



THE CANADIAN AEROPHILATELIST

#65

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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DECEMBER EDITORIAL - This issue is the traditional "Seasonal Special" newsletter, emphasizing short items sent in by members specially for this issue, or during the year. Many thanks to everybody who contributed.

VERY BEST WISHES TO ALL READERS FOR THE NEW YEAR,

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

Dear Aerophilatelic Friends :

I hope that the departing year 2005 treated you kindly in all of your endeavours, including your aerophilatelic activities. May 2006 bring you success in all of your endeavours and grant you health, prosperity and happiness. Unfortunately as the years progress we loose dear friends to death. Our latest aerophilatelist is Cecil Stoner who succumbed to an illness on 17 October 2005. Cecil was the Chairman of the Western Chapter of the CAS and carried out his duties diligently. I first corresponded with Cecil in 1962 when I was serving in the RCAF at the RCAF Air Weapons Unit in Sardinia. Cecil served in the Postal Corps in Gaza. We exchanged Canadian military cancellations. Many years later we became involved in CAS activities. On behalf of the CAS members I sent a letter of condolence to his wife Dorothy. We salute the memory of our dear friend Cecil Stoner.

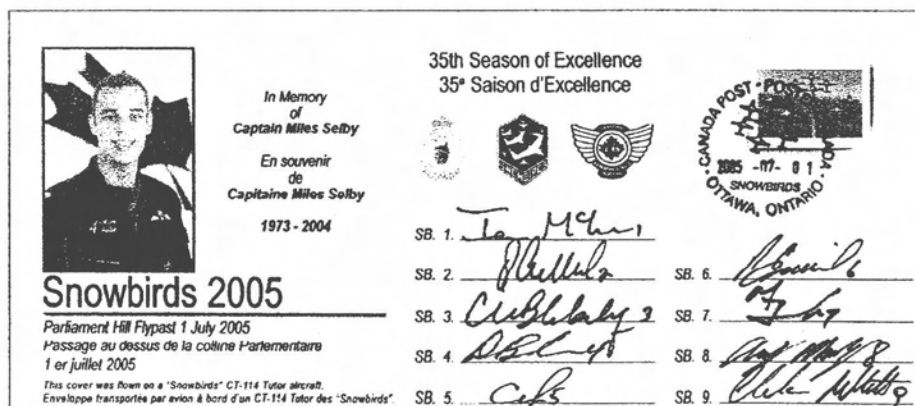
I have been advised by Gordon Mallett that the new Executive of the CAS Western Chapter, is Denny May, Chapter Chairman, and Dave Brown is the CAS Chapter Representative. Congratulations, Denny and Dave, upon your appointments. We look forward to a long association with you both and your Western Chapter members.

I have received the 2005 flown Snowbird autographed covers dated 1 July 2005. The three different Canada Post picture postage of the Snowbirds were used again this year. The covers are available at \$30.00 each for the covers autographed by the nine pilots, (see below - Ed.), and \$55.00 for the set of nine covers each autographed by a different pilot. Next year there will be two new Snowbird stamps issued by Canada Post on 28 June 2006 in recognition of the Snowbirds's contribution to Canada's aviation reputation. It had been hoped that the issue would have been made in 2005, the 35th Anniversary of the Snowbirds. Canada Post received a great deluge of complaints concerning their refusal to issue a Snowbird commemorative stamp with the end result that two stamps will be issued in honour of the Snowbirds. Our 2006 covers will use these two new stamps.

An ORAPEX 2006 date card is enclosed in this December issue of the Canadian Aerophilatelist. Attend if you are able as the show has as its theme, The Snowbirds. The show's dates are Saturday, 6 May 2006 and Sunday, 7 May 2006. Why not consider exhibiting this year at ORAPEX 2006? The big FIP show, Washington 2006, is fast approaching, 27 May to 3 June 2006. Do yourself a favour and attend with your aerophilatelic friends.

I will be in Naples, Florida again in 2006, 3 January to 28 February 2006. Since I have my mail forwarded to Naples I can be easily reached. I also check my Email twice a week for messages when I am not in the pool or fishing. Best wishes for Christmas and the New Year 2006.

Dick Malott, *President CAS*



The 2005 Snowbird covers bear a coloured portrait of the late Captain Miles Selby, who died in an accident while training in December 2004.

NEWS - NEWS - NEWS

NEW MEMBERS

Welcome to:
Daryl Frenette
Ray Simrak

In Memoriam

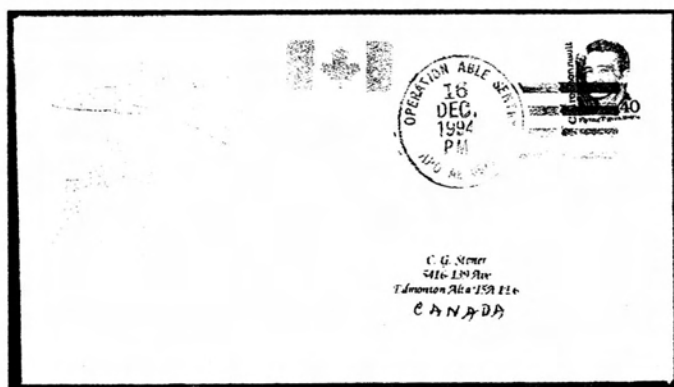
Ken Bolton

Ken was one of our overseas members, who lived in Lancashire, England. He had an extensive collection of Canadian Flight Covers, and many other philatelic interests, including Jamaica.

I would like to again offer condolences from the CAS to Ken's family, particularly his daughter Jean Rowe.

I am also pleased to inform members that Jean will be taking over Ken's membership in the CAS, and that Jean and her husband Phil, were a delightful addition to the regular participants at the Day of Aerophilately in Toronto on October 30th.

Cecil Stoner



Cecil will be known to many members as a producer of Military Flight Covers, and more recently has been the Western Chapter Representative on the CAS Executive Committee. A tribute to Cecil is included in the Western Chapter Report, on the next page of this newsletter.

I would also like to offer my condolences, and those of the CAS, to Cecil's family.

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

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]

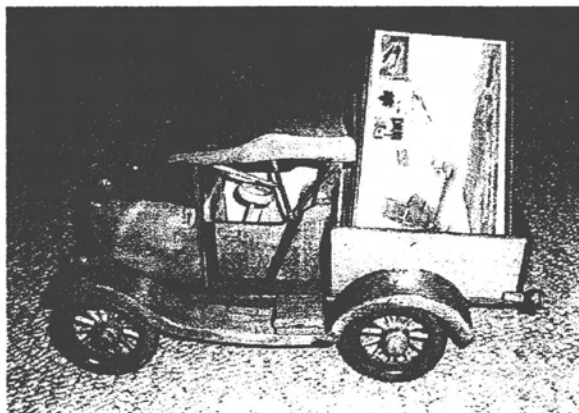
WESTERN CHAPTER REPORT - Remembering Cecil

On November 5 a chapter meeting was held in Millet. It was a melancholy time - a time to reflect on the life of our friend Cecil Stoner who passed away on October 17. Cecil had occupied the position of chapter chairman and was western representative to the CAS Executive Committee. The meeting was necessary as the first step in 're-grouping'. At the meeting we welcomed a new CAS member, Red Deer's Daryl Frenette. Active chapter membership now stands at eight; Red Deer [2], Calgary [2], Edmonton [3], Millet [1]. Denny May was confirmed as new chapter chairman and Dave Brown as CAS western rep. Progress reports were made at the meeting concerning chapter initiatives including next summer's Katherine Stinson re-enactment flight.

A computer search of the Index to *The Canadian Aerophilatelist* reveals Cecil Stoner's name appearing in an article in the June 2001 issue, one of a series of excellent biographies by Ivan MacKenzie. The article is titled **Who's Behind the Cover**; the subtitle, **Sergeant (Ret'd) Cecil George Stoner, CD and Rosette**. It highlights two major components of Cec's adult life - his Canadian Forces career and his hobby, [aero]philately. Cec joined the PPCLI at the tender age of 16 and then later the RCAMC. In addition to his military service in Canada he served in the Middle East, the Far East and at several United Nations Emergency Forces locations around the world. Upon his retirement from the military he started a second career, this time with Revenue Canada. In 1998 he again retired, having provided faithful service to his country for a total of 54 years.

Cec's interest in aerophilately started many years ago. As well as collecting covers, he himself produced a variety of interesting covers. Within the *Canadian Forces Covers* section of *The Air Mails of Canada and Newfoundland*, he is identified as the author of several covers whose cachets read, "Canadian Armed Forces /Flown Cover /Flown From ... /To ... /Pilot ... /Date ..."

Last year Cec decided to set down in print his recollections of his life. And what a remarkable life it was - the stuff of which movies are made. In 1939, at just eleven years old and finding himself abandoned by his mother, he roamed the streets of Winnipeg. For two years his life consisted of sleeping where he could find shelter and eating where he could find food. Later he spent time riding the freight trains back and forth between Manitoba and Ontario. He relates that, "luckily at sixteen my life took a complete turnaround - I joined the army." While in the services he became a boxer and was known as 'Battling Stoner'. Of a total of 67 fights he lost only 7. Turning down an invitation to turn professional, he rededicated himself to serving his country.



Upon retirement Cec decided to involve himself in a new hobby - wood modelling. He hand-crafted a large number of airplanes, cars and trucks, one of which is pictured here. A recent flight cover acquisition with which he was very pleased, the Alcock and Brown re-enactment cover, is seen being 'transported' by a favourite construction of his - the famous Walton truck. At the reception following his memorial, Cec's wife Dorothy gave each chapter member a completed model. In her words, "Just so you will remember Cecil."

We will remember you Cec - with affection and with respect. You have fought the good fight. Rest easy.

... your friends in aerophilately

WASHINGTON 2006

A request from Nino:

Canadian Aerophilatelic Society members attending this event are asked to contact me. It would be nice to visit with you and if your itinerary permits, perhaps you could help at the American Air Mail Society table for a two-hour shift (not obligatory)? My contact addresses are:

Nino Chioveli nchiovel@telusplanet.net
14419 - 87 Street
Edmonton AB
Canada T5E 3G6 Telephone: (780) 475 9665

and a message from Ken Sanford, AAMS Convention Coordinator

We have booked a block of rooms for American Air Mail Society members from 26 May to 3 June, at the following hotel:

Clarion Hotel Bethesda Park
8400 Wisconsin Ave.
Bethesda, Maryland 20814
Telephone 301 654 1000 Fax 301 654 0751
Email: sherinearif@bethesdaparkclarion.com

The special AAMS rate is US\$90.00 single or double plus taxes.

The hotel is close to the Metro, which goes to the Washington Convention Center, and there are lots of shops and restaurants within walking distance of the hotel.

The AAMS will have a hospitality room on the nights of 31 May, 1 & 2 June.

When booking, refer to the American Air Mail Society block of rooms. - The cutoff date is 26 April, but the rooms will probably all be sold way before that date, so bookings should be made as soon as possible.

Any questions should be sent to Ken Sanford at:

12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland,
Phone & Fax +41 22 774 2472, Email: kaerophil@ch.inter.net

CANADA'S HOCKEY HALL OF FAME

I've also been informed by Nino that one of the covers created by the *Western Chapter - Canadian Aerophilatelic Society* for the Snowbirds Flypast at the Heritage Hockey Game in Edmonton, November 2003, and donated to Canada's Hockey Hall of Fame; is now part of the Heritage Hockey Game Display, in a Hall of Fame Road Show Exhibit that is travelling across Canada!

Wow!

Edmonton Stamp Club Spring National Show - March 2006

As Exhibits Chair, (and as RPSC Judging Coordinator), I am interested in attracting as many exhibits as possible to our show. Anyone who has previously exhibited at a regional or local show, and has received at least a silver medal in open competition, is eligible to exhibit at a national show. Exhibit applications will be accepted up to March 1, 2006.

Our show is March 24-26 at our usual venue (West Edmonton Mall), and is a RPSC-accredited national level show. We welcome exhibits, and attendees, from across the country and the United States.

For more information please contact me at P.O. Box 399, Edmonton, Alberta T5J 2J6, or visit our website at <http://www.edmontonstampclub.com/>

David Piercey

CONGRATULATIONS to NEW ZEALAND

As noted in our September "Aerophilatelist", we became a Society 11 years ago in 1984. It is with some awe therefore that we note the 75th anniversary of the AIR MAIL SOCIETY OF NEW ZEALAND, founded in 1930 at a time when there were no regular air mail services either in New Zealand or between that country and the rest of the world.

They are still going strong with a Newsletter every month and we salute this impressive achievement. For more info.,

try: Website: www.newzeal.com/Philately/AirmailSociety.htm



CONGRATULATIONS INDEED! I cannot express it better than Mike Shand has above!

I'd also like to add my congratulations to ALAN TUNNICLIFFE, who is completing 25 years as editor of the New Zealand Air Mail News! That's awesome!

AND CONGRATULATIONS TO DICK MALOTT

The Royal Philatelic Society of Canada has announced that:

Charles J.G. Verge, President of The Royal Philatelic Society of Canada (RPSC), has announced that Richard K. Malott is the 2005 recipient of the President's Medal which honours individuals or organizations for their outstanding contribution to the hobby.

At present Dick Malott is a member of almost 20 philatelic or aerophilatelic societies. He has been a long-time member of The RPSC where he has held several positions, especially appointments as commissioner and judge to many international philatelic exhibitions. He has been president of the Canadian Aerophilatelic Society since 1993. For his contribution to stamp collecting, he was named a Fellow of the RPSC in 1986.

Dick Malott says "it is a special honour to receive the President's Medal." For Charles Verge, he is a "worthy recipient who has always given his best effort to the hobby. His work for and interest in aerophilately is probably unmatched in North America."

Dick was also elected as a Fellow of the Royal Philatelic Society London, by the Council on 30th November 2005!

Congratulations Dick!

THE AIRPOST JOURNAL

My compliments to the following members of the CAS, who have recently had articles published in The Airpost Journal of The American Air Mail Society:

- **MURRAY HEIFETZ**, *Forgeries of OAT and AV2 Markings*, (August 2005). - Murray is currently working on a 3rd Edition of his book about OAT and AV2 markings!
- **ED MATTHEWS**, *First Dutch East Indies Airmail Issue on Cover*, (September 2005). - This article was a development of the very interesting presentation that Ed gave at the CAS Day of Aerophilately in Toronto, in October 2003.
- **JACK INCE**, *Via Natal - Bolama to Europe*, (November 2005). An examination of some World War 2 covers, carried by FAM 18 / FAM 22, jointly authored with Barbara Priddy. Jack has also written up several covers for the "Cover of the Month" feature.

And my compliments also to **JIM GRAUE**, for producing an excellent journal once a month! (For more information about The Airpost Journal or The American Air Mail Society, contact Jim at East 11911 Connor Road, Valleyford, WA 99036, U.S.A.; or visit the website at: <http://www.americanairmailssociety.org>).

CELEBRATING OUR COLLEAGUES: HAPPY BIRTHDAY to JACK INCE

Following my editorial in the June newsletter, I would like to wish Jack a **HAPPY 70th BIRTHDAY!**

These greetings are a bit late, as Jack collected stamps as a schoolboy before serving in the army during World War 2. - He described these early years of his collecting career, and also his memories of the R 101 airship, and flying in biplanes, in an article in the September 1997 Canadian Aerophilatelist.

From the early 1950s on, Jack specialized in British Colonial Africa, as a result of regular visits on business to West Africa, South Africa, and Rhodesia. Later he concentrated on the stamps and postal history of early Nigeria. He joined the West Africa Study Circle in the 1960s, and over time served as its Membership Secretary, Librarian, and eventually President.

Jack wrote about his stamps and covers in many periodicals, and published The Postal Services of the British Nigeria Region pre 1914 with John Sacher. This massive work of 576 pages was published by the Royal Philatelic Society in London, and became the standard reference source on its subject.

In 1992 Jack was elected a Fellow of the Royal Philatelic Society London.

Jack emigrated to Canada in 1993. He sold his Nigerian collection before he moved, and began collecting covers from the pre-war British Air Mail Services in Africa. This collection was displayed at a meeting in Toronto of the Philatelic Specialists Society of Canada, of which Jack had been elected a member on his arrival in Ontario. (The collection was later sold, and Jack then very kindly donated his research papers on African air mails to our CAS library.)

Jack's current collecting interest is "the Trans-Atlantic air mail services in World War 2 flown by Pan American Airways". He continues to share his research with other collectors by contributions to this newsletter, and The Airpost Journal, and is a much appreciated participant in the annual Day of Aerophilately held by the CAS in Toronto each Fall.

Happy Birthday Jack!

CANADIAN POSTAL RATE INCREASES

Canada Post has announced the following changes, with effect from January 16, 2006:

- The basic domestic letter price (0 - 30g) increases by one cent, from \$0.50 to \$0.51.
- For standard lettermail over 30 grams up to 50 grams, the rate increases to \$0.89.
- For oversize letters, and letters up to 100grams, the rate increases to \$1.05.
- The price for Standard USA Letter-post for Items weighing up to 30 grams changes from \$0.85 to \$0.89.
- Standard International Letter-post for Items weighing up to 30 grams changes from \$1.45 to \$1.49.

A WINTER TIME QUIZ: Guess the First Flight Cover Prices ?

As a follow-up to the Forum on FFC prices, that Gord Mallett began in the last newsletter, I have produced a "Winter time Quiz".

The ten covers below are all from the Kingston - Toronto leg of the Special flights for the DEDICATION OF KINGSTON AIRPORT, on June 4th 1929.

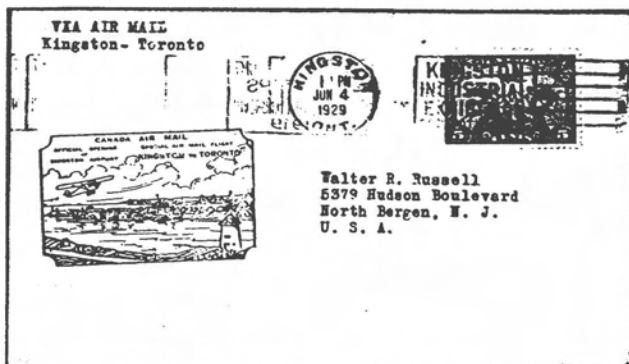
These covers all come under the single listing in The Air Mails of Canada and Newfoundland of flight #2933a. As such, they all have the same catalogue value of \$3.00, but in practice some are likely to be priced higher than others.

All readers are invited to send in their opinion as to the price at which each cover should be priced, if it was offered for sale by a dealer, at a stamp show in Canada.

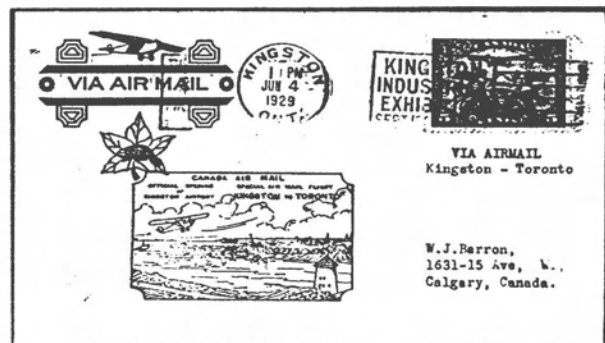
(A note for readers outside Canada: when American dealers visit Canadian shows, some add 15% to marked prices to allow for the exchange rate, but many don't, and the marked prices aren't changed.)

I will then work out an "average" price for each cover from the entries I receive. [This will be a compromise between the arithmetical average, (mean); middle value, (median); and most common value (mode)]. The average prices will be reported in the next newsletter.

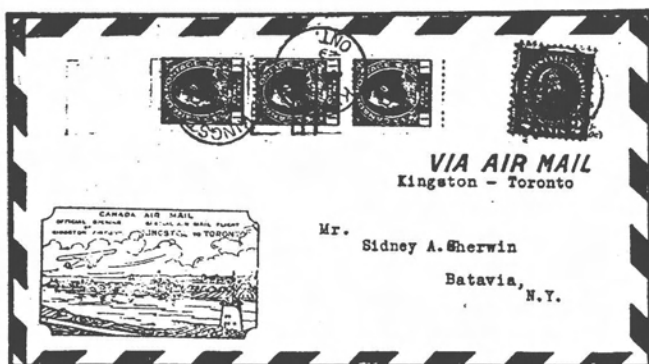
For the Quiz, entries will be given 2 points for each cover priced within \$1 of the "average", or 1 point if a cover was priced within 25% of the "average". - If a tiebreak is necessary, this will be based on the total estimated average value of the covers. The winner of the Quiz will receive Cover number 10 as their prize.



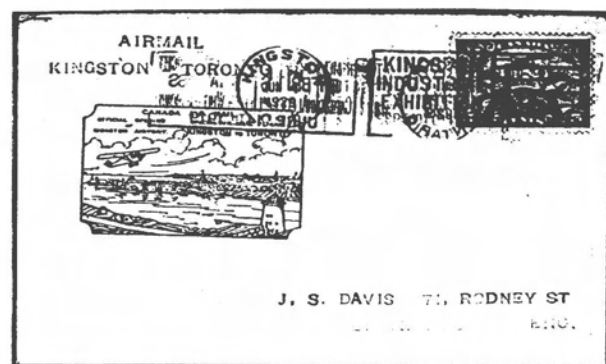
Cover 1
Plain envelope.



Cover 2
Fancy envelope.

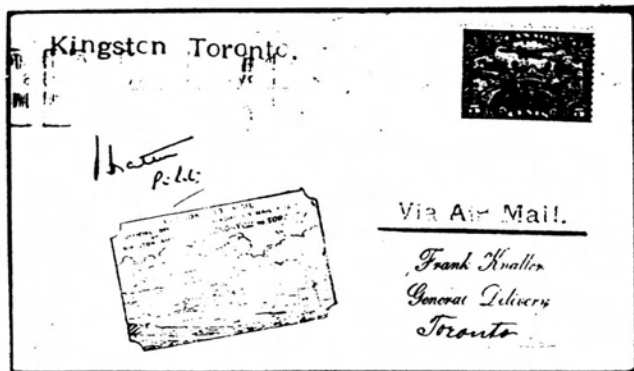


Cover 3
Unusual franking:
3 cents Canadian + 2 cents American stamps.
(This cover should have been charged Postage Due, or not been carried.)

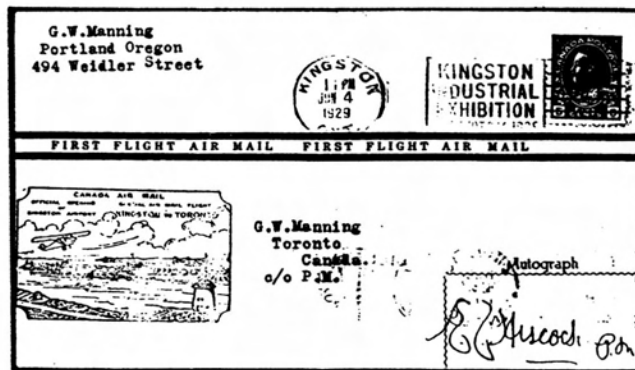


Cover 4
Addressed outside of Canada and the U.S.A.
To J.S. Davis, Liverpool, England.
(5 cents was the correct postage to England.)

Continued

A WINTER TIME QUIZ: Guess the First Flight Cover Prices ? continued:

Cover 5
Pilot signed.



Cover 6
Postmaster signed.

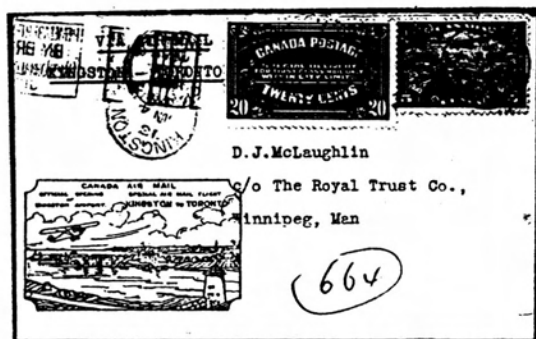


Cover 7
Overfranked.

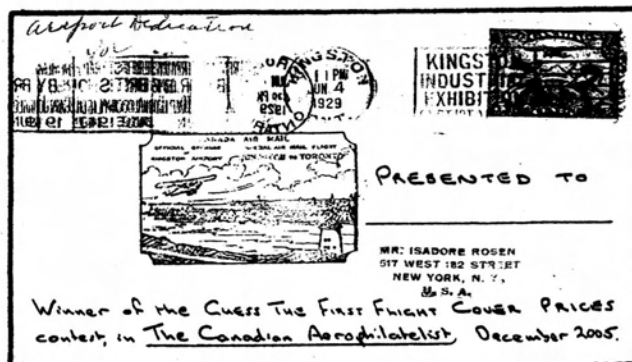
This is one of a number of colourful, overfranked covers produced by Frederick Krueger.



Cover 8
Registered.



Cover 9
Special Delivery.



Cover 10
Unique!

The prize for the *Guess The Cover Prices* contest: the winner's name will be added.

Please send your entry to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, to reach me by March 1st.

Season's Greetings to all readers, *Cm:s*

SEASON'S GREETINGS

EARLY PILOTS - KEITH TAILYOUR

I am always intrigued when a personal connection is made between current day aerophilatelists, and the early pilots, so much enjoyed reading the following letter from Mike Painter:

A bit of aviation information came up a couple of days ago when I had lunch with my cousin whom I've known all my 77 years but hadn't asked the right question in all that time. Her father, my uncle Keith Tailyour, was a veteran of the RFC in the First World War and I knew he'd come to Canada and was killed in a plane crash in Ontario about 1921, before I was born. He left my Aunt Chris with my cousin Joan, who was only four years old. Keith's brother married my Aunt Chris' sister, Jess, and they lived in the Okanagan where I grew up, so I knew them all my life but had never discussed uncle Keith with them, either.

Finally at lunch a couple of days ago I asked Joan if her Dad had been flying for the OPAS when he was killed. She said no, he'd originally emigrated to Edmonton and used his war gratuity to buy a car, which he used as a taxi, and a plane which he'd used for fun. When the Canadian Air Force was formed he became an instructor at camp Borden. He had high blood pressure, but medicals were not too important then so he wasn't grounded. Not long after he started instructing he blacked out while flying and the crash killed him.

I then asked Joan if she knew if uncle Keith had ever run across Wop May. She said they were good friends and after Joan and Chris and my mother had moved shortly after to the Okanagan and were living on the lakeshore just south of Kelowna (where I grew up), that Wop had flown in and landed on the lake and visited with them. I passed this on to Denny May for interest.

I looked up uncle Keith's plane in the Civil Aircraft Register and find it was G-CABP, an Avro 504K bought June 17, 1920 by Edmonton Aircraft Company, which had been formed the previous year by Keith and a J. McNeill. In March 1921 it was severely damaged in a crash which Keith survived without injury (details of the crash unknown) and was subsequently leased to J.L. Larsen where the record ends. I speculate that the crash ended the company and Keith took the instructor's job in Ontario to make ends meet. The Civil Aircraft Register has been in my den for years and only a casual question to my cousin made me aware my uncle was mentioned in it, having bought the 42nd plane registered in Canada.

Season's Greetings from Mike Painter

Vance Auctions Ltd.

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usually including many Canadian airmail stamps and covers.

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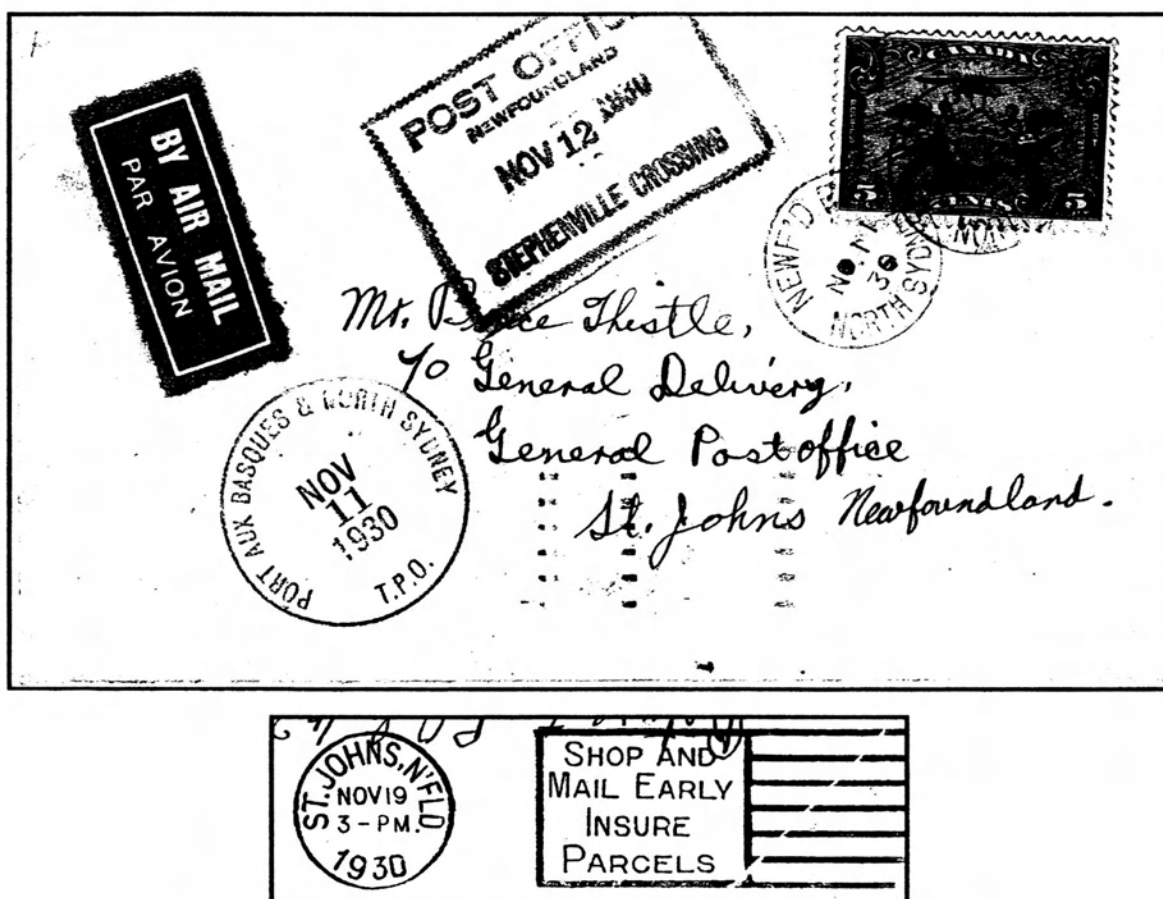
Flight by Arthur Sullivan, November 11, 1930 Toronto - St. John's, Newfoundland

One of the pioneers of internal air mail flights in Newfoundland was the locally born Arthur Sullivan. He obtained his pilot's licence in England on January 1st 1930. On his return, his parents bought him a second-hand Gypsy Moth plane at Toronto which he proceeded to fly to St. John's with Douglas Fraser.

They left Toronto on November 11, picking up mail at North Sydney (Nova Scotia), Stephenville Crossing and Grand Falls, Newfoundland.

Mail was picked up at North Sydney on November 12, and later that day the flight reached Stephenville Crossing (Newfoundland) where the mail received a dated cachet. Adverse weather conditions prevented the plane continuing until November 18. Then, after flying for about an hour, the plane was once again forced to land near Grand Falls. On the following day, in spite of considerable difficulty in getting into the air, the flight was successfully completed at 2.45 p.m. The mail then received a St. John's backstamp.

The cover shown is from the small amount of local mail brought from Port Aux Basques to Stephenville Crossing where it joined the flight.



Season's Greetings to all members, with thanks again to the Editor for another excellent year.

From David Granger, UK

GENERAL BALBO IN SHEDIAC, 1933

The flight of General Balbo's armada of 24 aircraft from Italy to the Century of Progress Exhibition in Chicago, created a sensation in 1933. The aircraft flew from Orbetello, Italy; via Amsterdam; Ireland; Iceland; Cartwright, Labrador; Shediac, New Brunswick; and Montreal; to Chicago. *"At all times during the flight the aviators held their tight formation, even in thick fog".*¹

Bruce Kalbfleisch sent me a copy of this OFFICIAL SOUVENIR PROGRAM, produced for the arrival of General Balbo's armada in Shediac:



The arrival of the armada was celebrated by several events, including:

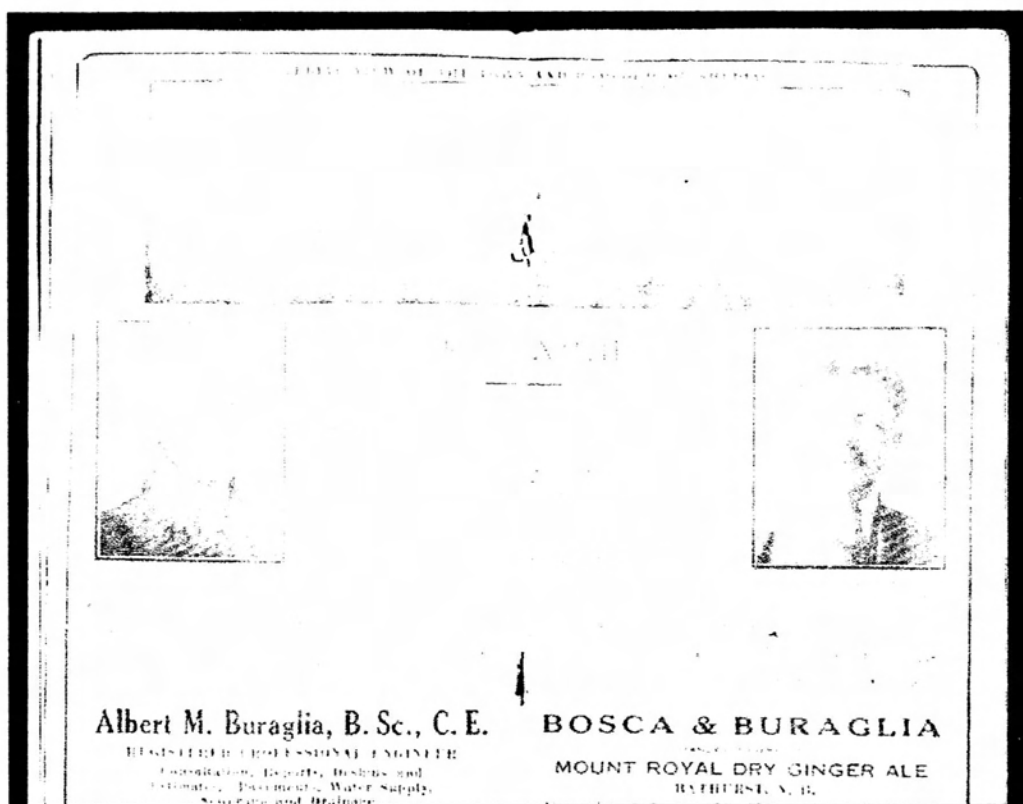
- Guard of Honour from H.M.C.S. Saguenay will give General Balbo a General Salute, as he steps on Canadian soil for the first time.
- Short addresses of welcome by Major General the Hon. H.H. McLean, Lieut.-Governor of New Brunswick; Hon. Col. Murray MacLaren, Minister of Pensions and National Health; Hon. L.P.D. Tilley, Premier of New Brunswick; Brigadier J.L.R. Parmere, commanding Military District No. 7; and Dr. A. Sormay, Mayor of Shediac.

and a reception.

The program is 12 pages long, (two are shown above), and includes a list of events; the names of the pilot and personnel in each aircraft, and the aircraft's identifying markings; a description of Shediac; and lots of advertisements.

Continued

¹ *Chronicle of Aviation*, J.L. International Publishing (1992), page 307.

GENERAL BALBO IN SHEDIAC, 1933 continued:

Thanks Bruce.

(An article describing the arrival of General Balbo's armada in Shoal Harbour, Newfoundland, on its return flight to Italy, was included in the June 2005 newsletter.)



Wanted: Singles, blocks, sheets and covers of the above label

Canadian Pioneer & Semi-Official

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Singles, tete-beche pairs, blocks, sheets, covers, proofs, essays, etc..
SCADTA stamps and covers (Canada "Ca") and (United States "EU")

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Phone 248-988-7027

Email: simrakr@hotmail.com

J. P. Roméo Vachon:

*Pioneer Canadian Aviator; Air Mail Pilot; Air Transport Company Executive;
Member of the Air Transport Board in Ottawa.*

Pierre Vachon has created a terrific website, describing the life and achievements of his father Roméo Vachon. - It covers his father's whole life, including the years before he became famous for his work establishing the air mail services along the North Shore of the St. Lawrence.

Roméo Vachon was born of French-Canadian parents in the town of Sainte-Marie-de-Beauce, Québec, on June 18, 1898. He attended primary school followed by commercial studies at a college run by the Christian Brothers in the same community. His father farmed his own land but that is not what Roméo, one of ten living children, wanted to do in life. So he went to work as a chauffeur for a well-off Québec City merchant and, when the Mont Blanc explosion occurred in December of 1917, he went to Halifax in search of work with his elder brother, Irénée. It there and then, at the age of nineteen, that he decided to join the Royal Canadian Navy that had been established in 1910. When he was demobilized from military service, he had attained the grade of Engineer Artificer, Class IV and a valuable trade as a mechanic. He had also acquired another far more valuable skill for a French-Canadian at that particular time: that of being able to express himself, in a technical milieu, in both French and English.

From 1918 to 1923, Canada experienced an economic downturn unmatched by any other until that of the thirties. So it was, in the summer of 1920, without any possibility of work at home, Roméo Vachon again left the family farm in the company of his older brother, Irénée, to find work as a on a Manitoba farm as a steam tractor engineer. But, in the late summer, he suffered a broken arm and was briefly hospitalized in Winnipeg. It was at this time that he saw his first aircraft and learned that the newly created Canadian Air Force was offering refresher courses to veterans. He applied and was posted to Camp Borden for training as an aero-mechanic. The first of these courses began in September and it is believed that he and his friend to be, Jack Caldwell, were in the first class.



On completing his course, Roméo Vachon requested and obtained that his certificate as an aeromechanic, number #93, issued on January 21, 1921, be printed in French. Evidently, this request was accepted without question, a truly remarkable event, particularly when one considers that, at the time that this took place, Canada was still considered to be British North America and aviation authorities were exclusively made up of individuals who were English unilinguals.

Today, while this unique French language document speaks to the respect and loyalty that Roméo Vachon had for his mother tongue and the tenacity that was a mark of his character, it also shows that some individuals involved in the administration of aviation in Canada at that time were prepared to be most accommodating to the linguistic needs of French-Canadians.

It was while at Camp Borden that, after he and fellow student Jack Caldwell had completed their course that they were asked to assemble some JN-4's (Jennys) from Borden's considerable stock of wartime aircraft parts, in return for which they were to be given introductory flying lessons. The particular aircrafts that were so assembled were most likely G-CYCN, G-CYCO, G-CYCP, and G-CYDE, as the dates that these machines were taken on strength in the CAF correspond most closely to the period the two men were on course. How much flying instruction these men received at that particular time is not known. For example, did they solo then? Whatever was the extent of their training as pilots, it was very obviously sufficient to enable them to see for themselves that they had what it took in terms of ability to eventually become air transport pilots.

For much, much more, go to the website at

<http://ca.geocities.com/p.vachon@rogers.com/newtwo.htm>

(If you want to write to Pierre for information, his address is on the front page of this newsletter.)

McKENZIE ISLAND



AMCN #3433b

McKenzie Island is one of those places
that are rarely heard of except on First
Flight Covers!

Many thanks to
BARRY COUNTRYMAN
for sending me this article from
The Toronto Star,
April 6th 1935,
that mentions McKenzie Island.

Thanks also to Barry, Derek Rance,
and Brian Wolfenden, for sending me
information about Cole, in response to the
question in the September newsletter. -
This will be reported in detail in the
next issue.

FLIES OUT OF NORTH TO WED GUELPH GIRL

Red Lake Doctor, Formerly of
Belleville, Takes Bride
Back to Eldorado

Special to The Star

Kenora, April 6—A Young Loch-invar came out of the north to Kenora to-day riding in the modern style by aeroplane, when Dr. Charles Frederick Gallaway, resident physician at McKenzie Island Red Lake Mines, and formerly of Belleville, Ont., arrived to meet and marry his bride, Miss Dorothy Louise Mahaffy, Guelph, and well known in Toronto. Dr. Gallaway rode out with the first gold brick to be poured at McKenzie Island. The bride is the younger daughter of Rev. F. W. and Mrs. Mahaffy of Guelph.

Miss Mahaffy arrived by the early morning train and Dr. Gallaway shortly after. They were married by Rev. A. R. Maunders, with Stan. Wagner, former Winnipeg Olympic hockey star, as best man, and Miss Astrid Pederson, Kenora, as bridesmaid.

Mr. Wagner, now pilot of Canadian Airways, went into Red Lake to bring out the bridegroom. A reception was held later and the couple left for Winnipeg for a few days before returning to their new home at the mine.

MOSCOW to MISCOU ISLAND, NEW BRUNSWICK - 1939



This stamp is part of a set issued by Russia in 2004, honouring Russian pilots. The illustration is from Michel East Europe Part 4 Catalogue, 2005-2006, in which the stamp is described as:

"A postage stamp dedicated to the birth centenary of Vladimir K. Kokkinaki (1904-1985), the test pilot. The stamp depicts a portrait of Vladimir K. Kokkinaki, two aircraft tested by himself and a designed by the Ilyushin Design Bureau, TsKB-30 "Moscow" aircraft which was used by Valdimar K. Kokkinaki for non-stop flight en route Moscow-Miscou Island (USA) in 1939."

It's a pity that Miscou Island has been wrongly located, but this may be repeating an error from the selvaige of the souvenir sheet.

The flight had, in fact, intended to reach the U.S.A., and to finish at the New York Worlds Fair.

General Vladimir Kokkinaki, with Major Mikhail Gordienko as radio operator, took off from Moscow on April 28th 1939, and planned to follow a great circle route from Moscow, over Iceland and Greenland. They initially flew at 18,000 feet, where they encountered tremendous headwinds and extremely low temperatures. - Although their aircraft was fitted with much modern equipment, it had no heating system! They were dependent on their flight clothes for warmth, and their lunchtime sandwiches froze solid!

As they crossed Greenland, they were warned from New York that the entire seaboard of the United States was covered in fog. - Uncertain of their position, and running low on fuel, they made a forced landing near Miscou Lighthouse off the northern tip of New Brunswick.¹ They had flown 4,970 miles in 22 hours, 56 minutes.

Kokkinaki and Gordienko were flown to New York for a hero's welcome. They presented a letter of greeting from the Soviet Government to Franklin Roosevelt, an avid stamp collector.

Their aircraft was disassembled, taken by barge to Halifax, then back to Russia by ship.

The aircraft was a development of the TsK B-26, a twin-engine bomber prototype with two 800 hp M-85 engines: a low-wing, all metal aircraft with a range of 2,500 miles at 244 mph. - This was the first design by S. V. Ilyushin, chief of the project bureau of Savod 39 (Menyinski factory) in Moscow.

On July 17, 1936, test pilot Vladimir K. Kokkinaki lifted a payload of 1,100 lbs to 36,700 feet, and on August 3rd he set a word record, recognized by FAI, of 1,100 lbs to 41,652 feet in this prototype machine.

Ilyushin then designed a more advanced version, the TsK B-30. On June 27, 1938, Kokkinaki and Briandinski flew the TsK B-30 prototype non-stop from Moscow to Dalno (near Vladivostok), 4,960 miles in 24½ hours. This prototype was then named *Moskva*, and used for the attempted flight to New York. - The design was accepted for production for the Soviet Air Force as the DB-3 bomber, which was later developed into the DB-3F bomber. This was re-designated as the Ilyushin 4 (IL-4) in 1940, and is sometimes considered "the best bomber in its class in the world".²

Many thanks to David Williams and Patrick Campbell for this information.

¹ From Atlantic Fever by Edward Jablonski.

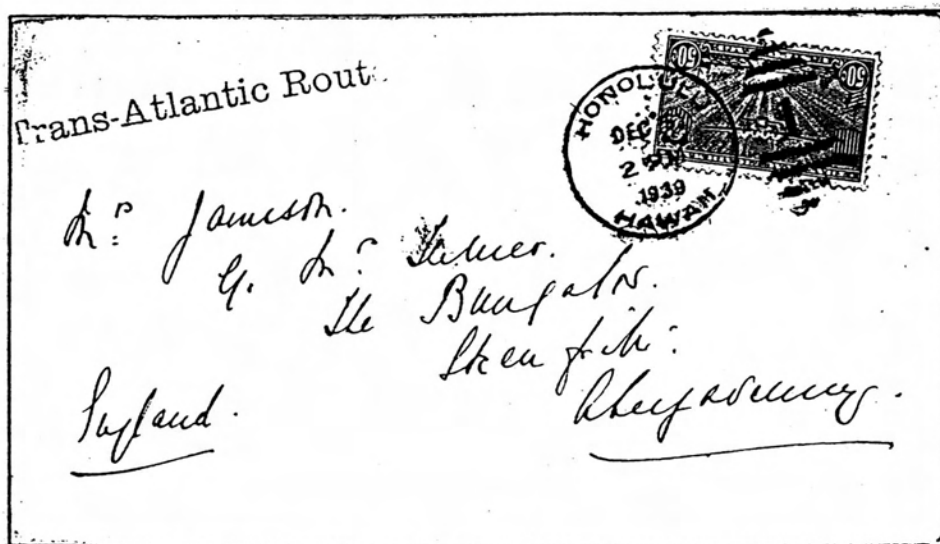
² <http://www.ctrl-c.liu.se/misc/ram/x-ilyushin.html>

TWO - OCEAN AIRMAIL, 1939

These two covers pose an intriguing problem regarding airmail rates:



Cover 1: Postmarked London, 30th May 1939, addressed to Hawaii, and carried as part of the first acceptance of mail from England, on Pan Am's Marseilles - New York air mail service (FAM-18).



Cover 2: Postmarked Honolulu, Hawaii, December 5th 1939, addressed to England.

It seems from Cover 1 that airmail from England to Hawaii required a higher rate than the standard Trans-Atlantic airmail rate of 1/3 (1 shilling and 3 pence, or 15 pence).

This is confirmed by cover 2, which is franked 50 cents, rather than the standard airmail rate from the U.S.A. to England of 30 cents.

However, why has cover 1 been charged 60 cents Postage Due, when a comparison of the two covers suggests that it was underpaid by 20 cents, so should have been charged $2 \times 20 = 40$ cents Postage Due?

It turns out that it cost "more" to send an airmail letter from England to Hawaii, than it did from Hawaii to England! The airmail rate England to Hawaii was in fact 2/6, (2 shillings and 6 pence, or 30 pence)! Cover 2 was therefore underpaid by 15 pence = 150 centimes UPU = 30 cents US, so the Postage Due charge was indeed $2 \times 30 = 60$ cents!

Many thanks to John Johnson who sent me details of these covers, and to George Sioras and Bob Wilcsek who helped John sort out the rates.

BRITISH COMMONWEALTH AIR TRAINING PLAN (1939 - 1945)

Mike Shand

Christmas and/or Seasons greetings to all. 2005 saw a number of events marking 60 years since the end of World War 2. Aerophilatelists interested in wartime air mails can find no shortage of covers, rates and routes but today as a remembrance we salute the New Zealanders who trained for war in Canada.

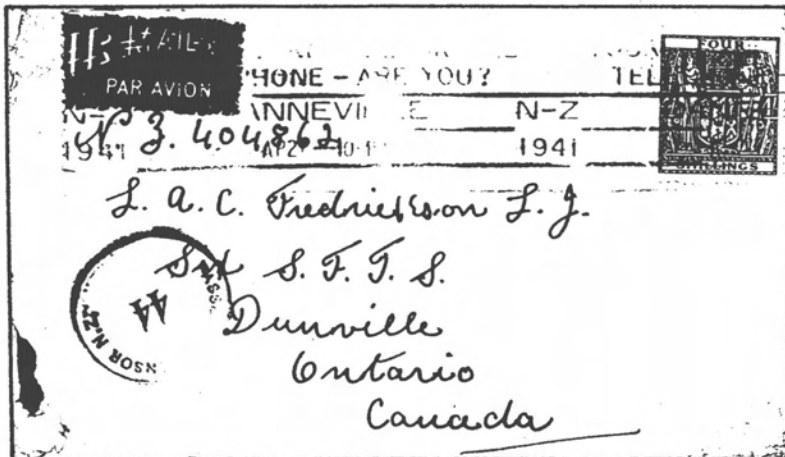
This scheme resulted from an agreement in December 1939 between Canada, Australia and the UK whereby Canada would be the focus of an 'Empire' wide scheme to train aircrew for the war.

Four training commands were set up (Toronto, Montreal, Winnipeg and Regina/Calgary).

Young lads (and they were mostly lads) away from home probably for the first time received and wrote letters to and from their folks, providing a reminder of those hectic days.

As the participants age and pass on, aerophilately remembers

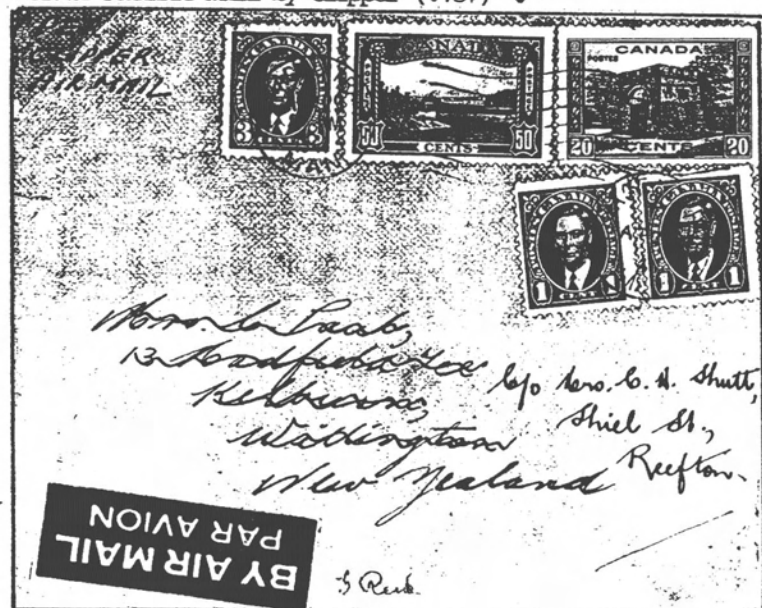
In April 1941, it was still possible to send Trans-Pacific mail by Clipper (.75¢) ↓



↑ To L.A.C. Fredrickson. Dunville (Ont)
was home for No. 6 Flying Training School.

Winston Churchill is said to have described the Air Training Plan as "one of the major factors and possibly the decisive factor of the war."

From L.A.C. Pavl RNZAF 403197
Portage La Prairie was
location for No. 14 Elementary
Flying Training School.



SUMMARY OF N.Z. AIRCREW GRADUATES.

In "The Aerodrome of Democracy" Page 206 Appendix B, it lists the following New Zealand graduates from October 1940 to March 1945

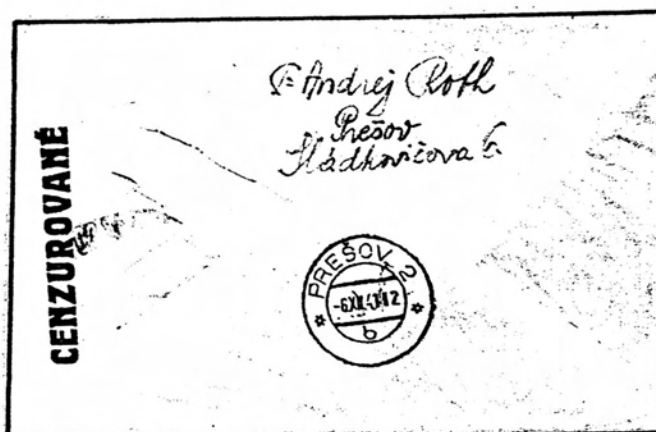
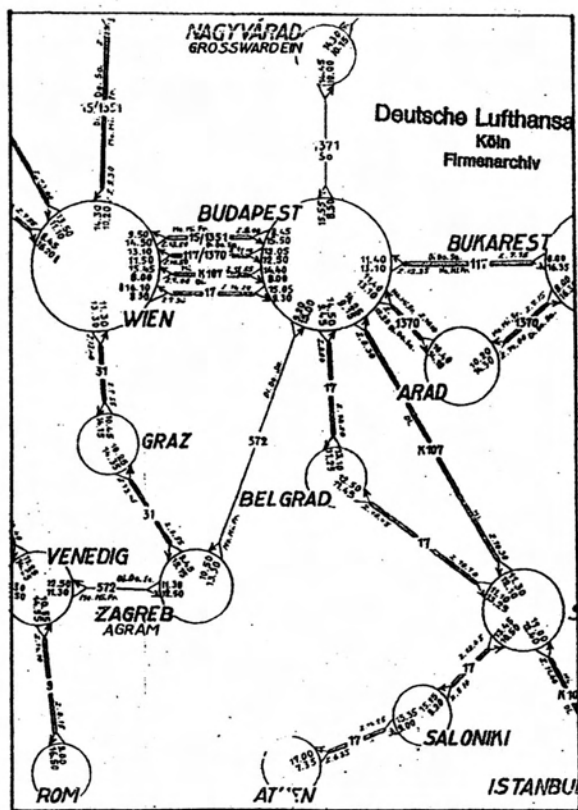
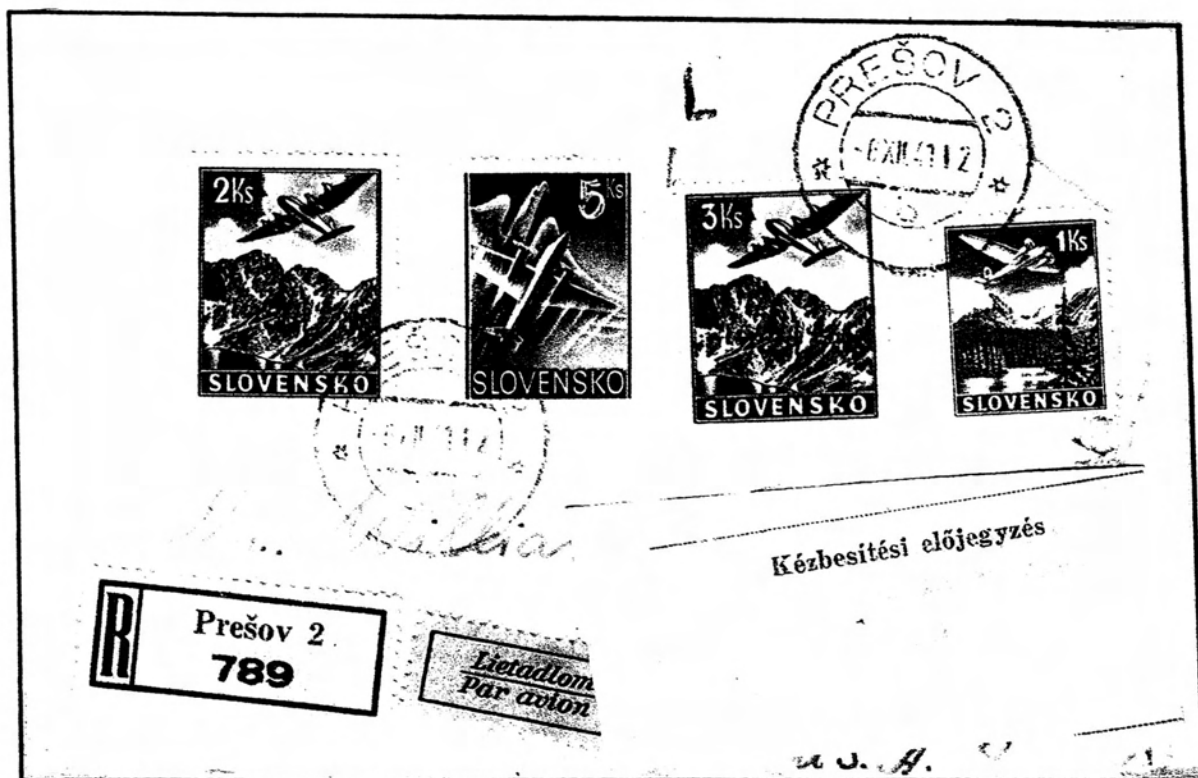
RNZAF	Pilot	Nav B	Nav W	Nav	Air Bomb	WO/AG	AG	TOTAL
	2,200	829	30	724	634	2,122	443	7,002

Over 200,000 aircrew in total were trained in Canada under the Commonwealth scheme, and 82 New Zealanders died in training in Canada.



Mike Shand
1183 Agincourt Rd
Ottawa ON K2C 2H8

6 December 1941: Attempted mail to USA



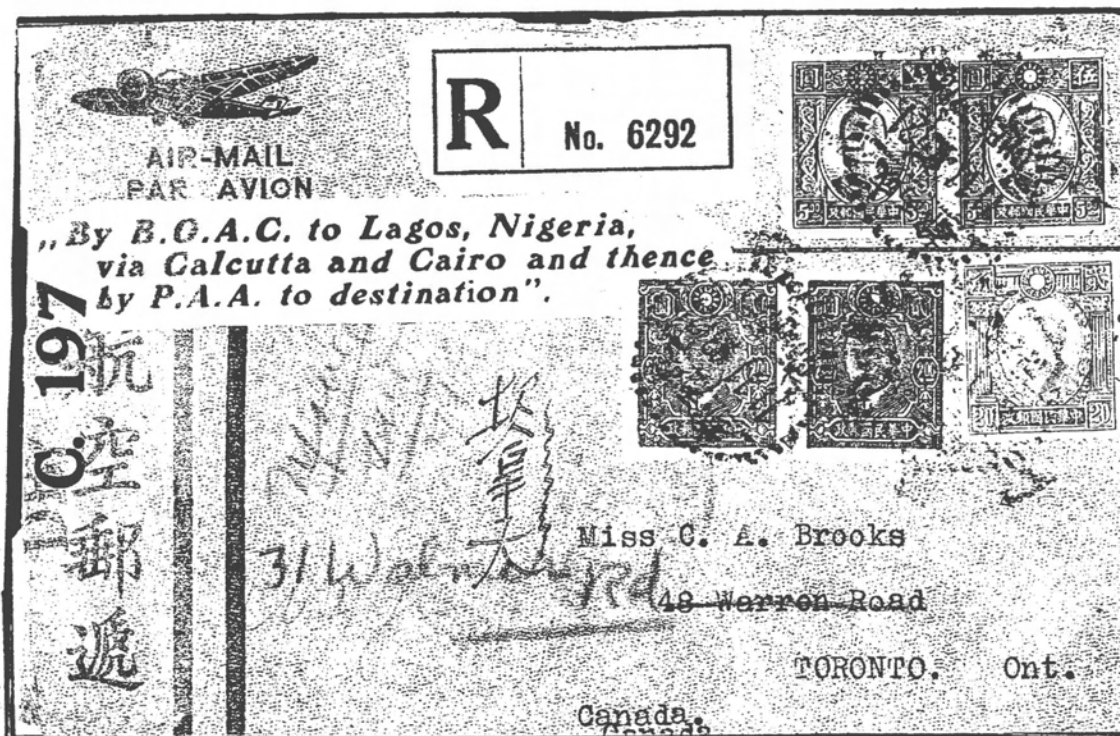
This cover was posted in the Slovak State on 6.12.41, destined for New York (address under the added label) via Lisbon and the Pan Am Clipper. By the time it reached Budapest (?), Pearl Harbour had been attacked and the USA was no longer neutral. Hence returned to sender. The duplicated French text on the Hungarian label states:

Service suspendu a cause de la guerre. RETOUR!

An interesting bit of history! Budapest - Lisbon was possible by air at that time, via Rome, see bit of DLH diagrammatic timetable.

Season's Greetings from Richard Beith.

TRANS-ATLANTIC - SOUTHERN ROUTE
PAN-AM FAM 22 - DECEMBER 1943
CHINA - CANADA



Registered cover from CHENG TU to TORONTO with adhesives of \$14.20 paying registration fee \$2.60, surface fee \$2.00, plus air fee of \$9.60 on 5 gram letter, all tied by cds -

11.11.43 - 21 / CHENG TU

Sender's printed address on back: CANADIAN MISSION PRESS CHENG TU, SZECHWAN

Backstamps: 1. Dumb canceller, JAN 20/44

2. (Twice) TORONTO (4) CANADA / 9 / JAN 22/44 and 9 / JAN 26 /44
 together with cachet PAR AVION also in Chinese.

Censor:

1. Apparently in China - ? at Chungkin
2. On arrival Toronto on 20 Jan 44: "DB / -" tape
3. Again and re-sealed with tape "Examined by" C.197
4. Rubber stamp on face: PASSED / JAN 22 1944 / DUTY FREE

Route:

1. By C.N.A.C. to Calcutta
2. By B.O.A.C. via Cairo to Lagos
3. By Pan Am FAM 22 to Miami, and U.S. airline to Toronto

Note:

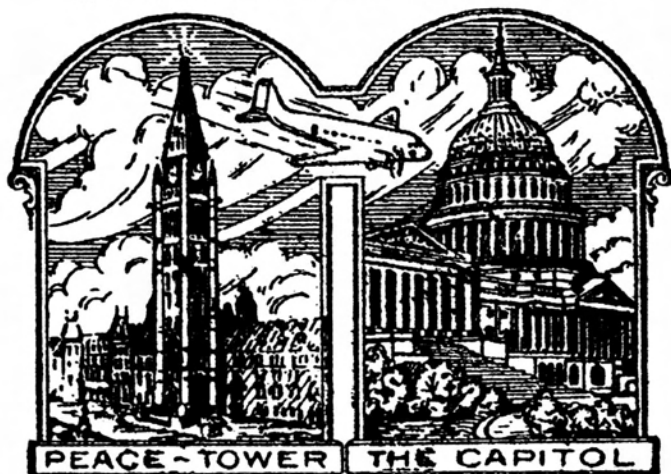
1. Remarkably specific directional label, printed in red ink on white paper, probably by the sender - Canadian Mission Press.
2. As all registered mail bagged, no transit handstamps.
3. The vertical printed notation on the left hand side in Chinese: TRANSMIT BY AIRMAIL.
4. The manuscript Chinese notation in the centre of the cover - CANADA.

Season's Greetings from Jack Ince.

If anybody has seen any other covers with this printed directional label, or can provide any information about it, please send details to Jack Ince, Box 858, 88 West Front Street, Stirling, Ontario, K0K 3E0

Oops!

CANADA AIR MAIL



FIRST OFFICIAL FLIGHT
OTTAWA~WASHINGTON



Season's Greetings

Recently I was scanning some cachets on Canadian FFCs - including this one. (From AMCN #4605, first flight Ottawa - Washington by Colonial Airlines over U.S. Air Mail Route No.71, April 15th 1946.)

I know Ottawa is presently miffed with Washington over several recent issues, but - good thing we're not still sending letters down south to our good American friends with cachets of this ilk!

It is one of the really great looking cachets though isn't it.

Merry Christmas to all CASers on both sides of the border.

Gord Mallett

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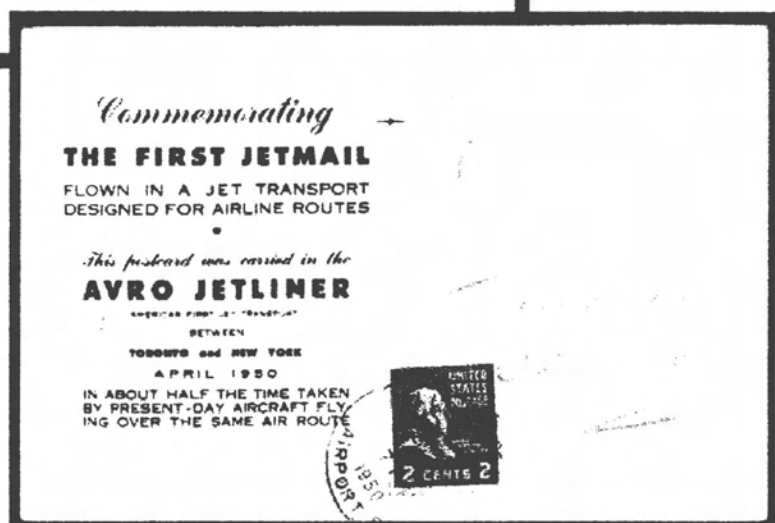
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April 18 1950 Flown Avro Jet Postcard?



I recently discovered this postcard, and was intrigued by the fact that it claims to be have been carried on flight #5005, the first official flight of Canadian mail by a jet plane. - It pictures the "Avro Jetliner" on the front, and states on the back that it was carried between Toronto & New York in the Jetliner in April 1950.

The card was probably produced by or for A.V. Roe Canada Limited, as cards like this are sometimes found inside FFCs from the flight, which have an A.V. Roe corner card on the envelope. - Covers carried on the flight required 7 cents postage, plus a 15 cents handling fee, and received the cachet shown at the top right.

This postcard is franked with a 2 cent John Adams "prexy" issue stamp which was cancelled April 18, 7 PM, 1950 at ?????? AIRPORT ??????. The 2 cent rate paid for surface transport back to Toronto, which is where the card was addressed. There was no return mail flight by the "Avro Jetliner" to Canada, which explains the surface rate.

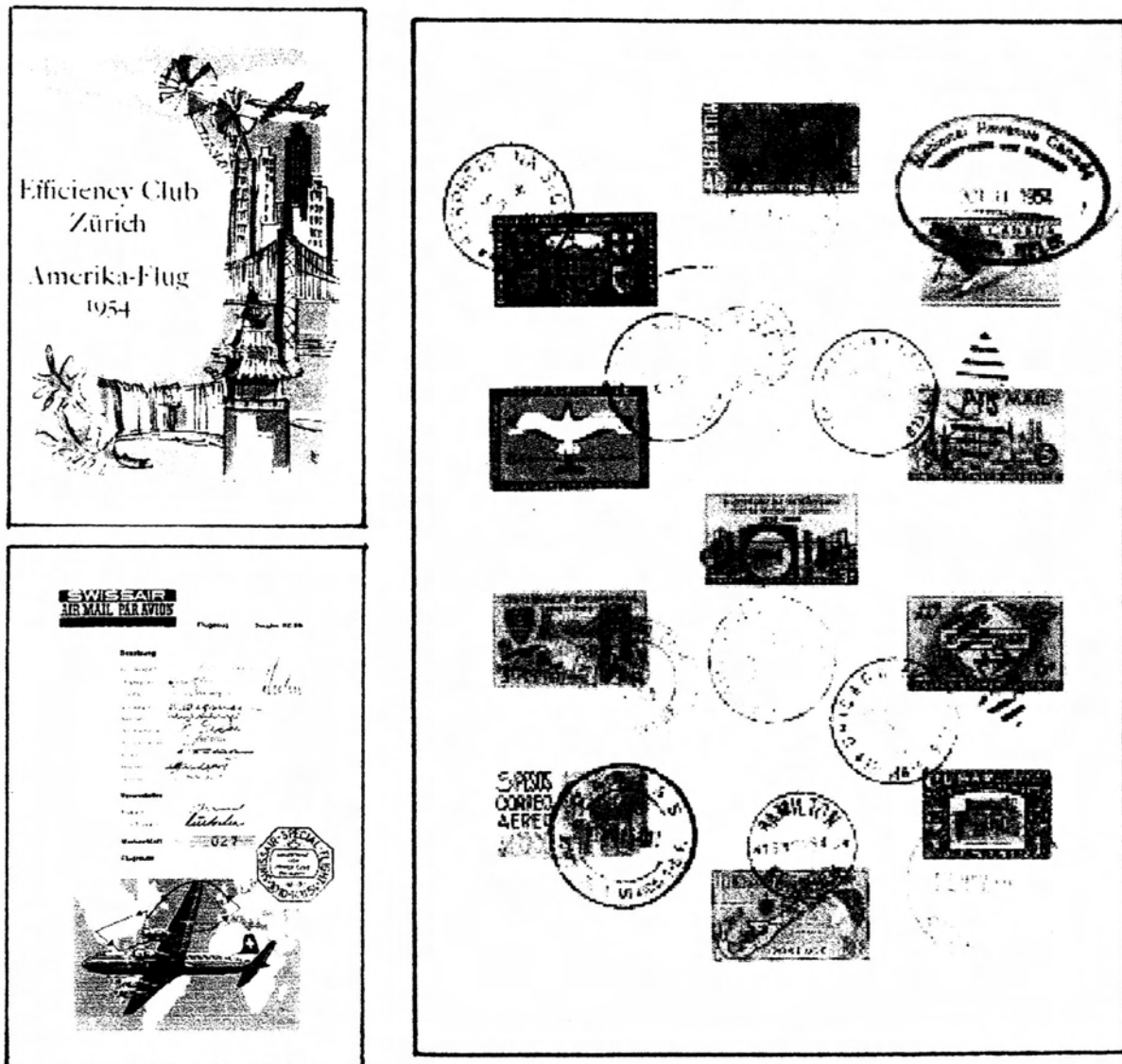
My thoughts are that perhaps a crew member, or one of the official party on the jet, carried the card with him, and then mailed it in the US as soon as the plane landed, as the card was mailed the day of the flight.

Does anyone have more information on this postcard, particularly:

- Who produced the cards, and/or arranged for this one to be carried, and/or carried it?
- Was the card definitely flown on flight #5005, and if so, how many were flown?

Seasons Greetings from Brian Wolfenden.

Swissair 1954 Souvenir Folder: Switzerland - Bermuda via Canada



I thought you might be interested in this Souvenir Folder, recording a Swissair Special Flight: Switzerland, Ireland, Canada (the cancellation is a National Revenue Canada handstamp from Newfoundland), US (NY Niagara Falls, Chicago and San Francisco postmarks), UN, Mexico, Cuba and Bermuda franking. It is signed by the Captain and crew members.

216 of these souvenir folders were carried. - They are listed in the Swiss and Bermuda catalogues, but not the Canadian.

Seasons greetings from Herbert Lealman

Editor's Note: Thanks Herbert.

I have checked with Dick McIntosh - this folder will be added to section 5 of the Air Mails of Canada and Newfoundland.

Can anybody provide more information about the "Efficiency Club Zurich", and/or this flight?

MORE UNLISTED FIRST FLIGHT COVERS

Many thanks to
DON LUSSKY
 for sending me copies of these covers, and to
DICK McINTOSH
 for all his work updating the Air Mails of Canada and Newfoundland.



No backstamps.

5830 1958, November 20 --- Montreal – Chicago. Air France Inaugural flight. 5.00



No backstamps.

6820 1968, October 1 --- Rochester – Montreal. Mohawk 111 Fan Jet flight. 5.00

Editor's note: I plan to start publishing another series of amendments to Section 5 (Government and Other Air Mail Covers of Canada) of AMCN in the next issue of this newsletter.

WOP MAY on MARS!

It's true! - This is Wopmay Rock:



According to the NASA website:

This image taken by NASA's Mars Exploration Rover Opportunity shows an unusual, lumpy rock informally named "Wopmay" on the lower slopes of "Endurance Crater." The rock was named after the Canadian bush pilot Wilfrid Reid "Wop" May. Like "Escher" and other rocks dotting the bottom of Endurance, scientists believe the lumps in Wopmay may be related to cracking and alteration processes, possibly caused by exposure to water. The area between intersecting sets of cracks eroded in a way that created the lumpy appearance. Rover team members plan to drive Opportunity over to Wopmay for a closer look in coming sols. This image was taken by the rover's panoramic camera on sol 248 (Oct. 4, 2004), using its 750-, 530- and 480-nanometer filters.

[For more information, (and a colour picture), go to:

<http://marsrovers.jpl.nasa.gov/gallery/press/opportunity/20041007a.html>]

But how did it get that excellent name?

According to a CBC news report:

YELLOWKNIFE - There's only one Tuktoyaktuk on Earth, but now there's one on Mars, too.

As the Mars rover Opportunity explores Endurance crater, scientists are naming rocks and small regions after geographical features, communities and personalities in the Arctic.

"I did a lot of work for the Geological Survey of Canada for 10 years in the Northwest Territories," said John Grotzinger, one of the chief geologists on the project.

Grotzinger and a Canadian geologist began a theme of naming objects in the stadium-sized crater after places and features in the N.W.T.

Scientists often attach whimsical working names to features, though official naming has to come through an international scientific convention.

"We find through experience we get a lot of interest from the public when we pick names of places they can identify with," the geologist said.

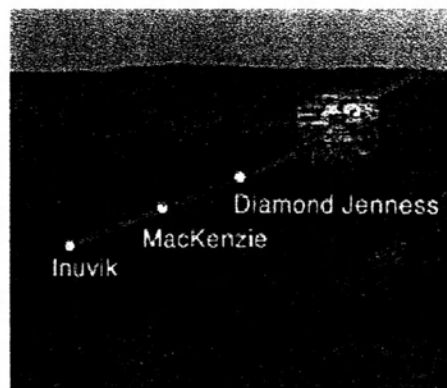
So far, they've named rocks after Tuktoyaktuk, Baffin, Mackenzie, Bylot, Ellesmere and several other Arctic Islands. Now the team has turned their attention to famous Canadian bush pilots.

Grotzinger said one particular rock that has them excited is named Wopmay, after bush pilot Wop May.

Continued

WOP MAY on MARS! continued:

The rock named Wopmay "is very different from any one we have done before", said John Grotzinger. (Courtesy: NASA/JPL)



The names of some of the features along the Mars Rover Opportunity's path in Endurance crater. (Courtesy: NASA/JPL/Cornell/USGS)

"The rock is very different from any one we have seen before," he said. "We think it is going to have more good clues to this water story. And since we're going to hit this rock on our way out of the crater – not hit it, but investigate it scientifically – we're hoping we're going to benefit and get a nice smooth flight out of the crater, so I came up with the name Wop May."

May, one of the most famous northern bush pilots, is being acknowledged by the team as the first to fly a geologist off the North American mainland into the Arctic Islands.

The twin Mars Explorers, named Opportunity and Spirit, arrived on the planet in January 2004, and have performed long past their three-month mission goals.

The rovers are trying to determine the history of climate and water at two sites on Mars where conditions may once have been favorable to life.

Written by CBC News, October 2004.

Many thanks to Gord Mallett and Denny May for sending me this information.

www.brianwolfenden.com

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I will also have a table at the

OTTAWA STAMP & COIN DEALERS ASSOCIATION MONTHLY BOURSE

at the Nepean Spotsplex, 1701 Woodroffe Ave., Nepean, Ontario

12th February 12th March 9th April 14th May 11th June 9th July

AMPLE PARKING - FREE ADMISSION

CANADA POST CANCELS

I came across several aviation related cancels at the Canada Post website, some of which I had not seen announced before.



According to the website:

Canada Post is pleased to present philatelic pictorial cancels to collect. These cancels are available on an ongoing basis from the respective post offices across Canada. To obtain any of these cancels, send your stamped envelopes and/or covers with proper postage (50¢) [51c from Jan. 16th 2006. Ed.] inside a stamped envelope addressed to the 'Postmaster' followed by the name and full address of the post office as it appears below the particular cancel in the listing. Be sure to enclose a self-addressed envelope pre-stamped with sufficient postage for return mailing.

The website is at: <http://www.canadapost.ca/personal/collecting/default-e.asp?stamp=cancels>

Seasons Greetings from Ron Miyanishi.

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BOOK REVIEW

Congratulations to CAS member CHARLES LABLONDE on his new book:

**THE POSTAL HISTORY OF WORLD WAR II MAIL
BETWEEN NEW ZEALAND AND SWITZERLAND,**

by Robin Startup & Charles LaBlonde.

Published by the Postal History Society of New Zealand and American Helvetia Philatelic Society,
2005. 130 pages, soft cover spiral bound, A4 format.

And thanks to Ken Sanford who sent me a review of it:

This book details the mail between Switzerland and New Zealand during the Second World War. With the outbreak of WW II in Europe, the exchange of written messages abruptly and almost totally halted. Switzerland, which remained neutral, though land-locked and geographically small, played an essential role during WW II. Part of this was the vital independent roles of observer, or protection of innocent citizens and of the welfare of the increasing numbers of POWs that both warring factions were holding. The International Committee of the Red Cross (ICRC), with its headquarters in Geneva, served as the clearing house for much of the correspondence that otherwise would have been impossible.

New Zealand was actively engaged in combat as part of the British Commonwealth of Nations in numerous theatres of the war. Some Swiss people had settled in New Zealand, and over nine thousand New Zealanders were being held prisoner by the Germans and Italians, so there was a desperate need for their mails to be handled, only possible through neutral Switzerland.

For the student of WW II New Zealand and/or Swiss postal history, the book offers approaches of varying depths for obtaining answers to the following postal history questions:

- Brief initial summaries of the two countries with maps showing important locations relevant to the subsequent descriptions of WW II postal history
- Narrative WW II postal history overviews for the casual collector of this material
- Introduction of WW II censorship in both countries
- Detailed chronology that links wartime events with relevant postal history for the serious student
- Tabular postal rate summaries for both countries
- Extensive bibliography

Many covers between the two countries are shown—especially prisoner of war mail, which was sent through the ICRC. While much of the mail was sent by surface, a considerable amount also went by air, so the book will be of interest to aerophilatelists as well as WW II postal historians. The covers are shown in actual size.

Orders in all countries except Australia, New Zealand, Pacific & Asia

US\$20.00 in the USA & Canada, UK£15.00 in the UK (cash or check) or Euros (€) 25.00 in the rest of Europe (cash only). All prices include airmail postage. Order from:

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To: Postal History Society of NZ, P.O. Box 212, Stoke, Nelson, New Zealand.

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.

Very Early Canadian Aviation Postcards

I have a collection of pioneer aviation postcards, and am looking for cards used prior to 1915 relating to Canadian aviation events. If anyone has any for sale or trade, I'd love to hear from them.

Murray Heifetz,

2106 - 75 Wynford Heights Cres., North York, Ontario M3C 3H9

Tel. 416 444 6494 Email: murrayheifetz@rogers.com

1952 Comet cover



This cover is from the London - Khartoum stage, of the inaugural Comet service from London to Johannesburg.

Herbert Lealman is looking for a cover from the **Rome to Khartoum** stage of this flight! - If anybody can help, please contact him at:

Huttons Ambo P.O., York, YO60 7HF, England.

Tel. 01653 692803. Email: herbie@huttonsambo.com

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SALES AND WANTS continued:**1955 Vancouver - Montreal Comet cover**

1955, December 20 — Vancouver - Montreal. First Comet III test jet flight around the world. Purple 3-line cachet. Pilot was John Cunningham.

5519

Vancouver - Montreal, Dec. 20-20

25.00

This cover is both listed in the Air Mails of Canada and Newfoundland, and illustrated in AMCN! Yet James Davidson is looking for one for his Comet Collection, and has "not seen or heard of this cover anywhere since I started"!

If anybody can help James, please contact him at:

102-3690 Banff Court, North Vancouver, BC V7H 2Y7

Email: jdavidson@telus.net

NEXT ISSUE DEADLINE

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

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

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

by March 1st.

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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 \$19.00 US) in U.S.A.,

\$25.00 CDN (or \$22.00 US, or 18 Euros, or 12 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.**

#69 Don Amos
#135 Beatrice Bachmann
#340 Harold Brosseau
#322 David Brown
#300 Bob Campbell
#318 Martin Cole*
#260 Fred Dietz
#355 Mary Dunlop
#312 Barry Frost
#193 J.P.Gadoury
#289 Andre Giguere
#354 David Hanes
#14 Murray Heifetz

#323 Donald Holmes
#111 James Kobelt
#310 Charles LaBlonde
#171 Albert Leger
#40 Jeffrey Lodge
#109 Gary Lyon
#106 Maurice Malenfant
#306 Gordon Mallett
#277 Ed Matthews
#329 Denny May
#320 Gordon McDonald
#17 Richard McIntosh
#243 Jim Miller*

#321 Andrew Mrozowski
#356 Musee Canadian Civilisations
#219 William Noble
#67 Robert North Sr.
#207 Charles Oakley
#194 Derek Rance
#275 Tom Shaw
#222 Douglas Smith
#339 Keith Spencer
#303 Ronald Trefry
#13 Janice Weinstock
#311 Hans Wichern

(* shows an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter.)

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.