

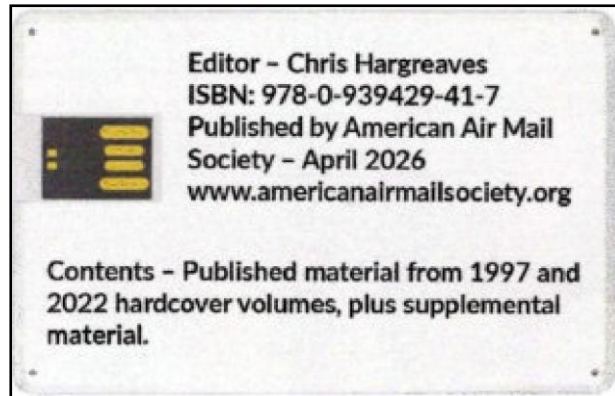
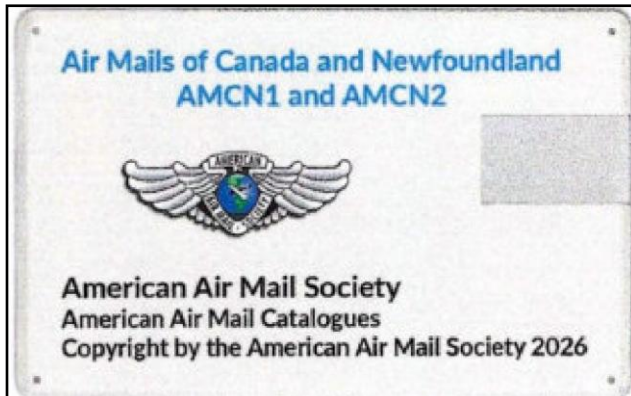
# The Pilot's Log

Newsletter of the BNAPS Air Mail Study Group

Volume 19 – Number 2

July 2026

## DIGITAL VERSION OF *THE AIR MAILS OF CANADA AND NEWFOUNDLAND* PUBLISHED



### WITH ADDITIONAL INFORMATION FOR EASY RESEARCHING:

The complete AMCN2 is now available on a USB that also contains:

- A complete copy of AMCN1
- A Supplement with all the changes and additions to AMCN2 published in *The Canadian Aerophilatelist* (TCAP - The quarterly journal of The Canadian Aerophilatelic Society [CAS]) up to March 2026
- An index to all the issues of TCAP from the first issue in July 1985 to March 2026
- Copies of all the backissues of TCAP from July 1985 to March 2026.

The USB is available from the AAMS at \$30US+postage, or the CAS at \$40Cdn including postage. – Just send payment by Interac e-Transfer (preferably) or PayPal, and your address, to [canadianairmail@gmail.com](mailto:canadianairmail@gmail.com)

Members who already have a copy of AMCN2 can purchase the USB from the CAS for \$20Cdn including postage. Email [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) for more information.

## **BNAPEX 2026 – VALLEYFIELD, QUEBEC**

**There will be a meeting of the AIR MAIL STUDY GROUP  
on Friday, 18th September, from 13:00 - 14:20, to “Show, Tell and Chat”.**

**The meeting will be chaired by David Bartlet: contact him at  
[dave.bartlet@shaw.ca](mailto:dave.bartlet@shaw.ca) for more information.**

# **In Memoriam – DICK McINTOSH 1928 – 2025**

**Dick McIntosh was a very keen collector and researcher. He maintained the listings of Government Flights, Anniversary Flights and Canadian Forces Covers in *The Air Mails of Canada and Newfoundland* for many years.**

Dick was born in Toronto, and grew up in Toronto, Barrie and Hamilton. He was a proud graduate of McMaster University in 1950 with a degree in Political Economy. While embarking on his career post-McMaster, he attended The University of Toronto, earning a Master of Commerce degree in 1954. During his undergraduate years, Dick served as a Radio/Navigator in the Royal Canadian Air Force reserve, flying in the Dakota DC-3 and ultimately training in the nascent CF-100, Canada's first jet interceptor/fighter, achieving the rank of Flying Officer.

He had a long and distinguished career at the East York Board of Education as Superintendent of Business and Plant, retiring at the age of 65. He subsequently served on the Board of OMERS for several years post-retirement. He was a long-time member of the Ontario Association of School Business Officials and the Association of School Business Officials (Canada and the U.S.), serving as President of OASBO and on the Board of ASBO.

Dick was a founding member of the Canadian Aerophilatelic Society. He was also a member of the RPSC, BNAPS, PSSC and the North Toronto Stamp Club, though his collecting interests were all aerophilatelic. He concentrated on First Flight Covers including: Canadian Pioneer, Government, Airmail Anniversary and Canadian Forces, and those of the Canadian Warplane Heritage and RAF Museum.

Among these interests, Dick had a specialized collection of Roessler covers. - His exhibit on "Canadian Aerophilately, Roessler's Contribution" was shown at Royal 2017 Royale in Quebec City, where it won a Gold medal, the AAMS Best Airmail Exhibit Award, the CAS Best Airmail Exhibit Award, and the BNAPS Best 2 - 4 Frame Exhibit Award.

Dick was an original contributor to *The Air Mails of Canada and Newfoundland*, (AMCN), and wrote the sections on "Government & Other Airmail Covers of Canada", "Canadian Airmail and Aviation Anniversary Covers", and "Canadian Forces Covers", for the first edition published in 1997. He then issued regular updates to those sections which were published as a series of 16 Supplements in *The Canadian Aerophilatelist*, and incorporated into the second edition of AMCN published in 2022.

In 2017, Dick contributed an article to the series on "How I Became An Aerophilatelist" in *The Canadian Aerophilatelist*. I am reprinting it in memory of Dick, and as a tribute to his extensive contributions to our hobby.

*Chris Hargreaves*

## **How I Became An Aerophilatelist -Dick McIntosh**

Chris Hargreaves asked me to give him a short note on how I got started on First Flight Cover collecting and why I continue on collecting.

Most people at some stage of their life collect something. (China, paintings, coins, hockey cards, take your pick.) As a kid, I had a rudimentary stamp album and collected a range of common stamps from all over the world. Sound familiar?

I remember, when I was 9 years old, my Dad sent first day covers of the Canadian George VI 1937 stamp issue to both my brother and me. This was my first cover. After some indifferent collecting of stamps from all over the

world, interest faded and collecting became very sporadic. However, from time to time, well-meaning relatives would still give me stamps for 'my collection'.

Years later while, at a flea market, some first flight covers were seen in a booth. As I had always had an interest in aviation, through participation in Air Cadets and the University Air Training Plan, I was hooked again on collecting. The next step was attending a few bourses put on by local stamp clubs.

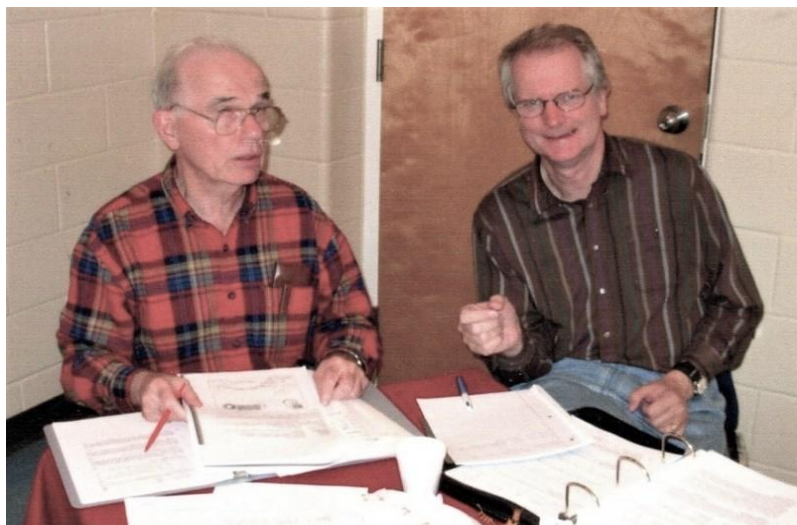
Discovery of the AAMS catalogue and the CAS led to meeting both Neil Hunter and Murray Heifetz two experienced collectors who lived nearby. I was now a member of the First Flight Cover Collectors fraternity! Membership in and Meetings of both the CAS and AAMS and chatting with members of these groups from all over Canada and USA has been and continues to be a fun and rewarding experience to this day.

Initially, I collected worldwide Flight covers, then only British Empire, then only Canada and Newfoundland with a side interest in Canadian Military, Canadian War Plane Heritage and RAF Museum covers. Collections of Canadian semi-officials and Newfoundland First Flight Covers were enjoyed and subsequently sold, when making further acquisitions at a reasonable price became unlikely.

After joining AAMS and CAS, Dick Malott inveigled me into editing a section of the 1981 AAMS Fifth edition, Volume 4 Catalogue, as part of the project to produce a new catalogue: The Air Mails of Canada and Newfoundland. This interesting chore has continued on to include sections of the (soon to be published?) next edition of the Catalogue. The search through dealer cover boxes to find an unlisted item, or a different variety, adds to my interest in the hobby

Exhibiting one's collection becomes a natural outcome of serious collecting. It is a challenge, and a little bit intimidating, to put your collecting interest up for judgement by others for the first time. My first showing was at the local stamp club show. The Bronze award was generous as were the supportive comments, which encouraged me to continue on and try to improve both my collecting and exhibiting techniques. Even after several subsequent exhibits at local and National shows, (and, thankfully, an improvement in medal level,) the challenge and excitement of creating an interesting exhibit to display to others is still there.

**September 2017**



**Dick McIntosh, from Toronto on left, and Chris Hargreaves from Kingston on right, meeting at the Ajax Stamp Fair (between Toronto and Kingston) in 2010 to discuss additions and revisions to *The Air Mails of Canada and Newfoundland*.**

# IN MEMORIAM

## Derek Rance: 1936- 2025

Derek was an outstanding researcher who contributed over 50 articles and short items to *The Canadian Aerophilatelist*, some of which are aerophilatelic classics, such as:

- “The First Quebec North Shore Mail Flight: December 25, 1927”, published in December 1995, and then included in the special, Canadian issue of the American Air Mail Society’s *Air Post Journal* published for CAPEX 1996.
- “Early airmail service in the Red Lake District, 1925/1926”. - Steve Johnson has described it as “the "bible" for collectors of Jack Elliot airmails!
- “The smoke and mirrors of Klondike Airways”, June 2012, which give a detailed examination of this complex and much-maligned company, and established that it did in fact fly mail.



### **Derek Rance, P.Eng, MBA, BSC (Min. Eng), F.C.I.M (September 27, 1936 – December 3, 2025)**

Derek and his younger brother Hugh didn't have an easy start, but accomplished all they set out to achieve, and became truly remarkable people. Orphaned at age 4 and 3 during WWII, the boys were adopted by their maternal grandmother, Florence Rance. Her influence was everything to them and whom they attribute their thirst for knowledge, drive and success. Only eight years later, Florence passed, and the boys were truly on their own. Earning multiple scholarships and bursaries for academics and sports, they thrived. Hugh pursued Doctorates in Geology and Mathematics, Derek in Mining and Engineering.

Earning his BSc (Min.Eng.), Derek immigrated to Canada from South Africa. He worked briefly in Quebec before being accepted into the MBA program at Western University. He was a proud member of the "1963 MBA Golden Graduates." There he also co-founded Western's first rugby team and was a player and coach. He returned to mining in 1963 and quickly climbed through the ranks and became recognized as an operational turnaround specialist. He refused a start in management as he wanted to understand Canadian miners and practices. He felt he couldn't be an effective manager if he didn't. He began his career as an equipment operator, then onto the blasting crew and finally, plant operations, becoming the youngest mine manager in Canada at 34 with Dickenson Gold Mines. He excelled, taking on increasingly challenging roles.

Work life led him and his family to reside in six different provinces, culminating in the role of President, COO for Cape Breton Development Corporation, President, COO Iron Ore Company of Canada and CEO of Behre Dolbear Canada.

As an early adopter of ISO 9000, the safety of the miners was paramount to Derek before all else. It was the first order of business and internally an accomplishment he was most proud of. His perfect record of turning a profit through efficient operations, usually after just the first year, to the end of his tenure for every mine he managed; some which were never profitable, even decades before. While he proved himself adept in both underground and open pit operations, the iron ore industry was a particular specialty, and he travelled the world consulting

for companies rebuilding operations. It became second nature and he could, after viewing a mine, present a viable business plan to fix operational inefficiencies within days.

Derek was very active outside of his primary work sitting on dozens of boards ranging from company, industry and charity directorships, as a board member and Chair. He was a Fellow of the Canadian Institute of Mining and Metallurgy.

Outside of work, he was an active member of the Canadian Aerophilatelic Society and wrote numerous articles on semi-official first flights. He loved combing through archives and meeting pilots and their family to glean any information any chance he could while working across Canada. He thoroughly enjoyed disproving conventional wisdom and effectively rewrote history on numerous flights. Derek was awarded Lifetime Achievement Award from the Canadian Aerophilatelic Society for his countless articles published in their quarterly journals.

Derek was predeceased by his wife, Cynthia Lingried Rance, on April 14, 2009, and is survived by this brother, Hugh Rance; his sons, Keith and Hugh; daughter-in-law, Laureen; and grandchildren, Alexis, Harrison and Hunter.

*Published by The Globe and Mail, January 13<sup>th</sup> 2026.*

## **How I became an Aerophilatelist – Derek Rance**

Being born in the 1930's, I, like all small boys at that time, with my brother, were encouraged to collect stamps as an educational means to learn the geography of the world. Also, because cheap penny packages of stamps were always available at the local Woolworth stores, and at that time there was not the proliferation of new stamp issues as there are now, the building of a respectfully good collection became fairly achievable.

Also, like all small boys my age, we devoured the "Biggles" books and built balsa wood model gliders and rubber band aircraft that would inevitably crash and be destroyed. My dream then at an early age was to become an aircraft designer.

When I grew into a teenager, like all South African boys who lived in rural districts, to obtain a high school education I was forced to attend a boarding school. When I matriculated, and also being an orphan, my only chance to attend university in order to become an engineer, was to enroll as a "learner official" in a two-year program at a Witwatersrand Mine. The carrot for being enrolled as a "learner official" was the potential to be awarded one of the 25 annual scholarships awarded by the South African Chamber of Mines. These not only fully paid the Mining Engineer fees, but books, residence and some pocket money. My Mining House employer sponsored me for this award which I gained. Although I was then still determined to become an Aeronautical Engineer, I soon discovered that I really enjoyed the career of a Mining Engineer. After graduation, I had expected to rejoin this Mining House, but they insisted that prior to their reemploying me, I should obtain two years of foreign mining experience, and a PPE from Oxford or an MBA from a North American university. Consequently, I elected to go to Canada to pursue this endeavor.

My first work in Canada was in a mining company in Rouyn-Noranda where the money I earned paid for my obtaining a 1963 MBA degree from the University of Western Ontario. But then, and being newly married, I was also offered a senior mining job in Canada. So, I did not return to South Africa. Soon after I was appointed as a mine manager in the Red Lake District.

One day when in Toronto for a board meeting, I passed a stamp store which displayed a sheet of Jack V. Elliot stamps. Intrigued, I bought it and then realized that I was then presently living in the epicenter of the beginning of commercial aviation in Canada. As Red Lake was a small town, I readily became acquainted with many of the early pilots and pioneers of the district.

My collection at first was simply semi-official stamps, but because of my joining BNAPS and CAS, I became more fully aware that the history of the early airmail flights was far more intriguing than the mere collection of "butterfly wings". This became enhanced by the realization that the growth of Canadian commercial aviation was inextricably linked to the expansion of Canadian mining activity, of which I was a member. As my two main life interests were so obviously holistically linked, this is the principal reason for my becoming an aerophilatelist.



# BNAPEX 2026

**-VALLEYFIELD, QC-**

**17-18-19-20 SEPTEMBER 2026**

The 76th annual **BNAPS** convention

Hosted by **BNAPS STUDY GROUPS AND LA SOCIÉTÉ D'HISTOIRE  
POSTALE DU QUÉBEC**

Celebrating the 50th anniversary of the Montreal Olympic Games, and the  
86th anniversary of Valleyfield's regattas, with a 160-frame BNA  
exhibition and participation of 22 dealers. BNAPS Study Group meetings  
and seminars. Tours of the historic MOCO cotton mill.

- Thursday and Friday Tours
- Friday night out (dinner)
- Saturday reception & awards banquet
- Admission: \$5 / Day
- \*Free admission for members attending one of the events

**Friday 10:00 AM – 5:30 PM**

**Saturday 10:00 AM – 5:30 PM**

**Sunday 10:00 AM – 3:00 PM**

Contact **Sébastien Crête**  
126 Jacques-Cartier Nord,  
Saint-Jean-sur-Richelieu, QC  
J3B 6S5  
**Sebastien.cr@hotmail.com**



Scan the code  
to get more  
information.



**Hotel MOCO Valleyfield**  
40 Centenaire Avenue, Salaberry-de-Valleyfield, QC J6S 3L6  
Hotel reservations: (450) 373-1990  
Reservation code: 2609BNAPS

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The AMSG operates on a cyber-only basis, so no membership dues are required. – To join and receive future issues of *The Pilot's Log*, just send your email and postal address to Chris Hargreaves, AMSG Chair/Editor, at [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)