



THE CANADIAN AEROPHILATELIST

#69

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

December 2006

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EDITORIAL - Preparation of this issue was delayed due to my trip to New Zealand. (Which was great!)
I hope the newsletter reaches most readers in time for the Season's Greetings to still be seasonal,
and wish all readers the very best for 2007.

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

To all our CAS members I extend best wishes for an old fashion very Merry Christmas and a Happy, Prosperous and Healthy New Year, 2007. As you grow older the years seem to go so much quicker. It may be that retired people are usually very involved in many activities as a volunteer. I have never been busier since retiring from the Canadian War Museum in 1992. My interest in Aerophilately, Britains toy soldiers, museums, archives, the National Arts Centre and my family and home, certainly keep me busy and healthy. I am most fortunate to have good health that allows me to keep active.

The activities of the CAS are most enjoyable, especially since the CAS is blessed with very active members such as Chris Hargreaves, Brian Wolfenden, Ron Miyanishi, Steve Johnson, Gord Mallett, Nino Chiovelli, Murray Heifetz, Denny May, Edward Williams, Kevin Wenzel, Dick McIntosh, David Brown, Barry Countryman, Neil Hunter and all of the other members who assist us in so many ways. To all my sincere thank you for your assistance over the years.

Unfortunately as time marches on we lose dear aerophilatelic and philatelic friends. Over the last year the following dear friends have died from various causes: Alex Newall of the UK, Harry Sutherland of Canada, Betty Van Tenac of Australia, Bob Spooner of the USA, Dr. Robert Lana of the USA, and Clyde Jennings of the USA . These are individuals that I have known and worked with for many years. Each one has made significant contributions in the own specialized area of philately, including Aerophilately. To the families of CAS members who have died I extend the condolences of the CAS. May they all rest in eternal peace.

A dedicated Aerophilatelist , Jim Graue of the USA , has left the AAMS and his positions as Vice President and Editor of the Airpost Journal. It is regretted that differences of opinion and ideas within the AAMS hierarchy led to this schism. Jim's contribution to Aerophilately as Editor of the Airpost Journal over the last 18 years is most commendable. He has been awarded several AAMS high awards, including election to the Aerophilatelic Hall of Fame. Jim will be continuing his Aerophilatelic editorial work with Zeppelin Societies. Well done Jim and thanks for your dedicated work for all of Aerophilately. Wayne Youngblood of the USA has been appointed the replacement editor of the Airpost Journal.

Congratulations to our youngest CAS member, James Baron of Edmonton who was named the outstanding young philatelist in Canada by the RPSC for 2006. James prepared our special CAS frame at Washington 2006. He also received a special Snowbird Souvenir Set from Canada Post. We need more young collectors like James. Do you know of any young collectors that could be encouraged to collect aerophilatelic material ? If you do let me know please.

Canada Post assisted us in providing Snowbird stamps for our activities in 2006. A special thanks to Richard McCorkell who arranged this support . Our 2006 Snowbird covers are now available for purchase . Please contact me for details. *(See also page 30 of this newsletter. Ed.)*

Have fun collecting Aerophilately.

Dick Malott , President , CAS

SECRETARY'S REPORT

Welcome to three new members:

#369 Hugh Delaney of Calgary, Alberta

#370 David Reynolds of Christchurch, New Zealand

#371 Geoff Green of Brampton, Ontario

Brian Wolfenden

WEBMASTER REPORT

There have been two updates since the last report.

- a) Back issues for The Canadian Aerophilatelist now include the September 2006 issue.
- b) I have included a new Links page. The page includes links to: Aerophilatelic Societies; Informative Aerophilatelic Sites; Commercial/Auction Sites and Other Stamp Sites. If you have a link that you would like to add, please let me know.

The webcounter stands at 357. In essence, it means 357 individual computers have visited our page.

As always, if you have any ideas for new content to the webpage, please let me know.

AND: If you do not have internet service, please contact me. I will mail any member a photocopy of any item added to the website, which has not been published in the CAS newsletter.

Steve Johnson

NEWS FROM ONTARIO:

12th ANNUAL DAY OF AEROPHILATELY

Those members who were unable to get to the Toronto meeting on 21st October, missed out on a feast of aerophilatelic nourishment, as well as a day of good fellowship.

Like so many other specialist societies in North America, opportunities for even a handful of members to meet are greatly restricted by the size of the country. Suffice to say a dozen or so made the journey, and received their just reward.

It is a truism that the hobby of philately can provide something for everybody, regardless of their particular interests. So it was that those present were entertained (and enlightened) by displays ranging from Kingston airmail; to W.W.2 transAtlantic Pan Am FAM 18; to F.D.C.'s (at a price within everyone's pocket); to Yukon Airways semi-officials; to W.W.2 censorship; to unofficial air transport stamps; and even to "funnies" officially issued. And to a display by member and international judge, Murray Heifetz, who had been previously invited to entertain us - and to give advice on the other exhibits. Of course, this gave all present the opportunity to "get their own back", but the only comments heard were "wow"!

If there is anything else to write, it can be summed up by a strong recommendation to everyone, to try to be in Toronto for the 13th Day of Aerophilately in October 2007.

Happy Christmas - and watch this space.

Jack Ince

WESTERN CHAPTER REPORT

This fall the WCAS held their meeting at the Royal Stamp Show in Calgary. A lunch gathering was an enjoyable time with Sandy Freeman, Walter Herdzig, Marg Hunt, Denny May, Kevin O'Reilly, Jim Miller, David Brown, Chris Hargreaves, his wife Phillida, Gord Mallett and his wife Doris. It was wonderful to make the eastern connection with Chris Hargreaves.

Following lunch our group had a short meeting of sharing interests and new purchases at the show. The dynamics of the participants in the WCAS has changed somewhat over the last couple of years. Edmonton is no longer the home of most of the membership. To reduce the frequency and travel distance to attend meetings it was decided that three meetings would be held each year. One meeting would be held in Edmonton at the Spring National Show, one at the Calgary Stamp Show in the fall, and one meeting near the end of January in beautiful Red Deer, which just happens to be exactly halfway between Calgary and Edmonton.

Denny May presented a book that he has produced, Air Mail in Alberta - 1918 to 2006, that was much admired. (See details below. Ed)

We look forward to meeting those traveling to western Canada for the Edmonton and Calgary shows in 2007, and if for some strange reason you find yourself in Red Deer, Alberta, in January, you will be sure to receive a warm welcome at our meeting on Saturday January 27th. Just contact me for details: my email, address, and telephone number are on the front page of this newsletter.

All the best this holiday season.

David Brown

AIR MAIL IN ALBERTA 1918 TO 2006

by Denny May

36 pages - 8 1/2 x 11 inch, well illustrated with airmail covers & a few photos + an index.

This publication documents airmail flights in Alberta from the first on July 9th 1918 by Katherine Stinson, to the latest on July 9th 2006: a recreation of her flight 88 years earlier.

The book also contains information on flights not catalogued before, as well as those identified in other sources.

The book is available in 2 different formats:

	<u>Prices include first class postage</u>	Canada	USA	International
* A CDR with a pdf in full color - you can print your own copy @		\$ 6.00	US \$ 7.00	US \$ 10.00
* A full color printing - wireless bound @		\$ 40.00	US \$ 45.00	US \$ 55.00

Order from: Denny May

PO Box 53083

RPO Glenora

Edmonton AB T5N 2X7

(Cheque or Money Order accepted.)

Or by e-mail at: mavcroft@shaw.ca - I can send you a PayPal invoice so you can use VISA or MC.

EDITOR'S ACCOLADE: I was one of the people admiring Denny's book in Calgary, and decided to buy both a printed copy, (it's printed by a colour laser printer on high quality paper, so it both looks great, and feels great); and a CD, (so that I can use some of Denny's illustrations in future newsletters, as there's lots of them.) The writing's great too, with brief descriptions of the flights, that provide a comprehensive history of airmail in Alberta. **Congratulations Denny!**

MORE EDITOR'S ACCOLADES

CONGRATULATIONS to all our members who have won medals for aerophilatelic entries in recent philatelic exhibitions! - These include:

AMERICAN PHILATELIC SOCIETY STAMPSHOW

Rosemount, Illinois - August 24th - 27th 2006.

Ray Simrak - *Canadian Pioneer Air Mails* - Gold medal (Single-Frame).

BNAPEX

Sudbury, Ontario - September 1st - 3rd 2006.

Tom Watkins - *The Postal History of Canada's Semi-Official Airmail* - Gold medal and Horace Harrison Grand Award.

Congratulations also to Doug Lingard, who received a Gold medal and the Allan Steinhart Reserve Grand, for his *The 1939 Royal Train Postal Marking And Their Majesties Tour of North America*.

VANPEX 2006

Coquitlam, BC - September 8th - 10th 2006.

Jim Davidson - *The First Jet Airliner: The Story of the DeHavilland Comet* - Vermeil medal, the BC Philatelic Society Aerophilately & Astrophilately Category Award, and the American Association of Philatelic Exhibitors (AAPE) "Creativity in Philatelic Exhibiting Award".

Jim also received a Silver medal for his *Spitfire Summer: The Battle of Britain - July 10 - October 31, 1940*.

Jamie Barron - *Milestones in the History of Aviation* - Silver medal (youth), and the BC Philatelic Society Trophy for Collectors 12-15 Years of Age.

I would also like to echo Dick Malott's congratulations to Jamie Baron, for being named the outstanding young philatelist in Canada by the Royal Philatelic Society of Canada, for 2006.

Royal *2006* Royale

Calgary, Alberta - September 29th - October 1st, 2006.

David Whiteley - *Airmail Services Available to the Canadian Post Office to Overseas Destinations Outside North America and Mexico 1927-1945* - Silver medal, and the British North American Philatelic Society award for Best BNA 2-4 Frame Exhibit.

Gordon Mallett - *Canada's Love Affair with Katherine Stinson* - Silver medal, and The American Association of Philatelic Exhibitors Creativity Award

Walter Herdzik - *Imperial Airways, England to Africa first flights, 1931-1932* - Silver

James Barron - *Milestones in the History of Aviation* - Silver(Youth)

Congratulations also to Kevin O'Reilly, who received a Gold medal, the Reserve Grand Award, and the American Philatelic Society medal and ribbon for the best exhibit by an APS member, and the Postal History Society of Canada Award, for his *A Postal History of Labrador before Confederation*.

Continued

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EDITOR'S ACCOLADES continued:**KIWIPEX****Christchurch, New Zealand - November 2nd - 5th 2006.**Charles La Blonde - *World War II Airmail from Switzerland to Canada, GB & USA* - Large Vermeil medal.Congratulations also to Charles, on the publication of his new book: The Suspension of United States Mail to Mail to Switzerland 1942 to 1944/1945. See page 8 of this newsletter for a review.Mike Shand - *Empire Air Mail Scheme* - Large Silver medal (Aerophilatelic class), and a KIWIPEX Special Award.Mike also received a Large Silver medal in the Open class, for his *NZ Air, Triumph and Tragedy, 1934*.**MIKE SHAND**

In addition to his success at KIWIPEX, Mike won the PIM CUP in the Air Mail Society of New Zealand's Annual Competition, for Flight covers from New Zealand;

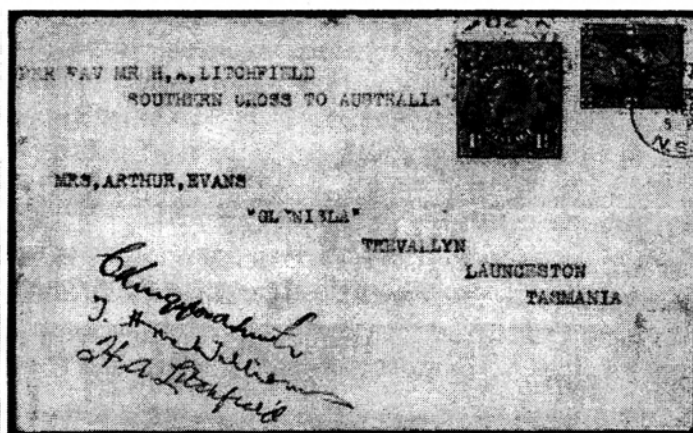
and he has become a "living legend"! - His collection of New Zealand airmails, which was sold in 2004, was used as a reference during the sale of the James Stapleton Collection, by *Prestige Philately* in November 2006. For example:

- 1034 C A - (Dec 16) *Walsh Bros & Dexter* Dargaville-Auckland #3b patriotic PPC with ½d & 1d tied by 'DARGAVILLE' cds & endorsed "Per Aerial Mail", signed "GBBolt/Pilot", guarantee h/s at base, Cat \$NZ950 (1994). [Shand's similar PPC sold for \$1035]

1,000*

This is a particular distinction, as Jim Stapleton was one of the leading collectors of New Zealand airmails, and author of one of the New Zealand airmail catalogues!

However, some of the comparisons are less flattering than others, such as:



- 1062 C B - (Oct 13) Blenheim-Sydney First Trans-Tasman Flight from New Zealand #32 (AAMC #126) with typed "PER FAV MR HA LITCHFIELD/SOUTHERN CROSS TO AUSTRALIA" carried *per favor* & with 1d Admiral & Australian 1½d cancelled on arrival at Sydney, signed by pilot "CKingsfordSmith" & with non-contemporary signatures of "THMcWilliams" (radio operator) & "HALitchfield" (navigator; ballpoint pen), vertical fold & repaired flap, Cat \$2000 (1994), AAMC \$3000 (2002). Only 16 items carried. [Shand's ugly cover sold for \$2760] [Page 107.2]

2,000*

Continued**Ray Simrak**

Canadian Pioneer & Semi-Official Air Mail Stamps and Covers Bought & Sold.

SCADTA stamps and covers (Canada "Ca") and (United States "EU").

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One of the other interesting lot descriptions in this sale, was:



Lot 1314

- 1314 ** A+ A1 **Special Handling:** 1925-55 15c yellow-green Scott #QE2, sensational centring, full perforations, glorious colour (sorry, "color"), yibbida yibbida, full unmounted (sorry, "never hinged") original pristine glorious white gum, Cat \$US2.60 each, yes EACH! In such truly amazing, mind-boggling quality, they must be worth at least a squillion times full catalogue value! Just imagine the white-hot intensity of the competition and bid like your life depends on success. Why settle for one magnificent gem-grade stamp when you can own two? [We note that a common old \$2.60 Zeppelin recently sold for more than \$US50,000. You see them all the time. But when did you last see #QE2, the queen of Special Handling issues, offered at public auction? This is such a unique opportunity that we struggled to no avail to assess a credible estimate of value. The successful buyer will likely go down in the annals of philatelic history, and is virtually guaranteed headlines in "Linn's", "The American Stamp Dealer" and "Ripley's Believe it or Not" ** Please note that inspection is by appointment only and under strict military supervision. Ten forms of personal identification must be supplied in advance. Shoes, belts and handguns must be left at the door **]{Page 134.1}

Offer!

For reader's wondering what on earth this is about, the "front Page Story" in the July 2006 issue of *The Zeppelin Collector*, which is part of the American Air Mail Society's *Jack Knight Air Log*, was:

Record Price for a C15!



On April 21, 2006, a \$2.60 *Graf Zeppelin* postage stamp broke all records for this issue, selling for \$57,000 including the commission in the Robert A. Siegel Auction of the Scarsdale Collection. Why? This extremely fine gem has been graded the ultimate grade of 100 jumbo. This means that the professional stamp experts rated the color, margins, and perforations at the highest grade possible. To quote auctioneer Scott Trepel, an expert on U.S. stamps, this stamp "is the very essence of perfection." This is the only C15 stamp to ever receive a 100 grading. Of the 146 graded copies, the closest has been Superb 98. Grade 98 is catalogued at \$7,250. The 100 grade has not been previously catalogued.

Lot 1314 was sold for \$14 Australian, (approximately C\$12, or US\$11), in the sale on November 18th!

The *Prestige Philately* catalogue was beautifully produced, and fun to look through. - For more information on their next sale, and/or a free catalogue, contact: Gary Watson, Prestige Philately, PO Box 126, Belgrave, Vic 3160, AUSTRALIA, or e-mail: info@prestigephilately.com

For more information on THE ZEPPELIN COLLECTOR contact Cheryl Ganz, PO Box 77196, Washington DC 20013 USA, (email: cheryl ganz@yahoo.com). - For more information on the American Air Mail Society, contact the editor of this newsletter.

MORE EDITOR'S ACCOLADES:**THE SUSPENSION OF UNITED STATES MAIL TO SWITZERLAND - 1942 TO 1944/1945****by CHARLES LABLONDE.**

Published by the American Helvetia Philatelic Society, 2006. 84 pages, soft cover spiral bound, A4 format. Available from: The American Helvetia Philatelic Society, P.O. Box 15053, Asheville, NC - USA 28813, website: <http://www.swiss-stamps.org/>

Review by Ken Sanford:

As the name implies, this book details the suspension of U.S. mail between the U.S. and Switzerland during the Second World War. With the outbreak of WW II in Europe, the exchange of written messages abruptly and almost totally halted. Switzerland, which remained neutral, though land-locked and geographically small, played an essential role during WW II. Postal systems were forced to adapt to the shifting currents of the war itself, and this they did very well. What really happened between the USA and Switzerland at the end of 1942 and in the subsequent years? Who said what? Who did what? What happened to the mail, and why?

Key items published in this book, for the first time include:

- a.. The actual suspension date of US mail to Switzerland (hitherto unknown).
- b.. The amount of transit mail from other countries stopped by the U.S. and the fate of this mail.
- c.. Canadian mail trapped in the US suspension and returned to sender.
- d.. Red Cross mail trapped in the US suspension and returned to sender.
- e.. US mail recalled from as far as Lisbon and returned to sender.
- f.. Swiss investigation of a possible North Africa route for airmail from the USA.
- g.. The involvement of J. Edgar Hoover, US Federal Bureau of Investigation (FBI).

The story is told by the covers and key archival material. The author has shown numerous covers and appropriate supporting documentation to form the story, with only minor narrative intervention to establish content and emphasize highlights.

Section 1 sets the stage for the US mail suspension by briefly examining "normal" mid-1942 postal relations between North America and Switzerland.

Section 2, the actual US suspension with its many complex and varied facets, forms the heart of the book. This section is subdivided into various categories of mail caught in the suspension.

Sections 3 & 4 cover the intervening period of relative postal calm, except that people continued to post mail for Switzerland and some mail from other countries might have been trapped by the suspension.

Section 5 relates the termination of the US suspension near the end of 1944. It was lifted in several phases, all of which are documented from a US Post Office perspective and in SHAEF memos from General Eisenhower. Switzerland also suspended its westbound mail at the end of 1942, based upon German activity in France. The Swiss suspension was different than the US suspension and is still being researched by a Swiss collector. For completeness, and because the US and Swiss suspensions were not unrelated, a brief overview of the Swiss activity is included in Section 6.

Section 7 covers some interesting questions available for research, and the author hopes to find some tidbits of missing information in the postal history community.

Some of the more important and interesting documents are included in an Appendix. The book concludes with an extensive bibliography of this very interesting time.

The book is well researched and interesting. It will be essential to the World War 2 postal historian, and it will also be of interest to the aerophilatelist, as nearly all the mail between the US and Switzerland went at least part way by air.

Orders in all countries except Australia, New Zealand, Pacific & Asia: US\$20.00 in the USA & Canada (Canadian Dollars Cash Accepted at Par), UK£15.00 in the UK (cash or check) or Euros 25.00 in the rest of Europe (cash only). All prices include airmail postage. Order from:

Mr. Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO - USA 80921-3554

Email: clablonde@aol.com

Or: Aerophil, 613 Championship Drive, Oxford, CT 06478-1298, USA (Email: kaerophil@gmail.com)

MORE EDITOR'S ACCOLADES:**THE CANADIAN AEROPHILATELIST - INDEX AND BACK ISSUES**

Many thanks to GORD MALLET for updating the Index to *The Canadian Aerophilatelist*. - The Index is a compendium of the articles contained in all the Newsletters issued since formation of the Society in 1985. It can be obtained in printed form, on diskette, on CD, or as a FREE email attachment, in either Microsoft Word or WordPerfect format. As well, BACK ISSUES of the Newsletter are available in printed form. Apart from direct copying and mailing costs there are no other charges.

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)

AN ACCOLADE FOR CANADA POST!

Considering all the stories that have been printed in recent years about Canada Post's terrible labour relations, including several in this newsletter, I was amazed to find the following story on Canada Post's website:

Canada Post proud to be selected as one of Canada 's Top 100 Employers

October 11, 2006 — Canada Post has been selected by Mediacorp as one of Canada 's Top 100 Employers for 2007. Mediacorp is a Canadian publisher that specializes in employment issues.

Winners of the Top 100 Employers competition are listed in the Oct. 16, 2006 issue of *Maclean's* magazine and will also be featured in all Canwest newspapers across Canada . Detailed descriptions of each of the 100 selected employers, including a profile of Canada Post, will appear in a book entitled "Canada 's Top 100 Employers 2007" due for release later in the fall. The book is considered a guide to best practices in recruitment and retention.

To compile the list, Mediacorp's editorial team reviewed the recruitment histories of over 60,000 employers across Canada and invited 10,000 to apply. The team received more than 1,500 applications.

"We are very proud to have been selected as one of the country's top 100 employers," said president Moya Greene. "Canada Post does many things very well and offers workplace programs that are the envy of our peers. We know we still have work to do in our journey to become an employer of choice, but having this recognition shows that we are on the right track."

As part of the competition, Canada Post is also being recognized as one of the National Capital Region's Top 15 Employers for 2007, to be announced in the October 14 edition of the *Ottawa Citizen* .

This was the first time Canada Post had applied to be recognized as one of Canada 's Top 100 Employers. Mediacorp started compiling this annual list in 2000.

My first reaction, was to remember the much repeated warning: if something you read on the internet sounds too good to be true, it probably is!

It also struck me strange that I hadn't heard about this before, and that such a remarkable achievement hadn't been widely reported in all the media which had fun all the stories that have been printed in recent years about Canada Post's terrible labour relations.

BUT IT'S TRUE! - I checked it out, and the full story is on the *Maclean's* magazine website, at http://www.macleans.ca/topstories/business/article.jsp?content=20061010_191431_1080

and http://www.macleans.ca/topstories/business/article.jsp?content=20061016_134801_134801

MANY CONGRATULATIONS TO CANADA POST !!!

NEWS - NEWS - NEWS

CANADA POST: one-cent domestic rate increase in 2007

Ottawa - Canada Post Corporation today announced in the *Canada Gazette* a one-cent increase (2 %) in the domestic basic letter rate as well as its proposed increases for USA and International letter rates for implementation on January 15, 2007.

Under the price-cap formula approved by the federal government in 2000, basic letter rate increases, when warranted, will not exceed 66.67 per cent of inflation as measured by the Consumer Price Index from May prior to the last increase to May of the current year. Increases will be implemented no more than once a year, in January, and announced six months in advance in the *Canada Gazette* Part I.

The Consumer Price Index from May 2005 to May 2006 shows an increase of 2.8 per cent. Under the price-cap formula, 66.67 per cent of the CPI increase plus the unused portion related to the January 2006 increase, permits a one-cent increase in the basic letter rate. Even at the new rate of 52 cents, Canadians will still enjoy one of the lowest domestic basic letter rates among industrialized nations.

Canada Post announced in the *Canada Gazette* Part 1 the following proposed rate adjustments that will come into effect January 15, 2007.

- \$0.04 increase to \$0.93 for letters, cards and postcards up to 30g destined for the USA;
- \$0.06 increase to \$1.55 for letters, cards and postcards up to 30g to foreign destinations.

From June 28, 2006 Press Release.

Canada Post Introduces new PERMANENT™ stamp

Canada Post today announced the introduction of a new non-denominated stamp that will retain its value forever. The PERMANENT™ stamp will be accepted at the basic domestic Lettermail rate and replaces next year's 52¢ domestic rate definitive stamps. The PERMANENT stamp will eliminate the need to purchase 1¢ stamps after a rate increase, doing away with the need for Canadians to worry about 'using up' postage stamps before a rate increase takes effect.

The PERMANENT stamp will go on sale at the current domestic rate of 51¢ on November 16 at postal offices throughout Canada. These stamps will be accepted at the new 52¢ rate effective January 15, 2007 when the basic Lettermail rate increases by one cent.

In addition to the PERMANENT stamp, Canadians will also be able to use up their existing stock of 51¢ stamps in 2007. 51¢ stamps will be accepted next year at the 52¢ rate (while supplies last), even after the January 15, 2007 rate increase.

In 2005, Canada Post printed 60 million 1¢ stamps. Though they will still be used as make-up postage for parcels and other lettermail, significantly reduced numbers of 1¢ stamps will be printed in 2007.

From September 19, 2006 Press Release.

The Permanent stamps will be issued as a booklet of 10 Canadian Flag and landscape stamps; a definitive with the Queen's portrait; and a coil flower stamp.



AEROPHILATELY 2007

An All Airmail Exhibition at the American Philatelic Center

Aerophilately 2007 is a one-time all Airmail, World Series of Philately exhibition that will be held October 19-21 at the American Philatelic Center in Bellefonte, PA.

200 frames of exhibits as well as 12 dealers specializing in Airmail will be at the show.

The International Federation of Aerophilatelic Societies (FISA) will hold their 43rd Congress on Saturday, October 20th at Aerophilately 2007.

The Grand Award winner at Aerophilately 2007 will be expected to compete in the 2008 APS Champion of Champions Competition.

Download the Prospectus and Exhibit Application at

http://www.americanairmailssociety.org/html/aerophilately_2007.html

Editor's note: Any reader who doesn't have access to the internet can contact me, and I will print and mail you a copy of the Prospectus and Exhibit Application.

ORAPEX 2007

Ottawa's National Stamp Exhibition

46th Annual Exhibition and Bourse



RA Centre, 2451 Riverside Drive
Ottawa, Ontario
Curling Rink

Saturday, May 5, 2007 10 am to 6 pm

Sunday, May 6, 2007 10 am to 4 pm

Free admission and parking

We expect to hold the
ANNUAL GENERAL MEETING of the CANADIAN AEROPHILATELIC SOCIETY
on the Sunday afternoon of ORAPEX, as we have done for several years.
Please contact Dick Malott for more information.

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In Memoriam

Alexander Newall

Alex died on November 8th 2006, aged 92.

He was a very active aerophilatelist in Britain, where he was a founder member of the British Aerophilatelic Federation; and internationally - he was a Vice-President of the International Federation of Aerophilatelic Societies (FISA), and edited their bulletin for many years, which he used to translate into French and German.

Alex was also an occasional contributor to this newsletter.

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

New Book:

Intercepted in Bermuda, The Censorship of Transatlantic Mail during the Second World War by Peter A. Flynn. - Bermuda was the main point for censorship of mail going by air or ship between the Americas and Europe. There is much history on the service with a listing of the arrival and departure of planes from May 1939 through December 1945. The data base recording over 7,900 covers has permitted a detailed listing of the markings and their usage, the tapes, examiners, earliest and latest usages by examiner number, etc. Another limited edition book from the Collectors Club of Chicago, we expect this one to be out of print by early next year. 235 pages, cloth. US\$45.00. (Foreign delivery by air \$54.50)

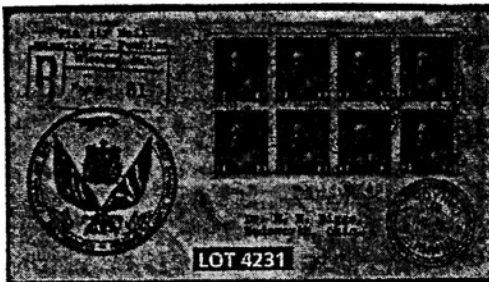
For more information, contact Leonard H. Hartmann, Philatelic Bibliopole,
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SEASON'S GREETINGS

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

1918 / 2005



Last October, on one of my trips between Edmonton and Calgary, I did a very short side-trip. Just, and I mean just, at the north end of the Calgary International Airport is this old farmhouse, once owned by a pioneer farmer Hugh McDowell. He apparently owned all the land [four sections] the airport now occupies! As you travel north on the Edmonton Trail [now the QE II highway] the farmhouse and buildings are clearly visible on your right hand side. It's still a working farm.

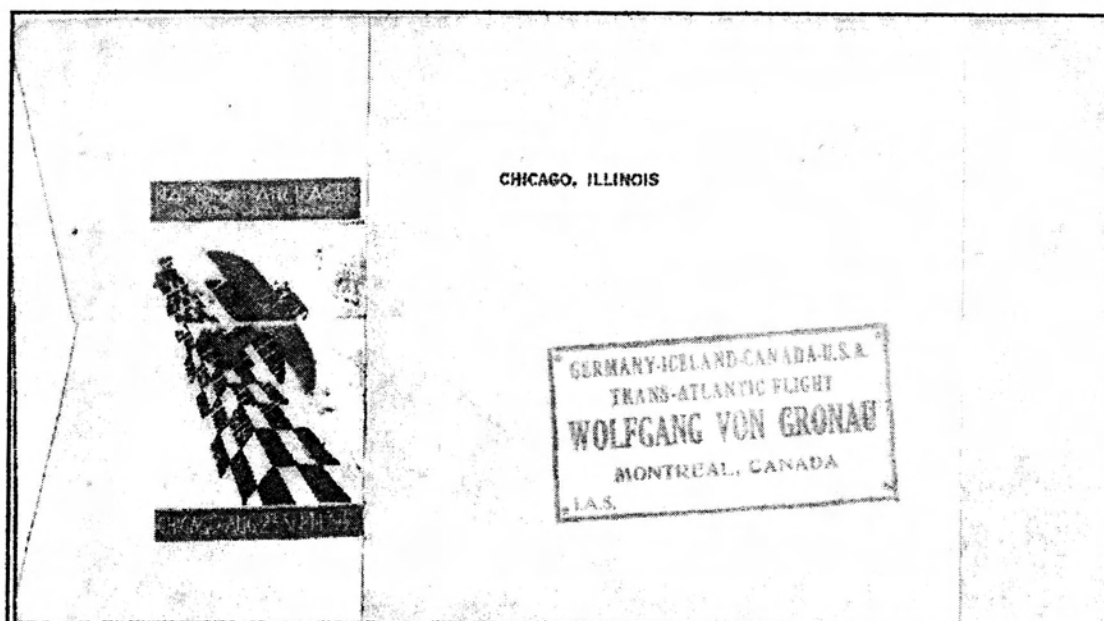
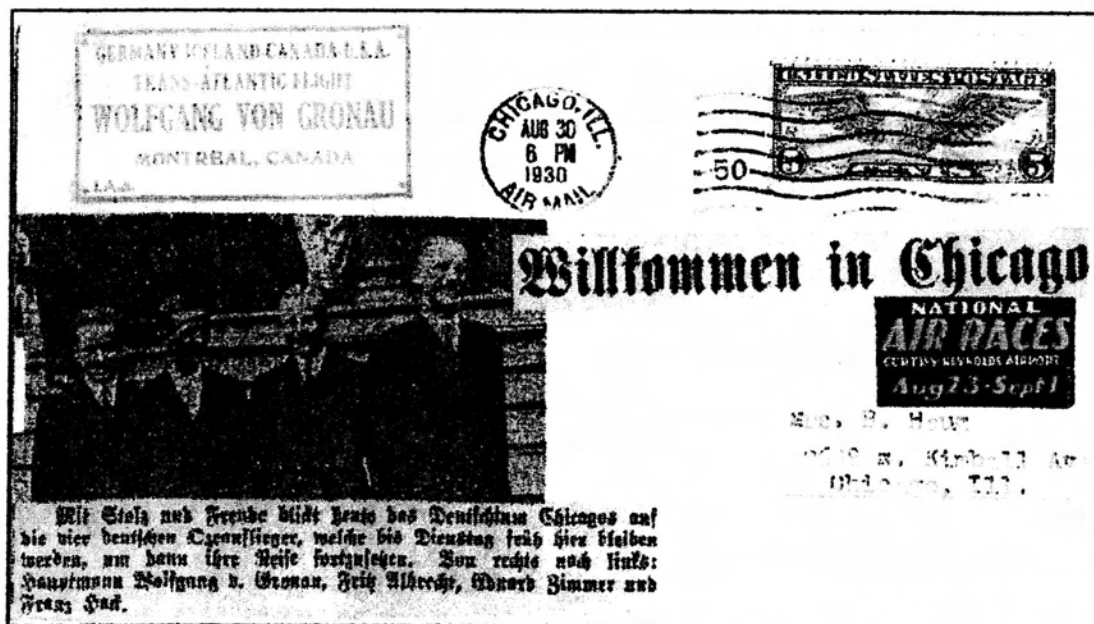
This is the farmstead where Katherine Stinson was forced down on July 9th 1918, enroute to Edmonton, to repair the gasoline leak that the Curtiss Special had developed!

I took the farmstead picture facing WNW -the farmhouse itself on the extreme left.



MERRY CHRISTMAS AND A HAPPY NEW YEAR, Gord Mallett.

1930 - WOLFGANG VON GRONAU



This is another intriguing cover regarding Von Gronau's flight, sent to me by Andy Mrozowski.

The cachet, top left, states: GERMANY-ICELAND-CANADA-U. S. A.
TRANS-ATLANTIC FLIGHT
WOLFGANG VON GRONAU
MONTREAL, CANADA
I. A. S.

but Von Gronau never went to Montreal!

The cover actually commemorates the visit by Von Gronau and crew to Chicago, (where it was postmarked), and was produced by the short-lived International Air Mail Society, (hence the I.A.S. in the cachet), which was organized by Ian C. Morgan who lived in Montreal!

Thanks Andy.

A UNIQUE COVER FROM 1932



Paul Calder - 1932

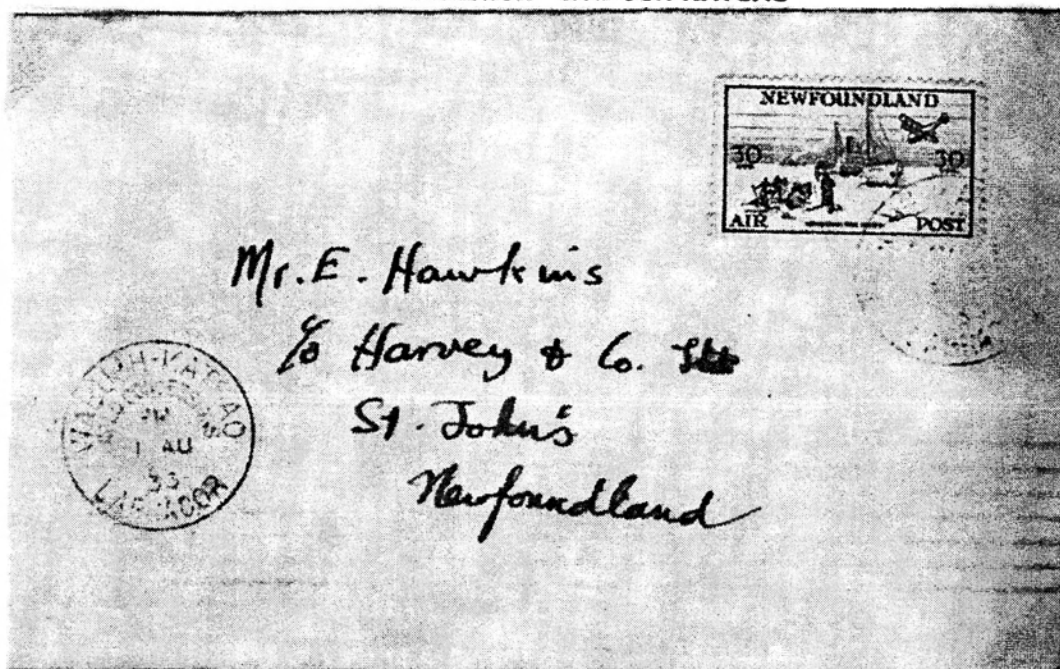
The aircraft flown by P.B. "Paul" Calder, with Air Engineer W.B. "Bill" Nadin, on January 31st 1933, was a Fairchild FC-2W2 registered G-CATL. The port wing failed, and the aircraft crashed 4 miles south of Gronard Lake, N.W.T.

There was one cover signed P.B. Calder - Pilot - the only one I believe. This is in my collection of covers. It is addressed to Mrs. Vera LaSalle of Minneapolis, Minnesota. The cover is stamped December 30th as it left Edmonton, and is back-stamped the same day at Fort McMurray.

This cover was given to me by the addressee - my mother's sister. She told me that she was always sorry she asked Paul to sign the cover before he left Fort McMurray. She was staying with my folks at the time and asked him to sign the cover - he said "I sign the covers at the end of the flight" and she said "but what if you crash?" - he relented and signed the cover. It was waiting for her when she returned to Minneapolis.

Denny R. May, CAS Member #329

INTERIOR—WABUSH-KATSAO



Backstamps



Backstamp

Mail Service: Carried by Canadian Airways Fairchild 71C floatplanes (CF-AAT and CF-ACO) to Moisie, Quebec.

Rate: Newfoundland special Labrador airmail rate 30 cents.

Philatelic Significance: The Wabush-Katsao post office was located at a Newfoundland Government tent camp at d'Aigle Bay, Lake Wabush, about 20 km north of the current townsite for Wabush. The first inward mail arrived on July 20, 1933 and outbound mail left the next day. The date stamp was proofed on June 8, 1933 and has been recorded used from July 20-Sept. 9, 1933. Presumably there was some mail carried on the last flight out, as freight, by CF-ACO (Irvine pilot) on September 17, 1933.

Incoming (Arrival at Wabush-Katsao)

July 20 on CF-AAT (Woollett pilot) 40 lbs.

July 26 on CF-ACO (Irvine pilot) 2 lbs.

July 29 on CF-ACO (Irvine pilot) 11 lbs.

Aug. 10 on CF-ACO (Irvine pilot) 10 lbs.

Outgoing (Departure from Wabush-Katsao)

July 21 on CF-AAT (Woollett pilot) 36 lbs. including 200 registered items

July 29 on CF-ACO (Irvine pilot) 2 lbs.

Aug. 2 on CF-ACO (Irvine pilot) 2 lbs.

Aug. 5 on CF-AAT (Woollett pilot) 1 lb.

Aug. 10 on CF-ACO (Irvine pilot) 1 lb.

Historical Significance: Top cover likely sent by Ralph L. Hawkins, Assistant Surveyor with the Kayak Syndicate. Bottom cover signed by the pilot W. (Babe) Woollett, Canadian Airways. Captain D.S. Bondurant, formerly with Canadian Airways, obtained a 40 square mile concession in 1932 (owned by the Kayak Syndicate) after stories about gold were promoted by Rueben d'Aigle, a Canadian prospector. About 100 men prospected in the area the following summer. The post office closed in September 1933 after a Newfoundland Government inspection party exposed the deception. The only mineral of any value found was iron but it was too expensive to develop until the 1950s.

Many thanks to KEVIN O'REILLY for his research on this service.

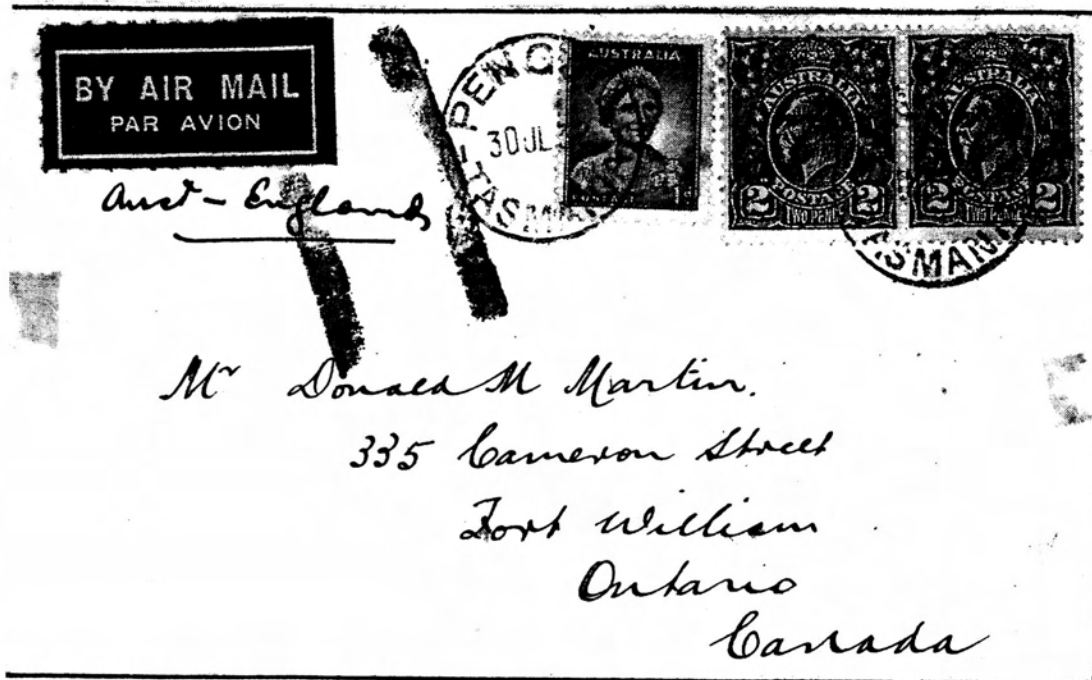
CHRISTMAS GREETINGS: 2006ALL - UP

Fig. 1

When Atlantic Flying Boat service did begin in August 1939, countries such as South Africa could send mail to England for 1½d and Trans-Atlantic for 1/3 (Fig. 2 incl. 4d regist.)

Could Canada not do this in reverse? I have not seen such a cover. Maybe you have?

By the time you read this, Santa will have completed his 'all-up' deliveries, including those to Canadian destinations.

Canada however seems to have missed out when the British Empire started 'all-up' delivery of mail 70 years ago for 1½d.

Certainly the Atlantic Ocean was a formidable barrier for aircraft of the day but mail did go by sea to New Zealand after flying to Austral. (Aug 1938) and in the reverse direction could go to England for 1½d (well Australian 5d) and by sea to Canada for no extra charge. (Fig. 1 with cancelled etiquette)

If you sent mail to Empire locations at the full rate in the late 1930's you could ask for a refund!

I wish you luck and a Happy New Year.

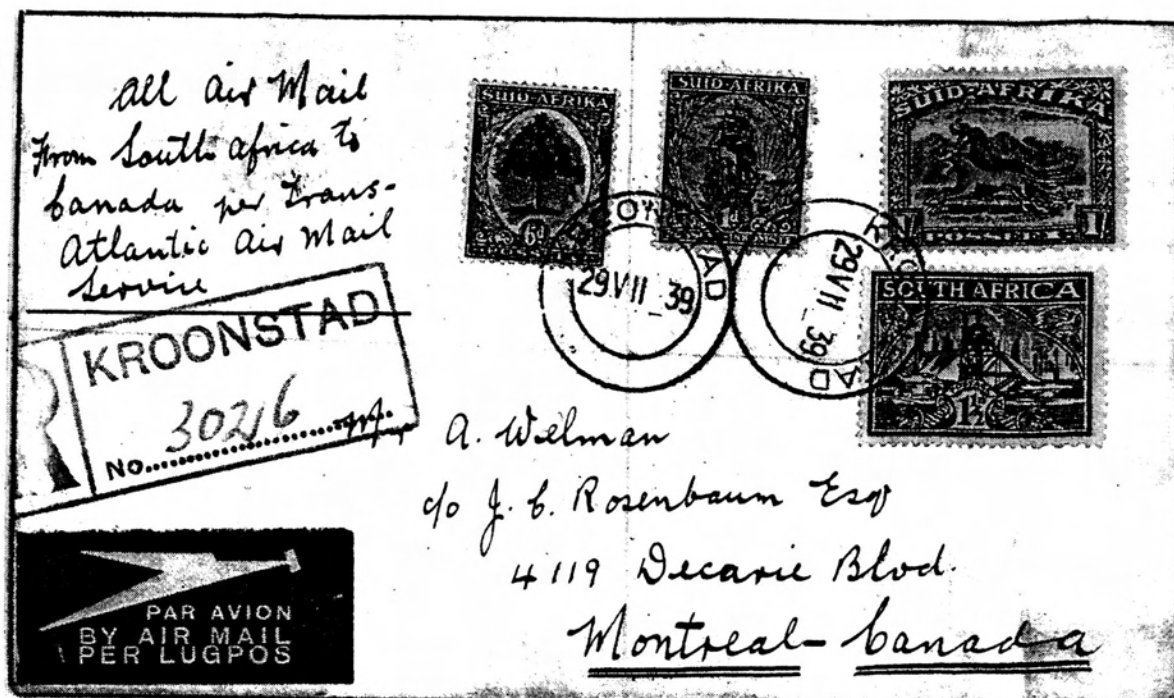


Fig. 2



MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONTARIO CANADA
K2C 2H8

A TRUE CHRISTMAS STORY

In last year's *Seasonal Special* newsletter, I included an item about a Russian stamp commemorating Vladimir Kokkinaki, and the Moscow to Miscou Island, New Brunswick, flight in 1939.

The study of this stamp began with an enquiry from David Williams, who writes a weekly column about stamps for *The Telegraph Journal* in Saint John, New Brunswick.

In January David sent me a copy of his column, describing the search for this stamp. It makes a lovely Christmas story to include in this year's *Seasonal Special* newsletter.



From Russia, with

love.

How a Soviet test pilot, Miscou Island, some special stamps and a Christmas present came together.

Every stamp has a story to tell, and the souvenir sheet of eight Russian stamps pictured with today's column is no exception.

In fact, it has several fascinating stories to tell.

One story is about General Vladimir K. Kokkinaki, the Soviet test pilot pictured on the stamp. On April 28, 1939, with Major Mikhail Gordienko as his radio operator, he attempted to fly a twin-engine monoplane named the Moskva non-stop from Moscow to New York. They didn't make it. With a broken automatic pilot, the east coast blanketed in thick fog and running short of fuel, they had to do an emergency wheels-up landing in a bog near the lighthouse on Miscou Island, Gloucester County, New Brunswick, Canada.

Another story is about Ralph Mark, who at the time was a young boy growing up on Miscou Island. Mr. Mark, who now lives in Riverview, still vividly remembers the forced landing, the plane, the pilots and the excitement they caused. He has a treasured folder of photographs and newspaper clippings about the event.

A third story is about Sandra Mark of Oromocto, Ralph Mark's daughter. Some months ago she heard that Russia has issued a stamp to commemorate the 1939 flight. She thought it would make just the right special Christmas gift for her father if she could come up with one. After some unsuccessful attempts elsewhere, including contacting the Russian embassy, she e-mailed me in October, asking if I could help. "My dad had always had an interest in this event and mentions it frequently," she told me.

I put a posting on www.Philatelic.Net, a Web site that functions as an international network for collectors and dealers. Much to my surprise I couldn't come up with anyone in North America who sold current Russian stamps. It was only after several tries that I made contact with stamp dealer Peter van Esch in the Netherlands (www.east-europe-philatelic.com).

Peter identified the stamp; it was issued June 9, 2004, as part of a set saluting Russian pilots. Specifically, it commemorated the centenary of Kokkinaki's birth in 1904. The stamp had a portrait of the general and behind him three planes in which he made historic flights. Kokkinaki died in 1985.

Continued

FROM RUSSIA WITH LOVE by David Williams continued:

Of even more interest are the outside borders of the stamp sheet. In the bottom corner there's a drawing of Kokkinaki in his 1939 pilot's uniform. At top right is the Moskva and a map with a red line from Moscow to North America.

The catch was that Peter didn't have any copies of the stamp. However, he said he'd order some and would get back to us.

I then e-mailed Chris Hargreaves in Kingston, Ont., in hopes of finding out more about the flight of the Moskva. Chris is editor of *The Canadian Aerophilatelist*, the newsletter of The Canadian Aerophilatelic Society. To members of the society, the only thing more fascinating than stamps is aircraft and so he was anxious to help.

Thanks to Chris and fellow society member Patrick Campbell, we learned plenty about the 1939 flight. Two books that have lots of details are *Atlantic Fever* by Edward Jablonski and *Canada's Flying Heritage* by Frank Ellis.

Here's how Jablonski describes the actual emergency landing at Miscou Island:

"The air was murky and visibility was poor when they crossed a coastline and saw signs of human habitation. Then out of the fog loomed a feebly glowing beam of a lighthouse. Using the lighthouse as a point of reference, Kokkinaki circled around seeking a place to land . . . By this time the two men stationed in the lighthouse had come out, having heard engines in the sky. Because of the fog they did not see the plane; then they heard the engines die out and the sound of a heavy machine hammering along the earth."

The Soviet pair was unhurt, "except for incidental aches and bruises, [and] the two men stepped out onto solid ground. They had covered a distance of 5,000 miles in 22 hours, 56 minutes. The only problem was that they did not quite know where they were.

"They had landed, guided by the Goose Lake Lighthouse, on Miscou Island, off the northern tip of New Brunswick — something they learned when joined by a rescue party from the lighthouse and the nearby fishing settlements. Since neither party spoke the language of the other, the tiny pinpoint was indicated on a map for the airmen."

While their plane was subsequently dismantled and shipped back to Russia, the two fliers were flown to New York for a hero's welcome.

"They had not quite succeeded, but they had not failed either," Jablonski wrote. "Their accomplishment brought a touch of international good will in a world rapidly disintegrating."

Meantime, Sandra and I were biting our fingernails as the actual mini-sheet of stamps from Peter slowly made its way through the international mail system. They arrived at Sandra's just days before Dec. 25.

After three long months, the souvenir sheet was wrapped and under the tree at her father's for Christmas morning.

"I can tell you that he was so surprised," she said. "He sat very quietly with a big grin on his face, holding the sheet of stamps and said, 'Well, well, well — I'll be! How in the world did you get these?' The smile on his face was priceless.

"And then the best part," she continued. "He relayed the entire story to us again and got out his folder that contains all of his originals, including photos and newspaper articles and shared the contents with his grandson, my son.

"The stamps are tucked away in this file," she added. "Someone not familiar with my father might think that this is a rather ignoble finale for such a quest. But imagine the pleasure a woman gets from opening her treasured music box and remembering how each lock of hair, each photo, and each card got there. This is the significance of memories of Miscou for my dad — each photo, each news article and now, each stamp."

Every collector — stamps or otherwise — knows exactly what she means.

David Williams is a stamp collector living in Saint John. His column appears Tuesdays.

WORLD WAR 2 CHRISTMAS GREETINGS

The address should be printed in large CAPITAL letters wholly within the panel alongside.

**F.T. WILLIAMS, Esq.,
16 TOTTINGHAM AVE,
BRANDROVA,
CARDIFF
S. WALES U.K.**

The address should be the same as for an ordinary letter.

906797

Print address in large CAPITAL letters in the panel above. Nothing else should be written above this line.

Please follow instructions on other side.
The message should be written very clearly.
P.S. Not to be used for the sending of money orders, but only for the sending of your remittance to the person named in the message.

Sender's Name and Address
A/NA N. Smith
Kingston
27/12/42

Dear Mr Williams

The great day has dawned and I can at last say that I have got my wings, we had them the day before Christmas so I haven't got to tell you what my best Christmas present was.

I was very surprised to hear about David James' getting his commission. Do you know what he's doing? He gave up his flying course here about a week before he was due to get his wings.

I met a friend of Mrs Matthews here. He's our armament instructor. His bpt. Davis from Longwynton. He knows a lot of fellows in the Hall. He was a traveller for some firm in peace time. I had quite a nice time over Christmas, hope yours was the same. Don't reply to this please as I'll be moving to another station in a couple of weeks.

I'll close now, regards to everybody,
Yours
Harold

This space should not be used.

This full-size Airgraph message from Kingston, Ontario, is dated 27 / 12 / 42. - Kingston was home to No.31 SFTS, (Service Flying Training School), which trained pilots for the Royal Navy's Fleet Air Arm, as part of the British Commonwealth Air Training Programme.

The Airgraph system had been introduced by the Canadian Post Office in November 1941, in order to speed up mail to and from the Armed Forces. It was gradually extended to most overseas mail.

Blank Airgraph forms were available free from any Post Office. A message was written within the lines on the form. The form was then folded, postage affixed, and mailed in any post box or post office.

The forms were sent to Toronto, where they were opened, sorted by area, and the messages photographed on a roll of film 5/8" wide x 100' long. Each message occupied less than 3/4" on the film, and 1,500 message could be accommodated on one roll of film weighing seven ounces. (1,500 letters in ordinary envelopes weighed approximately fifty pounds.) The roll of film was then shipped overseas and processed through an automatic enlarger on to sensitized paper 4 1/2" wide. The enlarged messages were guillotined, folded, and placed in a window envelope for delivery.

The original letters were retained at destination until receipt was verified, at which time they were destroyed.

The Airgraph system was used by most of the Allied countries, and a variety of forms were produced for special occasions. - An original form from New Zealand for Christmas Greetings, is shown full size on the next two pages.

Using the Airgraph, 408,000 Airgraph messages could be carried in the space required by 2,400 ordinary letters. As a result, the time required for a letter to reach a Canadian serviceman in the Mediterranean area in 1943-44, was reduced from four to six weeks, to about two weeks.

SEASON'S GREETINGS to all readers from CHRIS HARGREAVES.

Write address
as large as
possible in BLOCK
letters wholly
within this panel



To:—

Christmas and New Year
1944 Greetings 1945

Sender's Address:



KIA ORA



from
NEW ZEALAND



SPECIAL CHRISTMAS AIRGRAPH

(1) Christmas airgraphs are accepted for civilians and members of the Forces in all countries to which the airgraph service is available—United Kingdom, Canada, North Africa (Forces only), Middle East, South Africa, East Africa, West Africa, India, and Ceylon, &c. Arrangements will be made for the messages to be delivered as near to Christmas as possible.

(2) The usual charge for airgraphs applies—namely, 5d. for each message, whether addressed to members of the Forces or to civilians. Stamps to the value of 5d. should be affixed in the space provided below.

(3) The name and address to which the airgraph is to be sent should be written in large block letters wholly within the address panel. Wherever possible, black ink should be used.

(4) The completed form should be handed in at any post-office. Crumpling of the form should be avoided. Alternatively, the form may be forwarded direct to the Airgraph Office, General Post Office, Wellington C. 1, in which case the appropriate postage on the letter must be prepaid.

(5) In no circumstances can the original message be returned to the sender.

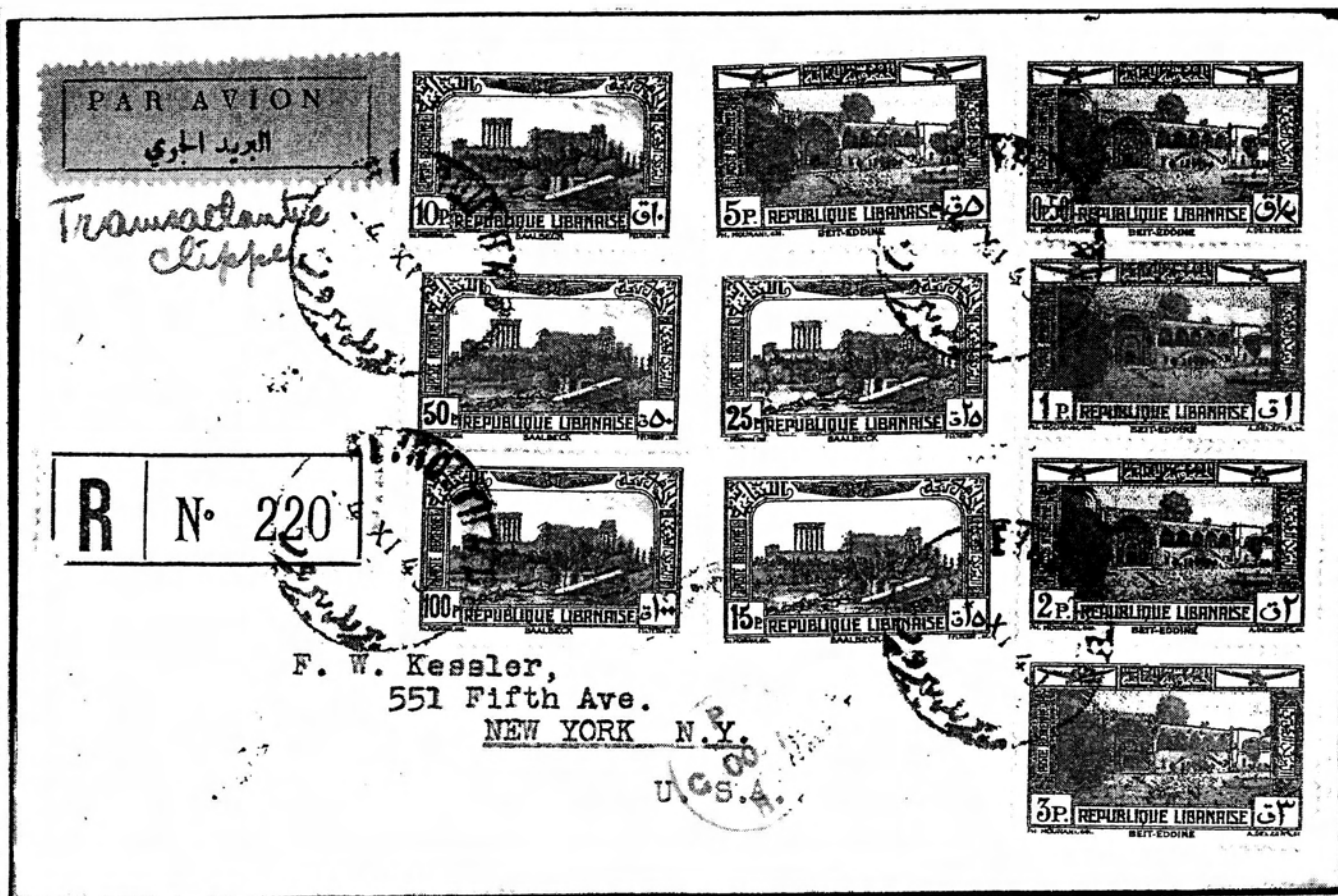
(6) The name and address of the sender must be furnished below.

Signature of sender : _____

Full postal address : _____

Affix stamp
here.

TRANS-ATLANTIC - MIDDLE ROUTE
 PAN-AM FAM 18 - NOV/DEC 1940
 LEBANON - U.S.A.



Registered air cover to New York with adhesives of P.211.50 (S.G. 226 - 235) paying postage and registration fee, 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

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.

Note: 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.

Season's Greetings from Jack Ince.

A VERY UNUSUAL JAPANESE / CANADIAN COVER

Foreign Offices in Japan

At various times for various reasons, non-Japanese post offices existed in Japan: Between 1860 and 1879, there were British post offices in three Japanese ports. Between 1865 and 1880, there were French post offices in three ports. Between 1867 and 1874, there were American post offices in four ports. From 1897 to 1911, there was a German post office in a naval hospital in Yokohama (see JP 26/61-65). During the 1945-1952 occupation of Japan there were American and Australian post offices

After the North Korean invasion of South Korea in June 1950, the United Nations Security Council created a multinational force to repel the North Korean and (later) Chinese invaders.

During the war to liberate South Korea, some nations that provided troops for the UN force set up military post offices not only in Korea but also in Japan.

An article by R. P. Alexander in JP 14/45-46 (April 1959) reported the Canadian post offices listed at right.

United Nations Canadian Army Post Offices:

CAPO 5000	1951.5.7	to 1954.8.31	in Kure (Japan)
	1954.9.1	to 1955.9.15	in Korea
CAPO 5001	1951.5.1	to 1955.9.15	in Ebisu (Tokyo)
CAPO 5002	1950.11.8	to 1951.1.1	in Korea
CAPO 5003	1954.9.1	to 1955.6.19	in Kure (Japan)

Canadian Field Post Offices:

CFPO 25	1951.5.18	to 1954.11.30	in Korea (Seoul)
CFPO 26	1951.4.20	to 1952.1.31	in Korea (Pusan)
	1952.2.8	to 1952.6.17	in Hirota (Japan)
	1953.7.15	to 1954.11.15	in Kure (Japan)
CFPO 27	1951.5.17	to 1952.9.15	in Korea
CFPO 28	1951.4.20	to 1955.2.8	in Kure (Japan)
CFPO 29	1951.5.22	to 1955.6.19	in Hiro (Japan)
CFPO 30	1951.10.12	to 1954.8.31	in Korea
CFPO 31	1952.4.16	to 1955.9.15	in Ebisu (Tokyo)
CFPO 32	1953.9.24	to 1954.3.31	in Kobe (Japan)

Pierre Tissot van Patot [ISJP 5498] now reports the cover shown (both sides) on page 173 addressed to "SB. 12755 Pte. Henry J. J. / 2 CDN ADM UNIT.CAPO.5003, / Hiro Japan." An astounding total of at least twenty postmarks are visible (one on the front, 19 on the back) and the large slip of paper pasted on the top right probably conceals at least one Japanese postmark. Since the cover has at lower left a red handstamp in Japanese ideographs kakitome [registered] and at lower right a Japanese registration label reading R TOKYO No. A 566, it seems certain that the paper strip added later at top right conceals at least one Japanese stamp affixed to pay Japan's domestic postage rate of ¥10 (for each 20 grams) and domestic ¥35 registration fee. The paper strip is tied by a black Canadian postmark reading CFPO 28 / 11 VII / 53 [= 11 July 1953] -- ten days after the earliest legible postmark.

Cancels with legible dates and P.O. names (all in 1953)

7.1	AP0 500
7.3	CAPO 5000
7.8	CFPO 27
7.11	CFPO 28
8.5	CFPO 27
8.8	FPO 77
8.8	CAPO 5000
8.28	CAPO 5000
8.31	CFPO 27
9.2	CAPO 5000
9.18	CAPO 5000
9.20	FPO 158
9.25	CAPO 5000

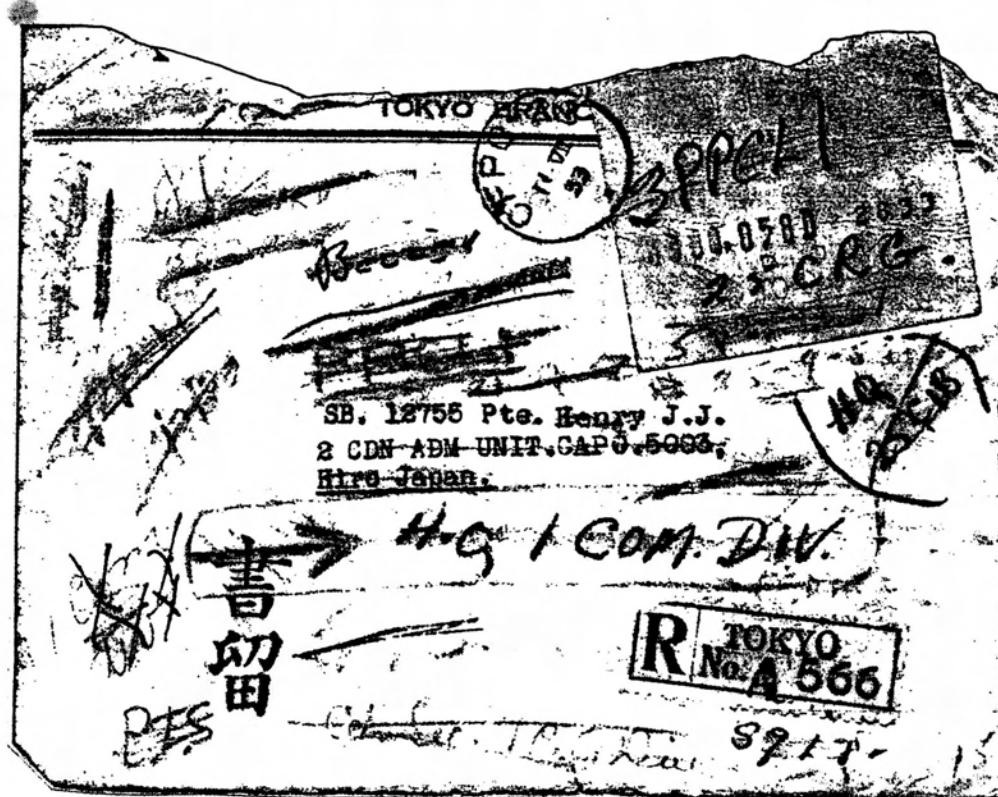
The top edge of the envelope is missing, but words TOKYO BRANC(H) are clearly visible at top center on the front. The earliest visible postmark date is in a red postmark on the back that is blurred by overlapping strikes but appears to read SAN FRANCISCO, CALIF. Army-Air Force Postal Station / APO 500 -- an American military post office in Tokyo, not San Francisco. That suggests that the Japanese post office where the envelope was mailed sent it to the American APO 500 post office, which forwarded it to CAPO 5000, where a 3 July 1953 postmark was affixed.

Thereafter, the cover was repeatedly forwarded to other Canadian post offices -- see the chronology of postmark dates at left. The most plausible reason for this is that the cover was registered and probably contained currency or a money order payable to "Pte. Henry J.J.", who had evidently been transferred from Hiro (Japan) to some other Canadian station. The cover has six CAPO 5000 postmarks with different dates (1953.7.3, 8.8, 8.28, 9.2, 9.18, 9.25).

Continued

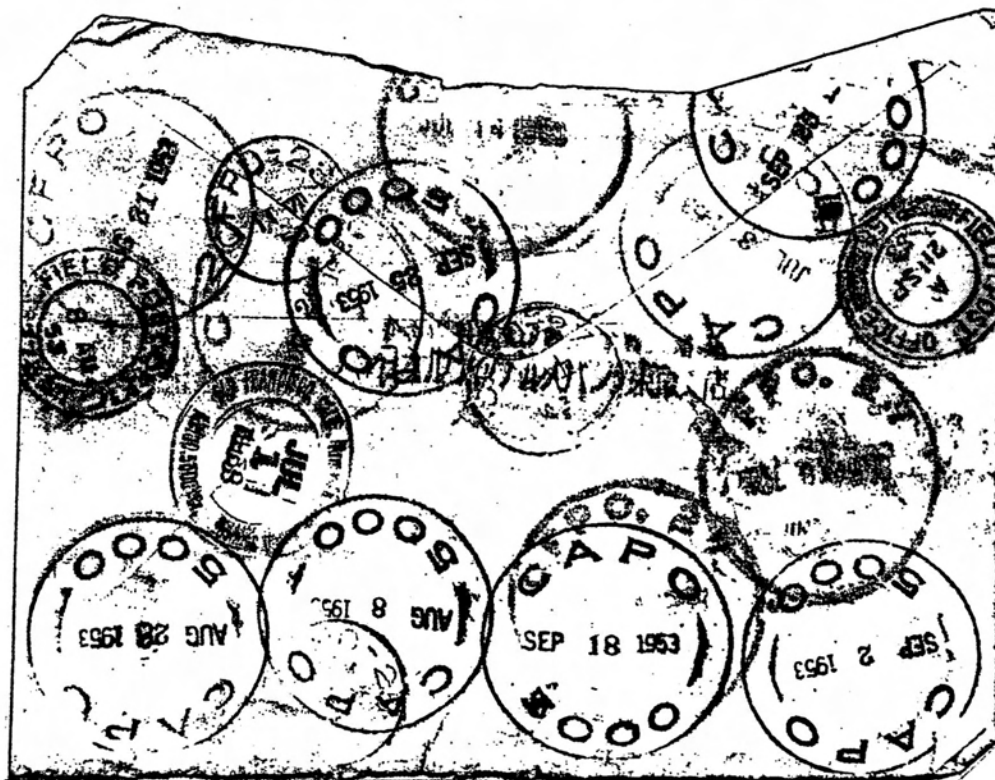
Mr. Alexander's 1959 article was based chiefly on a series of articles by Col. R. H. Webb in Maple Leaves in 1958. The only dates given for CFPO 27 were 1951.5.17 to 1952.9.15, but the three CFPO 27 postmarks on the cover below are all in July or August 1953. The Alexander article listed CAPO 5003 only from 1954.9.1 to 1955.6.19. On the cover below, CAPO 5003 appears in the typewritten address but no CAPO 5003 postmark is visible.

The address side has numerous handwritten notes in various colors. All of these appear to re-route the cover. Each was later lined out and replaced by another re-routing.



Eighteen postmarks are visible on the back: two in red, three in purple, thirteen in black.

At least two more cancels are faintly visible but illegible.



Thanks to JOHN JOHNSON for sending me details of this most intriguing cover. The original article was published in Japanese Philately, Vol. 60: No. 4, December 2005.

Season's Greetings Fellow Members of the CAS

2006 had some memorable aviation and CAS events. At this year's Edmonton National Stamp Show in March the Western Chapter of the CAS was able to showcase Katherine Stinson, her famed Canadian flight along with the commemorative covers prepared for the reenactment. Of course the big day of the unveiling of the airplane and flight on July 9th was very special.

June this year also marked one of the milestone birthdays that end in zero. In celebration I decided to take an introductory flight on how to fly a helicopter. For an ex fixed wing pilot the controls are sensitive. Flying a section of the Bow River and landing on the top of a hoodoo was great feeling.



The Royal in Calgary this fall was another perfect opportunity meet fellow CASers. In October I was also able to sneak in a day at the show in Victoria with the friendly Islanders.

As a designer of heliports I thought it only appropriate that I focus on collecting helicopter mail. The cover below similar to H-7200 in the Airmail Catalog is of particular interest. The coordinate stated in the helicopter cache is the airport near Resolute on Cornwallis Island. The coordinate in the other ink stamp I believe is the position of the escort ship "The Labrador."



Thank you all for your friendship and encouragement. Hopefully I will be able to connect with more of you in 2007. All the best in 2007. David Brown, Red Deer, Alberta

SEASON'S GREETINGS from DICK MALOTT

At the Christmas Open House for the Nepean Museum, we had an exhibit on paper conservation. The conservator, Kyla Ubbink, has done extensive and excellent work for the National Archives Canada and the City of Ottawa Archives.

She had some data for distribution which I believe would be of interest and of use to members, to safeguard their books and aerophilatelic envelopes.

I am including her business card, so that any members seeking further data can contact her directly.

12 Steps to Mitigating Damage in Books and Paper

1) Organize

- Arrange books and paper by size
- Do not over pack or over stack shelves or drawers
- Use acid free tissue separators to protect transfer of dyes and media
- Leave air space behind books
- Use bookends to keep books squarely upright

2) Remove Foreign Materials

- Carefully remove staples, pins, paper clips, flowers/leaves, bookmarks, clippings, letters, notes and any other foreign materials

3) Remove from Direct Light

4) Remove from Basements, Attics, Kitchens, and Outside Walls

- Find a dry, cool, stable environment (15-18°C, Relative Humidity of 45-55%)
- Do not seal paper objects
- Do not keep bookcases or framed works near food preparation or storage areas

5) Frequent Dusting or Vacuuming with soft, clean brush

- Observe for evidence of pests and mould
- Cover vacuum nozzle with Nylon or screen, and vacuum cautiously

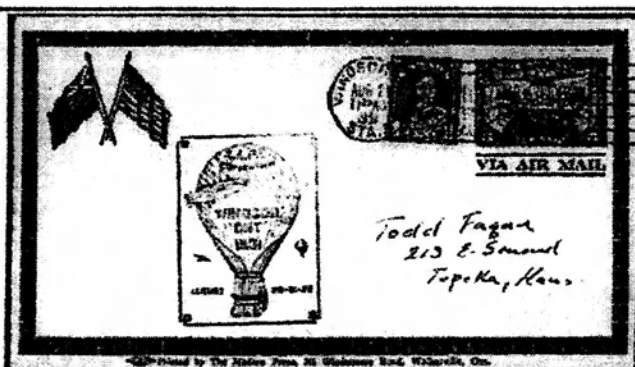
6) Cautious Handling Techniques for removing and placing books on shelves

- To remove a book, push back the ones on either side and grasp the spine with fingertips, avoid pulling at caps
- Be cautious of corners and edges when sliding books on and off shelves

Continued

**Celebrate the holidays
with balloons
(or parachutes or zeppelins or
catapults or SCADTA or . . .)**

**Nutmeg
Stamp Sales**
www.nutmegstamp.com



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12 STEPS TO MITIGATING DAMAGE IN BOOKS AND PAPER continued:**7) Read with Care**

- Support the book's covers; do not stress the spine or joints by over-opening. A pillow or towel provides sufficient support for larger volumes
- Wash hands well, clean work area, remove all food and drink
- Only use pencils to take notes

8) View Unframed Works with Care

- Fully support flat paper objects with acid free card at all times
- Unfolding and unrolling may require humidification by a conservator
- Wash hands well and clean working area, remove all food and drink
- Only use pencils to take notes

9) Provide Full Support for Objects while in Storage

- Shelves, drawers, and boxes must be of adequate size to fully support the paper or books
- Large books may be laid flat providing the entire surface is supported

10) Use Acid Free Storage Units




- Use low-acid woods like balsa, poplar, birch, mahogany, walnut, and basswood or metal for storage units and frames
- Prevent acid or rust migration by sealing them with Varathane® or acrylic enamel paint and letting it off gas for 30 days

11) Use Custom Enclosures

- Use custom made acid-free enclosures, mats and mounting techniques (shown below) to protect paper and books from dust, dirt, pests, sunlight, handling, acid and environmental fluctuations. Commercial enclosures do not provide full support and eventually cause abrasion and distortion

12) SEE A CONSERVATOR FOR REPAIRS, PRESERVATION, AND IN THE ADVENT OF A DISASTER OR PEST AND MOULD INFESTATION

Kyla Ubbink, Book & Paper Conservator
Ottawa, ON (613) 830-4968; kyla.ubbink@sympatico.ca
www3.sympatico.ca/kyla.ubbink

	KYLA UBBINK Book & Paper Conservator (613) 830-4968 kyla.ubbink@sympatico.ca www3.sympatico.ca/kyla.ubbink Ottawa, ON	
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203A Woodfield Drive, Nepean, Ontario K2G 4P2

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.

SPITFIRE FUND

Dear Mr. Hargreaves,

As a member of the Dutch Society for USA en Canada Philately, I write Canadian stamp related stories for the Society's magazine. Presently I am doing some research on the enclosed Canadian war savings stamp showing a Spitfire, and particularly on the also enclosed Spitfire Fund label. I assume that you are familiar with the Spitfire fund raising during WW II

Unfortunately I am unable to find a clear copy of the Spitfire fund label, and my question to you is Sir, Can you supply me with a clear copy of this particular label?

I have been in touch with the Canadian Aviation museum in Ottawa, and I have received a wealth of info on the Spitfire which can be seen in that museum. However, they were unable to supply me with the info I need.

I hope you will be able to help me, and I wish to thank you for your kind cooperation in this matter.

Cordially Yours,

Herman Jacobs

Middelburg

BHolland



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

Continued

CANADA COVERS WEBSITE

WWW.CANADACOVERS.CA

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

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

INFORMATION WANTED continued:**Martin Comeau**

Question: Did you ever hear of an early pilot from around 1910-1915, named Martin Comeau? I think he was from Quebec. Do you have any information on him?

Response: Martin Comeau is not mentioned in The Air Mails of Canada and Newfoundland; Frank Ellis's Canada's Flying Heritage; Georgette Vachon's Goggle Helmets & Airmail Stamps; or the Canadian Aviation Historical Society's 125 Years of Canadian Aeronautics.

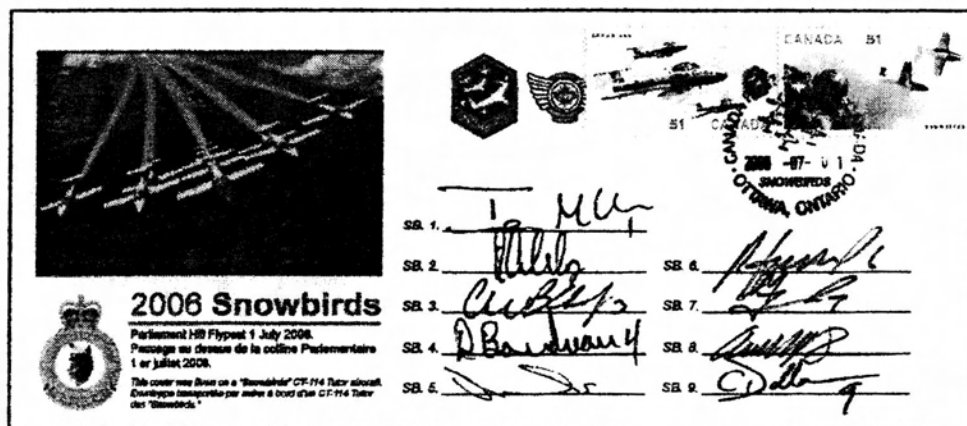
Can any reader provide some information about Martin Comeau?
If you can help, please send information to the editor.

NEWFOUNDLAND SURVEY

Bob Dyer has started a census of usage of the Newfoundland green one-cent Edward stamp, released from 1888-1898. He already has records of 130 covers/cards. If anybody can help, please send details of postmark dates and additional stamps, listed by destination, (e.g. August 12, 1895, with one orange two-cent codfish to Halifax) to: Bob Dyer, 1708 Granada Ct, Petaluma CA 94954-4531, U.S.A., or email: nrdyer@comcast.net

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.

2006 SNOWBIRDS COVERS

A single envelope from the Snowbirds signed by all nine pilots and flown over Parliament Hill on 1st July 2006, is \$30.00 Canadian. A set of nine envelopes, each individually signed by one of the nine pilots is \$55.00 Canadian.

Also available is an Ottawa Air Show Program, plus a souvenir patch of the Centennial of Powered Flight 1903-2003, for \$5.00.

A free 2006 Snowbird brochure goes with each order.

Requests should be sent to Dick Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

Cheques should be made payable to the Canadian Aerophilatelic Society.

Valhalla Aerostation

Greetings all! We have just completed our latest catalog of books, medals, philately, stuff and memorabilia all relating to lighter than air flight, pioneer aviation and airship things...

Anyone wishing to receive a copy, just e-mail or drop us a line, and we'll be pleased to send it along!

Chris and Maureen Lynch, Valhalla Enterprises, P O Box 24, Glens Falls, NY 12801, U.S.A.

Email: ltabooks@capital.net

Russian Stamps

EDITOR'S NOTE: I received this message as an unsolicited email. However, I am including it as it appears from David Williams article on page 18 of this newsletter, that it can be difficult to obtain modern Russian stamps.

Dear collector friend,

I would like to reach agreement of a regular stamp exchange with you.

I can propose: stamps of the USSR and other countries on any topics, miniature sheets in low edition, First Day Covers (FDC), postcards, covers with cancellations on any topics, covers with cancellations a *ships and atom ice breakers of the Murmansk Shipping Co.*, covers with cancellations *Polar Stations, Nord Pole and Antarctic stations and Expeditions in Arctic Region and Antarctic Continent*, covers with cancellations on topic "*Cosmos*".

I want to receive mint high quality stamps in full sets on topics: USSR (till 1960 — chronological); Fauna ("Marine Life"; "W.W.F."; "Birds"), "*Cosmos*" ("Apollo-11", "Soyuz-Apollo (A.S.T.P.)", "Halley's Comet — 1986"); "Sailing Ships"; "Olympic Games" and stamps of the *T.A.A.F., A.A.T., B.A.T., Falkland Island, South Georgia* on topic "FAUNA" or US\$; €€.

I collect only stamps!

What stamps do you collect?

Language for exchange and correspondence — ENGLISH!

Best wishes to you and your family

Waiting for your letter.

Sincerely Yours (Aphonin Andrey)

If anybody wishes to respond, please send me your message, and I will forward it to Aphonin, as the return address is in Russian Cyrillic characters.

NEXT ISSUE DEADLINE

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

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

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

by March 1st.

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, 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 (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.**

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

#365 David Keddie
#364 David Kelly
#111 James Larry Kobelt
#338 Fase Koos
#310 Charles J. LaBlonde
#171 Albert N. Leger
40 Jeffrey Lodge
#109 Gary J. Lyon
#106 Maurice G. Malenfant
#306 Gordon G. Mallett
#277 Ed Matthews
#329 Denny May
#320 Gordon F. McDonald

17 Richard J. McIntosh
#321 Andrew Mrozowski
#356 Musee Canadian
Civilisations, Biblioteque-
Periodiques
#219 William C. Noble
67 Robert North Sr.
#275 Thomas W. Shaw
#222 Douglas M. Smith
#303 Ronald V. Trefry
#302 Pierre Vachon
13 Janice E. Weinstock
#311 Hans Wichern

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

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

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