



# THE CANADIAN AEROPHILATELIST

# #50

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## Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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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**SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,  
CONSULTEZ: FRANCOIS BOURBONNAIS, 231 CHEMIN ST-FEREOL, LES CEDRES, QUEBEC J7T 1J4**

## March 2002

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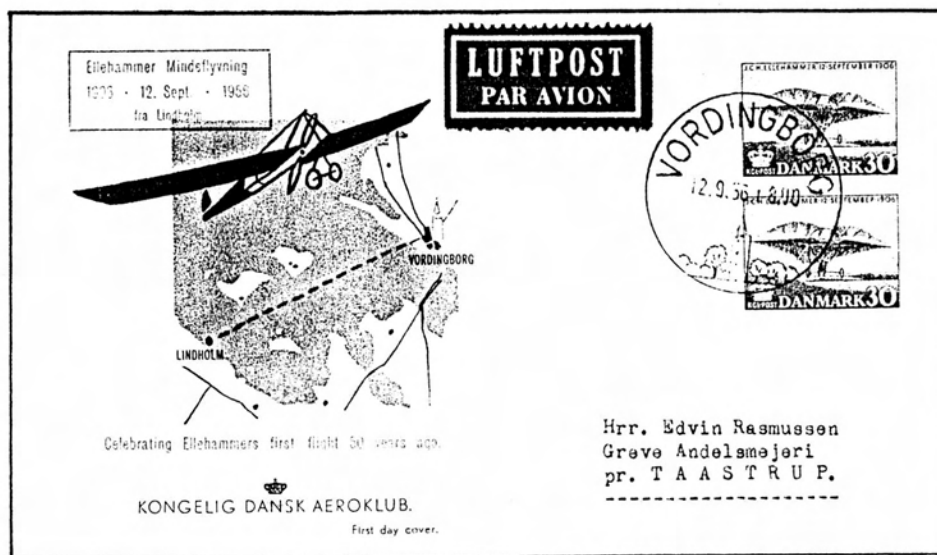
Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge  
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears  
to the editor.

The **ANNUAL GENERAL MEETING** of the Canadian Aerophilatelic Society  
will be held in Ottawa at ORAPEX on the afternoon of Sunday May 5<sup>th</sup>.  
For more information please contact Dick Malott, (tel: 613 829-0280).

# THE GOLDEN AGE OF FLIGHT - A History of Aviation and Air Mail, through 50<sup>th</sup> Anniversary Stamps and Covers.



This cover conforms to the now conventional-wisdom, that the era of powered flight began with the Wright Brothers at Kitty Hawk in 1903. However, the failure of the Wright's public demonstration in March 1904 resulted in great scepticism regarding their claims at the time. - Many people, such as Jacob Ellehammer, continued to try and be, they thought, the first person to fly.



On the 12<sup>th</sup> September 1906, Ellehammer flew a distance of 43 metres, on the island of Lindholm in Denmark. However, this is now usually considered to have been a "hop", rather than a sustained flight.

The cover above commemorates that event. It also illustrates several of the problems of "postal archaeology". - His aircraft looked like the one shown on the stamp, but it was tethered as it had no rudder, and lacked any control in yaw. It did not look like the one in the cachet, which seems to be a Bleriot XI.

Also, while the inscription on the cover says it is "Celebrating Ellehammer's first flight 50 years ago", (i.e. in 1906), the map indicates a flight from Lindholm to Vordingborg of much more than 43 metres!

Fortunately there was note in pencil on the back of the cover to explain these anomalies:

" 50<sup>th</sup> anniversary re-enactment flight in replica of Ellehammer's 1909 monoplane

Lindholm - Vordingborg: 20 miles. Approx 6,000 carried. "

Continued

**THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**

On October 23<sup>rd</sup> 1906, Alberto Santos-Dumont flew 197 feet in a straight line, at a height of approximately 10 feet, at the Bagatelle Field outside Paris, France.

This flight was watched by hundreds of spectators, and he was acclaimed as the first man to fly a heavier-than-air aircraft.

His aircraft, the 14-bis, flew rudder first, so is flying from left-to-right across Brazil's commemorative stamp, which is one of a set of five issued in 1956.

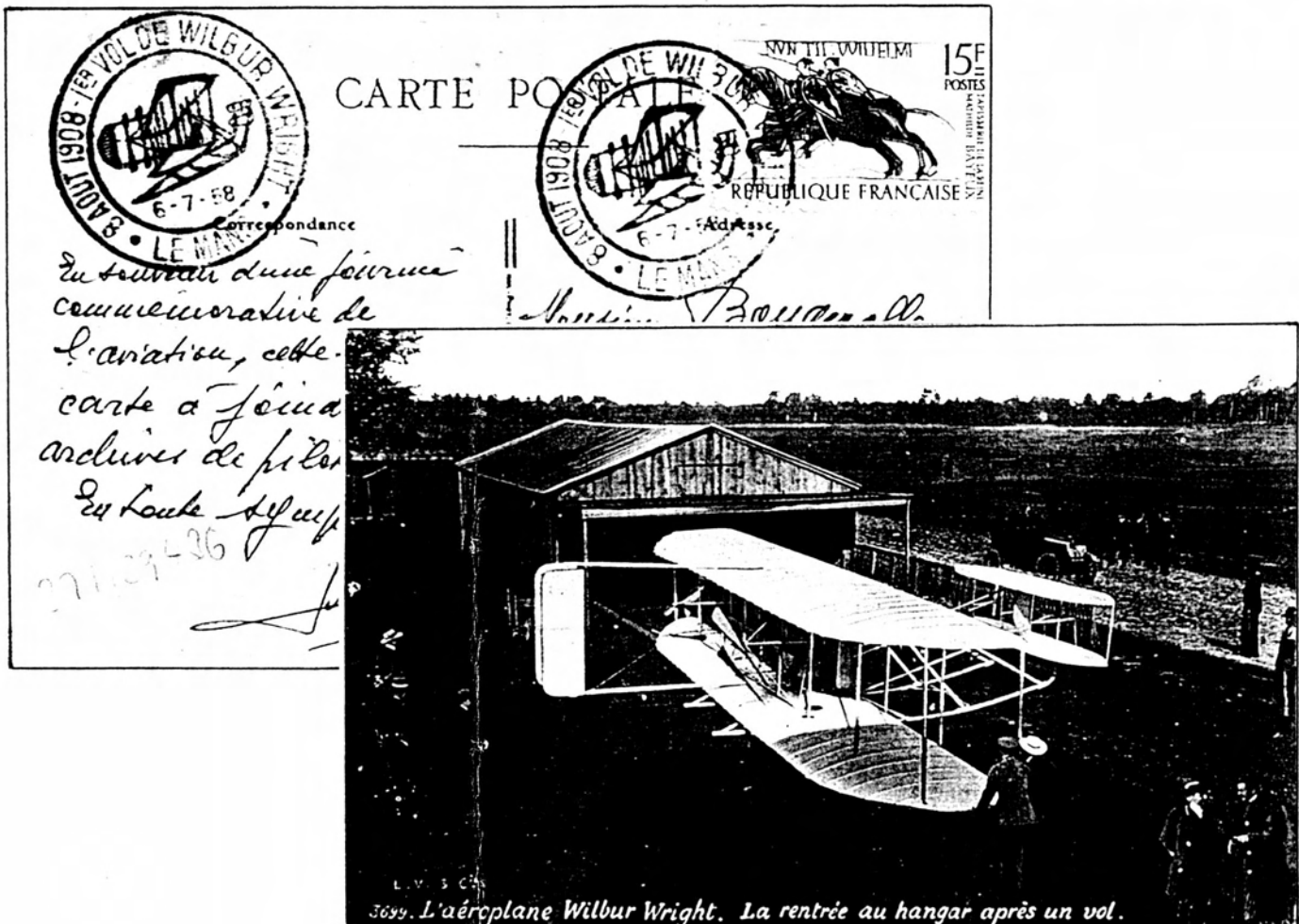
The engine was mounted at the rear of the aircraft, and the pilot stood upright in a wicker basket, in front of the wing.



The first public flight in the United States was made by Glenn Curtiss on July 4<sup>th</sup> 1908. He flew 2,000 yards in a straight line, in 1 minute 43 seconds, and won the Scientific American's \$2,500 silver-trophy competition, for the first public flight in the United States over a one kilometre straightaway course.

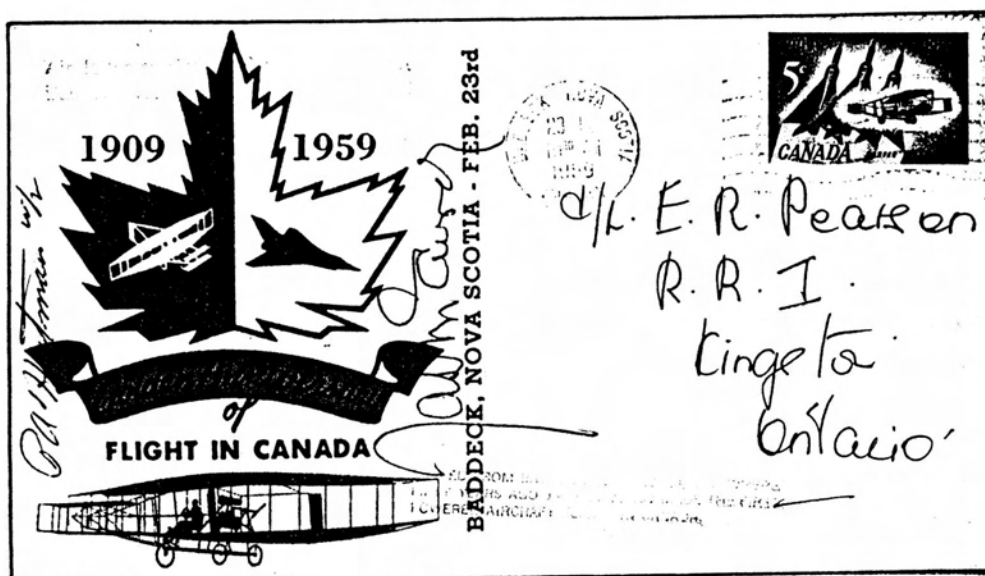
For a while Glenn Curtiss's fame equaled that of the Wright Brothers, but in later years he was eclipsed by them. I have not seen any philatelic commemorations for the Fiftieth Anniversary of any of his achievements, although the Glenn Curtiss Museum in Hammondsport has issued a series of covers commemorating the 75<sup>th</sup> Anniversary of many of his achievements.

On August 8<sup>th</sup> 1908, Wilbur Wright gave a public demonstration at Le Mans in France, where he stunned the crowd with his ability to make controlled turns. This event made the Wright Brothers international celebrities.



Postcard contributed by Donald Holmes.

Continued

THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**First Flight in Canada**

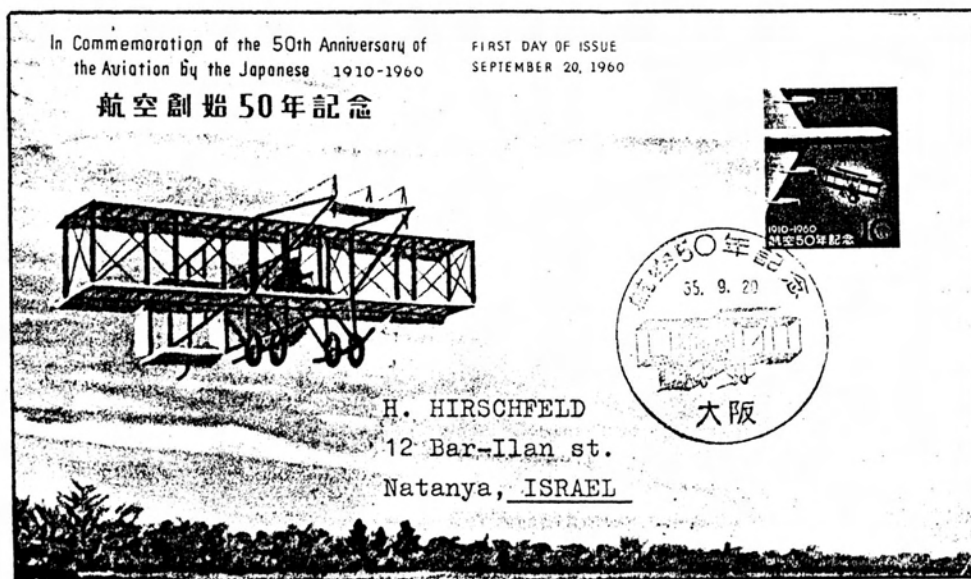
**Endorsed - upper left:** Air letter carried on Replica Silver Dart  
Baddeck, Nova Scotia - February 23, 1959

**bottom centre:** MAILED FROM BADDECK, N.S. FEB 23, 1959 WHERE  
FIFTY YEARS AGO J.A.D. McCURDY MADE THE FIRST  
POWERED AIRCRAFT FLIGHT IN CANADA

This cover has been signed by J.A.D. McCurdy, (centre), and by Wing Commander Paul Hartman who flew the replica. - It is addressed to E.R. Pearson, who's daughter babysat for Wing Commander Hartmann while he was at the National Defence College in Kingston.

**Aviation spreads around the world**

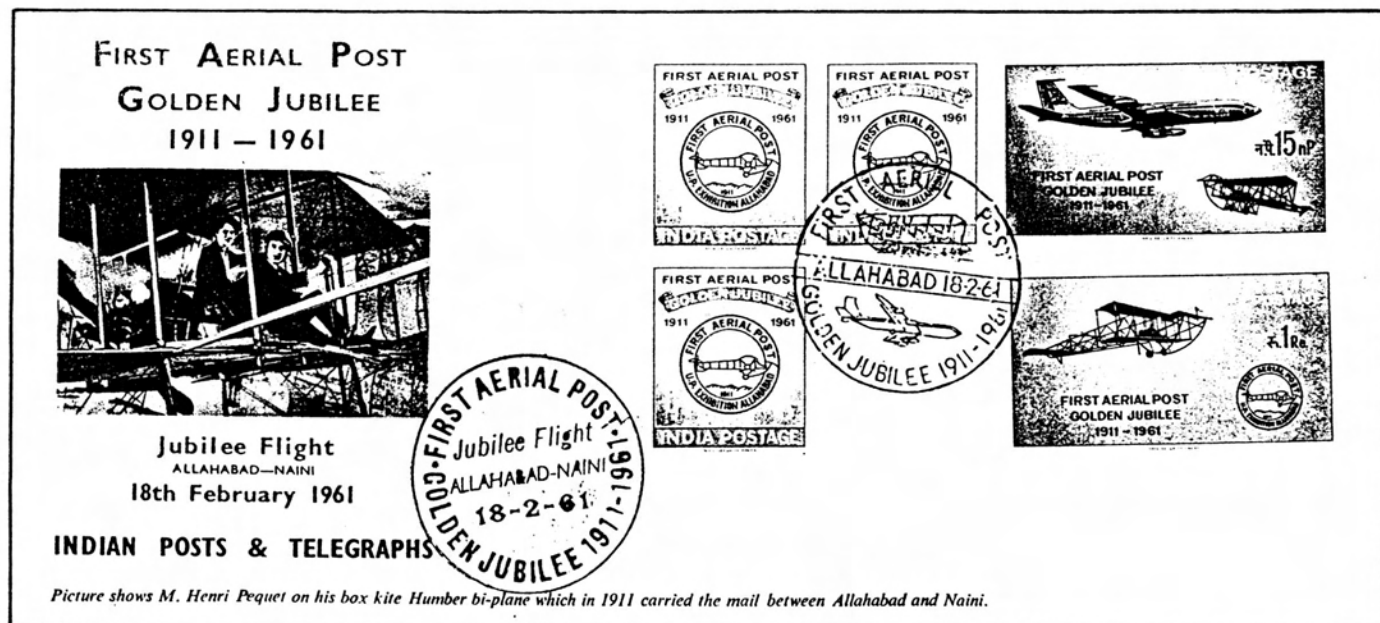
Many countries commemorated the 50<sup>th</sup> Anniversary of the first flight in the country. - The First Day Cover below is for a stamp commemorating THE 50<sup>th</sup> ANNIVERSARY OF AVIATION BY THE JAPANESE:



An insert states: On December 19, 1910, Captain Yoshitoshi Tokuguwa succeeded in flying the Farman Plane at Yoyogi, Tokyo, by himself, with no foreign help. So did Captain Kamazo Hino, on the same day.

**Continued**



THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**1911 - World's First Official Air Mail Flight**

This was the first of many airmail flights in 1911. - By the end of that year, flights carrying mail had also been made in Argentina, Denmark, Great Britain, French North Africa, Italy, the United States, and South Africa.

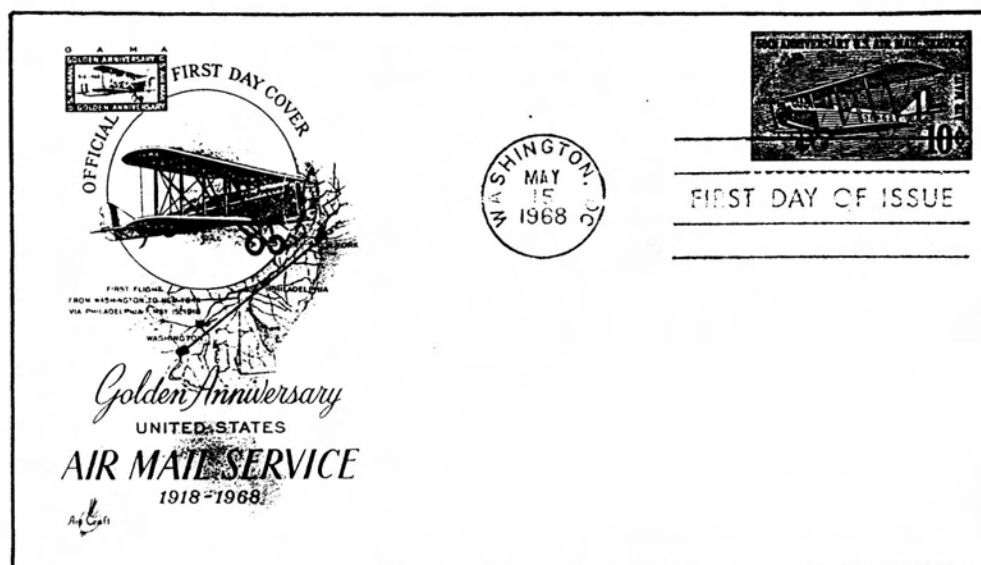
**1917 - Italy Issued the World's First Air Mail Stamp**

This was an overprint on a regular Special Delivery stamp, and is shown at the top of the cachet. It was used on experimental flights between Turin and Rome on May 22<sup>nd</sup>, and from Rome to Turin on May 27<sup>th</sup> 1917.

Continued

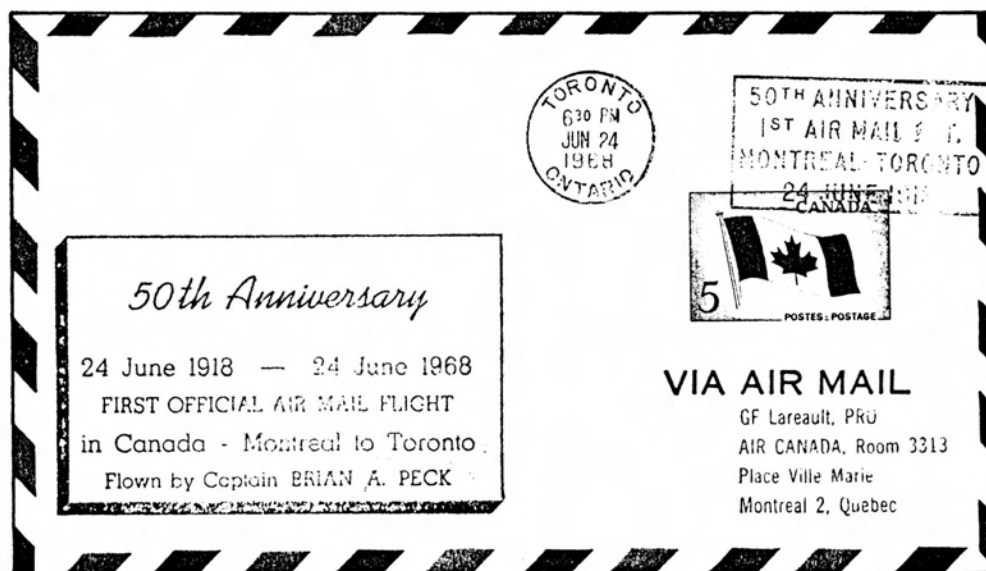
THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:

## May 15<sup>th</sup> 1918 - the World's First Regularly Scheduled Air Mail Service was inaugurated between Washington and New York



This cover also shows the perils of "postal archaeology". - The aircraft used for this service was the Curtis JN-4H Jenny as shown on the stamp. The cachet, however, shows a De Havilland DH-4!

## 24<sup>th</sup> June 1918 - Canada's First Air Mail Flight



Cachet reads:

50<sup>th</sup> Anniversary  
24 June 1918 -- 24 June 1968  
FIRST OFFICIAL AIR MAIL FLIGHT  
in Canada - Montreal to Toronto  
Flown by Captain BRIAN A. PECK

This was one of a number of covers produced by Dick Malott in the 1960's and 70's, to commemorate various events in Canadian aviation and air mail history.

Continued

THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:

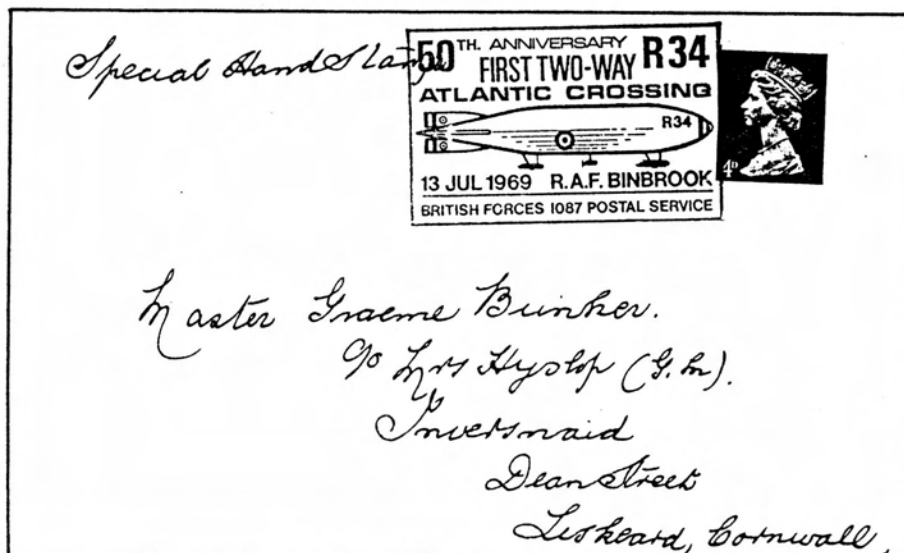
## Technological progress during World War I leads to new achievements by aircraft:



Alcock and Brown make the first non-stop flight across the Atlantic, in a modified Vickers Vimy. The Vimy had been designed as a strategic bomber for the Royal Air Force, and first flew on November 30<sup>th</sup> 1917.

Contributed by James Davidson.

## and airships:



The R34 left East Fortune, Scotland, on the 2<sup>nd</sup> July 1919, and arrived in New York on the 6<sup>th</sup> July, after a flight of 108 hours 12 minutes. It carried a crew of 30, plus one stowaway: William Ballantyre, who had been cut from the crew in order to reduce airship weight, but was determined to make the flight anyway.

It left New York for East Fortune on the 9<sup>th</sup> July, but one of the two engines broke down due to fuel contamination, and the airship was diverted to Pulham in Norfolk, arriving there on the 13<sup>th</sup> July.

Continued

THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**Aviation in the Netherlands**

VLIEGENDE HOLLANDER, LUCHTHAVEN SCHIPHOL

The year 1919 was the starting point of important aviation developments in The Netherlands. The ELTA (Eerste Luchtverkeertentoonstelling Amsterdam = First Air Traffic Exhibition Amsterdam) was opened by Queen Wilhelmina and attracted about 500.000 visitors in 6 weeks. It was organised by Albert Plesman, who became director of KLM (established later in the same year). After the exhibition Anthony Fokker acquired the exhibition ground and buildings to start his Nederlandsche Vliegtuigenfabriek (= Dutch Aircraft Factory) there.

The 50<sup>th</sup> anniversary of these events was commemorated by the Dutch Post in 1968 with a set of 3 stamps, showing various aircraft. The shown maximum card depicts an ELTA poster; the stamp, showing 2 Fokker aircraft (F.II and F.28), is cancelled with the commemorative cachet of the 8<sup>th</sup> Day of Aerophilately, held in 1968 at Amsterdam airport "Schiphol".

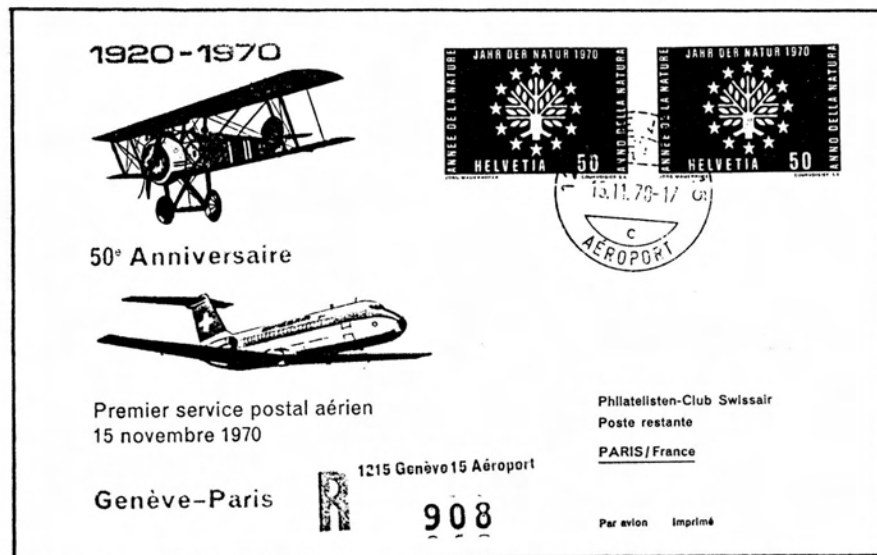
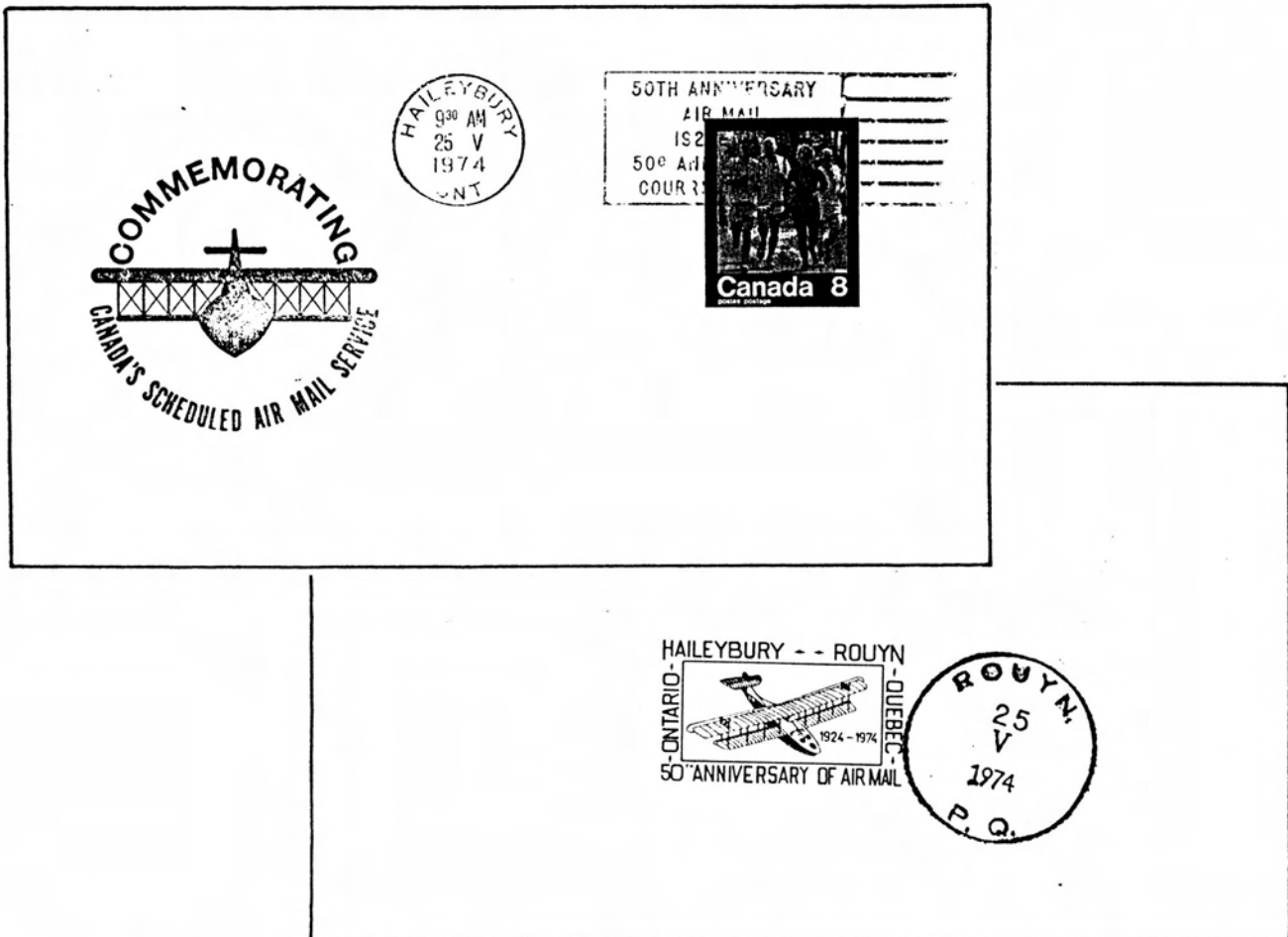
Kind regards,

Jacques Bot,  
Laan van de Helende Meesters 245,  
1186 AH AMSTELVEEN,  
The Netherlands.

Continued

**THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:****Many New Air Mail Services Are Introduced During the 1920's**

For example:  
Geneva to  
Paris,  
15<sup>th</sup> November  
1920.

**1924 - Canada's First Scheduled Air Mail Service**

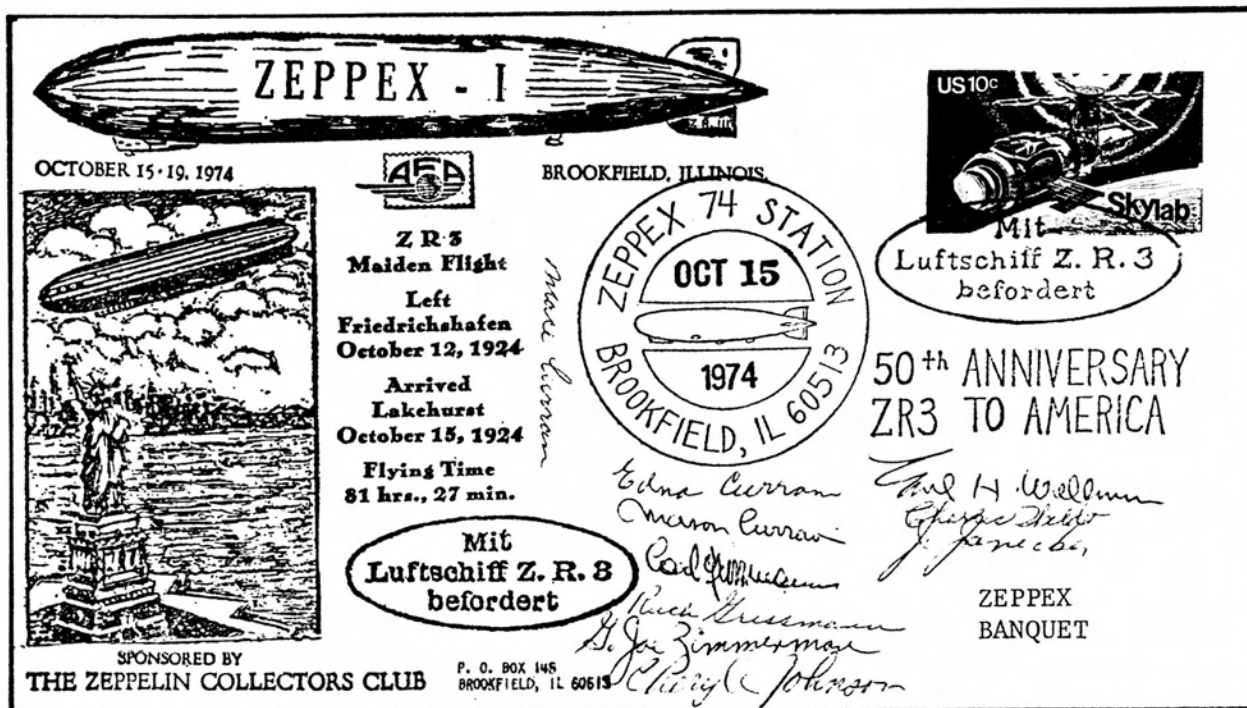
This service was operated by LAURENTIDE AIR SERVICE between Haileybury, Ontario, and the Rouyn goldfields. - Several articles about this service, and the production of these 50<sup>th</sup> Anniversary "stamps" and covers, were published in the June 1999 issue of The Canadian Aerophilatelist.

Continued



THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**The ZR3**

This Zeppelin airship was built by the Germans for the United States, as part of the reparations agreement after World War 1. Once in the United States it was commissioned into the navy as the *U.S.S. Los Angeles*, and was operated for nine years without an accident or serious incident.



Dear Chris,

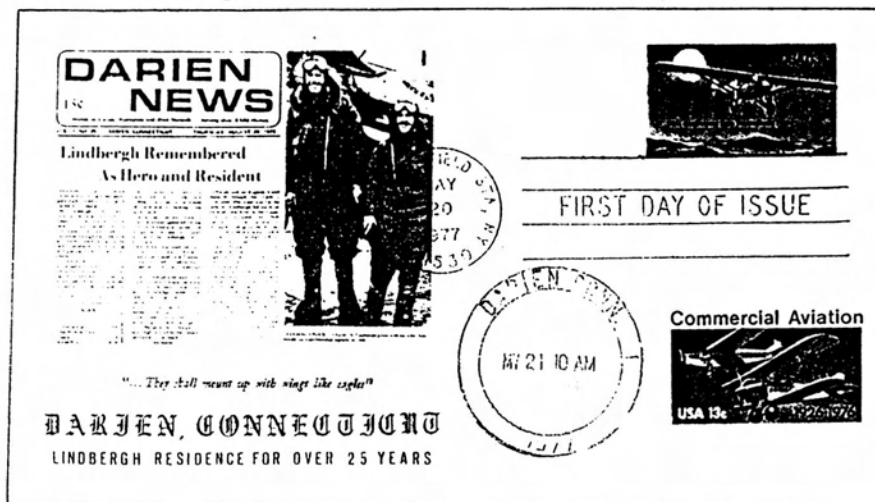
I was 23 years old and had been collecting zeppelin memorabilia for several years and zeppelin philately for a short time. I had learned about the Zeppelin Collectors Club and eagerly volunteered to do whatever I could. Earl Wellman was planning his first of several small local airmail stamp shows in Brookfield, Illinois under the auspices of the Aerophilatelic Federation of the Americas (since merged with the American Air Mail Society). The theme for ZEPPEX 74 was the 50th anniversary of the flight from Friedrichshafen, Germany, to Lakehurst, New Jersey, of the LZ126 or ZR3 (later christened the *Los Angeles*). I was invited to exhibit my frames of *Los Angeles* mail and to design the postmark. It was the first of about twenty postmarks that I have drawn for the USPS. At that time, I thought the post office would have a professional artist rework my design. Instead, they reproduced exactly what I had submitted. I learned from my false assumptions and it was the only design I ever made with handdrawn lettering rather than presstype or later computer graphics! I helped staff the show tables and one evening all the workers went out to dinner to celebrate the success of our event. Several of the aerophilatelists who signed my dinner show cover are now deceased. Several served as mentors to me in my early years of collecting, including Mason Curran, Carl and Ruth Grissmann, and Earl Wellman. Their spirit and love for our hobby continues through reminders such as these special event anniversary covers.

Sincerely,

Cheryl (then Johnson) Ganz

Continued

## 1927 - Charles Lindbergh makes the First Solo Flight across the Atlantic.



The story behind the cover:

### Remembering Lindbergh: A Unique Contribution

If Donald Holmes had the wings of Charles A. Lindbergh his chores this week would probably be a little bit easier.

Tomorrow morning he will take part in the first-day-of-issue ceremony in Long Island for the 1977 commemorative stamp marking the 50th anniversary of the famous aviator's transatlantic flight. Later in the day, he will attend the "Spirit of St. Louis" dinner to be held at the Waldorf-Astoria Hotel by the Charles A. Lindbergh Memorial Fund and on Saturday he will return to Darien to obtain a second cancellation for the stamp.

Holmes' interest in the



celebrations honoring Lindbergh is more than a passing one—borne by a respect for the man and a proximity to Darien where Lindbergh resided for more than a third of his life.

And his interest took on an added dimension several months ago

when he decided to prepare a unique souvenir envelope for Darien residents and collectors of Lindbergh memorabilia.

The commemorative postal cover will bear the newly issued postage stamp, a special first-day-of-issue cancellation and additional postage cancelled in Darien on May 21, 1977, the anniversary date of Lindbergh's arrival at Le Bourget Field in Paris.

The cover also features a portion of the front page of the Darien News' August 29, 1974 issue. The News headline on that date, which appeared three days after his death in Hawaii, read "Lindbergh Remembered As Hero and Resident". A 1929 photograph of the famed flier and his wife, Anne Morrow Lindbergh, accompanied the story.

The stamp itself, inscribed with the words "50th Anniversary Solo Transatlantic Flight," is a standard \$.13 commemorative issue measuring 1.44 by .84 inches. Designed by aviation artist Robert E. Cunningham of Ft. Worth, Texas, it depicts the "Spirit of St. Louis" flying low over the water between Nova Scotia and New Foundland in the ninth hour of flight.

Unveiled in a ceremony at the Smithsonian Institution's new

National Air and Space Museum in Washington, D.C. on March 28, the dark-hued stamp managed to evoke some controversy of its own when several people criticized the fact that Lindbergh was not depicted by name or picture.

According to Holmes, a member of Darien's Olde Kings Highway Stamp Club and a former resident of Rowayton, United States postal laws prohibit commemorative stamps from depicting anyone—except presidents—until they have been dead for at least ten years.

"I hope enough Darien families will be interested in owning this souvenir," said Holmes, who will distribute the 200 stamped letters from his newly opened cheese shop on the Post Rd.

"It is something that will be cherished by Lindbergh fanciers around the country," he continued, "but I'd like to see the letters stay right here in Darien."

Adding his thanks to Darien's Postmaster Ralph Pleasic for his okay on Saturday's second cancellation, Holmes noted that a portion of the sale of the souvenir envelope will be given to the Charles A. Lindbergh Memorial Fund. The fund was recently established to provide grants and fellowships to students beginning careers in aeronautics, research, exploration and conservation.

DARIEN NEWS, Thursday, May 19, 1977

The second stamp on this cover was issued in 1926, and commemorates the 50th Anniversary of private carriers taking over the U.S. air mail service from the government.

Contributed by Donald Holmes.

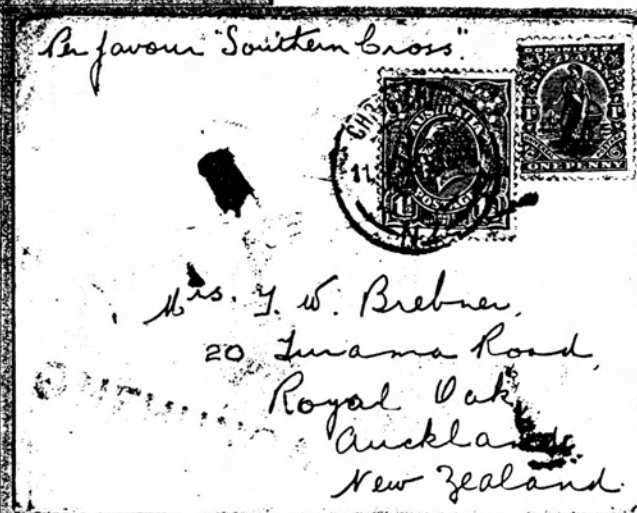
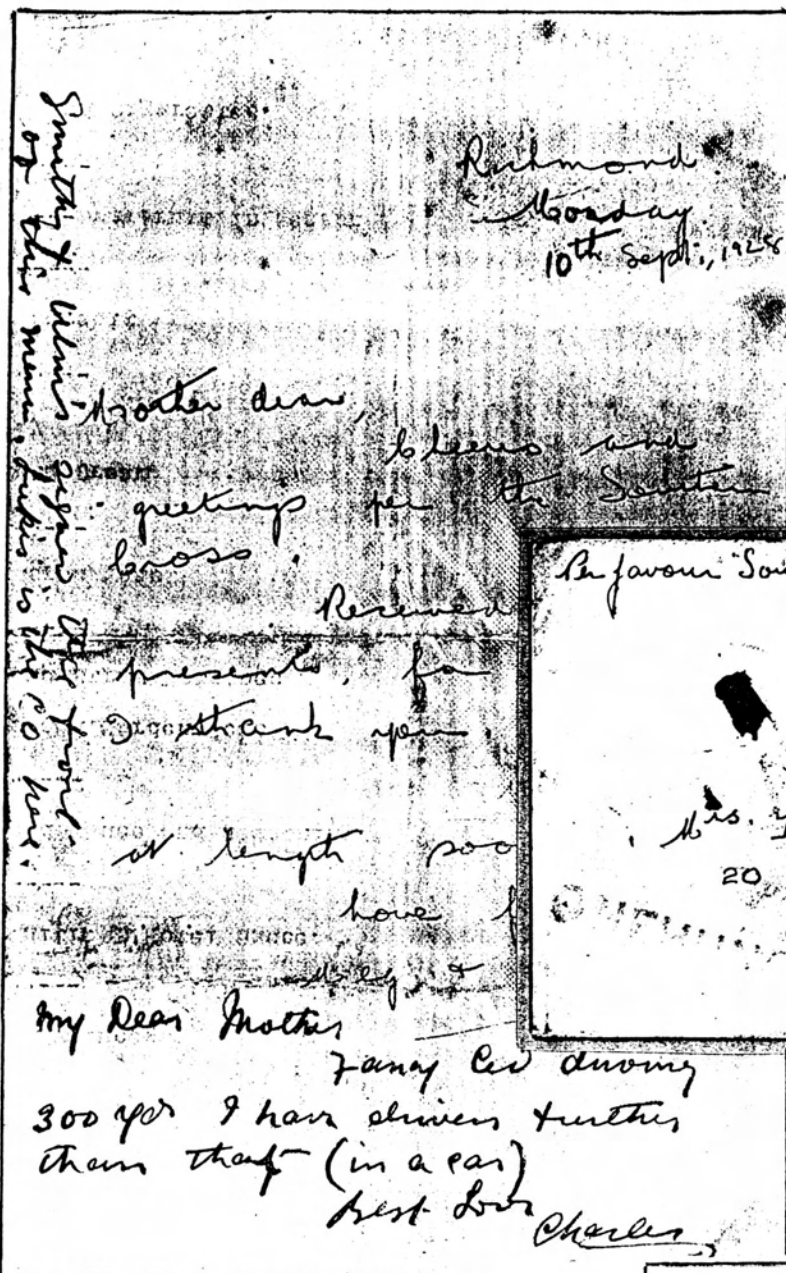
Continued

WHAT A DIFFERENCE 50 YEARS MADE.SEPTEMBER 1928 / 1978

ON SEPTEMBER 11 1928 THE FIRST LETTER EVER TO REACH NEW ZEALAND BY AIR, FLEW INTO CHRISTCHURCH WITH KINGSFORD SMITH AND CREW IN THE "SOUTHERN CROSS."

THIS FOLLOWED THEIR SUCCESSFUL (FIRST EVER) CROSSING OF THE PACIFIC OCEAN FROM CALIFORNIA TO AUSTRALIA.

THE LETTER SHOWN WAS POSTED IN CHRISTCHURCH, BY SURFACE TO ITS DESTINATION, AUCKLAND.



1928: 14HRS 25 MTS IN THE FOKKER.

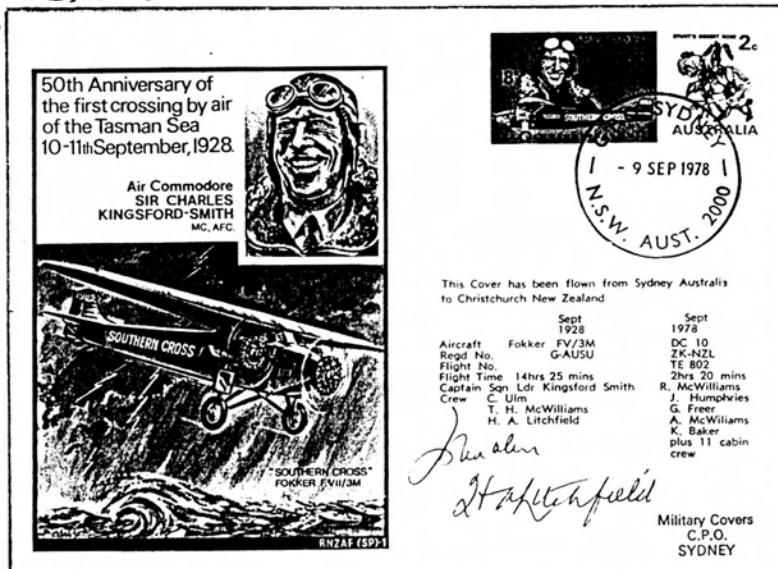
1978: 2HRS 20MTS IN THE DC-10.

50TH ANNIVERSARY COVERS WERE FLOWN IN A DC-10, WHICH BY 1978 WERE PROVIDING REGULARLY SCHEDULED TRANS-TASMAN SERVICE.

THE COVER SHOWN IS SIGNED BY H.A. LICHFIELD WHO WAS NAVIGATOR ON THE 1928 FLIGHT AND BY JOHN ULM, SON OF CHARLES ULM WHO WAS CO-PILOT IN 1928.

(BOTH COVERS REDUCED SIZE)

cheers  
H.A. Lichfield



Contributed by Mike Shand.



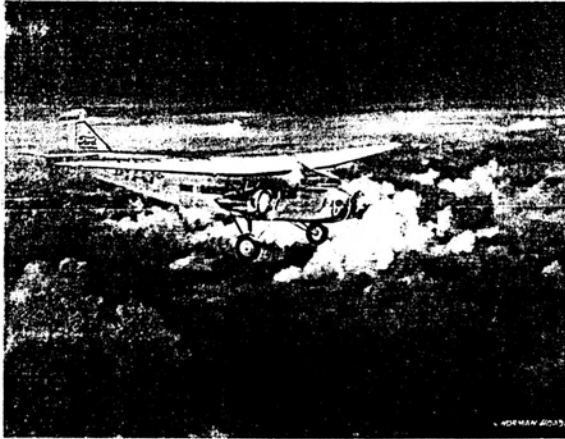
**THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:****1930's: Long Distance Air Services Develop**


RAF FF26

The 50th ANNIVERSARY of the FIRST  
THROUGH COAST to COAST AIR SERVICE  
in the UNITED STATES  
NEW YORK to LOS ANGELES

**TWA**

October 1930





Flown from New York to Los Angeles in  
Lockheed L1011 Tri-Star of Transworld Air  
Lines.


Registration No. 11001, Tail No. N31001.  
Captain ... Malcolm Robillard  
First Officer ... Richard Lonski.  
Flight Engineer ... Paul Carr.  
Departed J. F. Kennedy Airport 2200 East-  
ern Daylight Time (EDT).  
Arrived Los Angeles Airport 0107 Pacific  
Daylight Time (PDT).  
Flight Time: 6hrs. 07 mins.

T C Treadwell  
c/o TWA  
L A International  
Airport  
California

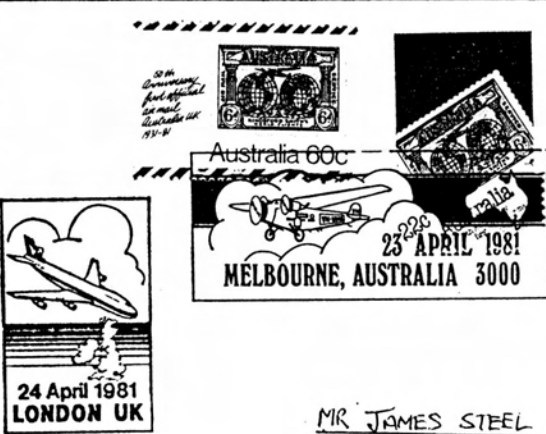
In 1929 TRANSCONTINENTAL AIR TRANSPORT had inaugurated a combined air-rail service coast to coast, cutting travel time to 48 hours. TAT later became part of TRANSCONTINENTAL WESTERN AIR, INC, and on 25 October, 1930, this new company, known as TWA, inaugurated all-air coast-to-coast service. With an overnight stop in Kansas City, it was possible to go from Newark, N. J. to Los Angeles in 36 hours.

**Contributed by John Johnson.**

AIR MAIL PAR AVION  
Carried on 50th Anniversary Flight by Qantas



50th Anniversary First Official  
Air Mail Australia-UK 1931/81



24 April 1981  
LONDON UK

MR JAMES STEEL  
5 FINDON AVE  
SACRISTAU  
DURHAM DH7 6HY  
ENGLAND UK

**50<sup>th</sup> Anniversary First Official Air Mail Australia - UK 1931/81****Carried on 50<sup>th</sup> Anniversary Flight by Qantas**

The original mail flight left Melbourne on the 23<sup>rd</sup> April 1931. - It was flown:

- by AUSTRALIAN NATIONAL AIRWAYS to Brisbane,
- by QANTAS from Brisbane to Darwin,
- by Kingsford Smith in the *Southern Cross* to Akyab, Burma,
- by IMPERIAL AIRWAYS to London, England, arriving on the 14th May.

**Continued**

## 1931: The Polar Flight of the Graf Zeppelin



According to an insert with the cover, this flight was proposed by AEROARCTIC: the International Association for Exploring the Arctic by means of airships. It was supported by the German Chancellor, because of the prestige that use of a German Zeppelin would bring, but the Government provided no financial support.

Newspaper magnet William Randolph Hearst was approached by the well-known Polar explorer Sir Hubert Wilkins with a proposal that he should meet the airship at the North Pole in a submarine, which would bore up through the Polar Ice Cap.

Hearst agreed to finance the expedition. If the meeting succeeded and passengers and mail were transferred at the North Pole, he would pay \$150,000 for the reporting rights; if the meeting only took place, a sum of \$100,000 would be paid; and for a meeting anywhere in the Arctic \$30,000 would be paid.

This contract gave tremendous advance publicity to the flight, and also gave another source of revenue in the sale of postage stamps to collectors.

Sir Hubert Wilkins obtained his submarine from the US Navy, but it was in poor shape and needed repairs when it finally arrived in Norway. In the end the submarine was not ready when the airship was due to start the expedition. A new plan was therefore made to meet the Russian Icebreaker *Malygin*, which was due to leave with a scientific expedition to Franz Josef Land early in July.

The Graf Zeppelin left Friedrichshafen on 24th July 1931. It had been lightened considerably by reducing the weight of equipment. Chairs of light metal tubing were substituted for heavy wooden furniture, crockery left behind, and paper plates and cups brought into use. The ship carried sledges, skis, folding boats and other Polar equipment, together with emergency rations enough for 2 ½ months.

400Kgs of mail was carried for the world's philatelists, which helped to pay at least a quarter of the cost of the flight.

The exchange of mail with the Russian ice breaker took place off Hooker Island, Franz Josef Land, in the early evening. The airship descended to a height of 250 feet above the sea, and then alighted on the inflation bags which were situated under the main control cabin and the rear engine car.

The sea landing did not last long because of floating ice, which constituted a danger to the airship. After the ascent, the airship headed north, however the weather deteriorated and the journey to the Pole was abandoned.

When it returned to Germany, the Graf Zeppelin was met by a crowd of 100,000 people in Berlin.

**Contributed by John Johnson.**



**THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:****1934: Inverness - Orkney Air Mail****By airmail-Aerogramme**

Par avion-Aerogramme

Troimh'n phost-adhair/Litir-adhair



RICHARD BEITH  
14 MIDDLECROFT  
GILDEN SUTTON  
CHESTER CH3 7HF

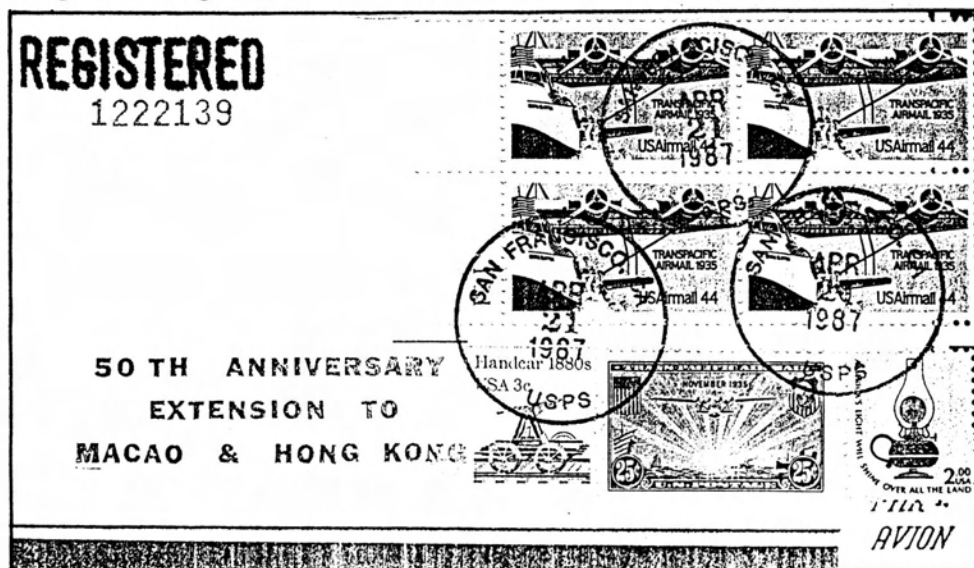
This was the first regular internal air mail in Great Britain, and all first class mail was carried without additional surcharge. The commemorative handstamp shows a DH Dragon mail plane, G-ACIT.

**Contributed by Richard Beith.**

**TRANSPACIFIC AIR MAIL SERVICE**

The 44c stamps on the cover below were issued in 1985 to commemorate the 50<sup>th</sup> Anniversary of PAN AMERICAN AIRWAYS air mail service, FAM-14, from San Francisco to the Philippines.

The 25c stamp was issued in November 1935, to commemorate the start of that service, and to pay the airmail postage for one leg of the service: San Francisco - Honolulu, Honolulu - Guam, or Guam - Manila.



The cover is postmarked APR 21 1987, and commemorates the extension of FAM-14 to Macao and Hong Kong. - It is franked \$4.04, which was the proper registry rate to Macao and Hong Kong in 1987.

**Contributed by Andy Mrozowski.**

Continued

THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:**50<sup>th</sup> Anniversary of Air Canada**

This cover is part of a series of 50 covers, prepared by Canada Post to mark the beginning of Air Canada's 50<sup>th</sup> Anniversary celebrations.

Each cover was to be cancelled at a stop on the transcontinental flight of a restored Trans-Canada Air Lines Lockheed 10A, CF-TTC, which left St. Hubert on April 10<sup>th</sup> 1986, and arrived in Vancouver on May 10<sup>th</sup>. The aircraft was then displayed at the EXPO 86 World Fair in Vancouver.

The planned flight was shown on the back of each cover, but only 38 of the 50 stops were actually made.

*T.C.A. was created on April 10<sup>th</sup> 1937, when the Trans-Canada Air Lines Act became law.*

*The airline's first commercial flight, carrying air mail between Vancouver and Seattle, took place on September 1<sup>st</sup> 1937. - To commemorate the 50<sup>th</sup> anniversary of this flight, Canada Post issued the stamp shown on the right, on September 1<sup>st</sup> 1987.*

*T.C.A. changed it's name to AIR CANADA in January 1965.*



Continued

**THE GOLDEN AGE OF FLIGHT: A History of Aviation and Air Mail, continued:****Developments after World War 2:****new services with landplanes that had been developed during the war**

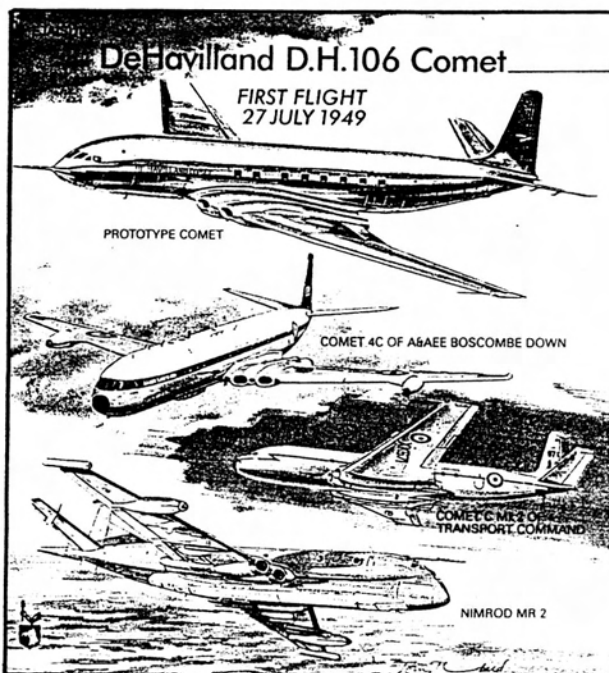
This stamp was issued by the Swiss Post Office on May 2<sup>nd</sup> 1997, for the 50<sup>th</sup> Anniversary of the first trans-Atlantic flight by SWISSAIR. The aircraft used in 1947 was a Douglas DC-4, a type which had first flown in 1942.

*Pan American Airways, which had introduced the first commercial trans-Atlantic flights in 1939, using Boeing 314 flying boats, made it's last flying boat crossing of the Atlantic on October 24<sup>th</sup> 1945. It then made its first landplane crossing, using a Douglas DC-4, on October 30<sup>th</sup> 1945.*

**1947: First Supersonic Flight**

Chuck Yeager became the first person to break the "sound barrier" on October 14<sup>th</sup> 1947, when he flew at 670mph, (Mach 1.015), at 42,000 feet in the Bell X-1.

This commemorative stamp was issued by the U.S. Post Office on October 14<sup>th</sup> 1997.

**1949: First Commercial Jet Aircraft**

*John Cunningham*

*John Wilson*

*Tony Fairbrother*



*John Wimpenny*



*Alan Reeves*

Flown on 11 August 1999 in Nimrod MR2 XV226 from RAF Kinloss on an operational crew training sortie to the area south of Eire known as the Swapps. The crew from No 201 Squadron were also tasked with carrying members of the press to observe Nimrod operations and the total Solar Eclipse at approx 1110 hrs.  
 Captain: Wing Commander D J Binks MA BS MR445  
 Co-Pilot: Flight Lieutenant M J Tett  
 Navigator: Flight Lieutenant E Chadwick  
 Engineer: Flight Lieutenant N Chubbuck  
 Flight Time: 3 hours 55 mins at 30,000 ft

Officer Commanding  
 No.201 Squadron  
 Royal Air Force  
 Kinloss

**Postmarked:** 50<sup>th</sup> ANNIVERSARY OF DE HAVILLAND COMET 27 JUL 99 HATFIELD HERTFORDSHIRE

**Endorsed:** Flown on 11 August 1999 in Nimrod MR2 XV226 from RAF Kinloss on an operational crew training sortie to the area south of Eire known as the Swapps. The crew from No 201 Squadron were also tasked with carrying members of the press to observe Nimrod operations and the total Solar Eclipse.

**Various signatures**, including (at top) John Cunningham, test pilot for the First Flight of the prototype Comet, on July 27<sup>th</sup> 1949.

**Contributed by James Davidson.**

**Many thanks to everybody who contributed items and suggestions for this special feature.**

## The President's Report for the 50th Issue of The Canadian Aerophilatelist March 2002

Everyone experiences anniversaries - birthdays, weddings, personal accomplishments, etc. Anniversaries are important as they provide an opportunity to look back on accomplishments and failures, and with the lessons learned plan for the future and await further anniversaries. The Anniversary of the 50th issue of The Canadian Aerophilatelist is a magnificent accomplishment for the CAS and for the hard working and dedicated Editor, Chris Hargreaves. I confess that I acted as the first struggling editor of The Canadian Aerophilatelist in its early years. It was not too well organized but it did provide a medium of information and contact for our fledgling Society. Later Chris Hargreaves took pity on me and the membership and offered to become the Editor of our newsletter. From that date The Canadian Aerophilatelist steadily improved in content, appearance and size to 32 pages for the best economical size for postage rates. Chris has promoted aerophilatelic discussions, primarily on Canadian and Newfoundland subjects; set up a question and answer column; promoted special articles from CAS members; and organized the selection of an award for the best article each year in The Canadian Aerophilatelist.

Chris's work as our Editor has been recognized a dozen or more times nationally and internationally at FIP Exhibitions. Chris prepares a practical newsletter on regular paper, not glossy paper with a fancy binding. His financial procedure is to publish a worthy newsletter of an acceptable appearance with 32 pages of useful data. Thank you Chris for a job well done.

To supplement Chris's work, the production of an Index for The Canadian Aerophilatelist by Gord Mallett, a real jewel for the CAS. This index is available from Gord as noted in our newsletter. Hopefully Gord may be able to do an Index for a future edition of our catalogue, The Air Mails of Canada and Newfoundland.

Those members that can attend the next Convention of the RPSC to be held in Edmonton, Alberta should do so. RQYAL 2002 ROYALE is termed "The World of Airmails". Gord Mallett and Frank "Nino" Chiovelli of the Edmonton Balloon Club (both CAS members) have spear headed, on behalf of the CAS, arrangements for a wonderful program of lectures, Society tables, a special Balloon Flight with historic Balloon covers, special cinderella Balloon flight stamps, and a special informal aerophilatelic luncheon. All this work is done in close cooperation with Alan Meech, President of the Edmonton Stamp Club and Keith Spencer, a past-President of the RPSC. Due to my wife's illness from osteoporosis and a six week holiday in Naples, Florida, I will be unable to attend this exciting aerophilatelic event. To all connected to the event thank you for promoting Canadian Aerophilately.

As Chairman of the AAMS Awards Committee I am pleased to announce the following AAMS Awards authorized and released by the AAMS Board of Directors at St. Louis Stamp Expo, St. Louis, Missouri, 1-3 March 2002 : The George Angers Award for outstanding contribution to aerophilately/astrophilately - awarded to the late Georges Lauwers of Belgium; Membership in the Aerophilatelic Hall of Fame (AHF) awarded for dedicated work on behalf of Aerophilately/Astrophilately, nationally and internationally, over a period of many years - Fernando Aranz del Rio of Spain; Pierre Saulgrain of France, and James Stapleton of New Zealand. As President of the CAS I extend sincerest congratulations to all recipients for the honours bestowed upon them.

Best wishes to all for further enjoyment of your aerophilatelic hobby.

Dick Malott, CD, FRPSC, AHF

February 2002

**Editor's note** -- The first meeting of the Canadian Aerophilatelic Society occurred during CANADA 84, which was held at Place Bonaventure in Montreal, from October 25<sup>th</sup> to 28<sup>th</sup> 1984.  
 -- The first issue of *The Canadian Aerophilatelist* was produced by Dick Malott in July 1985.  
 -- Our constitution was authorised on September 1<sup>st</sup> 1986.  
 -- I joined The Canadian Aerophilatelic Society in 1992.

I very much appreciate Dick's compliments, but the foundations for the success of the CAS and this newsletter were laid before I joined. Many thanks to everyone who helped lay those foundations.



# THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911

by Ken Harman

**Editor's note:** considering that most of the early developments in aviation occurred in North America or Europe, it has often seemed strange that the world's first official mail flight by aeroplane took place in India!

The following article describing the circumstances of this flight, originally appeared in the AIR MAIL NEWS for November 2000.

I found the article fascinating, and given the significance of the Allahabad flight in the history of air mail, have decided to include it as part of our special issue #50.

The article is reproduced as it originally appeared, except for minor editing to incorporate some corrections noted in the AIR MAIL NEWS for February 2001.

## Introduction.

Mail had been carried by air much earlier than 1911, notably in balloons from Paris during the Franco-Prussian War of 1870-1871, and in Zeppelin airships in Germany. It had also on occasions been taken aloft unofficially in aeroplanes in the first decade of the 20th. Century. But the first official post by aeroplane was organised as part of an exhibition in India in February 1911.

Detailed accounts of this event are sparse in books on the air posts of the world, possibly because the event was arranged at quite short notice and as part of a large national exhibition in the City of Allahabad, in the United Provinces of Agra and Oudh.

Mail flown on this special flight, a one-off journey, bore a special postmark. Some 5,000 to 6,500 items are said to have been flown. Included were about 40 to 50 large-size postcards which had been specially printed and signed by the French pilot, Henri Péquet. These "official" cards are now rare.

## The Exhibition

### ("The United Provinces Exhibition")

Exhibitions had been held in India in the early part of the 20th. Century, but generally under the auspices of the Indian National Congress. In 1908, a large exhibition had been held at Nagpur, and this led to a number of influential people supporting a proposal for an even larger exhibition. It was decided that this should be held in the central part of northern India, in the United Provinces of Agra and Oudh. Unfortunately, the failure of the rains, and consequent famine and plague, meant that plans had to be put in abeyance. In 1909, however, plenty of rain fell, justifying the belief that the time had come to carry out the project.

The Lieutenant-Governor of the United Provinces, Sir John Prescott Hewett, gave his support, and an informal meeting was held at Allahabad in 1909, attended by representatives of wealthy land-owners, manufacturers, and of the professions, from all parts of the United Provinces. This was followed by a public meeting on 29th. July 1909, attended by some 700 people, including maharajas and judges. The meeting enthusiastically endorsed the idea for an exhibition, and a large sum of money was subscribed on the spot. Committees and sub-



THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

committees soon got to work, and the Government offered help by delegating officers to assist by supplying expert and technical knowledge.

Allahabad, the capital of the province, was agreed as the site, a wise choice as it is situated in the middle of a populous area. It also had another advantage: in January each year, the great Hindu bathing-festival of Magh Mela was held on the eastern edge of the city on the river banks where the two sacred rivers, the Ganges and the Jumna, met together with the mythical river, the Saraswati. It was therefore anticipated that many pilgrims would visit this Exhibition, and maybe take away with them ideas for improvements in the cultivation of their fields and also for village industries which were then coming under threat from machine-made goods.

The site selected was open land, partly used as a military farm, to the west of the Fort on the wide plain on the banks of the river and within sight of the confluence of the blue river Jumna and the muddy-brown Ganges. The only buildings there were the Fort Railway Station and an old ordnance godown. A railway line and sidings were built into the Exhibition itself to facilitate transport of exhibits and materials. The whole area covered 120 acres.

The United Provinces Exhibition was scheduled to open on 1st. December 1910, to run for three months, and to close on Tuesday 28th. February 1911. The aims, as for so many exhibitions throughout the world, were supposed to be largely educational, but in practice all kinds of sporting events and amusements were also laid on, such as polo tournaments, assault-at-arms, boxing, wrestling, pageants, a scenic railway, a water chute, magic mirrors, a theatre, bioscope performances, and fireworks. Music was provided by bands, and recitals were also given by leading Indian musicians.

All the important buildings were constructed in what was described as the "Indo-Saracenic style of architecture, combining the best of Hindu and Muhammadan art." The effect was generally regarded as being quite picturesque, with the white domes and pinnacles nestling among the green trees. The weather in Allahabad was pleasant at this time of the year, the days being warm and the nights crisp and cool, and so it was possible to accommodate visitors in large tented camps, which were provided around the Exhibition site itself.

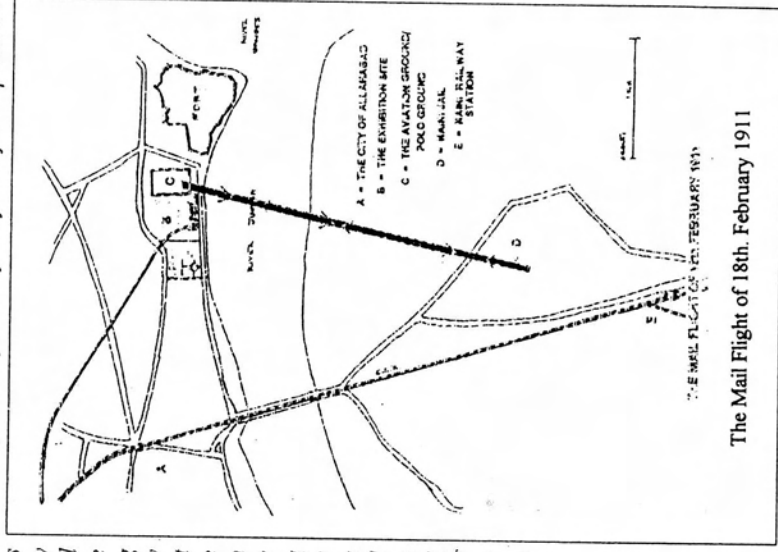
The Exhibition duly opened on 1st. December 1910. The main approach was from the north through the long lines of the exhibitors' and visitors' tented camps. A handsome gateway led via a quadrangle surrounded by Indian craftsmen at work, to the main avenue with its series of oriental palace-type pavilions. On entering, immediately to the right, was a domed building occupied by the Post & Telegraph Offices, which also contained relevant exhibits. (Another Post & Telegraph Office was also provided for the use of the camps, "in tents outside the Exhibition ground, halfway down the Exhibition road"). The main pavilions

followed: the Fine & Applied Arts Courts, a display of railway engines, and Courts for General Industries, Native States, Education, Ladies', Medical & Hygiene, Engineering, Textiles, Forestry, Agriculture, etc.. Then came bandstands, and other distractions and displays - and an aviation ground.

"The Pioneer Mail and Indian Weekly News", which was published in Allahabad, gave interesting accounts of the Exhibition. This paper had gradually become an all-India publication, and it was so well informed that its pronouncements were often taken as being demi-official. It had a high standard of journalism, and Rudyard Kipling had worked for it as a reporter in 1887 and 1888. In the issue for 9th. December 1910, its leading article stated:

"Sir John Hevettt has accomplished much that is notable during his official career, but he finished last Thursday with the achievement of the impossible. Exhibition managements all over the world are so invariably found behind-hand with their preparations when the day arrives that the public accepts a large degree of incompleteness at starting as an indispensable feature of this form of enterprise. In many cases, opening day is

a well understood formality that merely serves to call attention to the fact that the exhibition is coming along and that people may now begin to think about it seriously. Some impressive speeches are delivered in the midst of empty stalls and unemptied packing cases, a banquet perhaps is eaten, and the gathering disperses to allow staff and exhibitors to get to business in earnest, while the world outside waits the reports of progress to gather when it will be worth while to venture on a visit. Some are less in arrear than others, but that an exhibition should be thrown open to the public fully equipped and furnished as a going concern on the advertised day is unprecedented and a serious violation of all the



The Mail Flight of 18th. February 1911

THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

conventions on the subject. The way in which this singular result has been brought about is characteristic of the methods of the Lieutenant-Governor. The design of the project had been fixed in his mind as a desirable one from long ago; at the earliest moment that the uncertainties of the seasons would admit he decided to have it; taking the public early into his confidence and calling upon skilled counsel from all sides, he arranged all the outlines and then - he took leave and went away Home. .... The result has been that the men on the spot have been able to decide matters as they came up for themselves instead of referring them to someone else, ...

Strictly speaking, we suppose, the Exhibition is not a Government enterprise at all. The Government of these Provinces has lent money and has lent the equally indispensable services of its officers, without either of which an undertaking on this scale would have been altogether out of the question in India: but it does not seem to have put itself technically under any responsibility. ....

Thousands of the professional classes are looking forward eagerly to the coming Christmas holidays which will give them the opportunity of running into Allahabad; and when the holiday public have had their fill of sight-seeing it will be the turn of the country folk who stream in annually by the hundred thousand for the bathing fair in January, and will now find all the attractions of the Exhibition ready for them within a stone's throw of the sacred waters' meet. ....

In another article, a reporter describes his tours of the Exhibition:

*"Given a Jumna river-bank, it is no child's task to produce thereon, in a few months, a microcosm of Indian agriculture and forest administration, to summon up here a hall gay with the gorgeous pageantry of India's Native States, there a mansion resplendent with every precious Eastern gem, there a palace laden with the best that India's masters of idea and technique in Art can give to please the sense by form, design and colour. By the sacred river, even objects so familiar to English townsmen's eyes as a Scenic Railway, a water chute, and a hall of distorting mirrors are not to be commanded for the asking, while the feeding of the countless multitudes is more problematic than where every other street displays a caterer's sign, and supply is always promptly equal to any abnormal demand. ...."*

and ended:

*"The spirit of Happy Friendship ... its home is the United Provinces Exhibition, and in the little temple at its further end, if East be East and West be West, the twain at length have met."*

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## Aviation

It had been agreed quite early in the planning stage that an aviation meeting should be held as part of the Exhibition, largely with the aim of educating people to this new development in transport. In 1910, Captain Walter George Windham, R.N., (Later to be Commander Sir Walter Windham), was invited to bring some aeroplanes from England to take part in the Allahabad events. Windham joined the Indian Marine in 1884, had been a King's Messenger, and was also one of the most influential pioneers of aviation. He founded "The Aeroplane Club" in 1908, and in October 1909 had taken part in what was (arguably) the first aviation meeting in Britain in Doncaster. He also appeared in Bournemouth's meeting in 1910.

Windham was, therefore, a natural choice to organise aviation at the Exhibition, and he accepted the invitation of the organisers. Giving up his motor business, he booked a passage to India for late 1910. He arranged to take six aeroplanes with him, and two flyers, Henri Péquet and Edward Keith Davies, together with two mechanics, (Billon [French] and Haffkin [English]).

## The Flying Ground

In November 1909, Kenneth L. Laurie, who was District Engineer at Allahabad, had started helping the Exhibition Committee by planning the special railway connection to the site. It so happened that he was the only man around who had actually seen an aeroplane fly, for he had been at Britain's other "first" aviation meeting at Blackpool on 20th. October 1909. Sir John Hewett lost no time in co-opting him onto the Committee itself, making him responsible for the provision of a suitable aviation ground.

Laurie found that the only possible spot for this was the new Polo Ground, between the Fort, and the main Exhibition ground, and he had this cleared of trees and telegraph lines, and erected a high fence around it to keep out the crowds. The Elgin Mills of Cawnpore constructed a tent-hangar capable of holding five aeroplanes on the old floors of the dismantled Commissariat godown.

## The Aeroplanes, the Aviators, and the Flights.

### (a) The Aeroplanes.

Captain Windham had shipped the aeroplanes to Bombay in large crates, and they were then sent on by rail in special trucks to Allahabad.

There were two biplanes and four monoplanes, all of which had been made under licence by the Coventry-based firm of Humber. The biplanes were similar to French Sommer planes. One of these was fitted with the light 4-cylinder rotary 50 h.p. Gnome engine, and the other with a Humber 4-cylinder 50 h.p. water-cooled

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Continued

THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

engine. Both biplanes gave splendid exhibition flights. The monoplanes were based on French Blériot designs and had 3-cylinder 30 h.p. air-cooled engines. Unfortunately the monoplanes were not a success at Allahabad. Somewhat underpowered, they would not rise more than 20 or 30 feet, and matters were not improved by air pockets caused by the varying temperatures over the ground due to the flow of the two big rivers there.

There were also problems with punctures of the aeroplane tyres caused by large thorns which appeared on the flying ground and made it necessary to repair tyres after almost every landing. Windham said that these thorns were so hard and sharp that they were used by troops as needles for their gramophones!

The aeroplanes were put on view in the "sheds" to the south of the grandstand, admission charge being one rupee. Anyone so taken with flying as to wish to buy an aeroplane could order one there at a cost of £1,000 a biplane, or £500 a monoplane.

#### (b) The Aviators.

Two aviators were selected by Humber to represent the firm at Allahabad, Henri Péquet and E.K. Davies.

Henri Péquet, born 1 February 1888, started his studies in flying at the École de Châlons, Mourmelon, and then became a pupil at the Voisin School in 1908. The next year he flew at Hamburg, where after succeeding in circling figures of eight, his plane caught fire and he had to glide down for two miles. Fortunately, he landed safely with merely an injured rib. After flying in Buenos Aires, and assisting Jean Bielovucic on the first flight from Paris to Bordeaux, he then joined Humber. His accomplishments at Brooklands won him further repute. Péquet had been awarded his French pilots licence (no. 88) on 10th. June 1910.

Edward Keith Davies started his flying career with Claude Grahame-White early in 1910, and assisted with the famous London to Manchester flight. He then carried out experimental work on monoplanes with the Humber company and on 5th. October 1910 won a prize for duration flying at Brooklands. This was rapidly followed by his gaining his British pilot's certificate on 11th. October (certificate no. 22), after tuition at the Hanriot Flying School at Brooklands. Davies was the school's first pupil.

A reporter from "*The Pioneer Mail and Indian Weekly News*" made a special visit to the aviation ground (issue of 13th. January 1911), and had a lengthy and diverting talk with both Péquet and Davies. He found them to be very friendly, and his reception by Péquet was "*with airy hilarity*". He went so far as to add "*If all its familiars are as affable and as tolerant as Messrs. Péquet and Davies, the upper air would undoubtedly seem to be the element devised by Nature for social intercourse, in every sense of the phrase, on the highest plane.*"

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#### (c) The Flights.

The flyers were contracted to fly 30 hours each in the three months of the Exhibition, spending time on daily flights, normally starting at 4 p.m. Keith Davies was the first person to fly an aeroplane in India; he assembled one of the monoplanes and made a flight of 200 yards on 25th. November 1910. Three days later Péquet followed by flying for about ten minutes at a height of 300 feet.

Kenneth Laurie was made responsible for deciding whether flying should be attempted each day. He checked the wind with an anemometer on the Fort walls, and if it was under 10 m.p.h., he hoisted the flag for flying to proceed at 4 p.m.; when flying was over for the day, a red flag was hoisted. If flying was not to take place, black flags were raised in the city at Kotah Parcha bridge arch at the intersection of Canning and City Roads, and on the Mayo Hall.

By January 1911, large crowds gathered each day to watch the flying, and many visitors took the opportunity to examine the aeroplanes at close quarters. The average flight was about two miles. Apart from the contracted demonstration flights, pilots were prepared to take up passengers. Captain Windham was the first person to fly in India as a passenger, and was followed by the Maharajah of Kishangargh.

#### The Airmail

The idea for an air mail arose in quite an informal way. The Revd. W.E.S. Holland, who was Chaplain of the Holy Trinity Church in Allahabad, was also Warden of a hostel for Indian students. He asked Captain Windham if he could help to raise funds for the new hostel which was then being built. It occurred to Windham (ever ready to boost the cause of aviation) that this could be done by arranging an aerial post. It was also said that another purpose of such a flight would be to demonstrate the possibilities of an aerial service for a beleaguered town. Windham approached the Postmaster-General of the United Provinces, Mr. Geoffrey Rothe Clarke, and he (with the approval of the Director-General of the Post Office in India) soon gave permission. Arrangements went ahead rapidly. Windham, although he was as he readily admits in his memoirs a quite unofficial person, appointed the Chaplain as postmaster of the mail.

People wishing to have items flown were asked to send them addressed and stamped at the appropriate postage rate, to the Chaplain of the Holy Trinity Church before 16th. February 1911. The Post Office would not, of course, sanction a charge over and above the normal postage rate, but a nominal sum of six annas (or sixpence) was asked for as a donation to the new church hostel buildings. If stamps were sent, eight annas was requested. Only letters or cards under one ounce in weight were accepted. Special rates were available for those wishing to send large consignments of mail, such as clubs and regiments.

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Continued



THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

A special postmark was also authorised. Windham drew an outline representing a biplane in flight over the mountains of Asia. The die for this was cast at the postal workshops at Aligarh, and the Postmaster-General announced that this "will be destroyed on the day following the carriage of the first aerial mail. This will ensure the unique character and value of the stamps, and those who take advantage of the present opportunity will secure a monopoly of the stamps thus marked." (12th. February 1911 issue of "The Pioneer Mail"). The postmark, 4 cm in diameter, was applied in a magenta colour on public mail, but in black on privileged items.

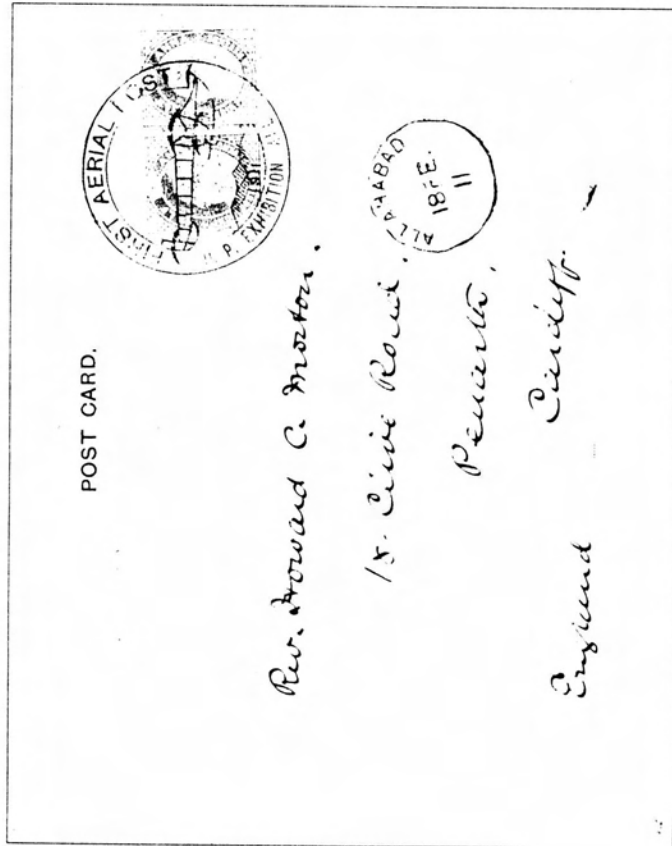


Figure 2. The address side of one of the special Piquet signed large-sized postcards (illustrated on front cover) showing the special U.P. postmark and Allahabad postmark.

In addition, and at quite short notice, the Committee responsible for the event, announced in "The Pioneer Mail and Indian Weekly News" on 17th. February that special postcards would be available bearing a picture of the biplane in which the mail was to be carried. These cards were signed by Henri Piquet, the aviator, and cancelled with the special Aerial postmark. The cost was one rupee (in cash or money order), and for this the Chaplain sent a card to any address. The cards were therefore presumably written by the Chaplain or his helpers, and bear no

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messages. Owing to the lack of time available, it is not surprising that a mere forty or fifty of these special cards were flown on the day, and not long after the flight, were said to be fetching £25 each. The cards measure approximately 160 x 120 mm, although cutting of the cards was apparently not consistent. The black and white picture itself is a standard size of 141 x 92 mm.

The day before the flight, a staff of about four people from the Postal Department were continuously engaged at the hostel, which had been turned into a small post office, for the work of sorting and so forth, starting at 9 a.m. and not finishing until mid-night.

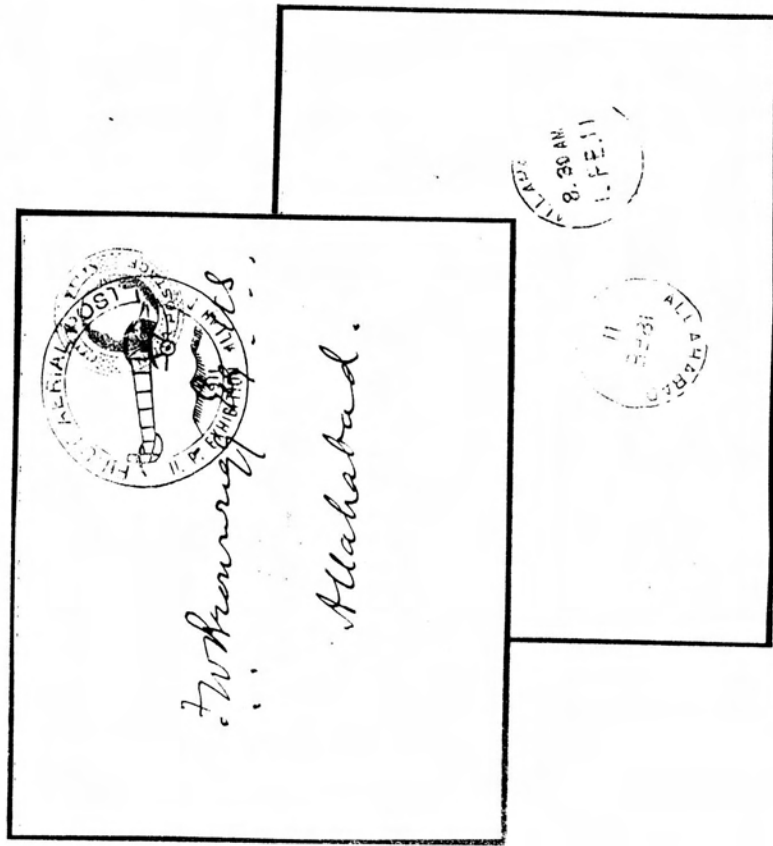


Figure 3. Pre-paid (half anna) cover addressed to Allahabad, with special U.P. postmark and arrival datestamps.

The mail flight was originally fixed for Monday 20th. February, taking off at 4.30 p.m. In the event, Piquet flew it on Saturday 18th. February 1911. The take-off was watched by the Lieutenant-Governor, Sir John Hewett and Lady Hewett,

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Continued

THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

together with government staff and a large crowd. The Humber biplane took off shortly after 5.30 p.m. from the aviation ground, circled around twice and then flew across the River Jumna south to Naini Junction, about two miles away, at a height of 130 feet. Its speed was about 40 m.p.h. in the air and about 30 m.p.h. when landing. Naini had been chosen as the place to receive the mail as it was the nearest point on the main railway line from Calcutta to Bombay. A site enabling the plane to descend and take-off safely had been cleared at Naini by convicts from the nearby Central Jail. When Péquet descended after a flight of about thirteen minutes, there were no crowds to meet him, a complete contrast to his departure from Allahabad. He recalled in an interview (in 1972) that there was only one postal official there to whom he handed his bag before returning to Allahabad. The entire trip lasted 27 minutes.

The plane used for the world's first official post by aeroplane was Windham's own machine, fitted with the Humber 50 h.p. engine. A copy of it was made quickly by the Humber Company so that it could be proudly exhibited on the form's stand at the Olympia (London) Air Show from 24<sup>th</sup> March to 1<sup>st</sup> April 1911. In all, some 5,000 to 6,500 items were said to have been included in the mail, the total weight being 200 to 300 pounds. Many complimentary letters were sent to European monarchs, leading statesmen, and officials at Westminster, and to people connected with aviation throughout the world.

#### The Exhibition

##### Summary of the Event, and of Aviation There.

The Exhibition closed as arranged on the evening of Tuesday 28th. February 1911. The attendance was somewhere in the region of "seven lakhs" (i.e. 700,000 people), not as many as originally anticipated, but nevertheless an impressive figure. On certain days as many as 50,000 visitors had been through the gates. Many distinguished people had attended, including two viceroys and the Crown Prince of Germany. Modern methods of cultivation had been demonstrated to thousands of agriculturalists, and it was hoped that benefits would accrue from this in time. Trading firms had been able to bring their specialities to the notice of the public. Many conferences and tournaments had been drawn to Allahabad: the polo tournaments, the oriental pageant, boxing and wrestling tournaments, and fireworks displays had been a big success. The Joy Wheel, the Bioscope, and the Laughing Gallery had also been very popular. *"The Pioneer Mail"* concluded:

*"Thus falls the curtain on a production which is pronounced on all hands a very memorable success, which has attracted all from the highest to the simplest in the land, which has edified many and brought amusements to myriads, and which has been so singularly fortunate in its freedom from all the mishaps that it has not been able to point to so much as an accident with the aeroplanes."* (3rd. March

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1911).

The removal of exhibits started immediately on the closure of the Exhibition, everything being dismantled and taken away with the exception of some items which were sent back to England for the Imperial Exhibition, (i.e. the Coronation Exhibition at the White City, London).

As to aviation, *"The Pioneer Mail"* stated:

*"The feature of the Exhibition has perhaps been the success of the aviation programme. The aeroplane was new to India before Mr. H. (sic) Davies made the first flight in this country, but since then the frequent very fine flights of M. Péquet have shown to all ranks and grades the wonders of the flying machine. M. Péquet was throughout a prominent figure and he has earned the distinction of having made the longest flight in India and of being the first aviator in the world to carry the aerial post."* (Issue of 10th. March 1911).

The Holy Trinity Church at Allahabad proposed to call the new hostel "The Windham Hostel" but Captain Windham thought the name "The Oxford and Cambridge Hostel" would be better, and this was duly adopted.

By 10th. March, letters flown on the pioneer mail flight reached England, and *"The Times"* explained on 13th. March under the heading *"An Indian Aerial Post"* the reason for the special postmark.

Captain Windham was not to let the grass grow under his feet as far as aviation was concerned. He took the monoplanes on to Bombay where they were flown successfully at the Oval. Keith Davies flew there from one end of the Oval to the other amid great acclaim, and as a novelty, flights were also made in darkness, the ground being lit with lamps. As Henri Péquet had been injured, Captain Daves of the Berkshire Regiment, who was a qualified pilot and had helped Kenneth Laurie with aviation advice at Allahabad, took his place. Windham then returned home to use his experience in India to promote the idea of special mail flights linked to the Coronation of King George V. Knowing the apathy and bureaucracy of government departments towards innovation, he went to discuss the idea with Sir Herbert Samuel, the Postmaster-General. Samuel was sympathetic, and anxious to help, but pointed out that it would not be possible to agree to any special postal charges for such air-borne letters. Windham hit on the idea of offering for sale specially printed air-mail envelopes and cards, not in post offices but in big shops and stores - and thus the arrangements for the well-known Hendon to Windsor (and return) flights for the Coronation Aerial Post of September 1911 went ahead. He retired from naval duties on 3rd. July 1920, was knighted in 1923, and made a Freeman of the City of London in 1933. Windham, who had been born in 1868, died on 5th. July 1942, after a varied life in times of great change.

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Continued



THE WORLD'S FIRST OFFICIAL POST BY AEROPLANE: ALLAHABAD, INDIA. SATURDAY 18<sup>th</sup> FEBRUARY 1911 by Ken Harman - continued:

Péquet continued in aviation; he became a test pilot and in 1934 was the chief pilot at the Aéro-Club at Vichy. He remained a lifelong friend of Gabriel Voisin at whose aviation school he had learnt to fly in 1908. He died in March 1974 at the age of 86.

The western part of the Exhibition site at Allahabad became a public park, originally called Minto Park, but now Madan Mohan Malaviya Park. Still there is the Proclamation Pillar commemorating the Proclamation of 1858 when authority was transferred from the East India Company to the British Crown. The foundation stone had been laid in 1910 shortly before the Exhibition had opened.

#### Collectable Items

All items flown on Saturday 18th. February 1911 bear the special postmark, the colour of which is generally magenta, but black on privileged mail despatched by or on behalf of officials.

The number of items flown on the day was between 5,000 and 6,500, the total weight being 200 to 300 pounds.

(1) Pride of place must go to the forty or fifty large-size postcards, signed by the pilot Henri Péquet. The black and white printed photograph shows the Humber biplane with Péquet at the controls. The size of this is 141 x 92 mm. The cutting of the cards was not consistent but is in the region of 160 x 120 mm. They are rarely found in fine condition. There is said to be a variant of the heading above the photograph; the words on these are "FIRST 'AERIAL POST', FEBRUARY 18, '11".

(2) Other cards, embossed with quarter-anna stamps, were also signed by Péquet, on the message side. Size 121 x 74 mm.

(3) Unaddressed covers with impressed stamps also exist. These were presented to Exhibition employees.

(4) Mail was also registered for the flight. Although there were two post offices in the Exhibition area, (the main one in the site itself, and the other [for the camps] in the Exhibition road), the majority of registered items merely carry the cachet "R/ALLAHABAD" stamped in black. This may well include mail registered at the Exhibition Post Office. Some items were registered at the Exhibition Camp Post Office, and these bear the registration cachet (in black) "R/U.P. EXHIBITION CAMP/ALLAHABAD". A total of 931 pieces was registered for the flight.

(5) Ordinary mail, already addressed and stamped at the appropriate rates.

(6) Pictorial postcards of the Exhibition and organising officials.

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#### Sources:

- (1) BALDWIN N.C., "The World's First Official Aeroplane Mail Flight" (a monograph from "The Aero Field", Sutton Coldfield, England, n.d.).
- (2) BRITISH LIBRARY (Oriental and India Office Collections) - including "United Provinces Exhibition, Official Handbook", and General Administration papers for the United Provinces.
- (3) BRITISH NEWSPAPER LIBRARY - various issues of "The Pioneer Mail and Indian Weekly News."
- (4) HOLMES, Donald B., "Air Mail, an illustrated history 1793-1981" (a hardback book published by Clarkson N. Potter, New York, 1981).
- (5) ROYAL AERONAUTICAL SOCIETY LIBRARY -
  - (a) "Account of Aeronautical Exhibition, Allahabad 1910", manuscript by Lt. Col. Kenneth L. Laurie, 15th. June 1932.
  - (b) "Aviation Programme - United Provinces Exhibition, Allahabad 1910-1911"
  - (c) "Les 100 Premiers Aviateurs Brevetés au Monde et la Naissance de l'Aviation", E.J. Lassalle (a booklet published by Nauticaero, Paris, n.d.).
- (6) SEN, Alka, "Glimpses into Indian Aviation History, 1910-1997" (a hardback book published by Indian Aviation News Service Pvt. Ltd., Bombay and London, 1998).
- (7) WINDHAM, Comdr. Sir Walter, "Waves, Wheels, Wings" (a hardback book published by Hutchinson, 1942).

There is also an interesting account of the 1989 annual Hindu festival at Allahabad by Mark Tully in "No Full Stops in India" (Viking, 1991). The annual event is known as the Magh Mela, but every twelve years a more important festival is held, the Kumbh Mela.

**Editor's postscript:** I would like to congratulate Ken Harman on an excellent, very detailed yet readable article.

I would also like to thank Richard Saundry, editor of Air Mail News, for permission to reprint Ken's article.

Air Mail News is the quarterly journal of the *British Aerophilatic Federation*, with whom we exchange publications. For more information regarding the BAeF, please contact Richard Saundry, 3 Reawla Lane, Reawla, Hayle TR27 5HQ, England.

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## **NEWS - NEWS - NEWS**

**I am very pleased to announce that the  
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2002  
will be presented to  
GORD MALLET  
for compiling the index,  
and his many other contributions to this newsletter.**

As well as being a great contributor to this newsletter, and helping several members with research into Alberta related air mails, Gord is working with another Edmonton member of the CAS, Nino Chiovelli, to give us a major role in:

### **ROYAL 2002 ROYALE**

West Edmonton Mall, Alberta, from March 22 - 24, 2002.

Theme: THE WORLD OF AIRMAILS

Among the events that Nino and Gord have organized, are the production of:

### **BALLOON FLOWN COVERS and CINDERELLA STAMPS**

The latest information I've received from Nino and Gord is that:

- *We will be flying 125 serially numbered Balloon Post covers with the Alex Colville stamp. Each cover will also have two CAS Cinderella stamps affixed to it, (one French and one English version), after it is handed back to us by Canada Post. The price will be \$5.50 per cover plus postage, with signature service available at cost (Eg: registration, expresspost). All mail orders must have a stamped self addressed envelope enclosed. Should we be oversold the SSAE will be used to notify the collector, otherwise it will be returned unused with the order.*
- *We are also flying 25 sets of three serially numbered Balloon Post covers, franked with the "Year of the Horse" commemorative stamps. One will be the 48 cent Domestic rate, one will be the 48 cent YOH plus make-up postage for the U S rate, and the third will be the \$1.25 YOH at the International rate. These were offered in matched sets of three for \$15.00 per set, but have already been sold out.*

*All the covers will be autographed by the pilot and an insert will be signed by the passenger/s. We will use the Tu-Fold envelope which measures 7 by 4 inches and will fit into the standard showgard album pockets. Should the flights be weathered out the covers will be endorsed "FLIGHT DELAYED", and then be flown on the next available date, with the information added to the insert.*

- *Our Prima Donna is a Cinderella stamp with the CAS logo on it. The English version has our CAS logo as it appears on our letterheads with bi-lingual text on the stamp itself. The French language version has the letters "SAC" on the maple leaf and the words "SOCIETE AEROPHILATELIQUE CANADIEN" in the ribbon area of the logo. The bi-lingual text is the same as it is on the other version. These stamps are valued at 50 cents each and are printed in mini sheets of six stamps. The top three are the English, the bottom three are the French versions. The face value is \$3.00 however we will be selling these at \$2.00 per mini sheet. We will hold back 30 uncut sheets to be sold at a \$15.00 each. The instructions as above apply to mail orders. Total mintage of the Cinderellas is 3600 stamps and a certificate of "Limited Edition" will be provided to the CAS Edmonton Committee.*

**For more information, or to order any of these items, please contact NINO CHIOVELLI,  
14419 - 87 Street, Edmonton, Alberta T5E 3G6 (E-mail: [nchiovel@telusplanet.net](mailto:nchiovel@telusplanet.net))**

**Many thanks to Gord and Nino for representing the CAS so well!**

## SECRETARY'S REPORT

Welcome to five new members: Martin S. Cole, New York, U.S.A.

Donald Kaye, Winfield, B.C.

Gordon McDonald, London, Ontario.

Andrew Mrozowski, Maywood, California, U.S.A.

David Brown, Red Deer, Alberta.

I've been informed by Ron Miyanishi that we currently have a total of 145 paid members. - This is, unfortunately, five less than at this time last year. Our trend in membership numbers is the same as for the previous two years: from 1999 to 2001 we dropped from 160 to 150 paid members. It is also similar to that of the American Air Mail Society, whose membership dropped from 1,641 to 1,564 during 2001.

Our membership is distributed as follows:

CANADA:		USA:		INTERNATIONAL:	
Alberta	10	California	1	Cayman Islands	1
British Columbia	14	Colorado	2	England	6
Manitoba	4	Connecticut	2	France	2
New Brunswick	4	Florida	2	Germany	2
Newfoundland	2	Illinois	6	Netherlands	2
Northwest Territories	1	Idaho	1	South Africa	1
Ontario	50	Indiana	1	Switzerland	3
Quebec	12	Kansas	1		
Saskatchewan	2	Massachusetts	1	Total	17
	-----	Michigan	2		
Total	99	Minnesota	1		
		New York	2		
		Ohio	2		
		Oregon	2		
		Texas	1		
		Washington	1		
		Wisconsin	1		
			-----		
		Total	29		

Thanks Ron.

### IN MEMORIAM

PIETER STEEN died in Hinton, Alberta, on December 27<sup>th</sup> 2001. He had been a member of the Canadian Aerophilatelic Society since October 1987.

I would like to express the condolences of the CAS to Pieter's wife, children and grandchildren.

## ADVERTISEMENT

### CANADIAN SEMI-OFFICIAL AIRMAILS



### BUYING & SELLING

Stamps, Panes, Tete-Beche Pairs, Errors, Essays, Proofs, Booklets, Colour Varieties, Covers (incl. First Flights, Fancy Cachets, Round Trips, Pilot-Signed, Cross-Border, Periodicals, Mixed Franking, etc.) and all "Exotica", in this area.

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Tel/Fax: (845) 362-5330 - E-mail: rws45@aol.com RPSC - BNAPS

## TREASURER'S REPORT

A copy of the Treasurer's Report for the years ended 31 Dec 2000 and 2001 is printed on the next page. Ivan also sent me the following comments:

You will note that all income items increased in 2001 over 2000 which has resulted in an overall increase of \$1,600.00 in 2001 over 2000. Special thanks are due to Dick Malott, for the income he produces through the sale of CAS covers.

The dramatic decrease of \$2,069.00 in expenses for 2001 over 2000 is even more significant. You will note from the report that the decreases in postage and photocopying expenses were the main contributing items. Although the CAS Executive as a whole made this happen, the key person was Vice-President Mike Shand who we all need to thank for his persistence in bringing the printing and distributing costs for the award winning CAS quarterly newsletter under control.

The tremendous changes noted above have resulted in an amazing improvement in the CAS financial position of \$2,751.57: from a balance of \$834.28 at 31 Dec 2000, to one of \$3,585.85 at 31 Dec 2001. We have gone from the brink of insolvency to a financially sound organization! If the income remains consistent and the expenses continue to be kept under control, the CAS should remain financially robust for many years to come.

Finally, this will be my last annual financial report as I plan to retire as Treasurer of CAS at the 2002 annual meeting. I have enjoyed the privilege of serving as your Treasurer since assuming the responsibility from Nelson Bentley in 1996.

Our financial reports remind me of a roller coaster! I'm delighted to see that we're going up again!

On behalf of the CAS I would like to thank Ivan for all the work he has done shepherding us through financial highs and lows, and to wish him all the best in his planned retirement to Prince Edward Island.

\*\*\*\*\*

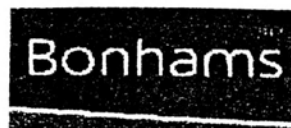
### WANTED

**J.A.D. McCurdy autograph. - McCurdy signed some covers in February, 1934, marking the 25th anniversary of his flight at Baddeck (AAMC 3405a). He also signed some covers at the Baddeck Airport dedication on August 16, 1934 (AAMC 3419); and on the 50th anniversary of his Baddeck flight. Anything that he signed will do. Write to: Mike Painter, 1692 - 133A Street, South Surrey, B.C., V4A 6H5 stating asking price.**

## ADVERTISEMENT



is now



Phillips was recently merged with Bonhams and Brooks to create a new company called Bonhams. - The new company has 15 sale rooms in the United Kingdom; 22 offices in the United Kingdom, Europe and North America; and a staff of more than 700 employees.

Bonhams will operate within all sectors of the fine art, antiques and collectibles market, in addition to the field of classic motor cars and motorcycles.

For more information contact:

**STUART BILLINGTON, Head of the Stamp Department:**

**101 New Bond Street, London W1S 1SR**

**Tel: 020 7468 8273 Fax: 020 7629 5186 <http://www.bonhams.com/>**

## CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDED 31 DEC 2000 AND 2001

	2000	2001
Opening Bank Balance	<u>1,946.45</u>	<u>1,203.10</u>
<b>INCOME</b>		
Accounts Receivable at Previous 31 Dec	<u>92.90</u>	<u>400.30</u>
<b>Income Generated During the Year</b>		
Dues - new members	61.98	137.36
Dues - renewals and reinstated members	2,359.09	2,740.58
CAS Covers - sale of various philatelic covers	1,741.07	2,005.79
Other Sales - includes, e.g., books, pins and advertising	43.20	182.76
Donations - from members	17.50	58.54
Bank Interest - checking account		0.05
R.K. Malott - sale of AAMS publications	<u>30.00</u>	<u>732.00</u>
Income Generated and Received During the Year	<u>4,252.84</u>	<u>5,857.08</u>
Less Accounts Receivable at 31 Dec	<u>400.30</u>	<u>313.03</u>
Opening Bank Balance and Income Received During the Year	5,891.89	7,147.45
<b>EXPENSES</b>		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>283.58</u>	<u>769.12</u>
<b>Expenses Incurred During the Year</b>		
Dues and Advertising - other philatelic organizations	35.69	183.88
Philatelic Covers - costs, e.g., covers, postage and envelopes	577.80	263.26
Office Supplies	85.17	115.06
Postage - such as for CAS newsletter, covers and books	2,240.89	1,026.86
Printing and Photocopying - such as newsletter and catalogue	1,993.72	821.44
Bank Charges - checking account, cheques, deposit stamp	9.45	16.75
AAMS - Publications	30.00	581.00
Telephone - long distance	67.05	33.90
Exhibit Fees - CAS newsletter	105.00	56.00
Engraving - presentation plaques	<u>29.56</u>	<u>7.36</u>
Expenses Incurred During the Year	<u>5,174.33</u>	<u>3,105.51</u>
Less Accounts Payable/Outstanding Cheques at 31 Dec	<u>769.12</u>	<u>215.83</u>
Expenses Incurred in Previous and Current Years but Paid in Current Year	<u>4,688.79</u>	<u>3,658.80</u>
Closing Bank Balance	<u>1,203.10</u>	<u>3,488.65</u>
<b>FINANCIAL POSITION</b>		
Accounts Receivable at 31 Dec	<u>400.30</u>	<u>313.03</u>
Accounts Payable at 31 Dec	<u>769.12</u>	<u>215.83</u>
Financial Position at 31 Dec	834.28	3,585.85
<b>NOTES</b>		
A Value of Inventory on hand at 31 Dec		
1. Postage Stamps (face value)	489.80	103.53
2. CAS Presentation Plaques	90.00	
3. Flight Covers and CAS Pins	512.50	875.35
4. CAS Stationery	<u>300.00</u>	<u>150.00</u>
Total	1,392.30	1,128.88

**Ivan W. MacKenzie**  
**Treasurer, CAS**



## EDITOR'S REPORT

This, as you will already have noticed, is issue #50 of The Canadian Aerophilatelist. I have produced the last 32 of these issues, and still enjoy being the editor. The members I'm in contact with like the newsletter, and we won a Silver Bronze medal when Dick Malott entered it in PHILANIPPON - JAPAN WORLD STAMP EXHIBITION 2001. All seems to be well!

One change that I'm pleased to announce in this issue, is that we now have a second advertising-member: Mark-Lane Stamps. - All members are invited to send in details of items for sale at any time, and I am pleased to run advertisements for our members who are dealers as space permits. However, if anybody else would like to become an advertising-member, (for twice the regular membership fee), I will guarantee to include an advertisement for them in each issue.

Another change I have noticed in some journals, is the placing of philatelic news at the front of the publication, and the movement of society news to the back. I do not intend to follow this trend, except for this special issue. - Since this newsletter is the only contact that most members have with the society, it is also the only way of keeping most members informed about developments in the society. I therefore think that society news should be given prominence and be placed at the front of the newsletter. If anybody has comments about this layout of the newsletter, or about anything else to do with the newsletter, I'll be very pleased to hear from them.

It has been a quiet year in my dual-role as Society Librarian. Our major acquisition over the year has been more copies of the JACK KNIGHT AIR LOG, so that we now have a complete run since February 1965. Many thanks to Basil Burrell for arranging this acquisition.

A summary of the main holdings in our library is included in the handout *Services of The Canadian Aerophilatelic Society* attached to this newsletter. I have updated this handout, and it's companion *Publications of The Canadian Aerophilatelic Society*, and am including them as pages 31 and 32 of this issue. - Everybody is both invited and encouraged to duplicate these handouts as much as they want, and to pass them out as advertising for the CAS to friends, at stamp shows, etc.

In order to make space for the Special Features in this issue, I have left out the usual section on Questions and Answers. - Answers received to previously published questions have already been passed on to the members who sent them in, and will be shared with all members in the next issue.

**The next issue of the newsletter will be published in June. If you have anything that you'd like to be included in that issue, please send it to me by May 1<sup>st</sup>. Thanks.**

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

## MEMBERSHIP RENEWAL

The following members are now due for renewal. - **Please send your renewal to Ron Miyanishi as soon as possible, in order that the next newsletter is sent to you without delay.**

24 Neil Hunter	172 Ivan Burges	251 Charles McEvoy
27 John Glashan	174 Louis Poirier	254 John Webster
28 Edward Lettick	176 Bill Harrington	256 Bernard Abouchar
29 Jim Turk	177 John Masella	262 ESJ van Dam
30 William Laird	183 Robert Haslewood	263 Louis Levy
78 Charles Verge	187 BH Saunders	266 John Church
79 Jim Brown	194 Derek Rance	267 James Parker
87 Roland Kohl	197 Henk Post	272 John Venskus
124 Reuben Ramkissoon	201 Ivan MacKenzie	284 John Irvine
136 Friedel Egger	224 Charles Firby	285 Edmund Harris
139 GA Wilson	226 David Granger	303 Ronald Trefry
149 Frank Kendle	249 David Flett	307 James Ruddell

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



# Publications of THE CANADIAN AEROPHILATELIC SOCIETY

Revised: February 2002

## A SHORT GUIDE TO CANADIAN AEROPHILATELY

This guide gives a brief history of Canadian air mail services; a description of how First Flight Covers were produced; an introduction to several branches of aerophilately; and a guide to sources of further information. - For a free copy contact: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

## THE AIR MAILS OF CANADA AND NEWFOUNDLAND

This is the encyclopedia of Canadian Aerophilately. - It has 28 sections covering Government Flights and cachets; Pioneer Flights; Semi-Official Stamps and Covers; Balloon Covers; Helicopter Covers; Military Flights; Crash Covers; Aerograms; Astrophilately; and much much more. Referred to as AMCN, it was produced in association with the American Air Mail Society, (AAMS), and is part of the Sixth edition of the American Air Mail Catalogue - It can be obtained from many stamp dealers, or by mail from: Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2 (Tel. 1 800 205 8814).

*CAS members may purchase many AAMS publications, including AMCN, at a discount price. For more information contact: Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1*

## SUPPLEMENT TO SECTION 5 OF AMCN

Section 5 lists GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA. This Supplement includes changes to some of the listings in AMCN, additional flights (particularly in the period 1953 to 1997), and new flights since 1997. - It can be purchased from: Dick McIntosh, 47 Aldenham Cr., Don Mills, Ontario M3A 1S3 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.*

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

This resource booklet by David Whiteley 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. It is 66 pages long, includes several maps, and reproduces many rate tables and announcements. It can be purchased 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 for orders mailed overseas. *CAS members may deduct C\$3 or US\$2 from these prices.*

## NEWFOUNDLAND AIR MAIL POSTAGE 1937 - 1949

This booklet was prepared by Jack Ince, and reproduces original announcements and rate tables from the Newfoundland Post Office circulars. It is 24 pages long, and can be ordered from Chris Hargreaves, (address above). 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.*

## THE CANADIAN AEROPHILATELIST: back issues and index

THE CANADIAN AEROPHILATELIST is our society's quarterly newsletter, and includes news items, reports on members' research, and a question-and-answer section on mystery covers. Gord Mallett has produced an index for the newsletter, which is available in both a printed version, and as a diskette in Microsoft Works 4.0 format. Gord can also provide copies of all 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). Orders should be sent to: Gord Mallett, 180 Fir Street, Sherwood Park, Alberta T8A 2A2. *CAS members may deduct 10% from these prices.*



# Services of THE CANADIAN AEROPHILATELIC SOCIETY

Revised: February 2002

## Newsletter: The Canadian Aerophilatelist

The CAS provides 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 our quarterly newsletter, which includes news, reports on members' research, and a question-and-answer section on mystery stamps and covers. For a free sample copy, or more information on the Index and back issues service, contact: Gord Mallett, 180 Fir Street, Sherwood Park, Alberta T8A 2A2

## Library

The Society has a small collection of books, catalogues and periodicals. These can be searched for information on particular topics, and photocopies supplied to members at cost. The holdings include:

- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames.
- **Air Mails of Canada 1925-1939** by George B. Arfken and Walter R. Plomish
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**
- **Sanabria Airmail Catalogue - North America, 1995.**
- **American Air Mail Catalogue** Various volumes in the 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> editions.
- **The Airpost Journal** January 1947 to January 1950; and July 1964 to present;
- **Jack Knight Air Log** February 1965 to present.
- **Scottish Air Mails, 1919-1979** by Richard Beith
- **African Air Mail research notes** - documents donated by Jack Ince, including a photocopy of his collection..
- **Schweizerisches Luftpost Handbuch** 1984. - The Swiss air mail catalogue: in German.
- **Recovered Mail** by Henri Nierinck. First edition, 1918-1978; and second edition 1937-1988.
- **Airmail Operations During World War II** by Thomas H. Boyle Jr. - A worldwide study.
- **Wartime Air Mail - an introduction** by John Daynes. - British and Swiss documents.

For more information contact: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

## A translation service from French to English, and English to French

Contact: Francois Bourbonnais, 231 Chemin St-Fereol, Les Cedres, Quebec J7T 1J4

## A "sales department", with a variety of modern covers for sale

For more information contact: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

## A discount price on publications produced by or in association with the Society

See the separate list of **PUBLICATIONS OF THE CANADIAN AEROPHILATELIC SOCIETY** for details.

## Representation of Canadian aerophilatelists at national and international levels

For more information contact: Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1

Membership in the CAS is open to all. - Annual dues are C\$20.00 in Canada, C\$22.00 or US\$15.00 in the U.S.A., C\$25.00 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: \_\_\_\_\_ E-mail: \_\_\_\_\_

Collecting interests: \_\_\_\_\_