is in ink.

Upon receipt of this envelope Devlin, as had your father, also wrote a pencil note. He then signed the note - the signature being identical to that which appears at the bottom of the CNR telegram. I assume that he kept the envelope and contents for many years. It was later sold at an auction, perhaps as part of an estate settlement. If you are interested in doing some follow-up on this last point let me know.

Continued

HOW ONE COVER SPAWNED THREE OTHERS by Gord Mallett, continued:

The note written by Devlin summarizes key elements of the tragedy.

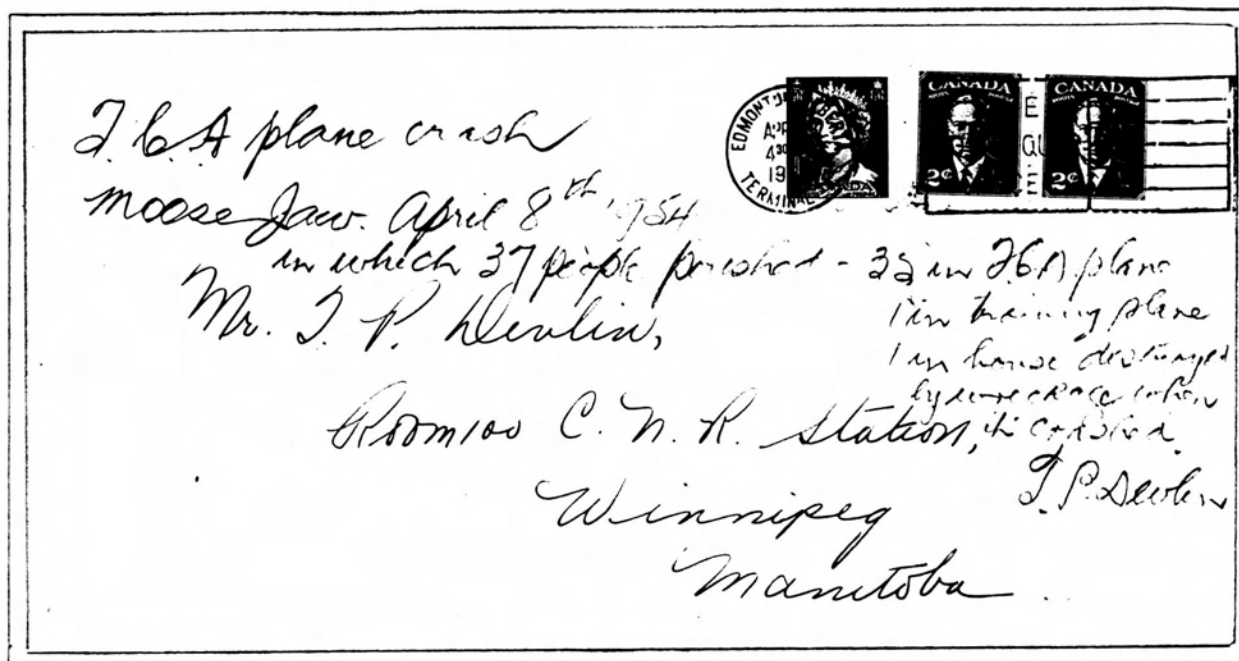
'TCA plane crash Moose Jaw.

April 8th 1954 in which 37 people perished

- 35 in TCA plane

1 in training plane

1 in house destroyed by wreckage when it crashed. T.P. Devlin.'

Envelope #3

Envelope #4 We can assume that upon receiving your father's return correspondence, Devlin sent a duplicate set of the contents which earlier had been enclosed in the crash cover. I do not have the fourth cover used for this remailing. Like the ambulance cover, it was probably discarded by your father.

Summary:

Four different mailings were required to provide Rye with readable copies of the original letters and telegram:

- * After the crash, Rye received the burnt cover and contents [envelope #1] in an ambulance cover from the Post Office Inspector [envelope #2].
- * He slipped the contents out of the burnt cover and found that some sections had been burned away. He then decided to mail the cover and contents back to the sender, Devlin, including the four-word request *'Please send another copy'* [envelope #3].
- * It is reasonable to assume that his request was honoured [envelope #4].

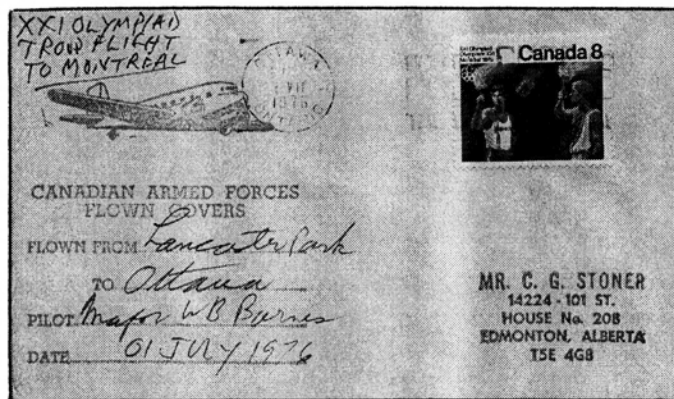
Who's behind the cover?

by Ivan W. MacKenzie

Introduction

This is the fourth article in an occasional series of brief biographies which pertain to contemporary producers of aerophilatelic covers. As I have assembled my aerophilatelic collection over the years, I have often wondered who produced this cover or that cachet. Some names would come to light more often than others, e.g., A.C. Roessler was an extremely prolific producer of Canadian air mail first flight covers in the early days. However, I became even more curious with regard to my contemporaries who have been producing aerophilatelic covers and as a result my curiosity has prompted me to continue this occasional series.

Bio #4 – Sergeant (Ret'd) Cecil George Stoner, CD and Rosette



An early Cecil Stoner cover dated I VII 76

Cecil George Stoner was brought into this world at Gravenhurst, Ontario in 1928 by the famous Dr. Norman Bethune. At the young age of 16 Cecil joined the 3rd BN PPCLI but later transferred to the RCAMC. He served at many diverse locations including the Middle East, the Far East and Europe in addition to Canada. His postings abroad included assignments with the United Nations Emergency Forces. Cecil retired from the Canadian Armed Forces in 1978 after which he took up employment with Revenue Canada. He was employed as a Canada Customs Officer, a Customs Inspector, a Customs Superintendent and a Customs Superintendent Manager. Cecil finally retired from Revenue Canada in 1998 after serving his country faithfully for fifty-four years. He is married with a daughter, a son and four grand children but claims that "my best friend is Buffy my cocker spaniel".

Cecil Stoner's long association with philately started in 1956 while based at Whitehorse, Yukon with the Army. His collecting interests were relatively broad including Canadian stamps and covers, United Nations stamps and covers, stamps of Greece and Egypt, US Warship covers and first flights of Canada and the United States. His real interest in first flights developed at Edmonton which was a hot bed of military flights travelling to and from Canada's Northlands. As Cecil's interest in philately blossomed in the late fifties, sixties and early seventies, he started producing his own covers of which the one illustrated above is an early example. Most of his early covers were flown in military aircraft both in Canada and internationally.

He continues to be a prolific producer of many interesting covers including, for example, the cover illustrated below to commemorate the ninetieth anniversary of the John McCurdy flight in the Silver Dart at Baddeck, Nova Scotia. Other recent covers include such diverse and interesting subjects as 11 Nov 98 the "80th Annv Signing of the Armistice to end World War I, 11 am on the 11 November 1918"; 07 Dec 98 the "100th Annv Dec 7, 1898 - 1998, The Worlds first Christmas Stamp"; 16 Jan 99 the "70th Annv Flt in Open Cockpit & Snow Storm by W (WOP) May to Del Anti-Toxin Med to Ft Vermillion 16 January 1929"; 17 May 99 the "60th Annv Royal Visit To Canada of King George VI and Queen Elizabeth 17 May 1939 to 17 May 1999"; 06 Jun 99 the "55th Annv Canadian Troops Landing on Beaches of Normandy 'D Day' 06 Jun 1944"; 14 Jun 99 "Commemorating the 80th Anniversary of the First Nonstop Transatlantic Flight 14-15 June 1919"; 26 Jun 99 the "40th Annv Jun 26 1959 - 1999, Opening of St. Lawrence Seaway"; 10 Aug 99 the "85th Annv of the forming of the PPCLI by Her Royal Highness Patricia of Connaught Aug 1914 - Aug 1999"; 19 Aug 99 the "57th Annv of Canadians part in Dieppe Raid / Suffer Casualties of 3,367 Killed, Wounded, Pris. 19 Aug 1942 to 19 Aug 1999"; and 01 Oct 99 "Sweater Retirement #99 Wayne Gretzky 01 October 1999 Skyreach Centre Edmonton Alberta A Great Canadian played for Edmonton Oilers, Los Angeles Kings, St Louis Blues, New York Rangers".



A later cover by Cecil Stoner dated 1999 02 23

It should be noted that Cecil has a massive accumulation of first flight and other covers for sale. Address: Cecil G. Stoner, 5416 - 139 Ave. N.W., Edmonton, Alberta T5A 1E6.

FOLLOW UP - 1919 NOVA SCOTIA to P.E.I. flight

A cover from this flight was sent in by David Granger for our December 2000 "Seasonal Special" newsletter. - The flight was made by the DEVERE AVIATION COMPANY, and in order to promote the company, a number of complimentary printed publicity letters were sent to a select number of residents on Prince Edward Island.

Conway Longworth-Dames has sent me a copy of one of these letters, which I am reproducing below, slightly reduced in size.

Lieut. J. M. Stevenson,
Manager for P. E. Island.

Lieut. I. L. Barnhill, Jr.,
Chief Instructor.

DEVERE AVIATION COMPANY Limited AERODROME AND SCHOOL

Capt. L. E. D. Stevens, A.F.C., General Manager.

Head Office:
Truro, Nova Scotia, Canada.

M^r C. C. Braswell

Dear Sir,—

We have great pleasure in presenting our compliments to you on this, the occasion of the first commercial flight from the mainland to Prince Edward Island, and we esteem it a pleasure to include your name on our list, as a recipient of our compliments by the first aerial mail to the Province.

We know that you will join with us in appreciating the fact that a great amount of importance is attached to this flight, because it means the beginning of a new era, the entry of a new age, the birth of aviation as far as the Island is concerned.

Our experience in the world of aviation has taught us the assured fact that within the next few months travel by air will be as common as travel by train; mails will be carried principally by air; in fact, aviation will be the predominating factor in the commercial world. It is bound to be so considering that we are living in an age 50 years ahead of half a century ago, an age in which the world's motto is "Speed," and the modern man requires modern methods.

Prince Edward Island will not be behind in aviation, and as soon as possible, with the co-operation of the people of the province, we shall have a daily mail and passenger service connecting the Island with all the principal cities of Eastern Canada.

Our principle is "Boost Home Industry." Our company is a Maritime Province concern, managed by Maritime Province men, and for the benefit of Maritime Province people.

Trusting that health and prosperity may crown your efforts, we remain,

Very truly yours,

L. E. D. Stevens

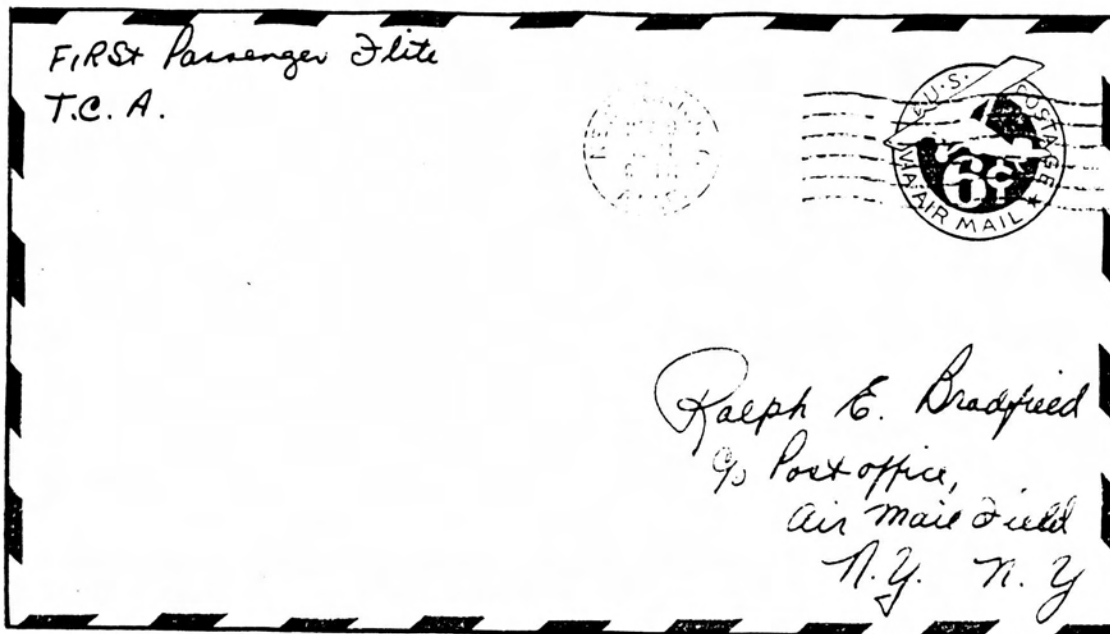
..... Capt.
General Manager,
Devere Aviation Co., Ltd.

J. M. Stevenson

..... Lieut.
Manager for P. E. Island
Devere Aviation Co., Ltd.

Many thanks to Conway for the letter, and to David for the original item.

INFORMATION WANTED - **1941 TRANS-CANADA AIR LINES Toronto - New York service**



Endorsed: FIRST Passenger Flite T.C.A.
Postmarked: NEW YORK.N.Y. MAY 9 1941

Backstamped:
 TORONTO ONT.
 10 MY 10 41
 POSTAL TERMINAL A



Johnathan Johnson sent in this cover, and wondered how it was related to #4107 in The Air Mails of Canada and Newfoundland:

1941, April 30 — Toronto - New York. On this date Trans-Canada Airlines established direct service to New York, with W. M. Fowler in charge of the first flight plane. No special cachets were applied.

4107	Toronto - New York a. New York - Toronto	(15 pounds)	10.00 5.00
------	---	-------------	---------------

Dick McIntosh checked into it, and informed me that:

- he has not seen a cover from the April 30th flight listed as #4107;
- 125 YEARS OF CANADIAN AERONAUTICS, A CHRONOLOGY 1840-1965, published by the Canadian Aviation Historical Society, has an entry:

10 MAY, 1941. Trans-Canada Air Lines inaugurated a Toronto-New York service with two trips daily which was increased to three trips daily on 16 June.

- given the evidence of Johnathan's cover and the CAHS listing, he thinks the date for AMCN #4107 should probably be changed to May 10th.

Can anybody provide more information about this flight, or a copy of a cover that fits the description of AMCN #4107?

Information Wanted: Airmail from AFRICA to CANADA, 1946



Postmarked: SALISBURY S.RHODESIA 10 APR 46 **Addressed to:** Montreal, Prov. Que, Canada
No markings on back.

This aerogramme was part of a Lot of three aerogrammes between the same correspondents. There was nothing about the aerogramme or in the letter to indicate it was in any way unusual, or that something was enclosed. However, this aerogramme, (but not the others), has two red bars indicating it did not receive air mail service.

Ian McQueen has confirmed that these bars are the type used in London, England, to indicate the end of air mail service. (He thought they were number 50 or 51 in his book Jusqu'a Airmail Markings: see page 5 of this newsletter for more information regarding Ian's book.)

However, air mail service across the Atlantic was available in April 1946, so can anybody explain why these bars were applied?

ADVERTISEMENT



101 New Bond Street, London W1Y 0AS, England

Every month PHILLIPS holds major sales of
POSTAGE STAMPS AND COVERS OF THE WORLD

For more information contact STUART BILLINGTON, Head of the Stamp Department:
telephone 0171 629 6602, fax 0171 409 3466, E-mail: s.bill@philmail.demon.co.uk

If you are considering selling stamps and would like to arrange a valuation, please contact
Phillips' Canadian representative JACK KERR WILSON in Toronto:
toll free 1 877 462 9004 or e-mail: phillipstoronto@sprint.ca

Information Wanted: First Flight Cover GUATEMALA to MONTREAL, 1953

**CACHETED:**

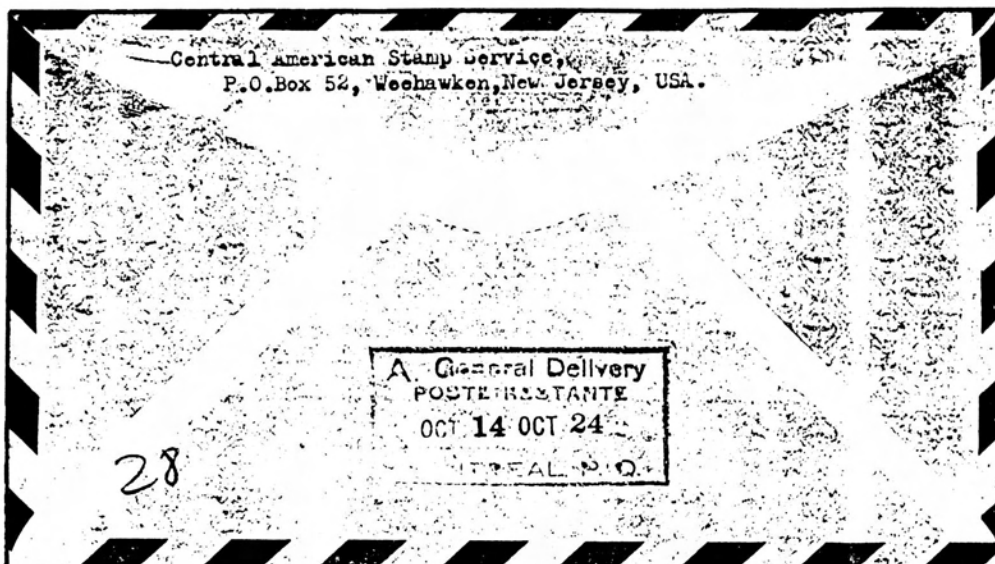
INAUGURACION PRIMER VUELO GUATEMALA MONTREAL-CANADA
12 DE OCTUBRE DE 1953 CORREOS DE GUATEMALA

Postmarked (unclear):

SERVICIO INTERNACIONAL DE CORREOS 12 OCT 1953 GUATEMALA, C.A.

Addressed to:

Mr. Kurt John Weiss General Delivery MONTREAL, Canada

**Return address on back:**

Central American Stamp Service, P.O. Box 52, Weehawken, New Jersey, USA

Backstamped:

A. GENERAL Delivery POSTE RESTANTE
OCT 14 OCT 24 MONTREAL P.Q.

Don Lussky sent in this cover, which seems to be totally unrecorded!

Can anybody provide information regarding this cover, (such as the airline which operated the service, the route taken, or the aircraft used), or about the "Central American Stamp Service"?

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.

MILT COREN

has approximately 100 First Flight Covers from Canada to all parts of the United States etc., franked with C3 and C4, "in nice clean condition".

He is interested in selling them as a single lot.

For more information, please contact

Milt Coren, 12309 Lakeridge Falls Drive, Boynton Beach, Florida 33437, USA

LATEST EDITION OF THE GERMAN AIRMAIL CATALOGUE

603D. KATALOG DER DEUTSCHEN LUFTPOST, Teil 4:

Erstflüge 1945-1960 - ohne Deutsche Lufthansa (West)

[German Airmail, Volume 4: First flights 1945-1960 - without West German Lufthansa]

by Erich Haberer. EAPC, Stuttgart, Germany, 2001. A5 size, 110 pp.

Complete revision of the earlier edition of the Haberer German Airmail Catalog, (1992).

Pricing in Euros. German text. Soft cover.

NEW. US\$14.50 plus \$3.00 postage

Ken Sanford, Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland.

Email: kaerophil@cs.com Fax +41 22 7742472

The 60th Anniversary of the Avro Lancaster

Canadian Warplane Heritage Museum and the Battle of Britain Memorial Flight have announced their latest offering of two stunning new covers produced to commemorate the 60th Anniversary of the First Flight of the Lancaster Prototype and the First Flight of the Canadian built Lancaster Mk.X. Also, to pay tribute to the two remaining airworthy Lancasters, those of The Canadian Warplane Heritage Museum and The Battle of Britain Memorial Flight. - The renowned aviation artist Tony Theobald has done the artwork and the covers have been flown in both Lancasters and signed by the crews. These covers bears one of the aircraft stamps issued on the occasion of the 75th Anniversary of the RCAF and cancelled with a pictorial handstamp.

The covers have been produced in co-operation with the Joint Services Charities Consortium and will retail at \$25.00 each, inclusive of postage & handling, and should be available in August.

Orders should be sent to: Canadian Warplane Heritage, 9280 Airport Road, Mount Hope, Ontario L0R 1W0 Tel. (905) 679-4183 Fax (905) 679-4186 E-mail pam@warplane.com

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is 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 1st.

SUPPLEMENT 9 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND**Section 16 - Canadian Airport and Air Mail Field Cancels****SECTION EDITOR: William G. Robinson**#301 - 2108 West 38th Ave., Vancouver, BC V6M 1R9**TERMS USED IN THIS SECTION:**

- TYPE - the basic frame of the strike, i.e. the actual frame or lack of a frame and the lettering, including punctuation, of the basic city inside the frame.
- HAMMER - one specific cancelling device of metal, rubber or plastic, which is held by a handle (or inserted in a machine canceller) and used to mark stamps and envelopes.

[These are the same definitions used in Ludlow's RPO Catalogue.]

Murray Heifetz sent in a number of suggested amendments to this section, together with a comment that:

I have recently completed a reorganization of my AMF (Air Mail Field) markings using the classification in the Canadian Airmail Catalogue. I am now much more appreciative of the remarkable job done by Bill Robinson in putting together this very complex field in a brief, succinct, and very comprehensive coverage.

I forwarded Murray's suggestions to the Section Editor, Bill Robinson, who produced the list of amendments given below.

- | | |
|-------|---|
| N-10 | Two hammers |
| N-11 | Early date revised to 1963 |
| N-16 | At least two hammers, Late date 1977. |
| N-17 | Two hammers |
| N-70 | Two hammers |
| Q-12 | Nineteen hammers in proof book |
| Q-13 | At least 3 hammers, early date June 3, 1966 |
| Q-14 | At least two hammers |
| Q-16 | 148 hammers(Nos. 1 to 148), early date November 9, 1961 |
| Q-18 | Two hammers |
| Q-19 | 22 hammers reported (Numbers 1 to 22) |
| Q-21 | Late date November 30, 1980 |
| Q-28A | 2 hammers |
| Q-28C | New listing "MONTREAL - CAM - (No.)", Type 11, 1955 |
| Q-35 | 24 hammers reported |
| O-20 | 8 hammers proofed (shown in book) |
| O-21 | 3 hammers proofed (shown in book) |
| O-23 | Late date August 9, 1977 |
| O-24 | Two hammers |
| O-29 | Three hammers, late date January 30, 1974 |

Continued

SUPPLEMENT 9 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

- O-30 Three hammers proofed (shown in book)
- O-33 Two hammers. Early October 20, 1970, late September 18, 1975
- O-45B O-72 is the same, and should be deleted. Early date 1983
- O-54 Eight hammers proofed (shown in book)
- O-55 Two hammers
- O-61 Two hammers (machine slugs) Late date August 10, 1984

- W-45 Four hammers proofed (shown in book)
- W-47 Four hammers already reported in book.
- W-47C At least two hammers, early date October 1, 1971, late date reported as 1984 in book.
- W-55 Two hammers
- W-69 Two hammers, early October 1, 1971, late September 8, 1975.
- W-86A Early date January 6, 1963.

Thanks Murray.

Bill also sent me the following list of additional ammendments:

- N-25 RF 500, First Report 1961
- N-26C New Listing - "REGISTERED GOOSE AIRPORT", Type 11, RF 500, Reported December 28, 1956 by Kevin O'Reilly.
- N-28A New Listing - "GOOSE AIRPORT / LABRADOR NFLD.", Type R, Reported December 6, 1971 to October 3, 1972 by Jim Miller.
- N-29A New Listing - "GENERAL DELIVERY / Goose Airport Labrador", Type 15, RF 500, reported January 6 to 21, 1969, Miller.

- The new Type 15 is a rectangular box with "GENERAL DELIVERY" at top, dates to hold mail in the middle, and the office at bottom.

- N-34 Amend listing to "Y316 / GOOSE AIRPORT/ SUB "A"/ NFLD." RF 500, first report 1963 by Jim Miller.
- N-51 Add HP 51/04/20, reported by Jim Felton, Early date July 9, 1952, by Jim Miller.

- M-7 First report March 23, 1931 by WGR, RF 500.
- M-14A Early date 1952 by Jim Miller.

- Q-1 Late date March 22, 1990 by Jim Miller.
- Q-6 Late date January 9, 1984, by Jim Miller.
- Q-31A Early date November 26, 1962 by Jim Miller.

- O-6 Late date 1979 by WGR
- O-27 First report April 30, 1941, RF 500, by Jim Felton
- O-28 Early date 1966 by WGR.
- O-30 Late date July 6, 1965 by Jim Miller.
- O-35 Early date 1961 by WGR.

Continued

SUPPLEMENT 9 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:

W-62B - The POCON number is in error, and should be 647608 - the same as for W-62A.

W-95 - A new early date of December 23, 1964.

W-97A First report March 22, 1964, RF 500, by Jim Miller.

Thanks Bill.

Would any readers who have suggestions for changes or additions to any of the sections of **AMCN**, (or these Supplements), please send them to the editor of the appropriate section in **AMCN** *OR* send them to me, (Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [E-mail: hargreave@king.igs.net]), and I will forward them to the appropriate editor.

CANADA FLIGHT COVER PRICE LIST

Flight Cover Price List mailed to interested collectors six times a year. Highlights of the May 2001 List included:

AAMC Flights 3715 & 3715a on a single Cover signed by
pilot G.W.G. McConachie – Price \$90.00

AAMC Flight 2601a Sudbury to Red Lake – Price \$150.00

AAMC Flight 2807b Sackville to Charlottetown – Price \$75.00

Canadian Zeppelin Cover from Niagara Falls to Frankfurt – Price \$400.00

For your complimentary copy, please contact:

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

Or by phone at: (613) 226-2045

Or by e-mail at: bjnepean@trytel.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 question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics, and photocopies supplied to members at cost;
- a translation service from French to English and vice versa;
- discount prices on several aerophilatic publications, including an index to The Canadian Aerophilatelist;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatists at national and international levels.

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.

The annual membership dues are: **\$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 Aerophilatic 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

To try and simplify the renewal procedures, we are just going to print a single list of all the names due for membership renewal before publication of the next newsletter. - **Would the following members please renew as soon as possible, in order that the September newsletter is sent to you without delay.**

124 Reuben Ramkissoon

249 David Flett

285 Edmund Harris

138 Keith Stibbe

251 Charles McEvoy

286 Ken Bolton

139 GA Wilson

254 John Webster

287 Robert Hounsell

149 Frank Kendle

256 Bernard Abouchar

288 Owen White

183 Robert Haslewood

266 John Church

307 James Ruddie

230 Canada's Aviation Hall of Fame

267 James Parker

228 Bill McCann

234 Kevin O'Reilly

281 Andy Ellwood

308 Don Lussky

248 Francois Ouellet

284 John Irvine

To all members listed above, who have renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.

PLEASE NOTE: in order to reduce expenses, MEMBERSHIP CARDS are mailed to new members, or when they will serve as receipt of payment, or on request. - They are not sent automatically to members who renew by cheque.