



# THE CANADIAN AEROPHILATELIST

# #61

---

## Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

---

American Air Mail Society - Canadian Chapter  
Royal Philatelic Society of Canada - Chapter No. 187  
American Philatelic Society - Affiliate No. 189  
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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

### EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

**President:** Major (Ret) R.K. "Dick" Malott, CD  
16 Harwick Crescent, Nepean, Ontario K2H 6R1

**Vice-President:** Mike Shand,  
1183 Agincourt Road, Ottawa, Ontario K2C 2H8

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

**Western Chapter Representative:** Cecil Stoner  
5416-139th Ave NW, Edmonton, Alberta T5A 1E6

**Newsletter Editor:** Chris Hargreaves - Address above.

Telephone: (613) 829 0280; Fax: (613) 829 7673  
E-Mail: [rmalott@magma.ca](mailto:rmalott@magma.ca)  
Telephone: (613) 225 4254

Telephone: (613) 226 2045  
E-mail: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)  
Telephone: (780) 475 0864  
E-mail: [cecils@telusplanet.net](mailto:cecils@telusplanet.net)

**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**

## December 2004

Volume XX, Number 4

ISSN-1181-9766

## SEASON'S GREETINGS TO ALL READERS

### CONTENTS INCLUDE:

CAS news and reports  
*Selected Canadian Postal Rates* by Robert C. Smith - A superb new booklet!  
List of memberships due for renewal - PLEASE CHECK!

### PAGE:

2  
7  
32

### EDITORIAL:

*I would like to thank all the members who have given me support at the times my father was sick. He died peacefully on November 28<sup>th</sup>, at the Isabel Hospice in Welwyn Garden City, England.*

*For this issue of the newsletter, I have tended to choose items which required a minimum amount of editing. - My apologies to everybody whose items are being omitted, (particularly to those members who were previously told that I planned to include their items in this issue), and to everybody whose recent correspondence has not been answered.*

*My very best wishes to all readers for good health, and a successful 2005.*

*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 - NOVEMBER 2004

Season's best wishes for the Christmas and New Year holidays. Once again our dedicated editor, Chris Hargreaves, has prepared the annual Christmas issue. Thanks Chris for your continued excellent work. As President of the CAS I do appreciate the support of our Vice-President Mike Shand who carries out the onerous task of preparing and mailing out four times a year the issues of the Canadian Aerophilatelist, the essential work of Brian Wolfenden our busy Secretary/Treasurer, and our colleagues of the CAS Western Chapter who have conducted several special aviation reenactments and publicized extensively the CAS. The support of our loyal members in Canada, the USA and worldwide is also appreciated.

Due to the rise in postage and the time consumed putting in fillers in our *Canadian Aerophilatelist* the Executive have reluctantly decided that no further inserts will be put into our packages. Thus I will mention data on two left out inserts for the December issue. The first is the CANAV Books Fall-Winter 2004 insert from Larry Milberry, Canada's Aviation Heritage Book Publisher and a long time member of the CAS. Anyone interested in Larry's aviation listing is encouraged to write to him at CANAV Books, 51 Balsam Avenue, Toronto, Ontario, M4E 3B6, Tel : (416) 698-7559 and Fax : (416)693-4344. Larry recently became an inductee in Canada's Aviation Hall of Fame in Wetaskiwin, Alberta. Larry also has donated over the years several aviation books to the CAS as prizes for our aerophilatelic competition. I urge all members to support Larry's enterprises.

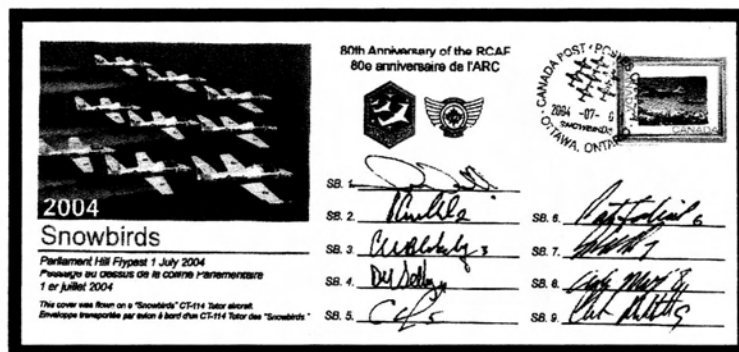
The other insert concerns the 44<sup>th</sup> Annual RA Stamp Club Exhibition and Bourse, ORAPEX 2005, Ottawa's National Stamp Exhibition . It will be held on 30 April(Saturday) and 1 May 2005 (Sunday) at the RA Centre , 2451 Riverside Drive, Ottawa, Ontario in the Curling Rink. Admission and parking are free. The hours are 10 am to 6 pm, Saturday, 30 April and 10 am to 4 pm , Sunday, 1 May 2005. The Annual General Meeting will be held on Sunday, 1 May 2005, normally from 1 pm to 2 pm. Plan to attend .

The 2004 Snowbird cover project has been most successful thanks to the announcement in the Canadian Stamp News and The Airpost Journal, as well as the support of our regular members. I estimate sales at \$2000.00 for 2004. We plan to do the same next year with the support of the Snowbirds.

The big FIP Exhibition will be held in Washington, DC , in 2006. Plan to attend that also. The CAS Western Chapter is planning another special commemorative flight in 2005 to commemorate the air mail flights along the Mackenzie River. Hopefully Chris will have room for the details in this issue .Congratulations to our fellow member Steve Reinhard, the new Chairman of the FIP Aerophilatelic Commission. A sincere thank you for a job exceptionally well done by the retiring Chairman of the FIP Aerophilatelic Commission, Egil Thomassen of Norway. Upon the resignation of Sam Pezzillo, President of the AAMS, the Vice-President Derrick Pillage, assumed the position. Derrick handed over the Chairmanship of the AAMS Awards Committee to our member Ben Ramkissoo. I have rejoined the Committee as a member.

Best regards,

Dick Malott



## In Memoriam

### Capt. Miles Selby, Snowbird Number 4.

I would like to offer the condolences of The Canadian Aerophilatelic Society to the family of Capt. Selby, who died in an accident on December 10<sup>th</sup>.

According to report by The Canadian Press on December 10<sup>th</sup>:

MOOSE JAW, Sask. (CP) - One pilot from the Canadian Forces' famed Snowbirds team was killed Friday and a second suffered minor injuries in a mid-air collision between two jets during a routine training flight in Saskatchewan. The dead pilot, Capt. Miles Selby, 31, of Tsawwassen, B.C., was a two-year veteran of the Snowbirds and had flown CF-18 fighter jets during combat missions in Kosovo.

Injured in the collision was Capt. Chuck Mallett, 35, of Edmonton.

The crash occurred near Mossbank, about 65 kilometres south of 15 Wing, the Snowbirds' home base in Moose Jaw.

Jackie Geis was atop a haystack in her farmyard throwing down bales for her cattle around 10 a.m. when she heard a loud boom "like a shotgun going off in the distance - just make it a lot louder." Her dogs started to bark and she looked up. "As soon as I looked up to the sky, I knew exactly what happened. There was the two puffs of smoke - the big, black one to the left and not quite as big a one on the right. But the one on the right - you could see it was a plane. It was coming down. I saw the pilot ejecting, coming down with his parachute open. They weren't real high. When he came out with the parachute I could see him sitting in (his seat). It was terrible."

Geis said skies were clear at the time of the accident.

A later report at the CBC website on December 13<sup>th</sup> stated that:

#### Investigators still baffled by fatal Snowbird crash

MOOSE JAW, SASK. - The Snowbirds pilot who died in a crash Friday was involved in a manoeuvre that called for two aircraft to approach each other head-on three times while flying around a vertical loop, Maj. Ian McLean said Sunday. "During that manoeuvre at some point there was obviously a problem," he said.

McLean, commander of the acrobatic team, told reporters the planes crashed during "routine training operations," which involved the aircraft passing each other first at the bottom of the loop, then while inverted at the top, and then again at the bottom.

Capt. Miles Selby, 31, died in the crash. Capt. Chuck Mallett, 35, received minor injuries. He was released from hospital Saturday.

The Snowbirds website says during the opposing solo manoeuvre, the pilots "aim to be approximately 10 metres apart when they cross. With a speed of close to 600 km/hr for each jet, the closure speed of the jets is very close to the speed of sound."

McLean told reporters that investigators have yet to figure out what went wrong, and would not speculate on their findings.

**Capt. Chuck Mallett is the son of CAS member Gord Mallett. - I would also like to offer our commiseration and sympathy, to Chuck and Gord and their families.**

## NEW MEMBERS

Welcome to seven new members:

#347 Marge V. Hunt

#348 Canada Aviation Museum

#349 Ken Morris

#350 Bill Pearce

#351 Robert Pinet

#352 Tony Conyers

#353 Chris Carmichael

## LATEST DEVELOPMENTS AT CANADA POST

### CANADA POST TOUGHENS ITS ADDRESS RULES - AFFECTS ALL INCOMING INTERNATIONAL MAIL:

A birthday card addressed simply to "Grandma" won't make it across the border now that Canada Post is enforcing stringent new rules on incoming international mail.

From now on, her full name and address must be clearly spelled out and printed in ink.

Citing security concerns, Canada Post is insisting that all mail from abroad must bear the complete name and address of both sender and recipient or it won't be allowed in Canada.

Canada Post spokesperson John Caines said the postal service has increased its vigilance in screening incoming mail to enforce rules adopted by Canada Customs since June.

The U.S. postal service is telling its clerks that new addressing requirements on all mail to Canada must be met.

U.S. postal service spokesperson Gerry McKiernan said, "Some of these requirements include filling in the complete name of sender, including a middle initial. ... Mail addressed to 'Grandma' and 'Aunt June' for instance will probably be returned."

*Reported in The Toronto Star.*

**Thanks to Ron Miyanishi for sending this in.**

### New Postal Rates:

On January 17<sup>th</sup> 2005, the basic rates, for standard size letters up to 30 grams, will increase to:

50 cents domestic rate;

85 cents for letters to the U.S.A.;

\$1.45 international rate.

---

## CANADA COVERS WEBSITE

WWW.CANADACOVERS.CA



SOME INCREDIBLE AIRMAIL COVERS AND HUNDREDS OF OTHER  
INTERESTING COVERS IN FULL COLOR ILLUSTRATIONS!

**New address:**

JIM MILLER LTD., BOX 56571 LOUGHEED MALL P.O., BURNABY, BC V3J 7W2



## WESTERN CHAPTER REPORT

The chapter has again been busy this fourth quarter. A CAS table was set up at the Edmonton Stamp Club's Fall Dealer's Bourse and was staffed by Jack McCuaig and Nino Chiovelli. For this event the chapter donated a Snowbirds Framed Tribute which was used as a door prize. This was done to thank Western Canadian dealers for their strong support of our local chapter.

Covers were prepared by Nino Chiovelli for a 'Memorial Flypast' which took place at Calgary on September 3. These flown covers are captioned in both official languages - *British Commonwealth Air Training Plan Alberta Air Crew Memorial Dedication Flypast* and are signed by the pilots, Major J P Argue [410 TF(OT)S] and Captain T E Woods [416 TFS]. The flypast was by a CF 18 Hornet out of Cold Lake, and timed to the actual unveiling of the memorial statue. Enclosed in each cover is a picture of the Calgary BCATP bronze memorial. Coordinated by Cecil Stoner, thirty seven of the memorial covers were presented by Sherri Schaffer to RCAF veterans in Edmonton's Colonel Mewburn Pavilion on November 04. On November 11 a similar event took place in Calgary, twenty four covers being presented by CAS members Sandy Freeman and Marg Hunt to RCAF veterans at the Colonel Belcher Hospital. A framed tribute was also donated to that hospital. In both cities the covers were well received by the veterans who were very pleased that they had been remembered and honoured in this manner.

A second cover project this quarter was initiated to recognize the 75<sup>th</sup> anniversary of the official airmail flights to the Western Arctic by Commercial Airways [AMCN #2967]. Designed by Denny May, this collector package includes two beautiful postal cards [each of which will be postmarked and backstamped at the post offices currently serving the original 1929 communities] and eleven pages of posters, pictures and documents linked to the inaugural flights. Another highlight of the package is a day-by-day [3 November 1929 - 3 January 1930] summary of the flights of the six pilot/four plane flotilla. This new data, presented in detailed chart format, is the product of original archival research recently completed by Yellowknife's Kevin O'Reilly.

Due to recent changes within the chapter, activities pursuant to the 9 July 2006 unveiling of the replica of Katherine Stinson's Curtiss Special [AMCN pioneer flight PF-7] are on hold at this point. An update will be provided in a later Newsletter as decisions are reached.

*Gord Mallett*



*BCATP Memorial Flypast covers can be ordered from:*

*Cecil Stoner, 5416-139th Ave NE, Edmonton, Alberta T5A 1E6*

*They are 5.00 each, plus \$1.00 for postage and packaging*

*More details of the packages commemorating the 75<sup>th</sup> anniversary of the Western Arctic airmail will be given in the next newsletter. However, packages can be ordered in advance from:*

*Western Chapter - CAS, Glenora Postal Outlet Box 53083, Edmonton, Alberta T5N 2X7*

*The cost will be \$25.00 for the package, including postage.*

## REPORT FROM THE WEST COAST

**Vanpex 2004 - October 8, 9,10**

The British Columbia Philatelic Society hosted the national stamp show at the Best Western in Richmond BC. My Thursday evening flight left the clear skies of Calgary to arrive on a typically wet runway in Vancouver. It was a short taxi ride to the hotel, and then it was time to find the exhibit hall for the mounting of the exhibits.

The show hosts arranged for a table to set out some CAS newsletters and membership forms. By the end of the day on Friday the 30 or so news letters and a number of membership forms were picked up. There were 29 dealers who attended the show and 184 frames of exhibits. For those interested in Aerophilately there were a number of dealers with quality material. It was nice to have the opportunity to connect with Tom Wakins a dealer from Victoria with whom I share a common interest of semi official airmail.

It was a delight to walk the exhibit rows and spend some focused time reading and viewing the Aerophilately exhibits. Gerald Kennedy of Thunder Bay, Ontario had a very nice exhibit of "Canada's Private Airmail", James Barron a youth from Edmonton displayed his extensive exhibit "Milestones in the History of Aviation". This bright light in our hobby received a number of awards including a Vermiel. James Davidson, of North Vancouver exhibited "The Age of Jet Air Transportation". In the display class David Brown of Red Deer entered "The Search for Gold: Airmail History in Northwestern Ontario. Steve Davis of Calgary had a nice one frame exhibit of "Canadian Airmail Slogan Cancels ". Although not an aerophilatelic display Peter Jacobi's exhibit of "Mining - British Columbia's Heritage" was of great interest to Cliff and myself.

I am relatively new to the world of philatelic exhibiting; however I must say that the Judges performed their roles with class and respect. Their encouragement and council regarding improvement to exhibits was provided in a positive way.

Seminars held Friday and Saturday were very informative. Of particular interest was Gray Scrimgeour's talk on "Trans-Pacific Steamship Mail". Saturday night was Ron Leith's Postal History Auction.

When there was a gap in the clouds for about an hour, the nearby historical town of Steveston offered a change of scenery. A walk along the boat docks of this old community of canneries was both educating and invigorating as I took in a bit of salt air.

In conclusion this one is recommended. The opportunity to meet some wonderful fellow collectors will be remembered for a while. Thanks to the British Columbia Philatelic Society for a great show.

*David G. Brown*



## Airmail Collector

PO Box 99, Cardiff CF23 6XP UK  
Tel: 44-(0)29-2075 4748 Fax: 44-(0)29-2076 1076  
E-mail: [airmails@fut.net](mailto:airmails@fut.net) Web Site: [www.airmails.co.uk](http://www.airmails.co.uk)

**We are a company devoted to the sale and purchase of airmail related philatelic material. Our business is concerned exclusively with the sale and purchase of - flown and first flight covers from the pioneer period to the present day; airmail stamps, aviation thematics, aerophilatelic literature, and airmail related ephemera. Please contact us for a free copy of our next Postal Auction catalogue.**

**WOW!****SELECTED CANADIAN POSTAL RATES** by Robert C. Smith

## Universal "All-Up" Service to All Countries (except US)

	to 1 oz	to 2 oz	to 4 oz	to 8 oz	to 1 lb
1971 07 01 <sup>(1)</sup>	15¢	30¢	40¢	90¢	—
1976 01 01 <sup>(2)</sup>	20¢	35¢	50¢	95¢	\$1.80
1977 01 01	25¢	45¢	60¢	\$1.20	\$2.35
1978 04 01	30¢	54¢	72¢	\$1.44	\$2.76
1979 04 01	35¢	63¢	84¢	\$1.60	\$3.08

	to 20 g	to 50 g	to 100 g	to 250 g	to 500 g
1979 07 01	35¢	63¢	84¢	\$1.60	\$3.08
1982 01 01	60¢	93¢	\$1.45	\$2.92	\$5.60
1983 01 15	64¢	99¢	\$1.54	\$3.10	\$5.94
1985 06 24 <sup>(3)</sup>	68¢	\$1.05	\$1.65	\$3.50	\$6.95
1987 04 01	72¢	\$1.12	\$1.77	\$3.75	\$7.45
1988 01 01	74¢	\$1.15	\$1.82	\$3.85	\$7.70
1989 01 01	76¢	\$1.14	\$1.90	\$4.00	\$8.00
1990 01 01	78¢	\$1.17	\$1.95	\$4.20	\$8.35
1991 01 01	80¢	\$1.20	\$2.00	\$4.35	\$8.60
1992 01 01	84¢	\$1.26	\$2.10	\$4.60	\$9.00
1993 01 01	86¢	\$1.29	\$2.15	\$4.75	\$9.30
1994 03 01	88¢	\$1.33	\$2.20	\$4.90	\$9.60
1994 10 01	90¢	\$1.37	\$2.25	\$5.05	\$9.90
1999 01 01	95¢	\$1.45	\$2.35	\$5.35	\$10.45
2001 01 01	\$1.05	\$1.60	\$2.50	\$5.20	\$10.20

	to 30 g	to 50 g	to 100 g	to 200 g	to 500 g
2002 01 14	\$1.25	\$1.75	\$3.00	\$5.20	\$10.00

(1) Introduction of Universal "All-Up" service to 8 oz.

(2) Introduction of Universal "All-Up" service to 1 lb.

(3) Introduction of Universal "All-Up" service to 2 kg.

**This table is from an amazing, 17-page booklet entitled *Selected Canadian Postal Rates* produced by Robert C. Smith.**

**It is a superb resource, listing the rates commonly seen on covers from 1859 to 2004. It covers both domestic and international rates, and includes drop letter rates, postcard rates, printed matter rates, registration fees, and lots of other non-standard rates.**

**It also includes separate tables listing airmail rates by destination.**

**It can be ordered from: Robert C. Smith, Box 9383, Stn T, Ottawa, Ontario K1G 3V1**

**The price is \$5.00 plus postage and handling of \$2 in Canada, \$3 to the U.S.A., \$6 overseas.**

IN PRAISE OF POSTCARDS

**SEASON'S GREETINGS!**

Seasons Greetings to one and all. Hope 2004 saw you find all those elusive items we all keep seeking.

I have often claimed that aerophilately should be more interested in aircraft and less interested in postal rates and routes because you can have aerophilatelic items that never saw a Post Office but you cannot have aerophilatelic items that never flew by plane, rocket, balloon, pigeon or what have you.

Well just to show I am not always right, this year I suggest you consider postcards to liven up your collection and perhaps encourage display class exhibits.

The items on the page here, never flew and never saw the inside of a mail bag. Purists will say this is not aerophilately at all but what a wealth of aviation material is out there to add spice to the history of mail in the air.

Many postcards and photos of 'real' planes are available, even those showing mail being loaded aboard various first flights, but this being Christmas, I give you the lighter side of aviation with a touch of romance.

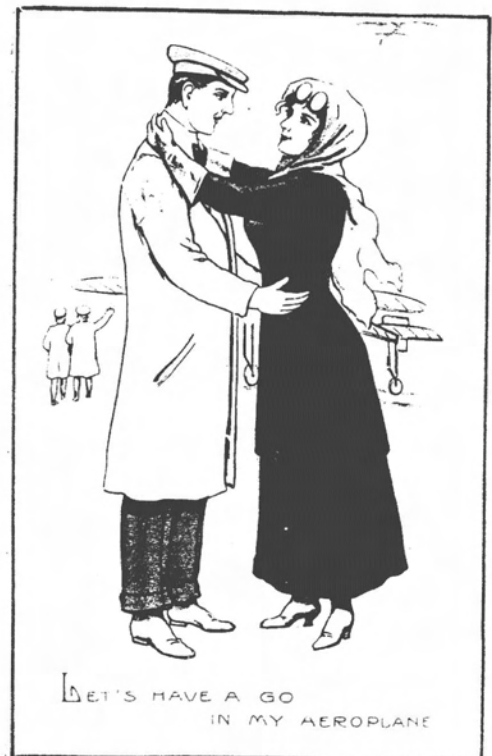
And since we approach Hogmanay as well as Xmas, what better to offer you as a former Scotsman to all his friends in the Aerophilatelic world than:

"A DROP OF SCOTCH" →

May 2005 be an even better year for you. Contribute to the 'Canadian Aerophilatelist', exhibit your material, share your findings.



**MIKE SHAND**  
1183 AGINCOURT ROAD  
OTTAWA ONT CANADA  
K2C 2H8





Many thanks to DAVID HANES for this very early air-dropped postcard:

ROYAL CANADIAN AIR FORCE

ROYAL FLYING CORPS RECRUITING

Recruiting Post Card, for the Royal Flying Corps (RFC), dropped from an aircraft at Camp Borden, Ontario, dated 13 Sep 1916. A serviceman witnessed this, picked up the card and sent it home to his mother. Scan of the back of the card shows his message to his mother.

**DROPPED FROM MID-AIR BY CURTISS AVIATOR'S**



**CANADA NEEDS HER OWN  
AIR-SERVICE**

500 CANADIAN AVIATORS NOW IN IMPERIAL SERVICE.  
AT THE FRONT. HUNDREDS IN TRAINING. IT IS HOPED  
THAT THE CANADIAN GOVERNMENT WILL AT ONCE  
ORGANIZE THESE FLIERS UNDER CANADIAN CONTROL  
AS CANADIAN CORPS.

**CURTISS AEROPLANES & MOTORS LTD. - TORONTO**

**POST CARD**

WRITTEN MATTER

*Camp Borden*  
*Sept 13 - 1916*  
*I will not be home*  
*for a few days*  
*I am detained here*  
*with leave*  
*This was dropped from*  
*the aeroplane -*

ADDRESS

*Mrs. Mary Hanes*  
*78 Indian Row*  
*Toronto*  
*Canada*

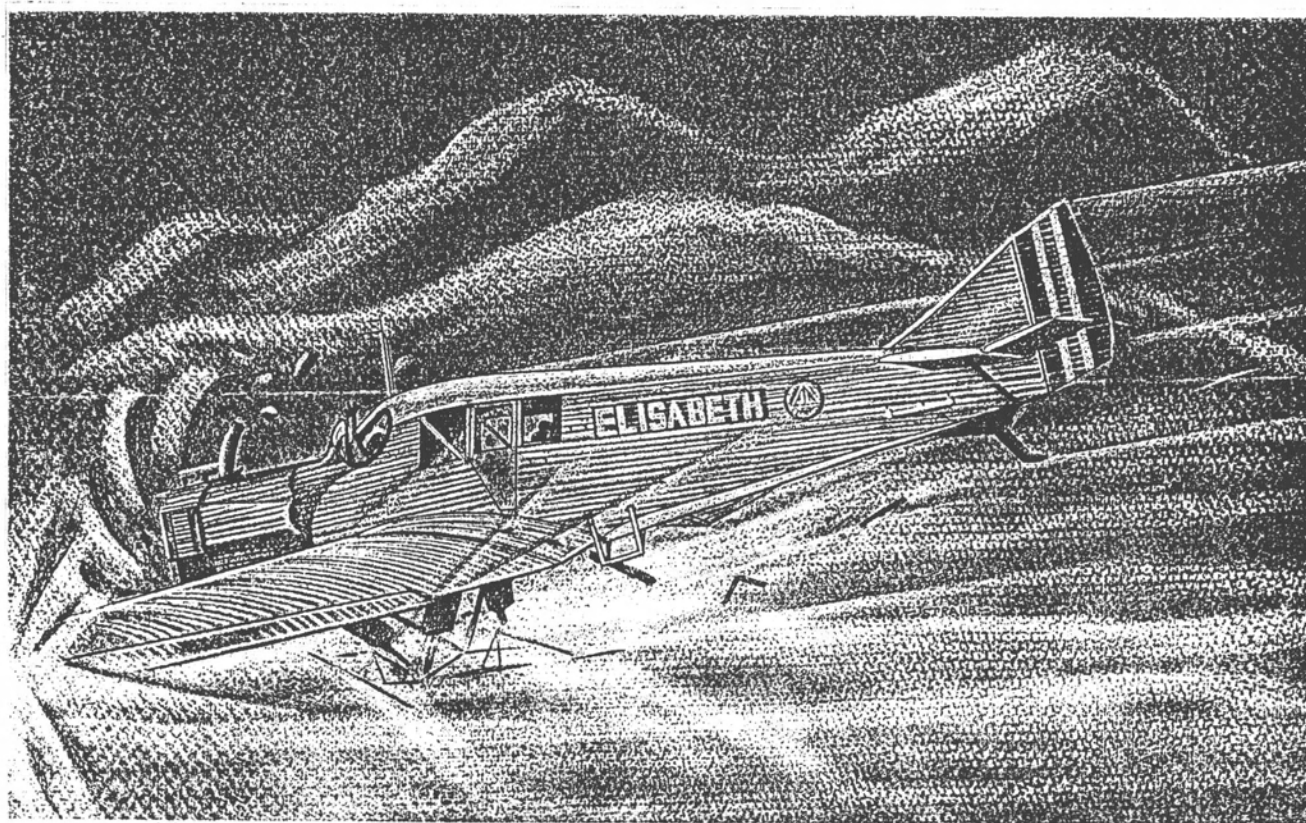
SEP 13 1916  
CAMP BORDEN  
ONTARIO

CANADA POSTAGE  
ONE CENT

# Amundsen's Aircraft 1922-1925

by Richard S. Allen

831A Stewart Ave.  
Lewiston, ID 83501



Amundsen's ski-equipped Junkers-Larsen JL-6 *ELISABETH* was wrecked on landing when a ski collapsed during a brief test flight on May 11, 1923.

Drawing for Skyways by Robert Straub

Memories are dimming, and if, at all, one hears the name "Amundsen," the words "South Pole" and a desolate mountain of ice and snow come to mind. But did you know the great polar explorer was an aviation pioneer, too? Let's look into just one, the first of his aeronautical activities.

Roald Engelbregt Gravning Amundsen (1872-1928) was one of the world's best-known explorers of the Polar regions. For over thirty years his life was entirely devoted to the public's curiosity and enthusiasm for polar exploration, highlighted by his leadership of the expedition that in 1910-12 was the first to reach the South Pole. World-acclaimed, the Norwegian adventurer was feted and lionized, and booked for lecture tours throughout the United States and Europe.

On the eve of World War I, Amundsen learned to fly in France, and bought himself a Farman biplane. He became Norway's first licensed civil aviator. A man of continual plans and schemes, and constantly in search of financial backing, he next turned his attentions to the North Pole.

After the war, Amundsen's new venture was to

circumnavigate the Arctic Ocean, freezing a vessel into the pack ice, and allowing currents to carry it counter-clockwise along the north coasts of the Asian and North American continents in a swirl that conceivably might take the ship to or near the North Pole. To attempt the trip, which might take years, Amundsen had a new, three-masted schooner built in 1917 at Asker, Norway. She was *MAUD*, named for the nation's queen (1869-1938). It took two years (1918-20) for the "*MAUD* Expedition" to navigate the Northeast Passage across the top of Russia and Siberia to Nome, Alaska, then down to Seattle in the United States.

To accelerate his goal of reaching the North Pole, Amundsen sought to add airplanes to the expedition. From the *MAUD*, positioned in the Arctic Ocean north of Alaska, he would fly across the top of the world to Spitzbergen (now Norway's Svalbard). In Seattle, Amundsen met and became associated with Haakon H. Hammer, a ship's broker of Danish descent, who became the Danish consul in Seattle. As business agent for the *MAUD* Expedition, Hammer was dispatched to Europe and to Spitzbergen. He was to obtain German

**Continued**

airplanes from Junkers, survey and photo-map the Svalbard Archipelago at the other end of the proposed trans-polar flight, and lay a cache of gasoline and supplies on Svalbard for Amundsen's possible use.

For his unprecedented polar dash from the North American continent, the bold explorer/adventurer chose the American version of the Junkers F 13, an all-metal, low-wing monoplane, which John M. Larsen was importing from Germany and assembling at Central Park, Long Island (not to be confused with the famous Central Park in the middle of Manhattan, New York City) as the Junkers-Larsen JL-6. The type had already set U.S. records for endurance and long distance, and was being sold to the Army, the Navy, and the Post Office Dept. (Commander Richard E. Byrd even proposed flying a JL-6 across the Atlantic Ocean!). Of the 28 imported airplanes, Roald Amundsen obtained one (c/n unknown), which he proceeded to name *ELISABETH*.

Duly tested, accepted and christened, the JL-6 *ELISABETH* left Jersey City, NJ on April 10, 1922, headed west for Cleveland. Aboard were pilots Amundsen, Lt. Oskar Omdal of the Norwegian Navy, and Harold T. ("Slim") Lewis, on leave from the Post Office Dept., Larsen's chief mechanic, Ernest H. Buehl, and Horace Gade, a bond broker friend of the explorer, went along too. Over the mountains, at 6,000 feet, the JL's 185 hp liquid-cooled engine overheated, necessitating a forced landing near Clarion, PA, in which the plane encountered a tree stump. The tree stump survived, but the *ELISABETH* did not. The five men emerged with minor bruises, and Amundsen wired Larsen for a duplicate *ELISABETH* to be shipped to Seattle by rail.

The second JL-6 duly reached the west coast, and the crated monoplane was stowed aboard the *MAUD*, along with another acquisition, a Curtiss Oriole. This small utility biplane came from Curtiss Field, Long Island, reportedly a gift of the manufacturer. Before shipment on April 6th, the Oriole had been named *KRISTINE*.

In addition to Oskar Omdal and himself as pilots, Amundsen hired Lt. Odd Dahl of the Norwegian Army

with his radio experience, and Elmer G. Fullerton of the Canadian Air Force for back-up. Earlier in the year, Fullerton had acquired considerable expertise, flying the two Junkers-Larsen JL-6s of Imperial Oil, Ltd. in the Canadian Far North. With *ELISABETH* and *KRISTINE* stowed in her hold, four competent pilots, and an auxiliary crew waiting at their destination, the *MAUD* Expedition appeared viable, and likely of success in seeking to fly over the North Pole.

With a crew of nine, and provisioned for seven years, the heavily-laden *MAUD* left Seattle on June 3, 1922. Her captain was Oscar Wisting, who had accompanied Amundsen on his famed South Pole journey.

Buffeted by winds, and hampered by ice, Wisting sailed the little schooner up the west coast of Alaska, aiming to reach Point Barrow. *MAUD* passed Nome on June 26, and anchored off Deering in the Kotzebue Sound. Here, on July 16th, his fiftieth birthday, Amundsen had the *KRISTINE* ferried to the beach for trial flights. At this point, pilot Fullerton became apprehensive, quarreled with Amundsen concerning the abilities of the JL-6, and ultimately left the expedition. Odd Dahl, with Captain Wisting as passenger, apparently made two flights off the melting ocean ice. On landing after the second hop, the landing gear collapsed and the propeller was smashed. These were said to have been the first flights on skis off the ice of the Great Arctic Basin. Wrecked and useless, the *KRISTINE* was re-stowed aboard the *MAUD*.

Reduced to only a single airplane, Amundsen, Oskar Omdal and the *MAUD* crew transferred the *ELISABETH* to the trading vessel *C. S. HOLMES* in a further attempt to round the Alaskan coast. The ship battered past Point Hope and Cape Lisburne, but was unable to reach Barrow, and the aviators and airplane were put ashore at Wainwright, together with a prefabricated hut and supplies for the winter. Amundsen and Omdal whimsically dubbed the enclosure "Maudheim" (Maud House).

Leaving Omdal to assemble and tinker with the airplane, Amundsen hired a dog team and mushed back to Nome, where he spent the winter. This trip alone,

Amundsen's Curtiss Oriole *KRISTINE*.

Photo: Curtiss, Editor's Collection



Continued



more than 400 miles across barren tundra and frozen marshland, was itself an epic journey. (To re-stock Maudheim with supplies in April required a seven-man team of ninety dogs!) With time, long nights, ingenuity and some Eskimo labor, Oskar Omdal had the JL-6 ready to fly, planning to use the ever-present daylight of early summer. All the thought, planning, financial outlay and fond hopes came to an end on May 11, 1923. Oskar Omdal took the *ELISABETH* off for a simple fifteen-minute test flight. On landing, a ski collapsed, causing irreparable damage. That was the end of this ambitious aeronautical venture. Scratch up another dismal failure, a botched enterprise. There were aftermaths and loose ends to tie up, of course.

The *MAUD*, with Captain Wisting, Lt. Odd Dahl and the *KRISTINE*, drifted north and then west, and froze into the pack ice for the winter, some 500 km north of the Siberian coastline. (It has been mistakenly reported that Dahl's Oriole flights were made on Amundsen's birthday, 1923, rather than the previous year.) The explorer, or his advisors, apparently miscalculated the Arctic Ocean's currents, and the *MAUD* drifted for months and months, but not toward the North Pole. It was well over THREE YEARS before the *MAUD*, with Captain Wisting, Lt. Odd Dahl, and the wrecked Oriole broke out of the ice and got back to Seattle on Oct. 5, 1925.

Impounded by the Customs Service, *KRISTINE* was sold to pioneer Northwest aviator, Edward Hubbard, then to "Dinty" Moore and others. Still decked out in Norwegian colors, but made a hybrid with new wings, engine and various other parts, the little Oriole disappeared into obscurity, somewhere in the Northwest. The wreckage of the *MAUD* itself (Later *Baymaud*) lies in Cambridge Bay, in Canada's Northwest Territory.

Over the top of the world at the far end of Amundsen's abortive polar flight, his agent, Haakon Hammer, waited at King's Bay in Spitzbergen. Hammer had a German floatplane in readiness (A Junkers F 13, c/n 650, registration D 260, named *Eisvogel* (Icebird)). He also arranged the services of the German pilot, Arthur Neumann, and well-known Swiss aviator-photographer Walter Mittelholzer. Across the bleak, icy void, Amundsen and his agent lamented, commiserated, plotted and planned via radio. Always suspicious, the mercurial explorer first suspected Hammer of North Pole flight designs of his own, then authorized him to deal with Dornier in Germany to replace the disappointing JL-6. Pilots Neumann and Mittelholzer are credited with carrying out the first aerial mapping and photography of the Svalbard Peninsula.

Roald Amundsen disgustedly wrote that the "skeleton" of the JL-6 *ELISABETH* was left abandoned on the beach at Wainwright, Alaska. His miscalculations and misguided business dealings brought on public ridicule and condemnation. Hounded by creditors and lawsuits, he returned to Seattle, and was declared financially bankrupt.

Despite Amundsen's assertion of abandonment, and in spite of the distant and isolated location, his damaged

JL-6 *ELISABETH* was eventually snatched from the beach at Wainwright and transported stateside. It was sold in Seattle to a musician-pilot, Earl Grey. After barnstorming with it in Oregon and California, Grey turned the ship over to his brother, Wesley, of Alki Point, who kept the JL-6 in a hangar on Seattle's East Marginal Way. After repairing the tail surfaces and putting the JL-6 on floats, Wesley Grey planned to fly the all-metal plane as an aerial billboard. Early in November, 1924, attempting to take off from the Duwamish River, Grey, 27, crashed the ship in the street at the corner of Michigan Avenue and East Marginal. Happily, he survived with only multiple cuts, bruises and a wrenched back. Amundsen's old *ELISABETH* was demolished.

Thus ended the sad saga of the third of three parts of Roald Amundsen's *MAUD* Expedition of 1922-25. Despite loss of prestige and support, Amundsen continued, even in bankruptcy, his attempts to reach the North Pole by air, culminating in the flight of the dirigible *NORGE* in 1926. (Captain Wisting of the *MAUD*, and Oskar Omdal flew on the *NORGE*, too.) Omdal disappeared on an abortive trans-Atlantic flight attempt late in 1927, and Amundsen followed him into oblivion, searching for the lost airship *ITALIA*, in 1928.

### Conflicting Information

Virtually everything written about Amundsen's third *MAUD* Expedition is riddled with controversial errors and conflicting dates, events and continuity regarding the people and airplanes involved. The accident to his first JL-6, for instance, had been said to have occurred at "Clarion, Pa," "Merion, Pa," "east of Cleveland" and "Nebraska" (!). This same airplane, the first *ELISABETH*, is said to have been "borrowed from the Navy, returned to the Philadelphia Naval Yard, and sold to Eddie Stinson." Its replacement, according to one account, was "a larger version of the JL-6." So it goes, and the historian can only try to sort it out, and offer an opinion.

### Names

Despite his weathered, gaunt and dour appearance, the erudite and well-travelled Amundsen had considerable charisma, and developed quite a following among the ladies of the Edwardian era. Tongue in cheek, he told his crew that his airplanes were named for "an old aunt."

In reality, the colorful Oriole and the two successive JL-6s were named in honor of a lady, Kristine Elisabeth Bennett, the Norwegian-born wife of a Briton, residing in the south of England. Mrs. Bennett was said to be "one of the most important of the married women that Amundsen lost his heart to and of whom he wrote very passionately in his private diaries" (where she is referred to as "Kiss"). Another of the explorer's lady friends, Miss Lillie Raynor, is pictured wielding the bottle at the christening of his Oriole, *KRISTINE*, at Curtiss Field, Long Island on April 6, 1922.

Continued





### Air Mail

Special covers and postcards were prepared for the first and second segments of the *MAUD* Expedition through the famed Northeast Passage of the Arctic Ocean. Others, for the Third *MAUD* Expedition, were apparently prepared (possibly in Seattle) and believed to have been sold. These last were elaborately box-cancelled in the color of the United States stamp that was used, together with an additional circular rubber stamp strike reading "NORTH STAR AIR POST." These appear to have been pre-prepared and addressed to various officials, organizations, and V.I.P.s (such as President Warren G. Harding, who later endorsed them with their signatures. Though perhaps put in the mails at some point, these covers appear to be more in the line of "flight souvenirs," rather than serving

any postal usage, or purpose. One *MAUD* Expedition cover is endorsed "Wainwright, May 1923, Lat. 70, Long. 160 W., Pilot Lt. Omdal" and is addressed to the "Aero Club of Pennsylvania" in Philadelphia. But there is no indication that it was ever airborne on Lt. Omdal's sole flight during that month, or even put into the United States Postal system. Perhaps some of these covers were meant to become "Air Mail," but in the event, the flights of *KRISTINE* and *ELISABETH* were so tentative, brief, and abortive, that it is doubtful that any mail was aboard either airplane. Lacking authentic documentary evidence that either of the first flights on skis off and over the Arctic Ocean (July 16, 1922 and May 11, 1923) carried air mail, the conclusion must be that they did not.

### References

- Bowers, Peter M., *Curtiss Aircraft, 1907-1947* (1979)
- Clark, Basil, *Polar Flight* (1964)
- Delgado, James P., *Across the Top of the World* (1999)
- Delgado, James P., *Made for the Ice* (1997)
- Goldberg, Fred, *Roald Amundsen, Expedition Mail & Stamps* (2000)
- Grierson, John, *Challenge to the Poles* (1964)
- Schmitt, Gunter, *Hugo Junkers and His Aircraft* (1986)
- Simmons, George, *Target: Arctic* (1965)
- Stevens, Robert W., *Alaskan Aviation History, 1897-1930* (1990)

### Thanks To

Susan Barr, Sharyya, Norway  
P. J. Capelotti, Abington, Pennsylvania ■

**Thanks Richard.**

This article previously appeared in the April 2004 issue of *Skyways - The Journal Of The Airplane 1920-1940*. As well as Richard's article, the 80 page April issue included an 11 page article recounting the first flight round the world by Douglas World Cruisers in 1924, (with 16 photos); the tale of the concept, design, sale, building and operation of the U.S. Navy's only metal skinned airship, the 202,200 cubic feet displacement ZMC-2, (which was built in 1928, and served without incident til 1939); plus books, models, ID Quiz, wants/disposals, etc.

A year's subscription to *Skyways*, costs \$35US in the USA, \$40US elsewhere. For a subscription or more information, contact *World War I Aeroplane, Inc.*, 15 Crescent Road, Poughkeepsie, NY 12601, USA

## [www.brianwolfenden.com](http://www.brianwolfenden.com)

Your website for:

CANADIAN COMMERCIAL AIRMAIL COVERS  
CANADIAN SEMI-OFFICIAL AIRMAILS  
CANADIAN FIRST FLIGHT COVERS  
ZEPPELIN COVERS AND MORE

Postal enquiries and Wants Lists welcome!

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

E-mail: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

## SNAKE FALLS

David Brown sent me some further information on Snake Falls, in support of the article "THE AMCN CL4-2702 SEMI-OFFICIAL SNAKE FALLS - RED LAKE FLIGHT DID NOT OCCUR" by Derek Rance in the June 2004 Canadian Aerophilatelist. He added that:

*Pakwash Lake south of Snake Falls is often an inhospitable place for float planes. The lake is shallow and therefore often very rough. Snake Falls is at the inlet river on the north end and is upstream a bit, however it is still not a easy place to land. As the pages state, Snake Falls in now a tourist camp. I have been in there a couple of times. There is a wooden walkway that leads from the end road over to the camp. Snake Falls was one portage on the marine railway that was a part of a system that made the transport of goods, material and equipment to Red Lake easier. As part of the water route it was only active in the summer. The winter tractor train route was more direct cross country. Mail to Snake Falls would primarily be by water. Air mail may have been flown to Pine Ridge (Gold Pines) and then send on the next barge train to Red Lake or in this case to Snake Falls. A flight from Pine Ridge to Snake Falls and then on to Red Lake is a possibility, however I think the secret in knowing this, as Derek alludes to, is the whereabouts of WCA aircraft. (Sounds familiar!) I have always had a suspicion that the Snake Falls covers may not have been flown, but never did the investigation as deep as Derek. I have not seen any other covers than Roessler's's. Are there any others out there? As Derek suggests, the intent may have been that they were to be flown.*

A sheet from David's exhibit is shown on the next page:

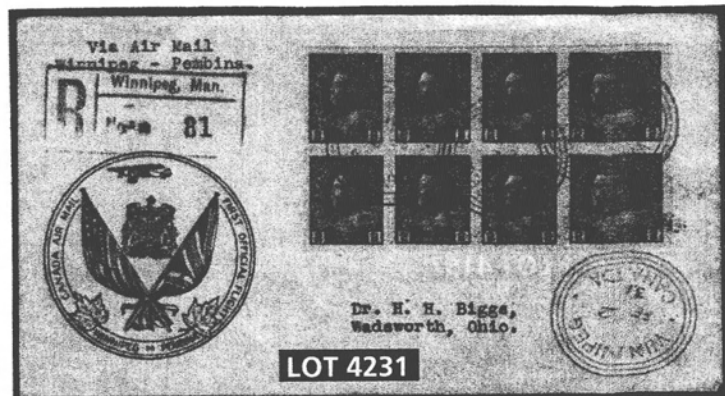
Continued

Every seven weeks we offer 1,000's of worldwide lots in all sizes and price ranges. Whether you are looking for one single item or a whole carton full of stamps, you are sure to find it in one of our regular Mail Auctions.

Call today for your FREE catalogue or to view it online visit: [www.vanceauctions.com](http://www.vanceauctions.com)

# VANCE AUCTIONS LTD.

P.O. Box 267B • Smithville, ON L0R 2A0 • Canada  
Phone: 905-957-3364 • Fax: 905-957-0100 • [mail@vanceauctions.com](mailto:mail@vanceauctions.com)

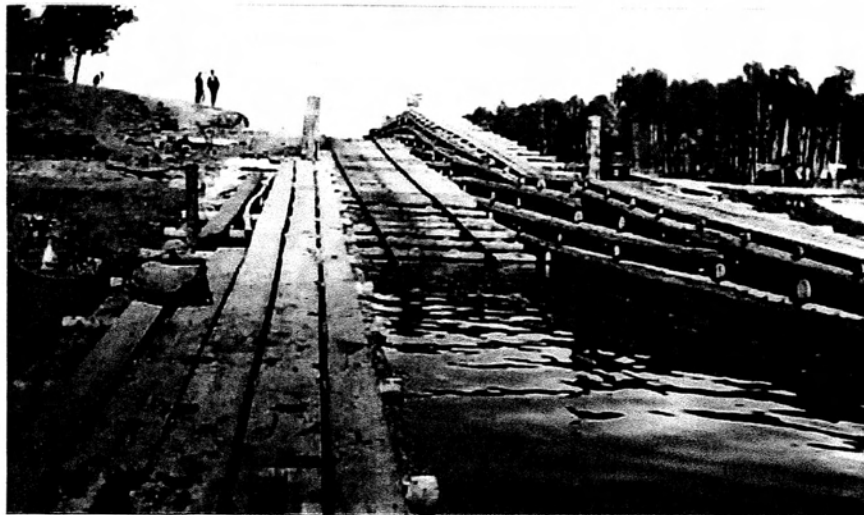


**SNAKE FALLS by David Brown continued:****4.6 Snake Falls and the Marine Railway**

Snake Falls is located at the north end of Pakwash Lake. Snake Falls was one of a series of marine railways that was used to transport supplies, building materials and mining equipment over portages along the water route from Hudson to Red Lake. The waterway was open for 22 years, until Highway 105 was built in 1948. In winter, the tractor-train route shortened the distance by heading crosscountry from lake to lake rather than following the river systems. Today, Snake Fall is the site of a tourist camp.



*The caroe in the photo was a light load for a rail system that was designed to carry several tons of equipment.*



*The ramp is where the barges left the water and then ran on the rails overland to the next body of water.*

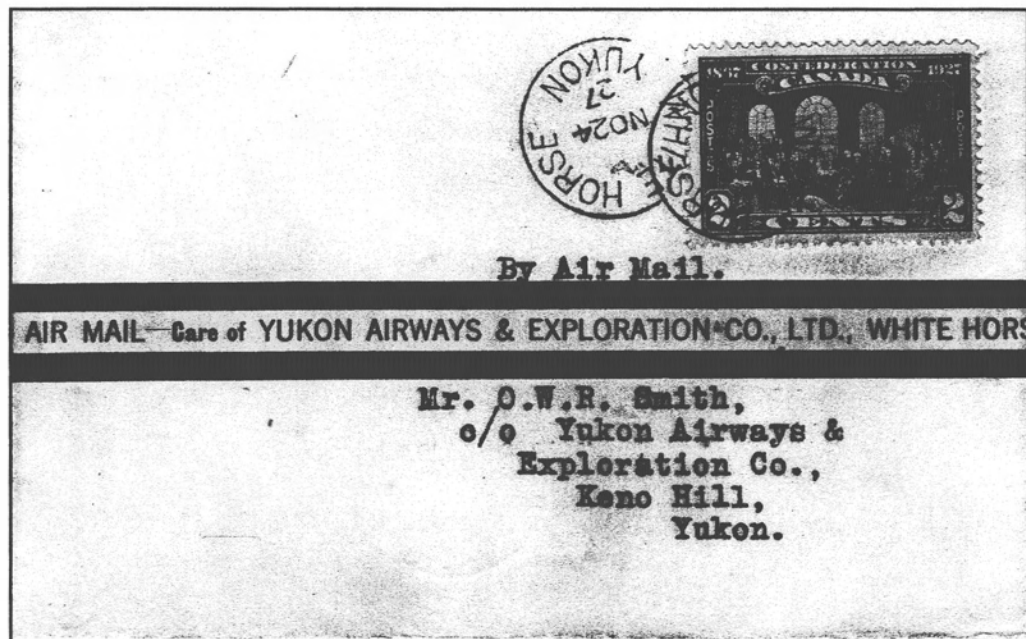
## Yukon Airways Exploration Ltd. October 1927 - November 1929

This company was formed in order to open up air routes into the northern regions of the western provinces. Using a Ryan Brougham single-engine high-wing monoplane, from the United States, the first flights were made in October and November 1927. Christened "*Queen of the Yukon*", it was described as rugged and dependable and the same type of aircraft that Charles Lindbergh had flown successfully across the Atlantic a few months earlier.

The first mail flight, from White Horse to Mayo, Dawson and return was made in the period November 11<sup>th</sup> to 16<sup>th</sup>.

The cover illustrated is from the second mail flight of November 24<sup>th</sup>, 1927. It had been intended to fly from White Horse to Mayo Landing, Wernecke, Keno Hill and Dawson. However, such severe weather conditions were encountered that the engine oil froze and the aircraft was forced to land. It was eventually towed the remaining distance to Mayo and remained there for the rest of the winter.

The mail was taken by dog-sled and backstamped on arrival at Mayo Landing (December 4), Wernecke (December 5), Keno Hill (December 6) and Dawson December 8). A total of 145 letters are recorded as being taken to the first two points. This cover went to Keno Hill where only a very small amount of mail was carried.



The cover above shows the special adhesive strip that was required to be placed across the front of the envelope.

The company semi-official stamp was placed on the back of the letter and bears the Keno Hill arrival date stamp

SEASON'S GREETINGS FROM DAVID GRANGER



**BENT PROPS AND BLOW POTS** is a new book that was mentioned in the March 2004 newsletter. - It received such a terrific review in the Canadian Aviation Historical Society Journal, that I am reproducing it in full:

### BENT PROPS AND BLOW POTS

*Rex Terpening*

Hard cover, 338 pp, 6" X 9," C\$36.95  
Profusely illustrated with photographs  
Historical notes, Glossary and Index  
Harbour Publishing  
PO Box 219, Madeira Park, BC  
V0N 2H0  
www.harbourpublishing.com  
ISBN 1-55017-287-5

I have just finished the best read on early Canadian bush flying that I have ever had - Rex Terpening's *Bent Props and Blow Pots*. While many excellent books have been written on this subject, the difference is that author Rex *was there*. He tells of the adventure and hardships of flying in the North in the 1930s with an articulate skill rarely found among tough, frontier-hardened pioneers.

The calm descriptions confirm that exaggeration is no part of Rex Terpening's relating of amazing events. On the contrary, his precise description of detail, and laconic understatements (eg. "One of the most common aviation experiences on these occasions was 'going through the ice,' an unpopular activity and one that we tried hard to avoid") assure the reader of straight goods - "the truth and nothing but. . .".

Rex was born the year before the Great War, in the hinterlands of Alberta near Wainwright, where his father was employed as a park warden, overseeing the management of a government-sponsored herd of wild buffalo. In 1927 the family moved near Ft McMurray, where Rex finished his formal education in a two-roomed schoolhouse.

Ft McMurray, as the northern terminus of the railway, had already become the "southern terminus" of western Arctic flying, and the McMurray Snye echoed with the roar of Bellancas and Fairchilds heading off into the vast northern territories. Evenings and weekends - and any other chance to not be in school - would find 15-year-old Rex down at the Snye eagerly helping the pilots and mechanics of Commercial Airways and Spence-McDonough Air

Transport, with the servicing and repairing of their aircraft.

In those pioneer days at McMurray, graduation from public school came at the end of Grade Nine, the highest level of book-learning available. Rex had then to seek work. With no *official* aviation apprenticeship, he spent the next couple of years running his father's trapline, and cutting cordwood, fuel for the Mackenzie River sternwheelers.

His first offer of real employment in aviation came in January of 1932 when he received an invitation to work for Spence-McDonough, whom he had so eagerly assisted as a school kid. So began a run of seven years of high adventure, flying throughout the western Canadian Arctic, as engineer and crewman on Fairchild and Junkers aircraft.

For those of us of a younger generation who have spent time flying VFR, single radial-engined aeroplanes in the harsh arctic environment (some things never change!), albeit with much better maps, it is easy to find ourselves in the cockpit with Rex and pilot Matt Berry,

*Rex Terpening, author of "Bent Props and Blow Pots," drains the oil from Canadian Airways Junkers W.34, CF-ARI, at Akkavik, NWT, on 20 December '36. M. BERRY.*



as they sweat it out. We know the tension of takeoffs with marginal distance available; the anxiety of a balky engine, barking reluctantly either in the air or at some frozen and isolated locale; the blindness of takeoffs and landings in ice fog; or the horror of being low on fuel feeling lost in an arctic white-out. Add to these heart-stoppers, hardships that many of us are now spared - the hazards and choking discomfort of the early morning pre-heating of the engine under an oily tarp, with a pair of open-flame blow pots, or the initial terror of falling through thin ice in a high-winged Fairchild, and then the finger-numbing salvage. Rex and his compatriots saw each other through all of these challenges and more - the "character building" aspects of early northern aviation.

Another intriguing feature of *Bent Props and Blow Pots* is Rex's wide historic and local knowledge, apparent from the many historical footnotes, often extensive, inserted into the text (eg. *An Arctic Salmon War, Lives Lost in the Slave River Rapids, Flying Northern Rivers and Arctic Waters, etc*). And Chapter 4, *Workin' on the River*, covers one more aspect of pioneer life on the frontier in the 1930s. Between aviation jobs, Rex found himself employed on the sternwheeler *Northland Echo* as a boiler stoker (fireman). The physical demands of "lucky-to-have-a-job-in-those-days" comes through clearly, not to mention life in a bygone era of transportation.

*Bent Props and Blow Pots* can probably be found in a bookstore near you - if they have managed to keep stock on the shelves. Buy and enjoy!

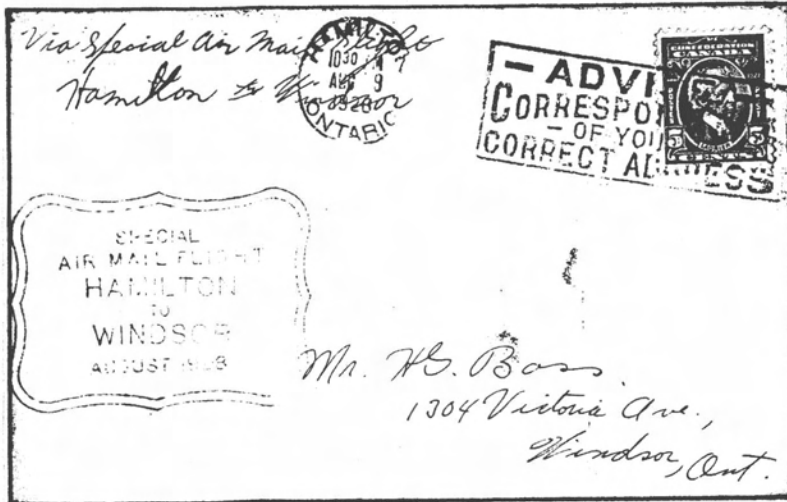
BOB CAMERON

The CAHS Journal is a beautifully produced, quarterly publication, with very interesting articles, glossy paper, and lots of illustrations. - For more information on the CAHS contact their National Headquarters:

P.O. Box 705,  
Station "P",  
Toronto,  
Ontario M5S 2Y4

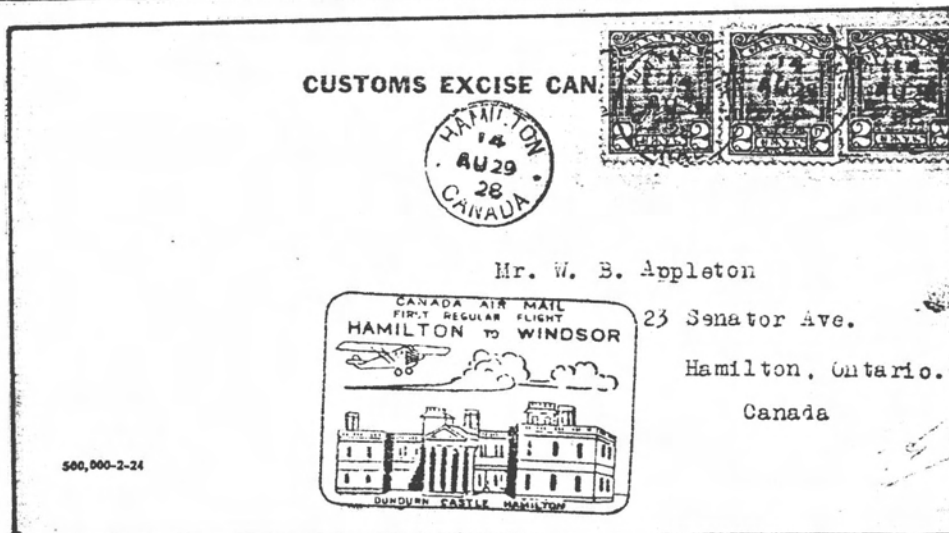
## AN ONTARIO MYSTERY!

From Murray Heifetz



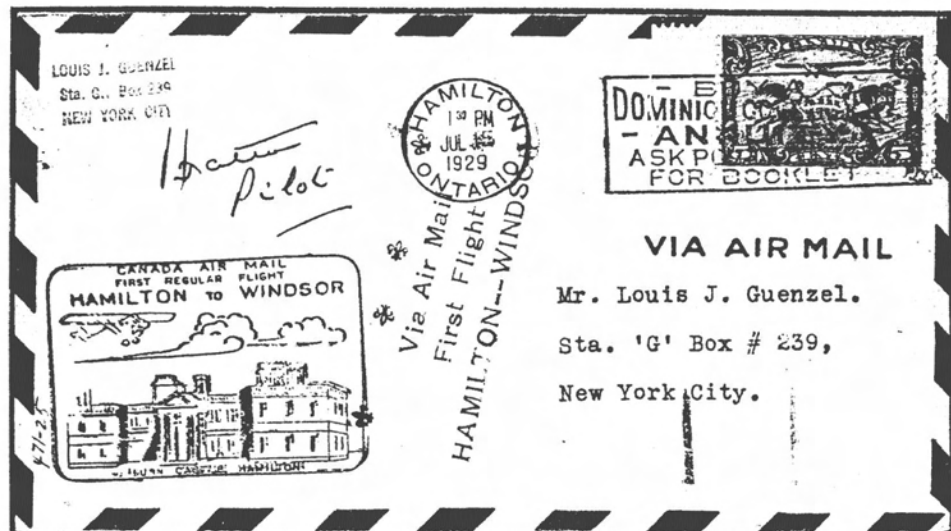
Postmarked  
HAMILTON  
10.30AM AUG 29 1928

Backstamped  
WINDSOR  
14 AU29 28



Postmarked  
HAMILTON  
1.30PM JUL 15 1929

Backstamped  
WINDSOR  
JUL 15 3.30PM 1929



The top cover was carried from Hamilton to Windsor on the special, Toronto - Windsor flight commemorating the 50<sup>th</sup> Anniversary of the Canadian National Exhibition in 1928. (AMCN #2839n.)

Continued

**AN ONTARIO MYSTERY from Murray Heifetz continued**

The bottom cover is from the first flight of the Canadian Airways' Toronto - Detroit air mail service. (AMCN #2945e.)

But what about the middle cover? - This was sent in by MURRAY HEIFETZ, who commented:

*I'm enclosing a photocopy of a cover purportedly flown on the Hamilton - Windsor sector of the CNE flights. The date of posting is right, although it is not addressed to Windsor, and there is no backstamp of any kind. However, the cachet applied is for the Hamilton - Windsor flight of July 15, 1929. Presumably the cachet was not yet produced in August 1928. The cover wouldn't have been a local posting to Hamilton on which someone later added a cachet, as the franking is 6c, all properly dated, which would have only been used for an intended airmail flight, (in fact it is 1c overfranked.) It looks like someone is playing hanky-panky, but who, how, and when?*

Can anybody suggest an explanation for the middle cover?

Thanks Murray.

## 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.

SHIP WITH CONFIDENCE - TOP PRICES PAID.

WANT LISTS FILLED.

## MARK-LANE STAMPS

P.O. Box 626 • West Haverstraw, NY 10993

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



## CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a wonderful index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or MSWorks format), and/or back issues of the newsletter.

Prices, including postage within Canada, are:

INDEX C\$5 for a hard copy, C\$3 for a diskette, C\$8 for both;

BACK ISSUES C\$4 each.

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

DEDUCT 20% if paying in \$US.

CAS members may deduct a further 10% from these prices.

Orders should be sent directly to:

Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0  
[tel. (780) 419 6738; or e-mail Gord at: [gordm@edmc.net](mailto:gordm@edmc.net) ]

### AND:

**Gord will e-mail the Index at NO COST,  
to any member who sends him an email address!**

## The GUARANTEED BCM/AIRFIELD handstamp

This handstamp, which is found that is found on the back of some First Flight Covers, was the subject of an article in the September 2003 newsletter.

The handstamp turned out to be a guarantee, applied to covers by Francis J. Field, who stated in an advertisement that Mike Shand found in May 1939 issue of Aerofield, that:

*We hereby Guarantee that every Air Cover bearing the genuine mark BCM/AIRFIELD, is guaranteed to be genuine in every respect and as described by us in our advertisements and invoice, and that if proved otherwise we will, without time limit, refund the cost (plus reasonable expenses) originally paid to us for it.*

This advertisement also stated that the guarantee system had been in use since 1925, but:

*it had not been used consistently as trade and re-selling friends frequently preferred to handle "untraceable" items. In view, however, of many recent requests for a stabilising influence, such as our guarantee system on the Flown Cover market, we have decided to resume it and from May, 1939 onwards all new flown covers and rarities of all periods that we handle will receive the well-known mark "BCM/AIRFIELD," applied in small characters by a rubber stamp.*

Alex Newall has sent me a copy of the front page of the first issue Air Mail Notes And News, published in September 1930. This shows one of the earlier attempts by Francis J. Field Ltd. to promote this guarantee, and is reproduced on the next page.

The September 2003 article finished with a question regarding the initials BCM, and what they represented. - A similar question was raised by Alan Tunnicliffe, editor of New Zealand Air Mail News, with whom we exchange newsletters, and later answered as follows:

Don Ashworth advises that BCM was the special address name used by a London based company called British Monomarks Limited.

Don recalls seeing about 50 years ago in UK hotel registers guests using monomarks for their addresses. He sent in some information about the company and it is quite interesting.

In 1925 British Monomarks Ltd was granted a Post Office licence allowing them to provide a secure Poste Restante and Mail Forwarding service for travelers and businesses.

Today, 79 years later, they are still offering these same original services. They offer you, wherever you are, a secure central London address.

Other services offered are stated to be UK Post Box services, telephone answering, fax relay and broadcasting, voice messaging, secure e-mail accounts, telex, telegraph, answering in your name, London street address, virtual office, personal and professional discreet forwarding.

British Monomarks Ltd are at Monomark House, 27 Old Gloucester Street, London WC 1. Tel 020 7419 5000. Fax 020 7831 9589. E-mail: [bm@monomark.co.uk](mailto:bm@monomark.co.uk)

Their website is at: [www.britishmonomarks.co.uk](http://www.britishmonomarks.co.uk)

The British Monomarks website now includes a section on the company's history, which shows an application form for a private monomark from 1926. The company's address is given on this form as BCM/MONO, LONDON W.C.1, and there is a statement that "Life members may select their own monomark on payment of the additional fee". It therefore seems that BCM/AIRFIELD was a private monomark, purchased by Francis J. Field Ltd.

As a final stage in this enquiry, I decided to test the statement in the 1939 advertisement from Aerofield, that BCMAIRFIELD:

*is a Monomark permanently reserved for us without time limit, and therefore any enquiry regarding the guarantee cover which is addressed to BCMAIRFIELD, London, W.C., at any time will be forwarded to us.*

I mailed a letter from Kingston, Ontario, to BCMAIRFIELD, LONDON W.C., ENGLAND. - Unfortunately it came back marked NOT AT THIS ADDRESS \*\*\* RETURN TO SENDER \*\*\*



FREE WITH  
STAMP COLLECTING

SEPARABLE BY POST  
FROM OTHER NUMBERS



CONDUCTED BY "AIR ACE"

No. 1

All Correspondence should be addressed to "Air Ace," c/o "Stamp Collecting," Philately House, 15, St. Bride St., E.C.4.

Sept., 1930

## First as usual In Air Mails.

Latest additions to our stocks, apart from "Zepps," and other popular items, include the following out-of-the-way Aerogrammes:

**Sarawak:** Official Mails by R.A.F. Seaplane, 1930.  
**New Zealand:** First services via Australia, India and U.S.A.

**Trinidad—Grenada** experimental mail.

**Japan:** Special "Air Mail Association" Zeppelin cards, flown on World Flight from Tokio, 1929.

**Japan:** Tokio Exhibition Pigeon Post, and the rare Niigata and Beppen first flights.

**Sarawak:** First Nickerie air mail, 1930.  
and Fiji, first flights are due early next month.

"Security



& Service"

This is our new Cover Guarantee: write for descriptive leaflet and latest "Blue List" Offers.

**Mint Air Stamps** now in stock include: Bolivia, new official set of 8; Brazil, "Condor" set of 9 Zeppelin stamps; Abyssinia, complete set with inverted overprint (guaranteed); Tripoli, Roumania, Tunis and other new issues.

Price List of over 220 mint sets free by request.

### Remarkable Reductions.

in our "Invisible" series of Aero Accessories (Mounting Corners, Envelopes and Sheets) have been made this month. Lists and sample free. Trade supplied.

**Francis J. Field, Ltd.,**  
**Sutton Coalfield,**  
England.



### AN HISTORIC MEMENTO

#### A Newfoundland Rarity.

The Hawker cover herewith illustrated is a new "find" in the Airmail World, and one of outstanding interest as it bears the autographs of four very famous aviators of trans-Atlantic fame: Messrs. Harry Hawker, K. Mackenzie Grieve, Whitten Brown and Sir J. Alcock.

#### Lorenzo Marques—Beira.

On June 4th Mr. J. Childs flew a Moth to Beira (Portugal), a distance of 480 miles in six hours. "Inapress" states that 24 letters were carried which received the special postal cachet showing an aeroplane and the words "Via Aerea" in black. The route followed was Lorenzo Marques—Chai Chai—Inhambane—Vilanculos to Beira.

#### Endurance Covers.

Messrs. Lorren, Mendell and Pete Reinhart are going up for the endurance record at Gendale, Cal., this month. "These boys are practically financing themselves, and will autograph covers sent up to them by the re-fueling plans at one dollar per cover. An elaborate cachet has been provided, and in addition all covers will be stamped with an automatic time stamp showing date and hour of signing..."

Many thanks to Mike Shand, Alan Tunnicliffe, Don Ashworth, and Alex Newall, for their contributions to this enquiry.

## AVIATION and AIRMAIL ETIQUETTE

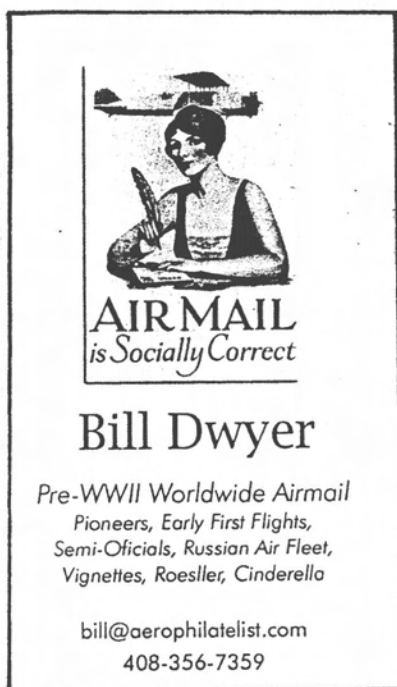
Many thanks to BARRY COUNTRYMAN, who has not only done an outstanding job of researching various air mail services, but also sent me the following newspaper clipping:

**AIR LINE BARS TIPS**  
Colonial Airways system, plying between Toronto and Buffalo, has forbidden its employees to accept tips in an attempt to make air travel as inexpensive as possible.

*The Toronto Star,*  
January 11<sup>th</sup> 1930.

This struck me as most peculiar at first, but I suppose somebody had to establish whether flying was like taking a taxi, or going on a cruise ship, when you do tip; or whether it was to be regarded like taking a bus, or railway train, when you don't tip.

The clipping also reminded me of a drawing that I first saw used by Bill Dwyer on his business card, which was originally used in a U.S. Post Office poster:



The poster was illustrated in The Airpost Journal for June 1986, and described as follows:

The 1929 Post Office Department poster shown on the front cover came to light because it was chosen by The Washington Post (newspaper) to illustrate both of its listings (in different departments, run on consecutive days) of a new National Archives exhibition of 200 years of government posters and broadsides. The lithographed poster itself measures 14 by 20 inches (of which about one inch on each side is outside the frame and has been cropped off in our illustration). It is printed on light gray paper; "Air Mail" and the words in the bottom line are black, the "5c" and "10c" red, "is Socially Correct" is royal blue. The plane is blue and yellow pastel. The model has auburn hair and a bright red dress, and holds a green feather. The artist is one John McEwan; the printed legend along the bottom, just outside the frame, reads: Issued by Post Office Department / Engineer Reproduction Plant, U.S. Army, Washington, D.C. / 1929. The exhibition continues through February 1987.

I expect that the Post Office made the claim that *Air Mail is Socially Correct* on its own initiative, but perhaps there was a council of newspaper society columnists which endorsed it?

**Can anybody provide more information about the origins of aviation and airmail etiquette?**

## 1937 - CANADA to LUNDY ISLAND



This most unusual cover was found by JIM GRAUE. - Although the stamps/cinderallas and First Day Covers produced by Lundy Island are quite common, this is the first time I recall seeing a cover to Lundy Island!

The cover is, in fact, correctly franked for air mail from Harrington Harbour to Rimouski; surface mail from Rimouski to England; and "private carrier" mail to Lundy Island. - According to the website [www.stampingonlundy.co.uk/](http://www.stampingonlundy.co.uk/) :

The earliest date recorded for the opening of the Lundy Island Post Office is 3<sup>rd</sup> March 1887, though it is unlikely that it did in fact operate until 1892, when the GPO laid a cable from Croyde in North Devon across the Bristol Channel to the Lundy Island and built a stone cable hut where the cable terminated-against the east wall of the keep of Marisco Castle. The cable hut became known as the Post Office, which contained a table and counter, pigeonholes for sorting letters, a stationery cabinet, as well as two bunks and a cooking stove. The latter used by linemen sent from the mainland to lay and service the cables connected to the island's two lighthouses, there to warn Bristol Channel shipping, which subsequently came into service in 1896.

From 1912 to about 1915 there was a twice-weekly mail service using British not Lundy Postage Stamps to Lundy Island, one from Instow North Devon and one from Bristol operated by SS Devonian. During the First World War the service was either from Milford Haven or from Ilfracombe North Devon. In 1912 the renowned MV Lerina entered service, carrying mail between Instow North Devon and the island in the Bristol Channel, culminating in October 1925 when M C Harman acquired not only Lundy Island in the Bristol Channel but also the mail-carrying contract together with MV Lerina.

The first Sub Postmaster appointed, Mr F Allday, held the post for over 30 years, until he left in 1926, being succeeded by M C Harman's next appointee, Mr H Lang who held the Post Office for only about 1 year before leaving. M C Harman's head gardener, Mr W Mien, then took over the Post Office but he too only held the job for a few months before leaving Lundy Island in the Bristol Channel. As no successor could be found from the islands population, M C Harman requested the Postmaster General to close the Post Office and the GPO ceased to have any interest in the Bristol Channel island after the end of 1927.

Continued



**1937 - CANADA to LUNDY ISLAND continued:**

For 2 years M C Harman continued to carry, free of charge, mail to and from the North Devon mainland on MV Lerina, the mail being transported in sealed mail bags to and from the sub Post Office at Instow North Devon by Captain W Dark, skipper of MV Lerina. Responsibility for distributing incoming mail and despatching outgoing mail on Lundy Island in the Bristol Channel was in the hands of the late, renowned, Mr F W Gade who had arrived in 1926 on a three month trial, as M C Harman's resident agent, a position to be retained except for a short break until Mr F W Gade retired in 1971.

In 1929 M C Harman decided that he could no longer afford the free mail In 1929 M C Harman decided that he could no longer afford the free mail service, and to defray his costs he conceived the idea of issuing special Lundy Stamps, better known as Puffin Stamps for fixing to incoming and outgoing mail. He choose, for the new Lundy Postage Stamps the Puffin as his Puffin Stamps unit of currency for Lundy Stamps, being equivalent of the British penny, and on the 1<sup>st</sup> Nov. 1929 the first Lundy Stamps of Lundy Island were issued, the Puffin Stamps half Puffin Pink and the Puffin Stamps 1 Puffin Blue.

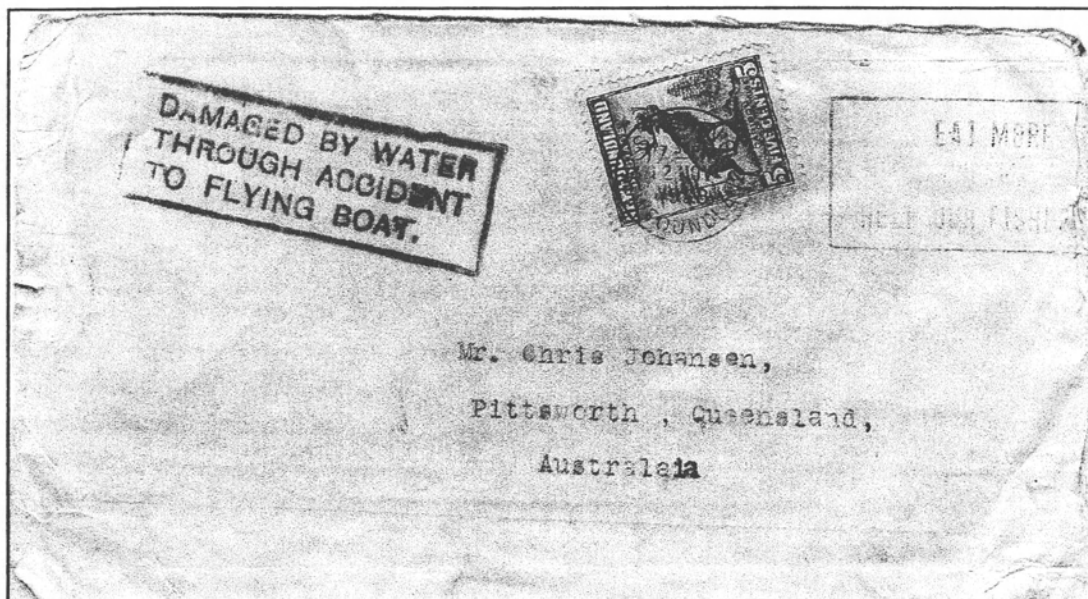
The Lundy Island website was created by Ian Luggar , 34 Lime Grove, Bideford, North Devon EX39 3JL, U.K., who also sells Lundy Island stamps and postal history. However, there is a note at the site saying that "Due to an extended trip in 2005 the 'buy' facility and contact addresses have been suspended until my return in the spring of 2006".

Many thanks to Jim Graue for sending this cover, and best wishes to Ian Luggar wherever you are.

---

## 1938 - CALPURNIA CRASH COVER

Ken Sanford



On the 27<sup>th</sup> of November 1938, the Imperial Airways "Calpurnia", a Short S.23 'C' Class (G-AETW ) flying boat crashed on Lake Habbaniyah, Iraq.

Continued

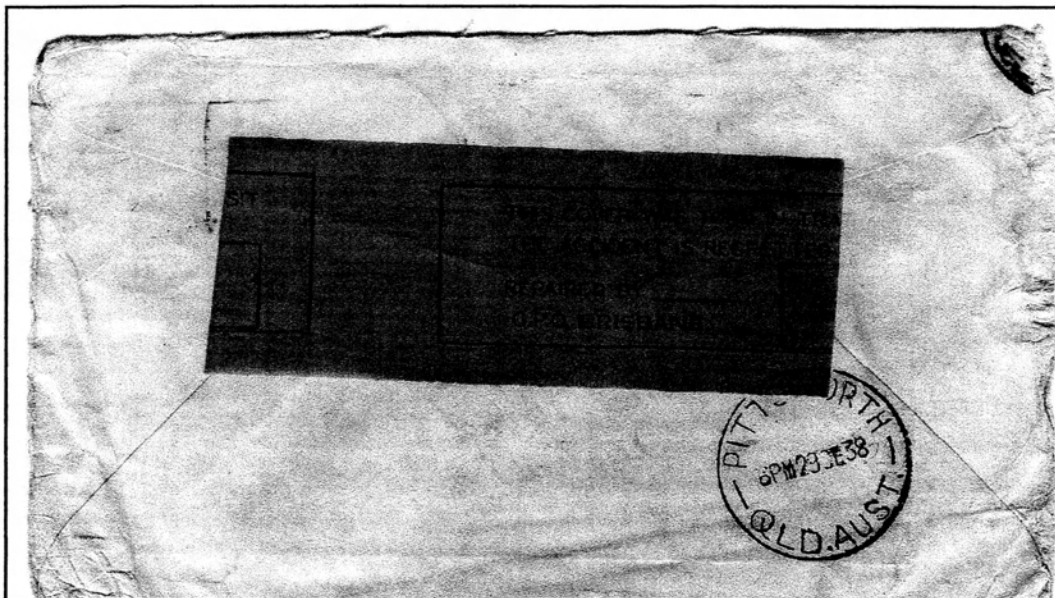


**1938 - CALPURNIA CRASH COVER by Ken Sanford continued:**

The crew members were Captain Ernest Henry "Tich" Attwood, First Officer Alexander Ninian Spottiswood, Radio Operator B. Bayne-Rees & Flight Clerk F. G. Ubee. The flight had departed from Southampton on the 23<sup>rd</sup>, and was carrying a heavy load of Christmas mail.

When attempting to land during a severe sand storm and in the dark, the aircraft struck the water too hard and crashed near the town of Ramadi, which is about 12 miles from the normal landing place on Lake Habbaniyah. The Captain had mistaken it for the normal landing place. All four flight crew members were killed, whilst two Imperial staff passengers and the Steward D.E. Anderson escaped with some injuries. There were no revenue passengers onboard.

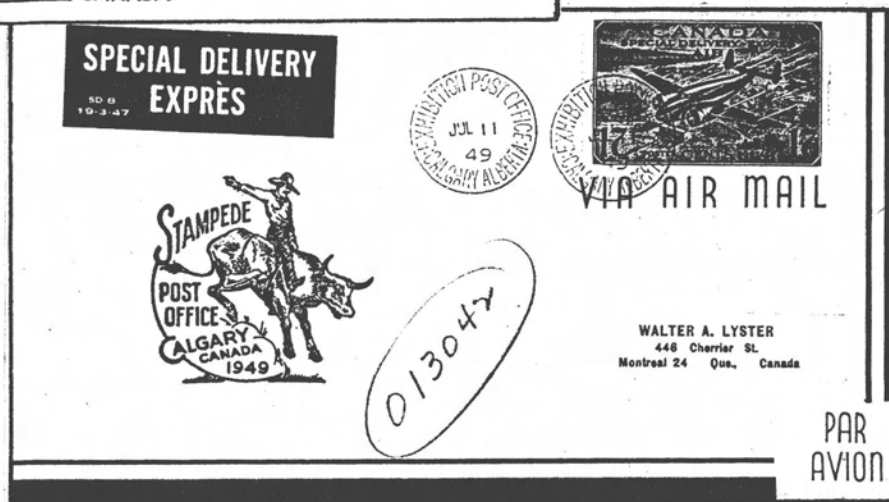
Most of the mail (about 80 bags—800 lbs.) was scattered across the lake. It was salvaged by the Royal Air Force (RAF) in watersoaked condition, and many of the covers had the stamps soaked off. To assist with the salvage, Imperial Airways staff came out from Basra. They were accompanied by some GPO personnel, who were not pleased to find the RAF people drying out the mail in an irregular manner. By the 30<sup>th</sup> of November, eighteen mailbags had been recovered. Many different cachets, labels, markings and mimeograph explanations were used by the post offices at the various destinations of the mail. There are at least fourteen different markings known on mail to Australia. I recently purchased on eBay, a cover with a previously unrecorded marking, which is from the Brisbane, Australia Post Office. The cover is postmarked St. John's, Newfoundland 12 November 1938, and is addressed to Pittsworth, Queensland, Australia. On the front, it has the type "I" cachet in red, which was applied by the Sydney Post Office. On the back is a piece of brown sealing tape, and the printed inscription reading: "THIS COVER WAS TORN IN TRANSIT/THE ACCIDENT IS REGRETTEED/REPAIRED BY \_\_\_\_/G.P.O. BRISBANE".



Not only is Newfoundland a very unusual origin for a "Calpurnia" cover, but this marking was previously unrecorded by Henri Nierinck in "Recovered Mail" and by myself in my recent book "Air Crash Mail of Imperial Airways & Predecessor Airlines". I will include it in a future supplement to the book.

**Thanks Ken.**

# CALGARY STAMPEDE COVERS



"Old" airmail covers from the Calgary Stampede, like the ones above, seem to occur fairly often in dealers' boxes, but not "new" covers. - I was therefore intrigued by Dale Speirs article on *The Decline and Fall of the Calgary Stampede Handstamp*, and have reproduced it on the next page.

The Canadian Philatelist is published bimonthly by THE ROYAL PHILATELIC SOCIETY OF CANADA, and the CAS receives a copy as an affiliate of the RPSC.

Membership of the RPSC is open to all. In addition to receiving *The Canadian Philatelist*, members of the RPSC can purchase "all risks" insurance for their stamp collections at special rates; use the RPSC Sales Circuit to purchase items for their collection, or to dispose of surplus material; and the RPSC will provide advice and contact family members or lawyers for the estate of a late member.

For more information on the RPSC, contact their National Office at: P.O. Box 929, Station Q, Toronto, Ontario M4T 2P1; or visit their website at <http://www.rpsc.org/>

# The Decline and Fall of the Calgary Stampede Handstamp

by Dale Speirs

People go to the Calgary Stampede, the world's largest rodeo, each year for a variety of reasons. Some like the animals in the livestock displays, others watch all the infield events, the kids roam the midway rides, and many never look at a cow or horse, preferring to spend their time in the casino. For a number of years my favourite Stampede sport was Spot-The-Post-Office, and victory was proven by actually getting a Stampede postmark.

Many years ago, in fact within living memory of senior citizens, there was a post office on the grounds of the Calgary Stampede, where one could get a nice commemorative hand cancel. This was discontinued for a while, then later revived in much attenuated form. In 1989, Canada Post had a tent at the south end of the grounds, next to the pin-trading tent. If there was any publicity about it, I certainly missed it. I found it only because I happened to glance into the tent as I walked by to the pin traders. As I looked in, I saw two posties standing idly behind the counter waiting for customers. I went in on a chance and discovered that yes, there was a commemorative cancel for the Stampede. It was black ink, 31 mm diameter, and showed the Stampede logo of a cowboy with a lariat.

In 1990, the Canada Post tent was absent. After much searching, I discovered a souvenir outlet acting as a paler version of a Retail Postal Outlet, and asked for the commemorative. The clerk was a teenaged sweet young thing who had no idea what I was talking about. Finally communication was established, and I got the 1990 Stampede cancel. It was black ink, 48 mm diameter, and depicted a chuckwagon.

Publicity for the 1991 Stampede mentioned that all the souvenir stands would have the commemorative cancels. On this basis, I proceeded to the same stand



Above is the 1991 Calgary Stampede hand cancel. The cancel below is dated July 13, 1990.



where I had gotten last year's cancel. There was a different sweet young thing there, and she knew what I was talking about when I asked for the cancel. Unfortunately, she didn't have one there. I was directed to the Roundup Centre, which did have it. In fact, I saw the rubber handstamp sitting on a table behind the cash register. Having bought some postcards, I asked the clerk for cancels on them. She was confused (she might have been the sweet young thing from 1990; I don't remember faces well). However, her fellow sales clerk knew what I was talking about, and obliged with the handstamp. The 1991 cancel was red ink, undated (not even the year), and had shrunk to 30 mm.

In 1992, I saw no sign of any cancel, nor did any of the clerks know about it. I surmise that 1991 was the last year of the handstamp.

Over the next decade, nothing re-appeared, although I always made it a point

to keep watch. At the 2001 Stampede, I saw a Canada Post booth in the trade show, which was part of a larger display extolling the services of the Government of Canada. The booth, very professionally done, was selling philatelic items and year sets. I asked the postie if they had a special cancel. He replied negatively, and went on to say that I wasn't the first one to be asking him. He couldn't understand it either, as a commemorative handstamp or cover would be a good way of moving stock.

What struck me as interesting was that even though there was no philatelic commemoration on site, the programme booklet given to all visitors entering the Stampede had a thoroughly philatelic theme. The Calgary Stampede has an annual attendance of about 1.1 million paid visitors, and everybody got the programme with their admission ticket. In addition, the Stampede used the programme as a publicity mail shot a few weeks prior to the event, sending out several hundred thousand booklets to Calgary and area homes. Therefore about 1.5 million of the programmes were printed.

The booklet cover showed the feature attractions as undenominated labels, with a faux Calgary machine cancel obviously based on the regular cancel. I suspect the booklet designer copied it from a commercial cover received in his office mail, because the pseudo-postmark has the vertical line at left of the cds. This is exactly what one sees on regular mail with an over-inked machine cancel that not only inked the cds and slogan but also the edge of the frame holding the postmark device. Throughout the interior of the programme, faux labels depicting stars of the shows were abundant, as well as circular handstamps. It would have been nice to have a real handstamp to match the programme booklet. ✱

## AEROPHILATELY or ASTROPHILATELY ?

NINO CHIOVELLI has sent in the following item, in which the general dividing-line between aero and astro materials is well defined.

### The 100 km Boundary for Astronautics

Following the pioneer flights beyond the edges of the atmosphere at the beginning of the Sixties, which opened a period of 40 years of space exploration, there was no more talk of suborbital space flight until 1996, when the X-Prize Foundation launched a competition for rocket experts around the world.

On 21 June 2004, *SpaceShipOne* became the first aerospacecraft developed by a privately-owned company to successfully reach an altitude of 100 km, the generally accepted definition of "space".

But where does this "100 km Boundary" come from ?

The text reproduced below is adapted from an article written by Dr S. Sanz Fernandez de Cordoba, President of ICARE, the FAI Astronautic Records Commission :

### THE IDEA OF SEPARATING AERONAUTICS AND ASTRONAUTICS

*In the early 1950's, Aeronautics and Astronautics were considered the same thing. In fact Astronautics, besides the "dreams" of a few scientists and engineers, was only a military endeavour, linked to Aeronautics in the Military Establishments of the time. But Theodore Von Karman [(1881-1963), who is considered to be one of the great aeronautical scientists of the twentieth century] had the feeling that there was a difference between the two. If such was the case, a line could be defined to separate them. The basics were there : Astronautics needed the lack of atmosphere to be viable; Aeronautics needed the presence of atmosphere. And atmosphere existed near the Earth's surface, but did not exist far above the ground. In Astronautics, speeds impossible to maintain in atmospheric drag could be maintained for very long periods without power applied to the vehicle. In Aeronautics (heavier than air vehicles) sustained flying without power is unthinkable. And so on. Thus, both disciplines could be separated in certain important aspects just because of their dependence, in opposite ways, on atmosphere.*

*In the mid 1950's, Von Karman got in touch with a series of (at the time) young leading scientist and engineers in Aeronautics and Astronautics with the view of defining a separation, as far as possible, between both disciplines. He had got to know them through two international private, i.e. not government dependent, organisations. One was the recently created IAF (International Federation of Astronautics), which had held its first International Congress in 1950. The second, at the time by far more important, was the well known and very prestigious FAI (Fédération Aéronautique Internationale), organised in the first years of the XX Century, and which sanctioned and recorded all Aeronautic records.*

Continued



**AEROPHILATELY or ASTROPHILATELY? continued:****The Karman separation line : Scientific significance.**

*The interchange of ideas finally led to a clear cut : In Aeronautics, level flying higher and higher meant to deal with less and less dense atmosphere, thus to the need for greater and greater speeds to have the flying machine controllable by aerodynamic forces. A speed so big in fact, that, above a certain altitude, it could be close to or even bigger than the circular orbital speed at that altitude (i.e. lift was no longer needed, since centrifugal force took over; and consequently aerodynamic flight was meaningless). Conversely, in Astronautics, lower and lower orbital flying led to encountering more and more dense atmosphere, so much that it would be impossible to maintain the orbit for a number of turns around Earth without significant forward thrust (thus making the free fall, or orbiting, concept meaningless). A lot of calculations were made, and finally it was concluded and accepted by all scientists involved, that the boundary could be set at an altitude of around 100 km.*

*The 100-Km altitude, ever since named the "Karman Line", thus came into existence as the boundary separating Aeronautics and Astronautics.*

**The Karman Line: Adoption in International Standards**

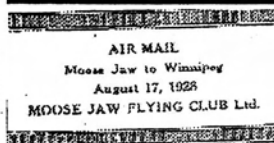
*Von Karman presented the result of this work to the IAF, which accepted it without much interest, because they were really not concerned with the problem of separating both fields. But things worked differently for the FAI, deeply involved in human records for Aeronautics.*

*Some of the people who had been working with Von Karman were connected to FAI, among them, Sanz Aránguez from Spain, Dillaway from the U.S., several scientists from the U.S.S.R., and Genty from France. They proposed to FAI to create a new category of flying machines, later named spacecraft in the FAI rules, which would have separate records. The FAI was more than willing to do so, and decided to create the International Commission of Astronautics (CIAstr; the name was changed in 1987 to International Commission of Astronautical Records, ICARE). The rules developed and approved became Chapter 8 of the FAI Sporting Code. Naturally, they started by setting the rule that a flight could only be considered an Astronautical flight, and then qualify for a record under Chapter 8 of the FAI Sporting Code, when that flight goes beyond the 100 Km line, i.e. the Karman Line.*

(Full article available at : [www.fai.org/astronautics/100km.asp](http://www.fai.org/astronautics/100km.asp))

Thanks Nino.

## Nutmeg Knows Canadian Airmail!



Labels, stamps, covers . . . you name it, we sell it!

Nutmeg holds at least 15 sales a year  
and each features quality material.

Call 1-800-522-1607 for a free auction  
catalogue. Save time by viewing lots online at  
**[www.nutmegstamp.com](http://www.nutmegstamp.com)**



• P.O. Box 4547 Danbury CT 06813 • Fax: 203-798-7902 • Email: [info@nutmegstamp.com](mailto:info@nutmegstamp.com)

## 2004 - Canadian LUFTHANSA FFCs

**LUFTPOST**  
 PAR AVION PRIORITAIRE



**Erstflug LH 490 / AC 9197**  
**München - Vancouver**



München  
-  
Vancouver


10.06.2004

Airbus  
A340-300

Reichweite	11400 km
Flughöhe max.	12500 m
Startgewicht	271000 kg
Passagiere First/Bus/Eco	8/42/197
Bestand 08/2001	26

Airbus A 340-300 Erstflug  
LH 490/AC 9197

Mister  
Karl-Jürgen Schepers  
USPS 349, W. Georgia St.  
  
**Vancouver, BC, Canada**  
 V6B 3A0

**First flight LH 491 / AC 9198**  
**Vancouver - München**



München  
-  
Vancouver

11.06.2004

Airbus  
A340-300

Reichweite	11500 km
Flughöhe max.	12500 m
Startgewicht	271000 kg
Passagiere First/Bus/Eco	8/42/197
Bestand 08/2001	26

Airbus A 340-300 Erstflug  
LH 491/AC 9198

Herrn  
Karl-Jürgen Schepers  
NL Br 4, BZ 85, Abt. 3 1-1  
  
**D-85616 MUNICH**  
 Germany

The Lufthansa press release stated:

### Nonstop service between Vancouver and Munich

Lufthansa is very pleased to announce the introduction of nonstop service between Vancouver and Munich, our second hub in Europe. The new flight will operate three times weekly on Tuesdays, Thursdays and Sundays for the period from June 10 to October 03, 2004.

Flight LH491 will depart Vancouver at 20:50 and arrive in Munich at 16:00

Flight LH490 will depart Munich at 15:45 and arrive in Vancouver at 17:10

Many thanks to NORBERT KROMMER for these covers.

## **SALES AND WANTS**

All members are invited to send in details of items wanted or for sale to the editor.  
They will be published as soon as space permits, at no charge to the member.

### **Auction - 1931 Newfoundland Airmail Issue**

Harry Hollander will be issuing an Auction Catalogue on the 1931 Newfoundland Airmail Issue, in or around Feb - March of 2005.

For details of this, and/or his other auctions of various countries' stamps, postal history, etc.,  
please contact him at:

**Harold Hollander Philatelists**

5 Helgarda Ave, Hout Bay 7806, South Africa

Tel: +27 21 790 2463 Fax: +27 21 790 4655 Email: [holander@mweb.co.za](mailto:holander@mweb.co.za)

---

## **NEXT ISSUE DEADLINE**

THE CANADIAN AEROPHILATELIST is produced quarterly  
in March, June, September and December.

If you have anything you'd like to be included in the next issue,  
please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
**by February 1<sup>st</sup>.**

---

**WWW.CANADAREVENUESTAMPS.COM**  
**WWW.ESJVANDAM.COM**

Our websites offer thousands of

**CANADA SEMI-OFFICIAL AIR MAIL STAMPS & COVERS**

Canada revenues, Telephone & Telegraph Franks, POW Franks, Duck & Hunting stamps

-----  
Regular Newsletters and Auctions - sample on request  
-----

**E. S. J van Dam Ltd** - since 1970

P. O. Box 300, Bridgenorth, Ont. Canada K0L 1H0  
[esvandam@esjvandam.com](mailto:esvandam@esjvandam.com)

-----  
phone (705)-292-7013 fax (705)-292-6311

**Toll free order line** - North America only, 1 - 866 - EVANDAM (382-6326)

member: ASDA, CSDA, APS, ARA, BNAPS, RPSC, etc.

## MEMBERSHIP APPLICATION / RENEWAL FORM

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

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.

The Society also provides a number of other services, including:

- a question-and-answer service for mystery air mail stamps and covers;
- a small library that can be searched for information on particular topics;
- discount prices on several aerophilatelic publications, including an index to The Canadian Aerophilatelist;
- a "sales department", with a variety of modern covers for sale;
- representation of Canadian aerophilatelists at national and international levels.

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

The annual membership dues are:

**\$20.00 CDN in Canada,**

**\$22.00 CDN (or \$18.00 US) in U.S.A.,**

**\$25.00 CDN (or \$21.00 US, or 17 Euros, or 11 Pounds Sterling), for members Overseas.**

**Payable to: The Canadian Aerophilatelic Society.**

**Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling.**

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: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

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

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

## MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.**

#69 Don Amos  
#135 Beatrice Bachmann  
#322 David G. Brown  
#340 Harold Brosseau  
#300 Bob Campbell  
#180 Elmer Cleary  
#318 Martin Cole  
#260 Fred Dietz  
#338 Koos Fase  
#312 Barry Frost  
#193 J.P.Gadoury  
#289 Andre Giguere

#14 Murray Heifetz  
#323 Donald Holmes  
#111 James Kobelt  
#310 Charles LaBlonde  
#171 Albert Leger  
#109 Gary Lyon  
#106 Maurice Malenfant  
#277 Ed Matthews  
#329 Denny May  
#320 Gordon McDonald  
#17 Richard McIntosh  
#321 Andrew Mrozowski

#219 William Noble  
#67 Robert North Sr.  
#207 Charles Oakley  
#194 Derek Rance  
#275 Tom Shaw  
#222 Douglas Smith  
#339 Keith Spencer  
#217 Cecil Stoner  
#73 Kurt Tischler  
#303 Ronald Trefry  
#13 Janice Weinstock  
#311 Hans Wichern

**To all members listed above, who have already renewed their membership, thank you for doing so.**  
**PLEASE NOTE: new MEMBERSHIP CARDS are only sent to renewing members on request.**