



THE CANADIAN AEROPHILATELIST

#64

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. (613) 389 8993

E-mail: hargreavescp@sympatico.ca

EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

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

Telephone: (613) 829 0280; Fax: (613) 829 7673

E-Mail: rmalott@magma.ca

Vice-President and Newsletter Editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

Telephone: (613) 389 8993

E-mail: hargreavescp@sympatico.ca

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

Telephone: (613) 226 2045

E-mail: bjnepean@trytel.com

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

Telephone: (780) 475 0864

E-mail: cecils@telusplanet.net

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

September 2005

Volume XXI, Number 3

ISSN-1181-9766

CONTENTS INCLUDE:

PAGE:

Day of Aerophilately in Toronto - Sunday October 30th - Everybody's Invited!	4
VICKERS VIMY TRANS-ATLANTIC RE-ENACTMENT - flown covers	5
Western Chapter Report - Unveiling of the Curtiss Special Replica	6
NEW BOOKS including <i>Wings Across the Water - Victoria's Flying Heritage 1871 - 1971</i>	8
THE 1911 CHICAGO INTERNATIONAL AVIATION MEET by Patrick Campbell	12
75 th ANNIVERSARY OF THE R100 FLIGHT OVER TORONTO - commemorative postcards	17
National Air Transport Limited - more developments	18
MEMBERS' FORUM - input wanted on First Flight Cover Prices	20
FOLLOW UP: information received on questions in previous newsletters	21
INFORMATION WANTED	28
SALES AND WANTS	31
NEXT ISSUE DEADLINE - THE SEASONAL SPECIAL - 1st November 2005	31
MEMBERSHIP APPLICATION FORM <i>AND RENEWAL LIST - PLEASE CHECK!</i>	32

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

For my September President's Report, I would like to present to the membership the statement we are putting in the Washington 2006 single frame show:

The CAS was formed during, CANADA 84 held at Place Bonaventure in Montréal, 25 - 28 October 1984. The American Air Mail Society (AAMS) had a table run by Ken Sanford. He suggested that a Canadian Society be formed for the advancement of Canadian Aerophilately. The six or seven present trooped off to a bleak concrete room and after an hour's discussion the Canadian Aerophilatelic Society (CAS) was formed. Patrick Campbell signed first as No. 1, Dick Malott (the present President) signed as No. 2, the late Nelson Bentley and long serving CAS Treasurer signed as No. 3, No. 4 was Mike Shand our retired Vice-President, No. 5 was W/C Pat Sloan our first President and No. 6 was Ken Sanford who served as our first Secretary. These were the first six members of the CAS which now has 155 active members. The CAS's members from Canada, the USA and other foreign countries have contributed greatly to the advancement of national and international aerophilately. The first issue of the Canadian Aerophilatelist was produced on 1 July 1985 and edited by Dick Malott. The CAS Constitution was authorized on 1 September 1986 and this date is used on the CAS letterhead. In 1994 Chris Hargreaves became the very active editor of the Canadian Aerophilatelist.

Since Canadian First Flight Covers are rarely available due to policies of Canada Post and Canadian airline companies, the CAS commenced producing military flown commemorative covers. The most successful project has been the yearly flight of the Snowbirds over Parliament Hill every 1 July. The pilots sign individually 30 covers each and also 80 covers with all nine pilots' signatures. These covers are flown in the Tudor aircraft of the Snowbirds and then later sold to CAS members to help cover the cost of publishing the Canadian Aerophilatelist, issued on a quarterly basis. Special coloured cachets are applied as well as Canada Post Picture Postage denoting the Snowbirds in flight.

Our past Secretary, Ron Miyanishi of Toronto, was instrumental in preparing the CAS's "Air Mails of Canada and Newfoundland", our 550 page catalogue compiled by 45 CAS members over a 7 year period. Funding was supplied by the AAMS. Ron has done so well that the AAMS has obtained his services to produce the first three AAMS catalogues of the 6th Edition. A Western Chapter of the CAS was formed in 2003 in Edmonton. The Chapter has produced several Canadian commemorative flown envelopes for such aviation events as flying diphtheria serum 2-3 January 1929 by Wop May and Vic Horner, from Edmonton to Fort Vermilion.

The CAS appreciates the support of its 155 members across Canada, the USA and Europe to enable the CAS to promote the study and collection of Canadian and Newfoundland Aerophilately. Successive Executive Committees of the CAS and its members have carried out this objective very successfully. The CAS, honoured to be part of WASHINGTON 2006, extends an invitation to all viewing this exhibit to join the CAS. Enjoy the Exhibition.

Major R.K. Malott, C.D., Ret'd, President Canadian Aerophilatelic Society

I asked Nino Chiovelli to co-ordinate the preparation of our frame, and he decided to contact some junior members of the Edmonton Stamp Club, who are sponsored by the Western Chapter of the CAS, to actually build the exhibit. It is being produced over this summer by Jamie Baron.

PRESIDENT'S REPORT continued:

James Barron (age 15) working on the assembly of the Canadian Aerophilatelic Society Membership Recruiting Exhibit for the Washington 2006 Philatelic Exhibition.

James Barron (age 15) of Edmonton, Alberta, first gained an interest in philately in the year 2000 when he joined the Edmonton Junior Stamp Club at a local library. By 2001, he had his first one-frame exhibit completed and was presenting at the Edmonton Stamp Show. His display began to evolve from that point on, eventually becoming what it is today, a five-frame exhibit presenting aerophilatelic material from all over the world. The display shows crucial milestones in the development of modern aviation. It also includes material that is of personal interest to the collector. James' exhibit, "Milestones in the History of Aviation", was recently displayed at the AAPE Youth Champion of Champions show at ROPEX 2005. It was awarded the Howard Hotchner Award for best portrayal of history, and the Research Award for demonstrated research skills. James is looking forward to displaying his stamp exhibit at the Washington 2006 Philatelic Exhibition. He is proud to have been chosen to assemble the CAS exhibit for Washington as well. James' interest in philately has afforded him many opportunities to learn and to meet new people. One highlight has been the Heritage Fair project which he did in Grade 8 about Wop May, a true Canadian hero. He especially appreciates the guidance and generosity of his philatelic mentors. Some of James' other interests include computers, designing websites, music, playing x-box, triathlons and skiing. He has inspired his younger brother to become a stamp collector, and he also has a younger sister who is an accomplished dancer and performer. James is looking forward to beginning high school this year and is enrolled in a Science and Technology Program. He is also ready to embark on another philatelic exhibit.

I would like to thank Nino and Jamie for all their work on the Washington exhibit, and everybody who has donated material for it.

On a sad note, I regret to inform members of the death of John Powell on August 4th. John was Director of the RPSC's judging program, and as mentioned in my last Report, suffered a heart attack during an operation at the end of April.

We have also heard that Bill Turner died in July. Bill was one of the section editors for the FAM section in the just published Volume 3 of the *American Air Mail Catalogue* 6th Edition, whose work was praised in the last newsletter.

On behalf of the CAS, I would like to offer our condolences to the families of John and Bill.

Best regards to everybody for a good Fall, and good health,

Dick Malott

NEWS - NEWS - NEWS

NEW MEMBERS

Welcome to:

#360 Stephen C. Robbins

#361 Walter Herdzik

ROYAL 2005 ROYALE

Congratulations to the following members, whose exhibits did very well at ROYAL 2005 ROYALE, the Royal Philatelic Society of Canada's 77th Annual Convention & Exhibition, held in London, Ontario, from May 27th to 29th:

Neil Hunter *Evolution of Air Mail - Toronto, Canada*

Gold

David Brown *The Search For Gold: Airmail History of Northwestern Ontario* Vermeil
and an American Association of Philatelic Exhibitors Award Pin

DAY OF AEROPHILATELY IN TORONTO!

The Toronto-area members of the CAS are holding their 11th annual Day of Aerophilately on Sunday October 30th.

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

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

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

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

Call today for your FREE catalogue or to view it online visit: www.vanceauctions.com

VANCE AUCTIONS LTD.

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



VICKERS VIMY TRANS-ATLANTIC RE-ENACTMENT



My thanks to Ron Miyanishi, for sending me this article from The Toronto Star, July 4th 2005:

Adventurers match first Atlantic flight

CLIFDEN, IRELAND—Two American adventurers have emulated the first trans-Atlantic flight 86 years ago, successfully flying a copy of a World War I Vickers Vimy bomber from Newfoundland to Ireland.

Steve Fossett and co-pilot Mark Rebholz wanted to honour and match the June 14, 1919, achievement of British pilots John Alcock and Arthur Whitten Brown.

Both air crews flew from St. John's, Nfld., to Clifden in western Ireland using compasses and sextants for navigation.

While Alcock and Brown managed the feat in 16 hours, 20

minutes, Fossett and Rebholz took about 45 minutes longer. And while the British pioneers crash-landed in a bog, their American admirers landed smoothly yesterday afternoon on a local golf course.

Fossett, 60, who already holds world records in five pursuits — in balloons, sailboats, gliders, airships and powered aircraft — said the challenge this time was to operate an aircraft that had no modern power steering.

Rebholz, 52, an antique airplane enthusiast, said they had "intentionally minimized the instrumentation on the plane" to try to replicate some of the

challenges that faced Alcock and Brown — but conceded that use of a modern radio must have made them feel a lot more at ease. "On the way over we were in contact with all the commercial airlines flying overhead."

Their open-cockpit, wood-and-fabric biplane was almost the same as the original Vimy flown by Alcock and Brown, but it had two Canadian-built Orenda V-8 engines in place of the original pair of Rolls-Royce Eagle V-12s.

ASSOCIATED PRESS, CANADIAN PRESS

This year's flight carried 500 commemorative covers, prepared by the St. John's Philatelic Society, with assistance from members of the Newfoundland Study Group of BNAPS.

The covers were designed by Sylvia Ficken of the St. Johns Philatelic Society. They depict the Vimy over Lester's Field, with a 1919 cover carried by Alcock and Brown as background.

Each cover is franked with one of the 15 cent stamps issued in 1969 to commemorate the 50th Anniversary of Alcock and Brown's flight, (Scott#494), plus a current 50-cent and an 80-cent stamp, to make up the current \$1.45 international letter rate. The covers were postmarked with a special, one-time Canada Post cancel, and backstamped at the Clifden, Ireland post office. The covers were also signed by both pilots, and are hand numbered sequentially from 1 to 500.

Half of the covers carried were returned to the St. John's Philatelic Society for sale. The other 250 covers were given to the Vimy Atlantic team that organized the flight.

Covers are available for \$100.00 CDN each or US equivalent. - To order a cover, send a money order or cheque to: St. John's Philatelic Society, c/o Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7

For more information contact Martin Goebel at (709) 753-2304 (evenings only), or email him at Goebel@nf.sympatico.ca

WESTERN CHAPTER REPORT

Our first chapter luncheon/meeting of the fall will be held on Sept 3rd at the time of the BNAPEX 2005 convention in Edmonton. The convention coincides with the celebration of the 100th anniversary of provincial status for Alberta [and Saskatchewan]. The chapter meeting will be hosted by Jack McCuaig. In addition to our regular group of six Edmonton and Red Deer members we will for the first time be joined by two Calgary members, Sandy Freeman and Marge Hunt. Several chapter members will also be attending the BNAPS Air Mail Study Group meeting.

Aeroplane Mail Service
----- July 9, 2006 -----
CALGARY to EDMONTON

We continue preparing for our role in activities linked to next year's Calgary to Edmonton re-enactment flight and the unveiling of the replica of the Curtiss Stinson Special - the plane flown by Katherine Stinson on her 1918 pioneering air mail flight.

The 2006 re-enactment will also be flown by a female pilot. Just prior to take-off a mailbag containing 259 serially-numbered covers will be handed to her by a Calgary Post Office official, as was done when Katherine Stinson made her flight. The plane's arrival at City Centre Airport/Alberta Aviation Museum is planned as an integral part of the Curtiss Special unveiling ceremony. A good photo-taking opportunity will present itself at the point the pilot places the mailbag back into Post Office hands.

The serially-numbered covers will bear a 51-cent stamp and will be cancelled at Calgary and then backstamped on arrival at Edmonton. Specially-designed cancellations will be applied. Interest in the project is high and more than half of the covers have already been sold. Because we are anticipating a complete sellout, a quantity of other similarly designed covers will also be flown, but carried outside the mailbag. Neither franked nor cancelled, they will be pen-and-ink signed by the pilot to validate that they made the flight. A full-colour insert similar in design to the media advertisement [*Unveiling of the Curtiss Special Replica*] on the next page will be enclosed in each cover.

At \$5 for serially-numbered and \$10 for pilot-signed, the covers are very reasonably priced. Our objective is to encourage the general public and particularly the younger set to develop an interest in aviation history. Should you wish to place a cover order, please refer to the information at the base of the advertisement. Ordering can be done by mail, by email or by phone. Individuals attending the July 9th 2006 unveiling can pick up their covers immediately following the ceremony. The balance of the covers will be promptly mailed out under separate cover.

Gord Mallett/Kevin Wenzel

Continued

UNVEILING OF THE CURTISS SPECIAL REPLICA

Calgary to Edmonton

July 9th 2006



On July 9th 1918 Katherine Stinson flew non-stop from Calgary to Edmonton with a mailbag containing a reported 259 letters. It was the first time in the West and the second time in all of Canada that official mail had been carried by plane. The pioneer flight gave rise to a vision that resulted in air mail services linking the major centres of the Canadian prairies a decade later. Aided by a compass and a map showing Alberta roads and railways, the aviatrix made the trip in her Curtiss Special - a custom-built model with parts salvaged from various experimental craft, a 'Speed Scout' triplane fuselage and cut-down 'Jenny' JN-4 wings. C. P. R. Telegraphs reported progress of the flight in special bulletins which were posted at the Edmonton Exhibition grounds. As the 'bird girl' [one of the monikers affectionately given to Miss Stinson by the press] approached the grounds after a two-hour flight, there was great excitement. An Edmonton Bulletin reporter described the scene,

"Here she comes!" shouted a thousand voices, and many times that number of necks were craned upwards, and twice as many again of eyes stared into the grey-blue depths of the southern sky.

Far away, looking like some great bird, but approaching with a speed and steadiness which differentiated it from any bird, was what at first was little more than a mere speck in the heavens. As it drew near it assumed the familiar shape of an aeroplane. Then the outstretched wings of a biplane were discernible and the up-curling rudder, marked with a big red cross.

The purr of the motor was heard in an ever rising crescendo, and, five minutes after it was first sighted, Miss Katherine Stinson's long and anxiously awaited machine, rapidly swooping earthward was circling around preparatory to landing on the race track enclosure of the Exhibition grounds.

A mailbag containing 259 letters will again make the trip north to Edmonton from Calgary aboard a special flight on July 9th 2006. This re-enactment will coincide with the unveiling at Alberta Aviation Museum of a replica of the plane with the **big red cross** - the Curtiss Special. Fuselage, rigging, motor and wing work has been ongoing for several years and is a tribute to the research and dedication of the restoration team. The completed replica will be authentic in every known detail and will join two dozen other vintage aircraft on display or under restoration at the museum. The Canadian Aerophilatelic Society is pleased to be the museum's partner in activities linked to the unveiling ceremony.

To obtain one of the July 9th 2006 flown letters contact:

Calgary to Edmonton Re-enactment Flight

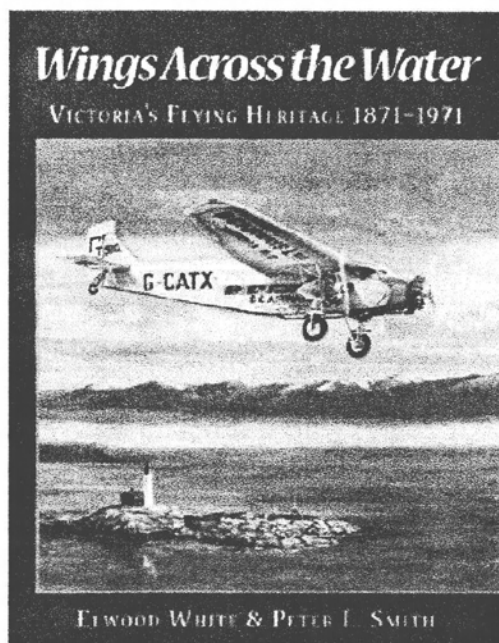
Box 899, Millet, Alberta, T0C 1Z0

CalderRiver@hotmail.com (780) 387-3688



NEW BOOKS

Wings Across the Water - Victoria's Flying Heritage 1871-1971 by Elwood White & Peter L. Smith



The history of Victoria-area aviation is a microcosm of the history of world aviation, and seldom has the subject been observed in such meticulous detail, and never before with such a profusion of captivating photos.

Wings Across the Water: Victoria's Flying Heritage 1871-1971 contains over 600 mesmerizing aviation photographs, most never before published. Beginning with a procession of "hot-air professors" performing the Island's first manned balloon ascents in the 1800s, the book documents everything from the coming of the first spindly flying machines and early barn-storming hijinks to the frantic preparations for two wars, bush-flying follies and the arrival of the jet age.

EDITOR'S COMMENT: This is a terrific book! For each event covered, the book seems to give a detailed description of the event, related information such as biographies of people involved, and photographs. - A typical page is shown opposite.

As a member of the Kingston Chapter of the *Canadian Aviation Historical Society*, if we could ever produce a book like this about aviation in Kingston, I would be very, very pleased.

Wings Across the Water costs \$28.95. For more information contact:

Harbour Publishing, P.O. Box 219, Madeira Park, B.C. V0N 2H0.

Telephone 1-800-667-2988. E-mail: orders@harbourpublishing.com

WWW.CANADAREVENUESTAMPS.COM

WWW.ESJVANDAM.COM

Our websites offer thousands of

CANADA SEMI-OFFICIAL AIR MAIL STAMPS & COVERS

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

Regular Newsletters and Auctions - sample on request

E. S. J van Dam Ltd - since 1970

P. O. Box 300, Bridgenorth, Ont. Canada K0L 1H0

esvandam@esjvandam.com

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

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

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



Courtesy of Donald G. Cameron

Born in Calgary in 1896, Gordon Cameron moved as a boy to Victoria, where he enlisted on April 11, 1916. While serving with the 62nd Battery, 25th Artillery Brigade, C.E.F., he was commissioned to the Royal Flying Corps as an Observer in 1917. On June 15, 1918 he was severely wounded over Ypres and invalided back to Canada. In the Aerial League of Canada, Lieutenant Cameron flew often with Captain James Gray.

After being called to the bar, he maintained a lifelong interest in aviation. He was a key figure in B.C. Airways during the late 1920s, and in the revival of the Victoria Flying Club after World War II.

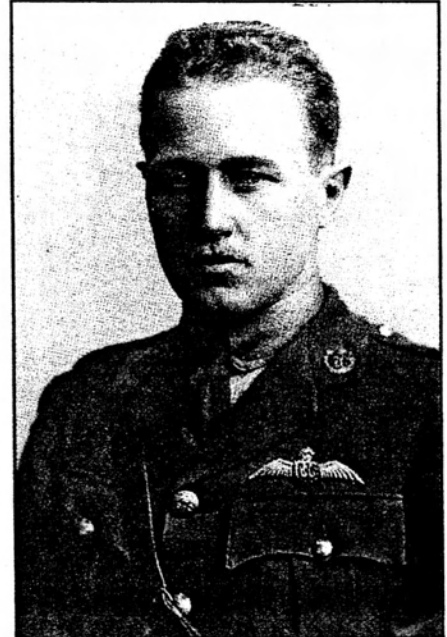
VICTORIA-TO-NANAIMO AIRMAIL

A place in the record book was won by the Victoria duo of Captain Jimmy Gray and Lieutenant Gordon Cameron on Saturday, August 16, 1919, when they flew the first air-mail delivery from Victoria to Nanaimo. This was an experimental, one-time venture, with post-office approval. Leaving Willows at 1:20 p.m. (photo below), *Pathfinder II* reached Nanaimo (Collieries Farm) at 2:15 with one bag of mail containing 96 covers, having flown the 74 miles in 55 minutes. The return flight to Victoria was completed in 50 minutes (7:55 to 8:45 p.m.), but no mail was carried, because of a misunderstanding. (*Colonist* 1919.08.17: 4.)

The star attraction in a sports carnival that evening at Nanaimo Cricket Grounds, Jimmy Gray gave a superb exhibition of trick flying: nose dive, spiral glide, looping the loop, and volplaning. He swooped

"several times close enough to shake hands with those in the grandstand, but his velocity being about 80 miles an hour did not permit of this friendly greeting. One man in the act of lighting a cigarette had the lighted match blown out by the wind. It was close enough to make all the spectators duck their heads and smell the lubricating oil."

—*Nanaimo Free Press* 1919.08.18: 1



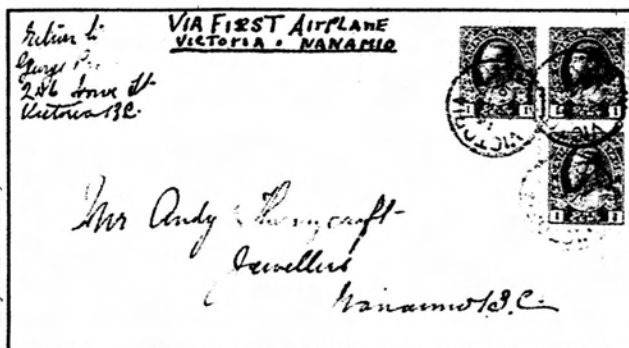
Courtesy of John A. Gray

James Gray was an accomplished pilot who attributed his survival on the Western Front to his experience as a crafty duck-hunter in his native Victoria. His younger brother Robin was not so lucky (see page 20).

Born in 1891, Jimmy Gray earned a B.Sc. degree at Toronto after high school graduation in 1909. Like Gordon Cameron, he transferred from the Canadian Infantry to the Royal Flying Corps in 1917, and flew on operations with the No. 27 Squadron in France until July 1918, earning promotion to Captain.

After flirting with aviation in 1919, he chose a career in marine engineering. After their father's death in 1923, James and his older brother Jack ran Marine Iron Works in Victoria for many years.

During World War II James Gray served with the RCAF as a Link Trainer instructor.



Courtesy of John A. Gray



BRITISH COMMONWEALTH PACIFIC AIRLINES – 1946 - 1954

by Laurence Kimpton.



Postmarked: AUCKLAND N.Z. 4-PM 22 OCT 1948

Addressed to: INGERSOLL ONTARIO CANADA

Handstamp in top left corner, below Air Mail etiquette: PER B.C.P.A. AIRMAIL

Review by Ken Sanford:

This book is similar in format to Richard Beith's *British South American Airways*, and in fact is from the same printer. The first chapter covers the Pacific pioneer flights by Charles Kingsford Smith and Charles Ulm, and the early trans-Pacific scheduled service by Pan American World Airways. Covers are shown from these early flights. The next chapter explains the trans-Pacific plans and rivalry between Qantas Airways and Australian National Airways (ANA) in 1945 & 1946.

British Commonwealth Pacific Airlines (BCPA) was formed by the governments of the UK, Australia and New Zealand to operate trans-Pacific service from the latter two countries. The airline did not have its own aircraft, and the first flights were operated by DC-4 aircraft chartered from ANA in September 1946. The flights were from Sydney to Vancouver via Fiji, Canton Island, Honolulu and San Francisco. Various first flight covers are shown, as well as promotional brochures and timetables. In April 1947, Auckland, New Zealand was added as a co-terminal with Sydney, and Auckland covers are shown.

In April 1948, BCPA acquired its own DC-4 aircraft and covers were prepared and flown on those flights. Douglas DC-6 aircraft were introduced in February 1949 and special covers were flown on the first flights. The next chapter covers the rival services by Pan American Airways and Canadian Pacific Airlines and shows various first flight covers flown by those airlines, as well as some nice postcards and timetables. Between 1949 and 1954, BCPA became the major airline on the Pacific, and various commercial covers carried by BCPA are shown.

On 28 October 1953, BCPA had a crash near San Francisco and the cachet applied to 203 damaged covers is shown.

In August 1952, the three governments recommended that Qantas and TEAL take over the routes of BCPA and the last BCPA flight was operated on 11 & 12 May 1954. Covers are shown which were flown on the first flights by Qantas and TEAL.

There are a number of appendices covering the following aspects: BCPA fleet; Airmail postal rates; BCPA airmail labels; BCPA stationery & postcards; BCPA schedules; BCPA ephemera – timetables, publicity brochures & baggage labels.

There is also a very useful bibliography.

The book is very well done and will be an essential reference to collectors of trans-Pacific airmails.

Published by the author, 20 Greytree Crescent, Dorridge, Solihull, England B93 8SL, email: l.j.kimpton@macunlimited.net 60 pages, soft cover, 8½ x 11½ inch size. Mixture of black & white and color illustrations. UK£16.80 postpaid within the UK, or UK£19.00 (US\$34.00) airmail outside Europe. Also available from Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland, email: kaerophil@ch.inter.net

Thanks Ken.

Southern African Air Mails

by Dave Morton

This reference manual is essentially a compilation of all the 'Air Mail' articles published by the South African Philatelist from 1931 - 1973. It runs to some 200 pages, and is packed with information in the articles that were written by distinguished aerophilatelists during the period. Whilst the 'Reference Manual' is heavily weighted towards Southern African Air Mails, it covers worldwide issues in some detail too.

As an example of the scope of this publication, the following entries are listed under C in the index:

C.A.A.	- Air Letter Service	102, 103
	- Dissolution (1967)	133
	- Zambezi Service (1956)	105
C.S.A. - Prague/Tunis/Tripoli (1971)		147
Cairo		147
Cameroon - Douala		147, 148
Canada - South Africa		78, 133
Cape's First Air Mail		20
Cape Town	- D.F. Malan Airport (1970)	141
	- Durban	18, 40
	- Keetmanshoop	68
	- Uitenhage	18, 40
	- Windhoek	67, 68
Casablanca (1970)		148
Censor Marks		85, 89, 145
'Challenger' Crash (1939)		83
Christmas Mails - (1938)		82
Christowitz Air Services (Nyasaland)		49, 51
Civil Aeronautics Board		137
Cobham	- Sir Alan	44
	- Flight Cards	108
Cocos (Keeling) Islands		104, 117, 127
Comet Jetliner (1952)		91
Commemorative Issues		148
Composite Aircraft Flight 'Mercury/Maia' (1938)		82
Concord Club		149, 151
Concord Philately		151/3/4,
'Constellation'		90, 91, 104
Copenhagen (1972)		149
'Corsair' accident (1939)		83
Creasey, Capt. L.E.		1, 2
Cyprus (1951)		90

The cost of the Manual is US\$35 plus postage from RSA of US\$15 airmail, or US\$9 by surface mail.

It can be ordered from: Dave Morton, 2 Anemone Avenue, Welgedacht, 7530 R.S.A
Phone: +27 (0)21 913-6461 Email: dmorton@mweb.co.za

Nutmeg Stamp Sales recently bought an outstanding collection from a prominent New York City auction house. We paid less than the collection was worth. Nutmeg got a great collection at a great price, the auction house got its commission. Who lost on this deal?

The collector!

Nutmeg buys collections outright, negotiating the selling price with the owner. You get a check and we take the collection.

Call us today at 1-800-522-1607 to discuss the future of your collection.



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

THE 1911 CHICAGO INTERNATIONAL AVIATION MEET

Patrick Campbell

An intriguing set of postcards, has been donated to the *Canadian Aviation Heritage Centre*.

There are five cards in the set, all of them mailed from Chicago, Illinois on the same date, August 21, 1930 at 1:30 a.m. (Though they were probably put in a mailbox on the 20th and cancelled at 1:30 a.m. on the 21st.) The canceller is identified as 2-c. All have the same 1908-1909 one-cent postage stamp of Benjamin Franklin (Scott No. 331), (although one has a small piece of selva with ☆ 5473, probably the sheet number), perf. 12. They could possibly be the 1910-1911 issue, which is identical to Scott No. 331, but watermarked USPS, but the watermark could only be ascertained by soaking the stamps off the postcards. Both are valued at five cents in used condition.

All were mailed to the same address in Montréal; and all in the same handwriting:

1. One to "Mr. David Miller" and signed "KM" with the greeting "Dear Father," and ending with "Your affectionate son." (The message is given later in this article.)
- 2 and 3. These are directed to the same address, both to "Mrs. E.D. Lainey," and one starts off, "Dear Sister."
- 4 and 5. Again, addressed as above, both to "E.D. Lainey," but one begins "Dear Ernest" and finishes with "Your brother K.M."

So K. Miller mailed the five cards to his father, and to his brother and sister who have a different surname, but the same initials.

There is probably some simple explanation for this, but the subject of the five cards is the most interesting feature, for all are celebrating the International Aviation Meet of 1911 in Chicago.

Two of the cards (Nos. 1 & 3) depict a Curtiss Hydro-Biplane (to quote the card), and Card 3 says that the owner of the aircraft is Robison (sic).

Card No. 2 shows Wm. R. Badger in a Baldwin Biplane, and adds that he, Badger, was killed on August 15, 1911, presumably at the aviation meet.

Card No. 4 depicts the "Moisant Monoplane" of St. Croix Johnstone, although it is clearly a Bleriot XI, but John Moisant was a very well known early aviator who operated a flying school on Long Island, New York, so he was, presumably, the owner of the machine which may have been one of many built in the USA. The card records that Johnstone was drowned in Lake Michigan on the same day as Badger died.

Card No. 5 does not record the name of the pilot, but the machine is a Curtiss Pusher with a wheeled undercarriage. The rudder bears the number 4. These numbers may have been issued for the event, as the Baldwin monoplane (Card 2) has rudder No. 1, the Curtiss Hydro Biplane (Cards 1 and 3) have rudder number 26. Card 4 does not show the rudder of the Bleriot XI.

A bit of research, using Lovell's Montréal Directory of 1910-1911, and the Charles Goad map of 1912, showed No. 3 Essex Street to be a brick building with a wooden annex, situated close to the corner of Essex Avenue and Dorchester Street West, and occupied by D. Millar and E.D. Lainey. On the western side of Essex was the Western Hospital, and there were only twelve house on Essex where it ran only from Dorchester to Tupper. All were demolished for the Children's Hospital, which occupies the site today.

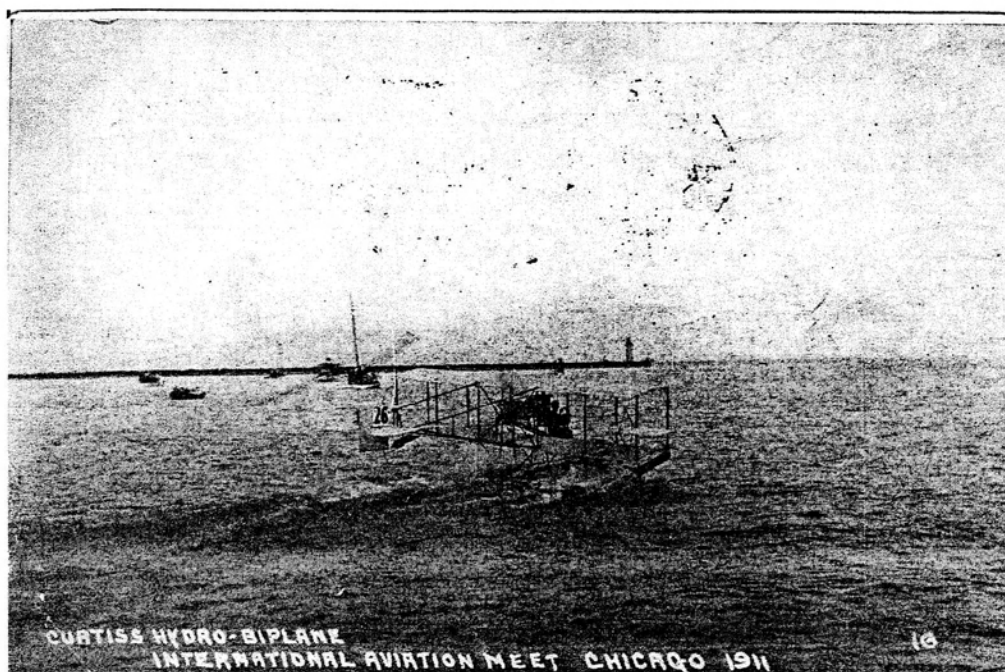
Continued

CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

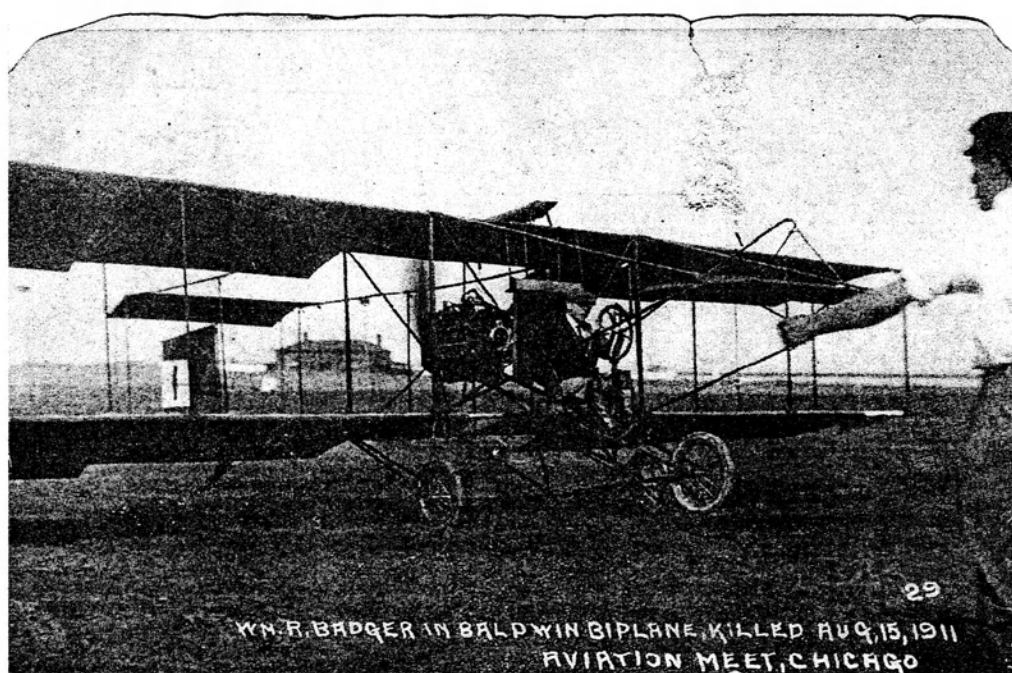
Gord Mallett can supply a wonderful index to the newsletter, (either as a printed version, or on diskette in Microsoft Word or WordPerfect format), and/or back issues of the newsletter.

For more information contact:

Gord Mallett, P. O. Box 899, 100 West Liberty Crescent, Millet, Alberta T0C 1Z0
[tel. (780) 387 3688; or e-mail Gord at: gdmall@telus.net]

THE 1911 CHICAGO INTERNATIONAL AVIATION MEET by Patrick Campbell, continued:

Card 1

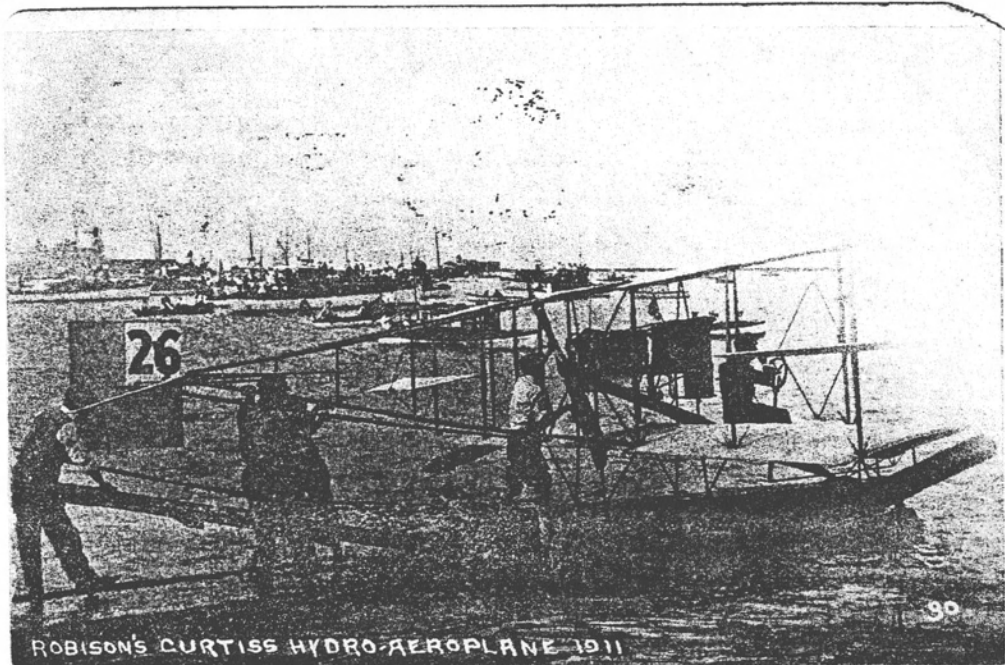


Card 2.

The messages on the cards are amusing, as follows:

- Card 1. *"Dear Father, This one flies in the air and sails in the water. This is your kind"* (It shows the Curtiss)."
- Card 2. *"Dear Sister, Hope you are all well, Great Aviation Meeting here all week. Several have been killed. This is one of the deceased"* (Wm. R. Badger).

Continued

THE 1911 CHICAGO INTERNATIONAL AVIATION MEET by Patrick Campbell, continued:

Card 3



Card 4

Card 3. (To Mrs. Lainey) "You ought to see 20 or 30 of these machines up in the air at once". (Picture of Robinson's Curtiss).

Card 4. "Dear Earnest (sic). Here is another one killed himself so you won't be jealous. Ask Meredith if he'd like to fly."

Card 5. (To E.D. Lainey) "This is the biplane starting from the ground. Bye Bye."

Continued

THE 1911 CHICAGO INTERNATIONAL AVIATION MEET by Patrick Campbell, continued:**Card 5**

The cards are numbered on the obverse, 7, 12, 16, 29 and 30, so there were probably a whole series issued for the event, but no publisher or printer is stated. Has anyone else found cards from the set?

These cards were contributed to the Canadian Aviation Heritage Centre by Norman St. Aubin who was given them by an employee of Ste. Anne Marine upon his retirement some years ago.

From the book, "Fill the Heavens with Commerce - Chicago Aviation 1855-1926," by David Young and Neal Callahan (Chicago Review Press, 1981), it appears that the meeting took place between August 12 and 21, 1911, and that it took place in a relatively narrow strip of ground called Grant Park, flanked on one side by downtown Chicago, and on the other by Lake Michigan. This, together with the wind off the lake, made flying hazardous, and crashes frequent, including the two fatal crashes.

It is claimed that some four hundred thousand attended the meet, which featured 36 aircraft, 12 Wrights, 9 Curtiss, 9 Bleriot, 3 Baldwin, 2 Burgess and a McCurdy. As for pilots, many of the great names competed, including C.P. Rodgers, Lincoln Beachey, T.O.M. Sopwith, Eugene Ely, Earl Ovington, J.A.D. McCurdy, Walter Brookins, L. Hammond, P.W. Peck, Frank Coffyn, T.S. Baldwin, St. Croix Johnstone, W.R. Badger and others. Many records were set.

Covering the meet for the Chicago Tribune was their first aviation correspondent, William B. Stout, later famed as the designer of the Ford Trimotor.

The show was an outstanding success publically, but a financial disaster. The last day of the meet, August 21st, was added to raise money for Johnstone's widow.

Thanks are due to Joan Benoit of QFHS and George Fuller of CAHC for their help..

The Canadian Aviation Heritage Centre (CAHC) is a community oriented, non-profit organization founded in 1998. It is situated in the "Old Stone Barn" on the Macdonald Campus of McGill University in Ste-Anne-de-Bellevue, Montréal, Québec. The building was once used by the Macdonald Campus Agriculture Faculty, but that ceased with the advent of new state-of-the-art facilities.

Continued

Update on The Canadian Aviation Heritage Centre

I asked Patrick Campbell for an update on the activities of the CAHC. - He wrote to me that:

At Ste. Anne de Bellevue, on the western tip of Montreal Island, a group of enthusiastic volunteers have formed the Canadian Aviation Heritage Centre, in a fine old stone barn donated to Macdonald College by Sir William Macdonald in 1907. The object of the group is to celebrate aviation in Eastern Canada, as both a museum and an art gallery. All traces of the cattle which previously occupied the building have been laboriously removed, and extensive renovations are in progress. Some 15,000 square feet of floor space is being prepared, as well as several significant projects:

- ❖ a large gallery to display the Geoffrey Pasmore aviation art collection, when the premises are suitably air conditioned.
- ❖ two large, and reasonably well-equipped workshops.
- ❖ construction of a full-scale replica of a Fairchild FC-2 *Razorback*, which will be equipped with a Fairchild K-2 camera, as used in the 1930's for aerial survey.
- ❖ construction of a Bleriot XI, which will be an accurate copy of Count Jacques de Lesseps machine *La Scarabée*, the first aircraft to fly over Montreal (and also the first to fly over Toronto). This aircraft will be airworthy, but with a more modern (1938) engine.
- ❖ refurbishment for display of a 24-cylinder Napier Sabre engine, that had powered a Hawker Typhoon of the RCAF, shot down in July of 1944 in Normandy.
- ❖ a Link trainer, restored and functional.

We also have several future projects planned:

- ❖ restoration of a Fleet 80 *Canuck* of 1948
- ❖ restoration of a Stinson 10A of 1941
- ❖ construction of a full-size replica of a Curtiss-Reid Rambler. We are trying to find a set of wings, that are supposed to exist in the St. Catharines area. (There was a "Wanted" advertisement for these in the June 2004 *Canadian Aerophilatelist* [Ed.]) If we can locate and obtain them, we will build the rest!

While the museum is not yet open to the public, we welcome groups and individual visitors subject to prior arrangements. - To arrange a visit, or for more information, please write to the:

Canadian Aviation Heritage Centre,
McGill University, Macdonald Campus,
P.O. Box 64,
21,111 Lakeshore,
Ste-Anne-de-Bellevue, Quebec H9X 3V9

Telephone: (514) 398-7948, or email: www.cahc-ccpa.com

Thanks Patrick, and good luck with your projects.

www.brianwolfenden.com

Your website for:

CANADIAN COMMERCIAL AIRMAIL COVERS
CANADIAN SEMI-OFFICIAL AIRMAILS

CANADIAN FIRST FLIGHT COVERS
ZEPPELIN COVERS AND MORE

Postal enquiries and Wants Lists welcome!

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

E-mail: bjnepean@trytel.com

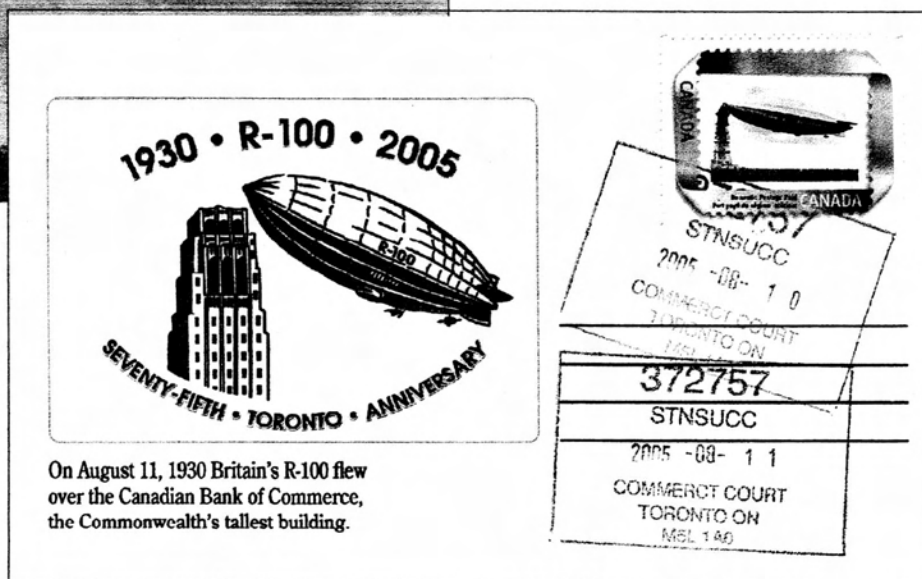
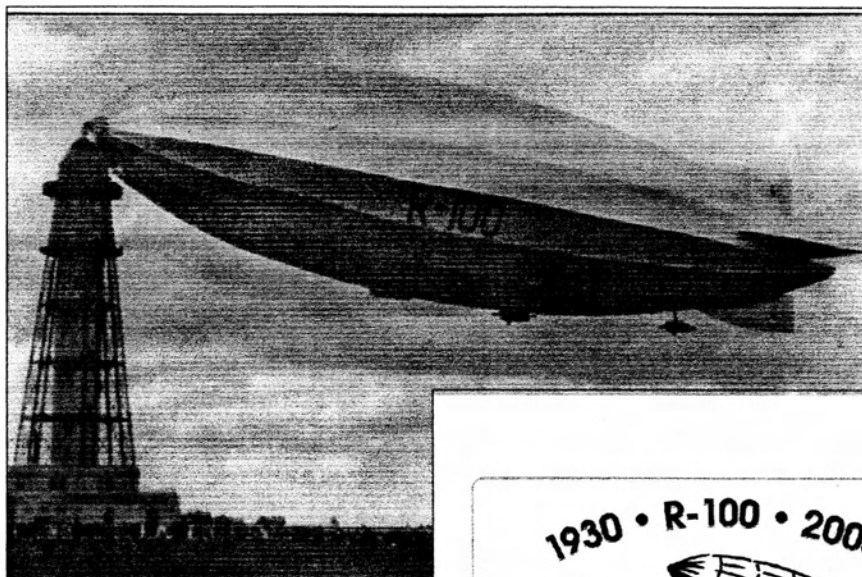
75th anniversary of the R100 Flight over Toronto.

When he wrote Canada's Flying Heritage in 1954, Frank Ellis described the visit of the R-100 airship as *"the greatest single air event in terms of capturing the interest of the public, that ever occurred in Canada"*.

The R-100 was moored at the St. Hubert Airport, Montreal, for most of the period from August 1st to 13th 1930. - Over one million people went to St. Hubert to see the R-100 during its visit. Canadian National Railways, whose mail line ran besides the airport, ran special trains to carry thousands of visitors, and built special sidings to accommodate them.

The R-100 made a courtesy flight over Southern Ontario on August 10th - 11th. It circled above Toronto at 9.00am on August 11th, *"disrupting morning traffic on the down-town streets until she passed out of sight to the east. Streets and roof-tops were black with people"*.

Barry Countryman has created a special card, and postage stamp, to commemorate this event:



The British Air Ministry's R-100 visited Canada in 1930. A 24-hour flight from Montreal included Ottawa, Niagara Falls, and Toronto, Monday morning, August 11. She passed directly over the Commonwealth's tallest building, nearing completion at 25 King St. W. At 695 ft. the airship was 218 ft. longer than the 34-storey Canadian Bank of Commerce building, now known as Commerce Court North.

A 75th anniversary postcard shows the R-100 moored at St. Hubert Airport, Montreal; the same view on a Picture Postage stamp; a cachet of the airship and the Bank of Commerce building on the "message" side. On the 110 cards the 2 date stamps, reflecting both days of the "local" flight, are struck haphazardly. And sometimes letters are faint in the Commerce Court name, which is misspelled. A card is \$5 Cdn. or \$4 U.S. and is available from: BARRY COUNTRYMAN, 211 SUTHERLAND DRIVE, TORONTO, ONTARIO, CANADA M4G 1J1

FOLLOW UP on NATIONAL AIR TRANSPORT LTD.



NAT's Buhl CA-5 Airedan, G-CATO,
at Toronto's Leaside Airfield,
probably in the summer of 1928. (C.D. Long.)



NAT's Buhl LA-1 Bull Pup, CF-AQI,
on a visit to London's Lambeth field,
12th July 1931. (F.H. Hitchins.)

Since the comprehensive history of National Air Transport Ltd. was published in the March 2004 Canadian Aerophilatelist, I have received a bit more information regarding the airline.

This included a brochure published by the company in 1932, kindly sent to me by R.E.G. Davis.

The brochure included the map of NAT operations shown on the right, and full details of their Toronto - Buffalo service, which operated daily (except Sunday), and connected with both the American Airways and Martz Airlines services to New York.

The NAT flight left Toronto at 2.00pm, and arrived in Buffalo at 3.00pm.

The Martz Airlines service left Buffalo at 3.15pm; took a "direct" route to New York with stops at Dansville, Elmira, Scranton, Wilkes-Barre, and Stroudsburg; and arrived in Newark at 6.15pm.

The American Airways service left Buffalo at 3.42pm; took a "northerly" route via Rochester, Syracuse, and Albany; and arrived in New York (Newark) at 8.03pm.

Passengers heading to Canada could leave New York on a Martz Airlines flight at 3.15pm, which was scheduled to arrive in Buffalo at 6.30pm. - The NAT flight was scheduled to leave Buffalo at 6.30pm, and arrive in Toronto at 7.30pm!

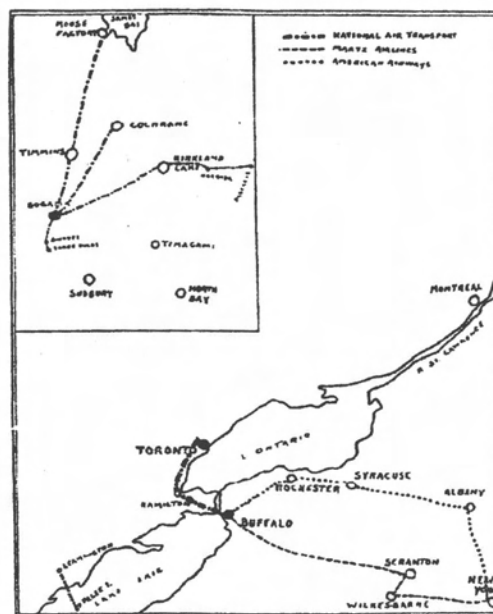
A note on the timetable stated that:

Every effort will be made to make connections shown, but the company will not be liable for failure to do so.

The fares were:

Toronto to Buffalo	\$ 8.00 single	\$14.00 return
Buffalo to New York:		
American Airways	\$25.06 Single	\$45.11 Return
Martz Airways	\$22.00 Single	\$39.50 Return

I modified the March 2004 newsletter article, so that it emphasized the history rather than the philately of NAT, and sent it to Bill Wheeler, editor of the Canadian Aviation Historical Society Journal. Bill edited it to match the format of other articles in the CAHS Journal, and searched out some photographs to include with the article, including the two above. It has just been published in the Summer 2005 issue of the CAHS Journal, and I think it looks terrific!¹



Continued

FOLLOW UP on NATIONAL AIR TRANSPORT LTD. continued:

Meanwhile, Barry Countryman has found out more information about Earl Hand, who emerges as not "just" the President and Managing Director of National Air Transport Limited, but it's founder and directing force. - An article about Earl Hand in The Toronto Star Weekly in 1934, referred to NAT as "his air transport firm".²

Earl Hand had been born in Sault Ste. Marie, Ontario, on March 10th 1897, and attended Public and High Schools in that city.

On March 21st 1916, he enlisted in the 227th Battalion of the Canadian Overseas Expeditionary Force. At that time he was 19 years old, 5 ft. 10 in. tall, and gave his occupation as "chemist".

He transferred to the Royal Flying Corps, learned to fly after 2 ½ hours of instruction, and was in Camp Borden's first graduating class. After advanced combat training in England, he served six months over Ypres, Belgium, with 45 Squadron, and was then transferred with the squadron to the Austro-Italian front. The squadron flew Sopwith Camels, and Earl Hand had five confirmed victories.³ In May 1918 he was promoted to Captain, and awarded the Croix de Guerre "for conspicuous bravery while in action."⁴ Shortly afterwards, he was shot down while escorting a bombing squadron on an early morning raid. - His fuel tank was hit in a dogfight at 3,500 ft., but he managed to crashland his burning aircraft in a small field, then tumbled out of his burning craft, and rolled on the wet grass to extinguish his burning clothes. He credited the dewy grass, and an Italian internee doctor at the first of six Austrian hospitals he was treated in, with saving his life. In 1919 he was awarded the Distinguished Flying Cross for his actions.

Earl Hand returned to Canada in 1919, and studied law. He graduated from Toronto's Osgoode Hall, and was called to the bar in 1921. He was a senior partner in Hand & O'Neill (1922-24), and Draper & Hand (1925-27).

By 1927 Earl Hand was getting interested in aviation again, and was one of the founders of the Toronto Flying Club. He was "a prominent city attorney" at this time, and served as the Club's first president from 1928 to 1930.⁵

In July 1928 Earl Hand started National Air Transport Ltd.

As mentioned in the March 2004 newsletter article, NAT went out of business after a hangar fire at Barker Field destroyed its four remaining aircraft, on November 12th 1935.

During World War II, Earl Hand was general counsel and assistant manager for Mutual Benefit Health & Accident Association. After the war he joined a law firm that became Sinclair, Bruce & Hand; was created a King's Counsel in 1949; and appointed as a magistrate for the County of York in the same year.

Earl Hand died at age 57 after a brief illness. - His death was reported on the front page of The Telegram newspaper, March 19th 1954.

I commented in the March 2004 Canadian Aerophilatelist, that National Air Transport Ltd. seemed to be "Canada's forgotten airline".

It also seems that Earl Hand is one of Canada's forgotten aviation heroes!

Barry Countryman and I are now hoping to get Earl Hand's personal achievements and contributions to Canadian aviation more widely recognized, and have nominated him for induction into Canada's Aviation Hall of Fame.

1. The Canadian Aviation Historical Society Journal is a beautifully produced, quarterly publication, with very interesting articles, glossy paper, and lots of illustrations. - For more information on the CAHS contact their National Headquarters: P.O. Box 705, Station "P", Toronto, Ontario M5S 2Y4
2. "Dewey Grass Routs Death". The Toronto Star Weekly, April 7th 1934.
3. Above The Trenches: a Complete Record of the Fighter Aces and Units of the British Empire Air Forces 1915-1920. C. Shores, N. Franks, and R. Guest. (Fortress Publications Inc., 1990). p 184.
4. "Dewey Grass Routs Death". The Toronto Star Weekly, April 7th 1934.
5. "The Toronto Flying Club 1927-1944", by Fred W. Hotson. Canadian Aviation Historical Society Journal, Vol.23, No.3, Fall 1985.

MEMBERS' FORUM -

INPUT WANTED ON FIRST FLIGHT COVER PRICES

Chris

Some while back we talked about a possible article or series of articles relating to what FFCs were 'fetching' on eBay. Since that time I have kept my eye on eBay and have noticed some possible trends. Without going into any detail at this point it appears to me that:

1. the very common covers often sell for only one or two US dollars [if at all]
2. common covers sometimes sell for catalogue is they are very fresh or if they are attractive looking
3. higher-catalogue-priced covers are not often listed
4. sellers appear reluctant to list their choicer items.

To test the eBay market a bit, I have decided to list some of my surplus items. The results of these eBay listings over the next several months will help provide us with at least a little empirical data.

To get the ball rolling this afternoon I have listed a single item. It is a pilot-signed cover. The cover [AMCN # 3137] is listed at US\$3 in the catalogue. It is very fresh and attractive. I placed at \$2 starting bid on it and a \$30 reserve. Within an hour someone had bid up to my reserve value of \$30. This very seldom happens in my experience, although this is a really nice cover. There is a link here to the military and the C2 is perfect. On the other hand it may be that the write-up that accompanies a cover listing is as important as is the cover itself! I plan to test out this hypothesis in my future listings.

To take a look yourself at my eBay listing - enter the keyword 'Tudhope'. Note that in the listing the keyword FFC is used rather than the keyword **first flight cover**. So, those keying in the phrase **first flight covers** in their search won't see this item at all! I'm going to do some 'fiddling' with keywords in future listings to see what effect this appears to have. Maybe both of these keywords should always be used in an item's title!

Obviously the entire membership is interested in cover pricing. For some reason though it seems that this is somewhat of a 'hush-hush' topic. I can't remember a Newsletter article specifically devoted to it. Perhaps it might be an idea for you to request members' input on this topic. You would then have feedback from a larger database on which to draw conclusions. In any event, I will keep you informed as to my own ongoing findings ...

WR

Gord Mallett

Gord raises some great issues, so I've printed his letter exactly as I've received it.

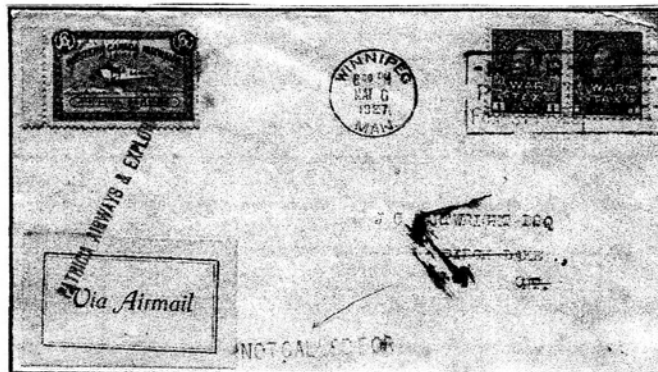
I commented to Gord about the term "hush hush", as I don't think anything's being kept secret, and he clarified that "I was inferring that the membership was reluctant to submit information to you on the topic of pricing".

I hope that LOTS OF MEMBERS will NOW SUBMIT INFORMATION AND OPINIONS on this topic, and that we'll have a great discussion about FFC pricing.

FOLLOW UP: RED LAKE COVERS

Many thanks to David Brown, for the following comments on the questions / answers in the March 2005 Newsletter.

Red Lake area airmail, 1927 – page 14



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 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. 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. 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:

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.

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.

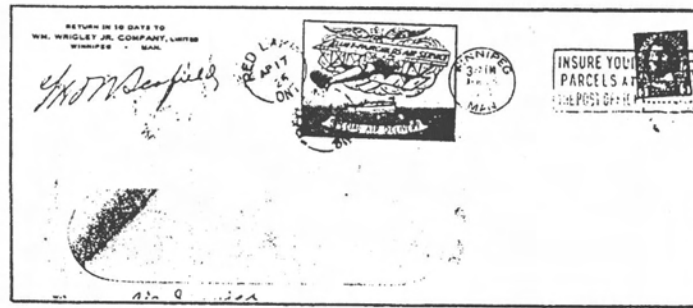
COMMENT, from David Brown:

I concur with Derek's comments regarding the reason for the 10 day delay in the date from when the cover was mailed to when it was back stamped. D. F. Parrott's book the Red Lake Gold Rush names a Mr Cartwright as being on board Elliot-Fairchild's Motor Cruiser "The Triton" on a trip to Red Lake via Lac Seul in 1926. Mr Cartwright was one of many directors from Dome Mines who made the trip together. Assuming that the letter was addressed to this same Mr Cartwright the cover is in deed "commercial" as determined by Derek.

I do not recall seeing any P & E mail postmarked Birch Lake in 1927. If P&E did carry mail to Birch Lake in 1927 perhaps all mail that year did not have received a Birch Lake cancellation by PA & E. Should these two statements be true, it is quite possible that the cover in questions was flown to Birch Lake and returned, "not called for"

In any case the cover is a great example of mail with a WCA stamp carried by P&E.

Continued

FOLLOW UP: RED LAKE COVERS continued:**Who Transported These Covers – Page 28**

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 March newsletter Ed Matthews illustrated and analyzed two covers franked with the Elliot-Fairchild Air Service semi-official, (Unitrade CL8): one from Winnipeg, April 13th 1926, to Red Lake, April 17th 1926; and one from Red Lake, April 17th 1926, to Winnipeg, April 21st 1926. He raised a number of questions regarding the date of issue of this stamp; and the starting date for Patricia Airways & Exploration Ltd. carrying mail in the Red Lake area.

David Brown sent me the following comments:

Exiting covers provide evidence that mail was flown from Rolling Portage to Red Lake on April 15, 1926. Cover #1 arrived in Rolling Portage on Friday April 14, 1926 and was postmarked Rolling Portage. On the Saturday April 15, 1926 mail was flown to Red Lake with arriving mail postmarked on the Monday April 17, 1926. I do not recall seeing any mail from Rolling Portage dated April 17, 1926. If it is true, that no mail left Rolling Portage on April 17, 1926 it is highly likely that the plane flew to Red Lake with mail on the April 15, 1926, spent the Sunday in Red Lake and returned with mail to Rolling Portage on the Monday April 17, 1926, this being the last flight made by Elliot – Fairchild. At one time ESJ Van Dam listed a cover that was mailed from New Liskeard on April 13, 1926, postmarked Rolling Portage on April 16, 1926 (a Sunday) and Red Lake June 9, 1926? (cancel must not have been clear). The cancellations on this cover would indicate that the arrival of this mail at Rolling Portage on April 16, 1926 was too late for the last flight to Red Lake.

Continued

CANADA COVERS WEBSITE**WWW.CANADACOVERS.CA**

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

New address:

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

FOLLOW UP: Who Transported These Covers? - Red Lake Airmail, April 1926 continued:

I have a cover with a CL9 stamp with an April 8th date. (It was owned by Murray Heifetz at one time). In a CAS article by Derek Rance September 1996 he states that the CL9 was used on a cover dated April 5, 1926. The date of issue for a CL9 stamp would be as it listed in the Air Mails of Canada and Newfoundland.

The Patricia Airways and Exploration airplane the Lark arrived in Red Lake on April 12, 1926. In Don Parrott's book The Red Lake Gold Rush he tells of Dr Skelly arriving on a flight on April 24, 1926. This would be the PA&E Lark from Sioux Lookout. There is no doubt that PA&E conducted a few flights after April 17, 1926, however they had no authorization carry mail. Covers would not have any markings or cachets to indicate that mail was flown by PA&E.

Other events of late April, early May of 1926 included the following:

- Leaving Birch Lake on April 19th prospectors broke through the ice twice on the trip to Pine Ridge.
- Heavy rain on April 22
- Fred Carroll's last trip out by dog team on April 26, 1926.
- A written record of an interview with Harold Farrington at the Red Lake museum talks about Patricia Airways loaning their airplane to Elliot for a few flights in late April. I suspect that this would have been after April 17, 1926.
- Doctor W.S. Fitzpatrick flew to Red Lake on May 1, 1926.
- The PA&E's Airplane the Lark ready for change over with open water in front of the plane, early May.
- On May 12, 1926 Lac Seul was ice free.

For PA&E to conduct flights after April 17th the ice would have had to have been better at Sioux Lookout than Hudson. Is cover #2 back stamped Sioux Lookout April 21, 1926? Mail would have been carried by favor as PA&E did not have authorization. Is there any evidence that mail was carried by PA&E after April 17th? Flying did not resume until early May. Are there any covers out there that are postmarked prior to May 26, 1926? This is the earliest date of postmarked mail that I am aware of.

Record of existing covers

- Cover – CL9 Red Lake April 15th - Firby Sale 1098
- CL 7 – April 16 Rolling Portage Red Lake June 9 - Van Dam – news letter
- CL 7 – Red Lake April 17 – Van Dam
- CL 7 - April 15, Rolling Portage – Van Dam

Cover dated May 26 Red Lake – Patricia Airways & Exploration single line stamp over CL9 stamp – Ebay October 2003.

Thanks David.

Airmail Collector

- The world's biggest aerophilatelic auction house, selling 900+ world wide aerophilatelic lots every 2 months.
- No buyers' commission or credit card charges.
- Free illustrated Postal Auction catalogue.
- Buying aerophilatelic collections for cash, or for bidding credit in future sales.
- "Attractively presented and easy to navigate web site, recommended to those with an interest in the field" - Gibbons Stamp Monthly, May 2003.

PO BOX 99, CARDIFF CF23 6XP, UNITED KINGDOM

TEL: +44-(0)29-20754748 FAX: +44-(0)29-20761076 EMAIL: amc@fut.net

FOLLOW UP: Governor Letcher and Richard Thomas



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".

This was an old patriotic envelope from the American Civil War, with no relation to the flight. It refers to an incident when Governor Letcher of Virginia, supported a plan by Richard Thomas to capture some Union ships while disguised as a woman. This incident was described in the last newsletter. (Pages 24, 25.)

Linda Davis Reno has kindly provided some more information regarding events after the capture of the first Union ship, the "St. Nicholas", which had left Baltimore on June 28th 1861:

After Dick Thomas and his compatriots took command of the "St. Nicholas", the Union soldiers and the ship's crew were locked in the hold. The passengers stated that they were well treated

The plan was to take the "St. Nicholas" to the Coan River in Virginia, but the plan was altered when one of the men happened to pick up a Baltimore newspaper found on board, that included a notice of the funeral of James Harmon Ward. The article happened to mention that the "Pawnee", the original target of the operation, as well as most of the Potomac flotilla was then anchored at Washington to allow the crews to attend the funeral. For this reason, it was decided that it would be in their best interest to stay away from the Potomac River and instead head toward the Rappahannock River by way of the Chesapeake Bay.

As luck would have it, while en route they encountered three more ships that made the detour more than worthwhile. These included the "Monticello" loaded with 3,500 bags of coffee; the "Mary Pierce", with 200 tons of ice; and the "Margaret", loaded with 270 tons of coal. The value of the cargoes captured was estimated at a value of \$375,000 (a huge sum for that day).

Dick and the other men became instant celebrities. There was considerable celebration on the arrival of the "fleet" in Fredericksburg, where a cannon was added to the side-wheeler (St. Nicholas) and it was rechristened the "C.S.S. Rappahannock." The gaiety spilled over to Richmond where Dick was the guest of honor at many parties.

As a result of this military action, Dick received a commission as Colonel.

Dick was not one to rest on his laurels and his next target was the capture of the "Columbia", a sister ship of the "St. Nicholas" which was then lying in the port of Baltimore. On July 8, 1861, Dick and four of his men boarded the "Mary Washington" to put the new plan into effect, but Dick's luck had run out in a big way. Aboard this ship was the captain of the St. Nicholas, who was on his way home after being released by the Confederate authorities! Dick's men were taken prisoner, but he managed to disappear. An intensive search followed and after almost two hours Dick is said to have been found "unarmed, his small body squeezed into the crowded confines of a bureau drawer."

Dick was imprisoned at Ft. McHenry. Although he was confined on a charge of piracy, he was indicted by a Maryland federal grand jury for treason. He was held as a criminal defendant, not a prisoner of war, despite the fact that he carried his written commission when seized. Further, the case was considered of such importance that six witnesses to the taking of the vessels were imprisoned along with Dick so as to be available to testify against him!

These witnesses were still being held in late 1862 when Mrs. C. A. Wilson, the wife of one of them directly petitioned Secretary of State William H. Seward. Her letter reads, in part, "Wilson was a hand on board the schooner "Margaret" when taken by Thomas. Please let him come home or please let me know why not. My three children have been sick for some time and two at present lie at the point of death, and myself in a state of destitution, and have I might say no aid at all. It depends on you whether we live or die. For God's sake let my husband come home."

Escape was always on Dick's mind and Union officials knew it. In July 1861, Major General N.P. Banks described him as "a dangerous and desperate man," who might attempt escape."

Continued

FOLLOW UP: Governor Letcher and Richard Thomas continued:

Meanwhile the Thomas family was using its wide array of political and personal contacts to obtain Dick's release.

By December 3, 1861 Dick was transferred to Fort Lafayette in the middle of New York Harbor. Within a few weeks, he was being closely watched by his Union captors for what appeared to be "secret ciphers" in his correspondence.

On the night of April 21, 1862, Dick asked for, and was granted permission to use the water closet located on the wall of the fort. Although he could not swim, he threw himself into the sea and headed for Long Island, but he was soon recaptured. It's hard to believe that someone who could not swim would just throw himself in the water unless he knew there was help waiting. On the other hand, one must remember that for the duration of his imprisonment, Dick was kept in solitary confinement and under the worst of conditions. His cell was described as dark, filled with water, with only a small hole for light. On cloudy days, he could not even see to walk around his cell.

Throughout the war, there were exchanges of prisoners, but since the Union did not consider Dick to be a prisoner of war, he was not included. His family vigorously pursued efforts to have his status changed to allow for his exchange.

By the end of 1862, 18 months had passed without trial, and four of the witnesses against Dick were also still imprisoned! There were originally six, but one had escaped and the other one had been released. Unfortunately, Mrs. C. A. Wilson appears to have not been successful in having her husband released.

Powerful political influences were also being brought into play as the United States Senate unanimously adopted the following resolution on January 28, 1863: "That the Committee on Military Affairs and the Militia be instructed to inquire for the purpose of extending such relief as the circumstances may require into the case of Mr. Thomas [Zarvona], of Maryland, now a prisoner of war at Fort Lafayette, who it is represented has been confined in a dungeon of that fortress since June last and is now hopelessly insane by reason of his sufferings." - The U.S. Army did not agree with Dick's mental status. On February 2, Dr. W. H. Studley, Acting Assistant Surgeon, U.S. Army, stated that "I find him social and rational, but somewhat eccentric in some of his ideas, and yet no more so than in thousands who may be said to be born with a certain turn of character."

About this same time, Governor Letcher wrote directly to President Lincoln. He noted that he saw no reason to treat "Zarvona" other than as a prisoner of war to be exchanged in the normal course. He also went further, and challenged Lincoln by advising him that if Dick were not considered to be a prisoner of war, then his right to a speedy trial, under the provisions of the U.S. constitution, had been violated. The clincher was when Letcher informed Lincoln that he had ordered that seven Union officers and soldiers from regiments "of the usurped government of Virginia" each be held in solitary confinement pending their exchange for Dick or his release and return to Richmond.

The involvement of the U.S. Senate, the communication from Governor Letcher to President Lincoln, and a plea for exchange from the Union soldiers being held by the Confederates, turned the tide. An exchange of prisoners was agreed, as part of which Zarvona gave "his parole of honor not to return to the United States or the Confederate States during the war, and that he will not take part in the rebellion."

Dick finally left Fort Lafayette on April 16, reaching Richmond on May 6, where temporary living quarters in the Executive Mansion were made available to him and shortly thereafter he left for Europe. My guess would be that he probably returned about the time of his mother's death on April 3, 1870.

After their mother's death, the brothers tried to divide the estate of their parents among themselves, but were unsuccessful. On February 14, 1873, Dick filed suit against his brothers. The court appointed a commission who made their report on May 20, 1873. The brothers then drew lots. George Thomas got Lot #1 which, in addition to acreage, included the dwelling house. R. T. Zarvona was assigned Lot #2 which included a barn, tenement house, and acreage. James William Thomas was assigned Lot #3 which included acreage only. Each of the three lots was appraised at equal value.

Dick Thomas died on March 17, 1875. Surprisingly, the "Beacon" only had one brief entry, which reads: "Died. During the night of the 17th ult., Col. R. T. Zarvona, at the residence of his brother, J. Wm. Thomas."

Many thanks to Linda Davis Reno for this information. - I would like to again express my appreciation and admiration for Linda's research. More information on Richard Thomas, and other families of St. Mary's County, Maryland, is available at: <http://www.stmarysfamilies.com/>

FOLLOW UP: First Flights Yukon - Alaska



This cover was carried on the First Flight from White Horse to Fairbanks on May 3rd 1938. (AMCN #3813.) - A question in the June 2004 newsletter, asked whether anybody knew what type of aircraft made the flight?

Many thanks to John Johnson and Mike Painter, who both informed me that the aircraft was a Lockheed L10 Electra, and that there was an illustration of it Air Mail: an illustrated history, 1793 - 1981 by Donald Holmes:



Captain S.E. Robbins has just landed his twin-engine transport at Fairbanks, Alaska, with inaugural mail from Juneau and points south. FAM 16's opening saved a day's time for mail between Seattle and Fairbanks.

John also sent me a copy of a letter from Pacific Alaska Airways who operated the service, confirming that the pilot was indeed Captain S.E. Robbins, not S.E. Robinson as stated in AMCN, and a copy of the U.S. Post Office bulletin for this flight, which includes a lot of information about the service:

NEW AIR-MAIL SERVICE

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, March 31, 1938.

Contracts have been awarded to Pacific Alaska Airways, Inc., for carrying the mails by aircraft on foreign air-mail route No. 15, from Juneau, Alaska, to White Horse, Yukon Territory, and return, and No. 16, from Fairbanks, Alaska, to White Horse, and return. The contractor is required to carry the mails on one flight a week each way and on any additional voluntary flights. The service will actually be performed through from Juneau by White Horse to Fairbanks, and return.

The plane will leave Juneau northbound Tuesday upon arrival of the steamship due to leave Seattle each Saturday morning. Returning, the plane is due to leave Fairbanks Sunday in time to connect at Juneau with southbound steamship due to arrive at Seattle each Thursday. The flying time is about 4½ hours.

Air mails bearing postage of 6 cents per ounce will receive dispatch by this service, as well as dispatch by the domestic air-mail routes where such mails can be advanced thereby.

Continued

FOLLOW UP: First Flights Yukon - Alaska continued:

The first air-mail flight will leave Juneau northbound May 3, 1938, and will leave Fairbanks southbound May 8, 1938.

First-Flight Covers

Special cachets will be placed on all articles dispatched from Juneau by the first flight for White Horse and for Fairbanks; special cachets will be placed on all articles dispatched from Fairbanks by the first flight for White Horse and for Juneau, and special cachets will be placed on all articles dispatched from White Horse by the first flights for Fairbanks and for Juneau. The articles will be back-stamped by the receiving offices at White Horse, Fairbanks, and Juneau, respectively.

For the first flight only, senders may address covers to themselves or to any other person at destinations in the United States and Canada, to be carried from Juneau to White Horse and from Juneau to Fairbanks, and send such covers prepaid with United States postage, stamps to be affixed by senders at the rate of 6 cents per ounce, in containers addressed to the postmaster at Juneau, Alaska. Such covers should be marked in the upper left corner "Juneau to White Horse" or "Juneau to Fairbanks," to indicate the service desired. They should be sent as early as practicable and in time to connect with steamship leaving Seattle April 27 to insure first-flight dispatch.

In like manner, covers addressed to points in the United States and Canada to be carried by the first flight from Fairbanks to White Horse and from Fairbanks to Juneau, with United States postage stamps affixed by senders at the rate of 6 cents per ounce, may be sent in containers to the postmaster at Fairbanks, such covers to be marked in the upper left corner "Fairbanks to White Horse" or "Fairbanks to Juneau." They should be sent in time to connect with steamships leaving Seattle April 23 and 27.

Covers sent to Juneau and Fairbanks in the manner indicated above but addressed to points other than in the United States and Canada, should bear postage at the rate of 8 cents per ounce.

As an exception, senders outside of the United States may enclose appropriate money order payable to the postmaster at Juneau or Fairbanks, respectively, with covers sent those points, for the purchase of stamps.

Arrangements have been made with the Canadian Administration for dispatch of first-flight covers from White Horse to Fairbanks and from White Horse to Juneau, on which Canadian postage must be paid. Such covers may be sent in containers to the postmaster at White Horse, Yukon Territory, Canada, either with Canadian postage stamps affixed or with appropriate money order payable to the Receiver General of Canada at White Horse. The Canadian postage rates for the covers will be as follows: To addresses in Canada, Newfoundland, United States, Great Britain and Northern Ireland, 6 cents per ounce (except to Hawaii, 25 cents per ½ ounce, and Guam, 50 cents per ½ ounce); to other points in Europe, 10 cents per ounce; to West Indies, British Guiana, Mexico, Cuba, and Central America, 10 cents per ¼ ounce; to Bermuda, 15 cents per ¼ ounce; to Africa and Asia (via Europe), 25 cents per ½ ounce; to Australia (via England), 35 cents per ½ ounce; to Colombia, Ecuador, Venezuela, Dutch and French Guianas, 25 cents per ¼ ounce, and for the remainder of South America, 35 cents per ¼ ounce, and to the Philippines, 75 cents per ½ ounce. The covers should be marked "White Horse to Fairbanks" or "White Horse to Juneau," to indicate the service desired. To insure connection, covers to White Horse should be sent in time to connect with steamship leaving Vancouver April 22; however, connection may be made for a supplemental dispatch from Seattle April 26. No checks accepted.

Covers mailed at Juneau and Fairbanks will be returned to-addressees after the flights by ordinary mail, while covers mailed at White Horse will be returned by air mail where available.

Of course, covers originating in the United States proper or southeastern Alaska and addressed to the interior of Alaska, may be mailed in due time at any post office and marked "Hold at Juneau for First Flight"; also, covers mailed in the interior of Alaska for points in southeastern Alaska or the United States proper or points beyond, may be marked "Hold at Fairbanks for First Flight."

HARLEE BRANCH,

Second Assistant Postmaster General.

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.

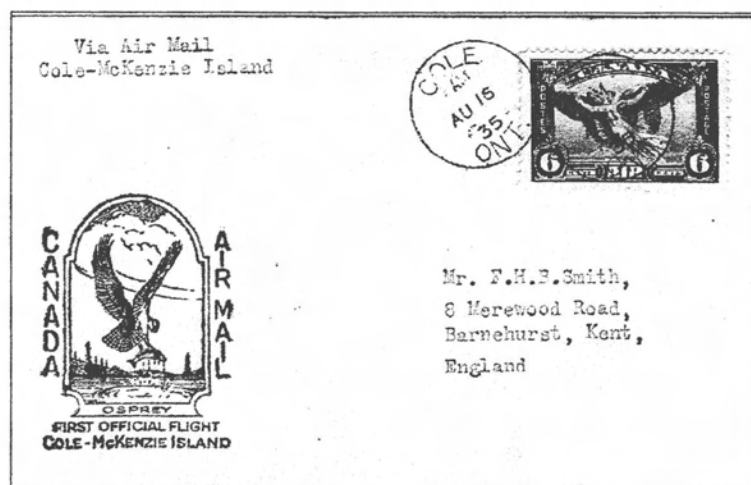
Labrador "stamp"?



Question: Has anybody any idea what this stamp was produced for? by whom? and why? My guess is that it might have been the US Air Force Base at Gander. It measures 48 mm across & 37 mm high.

Editor's response: I'm sure I've read about this "stamp" in the *Canadian Stamp News*, and don't think it was for the US Air Force base at Gander. - Can anybody send me some information as to what it was intended for?

Where's Cole?



This cover is listed as # 3523a in the Air Mails of Canada and Newfoundland:

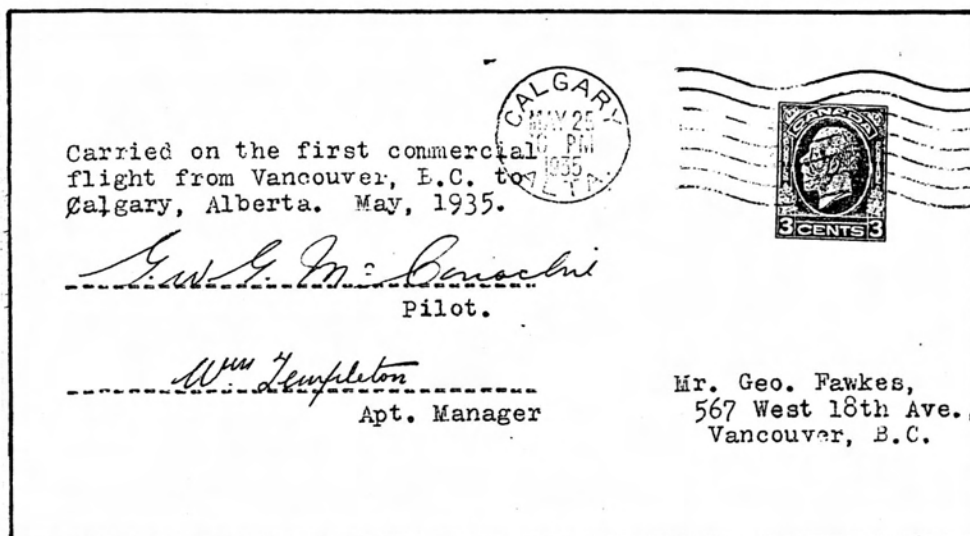
1935, August 16 — Cole added to Kenora - McKenzie Island Route. On this date a new post office was opened at Cole, and it was made a point of call on the Kenora to McKenzie Island route. Official cachets, applied in black, were provided all points for letters prepaid at the air mail rate of 6¢ per ounce. Pilot David P. Glen of Canadian Airways made the first flights.

The post office at Cole was still operating a year later, as AMCN lists flight #3605:

1936, June 8 — Golden Arm added to Kenora - McKenzie Island Route. Golden Arm was added between Red Lake and Cole.

However, Cole does not appear on modern day maps!

Can anybody provide any information as to exactly where Cole was, why a post office was opened there, and what happened to it?

INFORMATION WANTED continued:**1935 Vancouver - Calgary cover****Typed endorsement:**

Carried on the first commercial flight from Vancouver, B.C. to Calgary, Alberta. May, 1935.

Postmarked:

CALGARY MAY 25 10 PM 1935

Signed by Grant McConachie (pilot)

Dick McIntosh sent me this cover, with a note that:

Here is an item that I had not seen before, and at first did not know what to make of it. It looked authentic, but there was no previous record of a commercial flight over the Rockies at this time. After a lot of searching through the usual Canadian aeronautical books, this entry was found in Wings over Calgary: May 16, G. W. G. McConachie of United Air Transport flew its first passengers across the Rockies from Calgary to Vancouver in a Ford 4-A T-A Tri-Motor, G- CARC. The company had hopes of starting a regular passenger service between Calgary and Vancouver, but this service never came to be."

This was enough to earn it a listing, but some questions still remain:

- were covers carried both ways?
- were covers all postmarked Calgary, and on what dates?
- How many covers were there?

Perhaps other covers exist which our members know of?

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

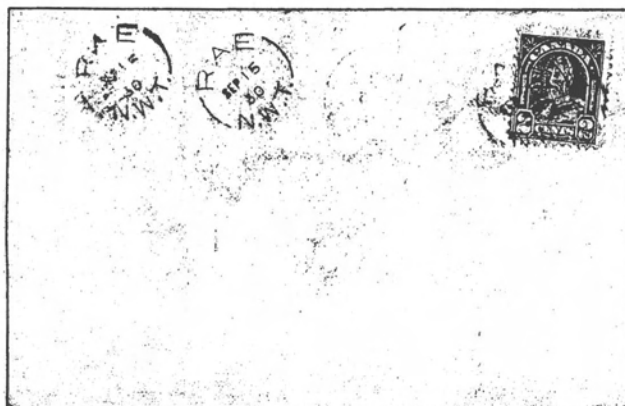
MARK-LANE STAMPS**SPECIALISTS IN CANADIAN SEMI-OFFICIAL AIRMAILS**

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

WANT LISTS FILLED.

P.O. Box 626, West Haverstraw, NY 10993, U.S.A.

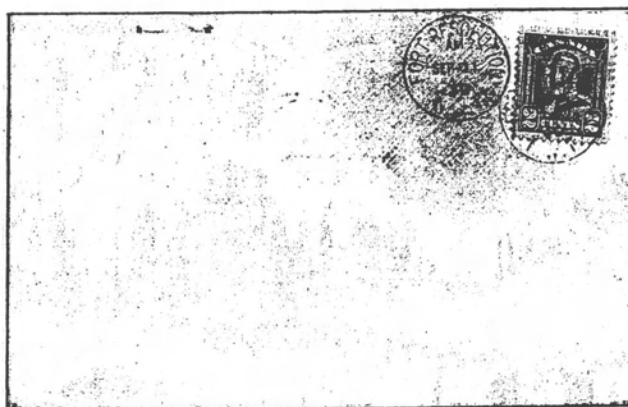
Tel/Fax: 845 362 5330 E-mail: rws45@aol.com

INFORMATION WANTED continued:**Is this an unlisted First Flight Cover ?**

COVER 1 - Postmarked: RAE SEP 15 30 N.W.T.
Backstamped: FORT RESOLUTION AM SEP 15 N.W.T.

At first glance, there is nothing to suggest that this is a First Flight Cover. - The franking is for regular mail, and there is no air mail endorsement, (or address).

However, it was found together with the similar looking cover below, which matches the listing of flight #3045 in the Air Mails of Canada and Newfoundland:



1930, September 11 — Fort Resolution - Rae. Details of the flight are not known.
 No official markings were applied.

3045 Fort Resolution - Rae, Sept. 11

25.00

Although postmarked Fort Resolution on September 11th, the second cover is backstamped Rae, September 15th. - It seems quite possible, indeed likely, that the Fort Resolution - Rae flight was delayed or interrupted, and did not reach Rae til September 15th; and that the return flight was made on that day.

Since somebody had arranged for unaddressed, and therefore "philatelic" covers to be carried on the flight to Rae, it seems reasonable that they would also have arranged for covers to be carried on the return flight.

Both covers were in a small collection, that included many uncommon covers from this period, such as those illustrated on the next page.

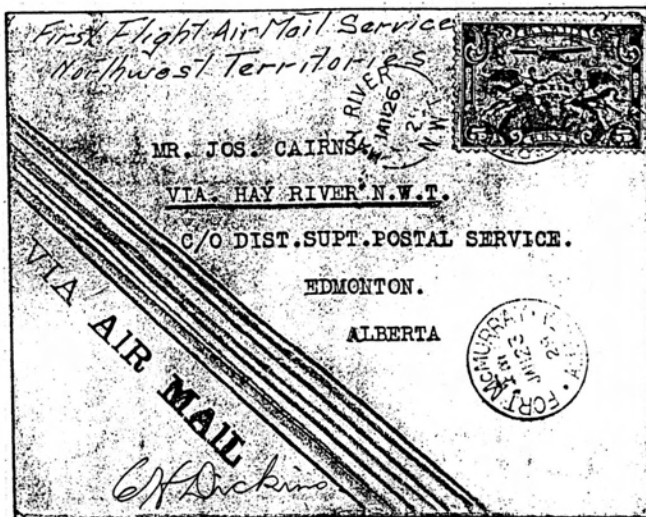
Is this circumstantial evidence sufficient to assume that the top cover is an unlisted First Flight Cover? I would be most interested in readers' opinions on this.

Both these covers will be sold in October by SELECT STAMPS AND COVERS of Calgary. (Tel. 403 264 1551.) Please see the next page for more information.

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 Flight Cover Auction



AMCN #2907d

Fort McMurray - Hay River, from Punch
Dickins Northwest Territories Flight, January
1929. - Pilot signed.



AMCN #3835 related.

Trans-Canada Airlines inaugural service from
Vancouver to Winnipeg, and Lethbridge to
Edmonton, October 1938.

Unlisted cover from Vancouver to Edmonton,
addressed to R.W. Hale, DS Postal Service.

These covers, and those shown on the previous page, are part of a large collection of Canadian First Flight Covers, to be sold in October by SELECT STAMPS AND COVERS of Calgary.

The collection includes of many of the rarer FFCs and special flights from the 1929 - 1938 period; pilot signed covers; some double-cacheted covers flown on two first flights; a few semi-official covers; and a pioneer flight cover PF-28 from Estevan, Saskatchewan.

For more information, please contact Philip Wolf, 513-8th Ave SW, Calgary,
Alberta T2P 1G3. (Tel. 403 264 1551.) Email: selstamp@telus.net

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in
March, June, September and December.

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

November 1st.

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.

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.

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: _____ 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.**

276 Richard Allen
37 Joseph Berkovits
103 K.Bileski Ltd.
242 Jacques Bot
130 Basil Burrell
1 Patrick Campbell
271 Nino Chiovelli
62 Gary Coates
352 Tony Conyers
270 Earl Covert
304 James Davidson
336 George Dresser
55 J.M.Ellis
182 Robert Foottit
211 Carl Freund

298 Dale Green
273 Denise Guimond
97 Gary Hayashi
215 Jack Ince
132 John Jamieson
319 Donald Kaye
87 Roland Kohl
54 Norbert Krommer
92 Robert Marcello
21 Dr.D.Mercer
155 Larry Milberry
170 Kenneth Mitchell
349 Ken Morris
214 Trelle Morrow
350 Bill Pearce

212 Harold Petoskey
351 Robert Pinet
81 Stephen Reinhard
56 Col. William Robinson
6 Ken Sanford
4 Mike Shand
295 Gloria Shaw
5 Pat Sloan
20 Gibson Stephens
294 Robert Terry
9 Geoffrey Thompson
291 Walter Veraart
241 J.W.T.Wannerton

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.