



THE CANADIAN AEROPHILATELIST

#62

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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March 2005

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EDITORIAL: *I hope everybody likes the new format for the newsletter.*

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

I am preparing this March Report on 25 January 2005, the birthday anniversary of Bobbie Burns. Those who observe the Baird's Birthday please join me in a toast to his memory. I am in Naples, Florida away from the cold environment of Canada. On the 28 February I return to reality and Nepean, Ontario. I am not thinking much about Aerophilately at present but I hope to attend one day of the three day AAMS Convention in Sarasota, Florida, about 90 miles from Naples. At this Convention Aerophilatelists from around the world will gather and during the Awards Banquet, the new AAMS President, Derrick Pillage, will announce the addition of two new names to the Aerophilatelic Hall of Fame. It will be a great event. One of our members, Charles Verge, will be the Chief Judge.

Due to announcements about our 2005 Snowbird Covers in the *Canadian Stamp News*, the *Canadian Philatelist* of the RPSC and *The Airpost Journal* of the AAMS, over 30 new collectors have purchased Snowbird Covers. Hopefully many will decide to join the CAS for future Aerophilatelic collecting. Funds raised from the sale of these covers help cover the costs of our excellent publication, *The Canadian Aerophilatelist*, edited by the hard working editor, Chris Hargreaves of Kingston, Ontario.

The late Captain Miles Selby, No. 4 of the Snowbird Aerobatic Team, signed 30 envelopes as part of our set of 9 covers for each pilot, and another 80 for the one cover signed by all nine pilots. In memory and tribute to our fallen aviator, a set of the 10 envelopes was sent to his widow via the CO of 431 Demonstration Squadron on behalf of the CAS membership.

Do not forget our annual meeting during ORAPEX 2005 in Ottawa at the RA Centre on Sunday 1 May 2005. It will be a great show. Why not attend for the two days, Saturday, 30 April and Sunday, 1 May 2005? And now, back to the pool and a cool drink.

Best regards,

Dick Malott

President CAS

Editor's Note: Thanks Dick for sending this Report to me before the February 1st deadline!

Since this Report was received, the Canadian Stamp News has published a long and very nice article about Dick and the CAS. - I am reprinting this later in this newsletter, (pages 10 and 11), for the information of members who do not have access to Canadian Stamp News.

ORAPEX 2005

OTTAWA'S NATIONAL STAMP EXHIBITION

the 44rd Annual RA Stamp Club Exhibition and Bourse,
will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in
the Curling Rink. Times: Saturday April 30th - 10 a.m. to 6 p.m.
and Sunday May 1st - 10 a.m. to 4 p.m.

Admission and parking are free.

For more information, contact Dick Malott.

CANADA'S SEVENTH NATIONAL PHILATELIC LITERATURE EXHIBITION

will be held in Toronto, October 14-16, 2005.

More information, an entry form and/or prospectus are available from:

C7NPLE, P.O. Box 2788, Station 'D', Ottawa, ON K1P 5W8

or from Cimon Morin cimon.morin@lac-bac.gc.ca

ELECTIONS FOR THE EXECUTIVE OF THE CAS

It was agreed at last year's AGM, and reported in the June 2004 newsletter, that:

The Society should be run by an 'Executive Committee', consisting of 1. President, 2. Vice President, 3. Secretary, 4. Treasurer, 5. Editor of Newsletter, and 6. a member nominated and elected by the Western Chapter of the CAS.

These officers would be elected every two years, and members could be elected to more than one office should they be successful.

There will be an election in 2005 and should no objections to these proposals be received from the membership, the new 'constitution' will take effect with elections to the positions above.

No objections have been received to these proposals, so elections for the President, Vice President, Secretary, Treasurer, and Editor of Newsletter, will be held at the AGM on the afternoon of Sunday May 1st at ORAPEX.

Dick Malott is happy to continue as President; Brian Wolfenden to continue as both Secretary and Treasurer; and Chris Hargreaves to continue as Editor. - They will all "run again" for their positions.

Mike Shand has been Vice President since 1993, and will not be seeking re-election. **Many thanks for everything you've done for the Society Mike!**

Would any member who is interested in standing for any of the positions on the Executive, please contact any member of the Executive Committee for more information and/or to nominate themselves for the position.

EDITOR'S REPORT

I am very pleased to announce that the
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2005
will be presented to
BARRY COUNTRYMAN
for his research into
National Air Transport Limited,
the incorporation of Patricia Airways Limited,
John McHale's covers, Von Gronau's Transatlantic Flight of 1930,
the Halifax - Sydney flights of 1935,
and his many other contributions to the newsletter.

The topics mentioned above are just those on which I've already published information provided by Barry, or on which his research appears in this issue! - I've also received answers from Barry to several other questions, and will be publishing these over the next few issues! **Many thanks for all your help Barry.**

I'd also like to thank everybody else who has sent in items for the newsletter. - Although I have a surplus of material for the newsletter, I would encourage everybody to keep sending items to me. I will try to publish your questions, and details of items wanted or for sale, as soon as I can. Any answers I receive are passed on to the people who sent in the questions as I receive them. The answers are then published later as space permits, as I try to include articles and answers on a variety of topics in each issue.

Many thanks also to Gord Mallett, who has updated the Index he maintains for this newsletter. - More information on how to obtain a copy of the Index, and/or back issues of the newsletter, and Gord's new phone number and email address, are given on page 8.

Chris Hargreaves

SECRETARY'S REPORT

As of January 01, 2005, the Society has a total paid membership of 155. This is an increase of 12 from January, 2004. The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

Canada:

Alberta	20
British Columbia	14
Manitoba	4
New Brunswick	4
Newfoundland	2
Northwest Territories	1
Ontario	51
Quebec	10
Saskatchewan	2

Total 108

USA:

Arizona	1
California	1
Colorado	2
Connecticut	2
Florida	2
Illinois	6
Idaho	1
Indiana	1
Kansas	1
Massachusetts	1
Michigan	2
New York	3
Ohio	2
Oregon	2
Texas	2

Total 29

International:

Cayman Islands	1
U.K.	6
France	2
Germany	1
Netherlands	3
South Africa	2
Switzerland	2
Thailand	1
<hr/>	
Total	18

EDITOR'S EMPHASIS:

an increase of 12 members
since this time last year!
Wow!

Look at the next page:
more money in the bank
than this time last year!
Wow!

Thanks Brian for all your work as
Secretary and Treasurer.

Brian Wolfenden
Secretary, CAS

TREASURER'S REPORT

FOR THE YEARS ENDING 31 DEC 2003 AND 31 DEC 2004

	2003	2004
Opening Bank Balance	<u>4,985.07</u>	<u>7,684.80</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,636.11	2,987.46
CAS Covers – sale of various philatelic covers	2,775.81	3,829.56
Other Sales – includes e.g. books, pins & advertising	698.00	774.00
Donations – from members	85.00	46.76
Bank Interest – chequing account	<u>0.00</u>	<u>0.05</u>
Income Generated and Received during the Year	<u>7,194.92</u>	<u>7,637.83</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	12,179.99	15,322.63
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	0.00	238.01
Philatelic Covers-costs e.g.covers, postage & envelopes	1,414.37	645.01
Office Supplies	69.05	113.23
Postage-such as for CAS newsletter, covers & books	582.00	555.00
Printing and Photocopying – such as newsletter and catalogue	1,662.53	1,307.70
Bank Charges-chequing account,cheques,deposit stamp	60.00	60.00
AAMS – publications	563.53	915.18
CAS Pins	0.00	306.69
Exhibit Fees – CAS newsletter	93.40	0.00
Engraving – presentation plaques	<u>50.31</u>	<u>0.00</u>
Expenses Incurred during the Year	<u>4,495.19</u>	<u>4,140.82</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>4,495.19</u>	<u>4,140.82</u>
Closing Bank Balance	<u>7,684.80</u>	<u>11,181.81</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	<u>-</u>	<u>-</u>
Financial Position at 31 Dec	<u>7,684.80</u>	<u>11,181.81</u>

BRIAN WOLFENDEN, Treasurer - CAS

WESTERN CHAPTER REPORT

Gord Mallett

75TH ANNIVERSARY OF THE FIRST OFFICIAL AIRMAIL FLIGHTS TO THE WESTERN ARCTIC BY COMMERCIAL AIRWAYS

Identified as item #2967 in *The Air Mails of Canada and Newfoundland* these December 1929 flights represent one of the most fascinating stories in early Canadian northern flying. In addition to the 2½ pages devoted to the flights in *AMCN*, extra details of the adventure can be found in many books. One of the most colourful descriptions is in Philip Godsell's *Pilots of the Purple Twilight*. His humorous portrayal of the Christmas party at Fort Good Hope at 50° below zero - complete with details on how they cooked their frozen turkey - makes the book a must-read for bush pilot buffs.

A major deficiency in the newspaper accounts of the day, in the *AMCN*; and in popular book accounts of the flights has been the lack of primary source data relating to the four- plane flotilla: CF-AAL, CF-AJQ, CF-AJR and CF-AKI. Now, that is finally behind us. Thanks to some nifty detective work by Kevin O'Reilly, involving two trips to the Manitoba Provincial Archives to review the Canadian Airways collection, and a day-by-day review of the *Edmonton Journal* newspaper microfilms, and the flight book for 'AAL at the Glenbow Archives, this particular mystery has largely been solved. There were in excess of 100 individual flights over the course of the 10 December 1929 to 03 January 1930 inaugural period. We now have the complete story for each of the four planes, and of the pilots Wop May, Idris Glyn-Roberts, Boom Lumsden, Moss Burbidge, Archie McMullen and Cy Becker.

The above data is included in a neat commemorative package of materials that has been carefully put together by Denny May and is now available to collectors. In addition to the complete listing of the 125 flights, the package contains photo highlights, and copies of original documents and posters related to this new air mail service, including the official Post Office announcement. There are individual pictures of each of the pilots; the mechanics Casey van der Linden, Don Robertson and Stan Green; Canadian Wright Ltd.'s Tim Sims; *Edmonton Journal*'s reporter Ted Watt; and Postal Superintendent Walter Hale.

Continued

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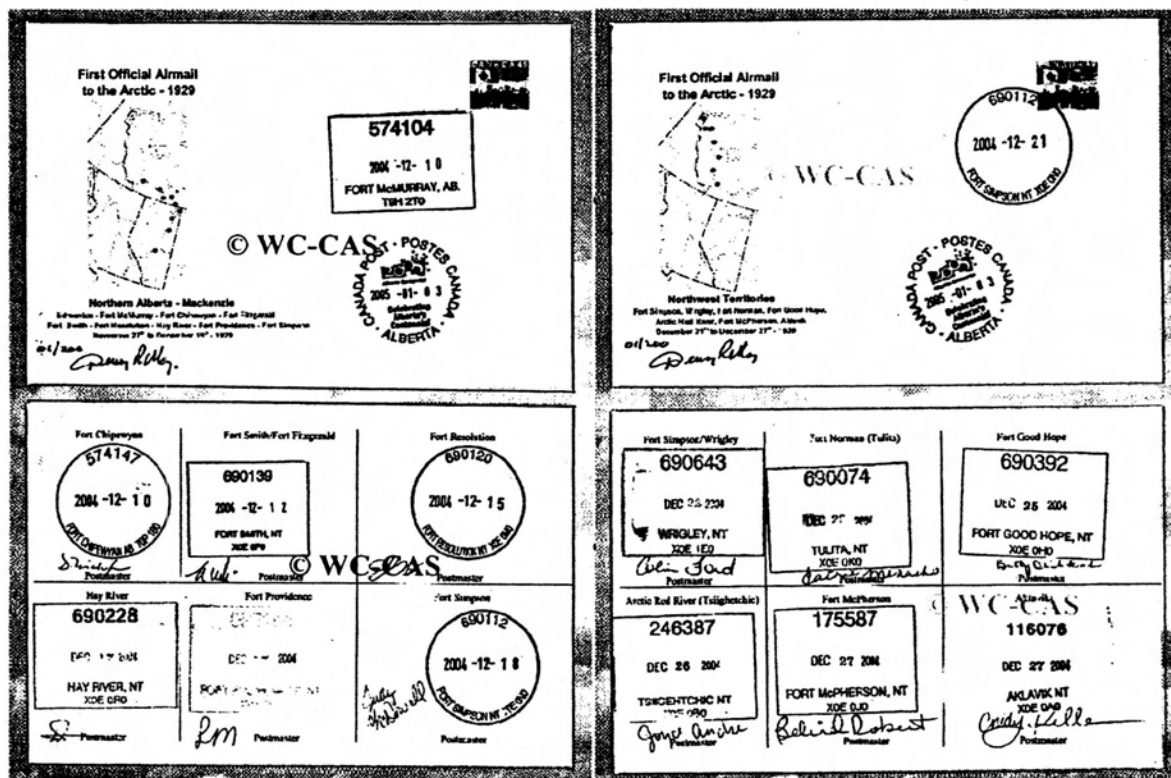
and let's see if we can make a deal, eh?



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WESTERN CHAPTER REPORT by Gord Mallett continued:

Perhaps the highlight of the materials in each package is the set of two beautiful commemorative postal cards, each of which was postmarked and backstamped at the post offices currently serving the original communities, along the route of the flight. (See next page.) These postal markings are an interesting study in their own right, with names such as Tulita [formerly Fort Norman] and Tsiigehtchic [formerly Arctic Red River].



75th Anniversary of the Official Airmail Flights by Commercial Airways to the Western Arctic.
 The first postcard deals with the posts from Ft McMurray to Ft Simpson,
 the second covers the remaining posts north to Aklavik.

The cards are mounted in a 2 pocket philatelic quality plastic sleeve, and the entire 12 page package is 3 hole punched and distributed in a clear front presentation binder.

The packages are available at \$25.00 Canadian each, (including postage), from:
WC-CAS, Glenora Postal Outlet Box 53083, Edmonton, Alberta T5N 2X7
 or contact Denny May at maycroft@shaw.ca

Other Western Chapter News

The chapter has continued meeting monthly - the get-togethers presently are held at members' homes, on a rotational basis. The last meeting was at Denny's home 'Maycroft' - a veritable museum of memorabilia related to early northern flights.

On a personal note - my sincere thanks to the membership for the many kind messages of support following the Snowbird accident that involved my son Charles [Chuck] and the pilot who did not survive, Myles Selby. The team is recovering from this most unfortunate mishap and is busy practicing the 2005 programme which they will perform throughout the USA and Canada. The programme is dedicated to Myles.

Gord Mallett

INDEX to THE CANADIAN AEROPHILATELIST

This index is maintained by Gord Mallett, who can also provide copies of back issues of the newsletter.

The 20,000-word Index summarizes the contents of each Newsletter, from the July 1985 first issue, [Newsletter #1], to December 2004 [Newsletter #61].

Included in the Index are all Newsletter articles linked to the collecting, researching and exhibiting interests of aerophilatelists & astrophilatelists and, as well, all general interest aviation and philately articles. The only content exclusions are society announcements, executive reports, advertisements and the like.

By entering any 'keyword', a user can locate all articles linked to that word. The keyword can be any word sequence or *AMCN* [*Air Mails of Canada and Newfoundland*] number for which the user wishes to search. [Example: Entering the keyword 'Murray Heifetz' highlights 37 articles linked to his name.] Sample Index item:

TITLES / CONTENTS	# COVERS / SOURCES / DETAILS	AMCN #	PAGE #
* Follow Up : Roessler and Red Lake	5 cvrs / David Brown, Jim Brown, Murray Heifetz, Ed Matthews, Derek Rance, John Bloor, Chris Hargreaves / WCA Roessler covers that either should or shouldn't be in the catalogues, Red Lake postmaster's role	CL40-2700 2801	14 - 22

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:

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[tel. (780) 387 3688; or e-mail Gord at: gdmall@telus.net]

AND: Gord will e-mail a FREE copy of the Index to any member who sends him an email address! - Just email gdmall@telus.net and indicate which format you prefer - *Microsoft Word* or *WordPerfect*.

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LIBRARIAN'S REPORT

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

The holdings of our library include:

- **The Pioneer and Semi-Official Air Mails of Canada 1918-1934** by C.A. Longworth-Dames.
and the Warwick & Warwick Auctions catalogues for 6th February 2002 and 3rd April 2002, which included "The Pioneer and Semi-Official Air Mail" collection of C.A. Longworth-Dames.
- **Air Mails of Canada 1925-1939** by George B. Arfken and Walter R. Plomish,
and the Charles G. Firby Auctions catalogue for 30th January 1998, which included the "Commercial Airmail Flight Covers" collection of Walter Plomish.
- **Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office: 1925 - December 1942** by David Whiteley,
and the Robert A. Lee Auctions catalogue for 18th October 2002, which included the "Air Mail Rates to Foreign Destinations" collection of David Whiteley
- **St. Lawrence Seaway - Ship to Shore Air Mail Covers, 1927-1934** by Jack Ince, a copy of his collection: each cover is written up with details of the route, rate, and developments in the service.
- **Finding Guide to the Richard K. Malott Collection of Documents on The Development of Canadian Air Mail Services**, produced by the National Archives of Canada.
- **Canadian Air Mail articles** collected by Nelson Bentley.
- **The Mass Flights of Italo Balbo - The Flights of 1928, 1929, 1930 & 1933 - A History & Catalog of their Postal Artifacts** by Robert E. Lana. (AAMS publication.)
- **The Canadian Civil Aircraft Register** by John R. Ellis: *Part 1: G-CAAA to G-CAXP (1920 to 1928), and Part 2: CF-AAA to CF-ACG (1929 to 1945), published by the Canadian Aviation Historical Society.*
- **Harmers of London Auction Catalogues** for various sales, including:
Newfoundland Airmails - the collection of Cyril H.C. Harmer, 26th February 2002
The "Labrador" Collection of Newfoundland Airmails, 25th February 2003
- **Charles G. Firby Auction Catalogue** for various sales, including:
Semi-Official Airmails of Canada - the collection of Robert H. Jamieson, 15th October 1998.
Canadian Airposts - Pioneer and Semi-Official stamps and covers - part of the collection of Murray Heifetz, 20th February 1999.
- **The Airpost Journal (published by the American Air Mail Society)** January 1947 to January 1950; and July 1964 to present.
- **Jack Knight Air Log #1** (November 1943) to present.
- **OAT and AV2 Markings - Second Edition** by Murray Heifetz. (AAMS publication.)
- **Jusqu'a Airmail Markings** by Ian McQueen: *"A Study"* (published 1993), and *Supplement* (1995).
- **Recovered Mail** by Henri Nierinck. First edition, 1918-1978; and second edition 1937-1988.
- **Airmail Operations During World War II** by Thomas H. Boyle Jr. - A worldwide study.
- **Wartime Air Mail - an introduction** by John Daynes. - British and Swiss documents.
- **American Air Mail Catalogue** Sixth edition Volumes 1 and 2, and various volumes in the 4th and 5th editions.
- **Sanabria Airmail Catalogue - North America, 1995.**
- **The Pioneer Airplane Mails of the United States** by Thomas J. O'Sullivan. (AAMS publication.)
- **Aerial Mail Service - A Chronology of the Early U.S. Governmental Air Mail, March - December 1918** by A D Jones. (AAMS publication.)
- **Scottish Air Mails, 1919-1979** by Richard Beith.
- **Balloon Post of the Siege of Paris, 1870-71** by Louis Chaintrier. (AAMS publication.)
- **African Air Mail research notes** - documents donated by Jack Ince, and a photocopy of his collection.
- **Schweizerisches Luftpost Handbuch** 1984. - The Swiss air mail catalogue: in German.
- **Sixty Years - The RCAF and Canadian Forces Air Command, 1924-1984.**

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

CAS IN THE PHILATELIC NEWS

Aerophilatelic Society

feeds the hungry flight fanatic

Behaving well in Sunday school set Dick Malott on a flight path to higher philatelic ground.

A Newfoundland United Church minister, who handed out stamps to such exemplary children as Malott, started a lifelong interest for him.



Eventually, Malott would become the first vice-president of the Canadian Aerophilatelic Society when it formed in 1982.

There were other influences in-between earning these Sunday school rewards and leading a specialty group.

"Dr. Jeffrey's" popular stamp club at the University of Western Ontario, in London, ON solidified his interest in the hobby and with a history degree in hand, the connection was symbiotic.

Joining the Royal Canadian Air Force after completing his studies ignited an indelible intrigue in philately focused on flight.

Malott was a navigator on a Lancaster, the famous Second World War heavy bomber aircraft.

The stories are likely similar among the 160-plus members of the Canadian Aerophilatelic Society. Like Malott, a good portion of the members has an Air Force background. They mainly communicate with each other on their various re-

search projects through e-mail and letters. Plus, they meet annually at the national ORAPEX stamp show.

Driven by research and a love of anything connected with air travel, the society has

entranced members from Canada, USA and Europe. The results are

Canadian CLUBS

By Melanie Cummings

evident in the award-winning 32-page newsletter entitled *Canadian Aerophilatelist*. A subscription is included in the \$20 (CDN) dues paid annually by club members.

Their prolific output even resulted in the publication of two comprehensive catalogues on the Canadian airmail scene.

The first one produced in December 1997, had 125 pages.

The next was the result of seven years of extensive research by all members and it showed in the resulting 552 pages that were bound together. The American Airmail Society put up \$50,000 to publish 2,200 copies of the catalogue and over the past year, more than half of them were sold.

A synopsis of the material covered in *The Canadian Air Mail Catalogue* provides readers with an insight into the vast expanse of this philatelic area of study.

The catalogue includes information about Newfound-



Collectors with an interest in machines that fly and the history behind them are well-advised to look into the Canadian Aerophilatelic Society.

land stamps and covers, a list of airmail pilots, Canadian-based pioneer flights, as well as internationally intriguing detail about such groups as SCADTA. This is a Spanish acronym (Sociedad Colombo-Alemana de Transportes Aereos) denoting the private organizations that provided Colombia's early domestic airmail service, which ran between Oct. 19, 1920 until Jan. 1, 1932.

The catalogue also includes semi-officials; airships; government and other first flight covers issued between 1926-1997, including historical flights; airport dedications and commemorative flights; crash covers; balloon flights; helicopters and anniversary covers; Canadian Forces and Canadian Warplane Heritage covers; aerogrammes (sheets with gummed flaps which are written on and folded into themselves to form their own envelope and are carried at less than the letter airmail rate); Canadian Forces air let-

Continued

AEROPHILATELIC SOCIETY FEEDS THE HUNGRY FLIGHT FANATIC continued:

ter sheets; airport and airmail field cancellations; airmail rates; airmail endorsements; and jusqu'à markings (which means ceasing to exist, that is, the cover went airmail for part of the way, then by sea).

There's also astrophilately, which is a postal tribute to the newest mode of transport and exploration. It records historical events of astronomy, stratospheric flights, rocket-themed mail, space research programs, manned space flights, telecommunications, and space exploration.

"I just had another request today for a copy of the catalogue," said Malott. "It's been recognized internationally as a great step forward."

Such acclaim is familiar praise for Malott. He's earned his prestige as an exhibitor and judge at the Federation of International Philately's (FIP) world show.

"It's very rewarding on both sides of the spectrum," said

Malott.

It is award-winning research that has brought the group acclaim for uncovering the previously unknown.

Malott's champion status came from presenting an impressive collection of crash covers – airmail flights that were interrupted, usually because of an accident.

He's currently intrigued by the April 8, 1954 Trans-Canada Airlines North Star crash that has been deemed "the worst air accident to that date involving a scheduled airliner in Canada."

A climbing Harvard trainer from the Royal Canadian Air Force base south of Moose Jaw struck the tail section of a North Star. After the two planes collided, the North Star began dropping from the sky rapidly. It narrowly missed crashing into one of the city's largest elementary schools, filled with students, at the time. It eventually crash-

landed into a nearby home, killing a housekeeper.

All 35 people on board the North Star and the pilot of the trainer aircraft also died. However, some of the 12 bags of mail, although partially burned and soiled with oil and gas, survived. Tracing those sent to their destinations or back to the senders garnered Malott plenty of accolades in the FIP competition.

Malott is still working on the gruesome stories behind other crash covers.

It's hard to find Canadian stories such as the above, because air travel here comes with a great safety record, he said.

"As a result, I've had to expand to international flights," he said.

With such dedication by all members, the sky's the limit on the next discovery to be revealed by members of the Canadian Aerophilatelic Society. ☐

10 CANADIAN STAMP NEWS, February 22, 2005:

Canadian Stamp News is published bi-weekly. It is the leading source of up-to-date information on the Canadian stamp scene, and on the world of stamps from a Canadian perspective. Copies are available in most stamp shops, or by subscription. For more information contact: Trajan Publishing, PO Box 28103, Lakeport PO, St. Catharines, Ontario L2N 7P8, or visit their website at www.canadianstampnews.ca

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In Memoriam

Kasimir Bileski, 1908 - 2005

Kasimir Bileski was one of Canada's premier stamp dealers, and a long-time member of the *Canadian Aerophilatelic Society*. In memory of Kasimir, I am reproducing one of his advertisements from the March 1946 issue of *Popular Stamps*. This seems to sum up Kasimir very well: he had already been in business for 20 years, and he was offering large lots of barely sorted stamps, which he continued to offer until this century.

II—

POPULAR STAMPS

March, 1946.

The Parting of the Ways

For 20 years I have been buying accumulations, stocks and collections of every conceivable size and variety. Also, with every year that went by there has been a steady growth of business especially the past two years when I introduced the Philatelic Maps and only recently the Title Pages of the Nations.

In all that time I've never really had the time to adequately break up such purchases. A collection would come in, its main points of interest noted, then promptly taken out and assigned to whatever collectors would be likely wanting such and then the balance would be put aside to be dealt with when there would be some leisure time. That was just a mirage! In a week or so another collection or accumulation would come in and the piles of useful remainders just kept growing, overflowing all available office space into the home, filling up two spare rooms, overflowing into the basement and creating slightly strained relations to say the least.

In more ways than one I'm aware of the handwriting on the wall. The vast recent increase of new accounts necessitates a new office building adequately furnished with the most modern high speed mailing and printing equipment. Work will commence on this building as soon as materials are available. The problem of space will then be solved and I could move all these remainder accumulations into the new building when ready. There are just two simple facts: There still will never be the time to break up these lots the way they should be made up, secondly it pains me exceedingly even to contemplate moving all those stacks of boxes, etc., into a brand new building where they would only take up space.

Therefore, in the next several months I'm out to get rid of these and the best way is simply to offer good old fashioned clearance lots. While there are millions of the common stamps there also are any number of medium and better grade items in these remainder lots and any general collector will have the time of his life sorting out one lot, that is a certainty.

So what I'm offering is a job lot of mostly older stamps, useful to any general collector and the price is \$25.00 PER LOT. So bulky are the lots that I cannot send these on approval. It will have to be cash in advance, but rest assured the value would be so great no one will ever want to return one of these assortments, which of course can be done if the lot received is judged to be unsatisfactory.

In making up these assortments I shall not value the cheaper stamps in any way. However as the weight of these may be considerable (Many are still on covers or pieces of paper) I do ask that postage be paid at the rate of 14c per lb. It is best to include up to \$1.40 extra as each buyer will get up to 10 lbs. of this cheaper material (amongst which may be many useful items) at no charge other than postage. Refund will be made of any excess postage if I do send less than 10 lb. parcel to any one party.

As it is always my policy to give Mailing List Subscribers extra value whenever possible, all such in addition receive some surplus new issue items worth at least \$5.00 net at no charge with regular \$25.00 lot as above. If the buyer is not already a Mailing List Subscriber, enclose \$2.00 extra or a year's subscription which will then entitle the buyer to this additional value plus the other numerous advantages such members get.

K. BILESKEI

STATION B,

WINNIPEG, CANADA.

I would like to express the condolences of the CAS to Kasimir's family.

New AIRCRAFT ON STAMPS Study Unit

David Williams

It was a real case of serendipity that on the same date last October that the \$10-million Ansari X-Prize was awarded to the Burt Rutan team for being the first commercial enterprise to launch a commercial aircraft into space twice within two weeks, the newest study unit of the American Topical Association (ATA) took flight.

This new unit marks a departure from other existing stamp study units in that it is an affiliation between the ATA and Thematics SA of South Africa. The new ATA unit will distribute copies of "Aircraft on Stamps," the bi-monthly newsletter of the Aviation Chapter of Thematics SA.

Negotiations between Robert Harm, president of Thematics SA; Dalene Thomas, director of ATA Study Units; Barry Lewis, editor of "Aircraft on Stamps," and Ray E. Carter, the ATA executive director, brought about the new affiliation.

The bi-monthly issues of the newsletter will be forwarded to the ATA office in Texas via email. They will then be downloaded and printed out for members who want hard copies of the newsletter. For those who want to save a little money on dues, the newsletters will be forwarded to them over the Internet in lieu of getting printed copies.

In a survey last year of the most collected topicals on stamps, aircraft came in at 18. The new Aviation Study Unit is open to all collectors of aviation on stamps, regardless of other memberships.

ATA Executive Director Carter tells me the study of aviation on stamps includes a wide variety of subtopics in which members can specialize. Some examples of these subtopics would be aircraft of the First World War, aircraft of the Second World War, commercial aircraft, jet fighters, first flight covers, seaplanes, aviators and aviatrixes, helicopters, X-planes, flights around the world, and so on.

The beauty of collecting this and other subjects by topic is that you can specialize based on your own preferences. This allows people who enjoy original research opportunities to ferret out facts that put their own imprint on their collections.

Carter points to one collector who hones in on just the aircraft involved in the sinking of the Bismark. Another, he says, specializes in the earliest X-Planes such as the secret Bell X-1 flight that first broke the sound barrier. There's even a collector who collects stamps and covers depicting just one single aircraft manufacturing facility's products.

In other words, for those with an interest in any aspect of flight, the new Aviation Study Unit will offer assistance in the collecting and research of this fascinating topic. This way, collectors of like interest can share information and build social contacts, adding an element of fun to their hobby.

To become a charter member of the Aviation Study Unit, submit your name and all contact information along with \$27US for the hard copy format of the newsletter, or sent \$22US for the same via Internet only.

Send requests to join to: ATA Aircraft Study Unit, P.O. Box 57, Arlington, Texas 76004-0057.

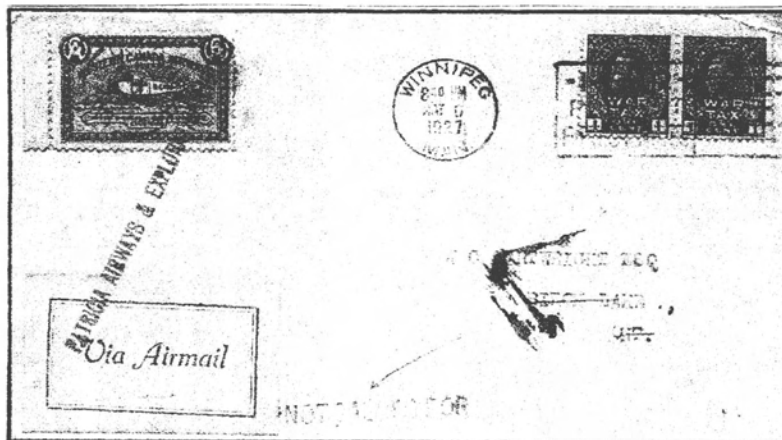
Payment can be made via cheque or money order, payable to the American Topical Association. Visa, MasterCard and PayPal (to americantopical@msn.com) is also acceptable.

A total of \$2 of the fee is a one-time charge payable to the association's South African affiliate for setting up the account.

David Williams is a stamp collector living in Saint John, New Brunswick, who writes a weekly column on stamp collecting for the Telegraph-Journal.

Many thanks to Pierre Vachon for forwarding this column to me, and to David for permission to reproduce it.

FOLLOW UP: Red Lake area air mail, 1927



QUESTION, from the September 2004 newsletter:

This cover 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!

It is postmarked May 6, 1927, Winnipeg, and was 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.

Six weeks later it was returned to Sioux Lookout, where it was backstamped on July 2 by PA&E, and on 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?

ANSWER, from Derek Rance:

I don't think that this letter is philatelic. The 10 day delay in the date from when it was mailed to when it was back stamped in Rolling Portage is probably caused by the duration of the breakup period, which occurs in early May, when no flying occurs.

Usually prospecting is conducted after breakup when the snow cover melts. Visible gold had been discovered by John Clarke and Henry Lester at Birch lake in 1926. Birch Lake lies midway between Women and Cat lakes, about 130 airmiles from Rolling Portage and 90 airmiles from Sioux Lookout.

Obviously as PA&E had the cost advantage of flying into Birch Lake, so they dominated the air travel to this destination. Possibly this is why they were eventually given the letter.

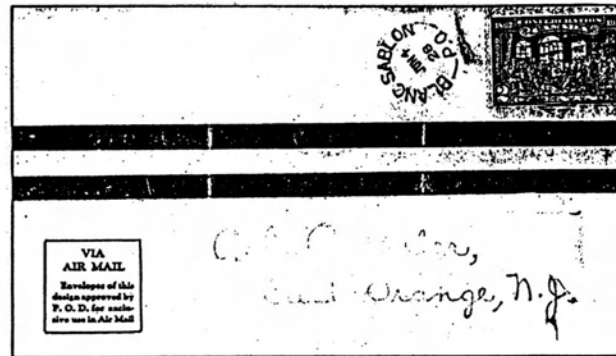
Due to the large number of claims staked in 1926 in the Red Lake District, 1927 saw far less prospecting activity.

There has never been a Post Office at Birch Lake, nor was there a HBC post. As the addressee is an Anglo-Saxon name, it must be assumed that the individual was a prospector, not a trapper. The normal entrance route for prospectors, entering the Red Lake Mining District, was through Gold Pines and from there to their destination, by either canoe or York boat. The letter was therefore probably kept in the Gold Pines post office for hand delivery and only when it was not picked up by late June 1927, after most of the prospectors had passed through, would they have handed it to PA&E, in case the recipient had flown in to Birch Lake from Sioux Lookout.

It is doubtful that the letter was flown to Birch Lake, as the recipient was unknown to PA&E.

Thanks Derek for a very comprehensive response.

FOLLOW UP: Roessler mysteries



QUESTION, from the September 2004 newsletter:

This cover is postmarked: BLANC SABLON P.Q. JUN 4 28. It is franked 2 cents, which was correct for air mail service in June 1928, but is not backstamped, and is not listed in the Air Mails of Canada and Newfoundland.

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

SUGGESTION, from Derek Rance:

Blanc Sablon is located tight up against the Newfoundland border. It is basically English speaking, which is probably why Roessler sent covers there with a covering letter, asking these to be mailed back to him, in the event an aircraft landed there.

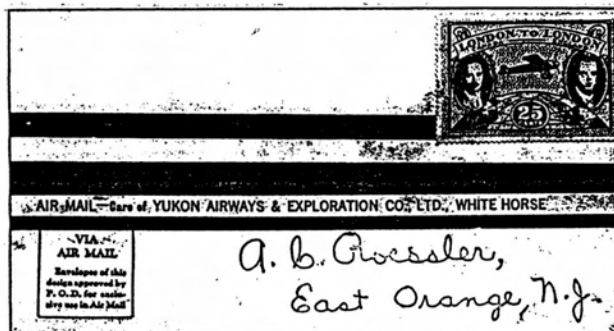
Blanc Sablon lies 500 miles north-east from Seven Islands if the coastline is followed, close to the range limit of a Fokker Universal. As no other airmail has been located to, or from, the many little en-route villages from this time, it is highly unlikely that any such flight occurred. The absence of Quebec City or La Malbaie backstamps on the cover also attests that this was not flown mail.

This cover was probably the first mail carried by the resumption of the 1928 summer coastal boat service.

Thanks Derek.

It has also been pointed out that Blanc Sablon is very close to Greenly Island, where the Transatlantic *Bremen* fliers had landed on April 13th 1928. - Perhaps Roessler was trying to get a *Bremen* related cover?

ANOTHER QUESTION:



On the back of the cover is a Yukon Airways & Exploration Company CL42 semi-official stamp.

There is no evidence that this cover ever went through the mail.

This cover looks more intriguing in the illustration than it does in "real life", as the copy of the "London-to-London" stamp has been printed in "red and yellow", rather than "blue and yellow" like the original!

Can anybody provide any information as to:

- how Roessler described his "London to London" stamp when he produced it, and how he described this cover when he offered it for sale?
- how he described the Blanc Sablon cover when he offered it for sale?

FOLLOW UP:

John McHale and the Von Gronau Transatlantic flight of 1930.

Many thanks to everybody who responded to the series of articles in the September 2004 newsletter, regarding John McHale's covers, and Von Gronau's Transatlantic flight of 1930.

John McHale

Dick Malott met John McHale on several occasions, and has supplied a description of these meetings, and confirmation of the story regarding the covers Von Gronau carried for McHale from Halifax to New York:

I met John McHale while I was stationed at RCAF Station Greenwood, N.S., between 1951 and 1954. I visited him every year while on holidays in Nova Scotia, after we were transferred to RCAF Station Aylmer, Ontario. I met him through a Reverend Edmond Morris of Halifax who over the years had produced many FFCs with his name printed on the covers in large black letters. I eventually purchased all of his covers remaining.

John lived with his wife Mary (I believe) in a single story white bungalow. He had a pet canary called Petie. He was a great athlete in his younger days, particularly in ice hockey. Every time I visited him I would buy a few of his covers with his thumb print in green ink on the back of the covers. He always gave me a few items also as he liked to talk over the early air mail days in Canada. He was a mail delivery postman for many years. I imagine he retired at 65 but he lived, I believe, until the age of 95.

He got into the business of preparing interesting flight covers, and of obtaining the signatures on them of famous people. When Von Gronau came to Halifax in August of 1930, Postmaster King arranged to have a package of covers carried aboard the Dornier Wal aircraft D-1422 on 25 August 1930. The covers were postmarked on 25 August, but due to bad weather the flight did not leave until 26 August. McHale was able to get a package of envelopes on the flight, which were postmarked 26 August 1930, the actual day of the flight to New York. Dealers and collectors wanted the covers dated 26 August, not 25 August. I do not know what McHale got for them. When Mr. King found out about McHale's package of envelopes being more popular than his, he suspended McHale for 2 weeks without pay. McHale had no love for his nemesis Mr. King.

Barry Countryman looked up John McHale in Might's Directory for Halifax, which only said mentioned him working for the Post Office. John McHale was listed in the 1982 volume, but not in 1988, which was the next volume on the shelf at the Toronto Reference Library.

Continued

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FOLLOW UP: John McHale and the Von Gronau Transatlantic flight of 1930 continued:

Von Gronau's flight: The Labrador covers

The article in our September newsletter included details of three covers carried by Von Gronau from Labrador to Halifax. One of these had been sold by Vance Auctions in January 2004, and their write up referred to an article by Allan Steinhart about these covers.

Many thanks to Derek Rance, who sent me a copy of Allan's article, which had appeared in the journal of the *Postal History Society of Canada* in 1993.

UNREPORTED VON GRONAU FLIGHT COVERS

By Allan L. Steinhart

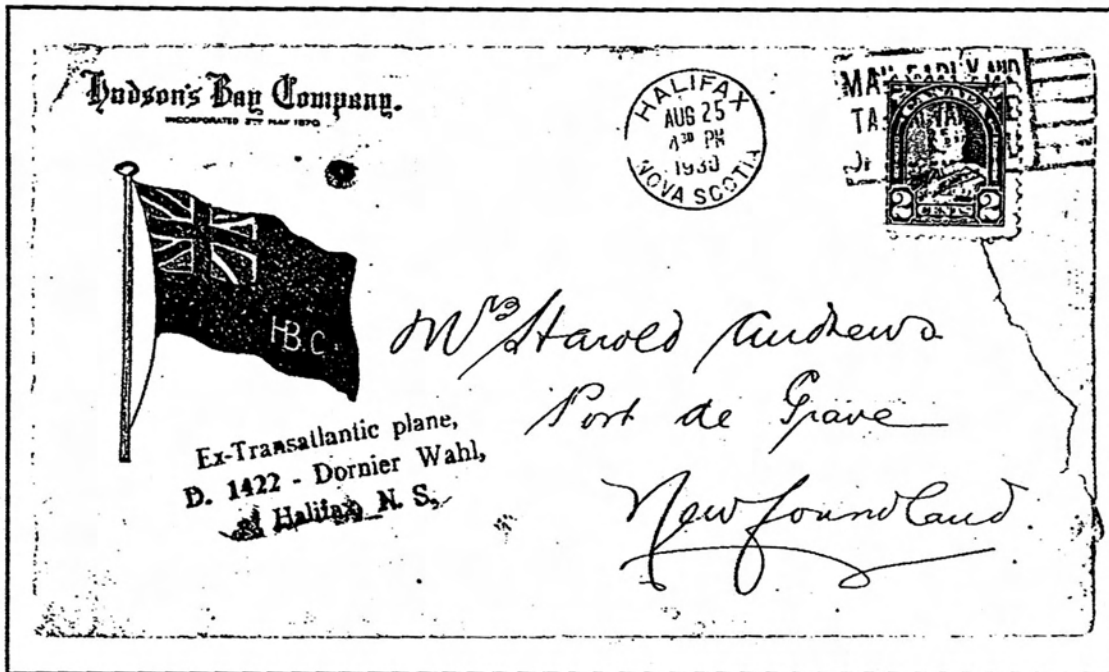


Fig. 1

According to the American Air Mail Society catalogue listing #1115, Captain Wolfgang Von Gronau, with three crew members, made a flight from Germany to New York starting on 20 August 1930 and arriving in New York on 26 August. *En route* Von Gronau, flying a Dornier Wahl aircraft D-1422, made stops in Iceland, Greenland, Labrador, and Halifax. It is noted they carried no mail from Germany. The only reported covers carried on the flight were a parcel of 27 covers on the leg from Halifax to New York, cancelled at Halifax on 25 August and backstamped at New York on 26 August. There is also a group of other covers, about 55 in number, which bear Von Gronau cachets but were not carried by him.

There are no reports in the A.A.M.S. handbook that Von Gronau carried any mail or covers on any other leg of his flight to New York.

The two covers shown here are, I believe, commercial, non-philatelic mail carried on this Von Gronau flight. Von Gronau, as noted above, stopped in Labrador, specifically at Cartwright, Labrador. The first cover (Fig.1) is a Hudson's Bay Company advertising cover. The Hudson's Bay Company had a post at Cartwright. The cover is franked with a 2¢ green 1930 Canada issue stamp and is addressed to Port De Grave, Newfoundland. On the reverse is a boxed POST OFFICE / NEWFOUNDLAND / 30 AUG 1930 / PORT DE GRAVE receiving postmark.

The second cover (Fig.2) has the same 2¢ franking. It is endorsed "Via - D - 1422" and is addressed to a Mrs W. M. Gehman Jr in Bala-Cynwyd, Pennsylvania, U.S.A. Both covers are cancelled by an AUG 25, 1930, 4:30 PM Halifax, Nova Scotia slogan machine cancel. This cancel is the same one found on the Halifax - New York Von

Von Gronau's flight - the Labrador covers continued:

Gronau covers. The covers here also bear the same cachet: "Ex-Transatlantic plane, / D. 1422 - Dornier Wahl, / at Halifax, N. S." On the reverse of the second cover is an imprint: "YALE SCHOOL / NORTH WEST RIVER, LABRADOR," with "NORTH WEST RIVER" crossed out and "Cartwright" added in manuscript.

I believe, and the evidence shows, that both of these covers were carried down from Cartwright, Labrador, by either Von Gronau or one of his crew as favours to individuals at Cartwright. The normal mail despatches at Cartwright at this time were very infrequent and people there took advantage of an actual airplane going out to Halifax. Whether the

stamps were applied at Cartwright, which is in Labrador, Newfoundland, is questionable. It is probable that the letters were carried out unfranked, that the stamps were added at the post office in Halifax, and that the covers were placed in the normal mails at Halifax after they had received the special cachet and machine cancel, the same as the special outgoing souvenir covers being carried by Von Gronau from Halifax to New York.

After 60 years we can now show two covers carried on a portion of this pioneer transatlantic flight, on a leg of which no covers were previously known to have been carried.

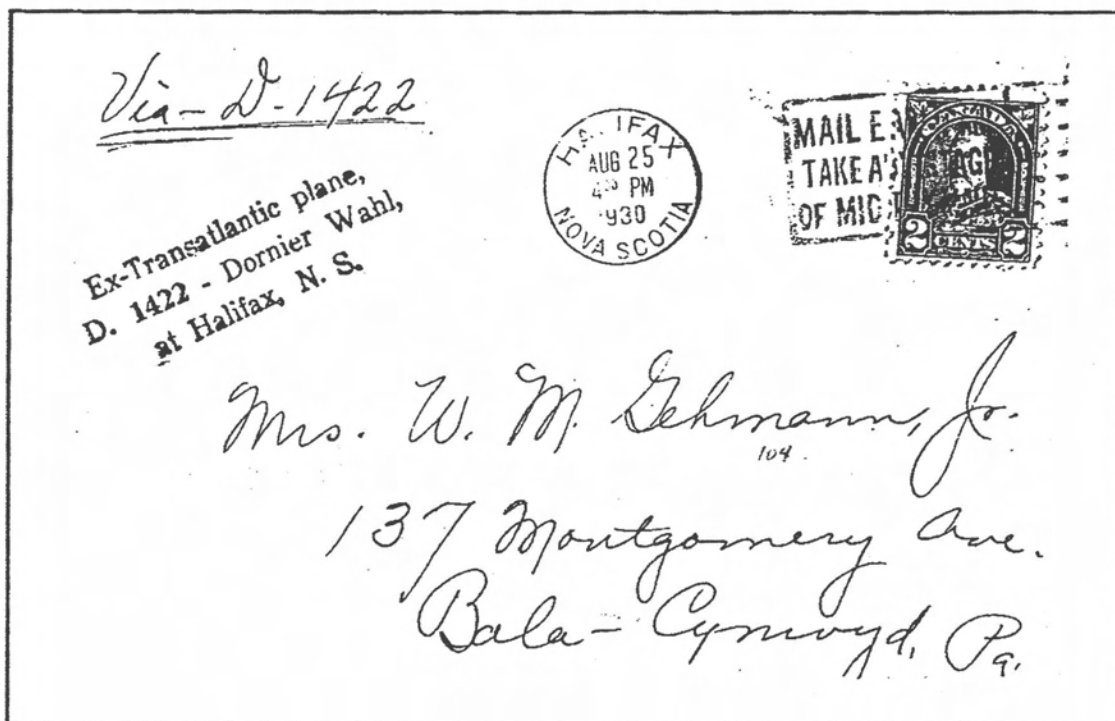


Fig. 2

I note that Allan Steinhart thought it probable that "the covers were placed in the normal mails at Halifax after they had received the special cachet". - I agree with Allan, but am left wondering how come these covers were cacheted in Halifax, but their existence was not reported in the American Air Mail Catalogue?

Continued

The POSTAL HISTORY SOCIETY OF CANADA was founded to promote the study of the postal history of Canada and its provinces. Its members are students of postal history at all levels of experience. The Society publishes a quarterly, the *PHSC Journal*, whose contents vary from fully-researched feature articles, to items of current interest. For more information about the PHSC, please contact Dr. N. Wagner, Box 82055, 1400 12th Avenue SW, Calgary, Alberta T36 3W5, or visit their website at <http://postalhistory.tripod.com/>

FOLLOW UP: John McHale and the Von Gronau Transatlantic flight of 1930 continued:

Von Gronau's flight: THE MAIL TO HALIFAX

The article by John McHale reproduced in our September newsletter, stated that:

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."

Barry Countryman found a copy of the photograph!

First Air Mail From * * * * * Greenland Reaches City



**The Halifax Herald,
August 26th 1930,
page 1.**

AN unusual feature of the arrival of the German trans-Atlantic fliers in Halifax yesterday, was the bringing of the first air mail from Greenland and Iceland to Canada. In the above picture Captain Wolfgang Von Gronau, leader of the flight, is shown delivering the mail to D. A. King, Postmaster of Halifax.

The "clipping" referred to by John McHale was, in fact, the caption to this photograph.

However, there is no mention of mail from Iceland and Greenland to Canada in the Air Mails of Canada and Newfoundland; the American Air Mail Catalogue; or Joseph Bergier's POSTAL AIRMAIL CONNECTIONS BETWEEN EUROPE AND NORTH AMERICA, 1919 - 1945.

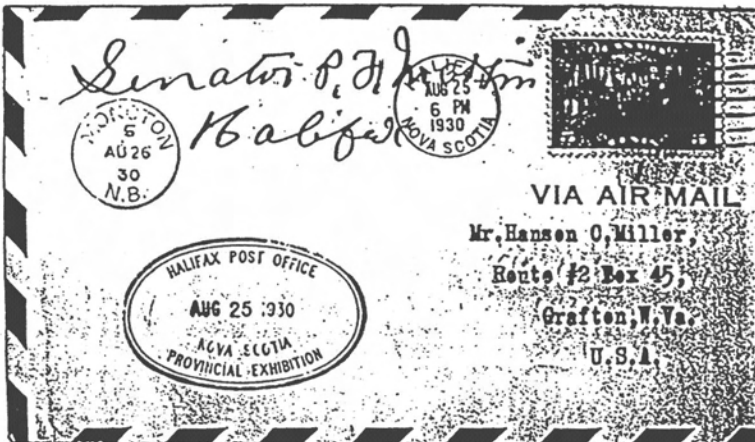
So: if there was mail, why isn't it mentioned in the catalogues?

If there wasn't mail from Iceland and Greenland, why was there a front page story about it? Why was Postmaster King greeting Von Gronau? And what was he holding in this photograph?

If anybody can provide an illustration of a card or cover carried by Von Gronau from Iceland, Greenland or Germany in 1930, to Canada or the United States, please send details to the editor.

FOLLOW UP: John McHale and the Von Gronau Transatlantic flight of 1930 continued:

John McHale's August 25th and August 26th covers



**COVER 1 - Cancellations: HALIFAX AUG 25 and MONCTON AU26
Signed by Senator P.H. Martin, Halifax.**



COVER 2 -

Addressed to: Bob of The Northland, Box 474 G.P.O., Edmonton, Alberta.
Cancellations on front: HALIFAX AUG 26 **Signed by** Senator P.H. Martin, Halifax.
Backstamped: MONTREAL AU 27 and EDMONTON AUG 30
 (This cover was part of the E.S.J. van Dam Ltd. Auction Sale, October 2004.)

Continued

John McHale's August 25th and August 26th covers continued:**COVER 3 -****Addressed to:** R.A. Brooks, Fenton, Michigan.**Cancellations on front:** HALIFAX AUG 26**Signed by all the crew - Von Gronau is in pencil above the Air Mail handstamp****Backstamped:** MONTREAL AU 27 and FENTON AUG 29

According to the article by John McHale reproduced in our September newsletter, he had received about 300 covers to be dispatched at an anticipated Halifax airport dedication, that did not take place.

McHale said that most of these covers, (about 245), were dispatched through the special postal station at the Provincial Exposition, as covers mailed from that station would receive a special cancel. These covers were cancelled in Halifax on August 25th, then flown to Moncton by the regular airmail service, where they received an August 26th Moncton cancellation.

Then, according to the article: *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 (McHale) 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.*

When these covers arrived in New York: *the U.S. Postal Department placed them aboard the New York - Albany - Montreal mailplane. The letters were backstamped in Montreal on August 27.*

Cover 1 on the previous page fits the description of the August 25th covers, so was not flown by Von Gronau.

Cover 2 on the previous page has the August 26th markings, which indicate it was flown by Von Gronau.

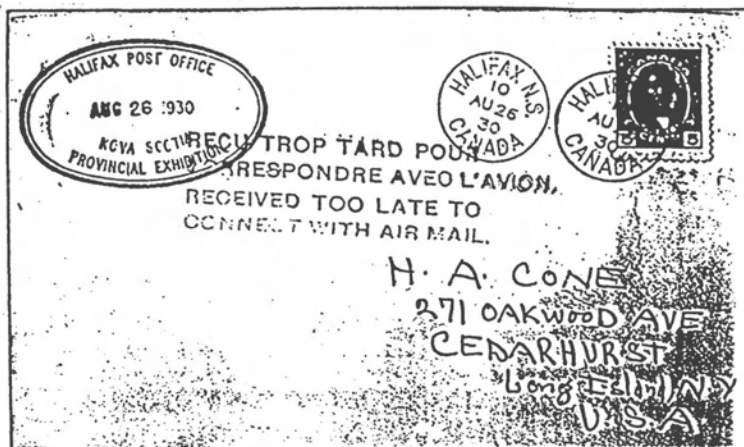
Cover 3 above has not only the August 26th markings, which indicate it was flown by Von Gronau, but was signed by him. This is further proof that John McHale's August 26th covers were flown by Von Gronau!

However, it seems to me most unlikely that Cover 2, (signed by Senator Martin, and addressed to Bob of The Northland), or Cover 3, (signed by Von Gronau and crew, and sent to R.A. Brooks), just happened to be left over from some covers which had been sent to McHale for the Halifax airport dedication! - Both these covers look like they were created specially for the Von Gronau flight, as did cover #6 and cover #7 in the September newsletter!

Continued

FOLLOW UP: John McHale and the Von Gronau Transatlantic flight of 1930 continued:

What happened to John McHale's covers in New York?



COVER 4 - Cancellations on front: HALIFAX AUG 26 Backstamped: MONTREAL AU 27

The Halifax cancellations and Montreal backstamp, together with John McHale's signature-stamp on the back, all indicate that this is one of the 55 covers flown by Von Gronau to New York for McHale.

The *RECEIVED TOO LATE TO CONNECT WITH AIR MAIL* handstamp on the front is most unusual, and received a lot of comments when Neil Hunter gave me this illustration at the CAS Day of Aerophilately in Toronto last October. Fortunately Dave Hanes was at the meeting, and he sent me a copy of another cover with the same handstamp:



COVER 5 - Postmarked: MONTREAL JAN 23 30

The handstamp was apparently used on airmail that arrived too late for the daily Montreal - Albany airmail service, which would have been the preferred route for the top cover to have gone back to Long Island, New York.

Continued

FOLLOW UP: Von GRONAU COVERS - THE RETURN ROUTE continued:

The fact that Cover 4 on the previous page was sent to Montreal with McHale's other covers, even though it's final destination was in New York, indicates that all 55 of McHale's covers were sent to Montreal, and should therefore be backstamped.

It is therefore necessary to re-examine cover #7 from the September newsletter:



This cover has the correct August 26th cancellations on the front, plus a handwritten note *Carried on German Plane D-1422 To New York*, but it does not have a Montreal backstamp!

In the September newsletter, I suggested that since this cover was addressed to Michigan, it had just been put in the U.S. mail to Michigan, not on the New York - Montreal mail plane. However, since:

- Cover 4 addressed to Long Island, was sent to Montreal;
- Cover 3 on page 21 that was also addressed to R.A. Brooks in Fenton, Michigan, did receive the Montreal backstamp;

it now seems most unlikely that the above cover was separated from the rest of the covers, and sent directly to Michigan.

Since the August 26th cancellations and the handwritten note seem to be sufficient evidence that this cover was definitely carried to New York by Von Gronau, the most likely explanation for the absence of a backstamp now seems to be that there was a processing error in Montreal.

Continued

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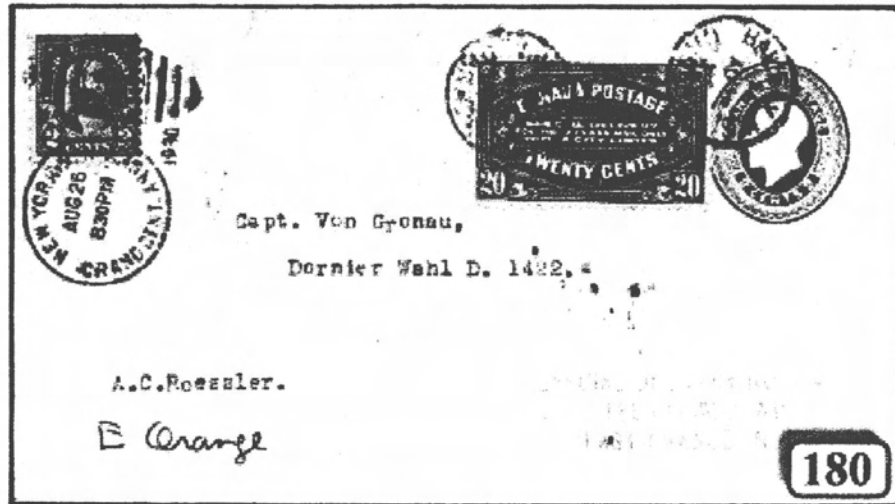
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Please note that due to spam problems, our email address has been changed to: amc@fut.net

FOLLOW UP: John McHale and the Von Gronau Transatlantic flight of 1930 continued:

Von Gronau's flight: the Roessler covers

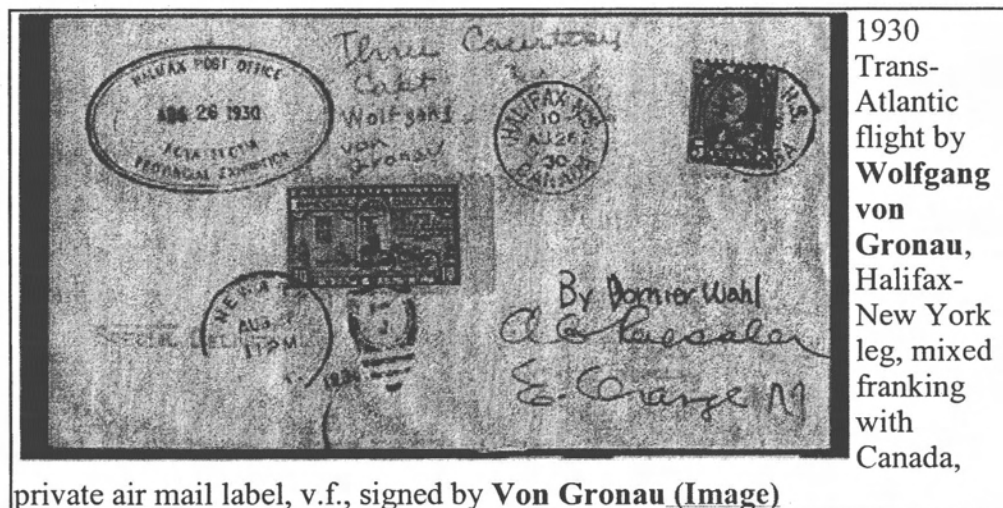


This cover was listed in the AIRMAIL COLLECTOR sale for November 2004, and described as:

Lot 180, Est 250 Pounds Von Gronau Transatlantic Flight, one of the 27 covers carried to New York, arrival ds on front, from Halifax, pm Aug 25th, Canada 2c PSE with additional 1920 Special Delivery 20c and US 2c canc New York/Grand Central Aug 26, 1930 duplex, also violet three line "Special Delivery/Fee Claimed At/East Orange NJ" cachet. Nice item in fine condition.

The cover looks almost identical to the Roessler cover flown by Von Gronau that was illustrated as cover #3 in the September newsletter, and to almost all the other Roessler covers from this flight that I have seen illustrations of.

The exception among the Roessler covers, is one listed last year, in the CHERRYSTONE AUCTIONS SALE on February 18th 2004, Lot #347:



private air mail label, v.f., signed by Von Gronau (Image)

(Although the lot description says "signed by Von Gronau", I cannot see a signature in the illustration comparable to the signature on Cover 3 (Page 21), or that on the cover on page 11 of our September newsletter, that was identified as Von Gronau's signature by Murray Heifetz. However, there is a manuscript notation at the top of the cover: *Thru Courtesy Capt Wolfgang Von Gronau.*)

Unfortunately I have no information regarding the back of the cover.

Continued

FOLLOW UP: Von Gronau's Flight - the Roessler covers continued:

This cover is addressed to A.C. Roessler, E. Orange, NJ, but it seems to have been created by John McHale!

- The covers created by Donald King for Roessler and flown by Von Gronau, were all postmarked August 25th. - This cover has the August 26th Provincial Exhibition cancellation, and the 10.00am Halifax postmark, that appear on the covers created by John McHale for the Von Gronau flight.
- The franking on the Donald King / Roessler covers is a Canadian 20 cents Special delivery stamp, on a 2 cents Postal Stationary Envelope. - This cover has a 5 cents Canadian stamp, like on John McHale's covers, plus a 10 cents American Special Delivery stamp.
- No information is available regarding backstamps, if any. - The write up refers to a "private air mail label", which must be on the back of the cover. I wonder if this label is in fact one of the "Pine to Palm" labels that were applied to many of John McHale's covers, (see page 21), rather than a "private air mail label"?

So far, it looks like this is a cover created by John McHale for A.C. Roessler. - I find this a bit surprising, given the animosity between John McHale and Donald King!

However, the Special Delivery stamp is cancelled NEWARK AUG 27 11PM. - Considering that:

- it has now been established that all of McHale's covers were sent to Montreal, (pages 22 and 23);
- the Montreal backstamp indicates they arrived there at about 3PM on August 27th;
- the handstamp shown on page 22 indicates they had arrived *TOO LATE TO CONNECT WITH AIR MAIL*, so could not have been flown back to New York;

could this cover have got back to Newark from Montreal by 11pm on August 27th?

If any body has any information or suggestions regarding this cover, or any other aspect of Von Gronau's Transatlantic flight of 1930, please contact the editor:

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

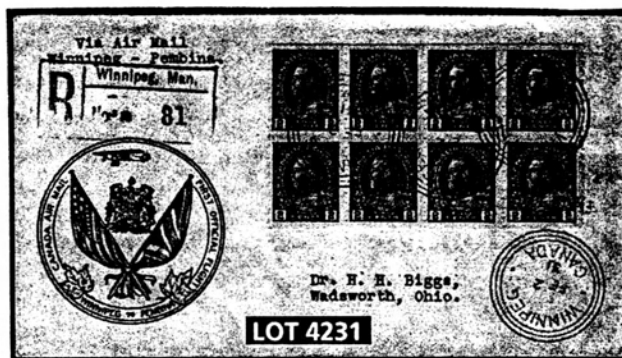
Many thanks to Barry Countryman, Dave Hanes, Murray Heifetz, Neil Hunter, Gord Mallett, Dick Malott, Ed Matthews, Mike Painter, Derek Rance, and Keith Spencer, for their contributions to this enquiry.

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FOLLOW UP: Mary Ellen Vitesse - Miss Halifax

Barry Countryman also decided to try and find out more about Miss Halifax, whose signature appears on several covers created by John McHale. (See the March 2003 and September 2004 newsletters.)

This was another of his superb research projects, which culminated in a telephone conversation with one of her sons, Henry Martinello, who now lives in Windsor, Ontario!

- Mary Ellen Vitesse was born on May 22nd 1910, one of nine daughters and one son of Benedetto and Antonia Vitesse. Her middle name is important, as one of her sisters was called Mary.
- There is considerable variety in the spelling of her maiden name. - Henry spelt it Vitesse, but his father's newspaper obituary spelt it Vetesse, and in a 1946 obituary for Mary Ellen's sister Phyllis, it was spelt Vetese. (On the covers reproduced in the September 2004 newsletter I commented that Mary Ellen's last name wasn't clear.)
- Mary Ellen's parents had come to Canada from Northern Italy in 1905 or earlier. Her mother ran a second-hand goods store.
- Mary Ellen won a penmanship contest while at school.
- Henry Martinello could provide no extra information about his mother's time/role/fame as "Miss Halifax". - There is also no information about this in the Halifax Herald, and when Barry wrote to the current Halifax Chronicle Herald, they couldn't say whether the "Miss Halifax" pageant was held in the Spring, or at a Fall fair.
- According to Might's Directory for Halifax, Mary Ellen Vitesse and John McHale were not neighbours, so John McHale probably only knew her as "Miss Halifax".
- Mary Ellen married Harry Martinello, and they moved to Windsor before Henry was born. - Harry worked as a chemist for the Ford Motor Company: they had moved to Windsor when the company offered wages of 45 cents an hour.
- Mary Ellen died on her 66th birthday in 1976.

MARTINELLO — Mary Ellen, 66 years, May 22, 1976 at University Hospital, London. Late residence, 28 Hanna St. E. Member of St. Clare's Church. Dear wife of Harry. Dear mother of Chuck R.C.A.F. Nova Scotia; Alexander, Henry and Nicholas of Windsor; Mrs. Sandi Hassler of Los Angeles Calif. Mrs. Marie Hunter of Windsor. 4 grandchildren also survive. Dear sister of Mrs. Marguerite Burrows of Halifax; Mrs. Mary Oldham of Pennsylvania, U.S.A. Friends may call at the James H. Sutton Funeral Home, 1567 Ouellette, Funeral Wednesday May 26, at 9:30. to St. Clare's Church for Funeral Mass at 10. Interment, Heavenly Rest Cemetery. Prayers Tuesday at 8 p.m.

The Windsor Star,
25th May 1976.

MARTINELLO--Harry, 75 years, July 25, 1984 at Hotel Dieu Hospital. Late of Hannah St. E. Retired employee of Ford Motor Company. Predeceased by his wife, Mary Ellen (nee Vetesse), May 22, 1976. Dear father of Carlo, Nova Scotia; Sandra, California; Alex, Marie, Henry and Nicholas, Windsor. Also survived by 5 grandchildren. Friends may call at the **James H. Sutton Funeral Home**, 1567 Ouellette Ave. from 7 p.m. Thursday. Funeral, Saturday, July 28, at 10 a.m. Rev. Father Dick Brochu officiating. Interment, Heavenly Rest Cemetery.

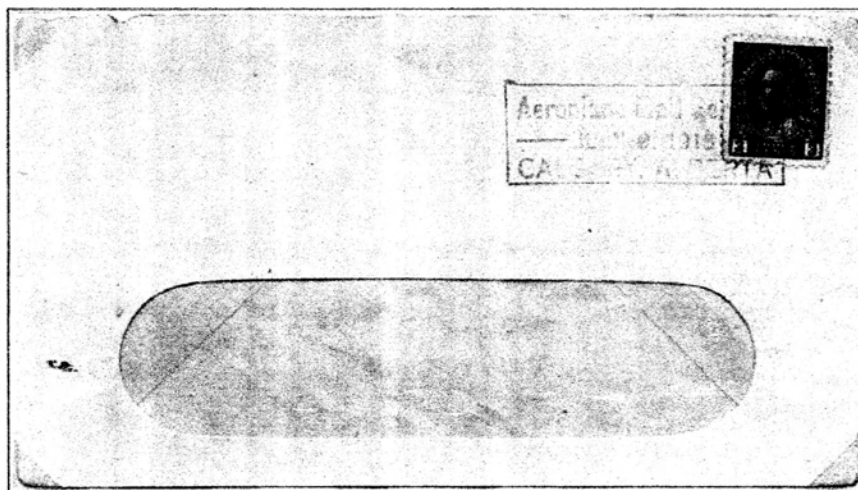
The Windsor Star,
27th July 1984.

Many thanks to Barry Countryman and Henry Martinello for this information.

INFORMATION WANTED

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.

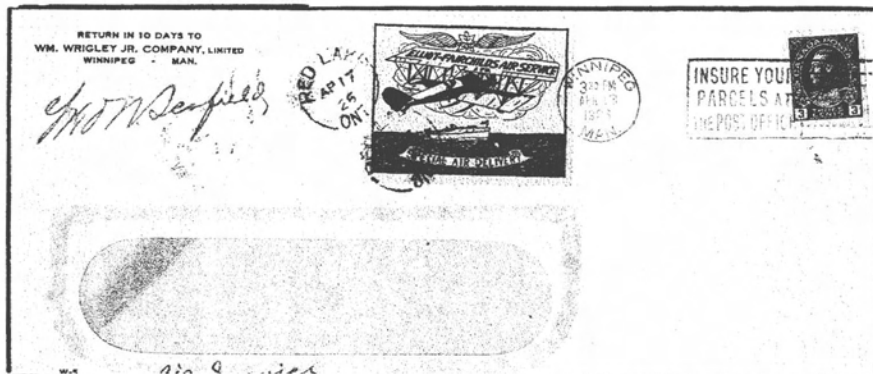
WHO FABRICATED THIS PIONEER COVER?



At first glance this plain Jane window envelope appears to be one of but a handful of covers that have 'survived' from those carried aboard Katherine Stinson's 9 July 1918 pioneer air mail flight - the flight identified as PF-7 in *The Air Mails of Canada & Newfoundland*. But looks can be deceiving! There is a very compelling reason to doubt the cover's authenticity - the franking. The three-cent Admiral provides what appears to be incontrovertible evidence that the cover is in fact a fake. That Admiral was first issued in 1923 - five years AFTER the 1918 flight took place. [The V. G. Greene Foundation Cert recently obtained for the cover states; "**Canada Scott No. 109, used on envelope with faked cancellation.**"] The cover has previously been used as the introductory item in an exhibit titled *Three Weeks in December 1928: Canada's Experimental Prairie Air Mail*. It is surprising that this major 'flaw' in the exhibit was not noticed by the judges or the larger philatelic community at the point the cover first appeared at Royal 2002 Royale. The flaw has continued unnoticed in exhibit at BNAPEX and CALTAPEX. Perhaps the caption '[Ex: Jarrett]' beneath the mounted cover has proven to be somewhat distracting.

The fake cover, the thirteen known genuine PF-7 covers, and the recently located proof strike of the *Aeroplane Mail Service / July 9, 1918 / Calgary, Alberta* hand stamp all receive attention in a series of articles presently being written. The articles also deal with Stinson's many flights in Canada during the WW I years. Also receiving attention is a section documenting the construction of a full-scale replica of the Curtiss Stinson Special - the plane Stinson used to make her 1918 pioneer air mail flight. A team of AMEs and aviation buffs is presently at work building the replica. Meticulous attention to detail will result in an impressive static display that is accurate in every detail, including the rigging and engine. Unveiling will take place at an Edmonton aviation museum ceremony in 2006 - the 88th anniversary year of the famous flight. Covers will be flown from Calgary to Edmonton to mark that occasion.

Assistance in unearthing details about the fake cover is requested. Why would a fake cover that contains such an easily recognizable flaw have been fabricated? Was the incorrect franking purposely applied? For what purpose? Who produced the fake cover - when, where, and why? Has the cover ever appeared in an auction catalogue? Has it previously been offered for sale privately? Are there other known bogus covers linked to this pioneer flight? Is there, as has been suggested in archival records, an authentic PF-7 window envelope that has survived? Any member with information about the fake cover, or any of the genuine PF-7 covers, is invited to contact Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0 [tel. (780) 387 3688; or e-mail gdmall@tellus.net]

INFORMATION WANTED continued:**WHO TRANSPORTED THESE COVERS?****Cover 1. From Winnipeg, April 13, 1926 to Red Lake, April 17, 1926.****Cover 2. From Red Lake, April 17, 1926 to Winnipeg, April 21, 1926.**

In the last 12 months I acquired the covers shown in this article. They raise a few questions about the accuracy of the generally accepted information of flights around that time. Cover 1 is postmarked on arrival at Red Lake on April 17, 1926. Cover 2 is postmarked on departure at Red Lake on April 17, 1926. April 17, 1926 was a Monday.

Longworth-Dames states that the last flight by Jack Elliott to Red Lake was on April 15, without specifically stating when the return flight took place. In an article entitled "Early Air Mail Service in the Red Lake District" by Derek Rance, supplied to me by Longworth-Dames, it is stated that the return flight took place on April 17: the ice on Lost Lake at Hudson had become too unstable and no further flights were attempted. This article also states, *Patricia Airways and Exploration continued to fly out of Sioux Lookout for a few more days*, no doubt taking a gamble in order to make a little more money.

Cover 1 was mailed from Winnipeg on April 13, 1926 to (presumably) Red Lake; as this is a window envelope one cannot be absolutely certain of the final address. The arrival marking is Red Lake, Ont. AP 17 26, and it is backstamped Rolling Portage AP 14 26. Maybe this cover arrived too late for postmarking on Saturday, April 15, and this was done on Monday, April 17. I would vote for Elliott as the transporter of this cover.

Another puzzle - Longworth-Dames states the semi-official airmail stamp was issued on April 15, the Unitrade catalogue claims it was issued on April 7, and the Airmails of Canada and Newfoundland has an even earlier date, at least April 5 or earlier. As the semi-official airmail stamp is tied to the cover by a clear Winnipeg machine postmark dated April 13, we have to assume the April 15 date is wrong.

Continued

INFORMATION WANTED: WHO TRANSPORTED THESE COVERS? continued:

Cover 2 was mailed from Red Lake to Winnipeg. The semi-official airmail stamp is postmarked Red Lake AP 17 26 and the cover has arrival markings of Winnipeg AP 21 26. It is a registered cover which appears to have been registered only upon arrival in Hudson or Sioux Lookout, note the manuscript 357 21.4.26. It was registered again upon arrival in Winnipeg as No: 4431. It is impossible to determine where the barred ovals and the R were applied. It is backstamped in Winnipeg with an AP 21 26 date and a notation Received without contents. If it arrived in Sioux Lookout on April 21, it is highly likely that P.A. & E. transported it from Red Lake.

I believe that we should amend the starting date of P.A. & E. carrying of mail from May 17, 1926 to April 15 or 17 at the latest. True, this early period lasted only a few days before the ice experienced its spring break-up and flying was no longer possible until the lakes were clear of ice. P.A. & E resumed flying in the area on May 17; this date is generally assumed to be the start of their mail carrying flights.

There are a number of covers flown from Red Lake to Winnipeg, specifically to the Stamp Dept. of the Winnipeg post office; I suspect there were some stamp collectors among the folk working there, this in spite of the Post Office Dept's aversion of having stamp collectors "embedded" in their workforce. All those I have seen so far have been nice covers.

I would value the opinion of other collectors on these questions.

Ed Matthews, Oakville, Ont.

References:

1. The Airmails of Canada and Newfoundland, sixth edition of the American Airmail Catalogue.
2. The Pioneer and Semi-official Air Mails of Canada 1918 - 1934, by C.A. Longworth- Dames, The Unitrade Press 1995.
3. The Unitrade Specialized Catalogue of Canadian Stamps.
4. *Early Air Mail Service in the Red Lake District*, by Derek Rance. My copy has neither the date or the name of the publication in which it originally appeared.
(Editor's Note: I sent Ed a copy of the September 1996 Canadian Aerophilatelist after receiving this item. He replied: *As you surmised, it was indeed the article by Derek in our newsletter that I had as a reference. Obviously some plagiarism has been committed here: the copy I had starts at page 1 and is numbered consecutively, not at page 9; and the headings are gone, making it appear as if from another source. But we have no culprit to throw a rock at!*)

IMPERIAL AIRWAYS FLYING BOATS

I'm looking for some hard-to-find information on the *Cambria*, specifically a record of a visit to Toronto in 1937. It was planned to appear at the Canadian National Exhibition in Toronto for 3 days, but on arrival at the Exhibition on Saturday, Sept. 4th, lost the port wing pontoon while landing before 15,000 spectators. It was originally planned to fly on the same day to Windsor, Ontario, and visit a couple of cities en route, including the city of Hamilton, and fly back to Montreal on Sunday before returning home, but repairs were expected to delay the plane for 2 to 4 days. Yet on Thursday, Sept. 9th, 6 members of the crew, on their way to visit Niagara Falls by car, were luncheon guests at Hamilton City Hall, about 50 miles from Toronto. I have a photograph, claimed to have been taken in Hamilton Harbour, of the *Cambria* in good repair, but I can't find any record of the *Cambria* having flown to Hamilton, or of the new itinerary.

Can anybody provide some information about this incident; or know whether the log for the *Cambria* still exists, and if so where should I look for it?

Fred Biggs

Please send responses to Ed's article, and/or information for Fred, to the editor.

INFORMATION WANTED continued:**TRANS-ATLANTIC FIRST FLIGHT COVERS, 1939**

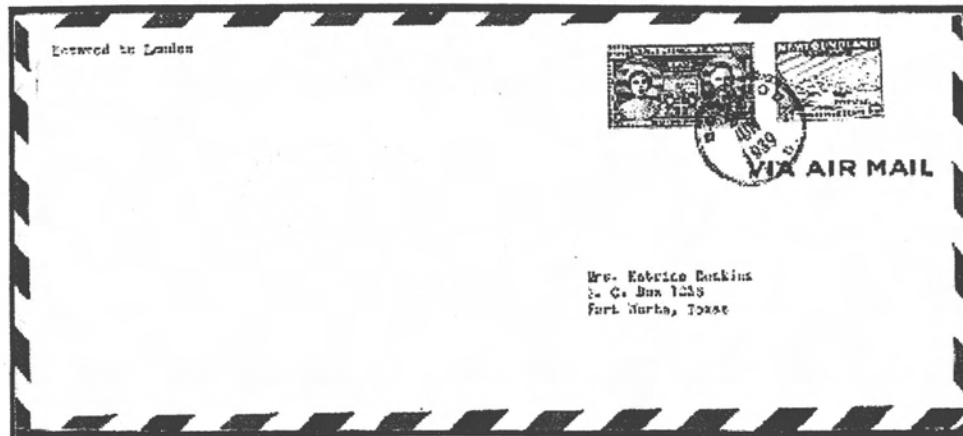
Both these covers are from Pan American's first Transatlantic flight by the Northern route: New York - Shediac - Foynes - Southampton.

Although they look conventional, neither quite fits the listing for the flight, #3921, in The Air Mails of Canada and Newfoundland.



AMCN lists covers postmarked in BOTWOOD on June 24th, but this cover was cancelled in ST. JOHN'S on June 22nd. Covers with a St. John's cancellation are found periodically, and were presumably held in St. John's until the flight was imminent, then cancelled before being put on the train to Botwood. - I have read of this happening for various trans-Atlantic pioneer flights.

Historically, neither date is correct. - The flight was delayed by fog in Shediac, and did not arrive and depart from Botwood until June 27th. **Does anybody have a cover from Newfoundland cancelled after June 24th?**



This cover is endorsed *Botwood to London* in the top left corner, and received the blue-green cachet applied by Pan Am to mail dispatched through its Botwood office, since the Newfoundland Post Office didn't provide a cachet for the flight.

However, the cover is addressed to Fort Worth, Texas, and there is a comment in AMCN that:

The British Post Office normally did not backstamp arriving mail and refused to make any exception to its policy by means of special dispatches, nor would it facilitate the return of mail not addressed for delivery in England or in Europe.

It appears that the British Post Office relented in its policy, and returned mail addressed to North America, as many covers can be found from this flight addressed to various points in the U.S.A. **Can anybody provide any information as to what happened, and how covers addressed to North America were handled?**

Please send responses to the editor.

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.

CANADIAN WARPLANE HERITAGE MUSEUM

A very special cover... "double-flown," but not in the usual sense. Created to commemorate the 60th Anniversary of the D-Day Landings in Normandy, France and to honour those who took part, especially the Airborne Forces.

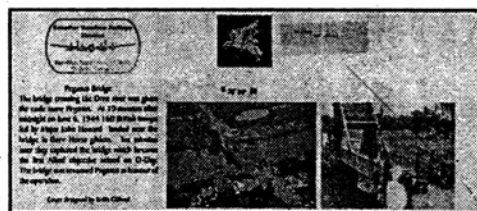
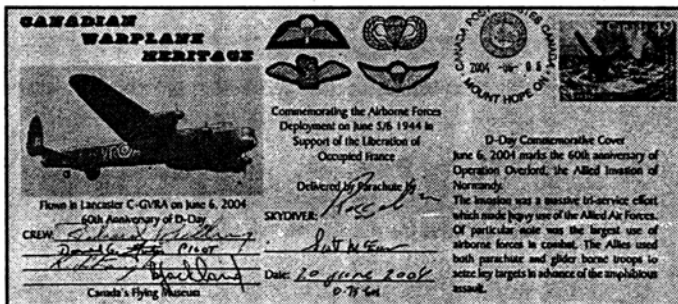
Lancaster

Each cover is a #10-sized (9 1/2" x 4") with artwork on front and rear faces. Flown in our Lancaster C-GVRA on 6th June 2004 and signed by the crew. Also flown in a Cessna 180 on 20th June 2004 and airdropped over Flamborough, Ontario, by parachutists of the Hamilton Sport Parachute Club, and signed by them. The Canada Post D-Day postal stamp has been used, cancelled with the special postmark featuring the Museum, at Mount Hope Post Office. This is also a First Day Cover.

There are inserts detailing the flights, the Lancaster and the 'paradrop'.

This is an almost completely 'in-house' production - Keith Clifford (CWH Archives) did the Artwork and the parachute drop was organized and carried out by member Erik Roggenkamp.

Cover #70 \$10.00



A list of the many different covers produced by the CWHM was included in the June 2003. - For information about CWHM covers produced since then, please contact Eric Grove at the Museum:

Phone 905-679-4183 Fax 905-679-4186 E-mail museum@warplane.com

Or by mail: Canadian Warplane Heritage Museum,
9280 Airport Road, Mount Hope, Ontario L0R 1W0

or visit their website (and select shopping): www.warplane.com

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June, September and December.

If you have anything you'd like to go into the next issue,
please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by MAY 1st.

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.**

#314 Glenn Baechler
 #313 Alistair Bain
 #79 Jim Brown
 #344 Calgary Philatelic Society Juniors
 #266 John F.Church
 #333 Robin Clarke - Vancouver Island
 Philatelic Society Junior Club
 #326 Gary Cristall
 #332 Edmonton Stamp Club - Junior Club
 #224 Charles G.Firby
 #342 Sandy Freeman
 #27 John Glashan
 #226 David Granger
 #133 Eric Grove

#183 Robert A.Hasslewood
 #343 Rick Hills
 #334 Harold Hollander
 #24 Neil Hunter
 #284 John Irvine
 #49 Jonathan L.Johnson Jr.
 #149 Frank Kendle
 #25 Jacques LePotier
 #263 Louis K.Levy
 #201 Ivan W. MacKenzie
 #177 John Masella
 #251 Charles Wm.McEvoy
 #267 James H.Parker
 #331 Z.Michael Pawliuk

#197 Henk Post
 #124 Reuben A.Ramkissoo
 #76 W.Ross Richardson
 #307 James F.Ruddell
 #315 Reginald Targett
 #29 Jim O.Turk
 #302 Pierre Vachon
 #262 E.S.J.VanDam
 #272 John S.Venskus
 #254 John Webster
 #341 Kevin Wenzel
 #325 Edward Williams

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.