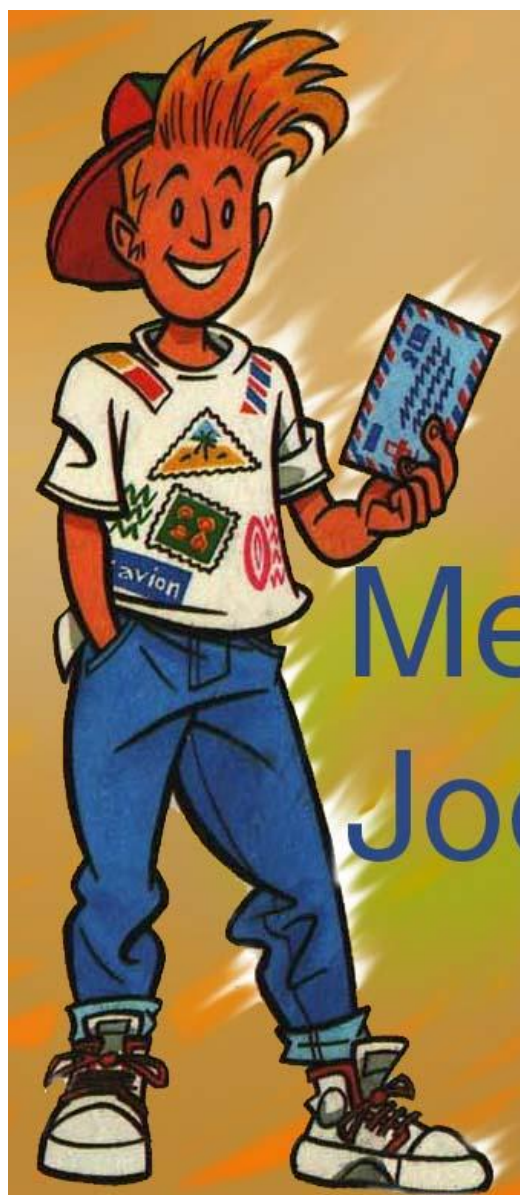




Bringing stamp and postal-history

collectors together since 1919

BC Philatelic Society NEWSLETTER



Why *is* this
kid left-
handed? And
sundry
other
questions
that you
never
thought
to ask.

Meet Jools

The
aerogramme
pen pal in
Duff Guide
on page 6

ALSO Inside this very
intriguing edition:

Vanpex 09* page 2

*See also insert in this edition

BC Phil contributor wins award
for inspirational story...page 2

UIVER Part 3: Bob Ingraham's
saga continues.....page 3

Duff Guide for lefties....page 6

Trans-Pacific letter and cover
from 1928.....page 7

Falkland Islands: A cultural
backwater for aerogramme
collectors?.....page 8

Olympic Maxicards.....page 9

BC Phil Event Schedule..page10

Renew your membership today!

VANPEX2009, 25 & 26 September 2009



*Honouring Aerophilately on the
100th anniversary of powered flight in Canada*

West Burnaby United Church,
6050 Sussex Avenue, Burnaby, BC



PRESS RELEASE

The British Columbia Philatelic Society is pleased to announce that its annual stamp exhibition: VANPEX2009, honouring the field of Aerophilately on the occasion of the 100th anniversary of powered flight in Canada, will be held on the 25 & 26 of September this year.

Over 70 16 page exhibit frames and 10 dealer tables will be at the admission free show venue, open 10 AM to 6 PM on Friday the 25 September and from 10 AM to 4 PM on Saturday the 26 September, in the Community Room of the West Burnaby United Church at 6050 Sussex Avenue, Burnaby, British Columbia.

Applications for exhibiting are now available. The fee is \$5.00 per 16 page frame with each exhibitor permitted to submit up to 3 different exhibits to a combined total of 4 16 page frames.

Aerophilatically themed exhibits are encouraged, but any topics or themes exhibitors prefer are welcome.

A souvenir show cover honouring the 100th anniversary of the first flight of "Silver Dart" as well as a sub theme cover memorialising the 50th anniversary of the "Death of a Dream", the cancellation of the Avro Arrow project, will be available for \$2.00 each.

Exhibit and bourse applications as well as copies of the show poster/handbill will be available at British Columbia Philatelic Society meetings from Derren.

For further information please contact Derren Carman at: verdraco@uniserve.com or write to: VANPEX2009 c/o Box 40, Grosvenor Building, 1040 West Georgia Street, Vancouver, B.C., V6E 4H1.

Bob Ingraham wins award

BC Phil member Bob Ingraham won an award from the Thunder Bay Historical Museum Society for an article based on a postcard mailed in 1940 by a member of the Royal Canadian Air Force.

The George B. Macgillivray Award was presented January 4 for the best popular article on the history of Northwestern Ontario published in the last three years. Bob's article, "Sgt. Joe Hicks' War," was published in the Society's annual *Papers & Records* journal in 2007.

Sgt. Hicks was born in Fort William, Ontario (which in 1970 amalgamated with Port Arthur to become Thunder Bay). In 1940, like thousands of other young Canadians, Joe volunteered for the Royal Canadian Air Force.

The award's namesake, Col. George B. Macgillivray, a native of Port Arthur, Ontario, was at the time of his death in 1994 the commander of Clan Macgillivray, which traces its lineage as far back as the 10th Century.

Bob bought the postcard for \$3 from an antique store in Quesnel, BC in 1999. When Joe



Sgt. Joe Hicks

Hicks mailed the postcard, to a friend in Fort William, he was a student in the Initial Training School, or I.T.S., at Regina, Saskatchewan. Initial Training Schools were established in centres across Canada under the auspices of the British Commonwealth Air Training Plan. Graduates of any I.T.S. went on to advanced training to become pilots, observers (later called bombardiers), gunners, and wireless operators.

Bob's subsequent research revealed that Joe Hicks became an observer (later called bombardier) and was killed when his Hampden bomber crashed in Denmark following a raid on Rostock, Germany. Those facts, however, were part of a much larger story that slowly came to light and is detailed on Bob's own website www.ingraham.ca/bob/joe_hicks.pdf.

Joe's story includes details of his courtship with a young woman he met in Winnipeg, of his training, of the hopeless early attempts of the RCAF and RAF to bring an early end to the war in Europe, of the obsolescent Hampden bomber, and of the grief suffered by his family and his fiancée, who only learned about the circumstances of his death when Bob contacted them. **BI**

Triumph & Tragedy

The brief glory, violent crash, and reincarnation of the DC-2 *Uiver*



The third of a series; in which the author discusses the possible causes of the crash of the ill-fated KLM DC-2 *Uiver*.

by Bob Ingraham

*In the early morning of Dec. 19, 1934, unsuspecting well-wishers brave the cold drizzle to wave goodbye to the crew and passengers of the *Uiver* as it departs Amsterdam's Schiphol Airport for the first leg of its "fast Christmas flight" to Batavia, Netherlands Indies (present-day Jakarta, Indonesia). Photograph courtesy of Henk van den Os.*

Part 3 – Why the *Uiver* crashed

In 1934, when the KLM DC-2 *Uiver* crashed in the Syrian Desert southwest of Baghdad, the Dutch people mourned not only the loss of life, but the loss of the *Uiver* itself.

On October 24, the new aircraft won the handicap portion of the MacRobertson race, placing the Netherlands well ahead of the competition in long-distance commercial aviation.

Then, on December 20, less than 24 hours into its first commercial flight, the *Uiver* became a funeral pyre for its crew of four and three passengers.

The cause of the crash remains a mystery to this day. Although a team of KLM employees was sent to examine the crash site, their report was never made public.

Aircraft accidents usually result from some combination of human or mechanical failures, design weaknesses, and poor flying conditions. So what was the most likely cause of the *Uiver*'s crash? The answer may well be: any of the above.

The storm

Long-range weather forecasting didn't exist in 1934, and weather stations along the *Uiver*'s route were few and far between, especially in the Middle East and Asia. Its crew simply couldn't know what weather conditions they might encounter. However, the *Uiver*'s "fast Christmas flight" took place early in the rainy season in the Middle East, with its frequent and violent thunderstorms. This was a known risk, and KLM chose to take that risk.

The storm that the *Uiver* encountered following its nighttime take-off from Cairo blanketed most of the Middle East. It certainly comprised countless individual storm cells, constantly evolving and changing in intensity, and was so extensive and prolonged that the search for the *Uiver* was delayed by a full day.

Any or several of the following weather phenomena might have brought the *Uiver* to grief:

***Uiver* continued on page 4**

Triumph & Tragedy — continued



Uiver's unlucky crew in December, 1934, l to r: Hendrik Abraham Waalewijn, flight engineer; Captain Wilhelm Marie Okko Anne Beekman, Jan Johannes van Steenberg, co-pilot, and Gysbert van Zadelhoff, radio telegraphist. (Henk van den Os photo)

- Wind shear — sudden, extreme changes of wind direction and strength — might have caused the *Uiver's* crash. Such winds have led to many aviation disasters; between 1964 and 1985, wind shear caused or contributed to 26 major airline accidents in the U.S., sometimes severely damaging the aircraft while they were still airborne.
- Ice may have caused the *Uiver's* crash. Storm systems often result in the deposition of ice on aircraft wings, tail surfaces, and even propellers, causing loss of lift, speed, and control. Ice can develop at any altitude, and even in clear air miles from a storm cell. The *Uiver* was not equipped with anti-icing systems.
- Early reports blamed lightning for the *Uiver's* crash. Lightning rarely damages aircraft, in part because static wicks at the trailing edges of flying surfaces bleed off electrical charges. But static wicks hadn't been invented in 1934;

lightning may have ignited the highly flammable dope on the *Uiver's* fabric-covered ailerons, elevator, and rudder, and perhaps gasoline vapour in its fuel tanks.

If that happened, the *Uiver* could have plunged to earth in flames.

(There is another intriguing possibility: in the 1970s, meteorologists discovered "positive lightning." It's rare, but six to 10 times more powerful than garden-variety negatively charged lightning. In 1999, a bolt of positive lightning blew off the tail of a British sailplane. Even large modern aircraft are apparently vulnerable to this "super lightning.")

An imperfect aircraft

The DC-2, despite its innovative design, was not perfect. Ernest K. Gann flew the DC-2 for American Airlines, and comments on these weaknesses in his book *Flying Circus*:

- "While flying in the rain the cockpit windshields leaked so badly that the effect within was that of a seriously depth-bombed submarine." (In a torrential rainstorm like the one the *Uiver* apparently encountered, a leaking windscreen could have seriously distracted the crew.)
- "For reasons which are still obscure, consistent good landings in a DC-2 were impossible..." (There have been suggestions that Captain Beekman attempted a landing in the desert, difficult even without a storm to contend with, especially difficult in a DC-2)

The DC-2 was "directionally unstable" — later versions of the airliner had a larger vertical tail fin and rudder. Gann notes that stability problems eventually led to a novel solution: the floor of the compartment just forward of the tail, used for mail and



Oil and mud-spattered cover survives crash landing in the desert near Rutbah Wells, Iraq. Despite the damage and loss of its postage stamp and red Christmas handstamp, it continued on to its intended destination, arriving on December 28, 1934. Uiver's light-weight rice paper airmail covers did not always hold up so well under the assault of rain and mud.

CONTINUED ON PAGE 5

Triumph & Tragedy — continued

luggage, was permanently lined with sandbags weighing 1,000 pounds. (The *Uiver* probably did not enjoy the questionable benefit of sandbags in its tail section.)

The human factor

Pilot fatigue may have played a role in the crash of the *Uiver*. Capt. Beekman was head of the KLM pilots' union; on the night before taking off from Amsterdam for Java, he met into the wee hours with the impecunious KLM President Albert Plesman to discuss wage increases for his pilots. He must have been sleep deprived when the *Uiver* departed Amsterdam at 4:30 a.m., and had probably been flying for about 18 hours when the crash occurred. At most, he might have turned the aircraft over to his co-pilot, J.J. van Steenbergen, so he could cat-nap in his seat; the DC-2 had

no sleeping facilities. Overnight stops would normally included in long-distance flights of this period, but the purpose of the *Uiver's* Christmas flight was speed, not comfort, and the purpose of the speed was promotion of KLM as the world's pre-eminent airline. Safety was *not* the primary



*Aerial photo of the crash site with a wādī (a normally dry stream bed) running bank-to-bank with water. The darkness of the debris trail seems to indicate a fiery crash, while the debris trail's length shows the craft was trimmed for level flight. Clearly, the *Uiver* did not plunge steeply into the ground.*

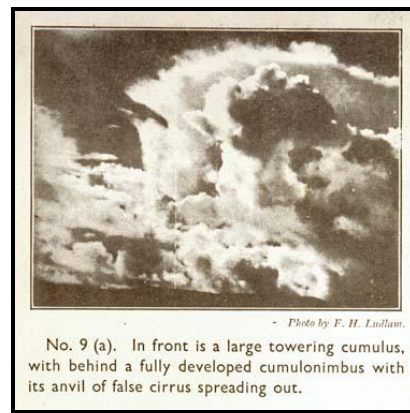
The *Uiver* lives on

Mystery will probably always surround the crash of the *Uiver*. All that is certain is that in those early days of commercial aviation, men challenged the skies at their peril, and history has forgotten most of them and their aircraft. But it has not forgotten the *Uiver*. Although 75 years have passed since the *Uiver's* triumph and tragedy, it's hard to find adult Dutchmen — and quite a few Australians — who aren't familiar with its story. And the *Uiver*, like the Phoenix — the mythical bird which incinerates itself at the end of its life cycle and then rises from its own ashes — was to be “reborn” again, and again, and yet again.

Due to space requirements, the last chapter of Bob's saga will be presented in the next edition of the BC Phil News. Miss it at your peril!

Clouds got in my way...

When the *Uiver* crashed in 1934, weather forecasting was in its infancy, but pilots knew through hard experience that storm clouds like those in this photo are very dangerous. The photo is in a 1942 Canadian Department of Transport *Cloud Atlas for Aviators* which offers this advice: “The thunder cloud. The tactical use of this cloud (e.g., for evasion) is greatly limited by the excessive bumpiness experienced in it and also the danger of lightning and icing. It is impossible for formation flying and unsuitable for single aircraft.” It is just such a cloud or clouds that the *Uiver* probably encountered in Iraq.



Two stamps from the U.S. “Cloudscapes” issue of 2004 show cumulus congestus and cumulonimbus incus clouds, the same types of storm clouds that the KLM DC-2 *Uiver* undoubtedly encountered on its ill-fated flight between Cairo and Baghdad in December, 1934. Both types of clouds can generate turbulence so extreme that even large jetliners are not safe; aviators have bestowed the name “Anvils of the Gods” on Cumulonimbus. Lightning, ice deposition, hail and torrents of rain also can endanger any aircraft that flies into them.

Duff Guide: Finding the Jools in the Crown

Our intrepid correspondent covers the globe by aerogramme. This edition, Duff takes a break from the real world and enters the realm of Jools.

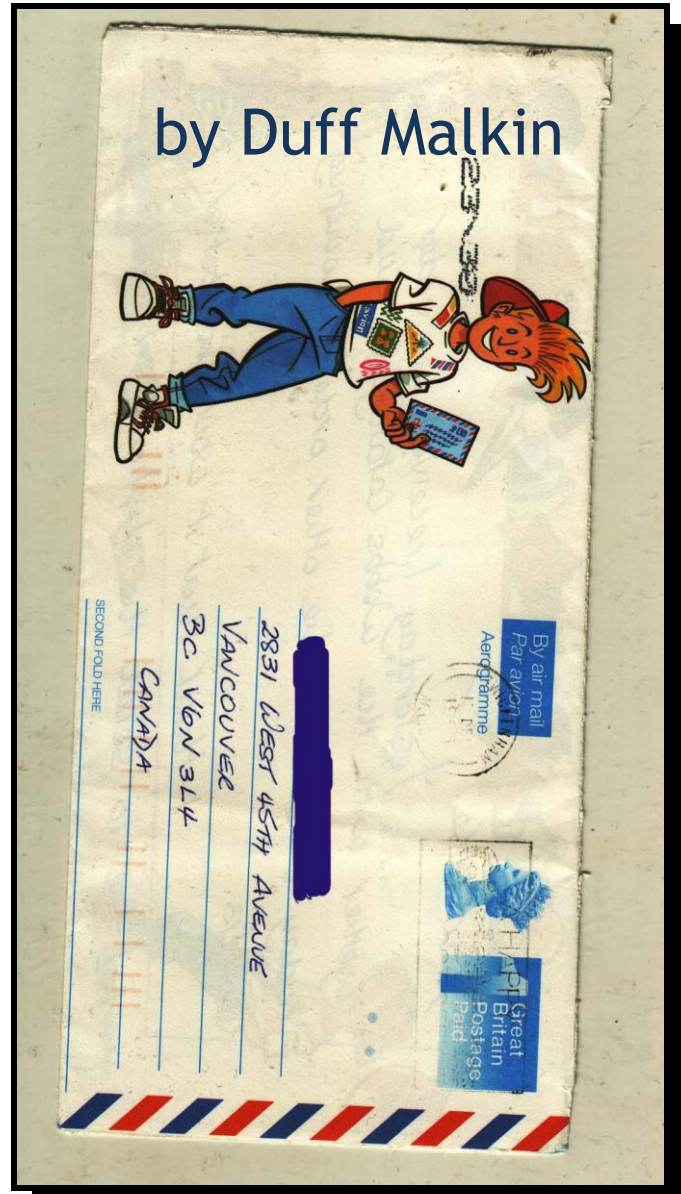
This Royal Mail International Pen Pal Club aerogramme was issued on February 9th, 1993. It could then apparently be bought individually for 34 pence, but it was also sold in two other fashions, namely in a package of six for £2, or in a package containing: a writing kit; a portfolio featuring airmail writing paper and envelopes; a set of *Hola!* Badges; a *Hola!* pen & pencil; a sheet of airmail stickers and one of these *Hola!* aerogrammes, for £2.50.

The whole idea of the form was an effort to get individuals of the ages between 9 and 19 to write other people overseas (a more innocent time, I dare say). The cartoon character around whom this effort was centered was a boy named "Jools" and it is he who is shown on the front of the form (apparently on his way to post an aerogramme). This is the only case I'm aware of where an aerogramme is depicted on an aerogramme. The form was officially announced in the February 1993 British Philatelic Bulletin and also received mention as a future issue in late 1992.

Information on the Jools character is a bit thin. His illustrator, a Brighton artist named George Parkin, has not been shy about using Jools in other illustrations, most notably on his 1997 Christmas cards. Parkin says Jools was adopted from "that kid put in the Royal Mail Kid's Club Christmas newsletter". Information on what Jools is wearing is also sparse. In the two times he is illustrated, his tee-shirt has the same design. It seems very probable that the post office was peddling wares with such a design at the time, as one of the items that the American Zazzle company sells (aside from those postage stamps) is tee-shirts. It's possibly that the company making the British version could have manufactured shirts for Royal Mail earlier on. Zazzle does have a "Postman Pat" tee-shirt that uses a Royal Mail style of lettering, but they were founded circa 2000.

On the back you see where the aerogramme may travel and it is implied that Jools' aerogramme is going on one of those routes, for on the inside back panel, teenagers are writing back from Belgium, Italy, the United States, China etc., while Jools awaits their responses.

The Direct Marketing magazine of November 1993 (Volume 56, Number 3) stated that they received a 20% response to the 70,000 inserts placed inside the Stamp Bug magazine. Of the 32,500 inquiries that were generated through the press (children's and "adults") 64% responded. The article estimated that 46,000 members wrote to some 75,000 receivers. Exactly how much of this interest was on the part of philatelists was



not known or stated, nor specific details about methods or materials used.

There was no mention at the time of any inappropriate use of this International Pen-Pal System. The Royal Mail International Pen-Pal system still exists, now operating out of Spain.

There are a bunch of questions to be asked. How did the aerogramme come to be? Why the "*Hola*" emphasis? What shirt is Jools wearing? How many of these were sold? Why is Jools shown left-handed? Why are so many of the depicted destinations (Italy, France, Belgium) places where aerogrammes overpaid the air mail rate? Enquiring minds want to know!

Finding the forms used in the intended way (pen-pal to pen-pal) is probably quite hard to do. Fortunately there was the odd philatelist, but mint copies of the form must vastly outnumber the quantities of used ones. **DM**

Dealer's Choice by Brian Grant-Duff

Dear Father and Stepmother:

After saying goodbye to you for a few days, I am now writing in details some of the things happened from Yokohama. After boarding the ship, the meal made of some kind of pastry with sugar. It's really not my appetite. If I didn't eat it, then I would feel hungry and would have disregarded your advice. The agony was difficult to describe in details. Afterward, I asked a sailor on board if he could make me a meal. He replied no. Therefore, I skipped a meal. Luckily, Brother De? Wing? (a person name) met the Head Chef and begged him for help. It costs about \$15 in order for us to have proper meals from then on. He (De Wing) could not make the decision. So, Uncle Zhi? Da? agreed to pay for it from his own pocket. So, \$15 means \$20 in order to pay him back and to thank him. Dad, please don't blame brother. You have told him to make decisions. He shall make his own decisions from now on. From then on, each meal includes meat like lamb, beef, chicken, duck, quail. No more pancakes. The first one or two days after we left port (probably Vancouver?), I had not been feeling well. On the forth or fifth day, I felt better. My appetite is now back today and I have finished all three meals. No more hunger! I can go to washroom without much trouble every night. Like Uncle said, brother looked better now. We can see the facial color has improved (not as pale). He does not feel cold on his back anymore. However, his limbs are still weak. The waves made people on board sick even the healthy individuals. I can't tell if he gets better or not today. Perhaps I can tell you more after we reach shore. I didn't get a chance to say goodbye to my younger brother when I left port (Vancouver?) I was sleeping on the ship and was dreaming my brother playing on the bed. Then, the snore of elder brother woke me up. All the sudden, I felt lonely on board. I will feel so much better when I come back to port (Vancouver?) to see my siblings. I will take care of myself and cherish the love of my parents. Best regards to parents and my siblings.

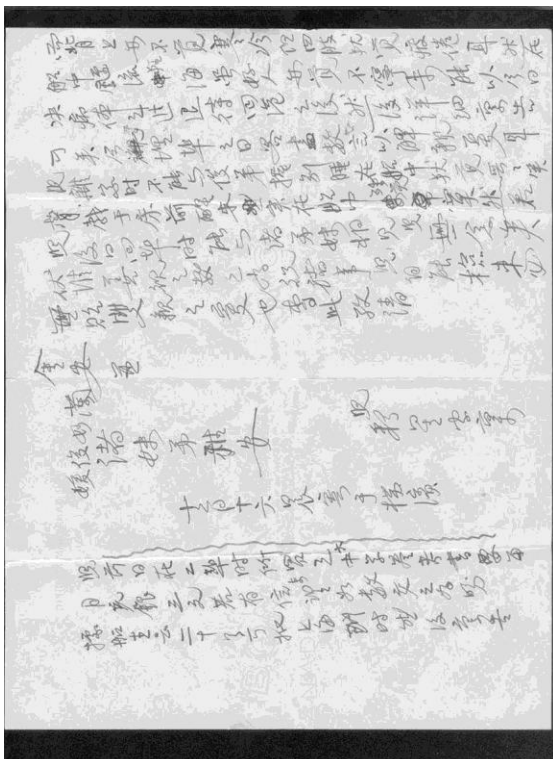
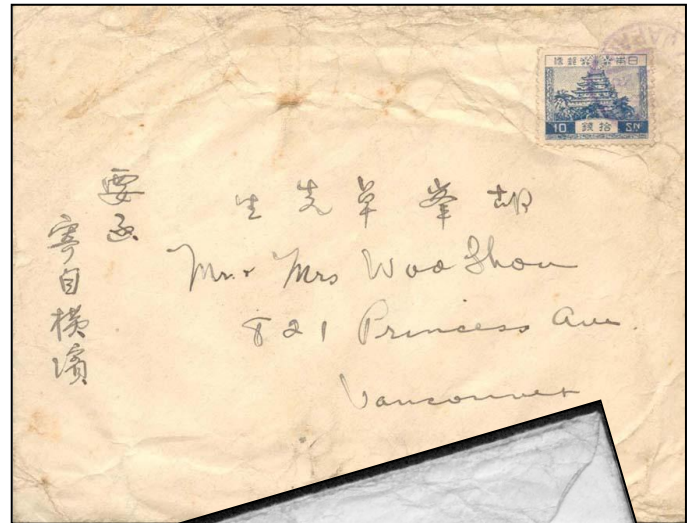
Your brother,

Fan? Sing?

Morning of Dec. 16th mailed from Yokohama

Brother bought a few high school ^university textbooks from New Westminster for \$3. Please pay the full amount if the invoice comes.

According to the Caption, we will reach Shanghai on the 20th. I will tell you more by then.



BC Phil member and local stamp dealer Brian Grant-Duff sends us this shipboard correspondence. "The Trans-Pacific cover and letter look fairly nondescript," he writes. "But the contents are amusing and poignant and are a good example of the affordable history that covers and contents offer collectors and history buffs." The illustrations include the front and back of the 1928 cover as well as the letter both in original Chinese and a literal translation. Apologies for the tiny print!

Falkland Islands after the war... Still typically British

by
Duff
Malkin



From the Falkland Islands Philatelic Bureau, concerning the issuance in 2002 of the 20th Anniversary of Liberation issue 45p stamp: "The regular RAF air-bridge between the UK and the Falklands via Ascension Island is a vital communication and passenger link for the Islands today. Both Military and civilian passengers use the service and from a postal viewpoint it provides an essential priority airmail link."

"The 20th Anniversary of Liberation is attracting a lot of media attention to the Islands during 2002. Most people visiting the Falklands find a thriving, vibrant forward-looking community with the bleak images of 1982 being a thing of the past."

There has been some reference to the 30 pence form that was sent to me by our club member Brian as having been issued in 2001, which would make this a possible connection to the 2002 anniversary, but the map of the airbridge was on Falkland Island aerogrammes as early as April 2nd, 1984. As well, the most recent world aerogramme catalogue (Weigand 1990*) states that a 28 pence aerogramme was being used in the Falklands as of Apr. 22, 1986. We can safely assume then, that this 30p aerogramme was issued sometime in the late 1980's.

Given that the Scouting stamps, used to make up a 60p aerogramme rate were used in 2007, it would seem possible that there were a number of older postal stationery and stamp issues that are still around in the Falklands. That is, if the Philatelic Bureau still has 2002 stamp sets!!

All the aerogrammes up to the 26p value mention the airbridge that exists between the Falklands and England via Ascension Island . Unlike the item sent to me by Brian, most of the aerogrammes have three views on the back. The catalogue does not state what the three views are. This could be because all views were the same on each of the forms. The 30p one has two. The one to the left shows the capital Stanley (apparently it has not been Port Stanley for a long, long time) and the one to the right shows Government House where the Governor (appointed in Britain) lives. It was built in 1845. To me the two photos are a statement indicating that the islands are British and will remain so, even to the point of showing the Governor's flag flying.

Prominently depicted in the foreground are

"Falklands" cont. on page 9

Cont. from p.8 some Falkland Horses. These animals are pretty much allowed to roam free in the Falklands. They are akin to Shetland ponies, and are a nice “local” or regional touch – as if to say “we are British but a bit different”.

The stamp image on the form is different from those shown in the catalogue. It shows a King Penguin. The previous issue used the 6p 1984 design showing a Black-browed Albatross. The penguin/post horn design seems not to fit any Falklands Islands stamp of the time. There was, however, a set of stamps showing King Penguins issued in 1991, which also honoured the World Wildlife Federation, and so maybe the aerogramme was issued along with them.

There is also a similar form which was issued for South Georgia with the same value and front but with two views of South Georgia on the back. These may be a bit harder to find used although it seems that they were/are available in Stanley.

One thing to possibly note about the two forms is that on only one of them is the aerogramme ‘stamp’ postmarked and that may be because the postage stamp is under the ‘stamp’. It has become Royal Mail policy not to cancel their postal stationery and this includes envelopes and aerogrammes. It may be that the Falklands Islands post office was following Royal Mail practices.

No one seems to know why and the British postmark and postal stationery authority in Gibbons has not mentioned this policy nor given any reason why, which is rather strange, since he should be interested in both. We will get information on new varieties of same (“star”, “no star” and dates) but he does ignore the fact that the items will not usually be postally cancelled.

In any case if you want your aerogramme to be mailed from the British Isles (including Jersey, Guernsey, Wales and Isle of Man) you should make a point of asking the sender to get a hand cancel applied from the nearest post office. **DM**

**We aerogramme collectors have been extremely poorly served by those who claim to want to promote aerogramme collecting and aerogramme societies! Just imagine if, for instance, the last catalogue available that you had to use on the subject you collect was printed in 1990! Our “professionals” are either some of the most arrogant or most incompetent philatelists around!*



Stamp collector and Chinese stamp show promoter Frankie Ng created an Olympic Souvenir Maxicard and matching label for sale at a Chinese stamp show, in Vancouver’s downtown Chinatown, for the first week of August 2008. He had a number of cards, bearing the 52c denominated labels, and the actual Beijing Olympics commemorative Canada Post stamps for sale at the show. Ng then had some of the unsold cards cancelled on the first day of the Beijing Olympics, the eighth day of the eighth month of 2008—a date considered lucky by many people of Chinese origin because of the repeating “8”s. The colourful labels and Maxicards exist in two styles, with variations in the Olympic torches, and bear symbols of both the Beijing and Vancouver 2010 Olympic games. The labels look enough like actual postage, that they would be quite dangerous if they were perforated or rouletted. Most souvenir labels are not denominated with current postal rates from their country of origin. The labels and Maxicards are little known, though they were featured in Canadian Stamp News, and may be one of the sleeper souvenir items of the Vancouver 2010 Olympic Games, which so far have little philatelic material. **BGD**

The B.C. Philatelic Society Newsletter is printed three times a year and is free to all members of the Society.

President: Duff Malkin (604) 738-7979
edm@telus.net

Vice President: Trevor Larden (604) 224-5836
nanbellcan@netscape.net

Treasurer: Derren Carman (604) 465-7515
verdraco@uniserve.com

Recording Secretary: Tim Woodland (604) 929-8167
twoodland@telus.net

Newsletter Editor: Keith Lowe (604) 940-0809
www.lowelyscribe@yahoo.ca

BC Philatelic Society Program Schedule Feb - Apr 2009

BC Philatelic Society meetings feature a rotating schedule of speaker nights, special presentations, Shop & Swap Socials, and club auctions.

Stamps and covers are always available from members, dealers, and (at Swap & Shop meetings) from Royal Philatelic Society of Canada circuit books.

Auction sellers (including guests) can bring up to six lots and any number of donation lots. Please describe lots thoroughly and indicate minimum acceptable bid. Auction committee reserves the right to reject lots.

FEBRUARY

- Monday, February 2 — Daytime meeting, 10:30 a.m. - 1:30 p.m. — **Swap & Shop Social**
- Wednesday, February 11 — Evening meeting, 7:30 - 10:00 p.m. **Letter of the Alphabet Night** — Bring any six items which relate to the letter "T". Collateral items are welcome, too. We might see items related to Tientsin, Taggant, Talking stamps (there is at least one!), and the well-known Tjänsteförsändelse!
- Wednesday, February 18 — Evening meeting, 7:30 - 10:00 p.m. **Monthly Auction**
- Wednesday, February 25 — Evening meeting, 7:30 - 10:00 p.m. **Swap & Shop Social**

MARCH

- Monday, March 2 — Daytime meeting, 10:30 a.m. - 1:30 p.m. — **Swap & Shop Social**
- Wednesday, March 11 — Evening meeting, 7:30 - 9:30 p.m. — **Annual General Meeting**, your chance to guide the Society through the coming year. Please attend if you can. Changes to our Bylaws and Constitution, proposed at a meeting in 2008, will be voted on.
- Wednesday, March 18 — Evening meeting, 7:30 - 9:30 p.m. — **Monthly Auction**
- Wednesday, March 25 — Evening meeting, 7:30 - 9:30 p.m. — **Presentation Night: Part 2 of "The Nazi Scourge: Postal Evidence of the Holocaust and the Devastation of Europe,"** a narrated DVD version of the award-winning exhibit by Ken Lawrence. (Part 1 covered the years of the rise of Nazism, 1933-1939. Part 2 concerns the war years, 1939-1945.)
- Monday, March 30 — Daytime meeting, 10:30 a.m. - 1:30 p.m. — **Swap & Shop Social**

APRIL

- Wednesday, April 8 — Evening meeting, 7:30 - 9:30 p.m. — **Swap & Shop Social**
- Wednesday, April 15 — Evening meeting, 7:30 - 9:30 p.m. — **Speaker Night: Roger Packer presents postcards showing:**
 - the P&O ocean liners *Himalaya* and *Chusan*, on which his stepfather was chief steward
 - 1950s U.S. and Canadian airliners, including the interiors
 - Hollywood homes of 1930s and 1940s movie stars
- Wednesday, April 22 — Evening meeting, 7:30 - 9:30 p.m. — **Monthly Auction**
- Wednesday, April 29 — Evening meeting, 7:30 - 9:30 p.m. — **Swap & Shop Social**