



THE CANADIAN AEROPHILATELIST

#74

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

March 2008

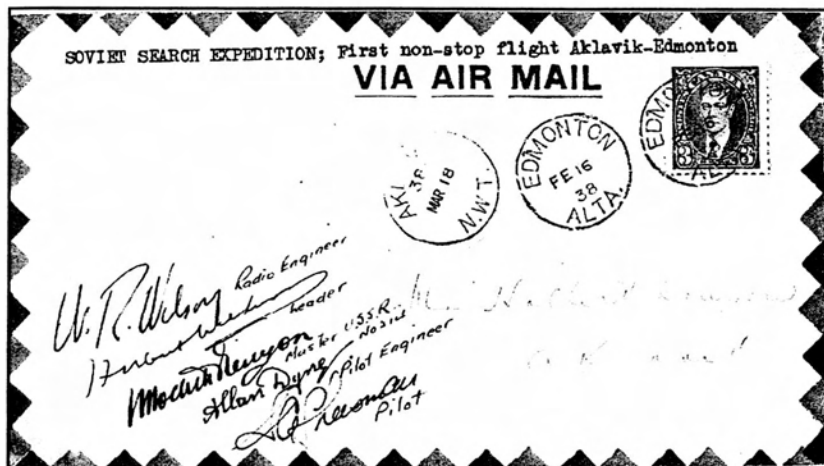
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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PRESIDENT'S REPORT

Dear colleagues.

Life has many unexpected events. On 4 February 2008, at 4am, my wife, Dorothy, suffered a serious stroke. An ambulance responded immediately to my 911 call and took my ailing love to the best hospital in Florida for heart attacks and strokes, The Naples General Hospital. She was kept sedated for 5 days and on 8 February flown from Naples, Florida to the Ottawa General Hospital. She was kept sedated in the Intensive Care Unit for another ten days to allow the brain and body to recuperate. On 19 February she awoke from her sedation and in a few days was moved to a private room. I am very happy to report that she has no paralysis anywhere, she recognizes everyone, maintains her sense of humour and she has been flirting with the male nurses. When I complained about this frivolity her response was "Dick, get lost".

She has two remaining problems. One - Dorothy had two tubes inserted into her throat for three weeks for sustenance and oxygen with the result that she has a very tender throat lining and has to learn to swallow again. Two - Dorothy has osteoporosis and the long three weeks in bed has created a lasting back pain. She can have only so much pain killer since her liver could be effected and infection develop. The doctors and nurses are monitoring her vital statistics very carefully. I have the highest esteem for the medical staff in both the USA and Canada who undoubtedly saved dear Dorothy's life in the critical hours after her attack in Naples, Florida and recuperation in Ottawa. She has survived to celebrate our 55th wedding anniversary on the 28 February 2008, the day I am preparing this report.

You may wonder why I am providing this detail in my report. There are lessons to be learned from this medical crises. To almost lose one's life companion is soul-shattering. One must have faith in your respective religion to give you strength to carry on, one must appreciate the love and thoughtfulness provided to you from family and friends, one must provided the essentials to travel outside Canada - proper insurance (the final invoice for Dorothy's sojourn in the USA and the air ambulance to Ottawa was nearly \$100,000.00 US). One must also have all of your arrangements made in case of death. Whenever we leave Ottawa the executor of our estate and the undertaker are informed. If death occurs they are ready to assist you immediately. A list of your medication, data on your doctor and family make resolving any matters much easier. Also my wife appreciated my interest in aerophilately and encouraged me to do what I have done. It is quite coincidental that I have planned to relinquish the position of President of the Canadian Aerophilatelic Society on 4 May 2008 during ORAPEX 2008 to look after Dorothy even before her stroke. I am sure that there will now be much more to do to look after her.

Continued

PRESIDENT'S REPORT by Dick Malott continued:

I am grateful to Chris Hargreaves volunteering to be our new President with me serving as Past President. Subject to approval at our AGM Chris will become the President of the CAS and Neil Hunter has offered to serve as Vice President. With the strong support of Brian Wolfenden, Steve Johnson, Dave Brown and the membership of the CAS I firmly believe that the CAS is in stronger hands and has a continuing productive future. I look forward to many more years of pleasure in Aerophilately, thanks to Dorothy and the host of philatelic friends and colleagues in the CAS, AAMS, RPSC, RPSL, BNAPS, CPS of GB, PHSC, BAMS, APS, PSSC, CCC, CMCC and others.

Dick Malott, President CAS

28 Feb 08

EDITOR'S REPORT - Part 1

I was saddened to hear the news of Dorothy's stroke from Dick. I'm very pleased that the situation has steadily improved over the past month, and I want to offer Dorothy our best wishes for a continued and full recovery. I also want to offer our commiseration to Dick, and our best wishes to him too.

I want to thank Neil Hunter for offering to take on the role of CAS Vice-President. - Neil's name will be familiar to many readers of this newsletter, as he has contributed to several research projects, and is an active exhibitor. I have known Neil for many years, and think he will be a valuable addition to the executive committee.

The "front page story" for this issue, is a follow up article regarding covers from the "*Soviet Search Expedition: First Non-stop Flight Aklavik - Edmonton*" in March 1938. This story includes some comments from Rex Terpening, who was in Aklavik during part of this search! As I mention in the article, there is something quite special about receiving information from somebody who was there at the time of an event being researched!

Rex is the author of *Bent Props and Blow Pots*, which is a terrific account of his experiences in bush flying during the 1930's. I have mentioned Rex's book several times in this newsletter, and included an extract, *Going Through The Ice - 1934*, as an article in our June 2007 newsletter. - This article is currently being reprinted in *La Catastrophe*, which is the journal of The Wreck & Crash Mail Society, with which we exchange newsletters.

**I am very pleased to announce that the
CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2008**

is being presented to

REX TERPENING

**in appreciation of the information he has provided to The Canadian Aerophilatelist,
and in admiration for his book Bent Props and Blow Pots.**

Congratulations Rex!

**The Annual General Meeting of the
CANADIAN AEROPHILATELIC SOCIETY
will be held on Sunday May 4th at ORAPEX.**

**ORAPEX 2008, the 47th Annual RA Stamp Club Exhibition and Bourse, will be held at the
RA Centre, 2451 Riverside Drive, Ottawa, Ontario, in the Curling Rink.**

Times: Saturday from 10 a.m. to 6 p.m. and Sunday from 10 a.m. to 4 p.m.

Admission and parking are free.

SECRETARY'S REPORT

Welcome to another new member:
Larry Goldberg of Buffalo Grove, Illinois, U.S.A.

As of January 01, 2008, the Society has a total paid membership of 151. This is an increase of 4 from January 2007. The breakdown of the membership is as follows:

Membership Breakdown:
(Province/State/Country)

CANADA:

Alberta	14
British Columbia	14
Manitoba	4
New Brunswick	5
Newfoundland	1
Northwest Territories	1
Ontario	56
PEI	1
Quebec	10
Saskatchewan	2

Total 108

USA:

Arizona	1
California	1
Colorado	2
Connecticut	2
Florida	1
Illinois	5
Idaho	1
Indiana	1
Kansas	1
Massachusetts	1
Michigan	1
New York	3
Ohio	2
Oregon	2
Texas	2
Virginia	1
Washington, D.C.	1

Total 28

INTERNATIONAL:

Australia	1
Cayman Islands	1
France	2
Germany	2
Netherlands	1
New Zealand	1
Switzerland	1
U.K.	6

Total 15

GRAND TOTAL: 151

Brian Wolfenden
Secretary, CAS

TREASURER'S REPORT

(See next page.)

We managed a small surplus this year while adding substantially to the CAS library

EDITOR'S NOTE:

Many thanks to
Brian and Joan for
the great work they do
maintaining our records.

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2006 AND 31 DEC 2007

	2006	2007
Opening Bank Balance	<u>11,360.58</u>	<u>11,567.22</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,993.89	3,088.59
CAS Covers – sale of various philatelic covers	2,971.75	2,100.95
Other Sales – includes e.g. books, pins & advertising	54.36	231.06
Donations – from members	0.00	180.00
Bank Interest – chequing account	<u>0.35</u>	<u>0.00</u>
Income Generated and Received during the Year	<u>6,020.35</u>	<u>5,600.60</u>
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	17,380.93	17,167.82
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	192.35	224.73
Philatelic Covers-costs e.g.covers, postage & envelopes	841.06	698.25
Office Supplies	157.15	116.75
Postage-such as for CAS newsletter, covers & books	1,332.26	892.19
Printing and Photocopying – such as newsletter and catalogue	2,815.21	2,525.96
Bank Charges-chequing account,cheques,deposit stamp	16.36	14.72
AAMS – publications & other books	180.14	960.83
Web Site	83.66	0.00
Exhibit Fees – CAS newsletter/Washington 2006	123.93	0.00
Engraving – presentation plaques	<u>71.59</u>	<u>76.38</u>
Expenses Incurred during the Year	<u>5,813.71</u>	<u>5,509.81</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>5,813.71</u>	<u>5,509.81</u>
Closing Bank Balance	<u>11,567.22</u>	<u>11,658.01</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	<u>-</u>	<u>-</u>
Financial Position at 31 Dec	<u>11,567.22</u>	<u>11,658.01</u>

BRIAN WOLFENDEN
Treasurer - CAS

WESTERN CHAPTER REPORT

The next meeting of the WCAS coincides with the Edmonton National show, and will take place at the home of Jack McCuaig beginning at 12:00 noon on Saturday March 29, 2008. Plans for a Prairie Airmail anniversary event will be discussed.

All CAS members attending the show are more than welcome join in on lunch and a time of sharing airmail interests. For more information, contact David Brown at P.O. Box 2446, Blackfalds, AB, T0M 0J0, Phone 403-885-2744 or email at dgbrown_id@shaw.ca for details.

Dave Brown

WEBMASTER'S REPORT

- Back Issues up to December 2007 have been added to the Index to [The Canadian Aerophilatelist](#).
- The Aerophilatelic Link page has been updated.
- I hope to update the CAS Library page by the next issue.
- Our web counter now stands at 1160.

Steve Johnson

Editor's Accolades: I want to congratulate Steve on the way he's set up our webpage and links. - When I was doing some research for this issue, I did a Google search using the terms *Wilkins Levanevsky search Lockheed* and was surprised and delighted when the CAS website came up as one of the resources! We were number 6 of 67 results, and the search had picked up a reference to Wilkins in the index to [The Canadian Aerophilatelist](#) that Steve has included as part of our website.

I also want to thank Gord Mallett for all the work he has done creating and maintaining the index to our newsletter.

UPDATED INDEX

The index to [The Canadian Aerophilatelist](#) now covers all 73 issues published from July 1985 to December 2007. - It gives the contents of all the articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as all the general interest aviation and philately articles, and is now over 26,000 words in length!

I will email a free copy of the index, in Microsoft Word or WordPerfect format, to anybody who sends me their email address!

I will also scan, and send out by email, copies of any pages from the newsletter. - There is no charge for this, but I appreciate a limit of six pages per request.

I will also mail a printed copy of the index to anybody who requests one, (at no charge); and will mail out copies of articles or complete back-issues, for just the cost of photocopying and mailing.

Orders for the Index or back issues should be sent to: Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6 (Email: gdmall@telus.net)

Gord Mallett

EDITOR'S REPORT - Part 2

REVISED NEWSLETTER DEADLINE

I have had some messages about the time at which the newsletter is getting published.

This is partly a philosophical issue, as since it is a "newsletter", I think a June issue should contain June news, etc. I have therefore been setting the deadline for submissions for the June issue as June 1st, (and so on for other issues, but I won't keep saying that), and have been flexible about accepting late items. However, with a deadline of the 1st of the month, and accepting late items, it has been very difficult to produce the newsletter by the end of the month if things happen, so the newsletter has often been coming out in the following month.

There is another, very reasonable philosophy of publication, which says that a June newsletter should be published in June! (There is also a third approach used by some publications, whereby the date shown on the cover is a "display until" date: this is designed to make the current issue always look like a "new" issue.)

The CAS executive has agreed that in future, we should aim to distribute the newsletter in the middle of the month. Our target for the June issue, will be to mail it on or before June 15th.

In order to achieve this, the deadline for future issues is going to be move to the 15th of the preceding month, and I will have to treat it as a rigid deadline.

LETTERS TO THE EDITOR

I mentioned in the last newsletter, that most of the letters I receive are a combination of social chat, and aerophilatelic information. This can create a dilemma for me, as I do not want to "silence" anybody who wishes to express their opinions to all readers, but I also don't want to embarrass anybody who expected their opinions to be private.

I therefore proposed to create a specific, LETTERS TO THE EDITOR, section in the newsletter, and asked that if a writer wished for all or part of their correspondence to be published, that they indicated it was for this section.

Since then I have received my normal amount of mail, but nobody has indicated that their message was for the "Letters to the Editor" section. I did, however, receive one message from a member who commented that they were "in full agreement with your adoption of letters to the Editor"; that they assumed "the correspondence that we have exchanged lately and on many occasions before were personal between us"; and that they had looked to me as a "sounding board for the various subjects that we discussed".

I will therefore continue with the "Letters to the Editor" section, even though there no letters in it this time.

Chris Hargreaves

TONY CONYERS PROJECT

FREE FIRST FLIGHT COVERS TO INTRODUCE YOUNG COLLECTORS TO THE PLEASURES OF COLLECTING CANADIAN FFCs! - Three Flight Covers will be sent to any collector who contacts Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4, and requests them. School and youth stamp clubs are welcome to participate: each member should write out an individual request, but the requests can all be mailed in together. The covers are sent with a leaflet that describes what First Flight Covers are, how they were produced, etc. The leaflet also includes a checklist of the cacheted First Flight Covers from 1928 to 1939, so that the recipients can check off the covers they receive, and any covers they go on to obtain in the future.

I have received three requests since the launch of this project in the last newsletter: from a school, a stamp club, and an individual. 49 checklists and 147 covers have been given out.

I am currently waiting to receive some photographs from the school, and hope to use these in a press release to various philatelic publications.

Chris

LIBRARIAN'S REPORT

A month or so ago, I received a request for information on Bolivian airmails. - I am very pleased that as a result of the library acquisitions over the past year, I can now respond to requests on most topics, and was able to send the member some information.

Recent acquisitions:

- A TRADITION OF EXCELLENCE - CANADA'S AIRSHOW TEAM HERITAGE (2nd edition) by Dan Dempsey. This coffee table book of 768 pages and over 1,800 photos, is not just about formation and display flying. It also looks at the politics behind the creation and disbanding of various teams, and provides a wide-ranging history of military aviation in Canada from a different perspective. (For more information see the review in the September 2007 newsletter.) *This book was a generous donation by Dick Malott to our library.*
- THE HORSESHOE ROUTE published by Chavril Press. - A short guide to a complicated subject: the carriage of mail in World War II by air around the Indian Ocean from New Zealand and Australia to South Africa, and then to England by sea.
- UNDERCOVER ADDRESSES OF WORLD WAR II published by Chavril Press. Details of over 340 secret addresses in 39 countries and territories, such as Post Office Box 281, London, England, used by Czechoslovaks serving in the Royal Air Force. (Richard Beith showed a cover to this address in our December 2007 newsletter.)
- BRITISH SOUTH AMERICAN AIRWAYS: 1946 - 1949 by Richard Beith. Designed as a sourcebook for aerophilatelists, it includes notes on previous British attempts to introduce a South Atlantic airmail service, timetables, fleet lists, and many covers, some illustrated in colour.

A full list of the library holdings is posted on our website: www.aerophilately.ca For a printed copy of this list, and/or more information about any of the items in the library, just contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [Email: hargreavescp@sympatico.ca]

In Memoriam – Mike Painter

Mike was born in 1928, at Brooke Cottage on Sherbourne Ranch in the Okanagan Mission, BC. He graduated from the University of British Columbia, and was both a Professional Engineer and a Registered Professional Forester. Before he retired, he was a staff member at the Association of Professional Engineers and Geoscientists of B. C., and the editor of their Journal. Mike died at his home on February 15th 2008 after a recurrence of cancer.

I had an occasional correspondence with Mike over the last 14 years, and always enjoyed hearing from him.

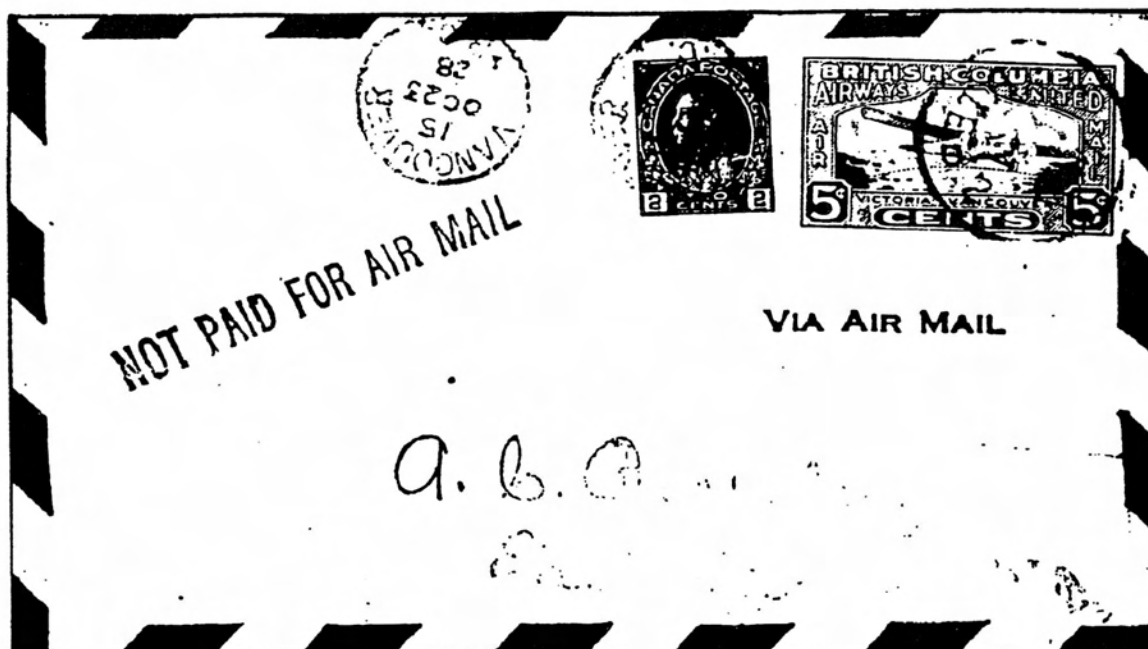
In reflecting on our correspondence, two features stand out: the very wide range of topics that Mike wrote about; and how many of them focused on people.

I remember Mike's delight on discovering that his uncle, Keith Tailyour, was mentioned in the Canadian Civil Aircraft Register! - He described in our December 2005 newsletter how his uncle was a partner in the Edmonton Aircraft Company, that bought a war surplus Avro 504K, and registered it as G-CABP in June 1920. It was the 42nd plane registered in Canada.

Mike was the person who first told me about Roessler using an ink bottle to cancel some uncanceled stamps. I repeated this story several times at Aerophilately 2007, and was surprised by how few people had heard it before. I am reprinting this story on the next page, as a tribute to Mike.

OCTOBER 1928 - A FAKED BRITISH COLUMBIA AIRWAYS COVER

Mike Painter sent in the following item, as a follow up to the items in earlier newsletter's regarding a "faked" cover:



I believe I have solved a long standing puzzle of a faked cancellation mark on covers bearing British Columbia Airways Limited semi-official air stamps. The covers in question, dated in Vancouver OC 23, 1928 - a date after the company had gone out of business, are marked "Not Paid for Air Mail" and have a dead letter office postmark on the reverse. The 2 cent Admiral stamp was insufficient for air mail from Vancouver to the East Orange, N. J. address on the cover. The dilemma always has been the cancellation mark on the semi-official stamp. Chet Forrest, in his book "Canadian Special Airmail Stamps on Flown Covers," has suggested that the cancel reads "Carter's OK." backwards. On a cover I recently purchased, the cancellation was sufficiently clear to use a mirror and read "CARTER'S 1½ OZ." The size and the reversed printing of the cancel suggest quite strongly that an ink bottle (Carter's!) was used as the "cancelling device." Present-sized drawing ink bottles are of a size suitable to give the 28 mm diameter postmark on the cover. The cover is addressed to A. C. Roessler, East Orange, N. J. He was a dealer in air material, and the rubber stamp ink colour of his address is suspiciously close to that colour used for the Carter's-reversed mark. My suggestion is that, upon receipt of a large batch of ~~HR~~ covers with non-tied BCA stamps, the dealer "tied" them with the handiest hammer available - his bottle of stampad ink. Would these covers then not be worth a little more on the market, since the air stamp had been "used"? Looks like you can do wonders with a 1-1/2 oz ink bottle!!!

This item was originally written by Gray Scrimgeour, and published in Post West, The Western Canada Postal History Journal, in 1976. (Vol. 3, No. 4: whole number 14).

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

The Aerophilatelic Gathering of 2008!

at ROYALE 2008 on May 16th -17th -18th in Quebec City.

Plans for an aerophilatelic gathering at ROYALE 2008 are going very well!

I have heard from aerophilatelists in British Columbia, Alberta, Ontario, Quebec, the U.S.A., and New Zealand, who are going to be at the show. - Many wives will also be coming to Quebec City, but not necessarily to the show!

The aerophilatelic block of exhibits mentioned in the last newsletter has been filled! - There are going to be 64 frames of aerophilatelic and related exhibits, from 10 exhibitors:

Dave Brown -	The Red Lake, Ontario, Story (10 frames)
Chris Hargreaves -	Aerial Mail, to and from Kingston, Ontario (5 frames)
Murray Heifetz -	From Canvas to Concorde - the development of commercial passenger airlines services. (6 frames)
Neil Hunter -	Air Mail Across the Atlantic During World War II (3 frames)
Neil Hunter -	Evolution of Air Mail - Toronto, Ontario (5 frames)
Steve Johnson -	Jack V. Elliot Semi-Official Airmail Stamps and Covers (1 frame)
Gord Mallett -	Birdboy and Birdgirl in Japan (5 frames)
Gord Mallett -	"Hale" to the Postal Superintendent (3 frames)
Dick Malott -	Canadian Crash Covers (8 frames)
Dick McIntosh -	Canadian Post Office Airmail Envelopes, 1928. (1 frame.)
Dick McIntosh -	Winnipeg - Pembina Air Mail, 1931 (3 frames)
Ken Sanford -	Air Crash Mail of Pan American World Airways (6 frames)
Mike Shand -	Empire Air Mail Scheme. (8 frames)

The program of talks and meetings is still being developed.

The CAS has offered to do a big, public, "one hour" presentation on *Early Air Mail Pilots and Services*, covering the early airmail services in Quebec along the North Shore of the St. Lawrence; to the gold mines in the Red Lake area of Ontario; and along the Mackenzie Valley to the Arctic Ocean.

Gord Mallett has also offered to give a talk about *Art Smith and Katherine Stinson*, and Ken Sanford to give a presentation of *Air Crash Mail of Imperial Airways*. These may be at a CAS meeting, or at another time during the show.

The general response to the show has been excellent too! - The organizers are trying to obtain more frames for exhibits, and the rooms reserved in the show hotel have all gone! There are, however, a number of other hotels in the area, which are listed on the show website. (It includes a note "The Plaza: is across the street 1-800-567-5276").

I hope that a lot of CAS members will join the gathering in Quebec. - For more information go to the ROYALE*2008*ROYAL website at <http://www.royale2008.org/> or contact your editor.

ITALIAN AIRMAIL CATALOGUE

AEROFILIA ITALIANA — Catalogo Storico Descritto 1898-1941 — Second Edition, by Fiorenzo Longhi. Published by the Author, 2007, 630 pages, hardcover, A4 format

This is the second edition of the Italian Airmail Catalog, which covers all aspects of Italian aerophilately. It includes early balloon documents and cards; pioneer aircraft flights, air meets, demonstration flights, etc; and the first official airmail service in Italy, which started in 1917. The catalog describes and shows all known first and special flights within Italy and from Italy to other countries up until 1941. The amount of detail in the Catalog is amazing. It is in the Italian language, but with an Italian dictionary, it should be fairly easy to understand. It comes with a pricing supplement, which values all documents and covers in Euros (€). The Catalog is rather expensive. The cost is 100 euros (US\$140.00) plus postage.

For more information, please contact Ken Sanford, 613 Championship Drive, Oxford, CT - USA 06478-1298 [Email: kaerophil@gmail.com], who kindly sent me a review that this information is taken from.

FOLLOW UP: AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP COVERS



Cover lightly addressed in pencil to: Mr. Hollick-Kenyon, Aklavik

Postmarked: EDMONTON FEB 16 38 and AKLAVIK MAR 18 38

Backstamped: AKLAVIK FEB 18 38 and EDMONTON MAR 18 38

Typed endorsement: **SOVIET SEARCH EXPEDITION; First non-stop flight Aklavik - Edmonton**

Listed in The Air Mails of Canada and Newfoundland as:

1938, March 18 — Edmonton - Aklavik - Soviet Search Expedition - First Nonstop Flight. This flight was made after the unsuccessful completion of an extensive search for lost Russian aviators over the Arctic Ocean and the Canadian Arctic. Covers were postmarked Edmonton on February 16 and backstamped Aklavik the same date; re-postmarked in Aklavik on March 18 and backstamped Edmonton the same date. These were signed by all crew members including Sir Hubert Wilkins and Herbert Hollick-Kenyon. Very few pieces were carried.

3809 Edmonton — Aklavik round trip, Feb. 16-16 / March 18-18

200.00

This cover was featured in an article by Mike Painter about flight 3809 in the September 2006 newsletter, that raised a number of questions about the flight, the covers, and the listing:

- ▶ why was the cover postmarked on the outbound and return flights, when it was addressed to Aklavik?
- ▶ what happened to the covers in between the two flights?
- ▶ when and where were the covers signed?
- ▶ what aircraft were they flown in?
- ▶ how many of the people who signed the cover, actually flew on the non-stop Aklavik - Edmonton flight? (Mike thinks the covers probably flew to Edmonton on the expedition's Lockheed Electra, but commented that Wilkins said the plane only carried two people on longer flights.)
- ▶ why is the above cover backstamped February 18th, when the listing says covers were backstamped on February 16th?

Many thanks to Neil Hunter, Denny May, Dick McIntosh, Kevin O'Reilly, Mike Painter, and Rex Terpening, who sent me more information about the Wilkins search and covers.

Denny sent me the photographs on the next page, with some information that he had written up for the Search & Rescue Association:

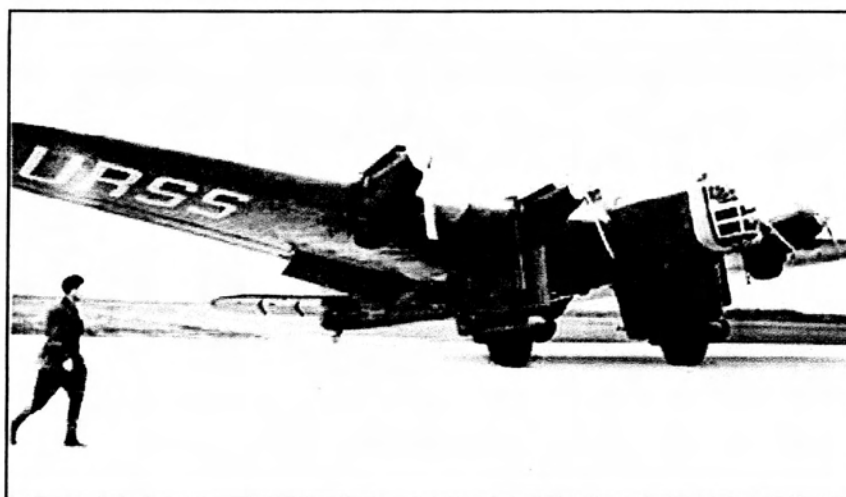
Encouraged by two successful flights from Moscow to California Russia launched another flight across the North Pole from Moscow destined for New York via Fairbanks & Chicago.

Continued

FOLLOW UP: AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP COVERS continued:



Levanevsky (on the left) and his crew in front of the aircraft before taking off from Moscow.



The Bolkhovitinov DB-A aircraft preparing for take off from Moscow on August 12th 1937.

On August 12, 1937 the Bolkhovitinov DB-A, four engine monoplane, piloted by Sigismund Levanevsky & with a crew of 5, was 300 miles south the North Pole - a message was received that the plane was having engine trouble and was going down. Nothing more was heard.

Explorer Sir Hubert Wilkins was commissioned by the U.S.S.R. embassy to search for the missing crew. A PBY flying boat piloted by Canadian Bush Pilots Herbert Hollick-Kenyon & Silas A. Cheesman searched in vain for 30 days and when the weather closed in a longer range Lockheed "Electra" was acquired.

The search was abandoned March 16, 1938 having covered 34,000 square miles North of the Arctic Circle.

In March 1999, Dennis Thurston of the Minerals Management Service in Anchorage noticed an unusual shape on a sonar image of the sea floor during an ARCO pre-drilling survey. In the shallows of Camden Bay, between Prudhoe Bay and Kaktovik, was something shaped like a 60-foot cigar. Thurston thought the cigar looked like the fuselage of an airplane. Thurston traveled to Fairbanks for a conference in early May and showed the oddity to David Stone, a professor emeritus at the Geophysical Institute who had searched for the Levanevsky plane years before. Thurston said the object on the sea bottom at Camden Bay might not be Levanevsky's plane; it might be something that fell off a barge or scrap from a DEW line radar station. But the continuing search might answer an old question: what happened to Sigismund Levanevsky?

Continued

FOLLOW UP: AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP COVERS continued:

Although the catalogue states that "very few pieces" were carried, CAS members have five covers from this flight.

Dick and Neil have covers that are "identical" to Mike's. - Neil's is shown on the front cover of this newsletter. Dick's is Cover A on the right side of this page. All three are addressed to Mr. Hollick-Kenyon, Aklavik; and all three are backstamped AKLAVIK FE 18 38 and EDMONTON MAR 18 38.

It turns out that the reference to an Aklavik backstamp of Feb. 16 was a typo in AMCN. - It should have said Feb. 18.

Denny has the cover shown as Cover B on this page, "which my Dad addressed by hand to himself". It is similar to the previous three covers in other respects, and it looks as if it was originally addressed to Hollick-Kenyon, but that address was erased.

I also received copies of two covers related to Wilkins search for the missing aircraft and crew, from Kevin O'Reilly.

The earlier cover, shown as Cover C on this page, relates to the initial phase of the search. - According to Kevin:

It is signed by Sir Hubert Wilkins and addressed to Colonel Hector G. Reid who worked for the Hudson's Bay Company. Col. Reid was on board the SS Distributor in 1937 during the visit of Governor General Tweedsmuir to the NWT. Col. Reid went at least as far as Aklavik on September 1-3, 1937 and he serviced several souvenir covers from on board the Distributor. It is likely that Col. Reid met Sir Hubert Wilkins while at Aklavik and asked him to sign the scanned cover and take it on a flight.

Sir Hubert Wilkins was involved in the search using the PBY-1 based at Coppermine starting on August 21, 1937. Wilkins flew in the plane to Aklavik on September 1. When Reid must have given him the cover in the attached scan. Wilkins continued his flights and mailed the cover through Coppermine before leaving the North on September 30, 1937 due to freeze-up.

Kevin also sent me a copy of the intriguing cover shown at the top of the next page.

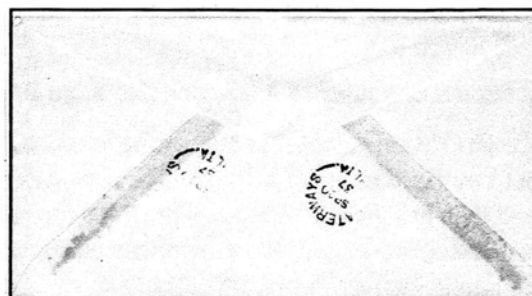
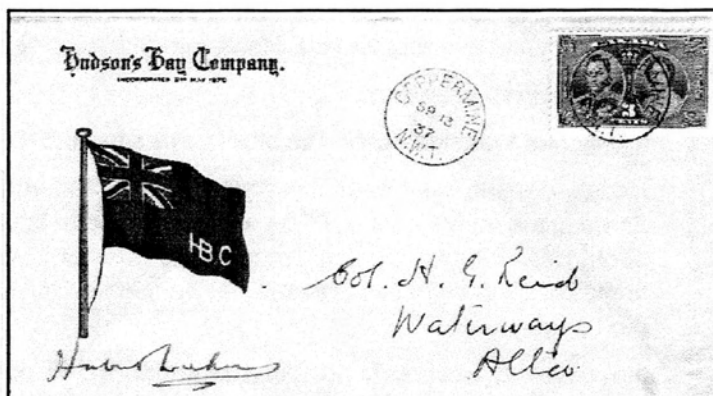
Continued



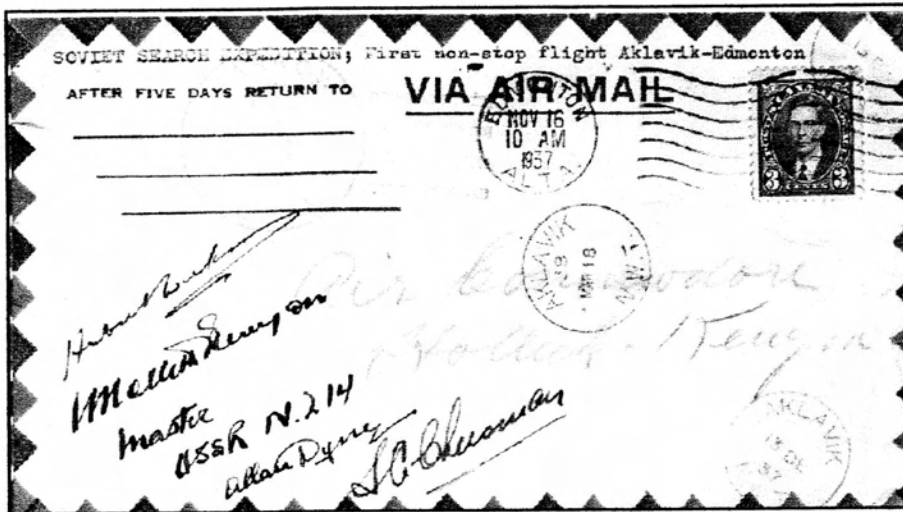
Cover A



Cover B



Cover C

FOLLOW UP: AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP COVERS continued:

Cancelled: EDMONTON NOV 16 10 AM 1937
 AKLAVIK 13 DE 37
 BARROW DEC 15 1937 A.M. ALASKA (Purple ink - top left corner)
 AKLAVIK MAR 18 38

Backstamped:

AKLAVIK FE 18 38
 EDMONTON MR 18 38

Kevin commented that:

My cover appears to have been cancelled in Edmonton as the second phase of the search began using a Lockheed Electra. The aircraft left Edmonton on November 21 and reached Aklavik the next day as this settlement served as the search base. The cover then appears to have been carried on a flight from Aklavik to Barrow in December 1937 and then again on February 1938, before it was finally flown on the non-stop flight from Aklavik to Edmonton on March 18, 1938.

This cover has the same AKLAVIK FE 18 38, AKLAVIK MAR 18 38, and EDMONTON MAR 18 38, cancellations as the other covers with the typed **SOVIET SEARCH EXPEDITION; First non-stop flight Aklavik - Edmonton** endorsement. However:

- it left Edmonton earlier.
- it only has four signatures: the other covers have five. - The radio operator is missing.
- Hollick-Kenyon has signed this cover as "*Hollick-Kenyon Master USSR no 214*", but he only signed his name to the other covers. (There was some discussion at a meeting of the Western Chapter of the CAS, about Hollick-Kenyon being described as "Master USSR no 214". - However, the expedition's Electra had a USSR designation with this number painted on it, as shown in the photograph at the bottom of the next page.)
- the cover is addressed to "Air Commodore Hollick-Kenyon", whereas the previous covers were addressed to Mr. Hollick-Kenyon. (He had been named an Honorary Air Commodore in the Royal Canadian Air Force, in tribute to his flying achievements in Antarctica with the Lincoln Ellsworth expedition in 1935 - 36.)

I sent copies of this extra information to Mike Painter last year, and he commented that:

Kevin O'Reilly's cover is interesting in that the outbound flight pre-dates the generally accepted outbound date by three months. It looks as if Wilkins may have gathered covers from two or perhaps more flights and then got the whole batch signed for the return flight to Edmonton. This in addition to the others such as the Reid cover and the Barrow cancel, suggests covers may have been bounced around the Arctic to add philatelic interest.

I guess they're really just souvenirs and not mail authorized by the Post Office as a special flight.

Continued

FOLLOW UP: AMCN 3809 - EDMONTON / AKLAVIK ROUND TRIP COVERS continued:

I also sent copies of the original article and extra information to Rex Terpening, and was very pleased to get the following reply from Rex:

Your members do a fantastic job of tracing the details of so many of the early airmail flights and, on occasion, of correcting (or defining) earlier information. Mike's letter and research are typical examples of this.

As Mike has mentioned, I had been somewhat involved in this operation in the earlier part of that same winter. Pilot Rudy Heuss and myself made one trip, from Edmonton to Aklavik, in December of 1937, with equipment for construction of a radio DF station. As pointed out by Mike, the cabin of the Lockheed aircraft contained one very large fuel tank, this aircraft having been used originally for two record-breaking Trans-Atlantic flights by Dick Merrill, and room for only one passenger. I should add that Mike had mentioned that it was "Matt Berry & I who had made the Aklavik flight". This is a slight error because the pilot of that flight was Rudy Heuss. Mike well-knew that I was flying with Matt that winter, and naturally assumed that Matt was also the pilot of our December Aklavik flight. For anyone who might have access to a copy of the Dec. '89 issue of the Western Canada Aviation Museum quarterly, *The Aircraft Review*, this issue contains a brief account of our portion of the expedition.

As a final remark I have to wonder about the necessity for Wilkins' trip to Edmonton. He could have shipped the damaged prop to Edmonton, where adequate repair facilities existed, and the prop would have been returned on the next northbound mail flight. I suspect that this was an opportunity for a bit of publicity food at Aklavik. Also, there was a remark that was heard quite frequently that winter: "Well, don't worry! The Russian Government are paying for it!"

Conclusions?

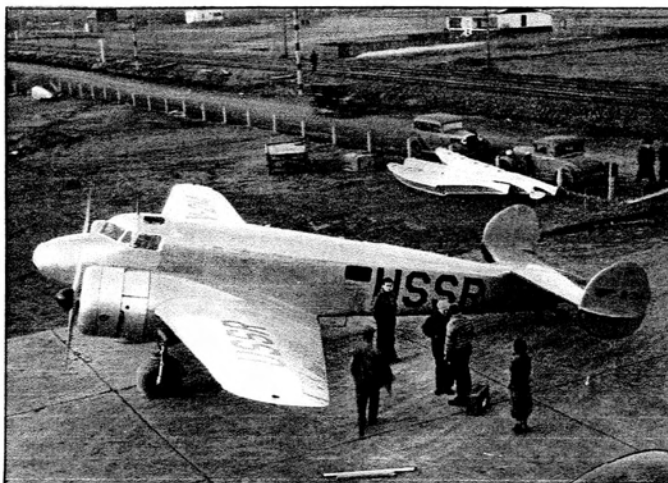
I agree with Mike, that somebody, (he thinks Wilkins), gathered covers from a number of flights for the *First non-stop flight Aklavik-Edmonton*. - I think the inclusion of Kevin's cover establishes that these covers weren't all flown out and back together.

I think it unlikely that all 5 people who signed most of the covers were actually on the non-stop flight, considering Mike's comments regarding the usual crew of the Electra on long-distance flights, and the fact that only 4 people signed one of the covers.

Since these covers didn't have "fresh" postage on them, I wonder if they actually travelled as "Airmail"? I also wonder how difficult it would have been to get these covers cancelled in Aklavik, and backstamped in Edmonton, if they weren't "Airmail"?

Many thanks to Neil Hunter, Denny May, Dick McIntosh, Kevin O'Reilly, Mike Painter, and Rex Terpening, for their contributions to this enquiry. - I would particularly like to thank Rex: there is something quite special about receiving information from somebody who was there at the time of the search!

Any additional information, and/or comments on my conclusions, will be most welcome.



The Lockheed "Electra" used in the second phase of the search, on its return to Edmonton after the search.

The “Burton” de Pinedo Cover.

Mike Deal

The famous Italian pilot Marchese Francesco de Pinedo, made a stop in Trepassey, Newfoundland, during his four continent circle tour in 1927 (including Europe, Africa, South America, and North America). He agreed to carry four pounds of mail from Newfoundland to Italy. The Newfoundland Post Office had three hundred copies of a special provisional air mail stamp prepared for the flight, consisting of the 60¢ King Henry VII stamp of the 1897 Cabot series (Scott #74) overprinted “Air Mail DE PINEDO 1927” (1). After the provisional stamps sold out, an additional 75 covers with unoverprinted Henry VII stamps were included as supplementary mail. Mail was collected at the St. John’s Post Office and machine-cancelled on May 20, 10 a.m., and then taken by train to Trepassey, where it received a local postmark of May 21. Twenty of the supplementary covers were added at the last minute. These covers received the Trepassey date stamp but the stamps were cancelled in Rome (2). The mail arrived in Ostia, Italy on June 16 and was forwarded to Rome on June 22. During the cancelling process it was decided to switch from the Ostia arrival date to the Rome arrival date, so that individual covers could be backstamped ROMA CENTRO 16.6.27 or 22.6.27, or with both dates.

An important subplot to this story is de Pinedo’s planned stopover in Horta, in the Azores. The aircraft, a Savoia-Marchetti S.55 flying boat, called the *Santa Maria II*, met strong headwinds and was forced to land in the Atlantic. They landed near the Portuguese fishing schooner *Infantes de Sagres*, which took them in tow until they were rescued by the Italian vessel *S. S. Supera* and brought safely to Horta on May 30. After repairs and refueling, de Pinedo continued on to Italy, via Lisbon and Barcelona.

An unusual de Pinedo cover was recently identified in the collection of the late Don Wilson, St. John’s, Newfoundland. Don was an active collector and accumulator of philatelic materials. His collection included an eclectic assortment of aviation related pieces, including many Newfoundland first flight and commemorative covers. Don Wilson’s de Pinedo cover is unusual because the only postage is two 3¢ 1923 Newfoundland War Memorial stamps (Scott #133) and it does not have a Trepassey date stamp. At some point the cover was mounted on black matting for display and is accompanied by the following caption (note that minor typing errors are corrected):

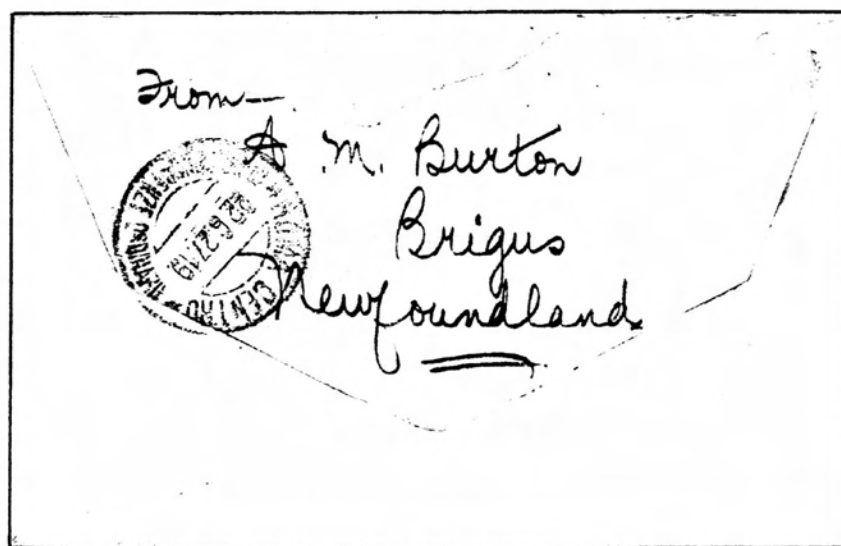
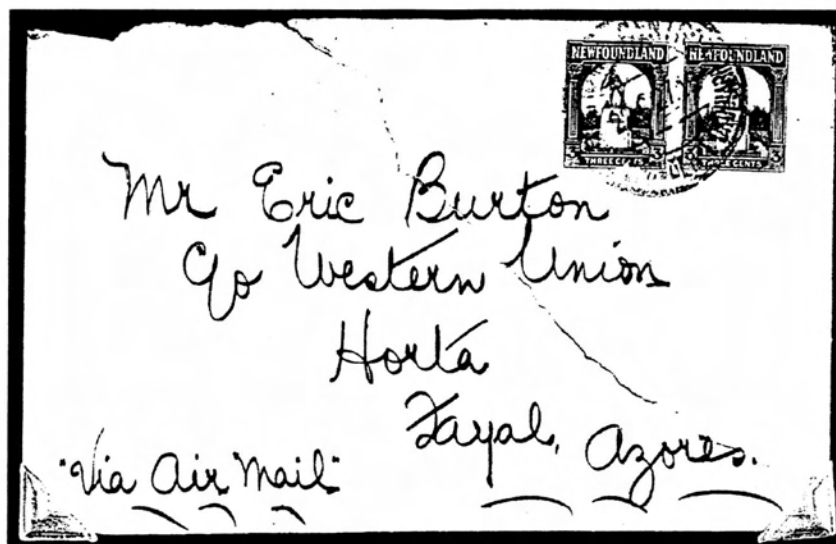
“This cover was carried as a personal favor by “de Pinedo” and mailed in Rome. De Pinedo made an unscheduled stop in Horta (Azores) for repairs. His plane made a forced landing at sea 500 miles west of the Azores and was towed in to Horta. After repairs were executed, de Pinedo flew west to the vicinity of his forced landing, circled and returned over Horta to salute his hosts in Horta “the Western Union Telegraph Company’s employees” and proceeded on to Rome completing his Atlantic crossing.”

Don Wilson’s personal correspondence includes a letter from Wallace R. Partridge, dated June 6, 1989, which indicates that Don was disposing of a collection owned by the late Robert Mackey. Mr. Mackey was a former member of the St. John’s Philatelic Society and was once employed on Horta by the Western Union Telegraph Company. There is little doubt that the de Pinedo cover, along with an accumulation of other Horta aerophilatelic materials, were part of the Mackey collection. This collection was probably also the source of four photographs relating to

Continued

THE "BURTON" DE PINEDO COVER by Mike Deal continued:

the de Pinedo flight, one depicting the pilot and his mechanic and the other three depicting the aircraft dockside being removed from the water by a crane. The first photo has a caption indicating the location as Horta and the date of 1927. The other three photographs were presumably also taken in Horta.



The cover itself and the display caption allow us to reconstruct the circumstances under which the cover was carried. The display caption tells us that the cover was flown as a personal favour, either to the sender, A. M. Burton of Brigus, Newfoundland, or the addressee, Mr. Eric Burton, c/o Western Union, Horta. Initial efforts to identify either A. M. or Eric Burton proved to be problematical. There are no Burton's listed for Brigus (Port De Grave District) in the 1921 Newfoundland census or in the next census of 1935 (3). However, the *Guardian* newspaper, published in nearby Bay Roberts, carried a Brigus news brief on Friday, March 16, 1928, indicating that "Mr. and Mrs. ERIC BURTON and child left for Hazel Hill, Nova Scotia, last week, to make their future home there" (4). Fortunately, a member of our club, Andrew Winter, was able to learn something of the Burton family through his first cousin, once removed, Mr.

Continued

THE "BURTON" DE PINEDO COVER by Mike Deal continued:

Ralph Roberts (5). Mr. Roberts remembers the family living in Brigus when he was a child. A. M. Burton was born Annie Bartlett, and her father, Capt. Moses Bartlett, was first cousin of the famous Arctic explorer Capt. Robert Bartlett. Eric was an electrician with the Western Union Telegraph Company. The Bartletts were a prominent Newfoundland family, which may explain how Annie was able to have a letter carried to her husband on the de Pinedo flight.

The Western Union Telegraph Company had selected Bay Roberts as the repeater station site for their transatlantic cables from England to New York in 1910 (6). A series of telegraph cables were laid between New York and the Azores between 1924 and 1928 by the Telegraph Construction and Maintenance Company (Telcon). In 1928 a new cable link was added between Bay Roberts and Horta, which could transmit five messages in each direction simultaneously. The cable traffic divided at Horta, with part of it going to Germany, and part going to Italy and Africa. The display caption indicates that Western Union Telegraph Company employees hosted de Pinedo on his stopover in Horta. Eric Burton was probably one of these people.

Since the Burton letter did not have the correct 60¢ King Henry VII postage, it is unlikely that it would have been accepted for inclusion in the official Newfoundland Post Office mailbag. For what ever reason, the letter appears to have been added to the St. John's and Trepassey mail, for it was cancelled in Rome on both sides like the 20 letters added at the last minute in Trepassey. The cancels read "ROMA CENTO 22.6.27.19 CORRISPONDENZE ORDINAIRE." Given the provenance of this cover, in Don Wilson's collection, and evidence that it has been displayed in the past, I feel that this is a legitimate and possibly unreported cover from the de Pinedo flight.

Michael Deal
Secretary, St. John's Philatelic Society
mdeal@mun.ca

Note: Since this report was written, the "Burton" de Pinedo cover was sold by Charles G. Firby Auctions for \$3,500 (Sale #1107, November 1-2, 2007).

References:

1. Harmer, C.H.C. 1984. *Newfoundland Air Mails*. The American Air Mail Society, Cinnaminson, New Jersey.
2. Harmers. 2003. *The "Labrador" Collection of Newfoundland Airmails*. Sale Number 4710. London. (Note examples of the supplementary mail on p. 35).
3. Newfoundland Canada Census Records. Retrieved form the World Wide Web, June 10, 2007, at http://www.canadiangenealogy.net/newfoundland/newfoundland_census_records.htm.
4. Newfoundland and Labrador GenWeb. Retrieved form the World Wide Web, June 10, 2007, at <http://www.rootsweb.com/~cannf/>.
5. Personal communication from Andrew Winter concerning the Burton family of Brigus.
6. The Cable Building Story: Road to Yesterday Museum. Bay Roberts, Newfoundland and Labrador. Retrieved form the World Wide Web, June 10, 2007, at <http://www.virtualmuseum.ca/>.

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FOLLOW UP: a mystery Labrador "stamp"?



QUESTION, in the September 2005 newsletter: Has anybody any idea what this stamp was produced for? by whom? and why? My guess is that it might have been the US Air Force Base at Gander. It measures 48 mm across & 37 mm high.

FOLLOW UP: I recently came across an article about these labels, by Bob Dyer in the BNAPS Air Mail Study Group Newsletter, December 2002.

THOSE DANG LABRADOR LABELS!

Basil Burrell sent me a letter from BNAPS member, Walter Hees, with inquiries about the Labrador labels. (Don't look for any catalogue references as they aren't listed anywhere). I can find no mention of the labels in copies of the BNAPS Newfie Newsletter.

According to Walter's letter:

a fake Newfoundland air mail stamp has been showing up in local auctions, but is described as a private 1907/08 issue. - Pieces of two advertisements for the stamp have been found, but they do not tell the same story:

PIECE 1: *"in 1908 a company claimed to have a charter from the governments of Canada and Newfoundland to develop the natural resources of Labrador. Apparently no such charter was granted, but the promoters of the scheme printed three stamps in 5c, 25c and \$1 denominations, with a total face value of \$1,000,000. Some \$675,000 worth was destroyed by the Canadian authorities when the ringleaders were apprehended. These bogus locals are now sought after by Newfoundland stamp collectors."*

PIECE 2: *"The Standard British North America catalog describes this historic stamp [\$1] as follows: 'Many years ago an American had annexed Labrador, and had printed stamps intending to use them on the coast. The Royal North West Mounted Police seized them, the lot being destroyed with the exception of a few sets which had eagerly been sought after by collectors.' Catalogue Value by BNA Catalog is \$10.00"*

Walter also mentioned in his letter, that he had heard a third theory regarding this stamp:

THEORY 3: *This has only been passed on verbally, but according to this story, the 1907 or 1908 issue date is bunk! - This stamp was dreamed-up by U.S. G.I.'s who were stationed with Canadian troops in Labrador and Newfoundland in the early 1940's, for protection of North America against any attempted Nazi landings. The idea was that they could expedite the G.I.'s mail back to the U.S. The scheme was based on using the U.S. Air Force as the transfer agent. It didn't work because the flights had no regular Schedule.*

Continued

FOLLOW UP: A MYSTERY LABRADOR "STAMP" - information from Bob Dyer continued:

Walter also commented that:

I have never seen any of these stamps with a cancellation mark, or with any sign of gum. I have only seen the \$1.00 stamp. If you are aware of this issue, have you ever seen the 5c and 25c varieties?

Editor's note: Bob included illustrations of the 5c and 25c stamps with his article -



With regard to the advertisements that Walter found, PIECE 1 quotes from Winthrop S. Boggs' The Postage Stamps and Postal History of Newfoundland, 1975 edition. I have no idea from which catalogue PIECE 2 derives its story. - The label is not mentioned in Gibbons, Scott, Unitrade or Butt and Walsh's NSSC catalogue. One can still find a \$1 value for around \$10, however.

The following account is from Postage Stamps of Newfoundland by Bertram Poole and Harry Huber:

"In the summer of 1908, some labels were offered to the dealers of the country, purporting to be an issue for the prepayment of postage on letters sent by a service from the Labrador direct to Canada and the States, instead of via Newfoundland. These were issued by an American Company claiming to have obtained a charter from the Canadian and Newfoundland Governments for the exploitation of the natural resources of Labrador.

"The labels were of three denominations, 5c, 25c and \$1 and pictured respectively a seal, an Eskimo, and a map of the northwestern coast of Labrador. The values were expressed in figures and words, and in addition LABRADOR and POSTAGE were printed. On the \$1 POST OFFICE was substituted for POSTAGE. U.S.A. also appeared twice on the 5c and \$1, and four times on the 25c. Letters have been shown franked with the labels, duly cancelled, but there were Canadian stamps in addition, so their postal standing has never been established."

I have also been told by Dean Mario, that Frank Phillips wrote about the labels for Gibbons Stamp News in August 1908, already questioning their authenticity. - This means that one can forget the World War II theory.

Continued

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FOLLOW UP: A MYSTERY LABRADOR "STAMP" - information from Bob Dyer continued:

The last reference I have is from Robson Lowe's 1973 Encyclopedia :

"... these labels were produced in America and generally sold to American collectors. The used example on cover which we illustrate... paid no postal duty, but was probably stuck on the envelope addressed to the Montreal newspaper *L'Argus* in the hope of securing press publicity and stimulating sales of the bogus issues to collectors in Canada. To-day, the two lower values are rarely seen, but the multi-coloured \$1 value is still comparatively common."

Here are a few additional observations:

- the three labels were issued un gummed.
- CAVENDISH auction, March 2, 1991, lot #793, contained blocks of the 5c and \$1, plus a \$1 tied to a 1936 cover to the U.S. with a 3c U.S. stamp. It realized 55£.
- EASTERN auction, October 14, 2000, Lot #392 contained a set of the labels, "VF", Estimated at \$150(Cdn). It sold for only \$86.
- EASTERN auction, May 25, 2001, Lot #398 contained a block of the 5c, est. \$250(Cdn), which sold for \$115.

SUMMARY

It appears the three Labrador labels, were created by one or more Americans, and issued in 1907 or 1908 in an attempt to dupe stamp collectors. Although they can be found "tied", they have not been known to have actually paid Canadian or U.S. postage. The \$1 value is common and can still be found for \$10 or so (*offer no more!*) but the two lower values are much more scarce. Based upon Eastern's auction results of two years ago, expect to pay around \$100 for a complete set of these bogus items.

Bob Dyer

EDITOR'S COMMENTS: Congratulations to Bob on sorting out the mystery of these labels!

Since publishing the question about these labels, I have come across a number of them for sale, which suggest that the values given by Bob are still appropriate:

Here is the scarce set of three Labrador Labels. They are hard to find, with the 25¢ value being particularly scarce. A VF hinged set will cost you just \$99.95.



Advertisement by Gary J. Lyon, Bathurst, New Brunswick, in the Canadian Stamp News, July 25th 2006.

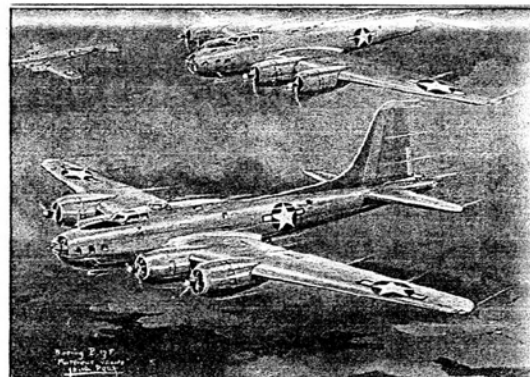
- A \$1 label was offered on eBay in December 2006: it started at US\$9.99, and ended at US\$20.50
- A "Set of 3 diff LABRADOR LOCALS with 5c Seal, 25c Hunter & \$1 Map. VF, NH, some gum creases/bends. Selected centering", was offered by Vance Auctions in their August 29th 2007 sale, and realized \$104.00 Canadian.

THE BRITISH NORTH AMERICA PHILATELIC SOCIETY is an international organization devoted to the collector and researcher of the stamps, postal markings, and postal history of Canada, the pre-Confederation colonies, and Newfoundland. Membership is open to all. - For more information contact Peter Jacobi, #6-2168-150A St, Surrey, B.C. V4A, or check out the BNAPS website at www.bnaps.org

For more information on the BNAPS NEWFOUNDLAND STUDY GROUP contact BOB DYER at 1708 Granada Court, Petaluma, CA 94954, U.S.A. [Email: nrdyer@comcast.net]

For more information on the BNAPS AIR MAIL STUDY GROUP contact TOM WATKINS at 1573 Mayneview Terrace, North Saanich, BC V8L 5E5 [Email: tomwatkins@shaw.ca]

FOLLOW UP: Tour Du Cadran, 1947



Circular Cancellation:

TOUR DU CADRAN 7 SEPTEMBRE 1947 LA BAULE

Rectangular Handstamp:

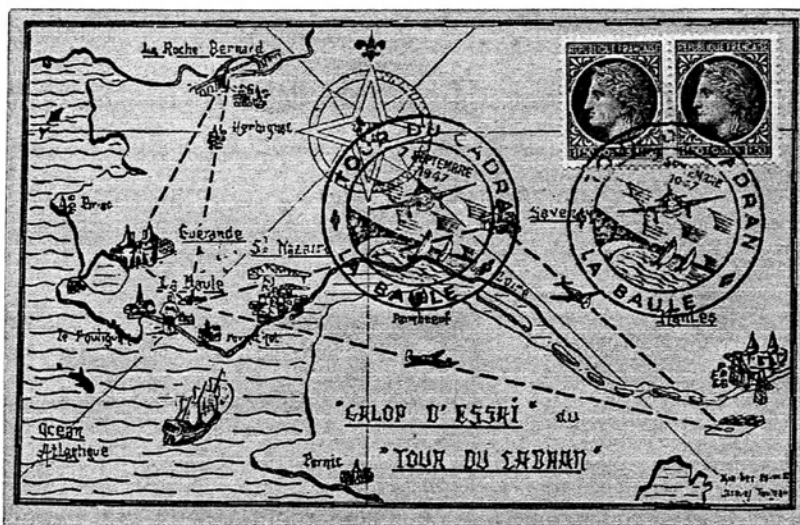
7 SEPTEMBRE 1947 1er GALOP D'ESSAI DU TOUR DU CADRAN LA BAULE

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

QUESTION (from the June 2005 newsletter):

Can anybody provide any information about the TOUR DU CADRAN?

Many thanks to Michel Brisebois who sent me a copy of this postcard, and a note that, a Google search has given me the enclosed photograph of the route of this special flight "around the quadrant":

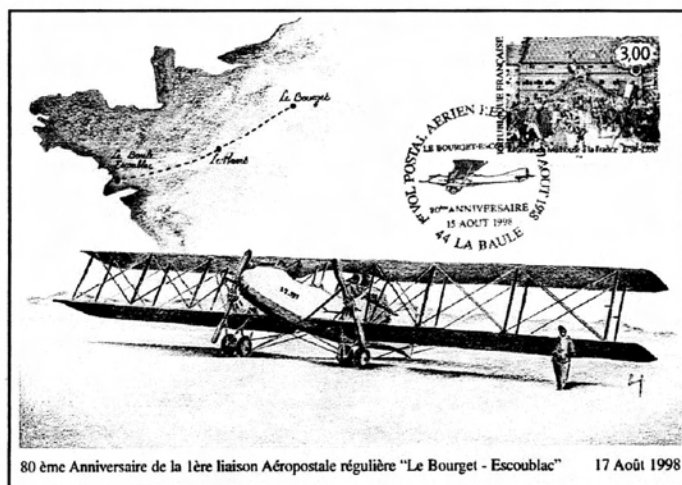


The postcard is from the website of the Aeroclub de la Cote d'Amour at <http://www.aeroclub-labaule.com/modules/histoire/>

It turns out that LA BAULE is a place. - It is a town of approximately 16, 000 population on the Loire estuary, near St. Nazaire. According to Fodor's 2003 guide to France, it is: *one of the most fashionable - and pricey - resorts in France. La Baule has a 5 km. Seafront promenade lined with hotels.*

It's location is shown more clearly on the card on the top of the next page, where it is shown as *La Baule Escoublac*. (The town is also sometimes referred to as La Baule - Escoublac on the internet.) - This card commemorates the 80th Anniversary of the first regular airmail service between Le Bourget and Escoublac, which is intriguing, as the cancellation and date in August, are remarkably similar to those on the First Day Cover of the stamp for the 50th Anniversary of the first regular airmail service between Paris and St. Nazaire shown at the bottom of the next page.

Continued

FOLLOW UP: The "Tour du Cadran" continued:

The explanation for all this seems to be that:

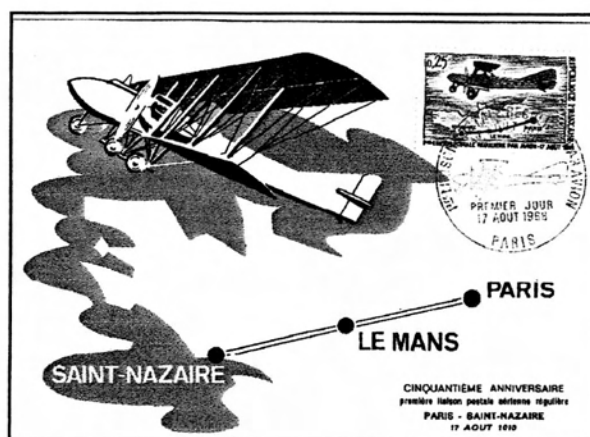
- during World War 1, an airfield was created in Escoublac, for planes to protect maritime convoys from German submarines.
- on June 26th 1917 the First Division of American soldiers began to be unloaded in Saint-Nazaire, and were based in the surrounding area.
- as the number of American troops increased, there was a need for a fast postal connection between St. Nazaire and Paris.
- on August 17th 1918 the first regular air-mail service in France began, between Paris and St. Nazaire, with an intermediate stop at Le Mans. It actually used the airfields at Le Bourget outside Paris, and Escoublac outside St. Nazaire.
- After the war, the airfield of Escoublac became a centre for aircraft manufacturing, (including the LOIRE 43 fighter shown to the right); air transport, (with a regular air line service, to Paris); and air freight, (particularly for shipments of fresh sardines).
- During the 1930's, the airfield was also a centre for tourism and leisure aviation. There was an International meeting of Aviation in September 1930, and a « Rallye Côte d'Amour » in 1934, 1935, 1936 and 1937.
- After World War 2, aircraft manufacturing moved to a new airport at St. Nazaire.
- There was a move to re-establish leisure aviation, and the pre-war aeroclub reopened in 1945 as the «Aéroclub de la Côte d'Amour». A special endurance event, the « Galop d'Essai du Tour du Cadran » ("Tour of the dial"), was held in 1947. - The cancellations on the card that began this enquiry commemorate this event. There was no connection between this event, and the B.17s shown on the picture side of the card.



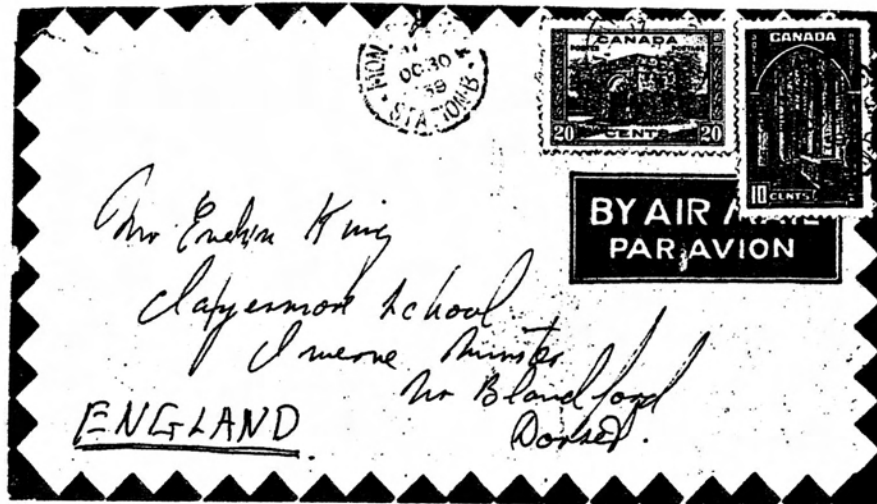
Many thanks to:

**Michel Brisebois,
Nino Chiovelli,
Donald Holmes,
Charles Oakley,
my High School French
teachers of long ago,
and the internet translation site
<http://babelfish.altavista.com/tr>**

for their contributions to this research.



FOLLOW UP: Censorship in World War 2 (i)



This uncensored cover, mailed from Montreal to England on October 30th 1939, was illustrated in the September 2006 newsletter, and raised a number of questions regarding censorship:

1. When did censorship in World War 2 begin?
2. How much airmail from Montreal was being censored by October 30th 1939?
3. If 100% of the mail was supposed to be censored, how frequently were errors made, and letters forwarded uncensored?
4. How much of the mail was supposed to be censored at later times during the war?

Many thanks to DAVID WHITELEY, who has sent me some terrific information about Civil Censorship in World War Two. - The answers to the first three questions are actually quite "simple":

- censorship in Canada was authorised by an Order in Council dated 1st September 1939, and Postal and Telegraph Censorship started on 3rd September.
- on Canada's entry into the war, censorship was initially carried out only on mails to neutral countries. There was no mail to enemy countries, and mail to the British Empire or the United States of America was not examined.
- 100% of the mail was not usually supposed to be censored. Censorship was normally selective

The answer to the fourth question is very complex, as censorship policies changed and evolved during the war.

Although I have described some of the above answers as "simple", they did not appear to be simple when I researched this topic for the September 2006 newsletter!

The information provided by David Whiteley is much better than the information I found then, so I am going to publish all of it. I will, however, be spreading it over several newsletters, in order to maintain a balance of topics in each issue.

David also pointed out that there were three types of censorship in Canada:

- *Civil Censorship, which applied to the above cover, and was done by Post Office employees, specially seconded to censorship duties at major Post Offices*
- *Military Censorship, performed at the unit level*
- *Internment and Prisoner of War censorship, which was a separate entity.*

The objectives of censorship are not mentioned in the government documents quoted, but according to Ron Wike in British Empire Civil Censorship Devices - World War II - Trinidad and Tobago:

continued

FOLLOW UP: CENSORSHIP IN WORLD WAR 2 (I) continued:

they are clearly laid out in British Empire Civil Censorship Devices - World War II - United Kingdom by Tony Torrance and Konrad Morenweiser, namely:-

- 1) To prevent information of military value reaching the enemy.
- 2) Enforcing exchange control regulations.
- 3) Intercepting contraband goods intended for the enemy.
- 4) Collecting information of military value.
- 5) Assessing the enemy's morale.

It is also interesting to remember what Civil Censorship was not. - There is a comment in Intercepted in Bermuda, The Censorship of Transatlantic Mail during the Second World War by Peter Flynn that:

The need to avoid oppressing one's own citizens was such that if criminal non-war related activities were discovered in the course of censorship, they were not reported to the civilian authorities. The unofficial motto of the censors was: "What does not concern the war does not concern the censors."

(Page 19. - This is a highly acclaimed book, describing all aspects of censorship in Bermuda. It was published by the Collectors Club of Chicago in 2006, but was very quickly sold out.)

History of the Postal and Telegraph Censorship Department 1938-1946

Chris Miller

Introduction

In 1996 the Civil Censorship Study Group were permitted to produce a limited run of copies of the official archive held under the above name at the Public Record Office in Kew, London.

The two volumes run to nearly 1100 pages and deals with the development of censorship and the liaison between the various parties and authorities involved..

The index is comprehensive and enables postal historians to concentrate on areas of their interest. For Canada there are thirty two headings and sub headings many of which have a number of entries. The Appendices also cover the legislation and the agreements between the various censors.

One substantial section is entitled "CENSORSHIPS IN THE BRITISH EMPIRE (a) Censorships in the Dominions, India and Burma. Sub section (3) deals with Canada. For those able to visit the Public Record Office the paragraphs in this section start from 1177 and finish at 1185. The document which is in two volumes can be found under reference DEFE 1/333 and DEFE 1/334 and this extract is reproduced by kind permission of the Public Record Office.

A quotation from the first paragraph on Canada will give some of the flavour of the history .

"1177. Establishment and Organisation of Censorship

Censorship in Canada was authorised by Order in Council dated 1st September 1939, and Postal and Telegraph Censorship started on 3rd September. Foreign Exchange Control Censorship (conducted in a rough and ready manner by Frontier Post Office officials) was established in December 1939. An I.R.B. Branch was set up in June 1942, a Testing Department was organised in February 1943, and Travellers' Censorship was introduced in May 1943. Canadian Censorship ceased on 15th August 1945. The Headquarters of both the Post and Telegraph Censorship was at Ottawa..... "

(IRB is the Information and Records Branch)

The censorship department always maintained good relations with the post office which was hardly surprising as most key positions were filled from Post Office personnel. To avoid undue delay of mail the local District Directors often disregarded censorship regulations which for instance required the routing of mail to neutral countries via Ottawa. In view of this the United States Censorship extended the inspection of Canadian mail.

Continued

HISTORY OF THE POSTAL AND TELEGRAPH CENSORSHIP DEPT 1938-1946 by Chris Miller continued:

On Canada's entry into the war censorship was only initially carried out on mails to neutral countries. There was no mail to enemy countries and mail to the British Empire or the United States of America was not examined.

In January 1941 the Foreign Exchange Control Board formally requested the examination of mail to and from the United States on their behalf. This was carried out by Post Office officials at 21 offices of exchange adjacent to the U.S. frontiers.

Mail between Canada and the United Kingdom was by agreement examined in the U.K.

The examination of passengers entering and leaving Canada was introduced in May 1943 although this applied to Atlantic coast ports only to avoid embarrassing the Russians who were almost the sole entrants on the Pacific Coast. Any documents carried by travellers were censored at the 21 stations mentioned above. This examination ceased in December 1944 as little of value had emerged.

Stations mentioned in the History are Ottawa (head Office), Halifax, St. John, Montreal, and Vancouver.

1177. Establishment and Organisation of Censorship

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It was not until May 1942 that all Branches of Censorship were finally placed under the complete direction of a Director. In October 1942 Censorship premises were established on the outskirts of Ottawa, where for the first time Postal and Telegraph Censorships were brought together.

(IRB is the Information and Records Branch)

1178. Postal Censorship

Even after the appointment of the new Director in May 1942, the Postal Censorship always maintained some allegiance to or contact with the Deputy Postmaster General. Throughout the war most key positions in Postal Censorship were filled from Post Office personnel while in the Provinces Postal Censorship was virtually under the control of the local District Directors of the Post Office Department.

The local District Directors were obliged to carry out their duties with depleted staffs and consequently Post Office procedure and requirements often disregarded censorship functions. Thus despite the instructions to send all neutral mail to Ottawa for examination, if there were local protests against the delay in delivery or despatch of the mail, the District Directors not infrequently sent such mail on to its destination, no censorship examination been given to the mail. In view of this, the United States Censorship, which had at first agreed to examine Canadian mail in transit through the United States only against their Watch Lists, later considered it necessary to extend the examination of such mail.

On Canada's entry into the war a censorship was immediately instituted of mails to and from neutral countries, but not to places within the British Empire or to the United States. Mail services to enemy countries ceased. In 1940 the Vancouver Station was opened for examination of transit mail to and from the Orient and South America. In June 1940 the examination of Prisoners of War Mail, Allied and enemy began. In January 1941 the Foreign Exchange Control Board formally requested an examination of mail almost

Continued

HISTORY OF THE POSTAL AND TELEGRAPH CENSORSHIP DEPT 1938-1946 by Chris Miller continued:

exclusively to the United States on their behalf. This was carried out by Post Office officials at 21 offices of exchange adjacent to the U.S. frontiers. (*See also paragraph 1177*).

Mail between the United Kingdom and Canada was by agreement examined by the United Kingdom mainly for the purpose of ensuring that the U.K. financial policy and regulations were given proper effect.

Parcels and packages which might include newspapers were not examined by Censorship but were under the control of Custom whose contact with Censorship was remote.

1179. By the end of 1940 the efforts made to secure some examination of Trans-Pacific mails at a Canadian west-coast port showed some signs of success and it was agreed that experienced British staff might participate. In January 1941 a party of 24 officers from the Imperial Censorship arrived in Canada and proceeded to Vancouver. The mail desired was, unfortunately never secured (except for a residue immediately following Pearl Harbor) owing to the withdrawal for Naval Service of the Canadian Pacific Railway mail steamers and the refusal of U.S. ships to call at a Canadian port. The Imperial Censorship party was withdrawn early in 1942 (see paragraph 183).

1180. In general the system of sorting, use of labels and handling the mail followed closely the practice obtaining in the United Kingdom. Watch list procedure, however, was rudimentary. No more than casual scrutiny existed until 1942, and even after reform it was limited and unreliable.

1181. There was difficulty throughout the war in securing the services of the right type of Examiner, particularly where linguistic qualifications were concerned. Canada was combed for men and women who had university degrees or had matriculated, or who had special trade or professional experience. The salaries offered were not attractive in comparison to those paid by other Government departments; the system of appointing Post Office employees to the senior posts and thus tacitly reducing the Examiner to a junior position with the further disadvantage of withholding or limiting promotion, did much to dissuade many of the small number competent to fill Examiner posts from seeking work in censorship. Some examining staff were recruited from among the aliens who had been granted Canadian citizenship, and even Internees were considered.

1182. Travellers Censorship

The examination of passengers entering or leaving Canada began in May 1943 though no such system was ever introduced on the Pacific Coast, mainly because it was thought impolitic to offend the Russians whose ships were almost the sole callers. Arrangements for pre-censorship of travellers documents were made at the twenty one censorship stations in Canada, the chief points being along the Maritime coast, Halifax, St. John, etc and at Montreal during the shipping season. Travellers to and from Newfoundland and to and from the United States were at first subjected to an examination but shortly after the introduction of travellers censorship this was dropped. The passengers examined were mostly officials or their wives and families travelling between the United Kingdom and Canada, there being very few to and from neutral countries.

The control of movements of passengers in the Maritimes was in the charge of the Chief Security Office and the Censor in charge of Travellers Censorship operations collaborated with the Security Officer, who received some support from Customs and Excise and the Immigration Officers.

Little of value emerged from the examination, which was terminated in December, 1944.

1183. Testing Department

Until 1943 only very elementary testing was carried out but in February 1943, an Imperial officer with considerable experience was transferred to Canadian Censorship for the Western Area and proceeded to set up the necessary organisation. There were some valuable finds in the P.O.W. mails.

(Information for Prisoners of War Branch is given separately in the Records - paragraph 182.)

Continued

HISTORY OF THE POSTAL AND TELEGRAPH CENSORSHIP DEPT 1938-1946 by Chris Miller continued:**1184. Telecommunications Censorship**

All cable and wireless messages leaving or entering Canada were censored except those to and from the United States. Only a small proportion of these were given scrutiny. Telegrams inland to Canada, mainly to and from the Maritime areas were censored. Inland Telephone Censorship was instituted of messages to and from the Maritime areas. Telephone subscribers on a watch list, whether in a Maritime area or not received censorship attention. Censorship of radio telephone calls was also established, on the lines followed by Imperial Censorship. In 1941 a Canadian Telegraph Censorship liaison officer was sent to New York to establish contact there and to assist in the United States advance preparations in the event of that country being involved in the war. This liaison officer, carrying out a tacit agreement, obtained copies of certain messages intercepted and sent two copies of each message of interest to Ottawa. When the United States entered the war this contact was improved. The liaison officer was withdrawn in 1943 and the flow of material diverted to D.R. Washington. With scarcely any exception the Cable Censor Staff were recruited from the staffs of the Communications Companies.

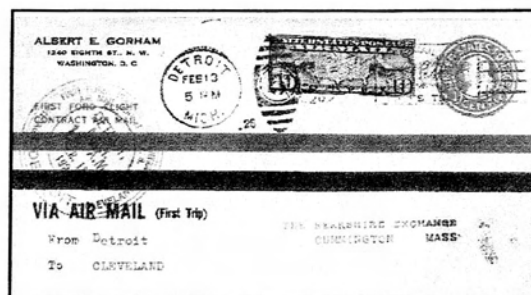
(DR normally stands for Defense Regulations in the History)

1185. Liaison and relations with British and United States Censorships

A United Kingdom officer was appointed liaison to Canadian Censorship in December 1939. On the other hand the proposal to appoint a Canadian liaison officer in London first raised in October 1939 (and followed by the visit to the United Kingdom of the Canadian Chief Postal Censor and Assistant Director designate of the Canadian Army Postal Service, in February 1940) never materialised. The British Liaison Officer was accredited to Canadian Censorship but after the establishment of the Western Area Office became responsible to the Director, Western Area. He was a member of the two Advisory Committees connected with Canadian Censorship, including the Advisory Committee on Intelligence and Security.

Editor's Note: I was sorry to hear that Chris Miller, who provided this information, had died on December 1st 2007. Chris was a very generous person, who having undertaken detailed research, was very ready to share his findings, and to help other people.

FOLLOW UP: AIRMAIL FROM DETROIT, 1926.

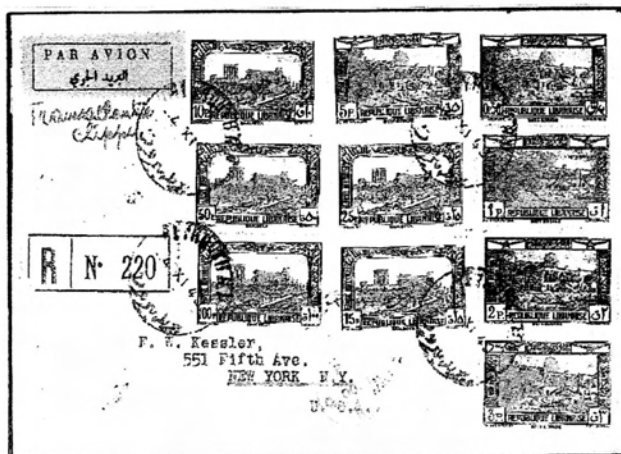


First Flight Cover from DETROIT to CLEVELAND by CAM 6, February 15th 1926.

Many thanks to ALAN KLEIN, for sending me this very nice correction to a statement in the article about Max Berendes covers in the June 2007 newsletter, *that there was no airmail service eastward from Detroit in November 1926.* - This cover shows there was an airmail service east from Detroit..

Furthermore, in Cleveland CAM 6 connected with the Transcontinental airmail route, so there was in fact airmail service from Detroit to New York.

FOLLOW UP: LEBANON - U.S.A., November 1940



Registered air cover to New York, tied by cds - BEYROUTH R.P. / 4.XI.40

- On reverse:**
1. Boxed "Contents Declaration" No.2
 2. cds, as above and BEYROUTH R.P. / CHARGEUR / 5.XI.40
 3. d.r. NEW YORK N.Y. (GRAND CENTRAL ANNEX) REGISTERED / JAN / 7 / 1941

Censor: Passed unopened by Vichy French Censor at Beirut with h/s in violet P/C OO M/B

Franking: Postal rates from the Lebanon following installation of the Vichy Administration were in "local currency" but details are unknown. This cover bears the whole of the 1937 air stamp set, so, while appearing philatelic, it may have been over-stamped to be safe.

This cover originally appeared in our December 2006 newsletter, with a comment:

Route: To travel Beirut to New York in only 2 months carriage must have been by ALITALIA via Rhodes and Rome, thence to Lisbon. Thereafter by Pan Am FAM 18 to New York.

In the March 2007 newsletter there was a correction as:

The airline Alitalia did not exist in 1940. The Italian airline was Linee Aeree Italiane (LAI). Alitalia was not formed until 16 September 1946, and its 1st flight was on 5 May 1947. On 31 October 1957, Alitalia merged with LAI.

I then received a comment from Murray Heifetz that:

It is correct that Alitalia did not begin until after the war was over - but - neither did LAI. The only Italian airline operating in this area in 1940 was Ala Littoria. I'm not sure when they stopped in 1940. It was likely when Italy entered the war in June. They had a route from the Italian Colonies - now Eritrea and Somalia - via Cairo to Rome. This still would not have covered Lebanon which they did not service.

So how did this cover get from Lebanon to the U.S.A.?

According to Boyle's Airmail Operations During World War II, which I have found to be an amazingly comprehensive and usually reliable book:

From September 1939 until June 1940, air mail from Syria and Lebanon was usually carried by Air France to destination or to an exchange point (i.e., Athens, Baghdad, Bangkok, etc.) for transfer to another airline.

Following the capitulation of France, the establishment of the Vichy government, and the entrance of Italy into the war, Air France was no longer in full operation. Some Air France flights such as the Marseilles to Indo-China route continued for a short period after the June 1940 armistice. After Air France ceased operations air mail from Syria and Lebanon addressed to the U.S. was sent by surface to Cairo, by air to Durban via the Horseshoe route, then by sea to the U.S. (Page 537.)

However, Jack Ince, who was in the army throughout World War II, was extremely sceptical that at the end of 1940, this cover could have travelled by surface mail from Beirut to Cairo, then by the Horseshoe route to the USA, in only two months!

Continued

FOLLOW UP: LEBANON - U.S.A., NOVEMBER 1940 continued:

Jack decided to try and find an alternative route for this cover, and contacted Barbara Priddy, who responded:

I always like a challenge!

There is no way that letter ever passed through Allied hands. First, there was no arrangement for the exchange of mail between Vichy Lebanon and Allied Egypt. Secondly, if there had been, any letter from Vichy territory would be liberally decorated with Allied censor tape and marks.

Fortunately I can offer an alternative. A year or so ago Colin Spong kindly gave me photocopies of articles from L'Aviette by Henri Truc, published in 1946-47, in which he gathered together all he and his correspondents in Francophone countries had found out about French airmail services during the war.

From August 1940 until Lebanon and Syria fell into Allied hands, Air France maintained an airmail service, in theory twice a month but in fact of course as opportunity offered, between the unoccupied zone and French Levant. I think your cover was carried on the return of the fifth of these flights, which flew Marseille - Tunis - Beirut 13-14 November 1940 and returned the same way 24-25 November.

At this point, it would have gone to Lisbon, to wait for space on FAM-18. Boyle says the route was from Marseilles to Perpignan by air, (Réseau Aérienne Française), and from Perpignan to Lisbon by rail.

How long this process would have taken I have no idea. But we have got the Clipper schedules in Aitink and Hovenkamp's Bridging the Continents in Wartime, and the last flight of 1940, which left New York 26 December but was held up in Bermuda and arrived at Lisbon 31 December, returned on 5-6 January 1941. I don't think this is coincidence, I think your cover was on this flight and was turned over to the postal system in New York on its return, hence the arrival mark of 7 January.

So I think we can safely forget Egypt and the Horseshoe Route.

I don't see any problem with two months for a wartime airmail cover. The civil aircraft were still flying, and the French postal services were still devoted to getting the mail through as expeditiously as possible. Indeed, on regular routes - between French West Africa and France, for example - mail was not taking any longer than before the war.

Many thanks to BARBARA PRIDDY for her assessment of this cover and it's route, to JACK INCE for his persistence, and to MURRAY HEIFETZ for his contributions to this enquiry.

Any further comments on Barbara's analysis, or the cover, are most welcome.

INFORMATION WANTED



ILLUSTRATION WANTED

Harry Gordon arranged to get covers flown on a wide variety of civil and military aircraft, such as the cover above that was flown on an R.A.F. Comet 2, and is addressed to him at 795 Garden St., New York City, 60, N.Y.

Can anybody provide some information about him?

LITERALLY! - John Johnson is looking for photos of Sikorsky S-43B types that flew as pure flying boats. There were four of these aircraft - NC16931, NC16932, NC16963 and NC16927 but so far no photographs of them, even in the Sikorsky archives! - Does anybody know of a photo of one of these aircraft?

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.

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NEXT ISSUE DEADLINE

Please remember the revised deadline for the next issue of

May 15th. (See page 7.)

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

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 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;
- 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, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca) OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN in U.S.A. (or \$22.00 US),

\$25.00 CDN for members Overseas, (or \$25.00 US, or 18 Euros, or 13 Pounds Sterling).

Payable to: The Canadian Aerophilatelic Society. - Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, or by PAYPAL in CANADIAN \$ to bjnepean@trytel.com

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.** PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

#313 Alastair Bain

#314 Glenn Baechler

#353 Chris Charmichael*

#266 John F. Church

#326 Gary Cristall

#224 Charles G. Firby

#342 Mrs. Sandy F. Freeman

#376 Charles S. Flynn

#27 John Glashan

#226 David Granger

#133 Eric Grove

#183 Robert A Haslewood

#24 Neil Hunter

#284 John Irvine

#49 Jonathan L. Johnson Jr.

#359 Steve Johnson

#149 Frank Kendle

#25 Jacques Le Potier

#263 Louis K. Levy

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#375 Stewart R. Murray

#267 James H. Parker

#124 Reuben A. Ramkissoon

#357 John Rawlins

#360 Stephen C. Robbins

#307 James F. Ruddell

#315 Reginald Targett

#29 Jim O. Turk

#262 E.S.J. VanDam*

#78 Charles J. Verge

#254 John Webster

#341 Kevin Wentzel

#139 G.A. Wilson

(* shows an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter. - If anybody would like to become an Advertising Member, please contact the editor.)

To all members listed above, who have already renewed their membership, thank you for doing so.