



THE CANADIAN AEROPHILATELIST

#63

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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SHORT EDITORIAL:

Please note my new e-mail address: hargreavescp@sympatico.ca **Thanks, 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

ORAPEX 2005, the 44th anniversary of this most significant National Philatelic Show was a resounding success in all aspects. There were 169 exhibition frames, including four aerophilatelic exhibits, 42 dealers present, a very active Youth Section, a Canada Post outlet with the latest Canadian issues, various society meetings, including the CAS, and over 1500 visitors during the two day show, 30 April and 1 May 2005. There were six CAS members who signed the register and six who attended the AGM on Sunday, 1 May. The various reports were presented and approved. The financial and membership status were detailed in the March 2005 issue of The Canadian Aerophilatelist .

Our 2004 Snowbird project brought in over \$3,000.00 Canadian at a minimum expenditure. Our 2005 Snowbird covers are now with 431 Demonstration Squadron being autographed and later flown over Ottawa on 1 July 2005, the 35th anniversary of the formation of the Snowbirds. Orders for the covers are now being taken by myself. The single envelope autographed by the nine pilots of the Snowbird team with the special Snowbird picture postage stamps and cachet are \$30.00 each post paid . The set of nine envelopes autographed individually by each of the nine pilots is \$55.00 post paid. A complimentary 2005 Snowbird poster will be enclosed with each order. The CAS is indebted to the Snowbirds for their generous support of the CAS. This year's envelope, with the approval of the Commanding Officer, bears a coloured portrait of the late Captain Miles Selby.

At the AGM's election, held every two years, I was reelected President, Chris Hargreaves is our new Vice-President (as well as the Editor of The Canadian Aerophilatelist), Brian Wolfenden remains our Secretary Treasurer, W/C Pat Sloan remains Past President (he broke both hips earlier in the year and is recovering slowly), and the Western Chapter's representative is still Cecil Stoner. The CAS Constitution was approved for changing the wording of the components of the CAS Executive. The CAS approved a grant up to \$200.00 Canadian to have a 16 page one frame exhibit prepared about the CAS and aerophilatelic collecting by Jamie Baron of Edmonton, under the supervision of CAS member Nino Chiovelli. The proceedings of the AGM will be published in the 2005 June issue of the newsletter.

Two plaques were presented in absentia, one to our retiring Vice-President , Mike Shand, who prepared our envelopes for mailing The Canadian Aerophilatelists for over ten years. We wish Mike well in his future aerophilatelic endeavour. The second plaque is for Barry Countryman - the Canadian Aerophilatelist Editor's Award - presented for his great research on several subjects for the Editor and our members. Congratulations to both Mike and Barry for their dedication and research.

Death has taken three more of our members or close friends. Earlier in the year aerophilatelic researcher Jim Brown died of cancer, on 28 April 2005, Don Wilson of St. John's, Newfoundland and Ritch Toop's widow, Maureen, also died of cancer. Each of our departed friends in their own way contributed much to aerophilately. John Powell of Edmonton, Director of the RPSC's judging program, suffered a heart attack during an operation recently. We wish him a speedy recovery.

To all enjoy your summer !

Dick Malott
President CAS

MINUTES OF THE ANNUAL GENERAL MEETING

of the Canadian Aerophilatelic Society, held on May 1st 2005, during ORAPEX, in Ottawa

1. Dick Malott welcomed all members present. Those in attendance introduced themselves. In attendance were : Alastair Bain, David Hanes, Brian Wolfenden, Denice Guimond, Dick Malott, and Chris Hargreaves.
2. A minute's silence remembered departed members Jim Brown & Kasimir Bileski.
3. A quorum was declared represented by those attending the meeting.
4. Minutes of 2004 AGM were approved. Moved by B.Wolfenden & seconded by C.Hargreaves.
5. Old business from 2004 AGM:
 - Web site – ongoing. Will be reviewed at 2006 AGM.
 - Index for *Airmails of Canada and Newfoundland* – Gord Mallett is considering.
6. Reports from the President, Secretary, Treasurer & Editor of *The Canadian Aerophilatelist* were presented & approved on a motion by D.Hanes & seconder A.Bain . Treasurer will investigate an interest account to improve finances. Dick Malott noted a set of 2004 Snowbird covers had been sent to Capt. Selby's widow. Dick thanked Mike Shand for his many years of service to the CAS.
7. Dick Malott elected President for 2 year term.
Brian Wolfenden elected Secretary/Treasurer for 2 year term.
Chris Hargreaves elected Vice-President and editor for 2 year term.
8. Plaques were to be presented to:
 - Mike Shand to thank him for his many years of service to the CAS.
 - Barry Countryman for winning the Editor's Award.Neither member was present, so plaques will be delivered by other means.
9. New Business:
 - a - \$200 grant was approved for the CAS one frame exhibit at Washington 2006. Moved by D.Guimond & seconded by D.Hanes. Unanimous.
 - b - 2005 Snowbird covers in memory of Captain Miles Selby were shown to all attending.
 - c - *The Canadian Aerophilatelist* on a pdf system was discussed. It will not happen at this time.
 - d - It was moved to enter our *Short Guide to Canadian Aerophilately* in C7NPLE (Canada's Seventh National Philatelic Literature Exhibition) in Toronto this October, and *The Canadian Aerophilatelist* in Washington 2006, by D.Hanes & seconded by D.Guimond – approved.
10. Meeting adjourned

Brian Wolfenden - Secretary

WESTERN CHAPTER REPORT

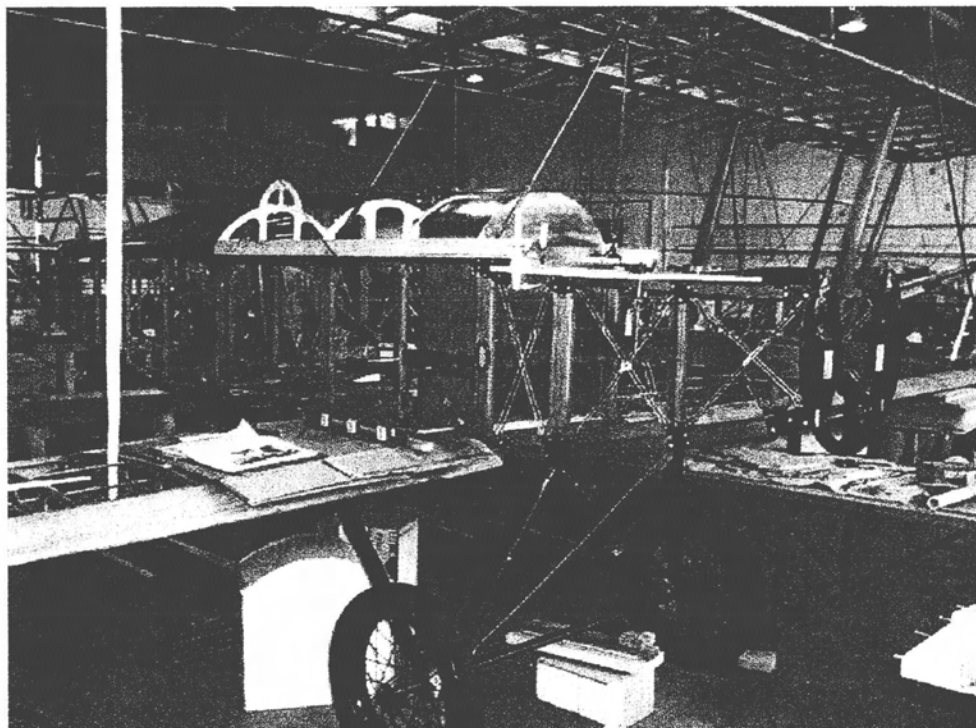
It has been a somewhat quiet quarter for the chapter apart from our regular meetings. The next meeting will be at member Jack McQuaig's home on June 18th. We were saddened to hear of the death of CAS member Jim Brown who acted as the western chapter's British Columbia researcher. Jim was a regular aerophilatelic exhibitor and was highly regarded as an air mail researcher and author. He will be missed.

We are continuing preparations for our role in the activities linked to next year's unveiling of the replica of the Curtiss Stinson Special - the plane flown by Katherine Stinson on her 1918 Calgary to Edmonton air mail flight [PF-7 in *AMCN*]. The unveiling ceremony will take place at AAVIAM [Alberta Aviation Museum] on the actual day of the 88th anniversary of that flight - July 9, 2006.

A planning session is to be held June 25th involving CAS western chapter members, Rod Macleod [the museum's new president] and Lindsay Deepröse [museum head of the team of aviation buffs and AMEs involved in the construction of the replica]. Plans will be firmed up at that point regarding the part to be played by each of the ceremony participants. Chapter involvement will in all likelihood remain twofold as originally proposed - to design, produce & market commemorative covers for the event and to help coordinate the various activities related to a planned Calgary to Edmonton open cockpit flight on which the commemorative covers will be carried. Present planning calls for that plane to touch down adjacent to the museum as an integral part of the ceremony.

Although the replica being built is genuine in every known detail, including rigging and motor, it is a static display only. The plane contracted for the 2006 re-enactment flight is being supplied by a third party.

Gord Mallett



NEWS - NEWS - NEWS

NEW MEMBERS

Welcome to:

#354 David Hanes

#355 Mary Dunlop

#356 Canadian Museum of Civilization

#357 John Rawlins

#358 David Skene-Melvin

#359 Steve Johnson

SNOWBIRDS CANCELLATION - WESTLOCK AIR SHOW, ALBERTA

Westlock Airport will host the ALBERTA CENTENNIAL AIR SHOW on Wednesday August 3rd, 2005. The event will include Hang Gliding, Crop Spraying Aircraft, Parachute Demonstrations, flying displays by several civilian aviators, flypasts by various military aircraft, and an aerobatic performance by the Snowbirds.

I've been informed by Nino Chiovelli that:

Klondike Balloon Safaris (Club) has arranged with Canada Post to have a Special Snowbirds Cancel to commemorate the event. Philatelists and other interested Aviation Buffs can have their covers canceled on a hand-back basis at the Westlock Post Office. Those who are unable to do this in person can send covers with proper postage affixed. 50 cents Domestic rate, 85 cents U.S rate, and \$1.45 Foreign rate. Enclose the covers in a postage paid outer envelope and clearly state in your letter that you want the SNOWBIRDS cancel. An Alberta Centennial cancel has also been produced, and those cancellations can be specifically requested as well, following the same guidelines indicated above. Be sure to enclose a self-addressed pre-stamped envelope with sufficient postage for the return mailing. Mail orders should be addressed to: Westlock Post Office, 10016 - 106 Street, Westlock AB T7P 1A0. Please note: Envelopes and/or covers will be stamped on or around the date that they are received.

Thanks Nino. - For more information, please contact Nino at: 14419 - 87 Street, Edmonton, Alberta T5E 3G6.
(Email: nchiovel@telusplanet.net)

THE AEROPHILATELIC SOCIETY OF SOUTHERN AFRICA

The A.S.S.A. has been reorganized, and recently published edition 91 of its journal, the *Aeroletter*, which had last been published in May 2002. - The *Aeroletter* specifically focuses on issues related to Southern Africa, but is not restricted to this field of study only, and will extend to other aspects of aerophilately should they be deemed appropriate. It is currently intended to produce two editions of the *Aeroletter* per year.

Anyone interested in the airmails of Southern Africa, is invited to join the A.S.S.A. - The society has members in Southern Africa, the United Kingdom, the USA, and Europe. Effective communication is being achieved through the medium of electronic mail and personal contact.

For more information, please contact: Dave Morton, 2 Anemone Avenue, Welgedacht, 7530 Republic of South Africa. (Email: dmorton@mweb.co.za)

In Memoriam

Jim Brown, 1925 - 2005

Jim was a regular contributor to this newsletter, and the first person consulted whenever I received a question related to aviation or air mail in British Columbia.

Jim was born in 1925, served in the Canadian Navy, then graduated from the University of British Columbia in 1949. He had a successful career with Chevron until retiring in 1984. He moved to Pender Island which he loved, but eventually found isolated, so he moved to Victoria in 2003.

Jim was a keen exhibitor, and had medal-winning exhibits on the FAM-2 air mail service between Seattle and Victoria, British Columbia Airways, and of airmail stamps of the world with airplane overprints on them.

He was also an active researcher, and proved that the September 21st 1925 "1st Trip" covers from Victoria to Seattle were in fact bogus creations of A.C. Roessler, even though they were listed as Pioneer Flight Covers in the American Air Mail Catalogue and The Air Mails of Canada and Newfoundland.

A lot of Jim's research is included in his book *Hubbard: The Forgotten Boeing Aviator*. This is a treasure trove of information on the both the FAM-2 air mail service and Eddie Hubbard, (who developed the FAM-2 service, and went on to become an influential figure at the Boeing Company), and is also a very enjoyable book to read.

On behalf of the CAS, I would like to offer our condolences to Jim's family.

AMERISTAMP EXPO 2006 IN TORONTO

The American Association of Philatelic Exhibitors (AAPE) has accepted an invitation from The Royal Philatelic Society of Canada and the Greater Toronto Area Philatelic Association, to hold its annual AMERISTAMPEXPO in Toronto on April 7th - 9th 2006.

The show will be held in conjunction with the Canadian Stamp Dealers Association annual spring show, at the Queen Elizabeth Building on the Canadian National Exhibition grounds.

AMERISTAMPEXPO 2006 will consist of the One Frame Championship, One Frame Competitive, Cinderella, Display, Illustrated Mail, Postcards, and Thematics classes.

More information relating to and prospectuses for AMERISTAMP EXPO 2006, are available from Peter Butler, 143 Glenmore Road, Toronto, ON M4L 3M2; telephone: 416-690-4666; or e-mail: pbutler@ilap.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 WordPerfect format), and/or back issues of the newsletter.

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Cashiers Office - Room A1023,
Arts and Administration Bldg,
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MEMOIRS

WHEN GENERAL BALBO CAME TO SHOAL HARBOUR

BY LOREEN ADAMS-HALDENBY with an introduction by Philip Hiscock

In this memoir, the author writes of the arrival of General Italo Balbo's force of 24 airplanes in 1933. Loreen Adams was born in Milton, a short distance from Shoal Harbour where the Italian Air Armada touched down to refuel. Here we see events of the world stage as they seemed to a little girl. General Balbo's airplanes had been a show of Italian power at the Century of Progress Exhibition, a gigantic World's-Fair-like international exhibition of modernity in Chicago. Mussolini's fascist government wanted to make an impression; it used the widely known and well-liked Balbo to lead the flotilla. Not just to children but to people all around the world, Balbo's feat was one of amazement. A few years later, it was seen as part of the lead-up to the Second World War, but in 1933 it was a wonder of the modern world.

The Air Armada had touched down a few weeks earlier in Cartwright, Labrador, on its way to America but – after weeks of radio reports from Chicago – its fame was much greater on the return trip, when it came to Shoal Harbour. Today the Clarenville area celebrates the event with a street (Balbo Drive) and a school (Balbo Elementary).

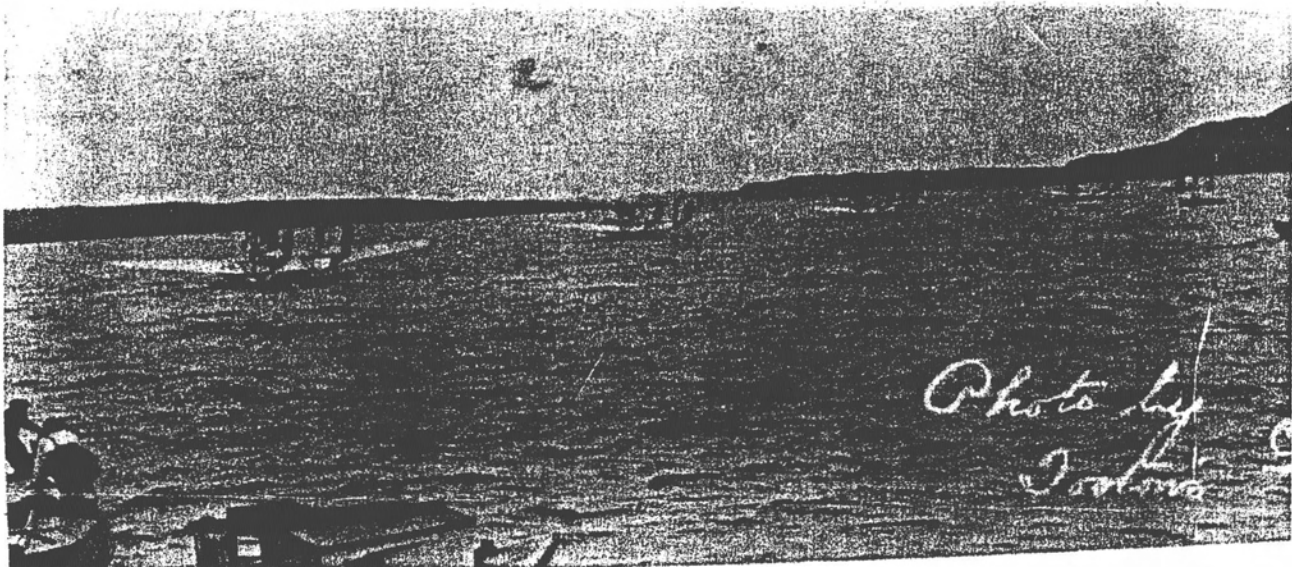


Photo: Courtesy of the Centre for Newfoundland Studies Archives

The Italian Air Armada "pitching" in Shoal Harbour

In the early morning hours of July 26, 1933, my mother came into my bedroom and woke me up by announcing that I had to get up this very minute as she and I were going to Dorr Tilley's field in Shoal Harbour to see some airplanes. "Twenty-four airplanes," she said, and they were coming all the way from a land called Italy far across the sea. And not only that, they were going to 'pitch' in Shoal Harbour a mere three miles away.

My little bedroom was that little front room that looked out over Random Island and Smith's Sound.

A tiny little room it was, just big enough for a bed and a washstand with basin and pitcher. Mam had made a little shelf in the corner and put a doily on it. Sometimes, a bunch of wildflowers sat on the shelf. That would be in the summer when buttercups and ferns grew in abundance in the "mish" back of our house.

I loved that little room. The bed had a quilt on it that was made from scraps of Grandma Susie's worn-out dress. Pink, it was, with tiny white flowers. Daisies, I think.

I loved the sight that met my eyes every morning when I awakened. The sun rising over Random Island, or sometimes, at night before drifting off to sleep, the moon casting its ripples over the sound, lighting up the dark waters.

This morning I was not pleased. I was five years old and I wanted to sleep, but here was Mam shaking the clouds of slumber from my mind, telling me to get up, get dressed. We were going to Shoal Harbour to see the airplanes and if we hurried and got to Don Tilley's field by daybreak, we would see them real close.

"I don't want to see no old airplanes," I grumbled. I knew what airplanes were. They were tiny little things way up in the sky. They seemed to me to be no bigger than hornets and what a noise they made.

But Mam was firm.

"You and I are going to Shoal Harbour," she said. "Now, get up."

Mam got me out of bed and helped me dress. First my underwear, which she had made for me out of bleached sugar sacks, then my dress, which more than likely was handed down from one of my sisters, and lastly a pair of canvas shoes, which we sometimes whitened up with chalk.

Mam was already dressed. She had made a big pan of porridge for our breakfast, which we ate hurriedly and then we were on our way. It was still dark, very dark, as it sometimes is before dawn appears.

But I was angry. I always seemed to be angry in those days. Why did Mam have to be like this? Dragging me awake in the middle of the night when we should all be sleeping. Why, oh why, couldn't she be like other mams? Nobody else's mam was pulling her little girl along the railway track, bumping over the wooden ties, telling her to hurry up. What in the world was wrong with my mam?

We walked along the railway track as our roads were in a deplorable condition in those days. Uncle Billy Blundon was always at work fixing up the

roads, but it was a tedious job and in rainy weather the mud was often up to our ankles.

So along the Bonavista branch line we went. Mam could walk as fast as anything and I struggled to keep up. Mam, a widow, a small slight woman with wistful grey eyes and curling dark hair. Shabby, battered by poverty and tragedy, battered but not broken as she murmured words of encouragement to her small, ~~flaxen~~-haired girl, as we hurried along,

stumbling over the ties to catch a glimpse of glory.

I tugged at Mam's sleeve. "Is dey comin' from way over sea just to see we?" I asked.

"No, dear child," Mam said.

"Why is dey comin' den?" I asked.

My mother's face darkened. For a moment I thought she looked angry. "That's a very good question," she said as if talking to herself.

Much, much later, I learned that the planes were commanded by General Balbo, who under the Fascist dictator, Mussolini, planned a display of Italian air strength to

impress the world. They flew in formation across Europe, on to the Chicago World's Fair, and then were coming to our tiny little island east of Canada before returning to Rome.

In the meantime, Mam and I reached Don Tilley's field overlooking Shoal Harbour. I was tired beyond belief. Mam was filled with anticipation.

Suddenly, dawn broke over Random Island, the eastern sky tinted with rose and gold.

And then with a roar like thunder there they were over the Southwest Arm. Twenty-four airplanes, their silver wings glistening as they descended, landing in the water of Shoal Harbour just where the harbour meets the bar, close to the road which is now called Balbo Drive.

"Feast your eyes, dear child," Mam said, "feast your eyes. You may never see the likes of this again."

And I never, ever did. NQ



The celebrated namesake of Balbo Drive: well-known and well-liked

Photo: Courtesy of the Centre for Newfoundland Studies Archives

A LONGER EDITORIAL

I was recently invited to write a Guest Editorial for the Canadian Stamp News. This was published in the May 31st issue, and I am reproducing it below, as it mentions both *The Canadian Aerophilatelic Society* and Don Amos.

I am also hoping that some readers of this newsletter will be interested in supporting my proposal.

Celebrating our colleagues!

I was very pleased to receive an invitation to contribute a Guest Editorial to the *Canadian Stamp News*!

As editor of *The Canadian Aerophilatelist*, I can share my thoughts with the 150 members of The Canadian Aerophilatelic Society every three months.

Writing this Guest Editorial, gives me the opportunity to address hundreds of "kindred spirits"! - It reminds me of Andy Warhol's comment about everybody being famous for 15 minutes, though in this case I'm getting a few hundred words of potential power and influence!

Can I use these words to make a difference in Canadian philately? - I hope I can!

I enjoy all aspects of editing *The Canadian Aerophilatelist*, except writing obituaries. - I think the obituaries are very important, and I put a lot of thought into them, but I hate writing them!

I hate the finality of obituaries, and that I will never be able to correspond with that colleague again.

Also, when I read obituaries, I wonder whether the deceased person knew how highly they were regarded? - I am reminded of a colleague, (fortunately still very much alive), who after an eloquent and well deserved tribute from the Board of Education at his retirement party, commented that he was surprised to hear that the Board knew so much about what he'd done!

I think it would be great to pick a time before our colleagues die, on which to celebrate their achievements!

The perfect timing for such a day is tricky, as it should be "late enough" to reflect on a colleague's achievements, but "early enough" that it is not viewed as a harbinger of imminent decline! - After thinking about various colleagues who are active in philately, I think the optimum time for a celebration would be on their 70th Birthday.

However, we need not worry about perfection!

Since there are lots of colleagues to celebrate, and we probably don't know most of their birthdays, why don't we just each pick a colleague who is over 70, and start celebrating!

I'd like to encourage everybody who is reading this, to choose one of your philatelic friends or colleagues who you think is 70 or over, and send a testimonial about them to the *Canadian Stamp News*. The CSN will, I hope, publish the testimonials along with other letters to the editor.

Continued

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A LONGER EDITORIAL: LET'S CELEBRATE OUR COLLEAGUES! continued:

To start what I would like to become a philatelic tradition, I am going to pick the oldest member of The Canadian Aerophilatelic Society, and say:

Happy Birthday Don Amos

While many members of the Canadian Aerophilatelic Society collect First Flight Covers from the 1930's, Don is one of the few members who produced them!

According to Don, "the air mail bug" bit him in 1930. Don was a lover of the outdoors, and the north country in particular, and like most people at the time he collected stamps. When he heard that Ottawa sent out lists of new stamps and air mail services, he immediately sent his name in. Don recalls that: "The first item I received was a First Flight notice for the Peace River - Carcajou - Fort Vermilion - North Vermilion route. Wow! The north country! That started it, and it remained."

Don also remembers going into the Winnipeg Post Office, and buying semi-official air mail stamps over the counter. He also has stories about going out to Winnipeg airfield, walking in to Company offices, and asking the pilots to sign First Flight Covers they'd flown.

As well as being an active collector, Don was a Charter Member of the International Air Mail Society, and their auctioneer during the 1930s.

Don worked for the Post Office, and kept a record of the new air mail services. His information was later used in compiling several editions of the American Air Mail Catalogue, and the Air Mails of Canada and Newfoundland.

Over the years, Don has been a great help to members of the Canadian Aerophilatelic Society, and the British North America Philatelic Society's Air Mail Study Group, on various questions regarding early air mail services.

Many thanks for your help and friendship Don, and very best wishes for your next birthday.

Chris Hargreaves

I hope that readers who like my idea, will pick one of their philatelic colleagues, and send a testimonial about them to the editor of the Canadian Stamp News: Bret Evans, Trajan Publishing, PO Box 28103, Lakeport PO, St. Catharines, Ontario L2N 7P8 . (Email: bret@trajan.ca)

If you choose to celebrate an aerophilatelic colleague, please send me a copy of your letter, and I will be delighted to include your testimonial in this newsletter.

Meanwhile, I have amended our membership/renewal form on the back cover to request member's date of birth, so that I can start finding out when members' 70th birthdays are, and celebrate accordingly!

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AAMC 6th Edition, Volume 3, now available

This latest edition of the *American Air Mail Catalogue* covers Foreign Contract Airmail Routes (FAMs), Canal Zone Airmails 1918-1979, and Alaska Flight Covers.

The FAM section includes several routes to and from Canada, which I have enjoyed reviewing. - The section contains a lot of new information, and is not just a reprint of the information given in volume 4 of the AAMC 5th edition, which has been out of print for several years.

According to the FAM section editors, Jonathan L. Johnson, Jr., George K. Sioras, and William F. Turner:

The focus of previous Foreign Air Mail updates was to incorporate new listings for active routes and to revise catalog values. With the Airline Deregulation Act of 1978, the US Post Office Department terminated the FAM method of administering its international routes and, therefore, there are no new listings to record.

Earlier interest that tended to emphasize "official" activities has been extended to include "less official" and unofficial activities that are part of the airpost history involved.

It's convenient to divide the FAM era into three intervals:

Pre-war - October 1920 - December 1941;

WWII - December 1941 - August 1945;

Post-war - August 1945 - November 1978.

The revisions made in this edition have focused primarily on the pre-war period. Although listings of the post-war period would also benefit from further attention, in general, those listings reflect available information relatively well. Time constraints made it necessary to limit the attention given to the post-war period.

Recent years have seen an explosive growth of interest in the world-wide aerophilately of World War II. Investigations in this field have been reported in numerous books and journals. We hope that future study will address the potential, and available methodologies that might be used, to incorporate WWII information in future FAM sections.

The overall objectives of revisions for this edition have been: to provide context and meaning for the sometimes lean descriptions of earlier editions, to increase accuracy, and to incorporate available data that will be useful to users of this catalog.

It is hoped that the composite result of these general objectives is to make this section more user-friendly.

Maps. In previous editions the maps provided didn't always agree with the text. In addition, providing a single map for large complex routes resulted in compromises that were counterproductive.

New maps have been prepared for all the routes. In selected cases more than one map has been used to show the development sequence and to reduce confusion.

"If it helps it belongs." This section serves as the reference of first resort to most collectors seeking FAM information. The revision effort has responded to calls for greater inclusiveness by incorporating helpful information to the extent feasible. It has been recognized that it isn't manageable to do it all in one revision. Hopefully what has been achieved points in directions where further efforts will be productive.

We have added dated notes that report on aerophilatic events not previously included because they add to the history and because related covers are sought by specialists. For most of these we have not assigned catalog numbers. For some that are listed in other sections, particularly in the Trans-Oceanic Record Flights section, we provide cross references, for example T-O 1328.

Continued

AAMC 6TH EDITION, VOLUME 3, NOW AVAILABLE continued:

Catalog numbers. There are strong reasons for avoiding major revisions to catalog numbering systems in use for a longtime, and with which most users are reasonably comfortable. The approach taken in this update has been to severely limit the effort to minor catalog number changes that are self-explanatory.

Catalog values. This is the thorniest thistle in cataloging air mail covers. It is noted that the passage of time does not necessarily increase the value of air mail covers. The primary economic factor in assessing catalog values is supply and demand. Lots of supply tends to keep values low. Scarcity makes for higher values, but only if there is demand. Most important, the free enterprise mechanisms that apply to the purchase and sale of first flight covers do not provide for automatic cost-of-living [a euphemism here for cost-of-doing-business] adjustments.

The editors have exercised best judgment in presenting catalog values to reflect usually available material in desirable condition. The market place adjusts for factors such as outstanding condition, unusually high value franking, scarce and desirable markings and autographs. Such variables cannot be addressed in one single, standard-form catalog value.

My impression of the new catalogue, is that all these objectives have been achieved.

Congratulations to John Johnson, George Sioras, and William Turner on their excellent work!

Congratulations also to Ron Miyanishi who is Production Editor for the AAMC. (And commiseration to Ron too. - Ron broke his shoulder in a fall during the winter, and it is healing very slowly.)

Copies of this catalogue can be obtained from: Greg Schmidt, 1978 Fox Burrow Court, Neenah, Wisconsin 54956-1184, USA. (See the Publications section on the American Air Mail Society website for more information: www.americanairmailssociety.org)

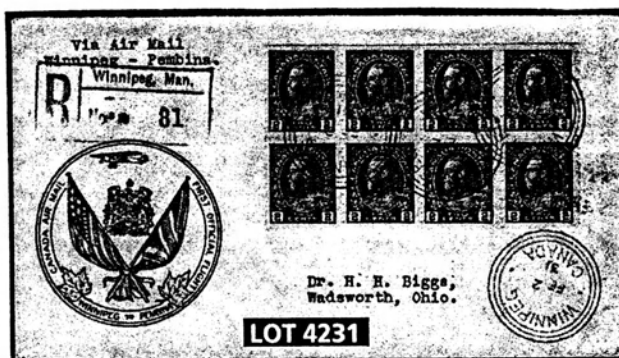
The CAS also has some copies of this volume, and of The Airmails of Canada and Newfoundland. Cost is \$75.00 plus shipping for CAS members for either book, (\$81.95 plus shipping for non-members). Payment can also be made in U.S. \$, Euros or Sterling. For more information please contact Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2, (Email: bjinepean@trytel.com)

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NEW BOOK

BRIDGING THE CONTINENTS IN WARTIME – IMPORTANT AIRMAIL ROUTES 1939-1945,

by Hans E. Aitink and Egbert Hovenkamp.

This book was published in The Netherlands in April '05, but the text is entirely in English. It describes 18 of the most important air routes during WW II:

1. KLM Service Amsterdam-Bandung Aug/Sept 1939 and KLM Service Naples/Bandung 1939/1940.
- 2a. Imperial Airways/BOAC/Qantas Empire Service England-Egypt-India-Australia 1939/1940
- b. IA/BOAC Service (land planes) England-Egypt-India 1939/1940
3. Air France Marseilles-Hong Kong 1939/1940
4. IA/BOAC Empire Service England- East and South Africa 1939/1940
5. KLM Service Lydda-Bandung 1940/1942
6. BOAC/QEA Horseshoe Route South Africa-Australia June 1940/1942
7. KNILM Service Java-Australia 1938/1942
8. Tasman Empire Airways Ltd (TEAL) Service Australia-New Zealand 1940/1943
9. KNILM Service Batavia-Saigon 1939-1941/Air France Service Saigon-Hong Kong 1939-1940
10. IA/BOAC Service Hong Kong-Bangkok 1939/1940
11. KNILM "Extra" Flights Batavia-Manila 1940/1941
12. Pan Am Service Manila-Macao-Hong Kong-Manila 1941
13. Pan Am Trans-pacific Clipper Service FAM 14 San Francisco - Hong Kong - Singapore 1940-1942
14. Pan Am North Atlantic Clipper Service FAM 18 New York- Marseilles/Lisbon 1939-1942; New York-Foynes/Southampton 1939
15. Pan Am Trans-pacific Clipper Service FAM 19 San Francisco - Auckland 1940/1941
16. Pan Am Clipper Service FAM 22 Miami-Leopoldville 1941/1942-1945
17. Air France Service France-South America 1939/1940
18. LATI Service Italy-South America 1939-1942.

In each section, there is an explanation of the route, why it was established, how it had to be changed according to the war developments, an excellent map of the route, and the various flying conditions. Various covers are shown in color, which were probably flown on the route. Each section includes a bibliography and the complete schedule for the airline(s) on that route. Rates are calculated for the covers shown, but the complete rates for each route are not included. There is also a very useful appendix which shows calendars for the years 1938 through 1946.

The description of the trans-Atlantic routes is limited in this book, as the same authors published an earlier book entitled "Noord-Atlantische luchtverbindingen met de nadruk op de jaren 1939-1946" (*North Atlantic air routes with emphasis on the years 1939-1946*). Unfortunately that book was published in Dutch, unlike this latest book which is published in English.

The book costs Euro 25.- with postage Euro 8.65, and can be ordered from

H. Wiersma, Wilgenlaan 15, 9103 SB Dokkum, The Netherlands,

or from Ken Sanford, 12 Chemin de Tuilots, Bellevue (GE), Switzerland CH-1293,
(email: kaerophil@ch.inter.net) - please contact him regarding postage.

Many thanks to Ed Matthews and Ken Sanford for sending me information regarding this book.

Special Offer

AIR MAILS OF CANADA 1925-1939

The Development and Postal History of National and International Mails

by **George B. Arfken and Walter R. Plomish**

The British North American Philatelic Society (BNAPS) recently acquired the remaining copies of Air Mails of Canada 1925-1939 by George B. Arfken & Walter R. Plomish (Perfect bound, 230 pages, published in 2000). The retail price for this book is \$49.95 Cdn. & the regular BNAPS member price (40% discount) is \$29.97 plus shipping & \$2 handling.

We are offering this book to members of the *Canadian Aerophilatelic Society* at a special price of \$25.00 Cdn. plus s & h. Shipping & handling costs in Canada range between \$8.00 & \$12.00 depending on the destination. Surface shipping to the USA is \$10.95 Cdn. & \$13.50 Cdn. anywhere else in the world.

Orders can be placed with the BNAPS Book Department. Please write, call or email: Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, Ontario, Canada, K1P 5B6; Phone (613) 235-9119. (Email: kimmerly@iankimmerly.com)

EDITOR'S COMMENT:

This is a terrific offer on an excellent book, and I would like to thank the BNAPS for it!

I have used my copy regularly for many years, and find it easy to read, very well illustrated, (there are 206 illustrations of covers, and 9 maps), and full of information.

The book takes a regional approach to the subject of rates, as can be seen by the table of contents:

Chapter	1.	Via United States Air Mail, July 1925 - August 1928	1
Chapter	2.	The Development of Canada's Domestic Air Mail Service	11
Chapter	3.	Canadian Air Mail to the U.S. and Bermuda	35
Chapter	4.	Great Britain, Empire Air Mail Rates	49
Chapter	5.	Continental Europe	69
Chapter	6.	The Middle East	85
Chapter	7.	British Africa	97
Chapter	8.	British Asia	115
Chapter	9.	Australia, New Zealand	131
Chapter	10.	The Far East and the Pacific Area	145
Chapter	11.	The West Indies and Central America	161
Chapter	12.	South America	183
Appendix 1.		Documents	
		The 1927 Hague Air Mail Conference	201
		December 5, 1929 Circular to Postmasters	208
Appendix 2.		Canadian Air Mail and other Rates	213
Bibliography			223

Within each of these chapters, the development of air mail services to that region, and the rates charged, are described chronologically.

I have found this book to be almost error free, but would alert readers to the fact that:

- the emphasis of the book is much more on the international air mail services than our domestic services, and several of the shorter routes within Canada are not mentioned at all.
- the rate changes of August 1st 1932 have been left out of the summary of rates on page 219, although they are fully described in the text.

However, I would also repeat that this is an excellent book, and I congratulate the authors of it.

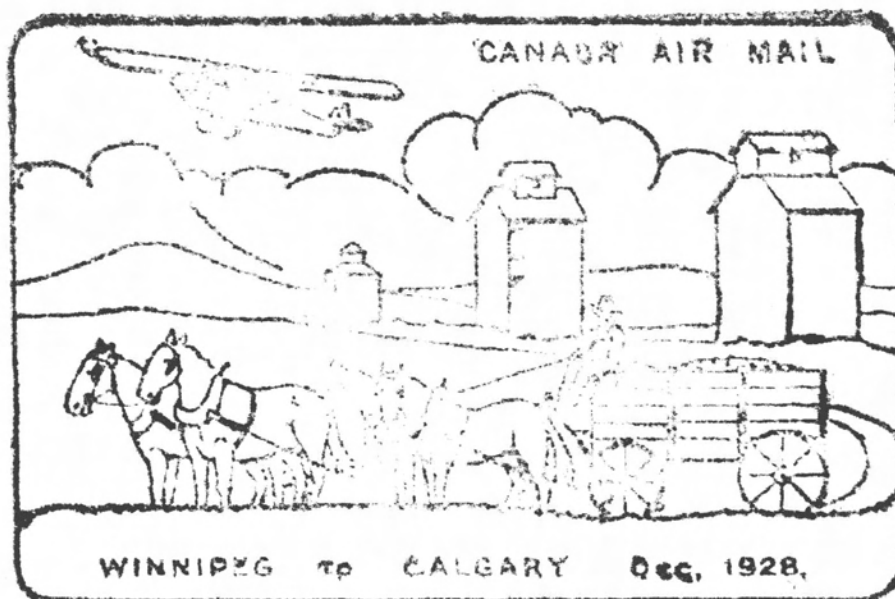
EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIE PROVINCES, 10 - 29 DECEMBER 1928

Gord Mallett

In December 1928 a series of air mail flights took place across the Canadian prairies. An air mail route was established linking Winnipeg and Regina to Calgary and also to Saskatoon and Edmonton.

"We should all have been killed. Really we should have. It was terrible." - a strong statement from one of the pilots! But he had reason to be disgruntled. Navigational aides were practically nonexistent. Takeoffs and landings sometimes had to be made in the dark. And the weather was brutal and often impossible to penetrate.

Despite these adversities the pilots and their mechanics performed admirably. Accidents claimed two planes but most days the mail was delivered with despatch. The success of the venture gave substance to a vision first glimpsed in 1918 with Katherine Stinson's pioneer air mail flight from Calgary to Edmonton.



The 'Experimental Prairie Flights' Charts:

The accompanying charts represent the successful completion of a quest that began more than twenty years ago. Initial attempts to glean information on these first official government air mail flights in Western Canada proved to be very frustrating. The meagre information that did exist in both philatelic and non-philatelic publications was often contradictory and contained disagreements regarding the number of successful flights, amount of mail flown, dates of the trials, pilots involved and routes flown by the pilots.

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

In 1997 the major work *The Air Mails of Canada and Newfoundland* was published through the sponsorship of the Canadian Aerophilatelic Society and the auspices of the American Air Mail Society. Two and a half pages in this volume are devoted to the prairie experimental flights [AMCN # 2853]. Although this is the greatest number of pages assigned to any catalogue item it unfortunately presents only a sketchy account of the overall operation. Statements such as "proof of other flight dates or the absence of such would be appreciated by the editors" and "the answers are illusive" reflect the frustration no doubt felt by the editors. That is behind us now. **These charts provide the answers and solve a mystery that has long frustrated Canadian aerophilately.**

Early Disappointment:

Shortly after the publication of *The Air Mails of Canada and Newfoundland* the researcher made the decision to continue investigating the experimental flights and to use primary sources as the basis for drawing conclusions. These sources included flight covers, the National Archives of Canada, city and provincial archives in the three prairie provinces and tape transcriptions of interviews done with several of the participating pilots. Trips were made to Winnipeg, Regina, Saskatoon, Calgary and Edmonton to gather and consolidate the available information. Several hundred pages of documents were photocopied for detailed analysis. As secondary sources of information, hundreds of pertinent news items found in the nine major prairie newspapers [for the period October 1, 1928 to January 15, 1929] were photocopied.

From this large database an overall picture started to emerge, but many of the daily details were incomplete and for some days very little was known. With 8 legs scheduled to be flown on each of the 19 days of the trials there were 152 'airmail stories' to be uncovered. The researcher's flight cover collection provided some help although postmarks and backstamps were often not that useful in determining whether a flight had in fact taken place. It was discovered that in many cases the 'airmail', all properly cacheted and postmarked, was of necessity carried by train! A confounding problem in the investigations was the paucity of flight covers in collectors' hands, other than covers from the first and last day of the trials.

Eventual Success:

For many months it appeared that the 'key' to unlocking the secrets of the experimental flights would never be found. Fortunately for aerophilately the key was eventually discovered - in Winnipeg. It was located in the massive Western Canada Airways/Canadian Airways Collection [MG 11 A34] - in the Flight Reports located in Boxes 80, 81, 84, and 85.

The answers had been there in the archival records all along - the pilots, the mechanics, the planes, the weather conditions, the problems encountered. And for the aerophilatelist - **the amount of air mail carried, the route followed, the 'secondary' handling of the mail when a flight was cancelled or forced down.** Longstanding myths about the trials were debunked. There had been eight different pilots, not five; eight different planes, not five; and seven days in which all the legs were flown successfully, not three. The trials were more successful than previously reported. 72% of the legs were flown successfully. The raw data was there, just waiting to be consolidated with previously known facts and then charted and analyzed. The charts provide five key details for each of the 152 legs - the pilot, mechanic, plane, amount of airmail carried and **'flight status'**. **Twelve different flight status classifications** are identified, ranging from "complete leg flown - arrived on schedule" to "mail was carried partway by train - then transferred to plane for completion of the leg".

This investigation represents one of the first times that Canadian flight reports have been used to determine with absolute certainty the 'fate' of mails delivered over the course of a long series of scheduled flights. Details included in the charts allow cover write-ups to be done with complete accuracy. Guesswork linked to drawing conclusions based only on cover cancellations and backstamps is now eliminated.

Gord Mallett

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

EXPERIMENTAL PRAIRIE AIR MAIL FLIGHTS : December 10 - 29, 1928

	WESTBOUND LEGS				EASTBOUND LEGS			
	Winnipeg- Regina	Regina- Calgary	Regina- Saskatoon	Saskatoon- Edmonton	Calgary- Regina	Edmonton- Saskatoon	Saskatoon- Regina	Regina- Winnipeg
Week 1								
Mon Dec 10	cs. 168 lb*	ct. 85 lb	cs. 131 lb	cs. 98 lb	cs. 125 lb 4oz	cs. 137 lb	cp. 188 lb	cs. 132 lb 4oz
	Bu/Ma. SK	Fa/Si. ID	Di/Si. SM	Di/Si. SM	We/Wa. SD	Ca/Mc. IX	Ca/Mc. IX	Bu/Ma. SK
Tue Dec 11	cs. 19 lb 4oz	cs. 13 lb 8oz	cs. 9 lb 4oz	cs. 7 lb 6oz	cs. 22 lb 12oz	cs. 18 lb 8oz	cs. 31 lb 8oz	cs. 51 lb
	Bu/Ma. SK	We/Wa. ID	Di/Mc. SM	Di/Mc. SM	Fa/Wa. ID	Di/Mc. SM	Di/Mc. SM	Bu/Ma. SK
Wed Dec 12	cs. 19 lb 8oz	cs. 11 lb 8oz	cs. 7 lb	cs. 7 lb	dt	cs. 25 lb 8oz	cs. 32 lb 8oz	cs. 33 lb 11oz
	Bu/Ma. SK	Fa/Si. SD	At/Pa. SM	At/Pa. SM	We/Wa. ID	Di/Pa. SM	Di/Pa. SM	Bu/Ma. SK
Thu Dec 13	nt	ct. 5 lb 8oz	cd. 4 lb	cd. 3 lb 4oz	cb. 19 lb 7oz	cr. 23 lb	cp. 31 lb	pl. 22 lb 7oz
		Fa/Wa. SD	Di/Si. FU	Ca/Pa. SM	Fa/Wa. SD	Ca/Pa. SM	Di/Si. FU	We/Si. IX
Fri Dec 14	nt	nt	nt	nt	pl. 13 lb 9oz	pl. 19 lb	nt	nt
					Fa/Wa. SD	Ca/Mc. SM		
Sat Dec 15	nt	nt	nt	cd. 1 lb 10oz	pl. 12 lb 15oz	cs. 19 lb	nt	nt
				Ca/Mc. SM	Fa/Wa. SD	Ca/Mc. SM		
Sun Dec 16	no mail-carrying flights were scheduled for December 16							
Week 2								
Mon Dec 17	cs. 9 lb 8oz	pl. 7 lb 8oz	cs. 6 lb 10oz	cb. 4 lb	cs. 8 lb 14oz	cs. 28 lb 4oz	cs. 34 lb 12oz	cs. 46 lb 10oz
	Bu/Ma. SK	We/Si. IX	Ca/Mc. SM	Ca/Mc. SM	Fa/Wa. SD	Ca/Mc. SM	Ca/Mc. SM	Bu/Ma. SK
Tue Dec 18	nt	nt	dt	nt	tp. 18 lb 8oz	cs. 35 lb 8oz	cs. 47 lb 12oz	nt
			Di/Mc. SM		We/Si. IX	Di/Mc. SM	Di/Mc. SM	
Wed Dec 19	nt	cs. 4 lb	cs. 4 lb	cs. 4 lb	nt	nt	nt	cs. 13 lb 8oz
		Fa/Si. SD	Di/Si. SN	Di/Si. SN				Cr/Vo. FU
Thu Dec 20	cd. 36 lb	ct. 4 lb 8oz	nt	cd. 2 lb 6oz	cs. 18 lb 8oz	cs. 40 lb 8oz	nt	nt
	Bu/Ma. SK	We/Si. IX		Ca/Mc. SN	Fa/Wa. SD	Ca/Mc. SN		
Fri Dec 21	cp. 39 lb 12oz	ct. 20 lb	cs. 20 lb 4oz	cs. 12 lb 12oz	cs. 19 lb 7oz	cs. 44 lb 8oz	cs. 58 lb 8oz	cs. 79 lb 11oz
	Cr/Wa. SJ	Cr/Wa. SJ	Di/Mc. SN	Di/Mc. SN	We/Wa. IX	Di/Mc. SN	Di/Mc. SN	Bu/Ma. SK
Sat Dec 22	cs. 48 lb 12oz	cs. 21 lb 8oz	cs. 24 lb 8oz	cs. 13 lb 8oz	cs. 18 lb 13oz	cs. 58 lb	cs. 73 lb 4oz	cs. 90 lb 9oz
	Bu/Vo. SK	We/Wa. SJ	Ca/Mc. SN	Ca/Mc. SN	We/Wa. SJ	Ca/Mc. SN	Ca/Mc. SN	Bu/Vo. SK
Sun Dec 23	cs. 307 lb	ct. 200 lb	cs. 201 lb	cs. 151 lb 8oz	cs. 200 lb 8oz	cs. 154 lb	cs. 160 lb	cs. 355 lb 2oz
	Br/Vo. SK	Cr/Wa. SJ	Di/Mc. SN	Di/Mc. SN	Cr/Wa. SJ	Di/Mc. SN	Di/Mc. SN	Br/Vo. SK

PILOTS
 At: D.S.E. Atkinson +
 Br: W.L. Brintnell +
 Bu: W.J. Buchanan
 Ca: P.B. Calder
 Cr: A.D. Cruikshank +
 Di: C.H. Dickins +
 Fa: A.H. Farrington +
 We: A.N. Westergaard
 + these pilots also held an
 air engineer's certificate

AIR ENGINEERS

Do: G.A. Doan
 Mc: A.H. McCurdy
 Ma: J.H.M. MacMaster
 Pa: L.W. Parmenter
 Si: T.W. Stiers
 Vo: J.D.R. Vokes
 Wa: A.H. Walker

MACHINES

Fairchild FC-2;
 ID: G-CAID
 Standard Fokkers:
 FU: G-CAFU
 IX: G-CAIX
 SD: G-CASD
 Super Fokkers:
 SJ: G-CASJ
 SK: G-CASK
 SM: G-CASM
 SN: G-CASN

* flight status - leg completed on schedule, airmail carried on the leg - 168 lbs

Bu/Ma, SK pilot - Buchanan/air engineer - MacMaster, aircraft - G-CASK

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

EXPERIMENTAL PRAIRIE AIR MAIL FLIGHTS : December 10 - 29, 1928

	WESTBOUND LEGS				EASTBOUND LEGS			
	Winnipeg- Regina	Regina- Calgary	Regina- Saskatoon	Saskatoon- Edmonton	Calgary- Regina	Edmonton- Saskatoon	Saskatoon- Regina	Regina- Winnipeg
Week 3								
<i>Mon Dec 24</i>	cs.23 lb	cs.11 lb 12oz	cs.11 lb 4oz	cs.8 lb 12oz	cs.13 lb 4oz	cs.18 lb	cs.29 lb	cs.41 lb 4oz
	Bu/Vo. SK	We/Wa. SJ	Di/Pa. SN	Di/Pa. SN	We/Wa. SJ	Di/Pa. SN	Di/Pa. SN	Bu/Vo. SK
<i>Tue Dec 25</i>	cs.16 lb 8oz	cr.8 lb 12oz	cs.8 lb 12oz	cs.6 lb 14oz	cs.13 lb 2oz	cs.27 lb 4oz	cs.36 lb 8oz	cs.50 lb 6oz
	Bu/Vo. SK	Cr/Wa. SJ	Ca/Pa. SN	Ca/Pa. SN	Cr/Wa. SJ	Ca/Pa. SN	Ca/Pa. SN	Bu/Vo. SK
<i>Wed Dec 26</i>	rb	cs.4 lb 8oz	cs.3 lb 8oz	cs.4 lb 12oz	cs.6 lb 15oz	cs.12 lb	cs.20 lb 12oz	nt
	Bu/Vo. SK	We/Wa. SJ	Di/Mc. SN	Di/Mc. SN	We/Wa. SJ	Di/Mc. SN	Di/Mc. SN	
<i>Thu Dec 27</i>	cp.18 lb	cs.4 lb	cs.4 lb	nt	cs.9 lb 12oz	cs.21 lb	cs.29 lb 8oz	cs.41 lb 4oz
	Bu/Vo. SK	Cr/Wa. SJ	Ca/Mc. SN		Cr/Wa. SJ	Ca/Mc. SN	Ca/Mc. SN	Bu/Vo. SK
<i>Fri Dec 28</i>	cs.15 lb	cs.10 lb 12oz	nt	cd.1 lb 10oz	cs.10 lb 8oz	nt	nt	cs.19 lb 2oz
	Bu/Vo. SK	We/Wa. SJ		Ca. SN	We/Wa. SJ			Bu/Vo. SK
<i>Sat Dec 29</i>	pl.20 lb	cs.4 lb 8oz	nt	nt	cs.14 lb 8oz	nt	nt	nt
	Bu. SK	Cr/Wa. SJ			Cr/Wa. SJ			

- the air engineer signed the aircraft flight report confirming the plane as "certified airworthy and properly inspected",
but did not accompany the pilot on the flight [except on the December 14, 15, 19, 20 Calgary-Regina legs]

- sources used to prepare chart data are listed in Appendix I

FLIGHT STATUS

cs complete leg flown - arrived on schedule
 cb complete leg flown - arrived behind schedule
 cd complete leg flown - did not adhere to the usual time schedule
 cr complete leg flown - during the flight was forced to land for repairs
 ct complete leg flown - arrived behind schedule and missed train connections
 cp complete leg flown - arrived behind schedule and missed plane connections
 nt leg not flown - mail carried by train
 np no plane available - mail carried by train
 rb plane returned to base - mail turned over to post master/post office
 dt plane was damaged taxiing or taking off - mail turned over to post master/post office
 tp mail was carried partway by train - then transferred to plane for completion of the leg
 pl part leg flown - mail then turned over to post master/post office or transferred directly to train

Subtotal 109 legs
 nt 30 legs
 np 3 legs
 rb 1 leg
 dt 2 legs
 tp 1 leg
 pl 6 legs
 Total 152 legs

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

PERFORMANCE STATISTICS - BY PILOT : December 10 - 29, 1928

Pilot Certificate Number	Atkinson	Brintnell	Buchanan	Calder	Cruikshank	Dickins	Farrington	Westergaard
	222	191	213	381	230	161	208	295
WESTBOUND LEGS								
<i>cities linked</i>	R-S-E	W-R	W-R	R-S-E	W-R-C	R-S-E	R-C	R-C
<i>complete legs flown</i>	2	1	10	11	6	15	4	6
<i>partial legs flown</i>	-	-	1	-	-	-	-	1
<i>total distance flown</i>	465 mi	333 mi	3,600 mi	2,805 mi	2,518 mi	3,405 mi	1,748 mi	2,902 mi
<i>total air time</i>	4.2 hr	4.0 hr	38.1 hr	29.7 hr	28.3 hr	31.1 hr	19.6 hr	31.1 hr
<i>average speed</i>	111 mph	84 mph	94 mph	94 mph	89 mph	110 mph	89 mph	94 mph
<i>total airmail weight</i>	14.0 lb	307.0 lb	243.5 lb	77.1 lb	277.0 lb	671.5 lb	106.0 lb	74.0 lb
<i>airmail per leg *</i>	7.0 lb	307.0 lb	22.1 lb	7.0 lb	46.2 lb	44.8 lb	26.5 lb	10.6 lb
EASTBOUND LEGS								
<i>cities linked</i>	-	R-W	R-W	E-S-R	C-R-W	E-S-R	C-R	C-R-W
<i>complete legs flown</i>	-	1	10	13	5	15	4	6
<i>partial legs flown</i>	-	-	-	1	-	-	2	2
<i>total distance flown</i>	-	333 mi	3,330 mi	3,495 mi	2,081 mi	3,405 mi	2,305 mi	2,947 mi
<i>total air time</i>	-	2.7 hr	27.9 hr	28.6 hr	16.3 hr	28.7 hr	20.2 hr	23.5 hr
<i>average speed</i>	-	126 mph	120 mph	122 mph	127 mph	119 mph	114 mph	125 mph
<i>total airmail weight</i>	-	355.1 lb	585.3 lb	735.0 lb	63.0 lb	719.0 lb	96.1 lb	423.6 lb
<i>airmail per leg *</i>	-	355.1 lb	58.5 lb	52.5 lb	12.6 lb	47.9 lb	16.0 lb	53.0 lb
ENTIRE ROUTE								
<i>total distance flown</i>	465 mi	666 mi	6,930 mi	6,300 mi	4,599 mi	6,810 mi	4,053 mi	5,849 mi
<i>total air time</i>	4.2 hr	6.8 hr	65.7 hr	58.3 hr	44.7 hr	59.7 hr	39.8 hr	54.6 hr
<i>average speed</i>	111 mph	98 mph	105 mph	108 mph	103 mph	114 mph	102 mph	107 mph
<i>total airmail weight</i>	14.0 lb	662.1 lb	828.8 lb	812.1 lb	340.0 lb	1,390.5 lb	202.1 lb	497.7 lb
<i>total mail ton miles **</i>	1.63	110.25	162.45	93.55	112.54	153.38	41.96	61.13
<i>passengers</i>	4	2	5	7	3	17	2	12
<i>machines flown</i>	SM	SK	SK	IX, SM, SN	FU, SJ	FU, SM, SN	ID, SD	ID, IX, SD, SJ
<i>air engineers</i>	Pa	Vo	Ma, Vo	Mc, Pa	Vo, Wa	Mc, Pa, Si	Si, Wa	Si, Wa

- chart values are based on a combination of complete-leg and part-leg data

- data is not included for part-leg return flights which did not carry mail

* average daily mail poundage per leg

** mail ton miles per leg = distance

flown times poundage divided by 2,000

AIR ENGINEERS

MACHINES

CITIES

C: Calgary S: Saskatoon
 E: Edmonton W: Winnipeg
 R: Regina

Do: Doan
 Mc: McCurdy
 Ma: MacMaster
 Pa: Parmenter

Si: Siers
 Vo: Vokes
 Wa: Walker

Data: Provincial Archives of Manitoba
 Canadian Airways Collection
 MG 11 A34: Boxes 1,14,80,81,84,85

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

PERFORMANCE STATISTICS - BY MACHINE : December 10 - 29, 1928

F'child FC-2		Standard-Universal Fokkers				Super-Universal Fokkers				Totals
G-CAID	G-CAIX	G-CAFU	G-CASD	G-CASJ	G-CASK	G-CASM	G-CASN			
WESTBOUND LEGS										
<i>cities linked</i>	R-C	R-C	R-S	R-C	W-R-C	W-R	R-S-E	R-S-E	W-R-C, R-S-E	
<i>complete legs flown</i>	2	1	1	3	10	11	10	17	55	
<i>part legs flown</i>	-	1	-	-	-	1	-	-	2	
<i>total distance flown</i>	874 mi	717 mi	150 mi	1,311 mi	4,266 mi	3,933 mi	2,490 mi	4,035 mi	17,776 mi	
<i>total air time</i>	10.4 hr	9.4 hr	1.2 hr	13.8 hr	45.3 hr	42.1 hr	25.4 hr	38.4 hr	186.0 hr	
<i>average speed</i>	84 mph	76 mph	129 mph	95 mph	94 mph	93 mph	101 mph	105 mph	96 mph	
<i>total airmail weight</i>	98.5 lb	12.0 lb	4.0 lb	21.0 lb	325.5 lb	550.5 lb	275.2 lb	483.5 lb	1,770.2 lb	
<i>airmail per leg *</i>	49.3 lb	6.0 lb	4.0 lb	7.0 lb	32.6 lb	45.9 lb	27.6 lb	28.4 lb	25.2 lb	
EASTBOUND LEGS										
<i>cities linked</i>	C-R	E-S-R, C-R	R-W	C-R	C-R	R-W	E-S-R	E-S-R	C-R-W, E-S-R	
<i>complete legs flown</i>	1	3	2	4	8	11	10	15	54	
<i>part legs flown</i>	-	2	-	2	-	-	1	-	5	
<i>total distance flown</i>	437 mi	1,227 mi	483 mi	2,305 mi	3,496 mi	3,663 mi	2,715 mi	3,570 mi	17,896 mi	
<i>total air time</i>	3.5 hr	12.1 hr	5.2 hr	20.8 hr	25.8 hr	30.6 hr	23.3 hr	26.7 hr	147.8 hr	
<i>average speed</i>	125 mph	102 mph	93 mph	111 mph	136 mph	120 mph	116 mph	135 mph	117 mph	
<i>total airmail weight</i>	22.8 lb	385.4 lb	44.5 lb	198.6 lb	287.5 lb	940.4 lb	315.3 lb	782.8 lb	2,977.3 lb	
<i>airmail per leg *</i>	22.8 lb	77.1 lb	22.3 lb	33.1 lb	35.9 lb	85.5 lb	28.7 lb	52.2 lb	44.7 lb	
ENTIRE ROUTE										
<i>total distance flown</i>	1,311 mi	1,944 mi	633 mi	3,616 mi	7,762 mi	7,263 mi	5,205 mi	7,605 mi	35,672 mi	
<i>total air time</i>	13.9 hr	21.5 hr	6.3 hr	34.5 hr	71.2 hr	72.5 hr	48.7 hr	65.6 hr	334.2 hr	
<i>average speed</i>	94 mph	93 mph	100 mph	104 mph	109 mph	100 mph	107 mph	117 mph	107 mph	
<i>total airmail weight</i>	121.3 lb	397.4 lb	48.5 lb	219.6 lb	613.0 lb	1,490.9 lb	590.5 lb	1,266.3 lb	4,747.5 lb	
<i>total mail ton miles **</i>	26.49	45.11	4.88	45.81	131.64	272.68	67.33	142.95	736.89	
<i>passengers</i>	2	3	1	5	7	7	18	9	52	
<i>pilots</i>	Fa, We	Ca, We	Cr, Di	Fa, We	Cr, We	Bu, Br	At, Ca, Di	Ca, Di	8 pilots	
<i>air engineers</i>	Si, Wa	Mc, Si, We	Si, Vo	Si, Wa	Wa	Ma, Vo	Mc, Pa, Si	Mc, Pa, Si	7 air engineers	

- chart values are based on a combination of both complete-leg and part-leg data

- data is not included for part-leg return flights which did not carry mail

* average daily mail poundage per leg
 ** mail ton miles per leg = distance
 flown times poundage divided by 2,000

CITIES

C: Calgary S: Saskatoon
 E: Edmonton W: Winnipeg
 R: Regina

PILOTS

At: Atkinson Cr: Cruikshank
 Br: Brintnell Di: Dickens
 Bu: Buchanan Fa: Farrington
 Ca: Calder We: Westergaard

AIR ENGINEERS

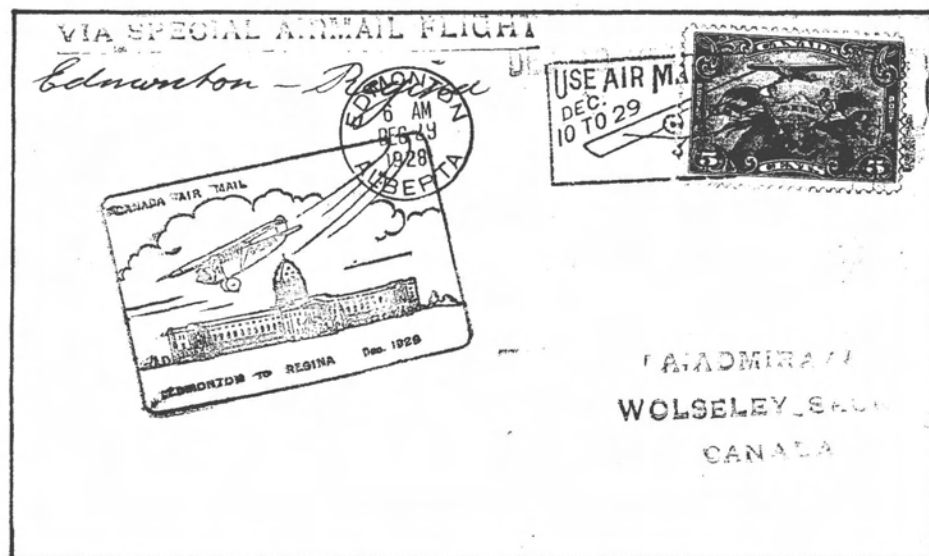
Do: Doan Si: Siers
 Mc: McCurdy Vo: Vokes
 Ma: MacMaster Wa: Walker
 Pa: Parmenter

Data: Provincial Archives of Manitoba
 Canadian Airways Collection
 MG 11 A34 : Boxes 1,14,80,81,84,85

Continued

EXPERIMENTAL AIR MAIL FLIGHTS IN THE PRAIRIES, DECEMBER 1928 by Gord Mallett, continued:

Prairie Air Mail Cachets, 1928



Endorsed: VIA SPECIAL AIRMAIL FLIGHT *Edmonton - Regina*

Cacheted: Edmonton - Regina

Postmarked: EDMONTON 6 AM DEC 29 1928 ALBERTA

According to the Air Mails of Canada and Newfoundland, 55,851 covers were carried between the various points on the first day of the Prairie air mail experiment.

Many covers can be found from the later days of the experimental service, and these normally have cachets on them too. However, some of these covers, like the one above, are for stages for which there was no flight! - Gord's research has established that there was no flight from Edmonton to Saskatoon, or Saskatoon to Regina, on December 29th: the mail went by train.

Gord is now researching the use of cachets during the Experimental air mail service. - The pattern which is emerging so far, is that:

- all covers were cacheted by the post offices in advance, in anticipation of a flight. The post office and company bulletins had, in fact, guaranteed that for 5 cents franking a cachet would be applied at the city of departure;
- although a five cent stamp was a guarantee that the cover [upon arrival and if on time for the flight] would be aboard the day's flight, if that flight was cancelled, the letter was always sent by the next available train;
- five-cent franked letters were not stockpiled for future air mail treatment.

In order to expand the number of covers studied, would any readers who have covers where the markings are not in sync with the data in the Experimental Prairie Air Mail charts on the previous pages, please send details (and a scan if possible) to Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0 [e-mail: gdmall@telus.net]

Congratulations Gord on your outstanding research!

FOLLOW UP: Von Gronau Transatlantic flight of 1930

Many thanks to Mike Shand, for sending me this photograph with a beautifully clear example of Von Gronau's signature:



Captain Wolfgang Von Gronau and crew.

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FOLLOW UP:

Who was Governor Letcher?



First Flight Cover from Saint John - Montreal, January 31st 1929, (AMCN #2909b), with a drawing of women hanging out washing on the cover, and inscription "Gov. Letcher, bringing in clothes stolen from Union Ladies".

Questions from the March 2004 newsletter:

- who was Gov. Letcher?
- what incident is the drawing referring to?
- is the incident related to the flight, or is it likely that the envelope was just "chosen at random"?

Many thanks to Barry Countryman, Mike Shand, and Pierre Vachon, for sending me information related to this cover.

It seems that it was an old patriotic envelope from the American Civil War, and has no relation to the flight.

Gov. Letcher was the Governor of Virginia during the Civil War.

The cover seems to be referring to the activities of Richard Thomas, an officer in Gov. Letcher's state forces, who captured one or more Union ships while disguised as a woman:

Richard Thomas was born in 1833, to one of the wealthiest families in the entire state of Maryland.

He was admitted to West Point on July 1, 1850 at the age of 16 years, 8 months, but apparently was not happy there. - According to their records, in June of 1851, Dick was ranked 39th in mathematics, 59th in French, and 50th in English studies out a class of 71. He did, however, place 7th in the number of demerits received! On June 24th 1851, Dick was granted an absence for "the benefit of his health." He was scheduled to return to West Point on August 28th, but requested an additional leave of 12 months. When this was not granted, he resigned from West Point.

There are a number of stories about what he did after he left West Point. Some say that he went to China and fought as a mercenary. Others say that he went to Italy and fought with Garibaldi. Yet others say he went to California where he worked as a surveyor for the government.

By the time of the beginning of the Civil War, Dick Thomas was calling himself "Zarvona". In June of 1861, he went to Richmond where he met with Governor Letcher, and was commissioned a Colonel and formed his own company of men called Zarvona Zouaves. Shortly thereafter, Governor Letcher introduced Dick to George H. Hollins, a Marylander by birth, who had resigned his commission after serving 46 years in the U.S. Navy and who was now offering his services to the South.

Together, Dick and Hollins devised a plan to capture a passenger ship named the "St. Nicholas" and to use it to capture the "Pawnee", a Union gunboat. They knew that the "St. Nicholas" provided supplies to various Union boats and would not be suspected. The Confederate Navy was all but nonexistent at this time, and these vessels were badly needed. Governor Letcher was so enthused about this plan that he gave them \$1,000 to put it into effect.

Continued

WHO WAS GOVERNOR LETCHER? continued:

The plan called for Dick and his men to board the ship (some say they boarded disguised as workmen and others saying that they boarded en masse calling themselves New York Zouaves). The plan called for George Hollins to board at Point Lookout, and at that point they would then take over the ship. Hollins gave Dick the cash they'd received from Gov. Letcher and instructed him to go to Baltimore, buy weapons and to gather members for the raiding party.

The "St. Nicholas" left Baltimore on the evening of June 28, 1861. There were over 60 passengers on board, including 16 men who had been recruited by Dick. But where was Dick? George Watts, one of the recruits, was quoted as saying "What worried me a lot was I couldn't find the Colonel or anyone who looked like him. I could see the future of the whole expedition, as also I could see myself behind bars in Ft. McHenry, and the picture didn't look a bit good to me." It was going to be a long ride to Point Lookout.

During the trip, a passenger by the name of Madame LaForce flitted about, flirting with some of the young Union officers. George Watts would later say "(She) was a mighty pretty young woman, stylishly dressed, flirting outrageously with some of the young officers. She talked with a strong French accent and carried a fan which she used like a Spanish dancer. That young woman behaved so scandalously that all the other women on the boat were in a terrible state over it."

Descriptions by others who were on board state that she was petite, wore a hoop skirt, and had a veil over her face, exposing only her bright red lips.

Shortly after their departure from Baltimore, Madame LaForce excused herself from the group of young Union officers surrounding her, telling them that she was tired and must retire. Perhaps she needed to sort through the three different trunks of the finest French hats for the ladies of Washington (as they had been described). To the dismay of the Union officers, she remained in her cabin for the remainder of the trip.

When the ship arrived at Point Lookout, George Hollins came aboard, as planned. After they had headed upriver, the signal was given and all hell broke loose. Under the "finest French hats for the ladies of Washington" were cutlasses, carbine rifles, and Colt revolvers, which supplemented the weapons brought on board already.

Madame LaForce was actually Dick Thomas who now made his entrance. From the various descriptions, this must have been a sight, not to mention an extreme embarrassment to the young Union officers. Dick, who typically kept his head shaved anyway, appeared, resplendent in a bright red Zouave uniform, with a revolver in each hand.

The "St. Nicholas" was captured and a legend was born.

According to another account, Dick:

Was successful in capturing at least three ships through the clever ruse of disguises for himself and his men, before he was himself captured.

Apparently he was caught attempting to take over another ship when he was foiled. The ship's captain was alerted to the pirate party's presence and he steered a course for the nearest military base. Zarvona was found hiding in a cupboard wearing a dress. Perhaps the moniker was derisively applied to him by his captors.

In any event, he was captured, on July 8th 1861, charged with piracy and treason, and thrown into a dungeon in Fort McHenry. Apparently Governor Letcher did much to try and get him released, and the Confederate government chose seven Union captives as hostages to insure the safety of the Colonel. He tried to escape at least once, and also attempted communication with supporters outside of the prison, so his confinement was made more difficult for him. In the end Zarvona was exchanged for the seven men on May 15th 1863.

We have found no information as to what happened to Colonel Zarvona after his release.

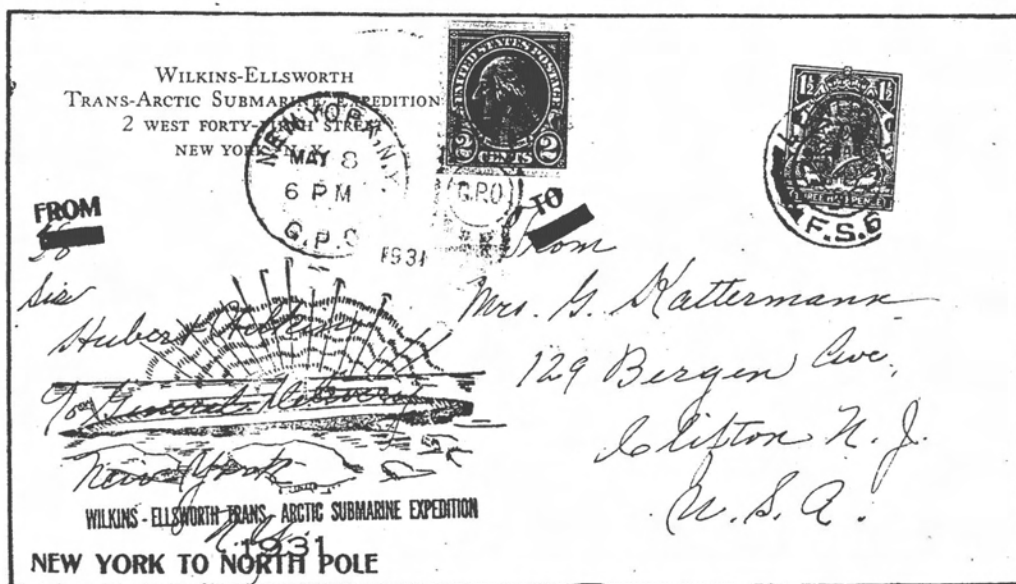
I would like to express my appreciation and admiration for the research by Linda Davis Reno. - Linda has done extensive research into the families of St. Mary's County, Maryland, and most of the information on Richard Thomas is based on her work.

FOLLOW UP: A.C. Roessler and the Wilkins Expedition

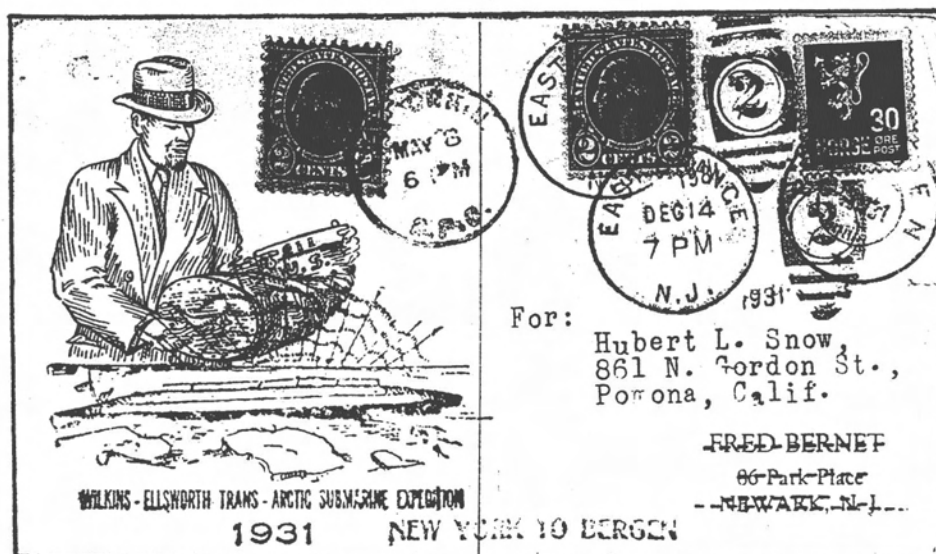
The article *A.C. Roessler and His Influence on B.N.A. Philately* by Murray Heifetz, that was reprinted in our September 2004 newsletter, included a reference to Roessler's arrest on January 30, 1933:

He was charged with entering into an agreement with Hubert Wilkins giving Roessler exclusive rights to mail sent on the submarine, *Nautilus*, used by Wilkins for his arctic explorations. Finding a 'greater demand for stamps cancelled on that trip than he could meet', it was charged that he used a facsimile of a New York cancellation to cancel mail which was never taken on the trip. He was convicted of fraudulent use of the mails. He received a suspended sentence, and was put on a three year probation.

Jonathan Johnson has sent me copies of the genuine and fake Wilkins covers:



GENUINE



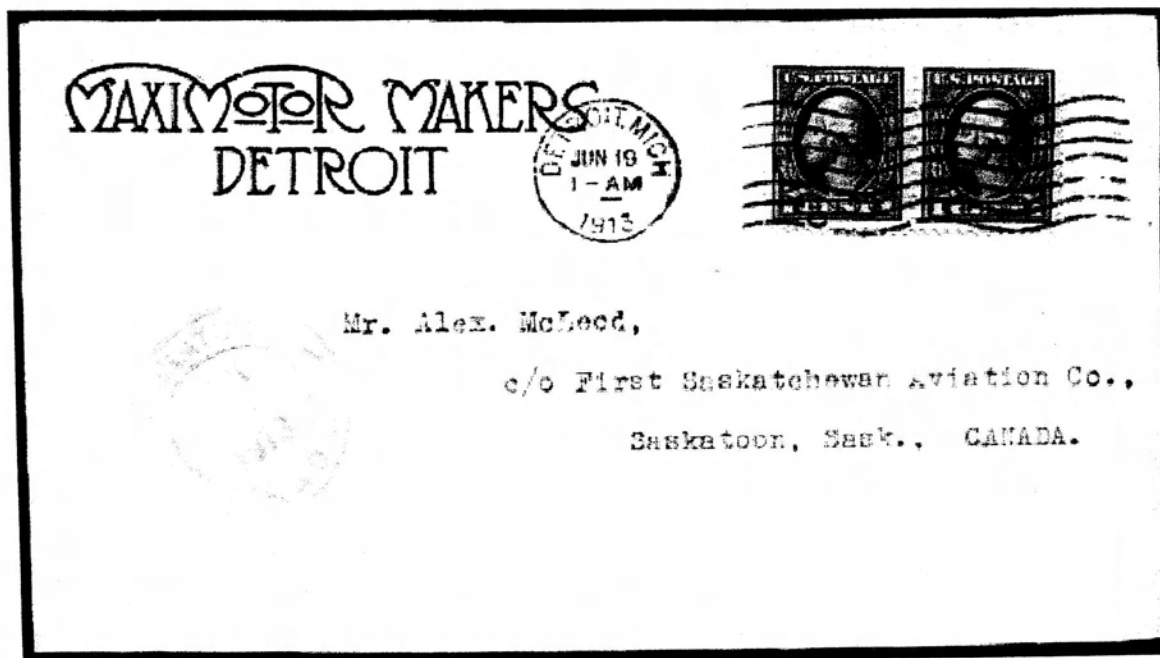
FAKE

Thanks Jonathan.

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.

FIRST SASKATCHEWAN AVIATION CO. - 1913



Postmarked: DETROIT.MICH JUN 19 1-AM 1913
"Receiver stamp": SASKATOON JUN 21 1913 CANADA

Can anybody provide any information about the FIRST SASKATCHEWAN AVIATION CO. to which this cover is addressed? Or about MAXIMOTOR MAKERS DETROIT who sent it?

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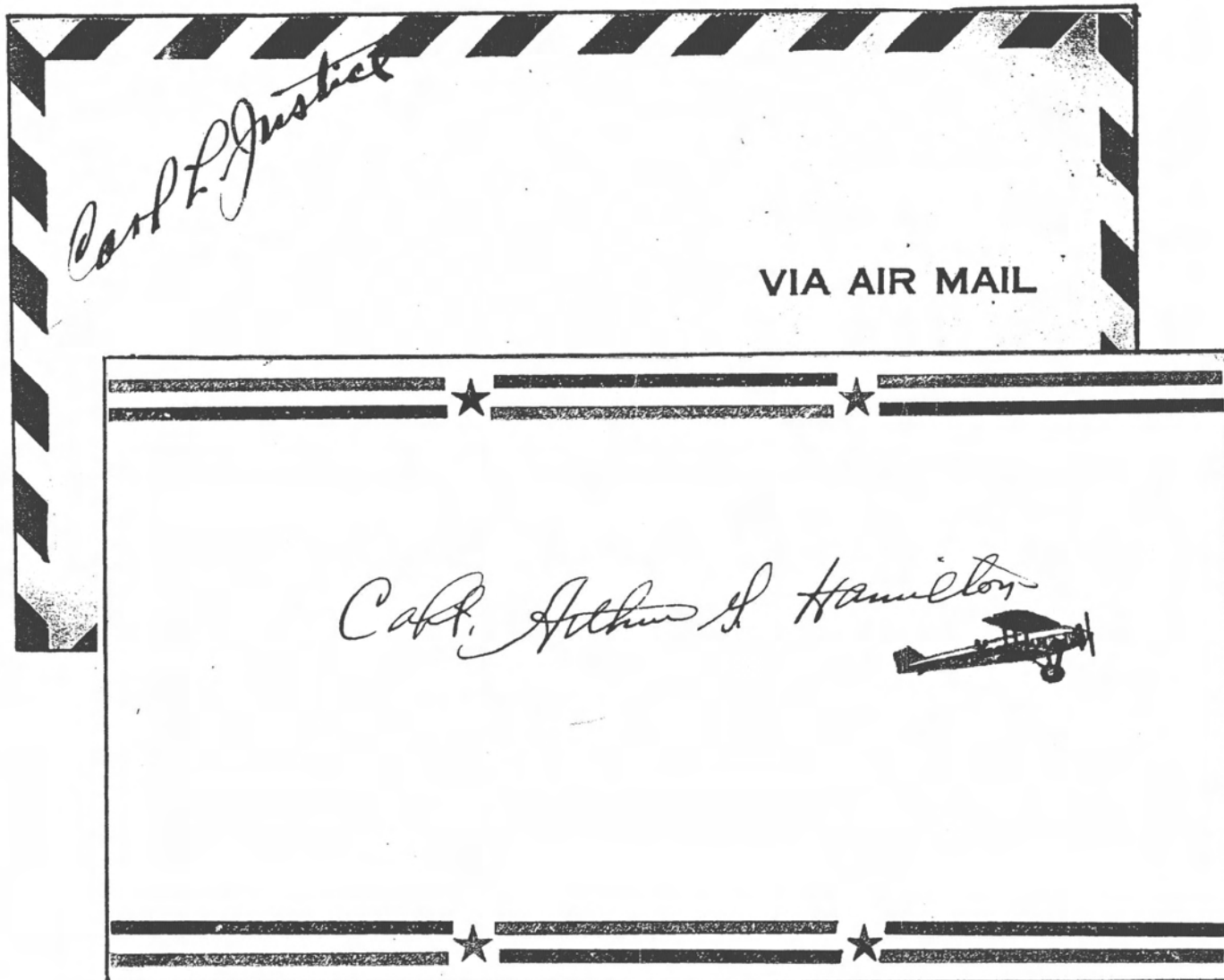
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INFORMATION WANTED: Signatures

Does anybody recognize these signatures? - The sender thinks they may belong to pilots, but isn't sure.



Continued

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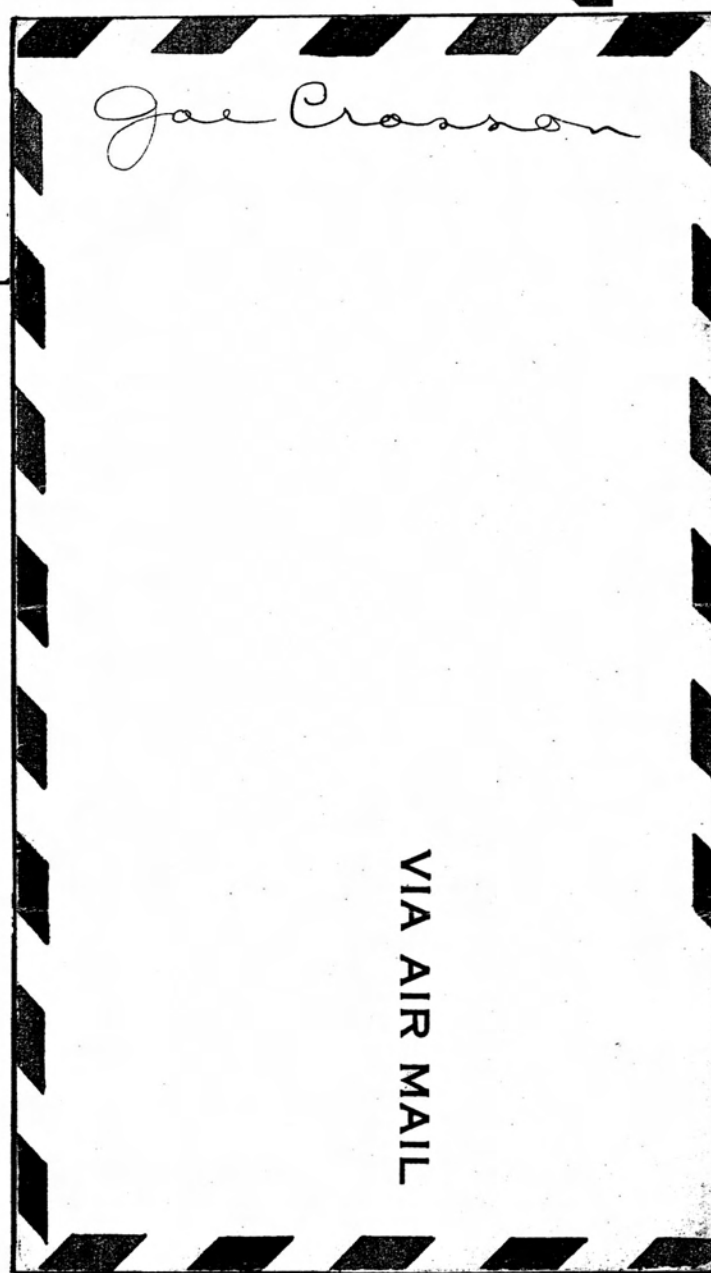
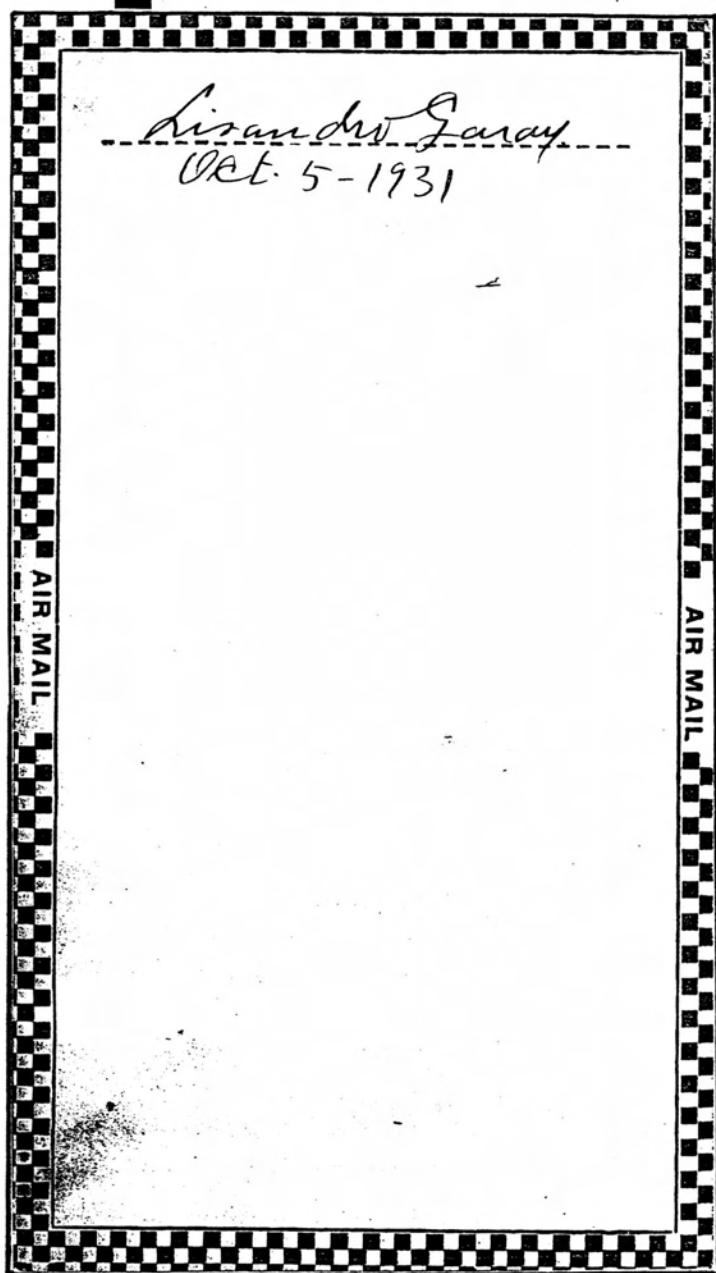
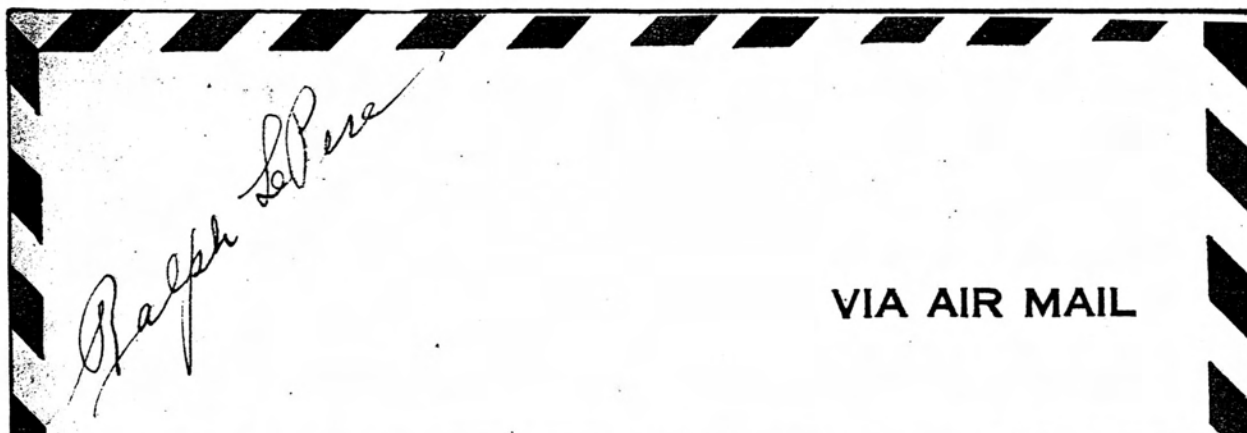
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INFORMATION WANTED: SIGNATURES continued:



If anybody can identify these signatures, please send information to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)

INFORMATION WANTED: Tour Du Cadran, 1947

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Bombardier lourd

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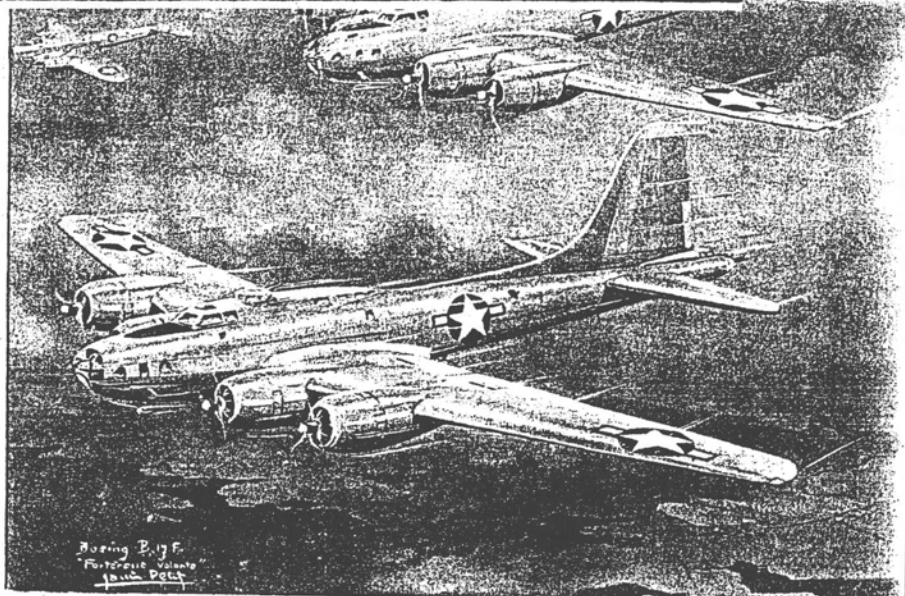
Équipage : 9 ou 10 hommes



CENTRALISATION DU LIVRE
(RAYON PHILATÉLIQUE)
LA BAULE (L.-INF^{re})

Atelier d'art L.E.P. 4, Square Rétrille - Paris-9^e
Fabrication française. Reproduction, interdite.
D. L. 1945-1.1. 158 E. 1.

Picture side of card:



Circular Cancellation: TOUR DU CADRAN 7 SEPTEMBRE 1947 LA BAULE

Rectangular Handstamp:

7 SEPTEMBRE 1947

1er GALOP D'ESSAI DU TOUR du CADRAN
LA BAULE

Octagonal handstamp: TOUR DU CADRAN 7 Sept. 1947 LA BAULE

If anybody can provide any information about the TOUR DU CADRAN,
please send it 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

The CWHM has produced a number of anniversary and souvenir covers, most of which were flown in various military aircraft. - For more information about CWHM covers, contact Eric Grove at: Canadian Warplane Heritage Museum, 9280 Airport Road, Mount Hope, Ontario L0R 1W0
Phone 905-679-4183 Fax 905-679-4186 E-mail museum@warplane.com
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 AUGUST 1st.**



Airmail Collector

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

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

(Email: hargreavescp@sympatico.ca)

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.

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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: _____ Date of birth: _____

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.**

#286 Ken Bolton

#237 Michel Brisebois

#335 Peter Bulloch

#172 Ivan R.W. Burges

#230 Canada's Aviation Hall Of Fame

#348 Canada Aviation Museum Library Services

#318 Martin S. Cole

#290 Michael Deal

#238 Cheryl Ganz

#347 Marge V. Hunt

#324 Herbert Lealman

#168 Robert A. Lee

#308 Don Lussky

#228 William J. McCann

#317 Robert McCormack

#243 Jim Miller

#93 Ron Miyanishi

#234 Kevin O'Reilly

#95 Michael F. Painter

#235 Dominique Tallet

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.