



# THE CANADIAN AEROPHILATELIST

# #67

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## Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,  
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## June 2006

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**EDITORIAL** - We've discussed a CAS website for a long time, but at ORAPEX Steve Johnson offered to produce a website for us, and he's already done it! Many thanks and congratulations Steve!

If you have internet access, I hope you enjoy checking out our site at [www.aerophilately.ca](http://www.aerophilately.ca)

If you don't have internet access, do not be concerned:

- this newsletter will continue to be the main source of CAS news and information;
- the current website content is based on items that have already appeared in this newsletter;
- Steve will be providing a report about the website in each issue of this newsletter, and if requested, will mail any member a photocopy of any item added to the website, that has not been published in this newsletter.

Chris

Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

## PRESIDENT'S REPORT, JUNE 2006.

There is much to report on for this issue. The CAS held its Annual General Meeting on 7 May 2006 with seven members present. Brian Wolfenden will have a report on the meeting in this issue. The most important item is that member Stephen Johnson volunteered to set up our web site and has already done so. Please go to [www.aerophilately.ca](http://www.aerophilately.ca) to see the great job done by Steve.

Another important decision was that our Vice-President, Chris Hargreaves, will develop a process by which the CAS can distribute the special Canadian FDCs to appropriate stamp clubs to assist young collectors in developing an interest in Canadian Aerophilately. Chris will describe the process when he has completed the details. These are the 600 plus Canadian FFCs generously donated to the CAS in February 2006 by Anthony "Tony" Conyers of Scottsdale, Arizona.. Chris has recently retired from teaching, and his first project is an extended visit to New Zealand. We all wish him well in his retirement from teaching. The CAS will benefit more from Chris's excellent work as our Editor of the Canadian Aerophilatelist.

There were three aerophilatelic entries in ORAPEX 2006 competition - an outstanding one frame display of Yukon Airways Covers and Stamps by Steve Johnson (vermeil award), Mike Shand's two frame exhibit of New Zealand By Air - The Canadian Connection (vermeil award), and my eight frame exhibit of Canadian Interrupted Airmail 1918-1984 (gold award and Canada Post Grand Award).

At the time of writing this report, I have not received word yet on the international Aerophilatelic awards at Washington 2006. However, Jamie Barron of Edmonton received a bronze award for his exhibit on The Milestones of Flight. Jamie also prepared our 16 page one frame exhibit on the CAS to promote the CAS. Jamie, supervised by Nino Chiovelli, is to be congratulated for this special effort. The CAS will be presenting Jamie with an appropriate plaque for his good work. Nino also brought in the project under the \$200.00 budget that he had proposed. Well done Nino. The CAS would like to thank John Hotchner for the excellent job that he did with the recruiting Exhibits at Washington 2006. John worked patiently with each individual Society Exhibitor bringing in, setting up, and returning this group of entries. John is one of many who worked behind the scenes to make Washington 2006 a huge success. We would also like to thank Kent Kobersteen and John Johnson Jr, for arranging to get the CAS membership forms into the show, for display at the AAMS table.

On 1 July 2006 the Snowbirds will once again carry CAS prepared Snowbird autographed envelopes over Parliament Hill. Each envelope with special cancellations will have a pair of the new .51 cent Snowbird stamps. The envelopes should be ready for distribution in mid-August 2006, depending upon when the envelopes are returned to me from Moose Jaw, Saskatchewan. Prices are the same as in past years, \$30.00 for a single envelope bearing the signatures of all nine Snowbird pilots, and \$55.00 for the set of nine individually autographed Snowbird covers. If you wish to purchase any of these covers, please send me your order and cheques made payable to the CAS as soon as possible. Each order will also receive a 2006 Snowbird brochure.

The Snowbirds have already performed at the Ottawa Air Show on June 17<sup>th</sup> and 18<sup>th</sup>. An excellent coloured program was produced for this show, and the Snowbirds are featured in it. Copies are available from me for \$5.00, postpaid. The program will go well with the 2006 Snowbird covers.

Since the publication in 1997 of our catalogue The Air Mails of Canada and Newfoundland, the CAS has been issuing updates in the *Canadian Aerophilatelist*, mostly by Richard McIntosh for Section No. 5, "Government and Other Airmail Covers of Canada 1926 - 1997". Many requests have been received by members for a revised catalogue, now nine years old. This is not a simple matter as the AAMS, which funded our catalogue, the first of the 6<sup>th</sup> Edition Series, will not undertake a revision until the last three volumes are completed. Ron Miyanishi, our past Secretary, who is doing all of the computer work for the AAMS, estimates that another five years will be required to complete the Series.

Continued

**PRESIDENT'S REPORT, JUNE 2006 continued:**

The CAS appreciates this priority, but it wishes to keep updating the CAS catalogue via *The Canadian Aerophilatelist*. To do so we must obtain permission from the AAMS, which has copyright on all aspects of its catalogues, including the CAS's catalogue. A request has been submitted to the AAMS for this permission, and also we have requested a decision on how an Index for the CAS catalogue can be prepared and published. The solution in the next five years would be to prepare the data for a Supplement, soft or hard cover, that would include all previously issued updates and an Index.

I request, now, that all the past Section Heads advise me if they wish to continue assisting in the CAS catalogue development, this time in the preparation of a Supplement to the 1997 catalogue. Unfortunately three of our past Section Heads are deceased - Major Ritch Toop, CD, RPSC of Section 15, Canadian Forces Air letter Sheets; Nelson Bentley of Section 10, Helicopter Flight Covers; and John G. Butt, Section 23, Newfoundland Air Mail Stamps 1919 - 1947. Replacement for these three Section Heads is required. I look forward to hearing from all previous Section Heads, and from anyone else who wishes to assist in this program.

One warning must be emphasized. All data submitted for inclusion in any AAMS publication, including the CAS's Air Mails of Canada and Newfoundland, becomes the property of the American Air Mail Society. The AAMS has the copyright, and those contributing data can not use the specific data for their own personal use, unless a special agreement is worked out with the AAMS. There has been one situation where the aerophilatelist did not wish to accept this stipulation on copyright, so he did not assist in our catalogue. At present there is another contributor who was not aware of this situation. He may not wish to assist in future preparations of aerophilatelic data for CAS publications. The intent of producing a catalogue is to assist other aerophilatelists interested in our subjects by knowledgeable aerophilatelists who wish to share their knowledge freely.

I urge all Canadian and Newfoundland air mail collectors to write in your observations to me, so that we can eventually produce a most worthwhile Supplement to The Air Mails of Canada and Newfoundland.

*Dick Malott*

Major (Retd) CD, FRPSC, FRPSL, AHF  
President Canadian Aerophilatelic Society

**EDITOR'S NOTE:** At ORAPEX, the British North America Philatelic Society's Order of the Beaver Chairman, Bill Walton, presented Dick with an OTB Lifetime Achievement Award, in recognition of his efforts on behalf of BNA Philately. The award announcement stated that Dick "is well known for his work in Aerophilately and for helping exhibitors as Canadian Commissioner at many international stamp shows". **Congratulations Dick!**

## EXECUTIVE COMMITTEE REPORT

We are delighted to have a website, and we all think Steve Johnson has done a great job designing it! We've also been thinking about how to use the website, and are likely to be asking Steve to add more and more to it.

Since adding items is likely to mean regular communication with Steve, and Steve becoming a pivotal member of the CAS, we unanimously agreed to invite Steve to become a member of the CAS Executive Committee, so that he can participate in any decisions we make, not just be asked to report on them.

We are very pleased that Steve has accepted our invitation. - Congratulations on your work so far Steve, and welcome to the Executive Committee.

*Brian, Chris, Dave and Dick*

# MINUTES OF THE ANNUAL GENERAL MEETING

Of the Canadian Aerophilatelic Society,  
Held on May, 7th 2006 during ORAPEX 2006, in Ottawa

1. Dick Malott welcomed all members present. Those members in attendance (7) were: Bill Harrington, David Hanes, Steve Johnson, Mike Shand, Dick Malott, Chris Hargreaves & Brian Wolfenden.
2. A minute's silence remembered departed friends.
3. A quorum was declared represented by those attending the meeting.
4. Minutes of the 2005 AGM were approved. Moved by David Hanes & seconded by Mike Shand
5. Old Business from 2005 – Web site. After some discussion, Steve Johnson volunteered to set up a web site for the CAS. On a motion by Chris Hargreaves, seconded by Dick Malott, this was approved. Information on the web site will be published as soon as it is available.
6. Reports from the President & Secretary/Treasurer were presented & approved on a motion by Davis Hanes, seconded by Steve Johnson.  
A Motion of thanks to Joan Hafer for here work on behalf of the CAS in assisting Brian Wolfenden in his duties as Secretary & Treasurer was moved by Chris Hargreaves & seconded by Dick Malott
7. Honorary Life Memberships in the CAS. After a discussion on honorary life memberships, it was decided to send a letter of appreciation to Roland Kohl for his services to aerophilately. Moved by Dick Malott & seconded by Brian Wolfenden. The President to prepare the letter for the CAS.
8. Air Mails of Canada & Newfoundland Catalogue. There was a discussion about a new catalogue The following points were raised:
  - i) The CAS does not have the money to produce a new catalogue.
  - ii) The rights to the catalogue belong to the AAMS.
  - iii) The AAMS has 996 copies of the old catalogue left.Therefore, it was decided to investigate the possibility of a supplement to the present Catalogue. Dick Malott is to raise the issue with the AAMS to see where we can go from here. Moved by Brian Wolfenden & seconded by David Hanes. Carried.
9. Donated covers to the CAS. There was a far ranging discussion on what to do with the first flight covers that had been donated to the CAS. It was decided that the covers would be offered as prizes to youth air mail exhibitors & that we would also hand out selections to stamp clubs who would use them to promote youth aerophilately. Chris Hargreaves is to prepare a draft handout so that this can be sent to interested youth collectors/stamp clubs as well as a press release once we are ready.

Continued

**MINUTES OF THE ANNUAL GENERAL MEETING continued:**

10. Jamie Barron update – the exhibit is on its way to Washington 2006.
11. Snowbird 2006 covers. Canada Post is donating the stamps for this year's Snowbird covers to thank the CAS for its help with the upcoming Snowbird stamp issue. It was decided to buy 1060 Snowbird stamps for future use on upcoming Snowbird covers. Moved by Dick Malott & seconded by Brian Wolfenden. Carried
12. Katherine Stinson covers: Motion of congratulations to the Western Chapter of the CAS for all their work on this project. Motion by Chris Hargreaves & seconded by Brian Wolfenden. Carried.
13. Yukon Airways exhibit by Steve Johnson. Chris Hargreaves is to work with Steve to see if we can publish the exhibit in the Canadian Aerophilatelist.
14. Steve Johnson to be given one years complimentary membership if he renews for 2006 ( he did ) at the AGM, to thank him for volunteering to do the web site.
15. On a motion by Brian Wolfenden, seconded by Bill Harrington, the meeting adjourned. Carried

*Brian Wolfenden*

## NEW MEMBERS

Welcome to another new member: Doug Lingard, from Ottawa.

## RICHARD SANDERS ALLEN

I have had a message from Richard's son, Robert Allen, saying that Richard was very pleased to receive the CAS Editor's Award for 2006, as announced in the last newsletter, in which I also reprinted his *Memoir of an Aerophilatelic Boyhood*, with recollections from the 1920's.

Unfortunately Richard had a fall earlier this year, was hospitalized for a couple of weeks, and is now in a nursing home.

I checked with Robert just before finishing this issue of the newsletter, and Richard is very weak.

Richard's address is now: Richard Sanders Allen, Lifecare Center, 325 Warner Ave, Lewiston, ID 83501, U.S.A. Anybody wishing more information, can contact Robert at: HC75, Box 69, Kooskia, ID 83539, U.S.A.

I would like to again send very best wishes from the CAS to Richard and Robert.

## CONGRATULATIONS to MURRAY HEIFETZ

Murray's many interests include the postcards, vignettes, and special cancellations, from the early French Aviation Meetings, 1909-1910, about which he published a great article in the June and July 2006 issues of the American Air Mail Society's Airpost Journal.

I have also heard that the second edition of Murray's book on OAT and AV2 Markings is sold out, and that a third edition is currently being prepared.

Congratulations Murray!

( For more information about the *Airpost Journal*, the AMERICAN AIR MAIL SOCIETY, or AAMS publications, check the AAMS website <http://www.americanairmailssociety.org/> or write to: Treasurer, American Air Mail Society, P.O. Box 110, Mineola NY 11501-0110, U.S.A. )

## Western Chapter Report

This spring the WCAS held their meeting at the Edmonton Spring National Stamp show. The show setting provided a wonderful setting for sharing aerophilatelic interests. The WCAS worked with the Edmonton Stamp Club in promoting the aerophilatelic theme for the show. Sandy Freeman prepared an excellent display of the Katherine Stinson commemorative flight covers that stood adjacent to our WCAS information table.

Gord Mallett exhibited a two-frame display entitled "Canada's Love Affair with Katherine Stinson". The historical account contained several rare covers that were flown on the famous Alberta flight in 191, as well as postcards that provided images of Katherine and her Curtis Special. Walter Herdzik's exhibit of "Imperial Airways: England - Africa First Flights 1931 - 1932", told the story of five flights from England to Africa and Africa to England. The examples of early use airmail flown by Imperial Airways were wonderful to see displayed.

On Saturday March 25<sup>th</sup> at our WCAS meeting, Walter Herdzik opened with a talk about his African Imperial Airways Exhibit, and how he became interested in this specific area of aerophilately. David Brown followed with a bit of story telling about Bert Holland, who was an important personality of the Red Lake, Ontario, Gold Rush. Air mail examples addressed to Bert at the Red Lake and Pine Ridge mining recording office where shown to the group. Gord Mallett closed out the presentations with the Katherine Stinson story and a few words on the upcoming events of July 9<sup>th</sup>.

This month (June) Gord Mallett announced that he was leaving Alberta for the warmth of the BC, Okanagan, Vernon to be more precise. Unlike the song, he will not be "long gone and forgotten" for Vernon is just over the rocks. I am sure the Albertan contingent of WCAS members will stay well connected with Gord after the move. All the best Gord in your new locale.

Should any CAS members happen to be traveling to or through Alberta in early of July the WCAS would welcome your attendance July 9<sup>th</sup> for the unveiling of the Curtiss Stinson Special Replica; and the Katherine Stinson commemorative flight events in either the departing city of the Calgary or the home of the Edmonton Oilers. Contact WCAS Denny May at [Maycroft@shaw.ca](mailto:Maycroft@shaw.ca) for more information regarding the program for the day.

*Dave Brown*

### **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.

Starting July 15th, Gord's new address will be:

#2, 6909 Manning Place, Vernon, B.C. V1B 2Y6

Gord's phone number is also changing, to (250) 549-6896, but his email address is staying the same: [gdmall@telus.net](mailto:gdmall@telus.net)

**Good luck with your move Gord!**

# NEWS ABOUT PUBLICATIONS

## Newfoundland Air Mail Postage 1937-1949

This 24 page booklet was prepared by Jack Ince, and reproduces original announcements and rate tables from the Newfoundland Post Office circulars.

The booklet has just been reprinted, and can be ordered from Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

Price, including postage, is: \$8 Canadian in Canada; \$7 US for orders mailed to the USA; \$11 Canadian, \$10 US, 8 Euros, or £5 for orders mailed overseas. - Payment can be made by cheque, money order, or bank draft, (payable to The Canadian Aerophilatelic Society), in Canadian \$, U.S. \$, Euros, or Pounds Sterling. *Members of the CAS may deduct 20% from these prices.*

## Air Mail Operations During World War II

This study of "Routes, Rates, and Markings" by Thomas H. Boyle, Jr., was published by the AAMS. It is now sold out and no longer available from the AAMS, and they have no plans to reprint it.

This is a mammoth book of 927 pages, including 150 tables of rates and routes, lots of maps, and some 400 illustrations of covers. - It is not just an amazingly comprehensive study of wartime air mail services throughout the world, but also the best source I know for information about Canadian air mail services during World War II.

I would strongly encourage anybody interested in this topic who does not already have a copy of this book, to get one if they can.

## Bridging the Continents in Wartime

The CAS library has acquired a copy of this excellent book by Hans E. Aitink and Egbert Hovenkamp, which was reviewed in our June 2005 newsletter.

The subtitle of the book is "Important Airmail Routes 1939 - 1945", and it describes 18 inter-continental routes. Each of these routes is described in more detail than in Boyle's book, and there are many schedules giving the dates of flights.

However, the overall coverage of the book is more limited than Boyle's book, as it does not consider flights within the continents. It also only gives a very limited coverage of trans-Atlantic routes, as these were covered in an earlier book by the same authors.

## Southern African Air Mails

The book is "a compilation of all the 'Air Mail' articles published by the *South African Philatelist* from 1931 to 1973", prepared by Dave Morton. The first edition was reviewed in the September 2005 issue of *The Canadian Aerophilatelist*.

A second edition has just been released. According to Dave: "It is slightly longer (200 pages vs 192) and the referencing is now much better. I also included a few articles that were omitted from the original issue. All in all it is a much better publication now." The cost including p&p is now £32.

For more information, please contact Dave Morton, 2 Anemone Avenue, Welgedacht, 7530 R.S.A (Email: [dmorton@mweb.co.za](mailto:dmorton@mweb.co.za))

## AEROPHIL

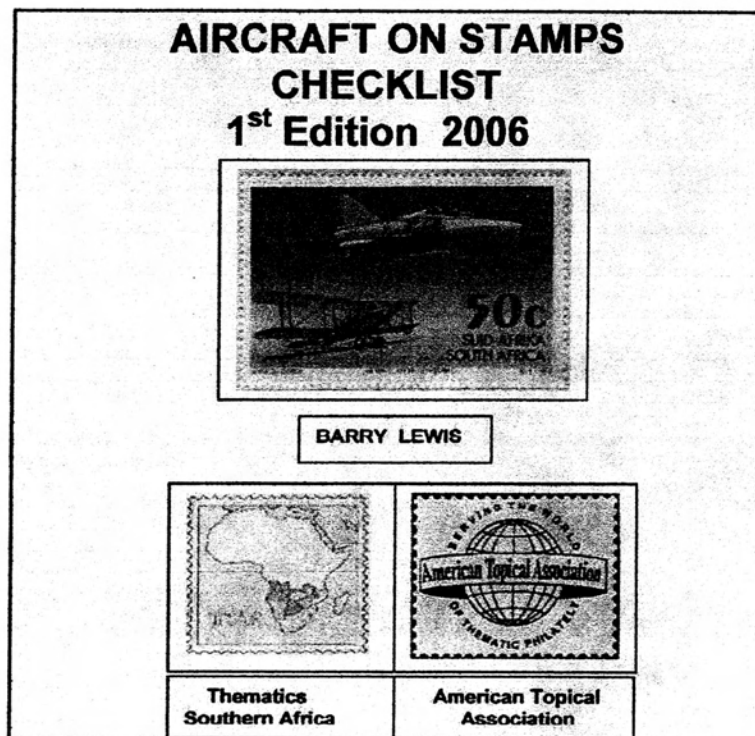
Anybody who has bought publications from Ken Sanford, or is planning to do so, should note that Ken is moving from Geneva, Switzerland to Oxford, Connecticut, U.S.A., on 3 Sep 2006.

Ken has already changed his email address to [kaerophil@gmail.com](mailto:kaerophil@gmail.com)

His new mailing address, effective 21 September, will be:

613 Championship Drive, Oxford, CT 06478, U.S.A.

**Good luck with your move Ken.**



Producing a checklist of all the stamps from around the world with aircraft on them sounds like a humongous task, but BARRY LEWIS has done it. Many congratulations to him!

This checklist is organized alphabetically by aircraft type, e.g.:

	Page
ADER EOLE (1890)	1
ADER AVION 111 (1897)	1
AERITALIA G.222 (1970)	1
AERITALIA/AERMACCHI AM-X (1981)	1
AERMACCHI MB 339 (1976)	1
AERO A-10 (1922)	2

and then by country of issue, year of issue, Stanley Gibbons catalogue number, and Scotts catalogue number, e.g.:

DE HAVILLAND DHC-8 DASH 8 (1983)					
Dominica		1998	2490	2073	-
St Vincent	Series 100	1994	2842	2149	
Vietnam	series 400	1992	1674	2335	

Sometimes a Michel and/or Sanabria catalogue number is also given, and some of the stamps are illustrated.

Barry lists the 2004 Stanley Gibbons Simplified Catalogue, and the 2004 Scotts Standard Postage Stamp Catalogue (Volumes 1-6), among his sources. - The checklist appears to be complete up to 2003, (wow!), and also includes some more recent issues.

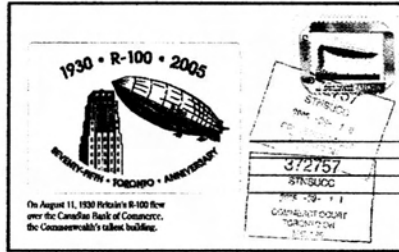
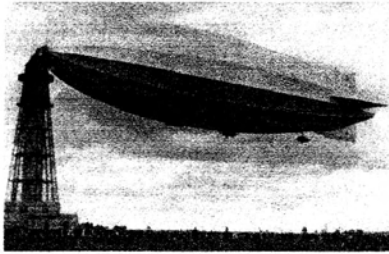
The list has been produced on a CD in Microsoft Word format, which makes it very easy to search for a specific aircraft, country, or stamp, using the word processor's edit function. - People without a computer can take the CD to a local print shop, and get the checklist printed out.

The CD also includes a short aviation chronology of events and anniversaries; and a list of the international registration number prefixes.

The CD costs US\$12.00, including postage, and payment can be made in the form of mint postage stamps - Centenary of Flight 2003, or similar - to the value of US\$12.

To order a CD, or for more information, contact: Barry Lewis, P.O. Box 1056, Hermanus, 7200, South Africa. (Email: [baroy@wam.co.za](mailto:baroy@wam.co.za) )

## 75<sup>th</sup> anniversary of the R100 Flight over Toronto



**Barry Countryman's commemorative postcard,  
described in the September 2005 Canadian Aerophilatelist.**

**Peter Butler's  
mystery cancellation.**

When Barry Countryman produced his R100 anniversary postcards last summer, they were supposed to be cancelled with a pictorial cancellation, but the special cancellation never appeared. Now, however, the cancellation has appeared in the Canadian Stamp News! - Peter Butler told the story in the May 30<sup>th</sup> issue:

For me, this whole affair started with a phone call that I received from Janet Walters, the postmaster of Toronto's First Post Office, and Director / Curator of the Town of York Historical Society, asking for some assistance and a possible explanation. (Janet Walters and I have often chatted about the many facets of the hobby on my weekly visit to the GTAPA/STAMPEX postbox located there.)

She had received a package from another Toronto post office requesting that the enclosed covers be cancelled with her pictorial canceller. The request didn't make sense and Janet felt compelled to get some answers from a collector with some knowledge about cancellations, particularly the pictorial ones created by Canada Post. She asked if I could drop by the post office to provide some answers.

The sending postmaster's note requested that following the cancellation of the covers, they should be sent to the addressees (one in Germany, the other in Saskatchewan) in the envelopes they had provided, to insure a second cancellation would not be applied going through the regular mail process. The requests from the original senders, however, had asked for a "Station R" cancellation (as shown in the illustration), not from Canada's First Post Office. Janet was baffled. A quick phone call to Station R created even more confusion. The clerks at Station R didn't have the pictorial canceller being requested, had never seen, never used such a canceller and knew nothing about it. A check on the Canada Post website revealed that no such canceller had been included in their listing.

Which post office had sent the package to Toronto's First Post Office? Who had designed the pictorial canceller in question? From whom had the two collectors heard about the availability of the canceller? Where was the canceller now? Was it ever used?

Armed with photocopies of the unique covers that required cancelling and copies of the letters of request, I started my search for answers, and promised to report all findings to Postmaster Walters. As will become clearer later in the article, Janet's main focus was from a historian's point of view, the story of Toronto's involvement with R-100, and her responsibility as a postmaster, to make sure the mail does eventually get through. On the other hand, I was focusing my attention on the workings of the postal system, the creation of commemorative covers with pictorial cancellations, and a wish to bring the entire dilemma to a successful conclusion.

I started my investigation with a visit to Station R in Leaside (in Toronto's east end) and spoke with the manager, who reiterated along with two behind-the-counter clerks that no one at the post office had requested, received or knew anything about the airship R-100 cancellation.

One of the clerks then reminded the manager that they had received two requests for that cancellation, but since the staff had no knowledge of it, it was decided to send it "downtown."

Someone suggested that the covers were meant to be sent to Station K, which does have a pictorial canceller, but that the package had been sent "downtown", and that Toronto's First Post Office was in fact, downtown.

It seems that it was after all, Christmas, and everyone was very busy. "Fair enough," I added. At least now we knew how, where and why the two covers had ended up at Toronto's First Post Office.

Next, I sent a request for information to Canada Post. The cancellation looked very much like the cancellations designed by Canada Post. I had decided that it was not a privately produced one.

After two weeks, a second request for tracking was sent, and an answer from the Stamp Marketing Department told me there was no record of such a canceller being requested or made.

**Continued**

**75<sup>TH</sup> ANNIVERSARY OF THE R100 FLIGHT OVER TORONTO: the mystery of the special cancellation, as told by Peter Butler in the *Canadian Stamp News*, May 30<sup>th</sup> 2006 continued:**

That seemed reasonable. The cancellation had never appeared in *Details*, where all cancellations are shown, even ones which are unavailable to the general public. Nor, as mentioned before, had it appeared on the Canada Post website. It appeared we were at a dead end.

Let us stop there with the investigation, and focus for a minute on the historical context for the creation of the canceller in the first place. Janet and I had wondered early in the game, why the image of a zeppelin, dirigible, or an airship was circling what appeared to be the Canadian Bank of Commerce Building on King Street in Toronto.

Was the fact that the building was the tallest in the Commonwealth at that time of any significance?

Further, the dates didn't make sense. - Seventy-five years from 1903 does not get us to 2005!

We quickly got to the bottom of that inquiry. A customer at the post office told Janet that indeed there was a British airship called R-100, and that it had visited Canada in 1930. It had been moored at St. Hubert Airport, in north Montreal, and had at one point, traveled to Ottawa and Toronto on a courtesy flight. It had flown over Toronto on Aug. 11, 1930. So, the date of the visit should have read 1930, not 1903, and the anniversary date of the visit should have been Aug. 11, 2005. Little wonder the canceller had never seen the light of day. There were two errors in the information.

The real break in the mystery came when I bumped into Dick Malott at the reception following the funeral service for Harry Sutherland. Dick is "Mr. Aerophilately" in Canada and I thought if anyone could help, he could. Dick did not have any information that had not already come to light, but he did give me the names of a few people that might prove helpful.

He was right. Barry Countryman, my first contact was indeed able to fill in most of the rest of the story. Living in Toronto, he was happy to grant me an interview, and we spent over an hour talking about the R100 visit to Toronto, the anniversary to be commemorated last August, and the source of the request for a pictorial canceller.

Barry is an expert on the R-100 airship. In fact, he wrote a book about it which unfortunately is now out of print. He directed me to a website ( [www.aht.ndirect.co.uk/airships/r100/](http://www.aht.ndirect.co.uk/airships/r100/) ) where I gathered some great information about the R-100, and he showed me the commemorative postcard he designed to go along with the pictorial cancellation in celebration of, "the greatest single air event in terms of capturing the interest of the public that ever occurred in Canada", (so wrote Frank Ellis in his book, *Canada's Flying Heritage*).

Apparently the R-100 circled Toronto at morning rush hour. Traffic was disrupted as, "streets and rooftops were black with people" (another Ellis quote).

It must have been quite a sight. An illustration presented here shows the postcard that Barry created for the anniversary of the flight. The front is a reproduction of a photo card produced at the time of the visit at St. Hubert Airport. The back of the card shows a colleague's design that was to have adorned the cancellation. It was that design that Barry had sent off to Canada Post in the hopes of having a canceller for the occasion. Barry also ordered sheets of the picture postage stamp reproducing the postcard's front photo. A very attractive and significant aerophilatelic item to be sure.

Unfortunately, it was not to be. - There was contact with someone at Canada Post about the wish to create the canceller, but it never happened. Barry had assembled 100 post cards with the picture postage stamps to await the canceller being delivered to Station R, his local post office. You can now understand the mystery that has unfolded around the "lost" canceller. In anticipation of satisfying the many requests for the commemorative postcard, Barry had the cards cancelled at the post office in the Commerce Court... under the Canadian Bank of Commerce Building.

You can see the results of his efforts. The Commerce Court post office clerk could only use a Pocon canceller. It was cancelled on the wrong day, and re-cancelled on the next day as was requested by a very frustrated and disappointed Barry. The production of the postcard with stamp and double cancellation was offered to other collectors in the *Canadian Aerophilatelist* (September 2005 edition). It was noted that "Commerce" was misspelled, and the cancellations were faint and hard to decipher.

There were few requests for the postcard, which was understandable given the errors, the Pocon cancellations, and the fact that the anticipated pictorial cancellation picturing the same design as the cachet had not materialized.

Following this revelation, I had to call a trusted friend and colleague, Yves Piche, who sits with me on the Stakeholders in Philately task force, and represents Canada Post, his employer. He promised he would look into the matter and get back to me. He did just that.

**Continued**

**75<sup>TH</sup> ANNIVERSARY OF THE R100 FLIGHT OVER TORONTO: the mystery of the special cancellation, as told by Peter Butler in the *Canadian Stamp News*, May 30<sup>th</sup> 2006 continued:**

As you read this article, the new, corrected pictorial canceller should be at postal Station R, available to anyone who wished to have covers and stamps cancelled as it was originally intended to happen. Barry and I hope there will be some interest in using the corrected canceller. Regardless, thanks must go to Yves Piche for once again supporting the hobby.

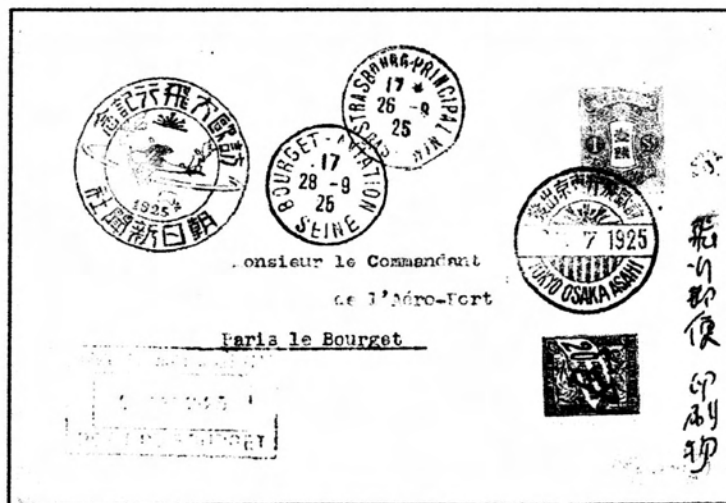
The special canceller is indeed now at Station R, and will be available until mid-August. - "The postmaster will service all requests for the cancellation, in person or by mail, on covers, postcards etc. and either send them through the mail, or return them to their owner in a separate cover provided. Hand-back covers will be allowed. The mistakes on the original have been corrected. It now reads 1930 - R-100 — 2005, 75<sup>th</sup> anniversary. The address for the post office is: Toronto Post Office Station R, 2 Laird Drive Toronto ON M4G 3T0.

I am sure that Barry would like to add his thanks to the clerk at the Commerce Court post office, who saved his cards last summer. - According to Barry, "the fellow said he didn't know if 'handback' was legal, but would check". He phoned the next morning to say it was, and then cancelled all the cards for Barry.

The cards can still be obtained for \$5 each (including postage), from: Barry Countryman, 211 Sutherland Drive, Toronto, Ontario M4G 1J1.

I would like to thank Peter Butler for permission to reprint this story. - Peter finished his article in the *Canadian Stamp News* with a comment that, "there are a few additional pieces to the puzzle that have not been included in this telling of the story. That will have to wait until next time." I am looking forward to reading Peter's additional information, and will report it in a future newsletter.

## STOLEN COVER



1925 Tokyo to Paris air-cover, Addressed to Monsieur le Commandant de l'Aéro-Port, Paris le Bourget, Franked by 1 Sen orange and cancelled with commemorative cancel of 'Tokyo Osaka Asahi 25 7 1925', Handstamp in red dated 1925 and showing plane over map of Japan to France, receiving cancels of 'Strasbourg Principal 17 26 8 25', and 'Bourget-Aviation Seine 17 28-9 25', Boxed Handstamp 'Services Navigation Aérienne, 28 Sept 1925, Port du Bourget', this cover was underpaid and taxed by 20centime green postage due stamp with 'T' cancel. Cover also has small handstamps of 'P. Breton' and 'Breguet 19. M2. Mstazr 160 CV, Legraine Dietrich'.

I have been asked to advise readers of the theft of this rare polar cover, which was stolen in the mail: "the advice of theft is from the Israel Post Office reporting that it was so received - slit cover with no contents - in the UK". - If anybody sees this cover, please contact Oded Eliashar, Box 36466, Jerusalem, 91364 Israel. (Email: [oded@eliashar.com](mailto:oded@eliashar.com))

## CANADIAN STAMP DEALERS ASSOCIATION

We have been sent some copies of the 2006 CSDA Directory. This includes a list of individual CSDA members, their company's and specialities. It also includes a geographical listing of members, and a list of their internet sites.

If anybody would like a copy, (at no charge), just contact the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))

# NEW ISSUE: 35<sup>th</sup> Anniversary of the Snowbirds



## According to Canada Post's DETAILS, April 2006:

For 35 years, members of the Snowbirds Demonstration Team (431 Squadron) have captivated spectators - more than 116 million to date - with sky-high precision aerobatics that exemplify the skill, professionalism and teamwork of the Canadian Forces. They have become a Canadian icon, and a source of pride for all Canadians.

While military aerobatic flying in Canada began as early as 1929, It wasn't until 1971 that the Snowbirds became an official entity within the Forces. The name "Snowbirds" was the product of a competition held among elementary school children at CFB Moose Jaw, Saskatchewan. "Snowbirds" was born from two ideas: the white-painted Tutors flown by the team, and Anne Murray's popular 1970s song, Snowbird.

In recognition of the Snowbirds renown at thrilling audiences for more than 35 years, Canada Post will issue two domestic rate (51 cents) commemorative stamps on June 28<sup>th</sup> 2006. Printed in nine colours, the stamps will be available in a pane of 16. A souvenir sheet displaying the two stamps will be released at the same time.

Created by Wade Stewart and Tiit Telmet of Telmet Design Associates, Toronto, the commemoratives capture the beauty, precision and energy of Canada's world-renowned aerobatic flying team, in two 48 x 27.5 mm stamps.

"When we started this project, we knew we wanted to do something completely different with the subject matter," says designer Tiit Telmet "To create a look and feel that would reflect the special characteristics of the Snowbirds."

"The 'different' was very evident in the final product," says Liz Wong, Manager of Stamp Design and Production at Canada Post. "The stamps have a painterly appearance and a canvas-like quality that depicts the Snowbirds in a way never seen before".

"We achieved a painterly palette by manipulating and layering multiple photographs," says Telmet "In one stamp, we've cut away the pilot and simulated the canopy. By combining images and graphics with subtle, transparent effects, you get a first-hand view of the Snowbirds in flight from a pilot's perspective."

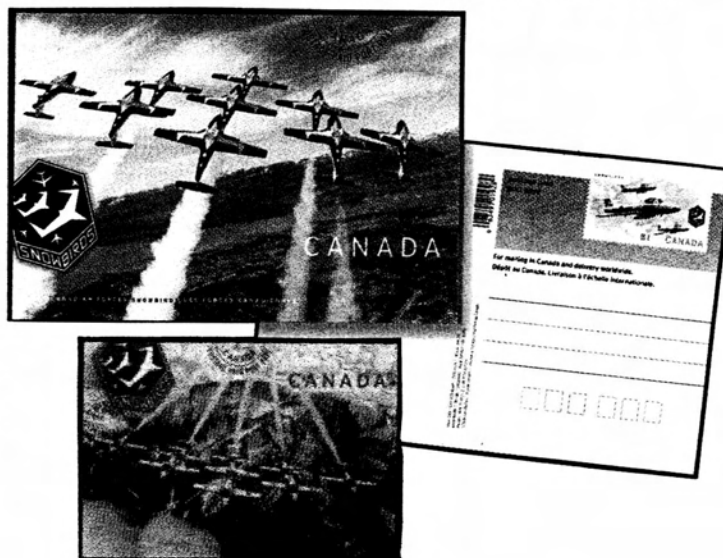
At first glance, the other stamp appears to have only three planes. If you take a closer look, however, you see a number of ghosted planes, representing the Snowbirds' nine-plane formation - a familiar sight on Canada Day and a hallmark of one of the world's most famous flying teams.

The stamps are being printed by the Canadian Bank Note Co., using lithography in 9 colours, on "Tullis Russell Coatings" paper. - They are perf 13+; P.V.A. gum; with General, 4 sides tagging. The quantity printed is 5 million.

## Canada Post is also producing:

- First Day Covers with a pair of the stamps; and with a Souvenir sheet.
- a "limited-edition" of 1,000 uncut press sheets of six Souvenir Sheets, and four panes of 16 stamps. These sheets include all of the printer's quality-control elements, including crop and perforation marks, and are signed by both designers.
- Two postage-paid postcards with photographs of the Snowbirds in formation, which can be mailed from Canada to anywhere in the world. (See right.)

**For more information, or to order, contact Canada Post: 1-800-565-4362 FROM Canada or the U.S.A. (902) 863 6550 from other countries.**



# MEMBERS' FORUM - What is a Pioneer Cover?

In the March 2006 newsletter, I raised two questions:

- what is a Pioneer Cover?
- in The Air Mails of Canada and Newfoundland, when should Section 1 - *Canadian Pioneer Flight Covers* - end; and when should Section 5 - *Government and Other Air Mail Covers of Canada* - begin?

Many thanks to Steve Johnson and Dick McIntosh for responding to this question.

However, we now have four different opinions!

**1. The current approach in AMCN - which gives a three year overlap:**

At present the last flight listed in Section 1 is PF-32:

1928, August 17<sup>th</sup>: Moose Jaw - Winnipeg. (Moose Jaw Flying Club flight, with special stamp.)

The first flight in Section 5 is 2601

1926, March 27<sup>th</sup>: Toronto - Red Lake. (Curtis "Lark" delivery flight.)

**2. Perhaps Section 5 should begin with 2707:**

1927, September 9<sup>th</sup>: Rimouski - Montreal. (The first Post Office financed air mail flight, which sank on take off.)

and that earlier flights in section 5 should be moved to Section 1, which would still end with PF-32. This was my suggestion in the March 2006 newsletter, and would reduce the overlap to one year.

**3. Or is a pioneer cover is anything before 1924:**

Steve Johnson has commented that:

To me, a pioneer cover is anything before 1924, which was when Laurentide started regular airmail service. In my mind, the flight covers listed in the article could fall under the category of "Experimental Flight Covers". You could also add the first flight from Victoria B.C. to Vancouver B.C. on July 23, 1928 in the experimental category. Would it be fair to call it "Pioneer"? I don't think so, even though it was the first flight which eventually became British Columbia Airways. Pioneer should be regarded as flights before airmail companies making regular airmail service.

**4. But are these separate sections really necessary?**

Dick McIntosh's response to the questions was:

My view has always been that date was the primary way of listing, and I would do away with all separate sections. We could handle groupings like balloons and helicopters, and pioneer if you like, by an index at the back. This would eliminate the fuzzy lines and duplicate listings. However, this will probably not happen. I do think the pioneer grouping is a hold over from early days, when there were other divisions like "Official" and "Air Stage", and do not see any point in retaining it as a separate section, or having the "date" definition debate.

## What do you think?

We are now beginning the process of producing a revised version of The Air Mails of Canada and Newfoundland. (See Dick Malott's Report on pages 2 and 3 of this issue of the newsletter.)

So: now is the time to consider the "big questions", like how should AMCN be structured?

One of the aims of these Members' Forums is to give everybody a chance to comment on what changes they think should be made to AMCN.

**If you have any comments regarding the issues raised in this article, and/or comments on any other aspect of AMCN, please send them to the editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.  
(Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))**

## IN MEMORIAM: Keith Fitton, 1936-2006.

Keith was a very active philatelist in Britain, with a special interest in the airmails of the Seychelles. He held many positions with different philatelic organizations over the years, and at the time of his death was Chairman of the British Aerophilatelic Society.

Keith was also one of my occasional correspondents.

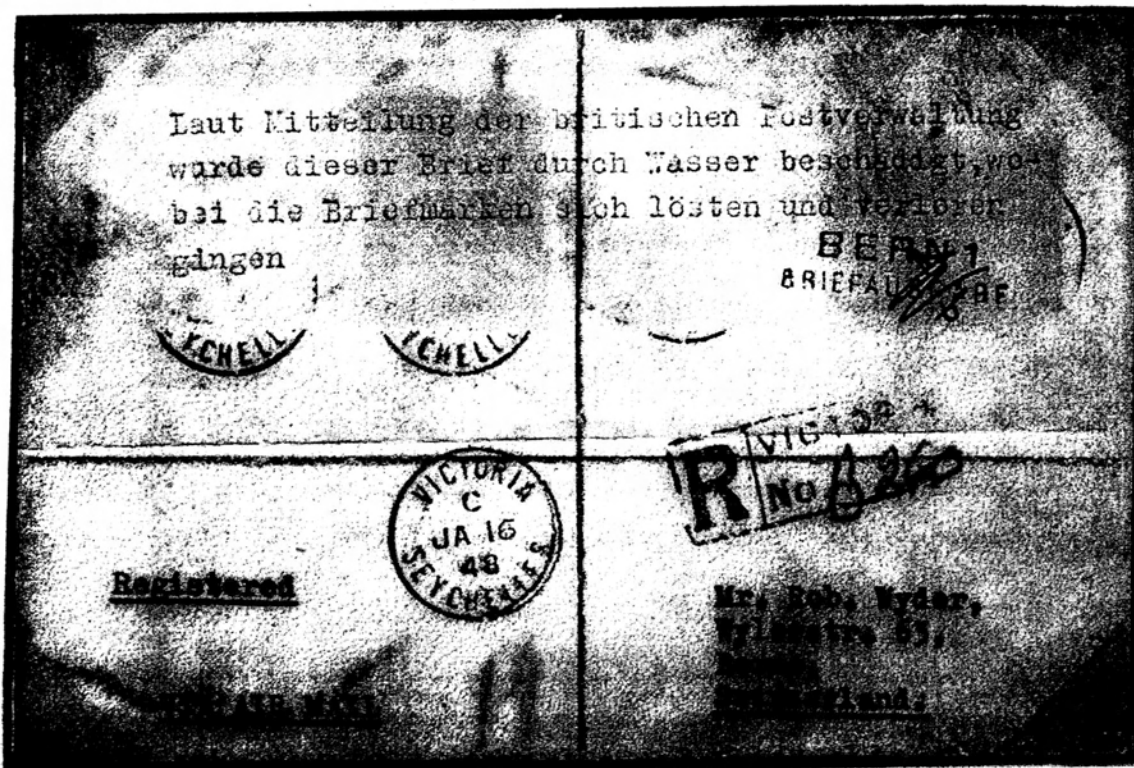
Five years ago, Keith wrote an article on a supposed crash cover from the Seychelles, that was published in several journals.

Keith's article struck me as an outstanding piece of research, and I put a copy aside, to include in a future issue of The Canadian Aerophilatelist. However, I have had a surfeit of articles for each issue of our newsletter, so Keith's article was repeatedly held over to a later issue.

I am publishing the article now as a tribute to Keith.

### A CRASHING 1948 MYSTERY

Recently, a thoroughly reputable auction house included in a catalogue an item represented as an "air crash" cover. It was described, based on information provided by the vendor: as having come from a BOAC plane which crashed shortly after takeoff from Victoria, Seychelles, in January 1948; as having an explanation typed on it on arrival at Bern, Switzerland; as to why the stamps had been washed off, with a handstamp to support it; and as having been officially sealed in London. A Nierinck reference of 480100 was also quoted. On further investigation (a personal viewing), the envelope was found to be sealed on the reverse with a type RLS.54 label from Royal Mail; with boxed G. Crown R. over "OFFICIALLY SEALED IN THE / RETURNED LETTER SECTION, / LONDON POSTAL REGION." There was also a handwritten endorsement on the back "31 Marz 48 / Bern, Ankünft." The lot was described as "scarce."



Continued

**A CRASHING 1948 MYSTERY by Keith Fitton continued:**

The cover **looks** like a crash cover and scarce it certainly was, as it appears to be the only item of mail so far "identified" from this "crash." This alone raised a suspicion, and there were other doubts; further research was clearly needed, from which the following has emerged.

**First, the cover;** registered and addressed to an individual in Bern, this was in relatively good shape, but obviously had been subjected to water damage though there were no signs of burning or other physical damage. All the adhesives (4, possibly 5 on the front) and any air mail label were missing, but one strike of the Victoria, Seychelles, cds for C JA 16 48 (type V.11) was still clear (with 4 other partial strikes), as were the registration mark for Victoria (No. B260) and the words "Registered" and "VIA AIR MAIL" typed on the front. The typed message in German translates to the effect that "**according to the British Royal Mail, this cover was damaged by water and the stamps have been washed off and lost.**" There is no mention of any plane crash, nor of "sea-water" as one might expect in any crash at sea, with Victoria being 1000 miles from the nearest land mass. Beneath the typed words is a two-line unboxed cachet "BERN 1 / BRIEFAUSGABE" in black, initialed.

**Second, the Nierinck reference;** this was strangely incomplete in that the exact date of the crash was not given nor was the type of plane that was supposed to have crashed. The reference 480100 simply means "some time in January, 1948." This is unusual in that both the precise date and the type of plane and/or its registration number, and even the pilot's name in some cases, are regularly identified by Nierinck, doyen of airplane crash recorders. Significantly, there is no reference to this "crash" in The Aero Field for 1948. It appears that Nierinck may have derived his information from the Swiss SAV catalogue – the wording being virtually identical. I have been advised that it was entered therein before Roland Kohl took over as Editor and he, Kohl, could find no reference anywhere else to the crash, but saw no reason to omit it without further information. The catalogue entry bears a footnote which reads "**evidence of this entry is derived from the Katalog-Redaction.**" Too, I note that Kohl has never seen an example of mail from this "crash." In his response to my enquiry, Nierinck replied "... **since I was aware of this crash I wasn't able to find more information.**" So the provenance of this "crash" is less than assured. The Swiss PTT later replied to my enquiry, but could add nothing new, simply quoting the SAV entry and commenting "... **we have to assume that the postage stamps were really damaged by sea water.**"

**Third, BOAC;** no record of any BOAC crash in January 1948 can be found in the company records, all aircraft being accounted for, nor can any crash be identified of any other airline which might conceivably have carried the cover between Seychelles and UK-Switzerland. BOAC did experience a crash on the 9<sup>th</sup> of February 1948 – a Dove 2, G-AJHL, off Lockri, Greece, but this crash would not have been involved in any mail flight from Seychelles.

**Fourth, Airline services;** the most telling argument against the description is that in 1948 there was no BOAC service to/from the Seychelles (the last visit being by the "G" class flying boat *Golden Hind*, G-AFCL, in 1944), nor any other airline operating there for the simple reason that there was **no airport in Seychelles before 1970!**

**A CRASHING 1948 MYSTERY by Keith Fitton continued:**

Royal Air Force (RAF) Catalina flying boats had visited Seychelles during World War II, but the RAF Station which served them closed in 1946. In September 1947, three RAF Sunderland flying boats passed through on a flight from Singapore to Durban. The next aircraft to arrive was the East African Airways Catalina amphibian *Namnagani* in January 1953, which made only one return flight from Mombassa. Shortly after the end of World War II, BOAC had rejected the possibility of introducing a service with flying boats as "hopelessly uneconomic." There is nothing in the Seychelles Government records of any flight in the whole of 1948, let alone a plane crash!

So, if there wasn't an airplane crash in the Indian Ocean in January 1948, what happened? The only conclusion must be that there was **no plane crash anywhere**. By a strange coincidence, the same auction included a cover in the Ship Wrecks section which was described as having been posted from Seychelles on 21 January 1948, carried from there in the *M. V. Benledi* bound for Marseilles and arrived in London on the 9<sup>th</sup> of April. This cover (which also bears a handwritten "BY AIR MAIL" annotation, but struck through to cancel it) too had lost its stamps and carried a boxed cachet, applied in London "DAMAGED BY SEA-WATER." Verso is completely devoid of any marks or labels. The auction catalogue states, again based on the vendor's instructions, that the ship, carrying general cargo and copra, experienced a fire in one of its holds at Genoa on the 2<sup>nd</sup> of March. The fire did not reach the mail, but the mail was damaged by the flooding used to extinguish the fire. This cover sold, after strong bidding, both in the room and on the book, for £220 against an estimate of £100 - £120.

It is always possible that the illustrated cover did not have enough postage for carriage by air, and thus went by sea in the *M. V. Benledi* beyond Mombassa, suffered the same fate as the second item discussed, and went to Switzerland by air from London. But it apparently arrived in Bern on the 31<sup>st</sup> of March, after passing through London – over a week **before** the *M. V. Benledi* is stated to have arrived in London. It seems too much of a coincidence that two covers, sent within five days of each other and carried on the same ship from Seychelles to Mombassa, even if no further, should suffer damage by water in two separate incidents. But the treatment each cover received from the postal authorities is very different from the other. My personal *opinion* is that the suspect cover went (as then was the only way) by sea from Seychelles to Mombassa on the *M. V. Benledi* and from there by air to London, where it suffered damage by water (flood?? rain??) while in the possession of the UK Post Office. Finally, from London by air to Switzerland, where it attracted the typed endorsement and handstamp.

Another theory has both covers on the *M. V. Benledi* and suffering water damage at Genoa. After the fire was put out, wet cargo, including the mail, was off-loaded. The mail was then forwarded to the UK by surface route, arriving before the *M. V. Benledi*. But, if so, why were the two items of mail treated so differently. And why did the so-called plane crash cover, addressed to Switzerland, go first to the UK and not directly to Switzerland? An alternative explanation might be that both covers lost their adhesives to water damage while on the *M. V. Benledi*, between Seychelles and Mombassa, the illustrated cover then going by air to London, while the second cover continued on the ship. But a further soaking in Genoa!!! This is, I think, stretching coincidence too far.

**A CRASHING 1948 MYSTERY by Keith Fitton continued:**

It seems that, however it lost its adhesives, the illustrated cover looks like a crash cover. Many years ago the cover must have been given an ancestry (perhaps by an earlier, wishful owner) which, repeated in several media later, appears to have taken on the verisimilitude of fact. The lesson to be learnt, if there be one, of this research is that one should always go back to first principles and not rely alone upon the printed word, no matter how authoritative it might be. After all, inclusion in both the SAV catalogue and Nierinck's massively detailed work might be assumed to provide incontrovertible proof of the crash. Further investigation demonstrates that these inclusions were based on little, if any, hard evidence.

In conclusion, I would like to record my thanks to Henri Nierinck, Roland Kohl, Norman Hoggarth and Ken Sanford for their generous help in this research. Before the auction took place I, and at least one other person, had drawn the attention of the auction house to these conclusions. On the day of the auction, before the lot was offered, the auctioneer, David Boyd (welcome back!), briefly but comprehensively outlined much of the above to explain why the description in the catalogue was incorrect and advised that the item would be sold "as is." The postal bidders had been advised. In the event, without any bids from the room, the lot was knocked down to a postal bidder at the upper estimate of £120. Sadly, not a plane crash cover – but I wish it had been!!!

[This article was first published in "IO," the journal of the Indian Ocean Study Circle. It is published here with permission of the author.]

This article is reproduced from the January 2002 issue of *La Catastrophe*, journal of the *Wreck & Crash Mail Society*, edited by Bob Marousky, 2720 Walton Drive, Ocean Springs, MS 39564, U.S.A.

It was also published in the August 2002 issue of *Air Mail News*, journal of the *British Aerophilatelic Federation*, edited by Richard Saundry, 3 Reawla Lane, Gwinear, Hayle TR27 5HQ, England.

The CAS exchanges newsletters with both these societies.

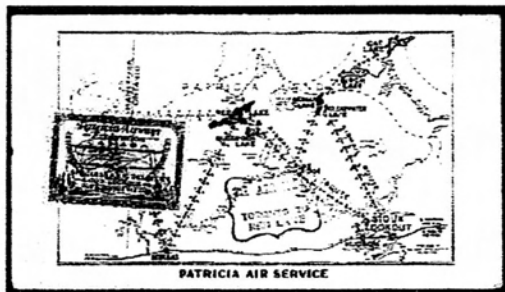
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# BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY

By Kendall C. Sanford

**EDITOR'S NOTE:** Following the *Member's Forum* regarding First Flight Cover Prices, I received this article from Ken Sanford, about the buying and selling of items on eBay. The article gives a lot of detailed information as to how eBay "works". Since eBay seems to be a bigger and bigger factor in the aerophilatelic market, I am publishing the article in full.

Ken's article was originally published in The Airpost Journal of the American Air Mail Society. It is republished here by permission.

Please note that since eBay is continually evolving, there may have been some changes to their charges and procedures since this article was written. However, as far as your editor, (who is a regular purchaser on eBay), is aware, all the information in Ken's article is still accurate.

## OVERVIEW

eBay, the Internet auction site is a great way to buy and sell philatelic material, in addition to the normal sources, e.g. traditional dealers and auction houses. You will find that you can sometimes (but not always) buy material on eBay at prices lower than the traditional sources. The great advantage of buying on eBay, is that you can find material that you would probably never know about through the traditional sources. eBay gives you the whole world as a source for material. Another advantage of eBay is that you can track the bidding on an item and increase your bid at any time if you think it is necessary to be sure of obtaining it.

## TYPES OF MATERIAL ON EBAY

For the most part, the aerophilatelic covers sold on eBay are common or plentiful ones. However, from time to time, you can find a scarce or better item. For example, there was recently a U.S. crash cover sold on eBay, from a crash where no covers had previously been recorded. There is no reason why better material cannot be sold on eBay, because the seller can place a reserve price on an item. One thing you will notice on eBay is that starting prices tend to be quite low. This is because the eBay listing costs are based on the starting price—the lower the starting price, the lower the listing cost, so most sellers place low starting prices on their items. eBay also charges a fee based on the selling price, but it is much lower than regular auction houses, which is one reason why eBay is so popular. You will also notice that some sellers place ridiculously high prices on some items. Usually, they receive few or no bids, so hopefully they will learn their lesson.

## GETTING STARTED

To sign up to use eBay, type in: <http://www.ebay.com/> . It is free.

To find philatelic material, type in: <http://stamps.ebay.com/>

Under "Basis Search", type in the type of material you are interested in, such as "first flight covers". Then check both "Search within Stamps" and "Search in titles & descriptions". This will bring up all listings that have "first flight covers" in the "Stamps" category and in all the titles & descriptions within "Stamps". You can then arrange the results by the listings "ending first", "newly listed", "lowest priced" or "highest priced".

Continued

**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY by Ken Sanford continued:**

When writing this article, I did a search on four categories, which gave the following results:

- 51 items under “crash”
- 1447 items under “first flight covers”
- 16839 items under “first day covers”
- 2287 items under “flight covers”
- 4007 items under “air mail covers”

You will see that there are many irrelevant and extraneous items that will come up. This is because many sellers put these words in their descriptions, even though they are not exactly that type of material. You will have to experiment with various key words to see what results you can get.

You then have to go through the listings by subject, and click on those that look like they might be of interest. Normally, the seller has described the item and shown a scan of it. However, you will find that many sellers are amateurs and do not properly or clearly describe the items they are selling. You will see the following for each item:

**Starting bid amount** (normally in US\$ or UK£). You must bid this amount or more. You will notice on some items, there is a “Buy it Now” price, which is higher than the starting price. This means you can buy the item for the “Buy It Now” price without bidding against other people. Usually, this means that the seller has more than one of the item, so you might want to use this only when you really want an item and don’t want to bid against others.

**Time Left.** Most listings are for 7 days, but the seller can also list an item for 10 days at an extra listing cost. This will show if it is a 7 day or 10 day listing, and it will show the ending date and time. The time is always specified in Pacific time, as eBay is located in California.

**History.** This will show how many bids have been placed on the item, and the current high bid. You can click on this and see who has placed a bid. It shows the user name of the bidder, not their actual name. After you become familiar with eBay, you will start to recognize some of the regular bidders by their user name, which is useful to know who you are competing with.

**Location.** This shows the physical location of the seller, which can sometimes be useful.

**Shipping and payment details.** This shows the amount the seller will charge for shipping and the methods by which you can pay for the item.

**Seller Information.** This shows the user name, followed by a number and a symbol, such as a star. The number signifies the “feedback” score the seller has on eBay since starting, and the symbol designates the number of positive feedbacks the seller has. There are different symbols depending on the number of positive feedbacks the seller has received. After a transaction, each buyer and seller leaves a feedback on each other. The feedback can be positive, negative, or neutral. The number of positive, negative or neutral feedbacks are shown, and it shows the date the seller became a member of eBay. By clicking on “Read feedback comments” you can read the actual feedback comments on that seller. Most people have all or mostly positive feedbacks. If you see a lot of negative feedbacks, then you can read them and decide if you want to deal with that seller.

**Ask seller a question.** If you have any questions about the item being sold, you can use this function to send an email to the seller with your questions. I use this quite often, as I find that many sellers do not adequately describe their items, and it is necessary to ask questions about it.

**View seller’s other items.** With this, you can look at the other items the seller has for sale on eBay at the same time.

**Continued**

**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY** by Ken Sanford continued:

**Watch this item.** If you want to track the bidding on the item, you can click on this and it will add the item to your items that you are bidding on or watching under "My eBay".

**BIDDING**

Under the Current bid amount, you will see a button "Place Bid". Your bid must be a slight amount above the highest bid, and after clicking this button, it will tell you the minimum amount you must bid. eBay works just any other auction. You bid the highest amount you are willing to pay for an item, and if you are the highest bidder, you will get the item for a slight amount above the next highest bid. After making your first bid, if you later see that the bidding is getting close to your highest bid and you want to make sure you get the item, you can place a higher bid at any time before the item closes.

After making any bid, you will receive an email confirmation of that bid. If someone outbids you, you will also receive an email confirmation that you have been outbid. As I live in Europe, the eBay items end at 4:00 a.m. my time. I obviously don't want to get up just before 4:00 a.m. to see if I must place a last minute bid on an item I want. There are a number of programs you can get which help you get an item at the last minute before it closes. A couple of these are "Major Citrus", and "Snipe". These cost about \$10.00 and are well worth the cost. A list of these various programs is on: <http://www.biggest-auction-site.com/ebay-snipe-program.php>. These programs will automatically increase your bid at the last minute so you can make sure you get an item. These services charge a fee each time you use them, but if you really want an item, then it is well worth it. There is also a free program called "Bidwatcher", which is available at: <http://www.midwestcs.com/bidwatcher/>

**PAYMENTS**

If you are the successful bidder on an item, you will receive an email notification, with instructions on how to pay for the item and the shipping/postage cost. If you want the item to be insured, then you will need to pay extra for this, and the seller will tell you the amount. Normally, you can pay by a major credit card, check, money order or PayPal. PayPal is an Internet payment system which is owned by eBay, and is very safe and secure. If you have a major credit card, you can sign up for a PayPal account. Most people using eBay are using PayPal to pay for items they buy, or to receive payment for items they sell on eBay. You maintain a balance in PayPal, from which you can pay for items you buy, and you can transfer money from your PayPal account to a bank account at any time. I use PayPal almost exclusively for items I buy and sell on eBay. When you make a PayPal payment, both you and the seller receive an email confirmation of the payment.

**RECEIVING PURCHASED ITEMS**

Most sellers will not send the item until they receive payment, as they usually don't know you. That is why PayPal is good, because the seller gets the payment quickly and can send the item right away. After receiving an item, if you find that it is not as described, the condition is not as described, or there is some other problem with it, you can contact the seller and arrange for the item to be returned. I recently bought a cover which was described as a crash cover. After receiving it, I determined that it was not a crash cover, and I returned it to the seller, who is obligated to give a full refund. If the seller refuses or is reluctant to take back an item which is not what it was supposed to be, the seller will get a negative feedback from the buyer. No seller wants negative feedbacks, so the seller will usually take the item back without any argument.

**DISREPUTABLE OR DISHONEST SELLERS OR BUYERS**

eBay is no place for such people. If someone is doing dishonest transactions, they will quickly be reported to eBay and after three incidences of not paying for items, not sending items for which people have paid, etc., they will be suspended from eBay. eBay has strict rules and policies and will not tolerate dishonest behavior.

**Continued**

**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY** by Ken Sanford continued:

My experience with buying covers on eBay has been very positive and I have not had any problems. I highly recommend it.

**SELLING PHILATELIC MATERIAL ON EBAY****GETTING STARTED**

The first thing you need to do is scan each item you want to sell. If there are pertinent markings on the back of a cover, make a photocopy of the back, and then scan the front with the photocopy of the back just below it. Scan at 300 dpi (dots per inch), 8 bit color, save as a JPG file and use JPEG compression if your scanner has that option. This will make the file size smaller and speed up the download time for people looking at the image on eBay. Give each scan a file name that will be easy to remember and put all the scans into a separate directory for the items you will upload to eBay at the same time.

**DOWNLOAD TURBO LISTER**

Next, assuming you have already signed up as an eBay user, go to: <http://www.ebay.com>, then go to the bottom of the page, click on "eBay Downloads", then "Selling", and then click on eBay Turbo Lister. You will have the following choices: "Download Now", "Take the Tour" & "Get the CD". Turbo Lister is a free program which automates and formats all your eBay listings.

**System Requirements**

- Microsoft Windows 98, ME, 2000, XP, NT
- 100 MHz processor
- 30 MB free hard disk space, 100 MB for high volume sellers
- RAM for Win 98/ME: 64 MB, 128 highly recommended
- RAM for Win 2000/XP/NT: 128 MB, 256 highly recommended
- Modem or Internet connection
- Internet Explorer v5.01 or later installed (it also works with Netscape)

If you have any problem downloading Turbo Lister, then choose the "Get the CD" option and order the CD-ROM.

**USING TURBO LISTER**

Turbo Lister is very easy to use. You just have to fill in the blanks with the data on the item you are selling. You will have the choice of listing your item for auction or as a fixed price item. Then enter a title, which should be as descriptive of the item as possible using key words, such as "Crash Cover", "First Flight Cover", "First Day Cover", "Airport Dedication Cover", etc. Then select the Category for your item. The categories are predefined by eBay, and I find that they are rather limited, and are designed more for stamps than covers. However, after looking at all the available categories, you can usually find an appropriate one. I understand that the American Philatelic Society is working with eBay to improve its usefulness, and I plan to make some suggestions to add additional categories for aerophilatelic material.

There is an option to add a second category, but eBay charges double the listing fee for this. The next step is to "Design Your Listing". This is where you describe your item. It is best to use the "HTML View", which will show you exactly how the description will appear on eBay. Be as thorough and descriptive as possible, as there is plenty of space for this. Be sure to describe the condition of your item, so there is no misunderstanding with potential buyers or the final buyer. The next step is to add a picture of the item. Click in the box "Click here to insert a picture" and then it will ask you to select your scan of the item. You can add more than one picture, but you pay 15 cents extra for each additional picture. The program will automatically create both a small thumbnail and an actual size picture of your item.

You can add a counter if you want to keep track of how many times someone looks at your listing, but you pay extra for this.

**Continued**

**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY** by Ken Sanford continued:

The next screen allows you to specify all the additional information about your listing, such as the duration of the listing—normally 7 days—but you can list it for 10 days at an additional cost, the “Buy It Now” price if you have picked that option, the Reserve Price (if you want to specify a reserve, which also costs extra), the Starting Price, Methods of Payment you will accept, Shipping Costs, and other pertinent information. The last step is to save your listing. If the some of the data will be the same for multiple items, then be sure to specify that for each item when putting in the data. Then you will not have to repeat it when listing additional items.

After you are finished listing the items you are selling, go back to the first page and you will see a list of the items you have listed. Select those listings to be uploaded and click to “Upload” button after you are connected to the Internet. The program will automatically upload all the listings you have selected. You have the option for the items to be listed immediately, or (at an extra cost), to be listed on eBay at a later time and date that you specify. When you upload your listings, the program will show you the eBay fees for each listing. You must have enough money in your eBay account to cover the listing fees. For options on adding money to your account, login to your eBay account, then go to the bottom right side to “Seller Services” and click on “Learn More”. You can pay money into your eBay account from your PayPal account, or from a checking account, by credit card or you can mail in a check or money order.

**SELLER'S ASSISTANT**

For dealers and professionals, there is another eBay program that is an alternative to Turbo Lister. This is “Seller's Assistant”, which has additional features, such as Professional Listings, Automate Your Email, Track Sales Info and other functions. There are two versions—Basic, which costs \$9.99 per month or Pro, which costs \$24.99 per month. For details, go to: [http://pages.ebay.com/sellers\\_assistant/](http://pages.ebay.com/sellers_assistant/)

**eBAY FEES**

The following are the Insertion Fees for regular, Reserve Price Online Auction, and Multiple Item listings:

Starting Price, Opening Value or Reserve Price	Insertion Fee
\$0.01 - \$0.99	\$0.30
\$1.00 - \$9.99	\$0.35
\$10.00 - \$24.99	\$0.60
\$25.00 - \$49.99	\$1.20
\$50.00 - \$199.99	\$2.40
\$200.00 - \$499.99	\$3.60
\$500.00 and up	\$4.80

Additional Reserve Price Auction fees (fully refunded if item sells), are:

Reserve Price	Reserve Price Auction Fee
\$0.01 - \$49.99	\$1.00
\$50.00 - \$199.99	\$2.00
\$200.00 and up	1% of Reserve Price (with a maximum of \$100.00)

Continued

**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY by Ken Sanford continued:**

To see the additional fees, such as for more than one category, more than one illustration, etc., go to: <http://www.ebay.com>, go to the bottom of the page, click on "SELL", then log in, and on the next screen, click on "Learn about selling fees".

**PRICING OF MATERIAL**

Be realistic with the prices or reserves you put on your material. Try to follow catalog prices and don't put ridiculous prices on items you sell on eBay, or it will make you look ridiculous. Some people selling items on eBay put prices on them which are sometimes as much as ten times their actual or catalog value. Usually, they don't get any bids on such items.

**AFTER LISTING ITEMS**

If you want to change anything in your listing after it has been uploaded to eBay, you can make a change only if there have been no bids on the item. After the item has been sold, you and the buyer will receive an email notification from eBay, and then you can arrange for payment and for shipping the item to the buyer. Don't use the automatic invoice function, as it puts too high a shipping cost on the item. If you don't know the buyer, then don't send the item to the buyer until you have received payment. Send higher value items by registered or certified mail, which the buyer pays for.

**RECEIVING PAYMENT FOR ITEMS SOLD**

Most eBay users now use PayPal, which is an Internet payment system which is owned by eBay, and is very safe and secure. If you have a major credit card, you can sign up for a PayPal account. If you are selling material to people outside your own country, PayPal avoids the bank charges on checks and money orders for both buyers and sellers, and of course, you receive payment almost immediately. When paying by PayPal, the buyer simply specifies your email address and the amount is paid into your PayPal account, and you will receive an email advising you of the eBay item number, and that you have received the payment. You can set up your PayPal account for different currencies, such as U.S. Dollars (US\$), British Pounds (UK£) or Euros (€). At any time, you can go into your PayPal account and transfer any amount directly into your bank account.

All PayPal accounts include these basic features:

**Core Features:**

- Send Money
- Request Money
- Auctions Tools
- Website Payments
- Money Market
- Virtual Debit Card
- Account Insurance
- Downloadable Log
- Email-based customer service

Continued

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**BUYING AND SELLING AEROPHILATELIC MATERIAL ON EBAY by Ken Sanford continued:**

The following are the three different types of PayPal accounts:

**Personal Account**

- Send money for FREE
- Receive money for FREE (non-credit card payments only)
- Can upgrade to a Premier account at any time

**Premier Account**

- Send money for FREE
- Receive any type of payment, including credit cards, for low fees
- Exclusive customer service hotline 7 days a week
- Special tools for sellers
- ATM debit card for select users

**Business Account**

- Includes all the features of Premier accounts
- Do business under a corporate or group name
- Can have Multiple Logins

The PayPal website is at: <http://www.paypal.com>

**FEEDBACK**

After completing a transaction, eBay asks both the buyer and seller to provide "feedback" on the other person. If you are satisfied with the transaction, you should provide positive feedback, and you also have the option to provide neutral feedback or negative feedback. You should be very careful when making negative feedback on someone, as you can't retract it, and the other person could also make a negative feedback on you. You will notice that most people using eBay have mostly positive feedbacks, and negative feedback is an exception. Looking at the feedback on someone is a good way to see if there have been any problems with that person in the past.

**YOUR eBAY ACCOUNT**

At any time, you can review your eBay account and check the fees you have paid for each item sold. If someone doesn't pay you for an item for which they were the highest bidder, eBay provides options for sending the buyer reminders, and if they still don't pay, you can request a refund of the eBay fees. If someone refuses to pay for items, after three such incidences, that person will be suspended from eBay.

**CONCLUSION**

You will find that some items will sell easily on eBay, and other items will not sell at all. Of course the big advantage of selling material on eBay, is that you have complete control over your items--can make your own descriptions, specify the starting and reserve prices, and the fees are lower than a major auction house. Also, you don't have to send all the material to an auction house, and then go through the hassle and cost of getting your unsold material back. I have been very satisfied with selling material on eBay.

Thanks Ken.

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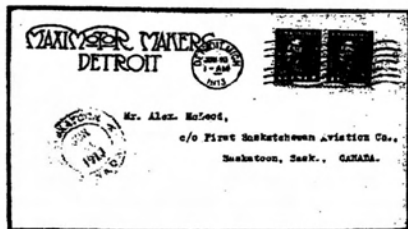
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## FOLLOW-UP: MAXIMOTOR MAKERS



**Postmarked:**

DETROIT.MICH JUN 19 1-AM 1913

**"Receiver stamp":**

SASKATOON JUN 21 1913 CANADA

This cover was initially shown in our June 2005 newsletter, with a request for information regarding the FIRST SASKATCHEWAN AVIATION CO. to which it was addressed, and MAXIMOTOR MAKERS DETROIT who sent it.

Our last newsletter contained a great history of the FIRST SASKATCHEWAN AVIATION CO., that was put together by Barry Countryman.

Doug Lingard advised me that there is a reference to the Maximotor on pages 41-42 of Canada's Flying Heritage by Frank Ellis, as a Maximotor engine powered the aircraft that Frank Ellis and Tom Blakely built and flew in Calgary during 1914 and 1915:

The machine was assembled from parts of a Curtiss biplane, that had originally been flown at Moose Jaw, Saskatchewan, by an American barnstormer, and had been cracked up against a wagon on its first flight. The owner thereupon sold it to a concession owner who had shipped it to Calgary, where it was later bought by Tom.

Our biggest job was to restore the wings and undercarriage, which had been pretty thoroughly mangled. Every cracked wooden rib, strut, or spar had to be replaced, the ribs with laminated wood which we glued ourselves and then shaped to exact size.

In our machine we had a very reliable engine: a 45 h.p. Maximotor. However, its power output did not give us much leeway for safety in the air.

Our engine was indeed reliable - but relatively speaking. In modern terms, the earliest engines were most unreliable pieces of mechanism, in the main because although man had invented them, he had not then solved all the minor or major difficulties which kept them from running smoothly and reliably. In the pioneer internal combustion engines, there wasn't a part which could invariably be relied upon, and spark plugs, magnetos, carburetors, and the like, would give up their usefulness without warning.

Once we had our craft set up, standing there on the wide prairie outside Calgary, Blakely and I were very proud young men indeed. When we first sat in the seat, with the engine running smoothly behind us, it was a tremendous thrill to place a foot on the throttle pedal, and pressing down, feel what we considered a tremendous surge of power from the sudden roar from the engine.

We soon discovered, however, that the roar of our 45 h.p. Maximotor was not everything. For a good many days we alternated our time between taxiing back and forth and patching the tires, which kept blowing out until we had them pretty thoroughly rebuilt with patches. On June 25th 1914, Blakely flew her off the ground for the first time. My own first solo came on July 2nd. By the end of that month we had become quite proficient in straight hops, continually lengthening our individual flights.

All through the first early tests, the first short hops, and above all, on the longer ones, one experienced the same feelings. First, the thrill of acceleration - the feeling that there's power enough behind you to thrust your machine up into the blue and out on the other side of it.

Then you are concentrating: watching the ground to gauge your speed - for there was then no other method - listening continually to the rhythm of the engine, hoping not to detect a warning cough, your tension mounting as the ground goes by at a faster clip. She's lifting, you think - yes! - no! - yes, she's up! And so you are concentrating for your very life as the ground falls away and you try to remember simultaneously everything you've ever learned about what to do in the air - that's high enough - don't push your luck! - level off.

You look down now at the prairie below, suddenly aware of the height you've gained, and how flimsy your perch. Then a gentle forward pressure on the controls, and you're coming down, easing your foot off the throttle - down - down, take it easy - the ground gets closer - closer - you level off, touch, and bounce a bit too much perhaps, touch and bounce again, a wing comes up for a split second of panic, then the wheels are on the ground together, the front one settles too, and you cut the throttle completely, by pulling the ignition switch, and roll to a standstill. It's all over!

**Continued**

**MAXIMOTOR and the ELLIS-BLAKELEY AIRCRAFT, 1914, described by Frank Ellis:**

There is no experience in the world like the surge of relief that comes over you then. It's the way you might feel on an ordinary day perhaps, busy with your familiar daily routine, if everything started to slow down till it stopped - even the water dripping from the tap suspended in the air. All of a sudden the flow of life goes back to normal, and you feel a relief and a terrific exhilaration. That sounds pretty strange, maybe, but it's as close as I can get to the sensations of those first flights.

On August 4, war broke out with Germany. Everything was in such a turmoil that we decided to call a halt to our activities. We took our plane apart, and stored it in a shed. Then we wrote offering our services as "pilots" to the Canadian, English, and French governments. The letters we received from Ottawa apologized for refusing our offer of service as airmen, explaining, in part, that "it was not anticipated the military authorities would have any requirements for the service of aviators." Our letters to England and France were equally futile.

During the winter we overhauled the engine and christened our machine the *West Wind*. We reassembled it in June 1915, and flew again throughout that summer.

Meanwhile, unknown to us, exposure to the sun and weather for two seasons, coupled with age, had gradually weakened the canvas covering of the wings, particularly the upper one. One day I was coming in for a landing, and when a few feet from the ground, I heard a resounding "plop." The single surface of the upper right wing had given way along one of the seams. The wing dipped instantly and the machine struck the ground quite heavily, damaging the undergear and various other parts. I was fortunate: if the machine had been at any height when the covering ripped, a crash would have been inevitable.

It would have been possible to repair the damage, but a short time afterwards a terrific windstorm swept across southern Alberta. Although our craft was well staked, the pegs and ropes proved no match against such hurricane force, and when we found our cherished *West Wind*, a quarter of a mile away from where she had been tethered, she was a rolled-up, jumbled heap of wreckage. With sad hearts we took away what was worth salvaging, mainly the engine and propeller, leaving the shattered remains where they lay. They lingered on as a stark sort of landmark for several years, until souvenir collectors and the passage of time gradually obliterated all trace.

**Thanks for the reference to this great story Doug.**

## **FOLLOW UP: Red Lake / Who Transported These Covers? (iv)**

This enquiry began in the March 2005 newsletter, when Ed Matthews illustrated and analyzed two covers franked with the Elliot-Fairchild Air Service semi-official, (Unitrade CL9): one from Winnipeg, April 13<sup>th</sup> 1926, to Red Lake, April 17<sup>th</sup> 1926; and one from Red Lake, April 17<sup>th</sup> 1926, to Winnipeg, April 21<sup>st</sup> 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.

Dave Brown provided some additional information that was related to these covers, that was reported in the September 2005 and March 2006 newsletters.

**I have now had a response from Ed Matthews, regarding the information in the last newsletter:**

David Brown is absolutely right, April 15 was a Thursday and hence April 17 was a Saturday. I have a perpetual calendar from 1800 to 2050, and this checks out correctly.

By now I am convinced that these covers were carried by Elliot-Fairchild. I can see the reasoning, "We'll fly till the weekend and then we will call it quits, it will be too dangerous to land on the ice". This scenario has the advantage of simple logic that incorporates all the known facts.

**Thanks Ed, and thanks Dave. - If anybody can provide further information, please send it to the editor.**

## **FOLLOW UP: The Boxed Air Mail Handstamp**

In response to the article by Murray Heifetz in the last newsletter, Richard Beith advised me that:

Some years ago I copied some pages from file POST 33/5251 in the Post Office Archives, London, dealing with the early days of the Montreal-Rimouski acceleration of transatlantic mails. [Old file number P21807/35].

Five original Letter Bills were included, all dated Montreal May 5 1928, for mails to be carried from Rimouski to the UK on the *Regina*. Each Letter Bill bore a very clear and clean strike of Murray's type 1a boxed handstamp.

**Continued**

Frame measurements were all in the range 41.5-42.0 x 17.5-18.0 mm. Destination handstamps were LIVERPOOL 13 MY 28 or LONDON F S 14 MY 28. In each case there was a manuscript note under the handstamp: *Via Montreal to Rimouski*.

PAYS D'ORIGINE  
COUNTRY OF ORIGIN  
**CANADA**

**E**

# FEUILLE D'AVIS LETTER BILL

PAYS DE DESTINATION  
COUNTRY OF DESTINATION  
*England*

Dépêche (envoi) du bureau d'échange  
Mail (despatch) from the Exchange office  
pour le bureau d'échange  
for the Exchange office of  
expédiée le *MAY 5 1928* 192... à... h... m.  
left on the... at... o'clock...  
arrivée le... 192... à... h... m.  
arrived at the... at... o'clock...

Montreal, Canada.

I. Envois express Special Delivery		V. Liste des envois recommandés List of registered articles			
Application éventuelle du timbre Express Special Delivery Stamp		No. d'ordre Seriel No.	Bureaux d'origine Offices of origin	Nombres d'inscription Original numbers	Observations Remarks
II. Numéro de la dépêche et nombre des sacs No. of the mail and number of bags		1			
Numéro d'ordre de la dépêche Serial number of the mail		2			
Paquet(s) Stamps		3			
Via <i>Montreal via Pool Glasgow</i>		4			
Nombre des sacs composant la dépêche (y compris les sacs contenant les sacs vides) Number of bags composing the mail, including bags of empties		5			
III. Récapitulation des envois inscrits Summary of articles entered		6			
Sacs Bags	contenant des envois recommandés containing registered articles	7			
Paquets Packages		8			
Listes spéciales Special lists		9			
Total des envois recommandés Total of registered articles		10			
		11			
		12			
		13			
		14			
		15			
		16			
		17			
		18			
		19			
		20			
IV. Indications de service Service instructions					
Sacs utilisés pour la confection de la dépêche appartenant à l'Office expéditeur Bags used for making up the despatch belonging to the Despatching Office	<i>H</i>				
Sacs en retour appartenant à l'Office destinataire Empty bags returned belonging to the office of destination					
		VI. Dépêches closes insérées dans la présente dépêche List of closed mails enclosed in present mail			
		Bureaux d'origine Offices of origin	Bureaux de destination Offices of destination	Nombres des sacs Number of bags	
		<i>Montreal Canada to St. Louis Boghead A.M. Enclap</i>			

L'employé du bureau d'échange expéditeur :  
Clerk of the despatching exchange office

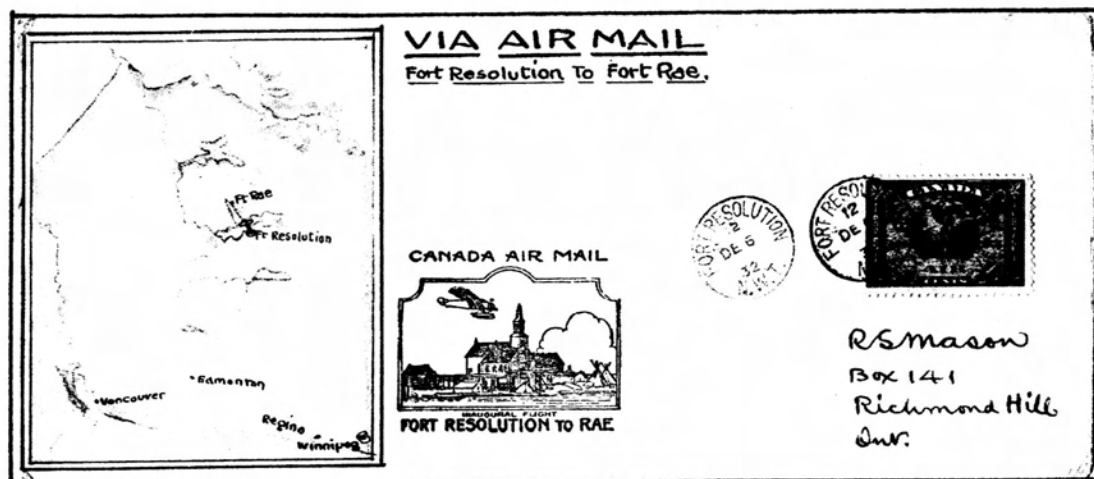
L'employé du bureau d'échange destinataire :  
Clerk of the exchange office of destination :

**Thanks Richard, and congratulations on finding the so far earliest recorded "legitimate use" of a boxed air mail handstamp.**

## 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.

### REV. MASON



Dave Hanes recently found five, size 10, First Flight Covers from the December 1932, Fort Resolution - Great Bear Lake service, (AMCN 3247). Each cover has a hand drawn map of Western Canada with a small aircraft inbetween the two points of the flight. The maps are hand colored - pale yellow with an orange border. Each cover is very attractive with fine penmanship, and all are addressed to R.S. Mason in Richmond Hill.

Covers addressed to R.S. Mason, or Rev. R.S. Mason, seem to be fairly common. They are also frequently attractive, though they are not usually embellished as much as the one above.

According to Dick Malott, Reverend Mason was a Protestant minister who collected pioneer and semi-official air mail covers in a big way. For one of the flights, between Toronto and Ottawa, in August 1918, he prepared and sent 26 Registered letters, which although recorded in the Post Office records, never appeared on the market for collectors. After Reverend Mason's death, his son discovered the 25 Registered covers as well as bundles of semi-official covers. J.N. Sissions sold them over a period of a year.

Can anybody provide more information about Rev. Mason? If so, please send it to the editor.

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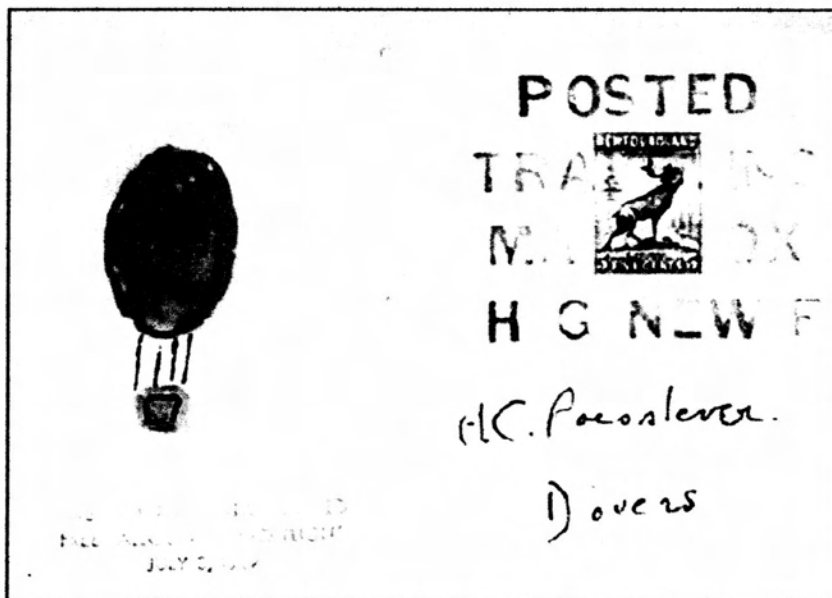
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**INFORMATION WANTED continued:****1937 - attempted TRANS-ATLANTIC BALLOON FLIGHT**

Nino Chiovelli has sent me a question regarding:

some covers prepared by Roessler in 1937, purporting to be mail that was to be carried on a Trans-Atlantic balloon flight:

- the covers are manilla envelopes.
- the cachet applied by a rubber stamp below the hand drawn balloon reads:

FIRST TRANSATLANTIC MANNED  
FREE BALLOON STRATO FLIGHT  
JULY 3, 1937

- the undated postmark indicates that the stamp was cancelled at the Traveling Mail Box at Harbour Grace, Newfoundland.
- the covers all contain a penciled statement on the back reading "Flight Aborted Capt McLean", and single name entries of different people on other covers (perhaps various flight crew members).

As you know Roessler forged a lot of items and these covers may be another such venture? However, if they are from a genuine balloon flight attempt it would be wonderful to establish that fact once and for all.

Three covers have been studied so far, and preliminary information supplied by Maureen Lynch, Freidel Egger, and Martin Goebel.

Will you kindly ask readers of the CAS Newsletter whether or not they may have information about these covers?

**If anybody can help, please send information to the editor.**

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

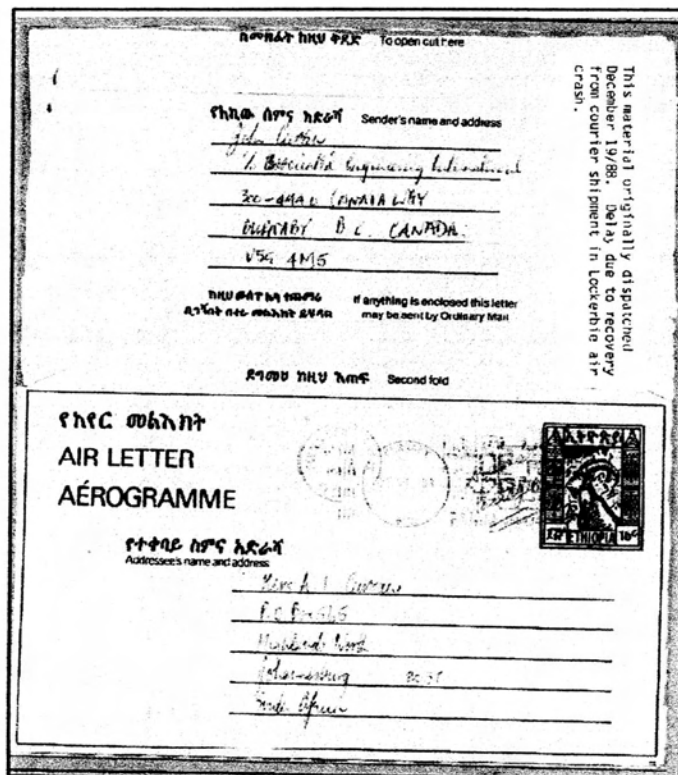
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ZEPPELIN COVERS AND MORE

Postal enquiries and Wants Lists welcome!

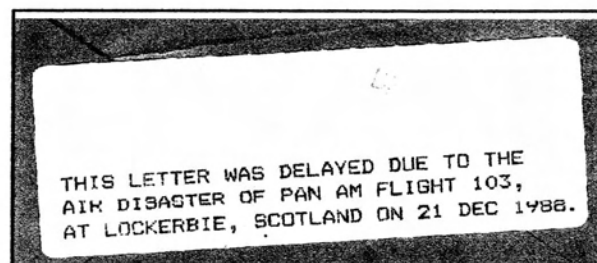
**Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2**

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

**INFORMATION WANTED continued:****1988: PAN AM Lockerbie crash cover**

This material originally dispatched December 19/88. Delay due to recovery from courier shipment in Lockerbie air crash.

Label on the cover from Ethiopia (left).



Label on the other covers.

Air letter addressed to Mrs. A.I. Curran, Johannesburg, South Africa.

Sender's address c/o Associated Engineering International, Burnaby, B.C., Canada.

I received the air letter above from the mother of John Curran. John was working for a construction company in Addis Ababa, Ethiopia at the time. (I believe it was bridge construction). It was Christmas 1988, and he sent a Christmas card and this air letter to his mother in Johannesburg, South Africa. The items were included in a courier shipment and dispatched to his corporate office (Associated Engineering International) in Burnaby, British Columbia. This was done as there was no direct airmail service between Ethiopia and South Africa.

The words "Needs postage" are written alongside the printed Ethiopian 15c stamp on the air mail letter by John. It was intended for his office to add additional stamps, or frank it further with the office franking machine, and then post the letter on to Johannesburg.

The shipment joined Pan Am Flight 103 at Frankfurt on route to London, the United States, and finally Canada. This, of course, did not happen, as the Boeing 747 blew up 31 000 feet above Lockerbie, Scotland, on December 21<sup>st</sup> 1988. A terrorist bomb had been placed in a suitcase which originated in Malta, and had connected to the flight at Frankfurt. 259 passengers and 11 ground casualties perished.

It is apparent to me that the courier case or parcel was retrieved from the disaster site, and retained for a period of some six months by the authorities while the investigations proceeded. The cover has a red date-stamp "BURNABY B.C. 12 VI '89", and black stamp "POSTES CANADA POST 12 VI 1989 V6B 8A0".

The cover also has a sticker "This material originally dispatched December 19/88. Delay due to recovery from courier shipment in Lockerbie air crash" To date, according to Ken Sanford, only four items of crash mail have been recorded and reported by collectors. The other three all have a different type of sticker, that was applied in the United States. (The illustration above was provided by Ken Sanford).

I am trying to establish at what stage the sticker was applied to my cover? I would assume that it was applied by the authorities investigating the crash, before it was put into the postal system. But why then is it different from the other stickers?

Neville Polakow

If anybody can provide information about this cover, please send it to the editor.

## **SALES AND WANTS**

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

### **World Record Parachute Freefall Jump**

During the last two weeks of August 2006 Col. Michel Fournier (Ret), French Army, will attempt a parachute jump from 130,000 feet above North Battleford Saskatchewan. This will be his third and best prepared attempt (remember the Breitling Orbiter III). I have negotiated to produce 350 signed covers that will be carried on the balloon during this attempt and am presently awaiting some artwork before assembling the cover. The specialized jump equipment does not allow anything to be carried on the jump as Michel's life will be on the line during this attempt.

Should Michel be successful, he will set four new world records. One is that he will break the sound barrier during his descent prior to entering the earth's atmosphere. The possible world records are:

- Altitude record for freefall
- Altitude record for human balloon flight
- Time record for longest freefall
- Speed record for fastest freefall

The majority of these covers will be given to the Launch Team and auctioned at charities in Canada and France. I will have a small number available for sale (NOT A MEMBERSHIP IN THE CLUB) on behalf of Klondike Balloon Safaris (Club). Those of you who may be interested may contact me to reserve a cover with no obligation to purchase. As soon as designs are ready those who pre-register can confirm or reject the offer once they have viewed the proposed covers.

The price will be: \$125.00 CDN if the project is successful; \$10.00 CDN if the flight is cancelled.

I may be contacted at: [nchiovel@telusplanet.net](mailto:nchiovel@telusplanet.net)

Nino Chioveli, Sec-Treas., Klondike Balloon Safaris (Club), 14419 - 87 Street, Edmonton, Alberta T5E 3G6

### **E.S.J. van Dam Ltd**

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## **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 September 1<sup>st</sup>.**

## MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

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

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

(Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) )

The annual membership dues are:

**\$20.00 CDN in Canada,**

**\$22.00 CDN (or \$20.00 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.**

#237 Michel Brisebois

#335 Peter Bulloch

#172 Ivan Burges

#348 Canada Aviation Museum

#230 Canada's Aviation Hall Of  
Fame

#318 Martin Cole\*

#290 Michael Deal

#362 Daryl Frenette

#238 Cheryl Ganz

#334 Harold Hollander

#347 Marge V. Hunt

#324 H.Lealman MBE

#308 Don Lussky

#228 William J. McCann

#93 Ron Miyanishi

#234 Kevin O'Reilly

#95 Michael Painter

#363 Raymond Simrak\*

#235 Dominique Tallet

(\* 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.**