



THE CANADIAN AEROPHILATELIST

#60

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

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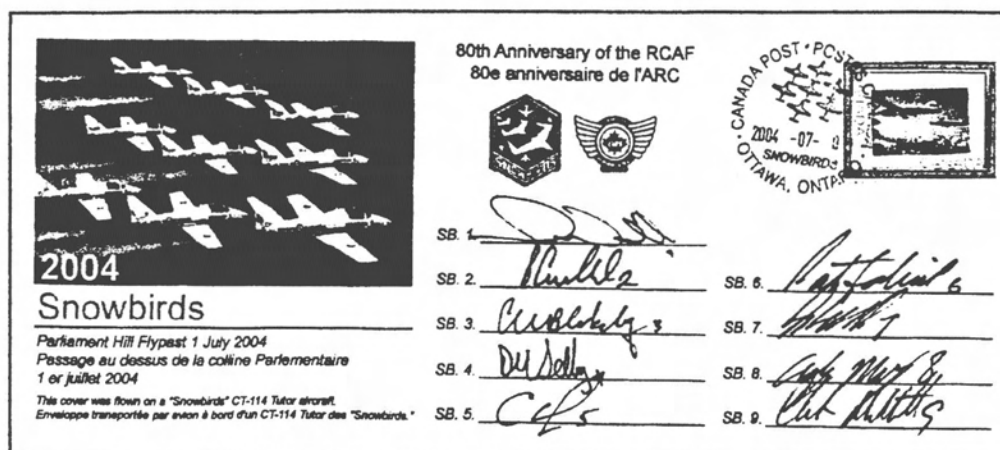
I hope that everybody enjoyed whatever they were doing over the summer, and that nobody has been seriously affected by the recent hurricanes and storms.

Many thanks to everybody who has sent in questions, answers, articles, and other contributions for the newsletter. I normally try to publish a balance of articles, answers and questions in each issue, but this has led to a backlog of questions. I am therefore printing mainly questions in this issue. - Any answers I have received have already been passed on to the members who sent in the questions, and will be shared with other members in future issues of the newsletter.

Best wishes to all readers for the Fall, Chris

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 - SEPTEMBER 2004



Greetings to all. I trust that you are enjoying the strange summer that seems to be effecting North America. I hope that your airmail collections are safely stored away from the inclement weather. I am pleased to advise you that the Snowbird covers, autographed and flown over Parliament Hill on 1 July 2004 are now ready for sale along with a coloured Snowbird brochure for 2004 and a Snowbird sticker. The set of 9 individually autographed covers sells for \$55.00 Canadian and the individual cover with the 9 pilot signatures is \$30.00 Canadian. Each envelope has a special Canada Post picture stamp of the Snowbirds in flight (3 types) and the special Snowbird postal cancellation dated 1 July 2004. Anyone wishing to purchase any of these items should send a personal cheque payable to the CAS to me at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1. Funds received from the sale of these covers cover the expenses of production and the profit helps support the publication of The Canadian Aerophilatelist.

The FIP Washington 2006 world stamp show has asked all APS affiliate societies, including the CAS, to enter a one frame exhibit concerning the applicable society. The fee is \$25.00 US. I have asked the Western Chapter of the CAS to undertake this project since they are adept in effecting such activities. Nino Chiovelli has graciously accepted the challenge with the assistance of his Western colleagues. The CAS will underwrite the \$25.00 US entry fee. The presentation will provide excellent exposure for the CAS and most likely will draw in further membership applications. Thanks Nino for your continued support of the CAS.

Many changes are being effected in the aerophilatelic world. The heir apparent to Egil Thomassen, President of the FIP Aerophilatelic Commission, is one of our own members, the hard working Treasurer of the AAMS, Steve Reinhard. The change over will be at the Commission's meeting during Singapore 2004, a five day philatelic extravaganza, 28 August to 1 September 2004. Egil has done a tremendous job as President of the FIP Aerophilatelic Commission. I am sure Egil will stay active in aerophilately including judging at FIP events. Steve is an excellent choice as Egil's successor as he has been involved in all aspects of national (USA) and international aerophilately. At present he is Treasurer of the AAMS, he is the USA delegate to the FIP Aerophilatelic Commission, President of the Aerophilatelic Commission of FIAF (Philatelic Federation of the Americas, the representative of the AAMS to FISA (International Federation of Aerophilatelic Societies and also a FISA Vice President. It is not known at this time if Steve will be relinquishing any of these positions. The CAS wishes him every success in his new challenging endeavour.

Alex Newall, the Honourable Editor of the FISA Bulletin, will soon retire from that position. The upcoming issue of the Bulletin will be the last in printed format. Future issues of the Bulletin will be placed on the FISA website run by Dr. Stefan Bruylants of Belgium. Alex is to be congratulated for his erudite columns on aerophilately for so many years. The next FISA Congress will be held in Hanover, Germany in June 2005. The CAS is a member of FISA. Enjoy the rest of the summer !

Dick Malott

President CAS

NEWS - NEWS - NEWS

CONGRATULATIONS to DICK MALOTT

I am delighted to report that Dick has recently received two prestigious awards:

- **An American Air Mail Society PRESIDENT'S AWARD.**

This was announced at the AAMS Convention in Minneapolis in July:

Presented in recognition of many years of outstanding service and leadership in the AAMS, especially with the AAMS Awards Committee.

- **The GUS LANCASTER AWARD of the Metropolitan Air Post Society for 2004.**

The Metropolitan Air Post Society (MAPS) is a society of one hundred air mail history enthusiasts who share their interests at four meetings a year at venues in New York, Connecticut and Massachusetts. Their prestigious "Gus Lancaster Award" is given annually to a MAPS member who has consistently demonstrated his/her dedication to the advancement of aerophilately. The award is given in memory of Gus Lancaster, a charter member of the society, who was an ardent collector and promoter of aerophilately in all its forms, and who's efforts as editor of the MAPS Bulletin contributed greatly to the widespread popularity of collecting air mail covers, particularly airport dedication covers.

No one is a better exemplar of the Gus Lancaster tradition than Major Richard K. "Dick" Malott, CD, Retd., FRPSC, AHF. As President of the Canadian Aerophilatelic Society, Editor in Chief of the 552 page catalogue The Air Mails of Canada and Newfoundland, (a volume of the AAMS American Air Mail Catalogue), lecturer, exhibitor, and sponsor of numerous special aviation event commemoration covers-- to cite but a few of his activities--Major Malott has been for almost five decades at the vanguard those who have contributed to the further advancement of aerophilately.

He is a member of the CAS, AAMS, RPSC, APS, RPSL, BNAPS, CPS of GB, PHSC, the PSS of Canada, as well as several other philatelic Societies. He is a fellow of the RPSC, and an elected member of the Aerophilatelic Hall of Fame of the AAMS.

For the last three years, due to his wife's confinement to a wheel chair from osteoporosis, he has had to curtail his attendance at philatelic events. However, he still maintains an avid interest in philately, particularly aerophilately. For 20 years, 1980 - 2000, he often served as either a Canadian Commissioner or as an aerophilatelic/postal history judge at FIP international philatelic exhibitions.

Congratulations Dick on these very well deserved awards.

Change of Address - Gord Mallett

Gord has moved, though he's still near Edmonton. His new address is:

P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0

He is still supplying back issues of newsletter, and an index in various formats - including a FREE copy by e-mail. Please contact Gord at the above address, (or e-mail gordm@edmc.net) for more details. - Thanks for all your work Gord, and good luck with your renovations.

Revised information sheet on Canadian Aerophilately

I have updated the last sheet of the 4 page "Short Guide to Canadian Aerophilately" to incorporate several changes in address, etc. The revised sheet is included as the last page of this issue. I have also redesigned the sheet, so that it can be used as a one-page handout about Canadian Aerophilately and our society.

Please copy both the "Short Guide", (the other three pages are in the March 2003 newsletter), and this single sheet as much as you want, and distribute them whenever you have an opportunity to do so.

WESTERN CHAPTER JULY - AUGUST HAPPENINGS

Submitted by: Nino Chiovelli

Chapter activities have slowed down so that our members can enjoy the brief Canadian summer. Mother nature has made this year's an interesting one from floods to frost!

Gordon Mallett our Chapter Public Relations Officer is moving to Millet, about a twenty minute drive south of Edmonton and asked me to submit this brief report. After some renovations and re-connecting his computer he will be back for the next edition.

We have lost our Secretary Edward Williams who moved back to Nova Scotia. Edward has done an excellent job and founded our Newsletter the Chronicle Trader. This year he organized our participation in the Spring National Stamp Show hosted by the Edmonton Stamp Club. All of us would like to thank Edward for the many contributions that he made to the Chapter.

Kevin Wenzel a recent recruit will take on the job of Secretary effective 26 August 2004. Thank you Kevin we are looking forward to working with you.

We would like to welcome Sandy Freeman to the CAS. Sandy lives in Calgary and is already involved in a Chapter Project. Her enthusiasm is greatly appreciated and will help gain some new members in that city.

Our Chapter sponsors paid CAS Memberships for three Junior Stamp Clubs in Western Canada. They are: The Edmonton Stamp Club Junior Club, The Vancouver Island Junior Club, and most recently The Calgary Philatelic Society Junior Club. What surprises us greatly is the fact that we will sponsor Junior Clubs or individual youths (under 18) living in Western Canada to create an interest in aerophilatelics, and our members who are aware of this program have NOT submitted any Club or individual names for this program??? We are asking that names be submitted from Manitoba, Saskatchewan, The Northwest Territories, Nunavut, British Columbia, and the Yukon. The Alberta quota of two Clubs is closed. Should any CAS Member know of a Club or individual youth collector in any of those locations? Please send their contact details to:

Cecil Stoner, Chairman, Western Chapter - CAS, 5416 - 139 Avenue, Edmonton AB T5A 1E6

Thanks Nino.

SECRETARY'S REPORT

GREAT NEWS from Brian Wolfenden: we have **EIGHT NEW MEMBERS!**

#337	Jack Jensen, Alberta
#338	Koos Fase, Netherlands
#339	Keith Spencer, Alberta
#340	Harold Brosseau, B.C.
#341	Kevin Wenzel, Alberta
#342	Sandy Freeman, Alberta
#343	Rick Hills, Ontario
#344	Marg Hunt, The Calgary Philatelic Society Junior Club, Alberta

Welcome to the CAS!

ORAPEX 2005

will be held on Saturday, 30 April and Sunday, 1 May
at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, K1H 7X7

The Annual General Meeting of the CANADIAN AEROPHILATELIC SOCIETY

Will be held on Sunday May 1st at ORAPEX.

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

Telephone : (613) 829-0280 E-mail: rmalott@magma.ca

A LETTER TO THE EDITOR:

Although I appreciate a mention in the "President's Report" (June 2004), perhaps you could correct the fact that this was a 5-frame (not 8) exhibit and that it covered the year 1934 (not 1937). It was also a 'Display Class' exhibit, showing with photos, memorabilia and other items as well as covers, how airmail in New Zealand went from the triumphs of Kingsford Smith and Ulm in January 1934, through significant advances and first official mails mid-year to the death of Ulm in December and that of Kingsford Smith within a year.

Display class exhibits are something I would very much encourage other aerophilatelists to try. There is much more to pioneering aerophilately than routes, rates and rare covers. This was a new exhibit for me. Not as you might think from the "Presidents Report" the one recently auctioned. That one was last shown internationally in Oct 2003 in Thailand (large vermeil) and nationally in Dec 2003 in Adelaide.

Mike Shand

ADVERTISING

I am always happy to include details of items for sale by members in a "Sales and Wants" section of the newsletter. These are published at no charge, but as space permits.

We also have a number of "display" ads in each issue. These are from dealers who have opted to become "advertising members": they pay double the regular membership fee, but are guaranteed an ad in each issue. These ads are kept to a quarter-page, so that they can be fitted in at the end of short items. - I think these adds have minimal impact on other content, but are a benefit to readers, and I hope are a benefit to the dealers too.

I am pleased to report that two of our longstanding members, Erling Van Dam and Brian Wolfenden, have asked to "upgrade" to advertising memberships. Their ads are beginning in this issue.

If any other members would like to become advertising members, please contact the editor.

We have also lost one advertiser, as Auxano Philatelic Services are no longer dealing in Philatelic Literature. Many of the books previously carried by Auxano will now be available from the Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, Saskatchewan S7K 3S2. (Tel. 1-800-205-8814). E-mail: ssc@saskatoonstamp.com

DAY OF AEROPHILATELY - A TREAT IN TORONTO!

The Toronto-area members of the CAS are holding their 10th annual Day of Aerophilately on Sunday October 31st. (Which happens to be Halloween, but was chosen for the benefit of long distance participants, as it's also the time-change weekend).

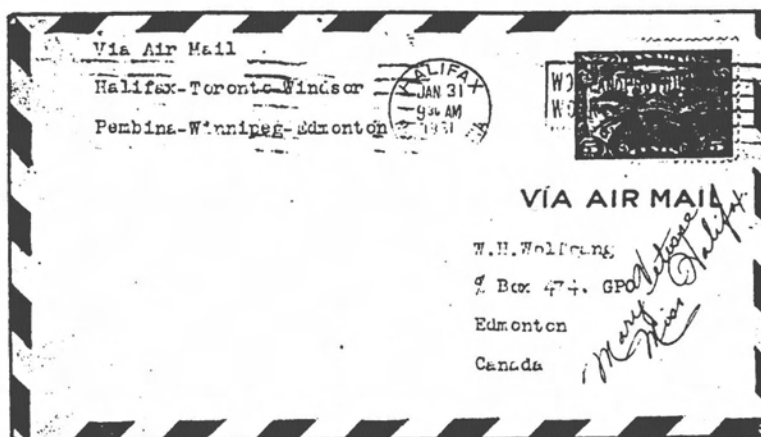
The day's a TREAT: displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - The event has a small following of regular participants. We have a great time each year, and would be delighted to welcome additional participants.

The event will be held at the usual location: the VINCENT GREENE FOUNDATION, 10 SUMMERHILL AVE (close to Summerhill subway station). It will run from 11.15am to 4.00pm, to take advantage of the parking available on the south side of Summerhill Avenue after 11am.

Anybody reading this newsletter is invited to participate! - For more information contact: Dick McIntosh, (tel. 416 447 1579); or Murray Heifetz, (tel. 416 444 6469.)

FOLLOW UP: John McHale / Miss Halifax

This enquiry was launched with the following question in our March 2003 newsletter:



Cover Postmarked HALIFAX JAN 31 1931

Typewritten endorsement: Via Air Mail Halifax - Toronto - Windsor Pembina - Winnipeg - Edmonton

Signed on front: Mary Vitesse Miss Halifax

Question: This is one of a number of covers produced by John McHale, that have been signed by *Mary Vitesse*, *Miss Halifax*. - Can anybody provide more information regarding Mary Vitesse; or the link between John McHale and Mary Vitesse; or the number of different flights for which she signed covers; or the number of covers she signed?

John McHale was listed in the Halifax City Directory for 1929 as a "letter carrier", though he described himself as a "postal clerk". (See the article by John McHale in the next item in this newsletter.)

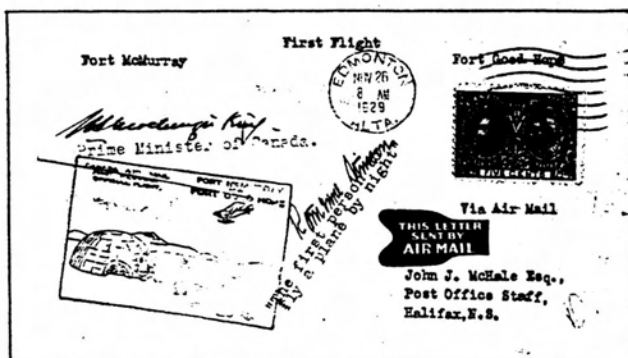
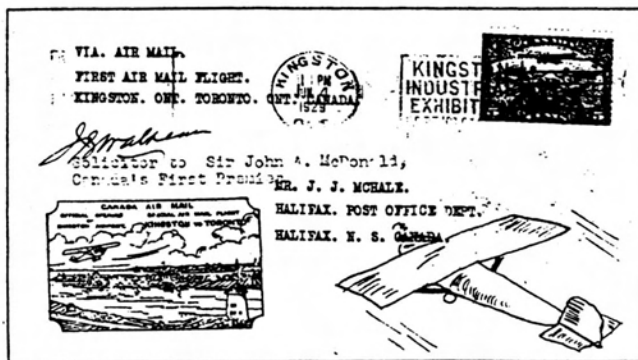
He created a number of First Flight Covers, and seems to have "specialized" in producing covers signed by celebrities. Several of these signed covers are shown on the next page.

The November 1929 cover signed by Mackenzie King and Katherine Stinson is particularly interesting. - Gord Mallett has commented that:

- It appears probable that the typed messages were added later, after the signatures had been applied. This is evident in the Stinson signature. Had she signed above typing which was already in place she no doubt would have applied her script parallel to that typing. As it is, the typing angles up and intersects the applied signature.
- Interesting too: Stinson to my knowledge has never been reported as the first person to fly by night, but she no doubt was the first woman to fly by night.
- One thing is certain. The signatures were not applied on the exact date of the flight. Stinson was nowhere near Edmonton or Fort McMurray in late December 1929. She had long since retired from her flying career and was at that point married and living in Santa Fe. She did, though return to Canada on a couple of occasions for commemorative events relating to her pioneering airmail flight [PF-7]. As for Mackenzie King, he was the Prime Minister at the point of the flight, but the Liberals suffered an election loss later in 1930.
- According to Kevin O'Reilly, who is 'the' authority on Northwest Territories philately, these two individuals had no direct role in the flights or the circumstances surrounding them.

It looks like Mary Vitesse was asked to sign some of McHale's covers because she was a "local celebrity": Miss Halifax. It is not certain from the covers whether her name was in fact Mary E. Vitesse, Vetsisse, or Vitisse, as her signature is unclear, and no other information about her has been found.

At the same that John McHale was producing First Flight Covers, so was Donald King, the Halifax postmaster. However, while McHale seems to have been working with the American Aero Philatelic Society, King was an agent for Roessler! Given the competition between the dealers for "scoops", this seems to have led to some conflict between McHale and King, which is a feature of the next article in this issue about the Von Gronau covers of 1930!

JOHN MCHALE COVERS, WITH POSTMARK DATES AND SIGNATURE DESCRIPTIONS:**June 4th 1929****J.B. Malherm**Solicitor to Sir John. A. McDonald
Canada's First Premier**November 26th 1929****Mackenzie King**

Prime Minister of Canada

and

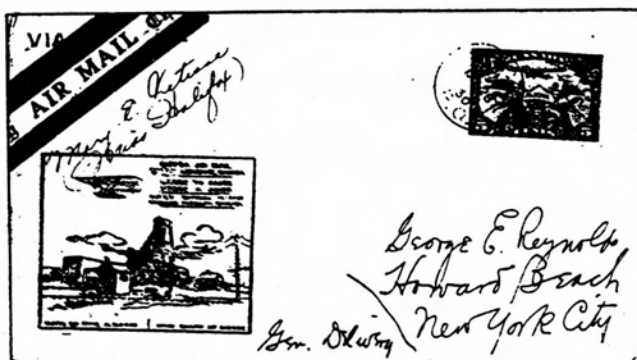
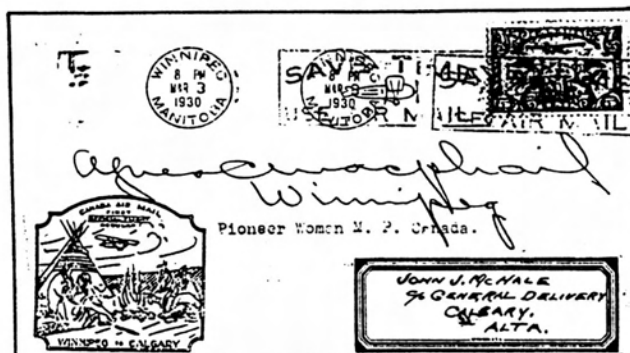
Katherine Stinson

The first person to fly a plane by night.

(This claim, as Gord mentioned, is wrong, though she was the first woman to fly by night, and did the first skywriting at night.)

March 3rd 1930**Agnes Macphail**

Pioneer Woman M.P. Canada.

**October 28th 1930****Mary E. Vetsisse**

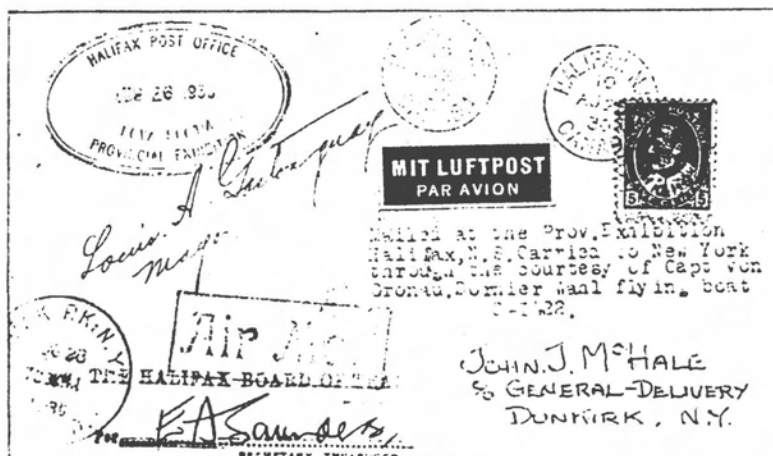
(Miss Halifax)

Previously illustrated in this newsletter have been:**July 15th 1929** Earl M. Hand D.F.C., C. de G. President Toronto Flying Club (Illustrated March 2004)**November 26th 1929** Cairine R. Wilson Canada's First Lady Senator (Illustrated December 2003)**I wonder how easy it was to get the Prime Minister to sign a First Flight Cover?****Many thanks to Barry Countryman, Murray Heifetz, Gord Mallett, Kevin O'Reilly, Derek Rance, Keith Spencer, and Bob Terry for their contributions to this enquiry.**

The Von Gronau Transatlantic Flight, 1930

(I): the current listing

This flight is #3043 in Section 5 of Air Mails of Canada and Newfoundland, where it is described as follows:



1930, August 20 — Von Gronau Transatlantic Flight - Germany - Iceland - Greenland - Labrador - Nova Scotia - U.S. Capt. Wolfgang Von Gronau with Franz Hack, mechanic, Edward Zimmer, student aviator, and Fritz Albrecht, radio operator, reached New York after a remarkable flight from Germany via Iceland, Greenland, Labrador and Halifax in their Dornier Wal plane D-1422. They carried no mail from Germany but did carry a parcel from the Postmaster at Halifax, N.S. of 27 letters on the flight to New York from Halifax, N.S.; these covers were cancelled in Halifax on August 25 and backstamped New York on the 26th.

It has been stated that a second parcel of 55 covers was also placed on the plane at Halifax by postal employee Jack McHale. Covers exist, some signed by Von Gronau, cancelled at Halifax on August 26 and backstamped in Montreal on the 27th. These covers bear an oval cachet of the Provincial Exhibition, Halifax Post Office, August 26, 1930. Capt. Von Gronau had no authority to carry mail from Canada and no delivery slip for the covers, which bore Canadian stamps. It has been alleged that the lot of 55 covers, through courtesy, was placed on the New York to Montreal plane to be returned for mailing from Canada.

These latter covers received a Montreal backstamp of August 27 at 3 p.m., from whence they were forwarded by plane or rail to their various destinations. They were not backstamped at New York and their authenticity has been seriously questioned. Covers exist for both dates without a backstamp, adding to their doubtful provenance.

3043	Cover dated Aug. 25 (backstamped New York)	350.00
	a. Cover dated Aug. 25 (no backstamp)	25.00
	b. Cover dated Aug. 26 (backstamped Montreal)	40.00
	c. Cover dated Aug. 26 (no backstamp)	25.00

This description is essentially similar to that used in the Fifth edition of the American Air Mail Catalogue, where this flight was listed as Trans-Oceanic flight #1115.

CANADA COVERS WEBSITE

WWW.CANADACOVERS.CA



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The Von Gronau Transatlantic Flight, 1930

(ii) - Murray Heifetz

I'm writing to reopen the question of authenticity of covers 3043b listed in the Airmails of Canada and Newfoundland on pages 122/123. The matter was caused by a cover I came across recently. In trying to research this cover I went through my library of clippings and articles which I have built up over 40 years, but some of which I hadn't looked at for years. I came across the following article which has no author, but which was accompanied by a reprint of the front page of Vol. 1 No. 4 Nov. 3, 1930 of the American Aero Philatelic Digest and Canadian Stamp Journal, printed in Fenton, Mich. I have reason to believe that the author of the article was John McHale, who was closely connected with the covers on this flight. The front page article from the Digest was written by R. A. (Bob) Brooks.

The basic (McHale) article reads as follows:

In August 18 of 1930 Captain Wolfgang Von Gronau and a crew of three left Sylt, Germany in a Dornier Wal seaplane for a flight to New York. The flight had been part of a program of a German flying school. Each year the school sponsored a flight. This one had been the largest yet undertaken. A possible airmail route had also been considered.

The route led them to Reykjavik in Iceland, and Ivigut in Greenland. From Greenland, Von Gronau was in constant touch with the Canadian wireless stations, and weather reports were furnished the flyers from a direction finding station at Resolution. Their arrival at Queensport, Nova Scotia produced the following newspaper report Aug. 25, 1930: "*Von Gronau was forced to land his transatlantic plane at Queensport Harbour because of fog, continues today his flight from Germany to New York despite indications of unfavourable weather, taking off for Halifax at 5.50 a.m. E.S.T. in clear weather. At Sheet Harbour, however, the machine was again forced down by fog. The flyers spent last night in a little farmhouse near the point where they bedded their plane. At 6.20 a.m., the plane left for Halifax. A seaplane from the Halifax Flying Club escorted Von Gronau from Marie Joseph, and had guided him to Halifax where the pilot and crew became overnight guests of the Halifax Flying Club.*"

Some mail was received as noted from a Halifax Newspaper clipping August 26, 1930: "*An unusual feature of the arrival of the German Trans-Atlantic flyers yesterday was the bringing of the first airmail from Greenland and Iceland to Canada. (In an accompanying photo) Von Gronau is shown delivering the mail to D. H. King, postmaster at Halifax.*" At this point it seems that a far sighted East Orange dealer had provided for an airmail delivery by German plane to New York. 27 envelopes had been stamped Aug. 25, the expected date of departure, and given to the postmaster at Halifax to be given to the pilot for delivery to New York.

In the meanwhile, a postal clerk in Halifax, an airmail enthusiast, had been preparing several exhibition covers for friends.

The "far sighted East Orange dealer" would be A. C. Roessler.

It seems that the Eastern representative of the American Aero Philatelic Society, who I take to be John McHale, had sent several releases to *Bob's Airmail Bulletin Service* advising of a likely Halifax airport dedication shortly. This brought about a shower of covers to him to hold and mail when the event took place. The Halifax event did not take place, and this left him with about 300 letters on his hands and nowhere to send them.

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930: (ii) Murray Heifetz continued

Just about this time the Provincial Exposition was about to start and, as there was a special postal station arranged at the Exposition, and as covers mailed from that station would receive a special cancel, all but about 55 covers he had on hand were sent through this special postal station, and each received the special cachet carrying the date August 25, 1930. These covers left Halifax; by the regular channels and each carried a Moncton cancellation.

Then came the German plane D-1422 right after this first lot of covers had been mailed. Taking the approximately 55 covers he still had, the postal clerk rushed his letters to the exhibition post office, and after acquiring special cancels gave them to the pilot for delivery to New York. Each cover in this grouping has a Halifax cancellation 10.00 a.m. Aug. 26, 1930. They also bear the Exposition cancel dated Aug. 26, 1930. The covers were addressed to various destinations.

Enthusiastic crowds welcomed the flyers on their arrival in New York. The minute the pilot stepped out of the plane, the East Orange dealer asked him if he had mail. The pilot answered "yes, I brought down about 25 pieces from the postmaster at Halifax and I think they are all addressed to you. I can't give them to you so wait until I get to the Roosevelt Hotel". Up at the hotel, the dealer received his letters and rushed them out to the Post Office for backstamping. Also included in the mail carried by Von Gronau were three cards from Iceland, three from Greenland, and about ten with German stamps.

The second group of letters carried the proper date of August 26, but having no one in New York to officially receive them, there was no one to get them backstamped. As Von Gronau had no official right to carry Canadian mail, the U.S. Postal Department placed them aboard the New York - Albany - Montreal mailplane. The letters were backstamped in Montreal on August 27, before delivery to various collectors.

The 25 or 27 covers listed as 3043 are well known and need no further comment. The cover shown on page 122 of AMCN is an example of 3043b (or c) which, according to the foregoing article is legitimate.

I'm attaching a photo of the type that would fall under 3043a. (*See next page. Ed.*) This is an example of the 245 covers cancelled at the Exposition on August 25th, with the Moncton Aug. 26 cancel and no backstamp. There is on the back of this cover a large oval black and yellow label of the "Palm to Pines Exhibition Halifax Aug. 23 - 30". John McHale's name is on the reverse. The addressee, A.B. Stuart in Estevan, was a well known airmail collector and cover creator. This is an additional item confirming to me that the Halifax clerk was John McHale.

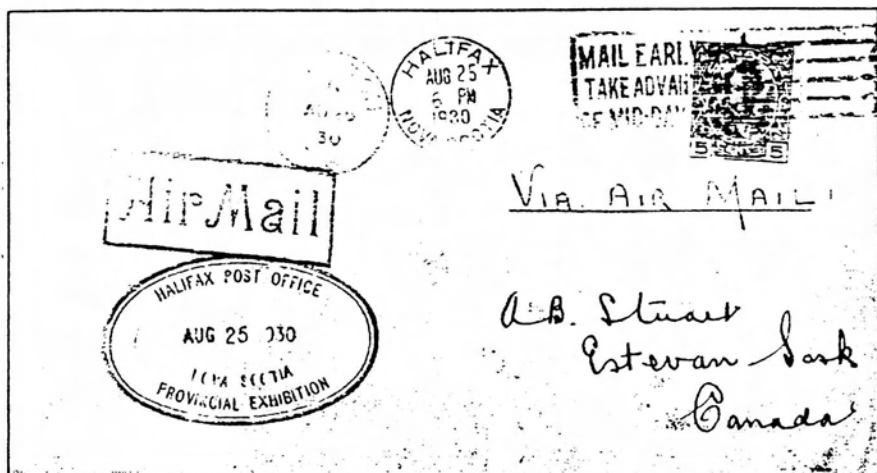
The cover that started all this, and which in my view, substantiates the claim of the 3043b covers, and should raise them to almost equivalent value, is also shown. This is a strange cover. Its main validation is the signature of Von Gronau. The posting date in New York is correct (Aug 26). The time, as a reposting time - 6 p.m. is reasonable. Received "without contents", and no Canadian postage? Was it carried by special favour by Von Gronau and handed over by him to the postal authorities for reposting to Canada? On the reverse, under the date cancel of Halifax Aug. 28, there is a handwritten "Mary E. Vetesse (Miss Halifax)". Was she a "star" at the Exposition who gave a cover to Von Gronau to have it sent back to her? Or did John McHale create the cover, and get her to sign it too?

I would love to have feedback from anyone who has information on these various covers.

Murray Heifetz

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930: (ii) Murray Heifetz continued

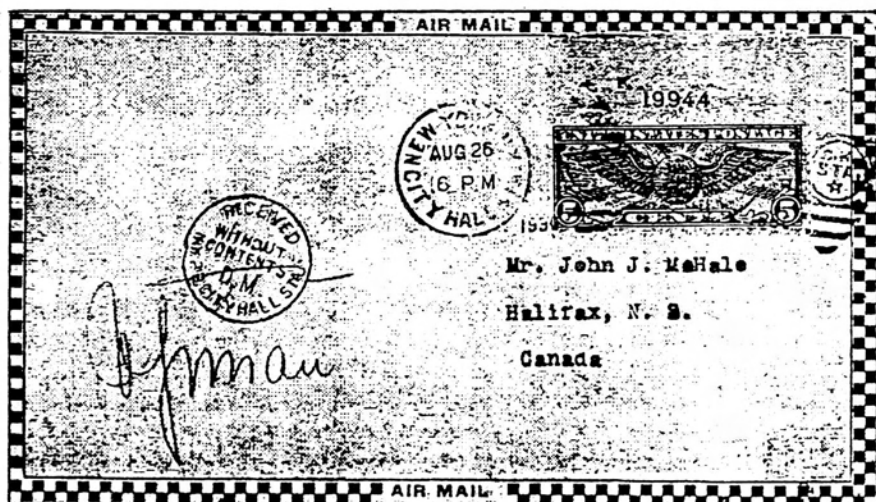
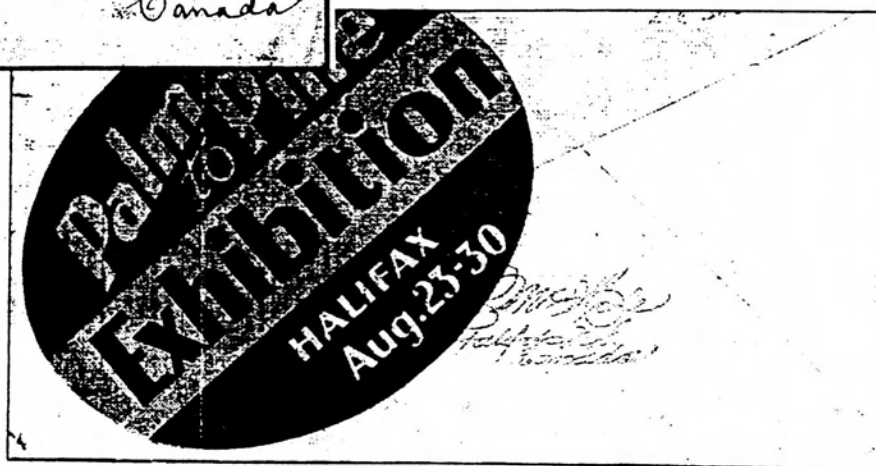


Cancelled:

PROVINCIAL EXHIBITION AUG 25 1930

HALIFAX AUG 25 6 PM 1930

MONCTON AU 26 30

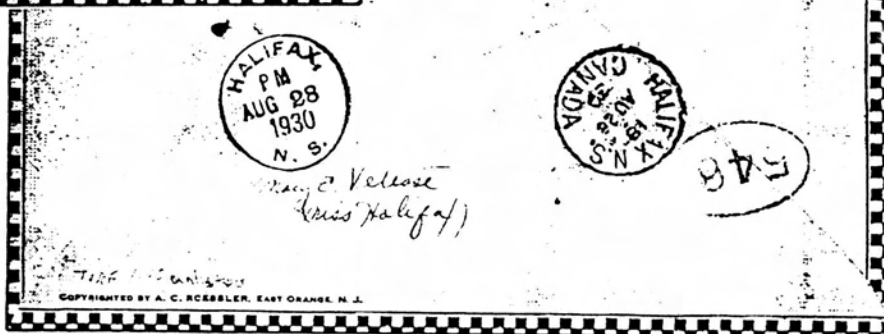


Cancelled:

NEW YORK CITY HALL STN.
AUG 6PM 1930

RECEIVED WITHOUT CONTENTS
D.M.
NY ?? CITY HALL STN

Signed Von Gronau



Continued

The Von Gronau Transatlantic Flight, 1930

(iii) - Editor's comments

I found the information in Murray's letter very interesting, yet also perplexing! I have already discussed the letter with Murray, and now we're opening up the topic for everybody else's comments.

I was particularly struck by the number of contradictions between the information in the "basic article" that seems to have been written by McHale; and the write up for these covers in AMCN, which was based on the write up of Trans-Oceanic flight #1115 in the Fifth edition of the American Air Mail Catalogue. - They don't even agree on the number of covers carried from Germany! ("McHale" states that the mail to New York included "about ten (cards) with German stamps", but AMCN states that the flight "carried no mail from Germany"!)

"McHale" should be correct regarding the covers he produced, but some of his information, (such as the New York conversation between Von Gronau and Roessler), must have been received from other sources.

However, there is another story about these covers that I first heard from Dick Malott, (who met John McHale), and later saw on a typed note being offered for sale with a cover from the flight. The note was in the first person, and written by McHale.

According to this story, the Postmaster in Halifax arranged to get some covers carried by Von Gronau, (presumably for Roessler), and other covers were being excluded. (This attempt at a monopoly would fit with other information known about Roessler, such as his correspondence to Tully and Medcalf that attempted to get a monopoly on covers carried by their Trans-Atlantic flight. This correspondence was reproduced in the September 1999 Canadian Aerophilatelist.)

However, McHale managed to get some covers for his clients added to the mail! When the Postmaster found out he was furious, and McHale was suspended for several days!

There are several aspects of the article that Murray quoted which I find rather strange, such as why would the "Provincial Exhibition" covers be sent back in two batches, not be processed all at once? I also wonder where the cover illustrated in AMCN fits in? It doesn't look like a cover that was sent to McHale for a Halifax airport dedication!

This leaves me wondering whether the article written by McHale is telling "the whole truth, and nothing but the truth"? Since McHale was in trouble for creating his covers, I wonder if his article was in some respects a "cover up" of what had actually happened?

To try and resolve all these issues, I've been looking for covers from this flight, and examining them to see how they fit the AMCN listing, and/or McHale's article.

#1 Are there covers from Iceland, Greenland or Germany, ?

According to the McHale article, a Halifax newspaper reported "*the first airmail from Greenland and Iceland to Canada*", and the mail to New York included "*three cards from Iceland, three from Greenland, and about ten with German stamps*".

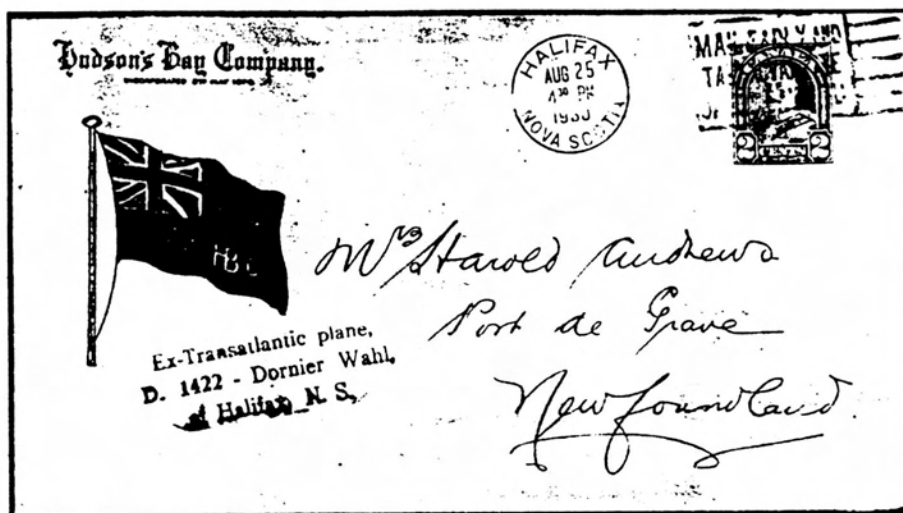
However, there is no mention of mail from Iceland, Greenland or Germany in:

- the Air Mails of Canada and Newfoundland;
- the draft NORTH ATLANTIC FLIGHTS section for the 6th Edition of the American Air Mail Catalogue;
- Joseph Bergier's POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA, 1919 - 1945.¹

Has anybody seen a card or cover carried by Von Gronau from Iceland, Greenland or Germany in 1930? If so, please send details to the editor.

Continued

¹ This is an excellent book of 270 A4 pages. It reviews the various flights, attempts, and air mail services, and illustrates over 175 covers! For more information contact: Amicale Philatelique "L'Ancre", 7 rue Dobree, F 44100 Nantes, France.

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**#2 Covers from Labrador to Halifax!**

868 → ✉ 1930 VON GRONAU TRANSATLANTIC FLIGHT: two covers carried on the Labrador to Halifax leg, the first a Hudson Bay Company envelope addressed to Port de Grave, Newfoundland, with flight cachet in black and Port de Grave P.O. "30 AUG 1930" receiving backstamp, the second from the Yale School, Cartwright, Labrador and addressed to Pennsylvania, with flight cachet in violet and ms. endorsement "Via-D-1422", each bearing 2c. green tied by Halifax machine cancellations of "AUG 25/4 30 PM/1930", THESE THE ONLY TWO COMMERCIALY USED COVERS RECORDED FOR THE VON GRONAU FLIGHT IN NORTH AMERICA AND THE ONLY RECORDED COVERS FROM THIS LEG (Photo) E £2500

HARMER'S OF LONDON sale, 1st December 1993. (Realized 2,500 Pounds.)

4691. ✉ 164. Tied by Halifax NS 25 Aug 1930 slogan cancel on a rare commercial cover (with Hudson's Bay Co illustrated advertising) to Port-de-Grave Newf'd carried on the famous VON GRONAU FLIGHT WITH CACHET. Capt Wolfgang von Gronau made a remarkable Transatlantic Flight from Germany to New York starting on 20 Aug. 1930. Enroute von Gronau made stops in Iceland, Greenland, Labrador & Halifax. No covers were carried from Germany. However a small quantity of mail was carried on the last leg of the flight. This cover was probably flown down from Cartwright Labrador to Halifax where the 2c stamp was affixed & cancelled & then put into the normal mail system. It has a special 3 line cachet. A copy of Allan Steinhart's article about this unreported von Gronau Flight cover accompanies the lot. ONLY 2 COVERS ARE KNOWN. A wonderful item for the airmail collector & unrecorded in AAMC (see AAMC #3043). F. See photo below. Est 1,000.00

VANCE AUCTIONS sale, January 21, 2004. (Sold for \$700.00.)

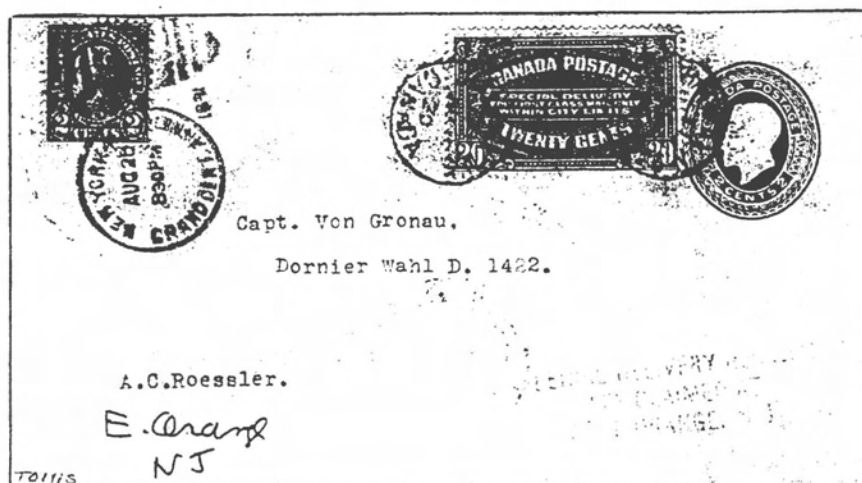
I wonder if these were the covers that were being handed to the Halifax postmaster in the newspaper photograph referred to in McHale's article?

Although both write ups refer to ONLY 2 COVERS from Newfoundland to Halifax, the Vance Auctions' cover is different from the 2 described by Harmer's, so at least three covers were carried! (I'm assuming that if Allan Steinhart wrote about these covers, then they really were flown.)

I'm intrigued by the cachets! - Since these appear on the covers to Labrador and Pennsylvania, they must have been applied by somebody interested in aerophilately in Halifax, yet the covers were not "reported" and added to earlier editions of the American Air Mail Catalogue! (They are not listed in AMCN, the draft NORTH ATLANTIC FLIGHTS section for the 6th Edition of the AAMC; or Joseph Bergier's book either.)

Can anybody let me have a copy of Allan Steinhart's article, or more information about these covers?

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**#3 Covers Flown from Halifax to New York, postmarked Halifax August 25th 1930****Illustration from Joseph Bergier's Postal Air Mail Connections Between Europe and North America . . .**

This cover fits the description of the 27 flown covers in AMCN. - It has an August 26th New York postmark on the front rather than the back, but that does not seem to be significant.

The cover is addressed to Roessler, which fits with the comments in the McHale article about Donald King creating covers for Roessler.

The franking on this cover may not seem to fit with the details in the McHale article. - McHale wrote that "*at the hotel, the dealer received his letters and rushed them out to the Post Office for backstamping*", but this cover has a Canadian Special Delivery stamp cancelled in Halifax on the front; a 2 cent US stamp cancelled 8.30pm Aug 26 also on the front; and a handstamp SPECIAL DELIVERY N????? FEE CLAIMED AT EAST ORANGE, N.J. - It seems strange that a Special Delivery cover would travel "outside" the mail between Von Gronau and Roessler, and then be accepted back into the mail stream for a fee to be claimed in East Orange! However, this does appear to have happened! - This topic will be revisited when cover #8 is assessed.

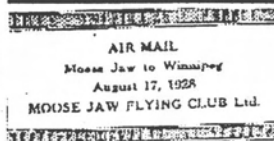
#4 Cover cancelled at the PROVINCIAL EXHIBITION and in HALIFAX, August 25th.

See Murray's cover, illustrated at the top of page 11.

This cover matches the description of the approximately 250 covers that McHale says he received in anticipation of a Halifax airport dedication, and mailed from the Provincial Exhibition. The August 26th MONCTON cancellation also establishes that these covers were not flown to New York.

Continued

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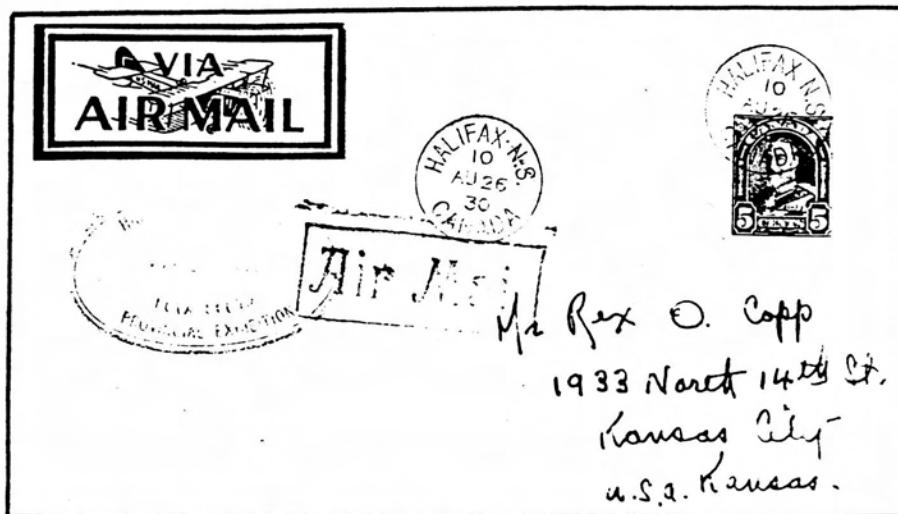
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THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:

#5 Cover cancelled at the PROVINCIAL EXHIBITION and in HALIFAX, August 26th, backstamped MONTREAL August 27th 1930.



This cover matches in all respects the description of the 55 McHale covers given in AMCN, (#3043b).

It also matches the description of these 55 covers given by McHale in the article that Murray found.



#6 Cover illustrated in the Air Mails of Canada and Newfoundland.

See page 8 of this newsletter.

This cover is addressed to John McHale, and has a typed statement on it:

Mailed at the Prov. Exhibition
Halifax, N.S. Carried to New York
through the courtesy of Cap von
Gronau, Dornier Wahl flying boat
D-1422

This statement looks like those on McHale's celebrity covers, (see page 7), so was presumably added by McHale.

It seems to me that either this statement is true, or McHale is lying! Since I have come across nothing in this enquiry to suggest that McHale would lie in this manner, my conclusion is that this cover was indeed flown to New York.

The cover does not, however, look like a cover sent in for the airport dedication, and "left over". - Rather, it looks like McHale created it for himself, and included it with the "left over" covers flown to New York.

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**#7 Cover to R.A. Brooks, cancelled at the PROVINCIAL EXHIBITION and in HALIFAX, August 26th 1930.**

This cover has the same cancellations on the front as the previous cover.

It is addressed to R.A. BROOKS, FENTON, MICH.

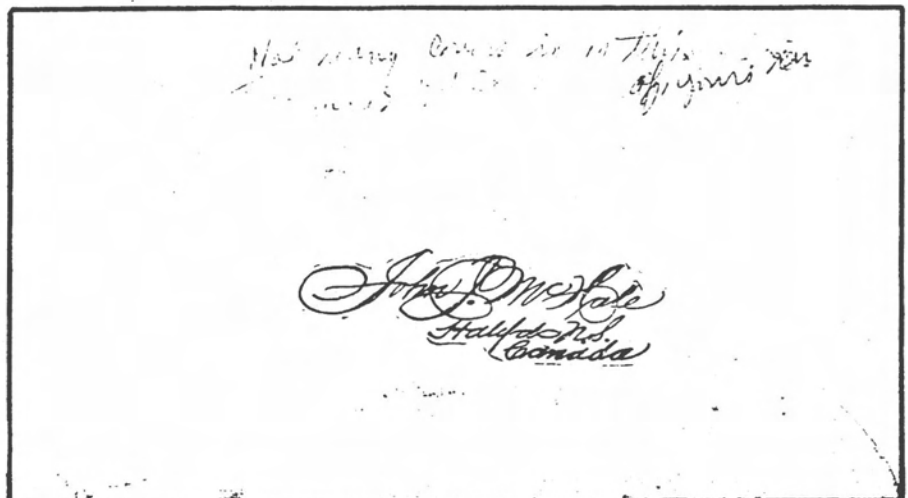
It has a handwritten note on the front:

*Carried on German Plane
D-1422 To New York.*



Handwritten note on the back:

*Not many covers in on this
That why I put so many
of yours in*



Since the note on the front says that this cover was flown to New York, and the cancellations match those on the previous cover, I think this cover was also flown to New York.

Furthermore, I think that if the note on the front of the cover is to be believed, then the note on the back should also be believed, which proves that McHale created a number of covers for this flight.

However, it is somewhat surprising that this cover does not match the description of McHale's covers in the article that Murray found! According to that article, the covers:

carried the proper date of August 26, but having no one in New York to officially receive them . . . the U.S. Postal Department placed them aboard the New York - Albany - Montreal mailplane. The letters were backstamped in Montreal on August 27.

This cover does not have a Montreal backstamp! Since the cover is addressed to Michigan, it would be quite reasonable for the U.S. Post Office to put it in the U.S. mail to Michigan, not on the New York - Montreal mail plane. However, that isn't what McHale says happened, and it doesn't explain why cover #5 above, which is addressed to Kansas, did get a Montreal backstamp!

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**#8 Cover cancelled in NEW YORK August 26th, addressed to John McHale in Halifax.**

This was Murray's cover, illustrated at the bottom of page 11.

Murray has identified the signature on this cover as Von Gronau's.

I think the key question in interpreting this cover, is "when was it signed"?

- it seems unlikely to me that it was signed after the flight. If it had been created after the flight, I would have expected McHale to add a note stating who's signature it was, as he did on his "celebrity covers". (See page 7).
- it also seems unlikely that it was created and signed in New York after Von Gronau arrived. - If there was a friend of McHale's in New York who created this cover, they could presumably have received the covers McHale sent down with Von Gronau, (like Roessler was given the covers from Donald King), and got them backstamped.

It therefore looks like this cover was created in Halifax, and given to Von Gronau with the other covers. It may have been created by Miss Vitesse, but if so it's strange that it's addressed to McHale. It seems more likely that it was created by McHale himself, perhaps to serve as proof of posting.

If it was sent with McHale's other covers, it supports the description of events given by McHale in the article Murray found. The New York postmark is consistent with McHale's covers being handed over to U.S. officials soon after Von Gronau arrived, and put in the mail promptly, (at 6p.m.). Meanwhile Roessler, according to the article, had to wait until Von Gronau reached his hotel before receiving his covers, which didn't get backstamped until 8.30p.m. (See cover #3.)

Also, if McHale was using an empty envelope to get confirmation of posting, since no message was needed, that would explain why it got the "Received Without Contents" handstamp.

However, if this envelope was mailed from New York with the other McHale covers, it would have gone to Montreal by mailplane. According to McHale's article, it should therefore have been backstamped. - It may not have been backstamped because it was franked with an American rather than a Canadian stamp. The cover might also indicate that only some covers were backstamped in Montreal: cover #7 wasn't backstamped either.

I have not tried to suggest an explanation as to why this cover was signed by Mary Vitesse. - Her signature appears on several of John McHale's covers, and I don't think it is a significant factor in this enquiry.

Since this is all circumstantial evidence that the cover is flown, it will be up to the editors of the Air Mails of Canada and Newfoundland to decide whether it should be listed in the catalogue.

Continued

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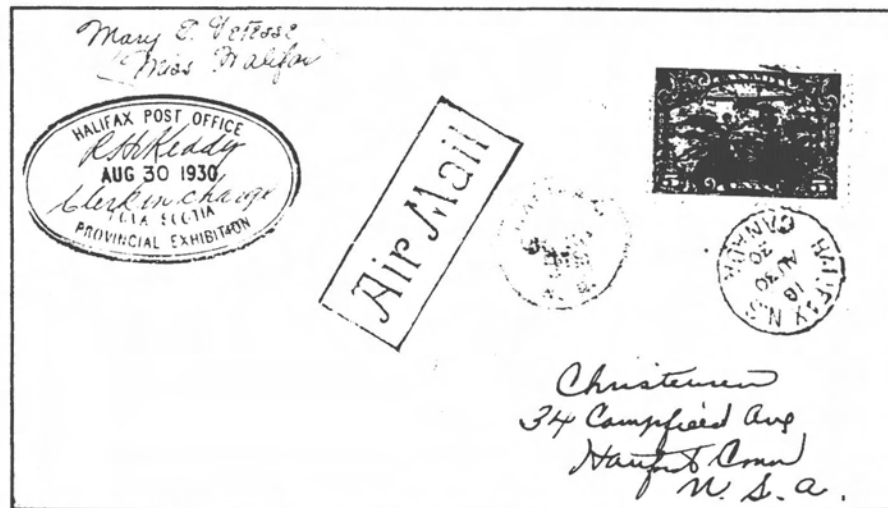
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THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**#9 Cover cancelled at the PROVINCIAL EXHIBITION and in HALIFAX, August 30th.**

It would be easy to confuse this cover with #4 and #5. - They all have several cancellations on the front, including an oval cancellation from the Provincial Exhibition Post Office, a Halifax circular post mark, and a boxed Air Mail handstamp; and the most striking feature of each of them is the PALM TO PINE exhibition sticker on the back.

I am surprised that while McHale explained the difference between #4 and #5 in the article that Murray found, he made no mention of this similar looking cover!

However, I presume that this cover was created "just" to commemorate the last day of the exhibition, and not mentioned in his article as it had nothing to do with the Von Gronau flight.

Does anybody have examples of similar covers created for the Provincial Exhibition on dates other than August 25th, 26th or 30th?

Continued

THE VON GRONAU TRANSATLANTIC FLIGHT, 1930 (iii) Editor's comments' continued:**Conclusions so far:**

- I think that cover #6, cover #7, McHale's article, the story told to Dick Malott, and the typed note I saw, all indicate that McHale did arrange to have covers carried by Von Gronau from Halifax to New York. - If one decides otherwise, then all these items would have to be bogus, and I have come across nothing to suggest that.
- A Montreal backstamp does not appear to be diagnostic when identifying McHale's covers flown to New York, since neither cover #7 nor cover #8 was backstamped. - The date of the Halifax and Provincial Exhibition postmarks seems to be the determining factor.
- While I initially had reservations about the article by McHale which Murray found, the article has in fact explained many aspects of the covers examined, and the covers support most of the information in the article.

The only major discrepancy between McHale's article, and the other information available, seems to be that while McHale described the covers he sent with Von Gronau as "approximately 55 covers he still had", which had been sent to him for a Halifax airport dedication; cover #6 and cover #7 indicate that McHale also created covers specially for this flight.

- I think that cover #5, which triggered this enquiry, was probably created by McHale and flown by Von Gronau to New York.
- I am still perplexed by the way these covers have been listed in various catalogues. - The Air Mails of Canada and Newfoundland, the American Air Mail Catalogue, and Joseph Bergier's POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA all state that no mail was carried from Germany, but make no reference to covers from Iceland and Greenland that were also reported in McHale's article. There is also no mention of the covers from Labrador to Halifax which have been found, (cover #2), in any of these catalogues or McHale's article!
- In checking catalogue listings, I've discovered that in 1970, Von Gronau's flight was listed in the Fourth edition of the American Air Mail Catalogue as:

239B 1930, August 26, Halifax-New York By Wolfgang Van Gronau. Two batches of covers were carried by Von Gronau from Halifax to New York during his Transatlantic flight. The first was postmarked Halifax, August 25th and was addressed to a well-known New Jersey dealer of that era. The second batch was postmarked Halifax, Aug. 26th. There were 27 covers in the first batch and 55 covers in the second. The dealer met the plane upon landing in New York and was handed his mail by Von Gronau. The second batch was taken by the Post Office Department. They decided that Von Gronau had no right to carry Canadian Mails, and placed that batch aboard the first flight New York-Montreal plane where it was received and backstamped in Montreal either 3 PM or 4 PM August 27. The other mail was back-stamped at a New York Post Office on the 26th.

Halifax-New York, b/s New York	(27 pieces)	40 00
a. Halifax-New York, b/s Montreal	(55 pieces)	30.00
(SEE TRANS-OCEANIC RECORD FLIGHTS SECTION VOL. I, # 1115)		

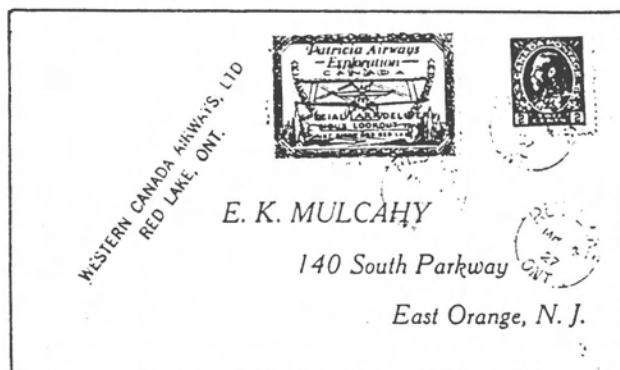
This seems to be a much more appropriate listing than the one in the Fifth edition of the American Air Mail Catalogue, published in 1981, and later used for AMCN, (see page 8 of this newsletter.)

Does anybody know why the listing was changed between the 4th and 5th editions of the American Air Mail Catalogue?

Many thanks to Murray Heifetz for the information which started this enquiry.

If anybody can provide more information regarding the covers carried by Von Gronau in 1930, or would like to comment on my conclusions, please contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

UPDATE ON ROESSLER and RED LAKE



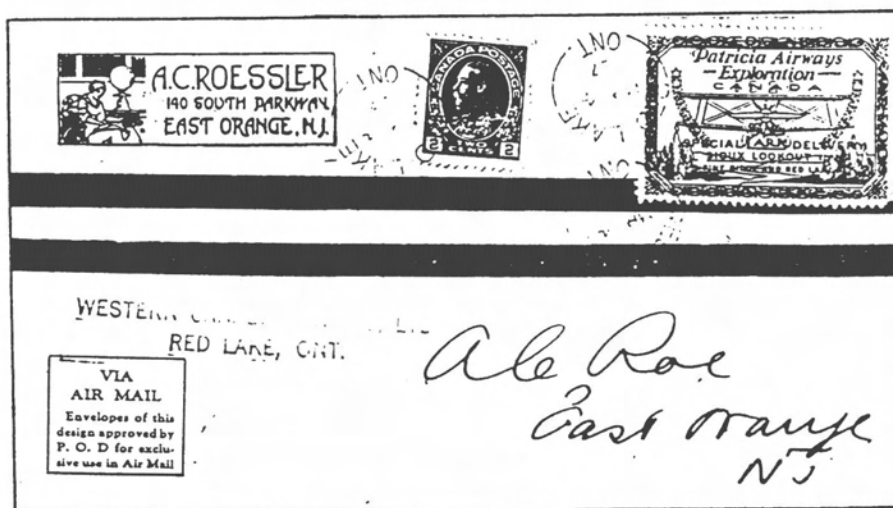
A.C. Roessler, and the various covers he created from Red Lake, were the subject of an extensive study in our June 2003 and September 2003 newsletters. Since Roessler was mentioned several times in the previous article on covers carried by Von Gronau, this seems an appropriate time to update that study.

The 2003 enquiry had begun with the above cover, which was supposed to have been carried between Rolling Portage and Red Lake by Western Canada Airways on March 4th 1927, but using another carrier's stamps, (see note on page 59, AMCN), and ended up suggesting the flight never occurred, and that the cover was a bogus creation by Roessler!

I readers asked for copies of any covers flown between Rolling Portage and Red Lake after March 4th, but before May 10th, on which date Western Canada Airways began operations with its own stamps.

Although the Fifth edition of the American Air Mail Catalogue had said that "between March 4 and May 9, 1927 hundreds of flights were made between Rolling Portage and Red Lake and certain other points", (a comment not repeated in AMCN), covers from this period are quite scarce. - There are no covers from this period in the current lists of Brian Wolfenden, Erling Van Dam, or Mark Lane.

The cover below, sent in by Neil Hunter, is the sixth that I have details of postmarked RED LAKE, March 4th 1927:



All 6 of these covers have three circular RED LAKE cancels on the front, no backstamps, and were prepared by, or addressed to, A.C. Roessler.

Continued

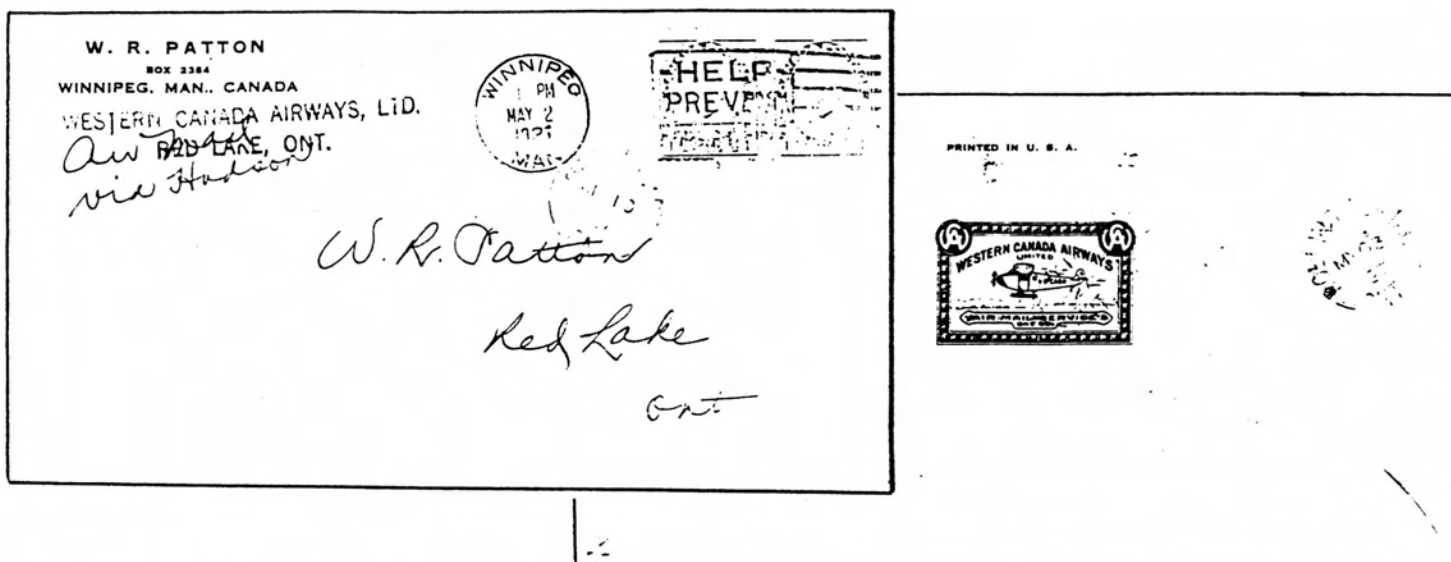
UPDATE ON ROESSLER AND RED LAKE continued:

I have also received details of three covers produced after March 4th, but before May 10th.

The earliest was described by David Brown as:

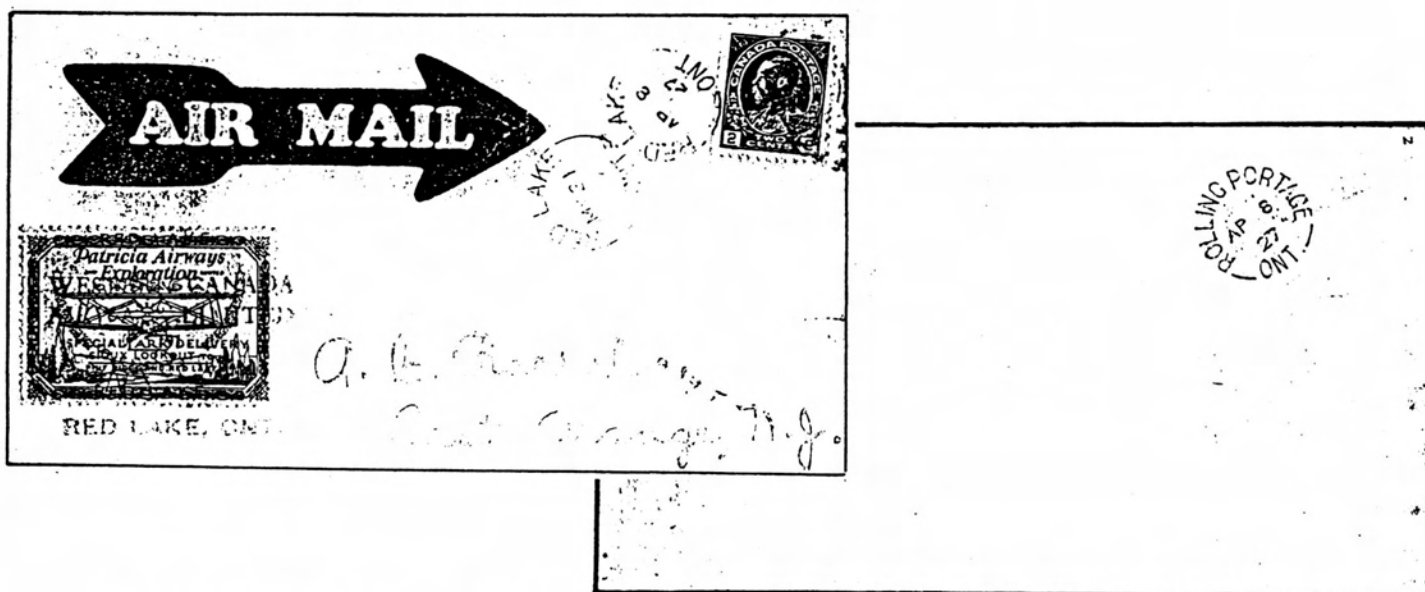
Cancelled March 22, 1927, this was a commercial cover from MF Blue co. to the mining recorder in Gold Pines. The cover was sent from Toronto to Pine Ridge. The cancellations on this cover are Rolling Portage, Sioux Lookout, and then to Gold Pines. I suspect that this cover was carried by PA&EL. I would expect that if Western Canada Airways flew this cover they would have gone direct to Gold Pines and not to Sioux Lookout first.

The second cover was from Neil Hunter:



This cover was mailed from Winnipeg on May 2nd, arrived in Rolling Portage on May 3rd, and then held for a week before being flown by Western Canada Airways to Red Lake on May 10th, which was the first day of use of the WCA semi-official stamps.

The third was from Murray Heifetz:



Murray described this cover as: "posted Apr. 8, 1926 from Red Lake, backstamped Rolling Portage Apr. 8, and then reposted from Red Lake May 21 with the 4 line WCAL date stamp added, sent to East Orange and with no backstamp on this May posting". I am wondering why it was "reposted"?

Continued

UPDATE ON ROESSLER AND RED LAKE continued:

Murray also sent me a copy of an article he wrote about A.C. Roessler for BNA Topics, September-October 1991. Since Murray's opinion of Roessler is much higher than mine, I am reprinting the full text of his article:

A.C. Roessler and his Influence on B.N.A. Philately

Albert C. Roessler was born in Newark, N.J. on April 7, 1883. He became interested in stamps at the age of 10 while still at school and started dealing at age 19. Prior to going into business for himself in 1909, he had a varied career. For years he worked on a ranch in Colorado and in the mine, later becoming a linotype operator on the Rocky Mountain News. He graduated into a make-up man on the Denver Times and then turned his attention to aniline colours when employed by one of the biggest colour firms in the US for five years. He then went to work for four years for a stamp dealer in New York's Nassau Street.

While a general stamp dealer, Roessler's main areas of interest were in cover production - primarily first days and historical flight covers - production of philatelic accessories, and establishment of a large in-house collector's club supported by his two major publications - Stamp News, and Airplane Stamp News. These two were essentially house organs to promote sales of his philatelic inventory, but they also served as a platform for his very vocal expression on a multitude of issues. Stamp News first issue was May 1909. It was a monthly publication at a yearly subscription price of 25 cents. The first issue of Airplane Stamp News was some time in the winter of 1917-1918. The dates are uncertain because he never dated his issues. It is also uncertain as to the frequency of this publication, but the subscription price was 25 issues for 25 cents. Both publications also had a special *dealers* edition. The publications continued regularly until about mid 1935 for Stamp News, and 1937 for Airplane Stamp News.

His first location was at 1958 Washington Ave. in New York. By 1910 he was at 10 ½ Clay St. in Newark, and by 1917 at his most publicized address at 140 South Parkway in East Orange, New Jersey. Most of his covers are identified by A.C. Roessler but he frequently used the abbreviation of A.C. Roe. There are other names at the same address such as E.K. Mulcahy which could have been pseudonyms. By about 1933 he started his downslide contributing to a permanent tarnishing of his reputation. He ran into trouble with Postmaster General, James Farley. The more important event was his arrest on January 30, 1933. He was charged with entering into an agreement with Hubert Wilkins giving Roessler exclusive rights to mail sent on the submarine, *Nautilus*, used by Wilkins for his arctic explorations. Finding a 'greater demand for stamps cancelled on that trip than he could meet, it was charged that he used a facsimile of a New York cancellation to cancel mail which was never taken on the trip. He was convicted of fraudulent use of the mails. He received suspended sentence, and was put on a three year probation. Within a few years he was unemployed, on the New Jersey welfare rolls, and died on January 26, 1952.

During the time and period of his influence - between 1919 and 1931 - Roessler created a large network of dealers, collectors, and postal officials on a worldwide basis who supplied him with leads on impending flights, and helped with preparation and procurement of covers. He also created an even larger network of customers, and a smaller but powerful group of philatelic enemies. In the category of corresponding dealers, his Canadian Group included Les Davenport, Gordon Crouch of Marks Stamp Co. in Toronto, and Chris Goulden of Century Stamp Co. in Montreal. In Newfoundland he had the Rev. Butler in St. John's. Among his advertisers, I have noted Imperial Stamp Co. in Toronto, W.W. Walsh and Emily King in Halifax, W.B. Swayze in Hamilton, a Mrs. Oughted in Montreal, and N.R. Hendershot of St. Thomas.

Among his overseas correspondents there are names well known in aerophilately such as Francis Field and John Davis in Britain, Anton Huber in Germany, and Maury and Champion - major catalogue publishers in France.

With the advantage of hindsight, we can perhaps understand the vitriol of his enemies by comparison with merchandising methodologies common today but perhaps new in 1919. He was a typical discounteer. He claimed to deal in huge quantities which enabled him to offer items at markups very much lower than the traditional dealer. He would claim that dealers charged 100% markup, whereas he was content with as little as 5% or 10%. In addition, the image portrayed through his publications is that of a loud, abrasive, and egotistical person. He loved to publish funny and degrading comments about himself, and hit back at opponents with equal sarcasm - again a technique not uncommon today. We don't know whether this was the real Roessler, as he was a very private person who was rarely found in public, and who saw very few people. All his communication was through his publications and the mail.

Continued

UPDATE ON ROESSLER AND RED LAKE continued:**A.C. ROESSLER AND HIS INFLUENCE ON B.N.A. PHILATELY by Murray Heifetz, continued:**

His two main groups of detractors seemed to be a New York group which he referred to as *The Trust* and which were presumably led by two large dealers. Later he included a Boston group referred to as the *Massachusetts Gang*. He never referred to any antagonistic dealer by name and, even when referring to himself, generally talked about a *certain East Orange dealer*. My analysis of the opposition and subsequent very negative reputation seems to indicate three prime causes:

- 1) Fear and resentment of his price cutting techniques.
- 2) His strong support for and participation in creating and merchandising *Historic Flight Covers*, i.e. covers carried on significant flights by favour which did not go through the normal postal processes. Even today, traditionalists downplay these items as *philatelic* and hence unimportant. It was worse in the 1920's and 30's. His response then, and equally valid today, was to point to the auction prices realized for these items compared to legitimately flown, commercial, non-philatelic items.
- 3) He did create some phony items, many of which he did not identify as such. He was also accused of imitating official cachet makers. I don't know the frequency of this overall, but that he did do this is a fact substantiated by his copy of the official cachet on the dirigible R100 cards issued during its visit to Montreal in August 1930. In his latter years he was also accused of advertising low prices for items for which he had no further supply.

Roessler's legacy and influence on world-wide aerophilately was profound. A list of his major involvements would include:

- he used his publications to orchestrate strong pressure on the US Government to institute special markings for airmail, fought wartime embargo (1914-1918) on stamps from enemy areas, and fought censorship.
- he created a major line of airmail accessories, including airmail labels and special airmail envelopes to encourage use of airmail
- He played a major role in creating flight covers of historic interest.

In this latter activity he had three different roles:

- a) for many covers he merely obtained his own supply to send to his subscribers, but there were many other cover producers.
- b) for a number of flights he took a strong position where anywhere from 30% to 50% of the covers carried on a flight were his creations.
- c) for a more limited but very important group of pioneer fliers he was the major backer, having almost exclusive access to covers on their flights. In this category we can list Admiral Richard Byrd, Sir Hubert Wilkins, Clarence Chamberlain, and Henry Mears. His usual stipend was \$1,000 for 100 covers. It is interesting to note that while later getting very much involved in Lindbergh flights, he was very negative towards Lindbergh before his 1927 Paris flight, and was a heavy backer of Chamberlain against Lindbergh.

When published in BNATopics, Murray's article was illustrated with a number of covers selected to show the range of Roessler's involvement in BNA aerophilately. Since Roessler covers are frequently illustrated in this newsletter, these illustrations have been omitted because of space limitation.

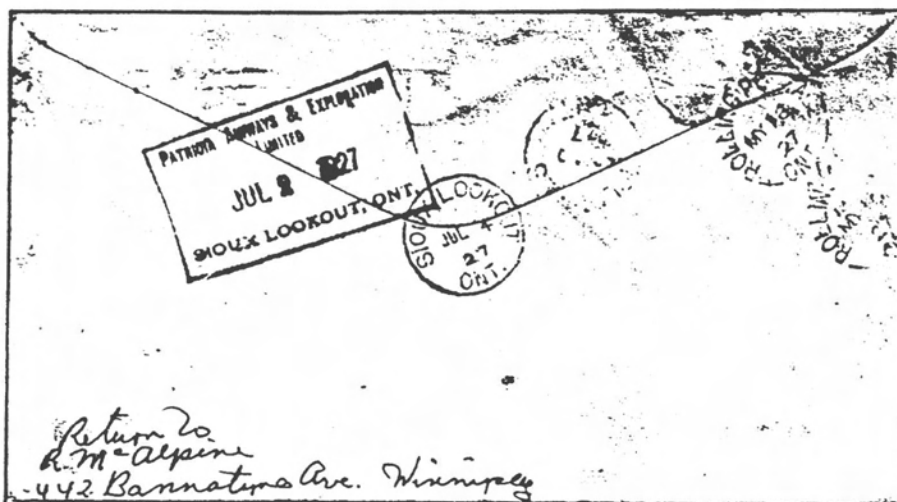
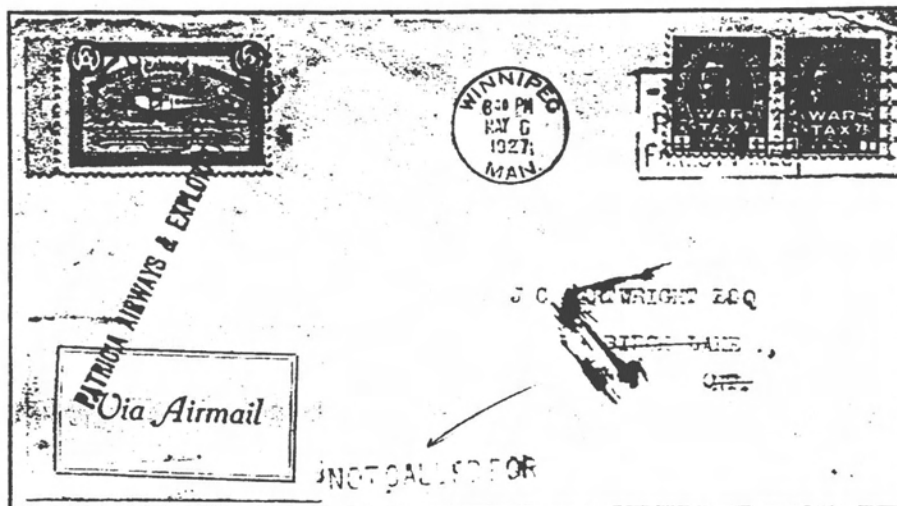
THANK YOU FOR THIS ALTERNATIVE VIEWPOINT MURRAY.

I also received an assessment of Roessler from Ed Matthews, who is a regular contributor to this newsletter, particularly regarding semi-official airmails:

Roessler was one of the earlier dealers who realized that covers are intrinsically more interesting than just the stamps. If he had not been a bit of a rascal as well, we would be blessing his name! (I collect Netherlands and Colonies as well, and I have covers from the Netherlands Antilles serviced by him - they are above suspicion.) He got carried away in the airmail area and ended up making covers that are bogus which plague us now.

Thanks Ed.

Continued

UPDATE ON ROESSLER AND RED LAKE continued:**More questions: (i) Red Lake area air mail service, 1927**

This is another intriguing cover, as it is addressed to Birch Lake, for which Patricia Airways & Exploration provided an air mail service, but it is franked with a Western Canada Airways semi-official stamp!

The cover was described as:

Postmarked May 6, 1927, Winnipeg, sent presumably by rail to Rolling Portage where the postmark MY 16 27 was applied on the back. On to Gold Pines where the WCA stamp was cancelled GOLD PINES MY 19 27 and another identical backstamp (the date is difficult to read) was applied.

Returned to Sioux Lookout who backstamp the letter on July 2 by PA&E and July 4 by the post office. I think that the Sioux Lookout P.O. stamped on the "NOT CALLED FOR". The green colours of the PA&E markings on the front and the back are identical, so one can assume that they were applied in the same place, Sioux Lookout.

The letter was eventually returned to R. McAlpine of 442 Bannatyne Ave. Winnipeg, by rail.

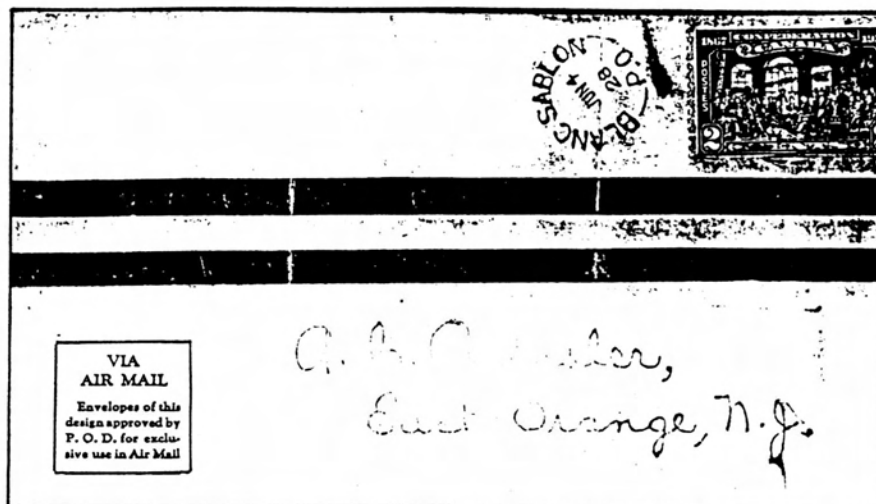
It would look as if WCA flew the cover from Rolling Portage to Gold Pines, (as that Post Office was serviced by both WCA and PA&E), and that the PA&E flew it to Sioux Lookout. Since the cover changed companies, can we assume that PA&E flew it on from Gold Pines to Birch Lake? If so, why was it not backstamped in Birch Lake? If not, why was it not flown back from Gold pines by WCA? Or might it have been flown by favour to Birch Lake, in a WCA aircraft heading that way?

Continued

UPDATE ON ROESSLER AND RED LAKE:**More questions: (i) Red Lake area air mail service, 1927 continued:**

Are the rather long periods in between flights indicative of WCA's lack of planes at this stage of their development and the need to call on the planes of their competitors to carry out the mail contract?

I'm also wondering why there is a 13 day gap between the Winnipeg and Rolling Portage cancellations on this cover, but only a 1 day gap between these cancellations on the cover on page 21, which was posted four days earlier?

More questions: (ii) another Roessler mystery!

Postmarked: BLANC SABLON P.Q. JUN 4 28 **No backstamps.**

Franked 2 cents - correct for air mail service in June 1928

This cover is not listed in the Air Mails of Canada and Newfoundland, although AMCN does list two Roessler covers from the same "area" and time period:

#2831 1928, May 29 --- Grand Harbour - St. Andrews, N.B.

#2833 1928, June 6 --- North Head - St. Andrews

both of which are described as "*Covers prepared by dealer A.C. Roessler; existence of flight in doubt*".

Can any provide any information regarding the BLANC SABLON cover, and/or why it is not listed in AMCN when the other two Roessler covers are?

Thanks again to everybody who has contributed to our research into A.C. Roessler and the Red Lake airmail services. - If anybody can provide more information, please send it to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4

www.brianwolfenden.com

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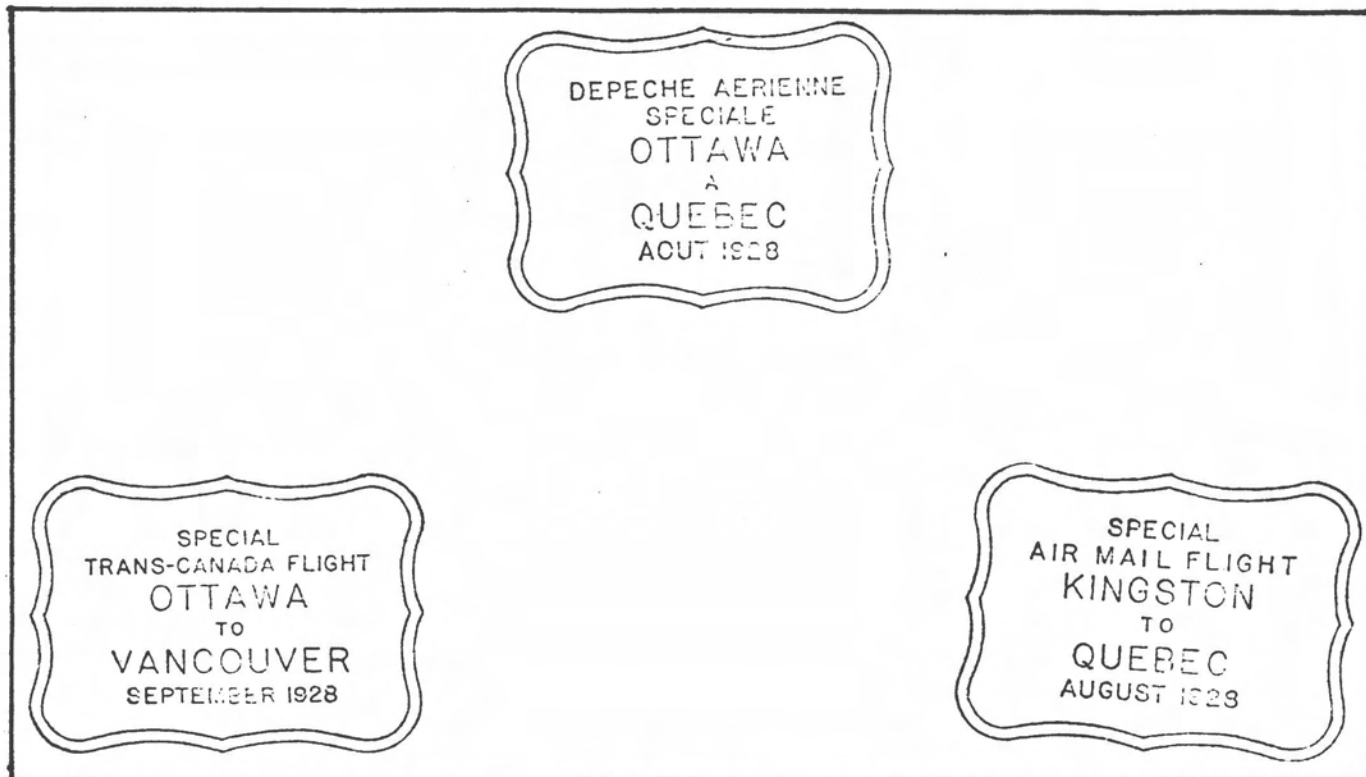
Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

E-mail: bjnepean@trytel.com

LOTS MORE QUESTIONS!

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

CNE FLIGHTS 1928



This proof sheet was purchased at ORAPEX in May 2004:

- the cachet on the left was used for Squadron Leader Godfrey's Trans-Canada flight, (AMCN 2845);
- the cachet on the right was used on August 29th 1928 for covers carried on the Canadian National Exhibition Golden Jubilee flight, from Kingston to Ottawa, Montreal, and Quebec, (AMCN 2839g, h, I);
- according to Ian Morgan's Specialized Catalogue of Canadian Airmails, 1931, the central cachet was used on some CNE flight covers from Ottawa, but only "very few". Most Ottawa cachets were in English.

Has anybody seen a French Ottawa cachet like the one above used on a cover?

Continued

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LOTS MORE QUESTIONS! continued:

FIRST AIRMAIL ACROSS CANADA - 1934?



I have been asked for information regarding an apparent government experimental air mail flight or series of flights. - According to the photographer:

The aircraft shown is CF-JRQ: a Boeing 247, which is supposed to have carried the first airmail across Canada in 1934. I can't find the source of that information. The photo was taken at Rockcliffe in Ottawa in 1967. I had seen this plane in High Level in 1966, and did not have the sense to ask the pilots what was exceptional about it. I read an article in the paper when it was donated by Chevron to the air museum, but did not save it.

However:

- there is no flight listed in The Air Mails of Canada and Newfoundland for 1934 that matches this description;
- no Boeing 247s were registered in Canada before 1940;
- there is no reference to this aircraft carrying airmail at the National Aviation Museum's website, which describes the aircraft as follows:

Introduced in 1933, the twin-engine low-wing Boeing 247, with its all-metal construction, set the pattern for successful airliners for the next 20 years. Although a good airplane, and bought by United Airlines and other U.S. carriers, its capacity proved too small and its passengers found it awkward to step over the main spar in the aisle. Although superseded by the famous Douglas DC-3 for main routes, 247s continued to operate into the 1950s with smaller airlines and private operators.

The museum specimen, built as a Boeing 247 in 1934, was converted to 247D standards in 1935. It flew for 13 different operators, including United Air Lines, the RCAF, Quebec Airways, and Canadian Pacific Airlines. It was donated to the Museum in 1967 by its last operator, California Standard Oil of Calgary, Alberta.

CAN ANYBODY PROVIDE INFORMATION REGARDING THE FLIGHT THAT THE PHOTOGRAPHER IS REFERRING ? - Please send information to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4

First Crossing of the Central Pacific Ocean, 1944



This cover is not listed in AMCN, but is described in The Australian Air Mail Catalogue as:

1944 (30 AUGUST) — Capt P. G. Taylor was in command of the first air crossing of the Central Pacific. The RAF Atlantic Transport Group provided the Catalina JX.275 'Frigate Bird'. There are covers dated in Montreal 22 May, Bermuda 29 May and 30 August. Records reveal 150 covers were prepared by Capt Taylor and Mr E. A. Crome. The route was via Mexico, Clipperton Is., Fr Polynesia, Aitutaki, Tonga and Auckland to Sydney (30 October). The return flight left Sydney 10 November flying a different route — Noumea, Suva, Canton Is., Honolulu to San Diego (17 Nov) and Bermuda (23 Nov).

- 979. Bermuda (Hamilton pmk 29.5.44)-Australia (unofficial), (25) — \$450
- 979a. Bermuda (Hamilton pmk 30.8.44)-Australia (unofficial), (25) — \$450
- 979b. Canada-Australia (unofficial), (25) — \$450
- 979c. Mexico-Australia (unofficial), (25) — \$450
- 979d. Fr Polynesia (Bora Bora)-Australia (unofficial), (25) — \$500
- 979e. Fr Polynesia (Papeete)-Australia (unofficial), (25) — \$500
- 980. Australia-Bermuda (unofficial) — \$350
- 981. Canton Is.-Fanning Is. — \$300
- 982. Sydney-Fanning Is (15) — \$600
- 983. Fanning Is-Bermuda — \$350

Herbert Lealman has been studying covers from this flight, which are extremely scarce. He is wondering whether the quantity flown was in fact 25 in total, carried on all stages, not 25 on each stage as listed in the catalogue? - If anybody has a cover from this flight, please will they send details to: Herbert Lealman, Huttons Ambo P.O., York YO60 7HF, England.

I was intrigued by the routing of this flight, and wondered what happened while the flight spent three months in Bermuda? - Herbert Lealman, Mike Shand, and Lawrence Kimpton provided more information, and an article by Lawrence is reproduced on the next page.

Thanks guys.

P.G. Taylor's Central Pacific Survey Flight --- August - November 1944

Sir Patrick Gordon Taylor (1896–1966) was one of Australia's great pioneer aviators. In the early 1930s he was navigator and co-pilot on several of the pioneering flights undertaken by Kingsford Smith and Ulm, including accompanying Kingsford Smith on the first west-east crossing of the Pacific Ocean in 1934. In 1939 he piloted the *Guba* flying boat on the first flight across the Indian Ocean from Australia to Kenya. With the outbreak of war in 1939 he attempted to persuade the Australian Government to back his proposal for a wide ranging survey of the South Pacific, using a Catalina flying boat, with the aim of identifying suitable locations for military bases. However the initiative for such a survey passed to the Americans and Taylor became involved with delivering Catalina flying boats from the USA to Australia, and subsequently from 1942 delivering aircraft, again from the USA and Canada, but this time to Britain.

In 1944, with an end to the war in Europe apparently in sight, it then seemed that the RAF might become involved in the war in the Pacific against the Japanese, in support of which a new communications and supply route would be needed. Taylor proposed the exploration of a Central Pacific Route from Mexico for this purpose. Having received approval from the US Government (the Pacific was classified as an American theatre of war, and there were some American concerns about the possible future development of a transpacific air route bypassing the USA), the RAF commissioned Taylor to survey this route.

In August 1944 Taylor flew to Bermuda from Washington DC to pick up the RAF Catalina JX275, which he christened *Frigate Bird*, together with his crew of four. At the last moment Taylor received a signal from RAF Dorval, Montreal, withdrawing permission for the flight, as the result of yet further prevarication from the American authorities who now decided that the personal approval of President Roosevelt would be needed. Taylor immediately flew back to Montreal to consult with the RAF Commanding Officer there, and to wait whilst Presidential approval was sought. Eventually this was forthcoming and Taylor returned to Bermuda.

The Catalina finally departed from Bermuda on 30 August 1944, flying via Nassau (Bahamas), British Honduras (Belize), and Salina Cruz, en-route to Acapulco on the Pacific coast of Mexico. In preparation for the forthcoming flight, on 9 September 1944, Taylor then flew from Acapulco to Clipperton Island, some 700 miles to the south west, and uninhabited for the previous 27 years, in order to create a 400 gallon fuel dump, returning immediately to Acapulco.

Then having refuelled to capacity Taylor and *Frigate Bird* departed again for Clipperton Island, intending to use the fuel dump to top up their tanks in preparation for the 3,400 mile flight to Bora Bora. However whilst undertaking routine maintenance at Clipperton Island disaster struck. Two of the spark plugs broke in the cylinder head itself, necessitating major repairs, and forcing a long wait whilst replacement parts were ferried out to this remote location by a reserve Catalina. This entailed an enforced six week stay on the uninhabited Clipperton Island, at the end of which period both *Frigate Bird* and the reserve aircraft were nearly wrecked in a hurricane.

Finally on 14 October 1944, Taylor took off for Bora Bora, a flight lasting no less than 27 hours and passing over Hiva Oa, in the Marquesas, and Rangitoto Atoll, in the Tuamotu Group. Low fuel levels prevented any landings being made at either of these two island groups on the outward flight, but having safely reached Bora Bora, Taylor was able to fly back to survey both sites over a period of several days, as possible refuelling bases for any future flights to Bora Bora. After returning to Bora Bora, a short flight was then made to Tahiti and back in order to select a site for a future airport.

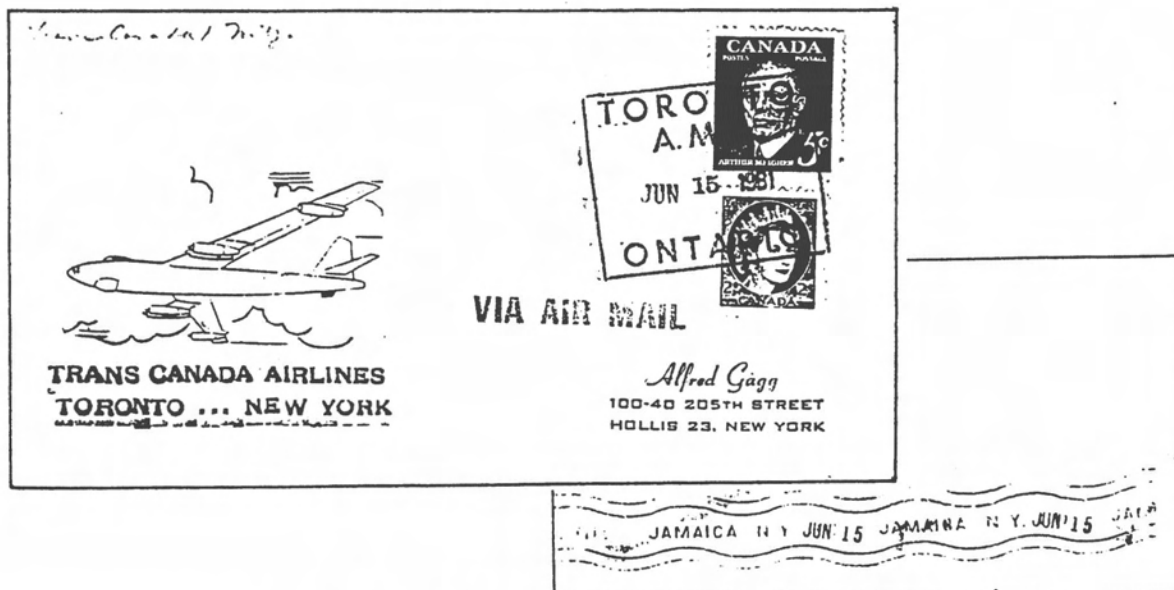
The next stage, a flight from Bora Bora to Nuku'alofa, Tonga, via Aitutaki, was undertaken on 23 October 1944, followed by departure on the final stages to Auckland and onwards to Sydney, arriving on 30 October 1944. Having arrived at Sydney *Frigate Bird* was given a thorough overhaul by Qantas engineers before departure, on 10 November 1944, on the return flight. This return flight followed a slightly different route, namely via Noumea, New Caledonia, Laucala Bay, Fiji, Canton Island, Fanning Island, Honolulu, San Diego, Fort Worth and Charleston, with arrival back at Bermuda on 23 November 1944.

Further prevarication by the American authorities, together with arguments between them and the British, led to delays in the proposed construction of an airstrip on Clipperton Island, without which the further development of a Central Pacific Route could not proceed. The end of the war with Japan finally removed the need for such a route.

(Taken from original article—*Pacific*. January 1999. L.J. Kimpton.)

LOTS MORE QUESTIONS! continued:**R.C.A.F. STATION, LONDON, ONTARIO**

This cover from 1957 has an R.C.A.F. STATION LONDON postmark.
**Can anybody provide some information about the use of this postmark,
 or recommend a possible source for further information?**

TORONTO - NEW YORK: 1981

Manuscript endorsement top left: Trans Canada / N.Y.

Cancelled: TORONTO A.M.F. JUN 15 1981 ONTARIO

Addressed to: Alfred Gagg, 100-40 205th Street, Hollis 23, New York

Cachet: drawing of a B-47 bomber **Caption:** TRANS CANADA AIRLINES TORONTO ... NEW YORK

Backstamped: JAMAICA N.Y. JUN 15

SOME THOUGHTS: TCA changed its name in 1965 to Air Canada, which has bombed financially...
 SERIOUSLY - was this a 40th Anniversary cover: TCA inaugurated its Toronto - New York service on
 May 10th 1941 with two trips daily, and increased to three trips daily on June 16th:

OR was someone just having fun with a "children's printing set"?

Can anybody provide any information as to why this cover was created?

Please send information to the editor: 4060 Bath Road, Kingston, Ontario K7M 4Y4

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter.

Membership fees are shown on the next page.

Please send your renewal to *Brian Wolfenden 203A Woodfield Drive, Nepean, Ontario K2G 4P2* as soon as possible, in order that the next newsletter is sent to you without delay.

#203 John H. Bloor	#298 Dale Green	#56 William G. Robinson
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#182 Robert Foottit	#212 Harold J. Petoskey	#142 J. Don Wilson
#211 Carl Freund	#81 Stephen Reinhard	

To anybody listed above who has renewed their membership before receiving this issue of the newsletter: thank you very much for doing so.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in

March, June, September and December.

The next issue will be our annual SEASONAL SPECIAL. - All members are invited to contribute to each newsletter, but particularly this issue. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

November 1st.



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Canadian Aerophilately

To find information on Canadian aerophilately, the best sources are:

- for general information on all Canadian air mail stamps and covers: the Air Mails of Canada and Newfoundland. - This was a joint production by the *Canadian Aerophilatelic Society* (CAS) and the *American Air Mail Society* (AAMS), and is generally considered very informative and easy to use. It contains the four digit numbers by which most Canadian Government Flight Covers are referred. [The three digit numbers which are sometimes still used for covers, are from Volume 4 of the American Air Mail Catalogue (1981) which is long out of print.]
- for more detailed information on early air mail flights and stamps: The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by C.A. Longworth-Dames, (published by Unitrade Press); and Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, (published by the AAMS).
- for the development of international air mail services from Canada, including routes and postal rates, Air Mails of Canada, 1925 - 1939 by George Arfken and Walter Plomish, (published by Charles G. Firby).

These books 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). E-mail: ssc@saskatoonstamp.com

Two very useful "general histories" of Canadian aviation are:

- Canada's Flying Heritage by Frank Ellis, which is the classic on Canadian aviation up to 1940;
- History of Canadian Airports by T.M. McGrath, which describes 143 airports, with many references to the airmail services that used them.

These are available in bookstores, or by mail from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6. (Tel. 416 698 7559; website: canavbooks.com).

Further information on many different flights, covers, and other aerophilatelic topics, can be found in back issues of The Canadian Aerophilatelist. Back issues, and/or an index to this journal, can be ordered from:

Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0 (E-mail: gordm@edmc.net)

The Canadian Aerophilatelic Society

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 newsletter, The Canadian Aerophilatelist, which is published quarterly. If you would like a free sample copy of the newsletter, please contact the editor, Chris Hargreaves, at the address below.

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;
- a "sales department", with a variety of covers for sale;
- discount prices on many CAS and AAMS publications;
- representation of Canadian aerophilatelists at national and international levels.

For more information, please contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, (or e-mail: hargreave@king.igs.net).

Membership is open to all. - The annual membership dues are \$20.00 CDN in Canada, \$22.00 CDN (\$17.00 US) in U.S.A., \$25.00 CDN for members Overseas. (Payable to: *The Canadian Aerophilatelic Society*.)

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

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____

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Telephone: _____ Fax: _____

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Collecting interests: _____

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,
CONSULTEZ: PIERRE VACHON, 909 CHEMIN DE L'ANSE-AU-SABLE, SAINT JEAN, NOUVEAU-BRUNSWICK E2M 4Z7