



BNAPS
AIR MAIL
STUDY
GROUP

Volume 4 - Number 3

August 1996

CHAIRMAN'S COMMENTS:

I hope you've made it successfully through a tough winter. From all reports the weather was much colder than usual in the whole Western Hemisphere. We even had three hard freezes down here in Houston! I'll guarantee you, however, that the weather will be hot for the BNAPS '96 Convention in Fort Worth this summer. Come on down and soak up the sun.

And we will have a Study Group meeting at BNAPS '96. Those of you who will be attending should put the Air Mail Study Group on your attendance agenda.

Our session is scheduled for Saturday, August 31st from 10:30 AM to 12 Noon. The program which you'll get in your registration packet will list the location of our meeting. After a short business meeting, George Dresser will present this year's program on Canadian First Flight and Special Event Air Mail Covers. We'll conclude our session with a Show and Tell gabfest. Bring one of your new acquisitions and tell about it.

Two books, one already out, should make collecting Canadian Air Mail items more enjoyable and rewarding than ever. The first of these is the new AAMS catalogue which will contain an update of the Canadian section. This book is due to be introduced at CAPEX '96 in Toronto this summer. The second is the already issued revised edition of C.A. Longworth-Dames work on Canadian Semi-Official and early pioneer Air Mail. Our Editor gave an excellent review of this book in the last Newsletter.

I am looking forward to using both of these up to date pieces of Canadian philatelic literature. It sounds to me like they are a must for all of us Canadian Air Mail Specialists.

After missing the Edmonton get-together last year, it will be fun to renew acquaintances and meet some new Canadian Air Mail Collectors.

Best wishes and Good Collectin',

Ed Christman

Ed Christman

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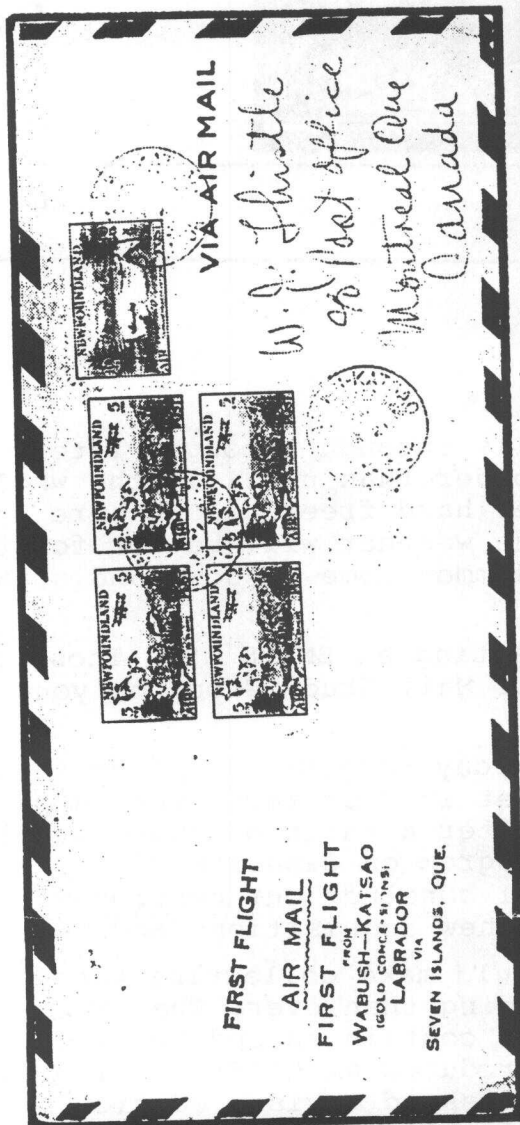


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The Newfoundland Wabush-Katsao Flight

By Alex Worsfold



(Gold Concessions) Labrador Via Seven Islands, Que." A special backstamp also marks each cover (in blue): "Wabush Katsao Gold Concessions PM Jul. 20, 1933."

Many covers also carry a special rubber stamp cachet showing a map of the area. The cachet for the return flight was the same as the inward flight except the "to" was replaced with a "from." Many stamp combinations exist for this flight but almost all have some combination of Newfoundland Scott #C13-C17.

In later years Wabush became a major mining area in Newfoundland. One can only speculate as to whether these early air services contributed to the development of Labrador.

service to the area.

The proposed route was to carry mail by surface to Sept Isles, Quebec and from there by air to Wabush Katsao (from Newfoundland Air Mails 1919-1939, by Harmer). The postal rate for this route would be 60¢, or 70¢ if registration were desired (Harmer). The first flight was on July 20, 1933 and the first return flight was on July 23, 1933.

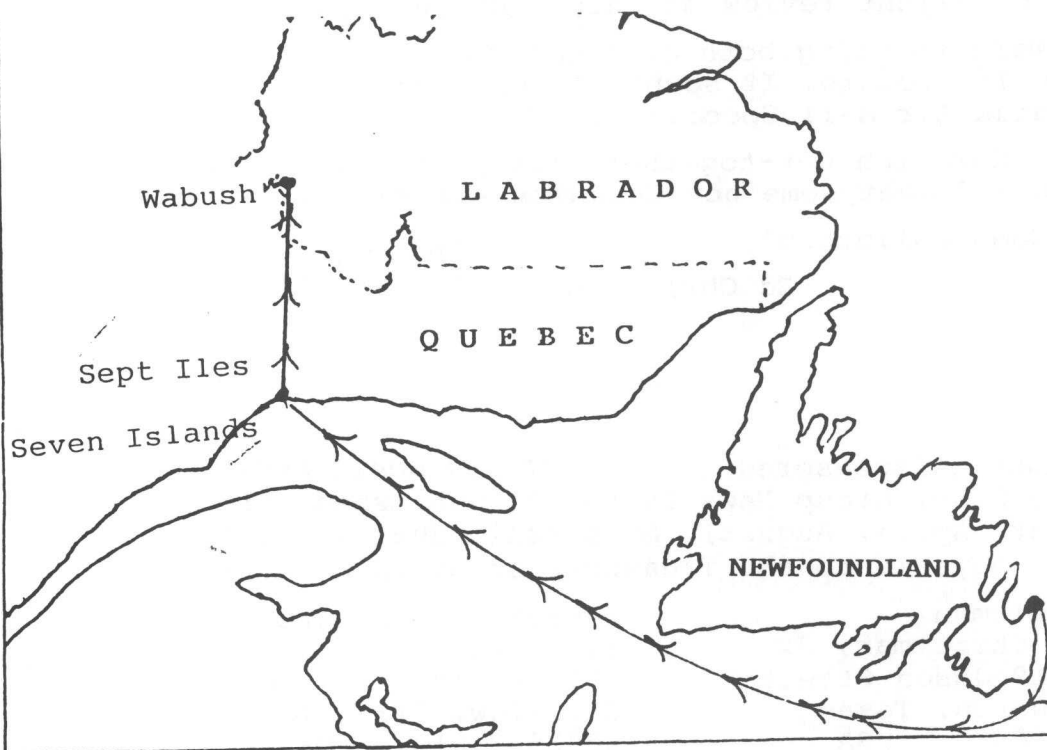
Covers carried on this first flight to Wabush Katsao have a number of consistent features. Mail was gathered in St. John's for shipping to Sept Isles, so covers were postmarked in St. John's.

All covers have a special handstamped cachet "Air Mail First Flight To Wabush—Katsao

Air routes which opened up Canada's north, played a significant part in the north's economic development. Early flights also played a role in the opening of Newfoundland's north, Labrador.

The Wabush Katsao area is in the western part of Labrador near the Quebec border. In the early 1930s, this was a quite isolated area with no regular road or rail links with the south. The interest in this area was minerals, with much exploration being done.

In 1932 a gold find was made in the Wabush area. It was expected that in the spring of 1933 there would be significant prospecting activity in the area. In response, the Newfoundland government decided to begin airmail



St. John's

NEWFOUNDLAND FLIGHT # 32:
CANADA FLIGHT # 267:

This is a story of why the trip was made. It seems at odds with the dates listed in AAMC.

YUKON AIRWAYS COLOR PROOFS;

Please refer to page 13 of the April 96 issue and prints of these proofs'. This article from Maple Leaves, the publication of the Canadian Philatelic Society of Great Britain, January 1991, Whole No 231 Vol 22 #3 agrees that there were only 4 colors of so-called proofs and shows 2 x 5 sheets.

Among the semi-official airmail group there are various forgeries of Canadian Airways, Maritime and Newfoundland Airways, and Yukon Airways stamps. The latter are most plentiful. They are printed in sheets of ten (2 x 5) and in four colours: blue, orange, pink and vermillion. The genuine stamps are blue and come in vertical booklet panes of ten.



Yukon Airways forgeries that are still being sold as colour proofs.

During the mid-seventies, while still an enfant stamp novice, a prairie dealer fed him this fable: "In anticipation of company expansion and the requirement for a different colour stamp, colour trial proofs of the Yukon Airways stamps were produced." This probable tale convinced him to purchase a quantity of these stickers. Common logic should have betrayed the fact that proofs are not mass produced! A hundred or so sets were quickly sold to a Victoria dealer. Seemingly, the dealer passed some to his customers and the customers, to theirs. Somewhere along this happy chain of events, a buyer was told that these proofs were nothing but forgeries. The dealer's money was promptly refunded and this collector managed to obtain a refund without litigation. These forgeries are still being sold as colour proofs.

YUKON AIRWAYS & EXPLORATION CO., INC.:

As expected, the information on this company detailed in the last issue was not complete and needs further elaboration. Thanks to Mike Painter and John Wannerton, among others, for help in these updates and additions.

**YUKON AIRWAYS &
EXPLORATION CO.LTD**

**STAMP NUMBER 4:**

Narrow right leg to "R" in word "Exploration", and grave accent to "E" in Exploration.

A short line across the left "2".

A mark like a "2" in the bottom of the "C" in cents.

**YUKON AIRWAYS &
EXPLORATION CO.LTD**

**STAMP NUMBER 5:**

Bottom of the "Y" in YUKON slopes down to the right.

No particular differences, but it is rouletted at both top and bottom.

YUKON AIRWAYS &

**YUKON AIRWAYS &
EXPLORATION CO.LTD**

**STAMP NUMBER 9:**

Same as stamp # 4, but WITHOUT accent to "E".

A short line across the left "2".

A mark like a "2" in the bottom of the "C" in cents

**YUKON AIRWAYS &
EXPLORATION CO.LTD**

**STAMP NUMBER 10:**

Same as stamp # 5, but imperf at the bottom.

Bottom of the "Y" in YUKON slopes down to the right.

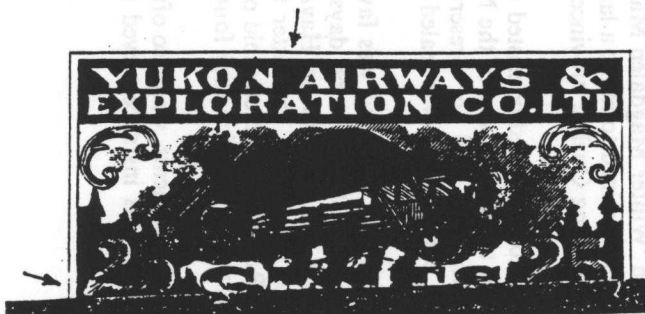
YUKON AIRWAYS & EXPLORATION CO., INC. : CONTINUED

A constant plate flaw (not a cliché flaw as above) is a line extending down from the right leg of the "N" in CENTS. This occurs on cliché stamp # 5 in the third vertical row. (From notes given by Bill Topping.) (Also confirmed by John Wannerton.)



↑
Extended "N"

Bill Topping showed at one of the BNAPEX meetings a strip of Yukon Airways 8 stamps wide and indicated his belief that they were printed in sheets of 80 not 100. He agrees with Sanabria.



Another constant flaw, the damaged and crudely repaired left "2", occurs on cliché stamp # 9, but it is unknown to Mike Painter in which vertical row this shows up. This "damaged 2" stamp also has a white blob on the upper left of the "A" in EXPLORATION.

Please refer to the PUNCHED VARIETY in the last issue of the Newsletter for why there was a punched variety. It was not illustrated, however --- note the square hole on EXP--



In the January 1985 Study Group Report mention is made of the Double Print or "Shifted Variety". A sheet of 100 (?) stamps is known printed twice with the resultant slight shift noticeable under a magnifying glass. In this Double Print the shading lines appear thicker.

With reproduction facilities at hand today for this Newsletter it is not possible to illustrate the Double Print, but it does exist.

CAPEX '96 UPDATE ON YUKON AIRWAYS;

Bill Topping showed 5 frames of Yukon Airways stamps and covers at CAPEX. I think he pretty well answered some of the questions that we have been wrestling with in the Newsletter.

FIRST, he showed a block of 16 stamps eight wide and two high with selvedge on both ends. His conclusion is that they were printed eight wide and 10 deep making it 80 stamps to the sheet.

SECOND, he showed blocks of four of the fake proofs in color and he has the light green as well as the 4 colors shown in April Newsletter.

THIRD, I am glad to get this poor effort on Yukon out of the way before someone writes a book on the subject.

AAMS FLIGHT NO 541a:

Did you ever wonder what the airplane in this cachet had to do with a keg sailing over the waves ? **Please read on ---**

The only link with the mainland was a telegraph cable. On 6 January at the height of a storm, the cable parted and the islanders' isolation was complete.

In the face of the emergency several Madelinot fishermen offered to attempt the dangerous crossing. The sea was free of ice and the winds favourable but the elders of the community persuaded the young sailors not to risk their lives on what they considered would be a foolhardy undertaking. Their boats were mainly small sailing vessels, some fitted with unreliable single cylinder engines, inadequate for the crossing should the weather deteriorate. In addition, all the mainland harbours were ice-bound at that time of year and a landfall on an unprotected coast was a hazardous undertaking.

It was then that Alcide Gaudet, a young sailor from Havre-Aubert, mooted the suggestion that the mail be entrusted to an unmanned 'boat' fitted with a sail and set adrift in the prevailing current directed towards a port in Nova Scotia.

The boat which the islanders chose was a Ponchon, fitted with a rudder and sail. A Ponchon is a large barrel used locally for the storage of molasses, made of oak, looped with metal bands and entirely watertight when sealed.

The local womenfolk embroidered a star-fish on the sail along with the inscription 'Winter Magdalen Mail'. The inscription was in English as the craft was destined to make a landing on Nova Scotia, not part of the French speaking Quebec province.

The mail to be carried consisted of about 100 letters, one of which was addressed to the Minister of the Navy in Ottawa. They were placed in metal containers used for preserving lobsters, soldered shut and placed in the barrel which was sealed and made ready for the launch.

On 2 February the wind was favourable and looked fair to blow from the North-East for several days, so at 2p.m. the little vessel was launched from the harbour at Havre-Aubert, cheered by the entire population of the island. The letter to the Minister of the Navy, the Honourable Rodolphe Lemieux told of the break in the cable and of the traumatic situation in which they found themselves.

The natural elements, which so often brought death and suffering to the islanders, in this instance served them well. The Ponchon with its

THE WINTER MAGDALEN MAIL 1910 by Arthur F. Hobbs

It was the cachet on a philatelic first flight cover that aroused my interest and led me to seek further information about this unusual method of carrying mail, introduced to overcome an emergency which occurred in the island in 1910.

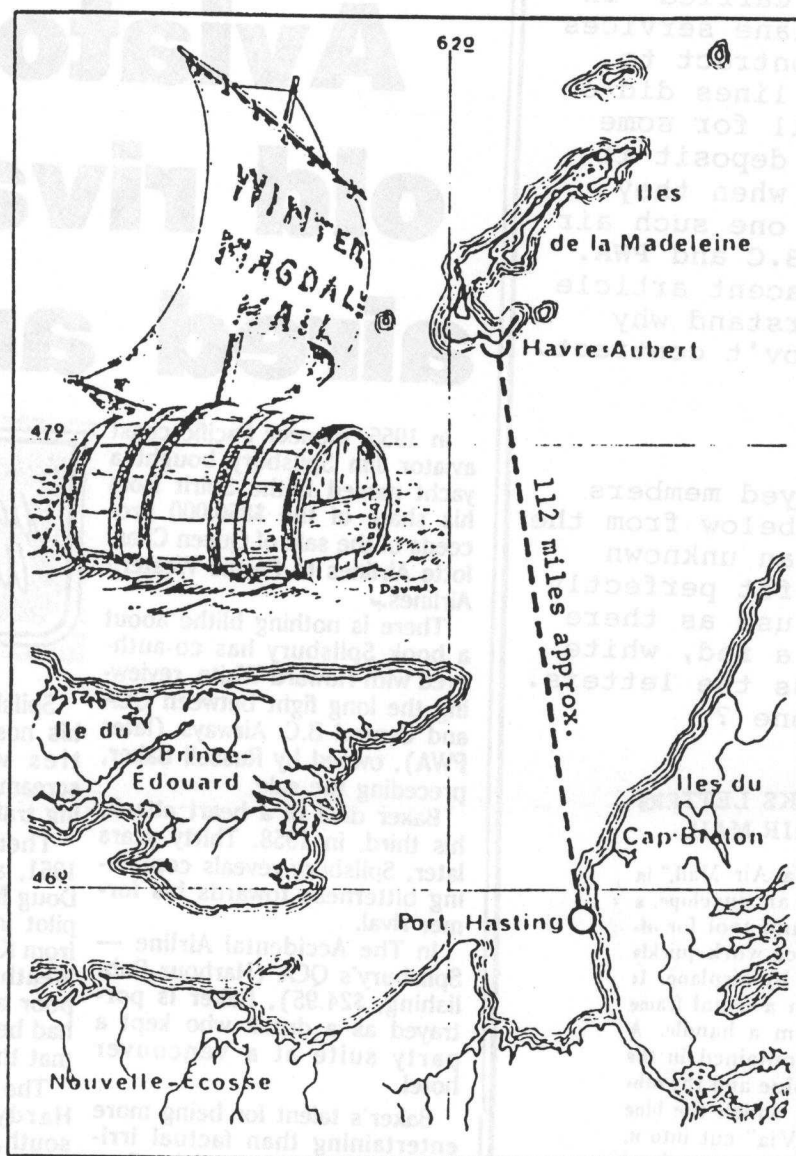
The cover, one of a pair carried in 1933 on the first outward and return flights of a winter service between Charlottetown, Prince Edward Island, and Grindstone Island, one of the Magdalen group, bears a cachet depicting a barrel rigged with a sail bearing the inscription 'Winter Magdalen Mail 1910'.



First flight cover Grindstone Island to Charlottetown

Grindstone Island lies in the inhospitable waters of the Gulf of St. Lawrence, midway between Newfoundland and northern New Brunswick. The air route, although only 105 miles long, was over sea throughout its entire length, and was considered to be the most dangerous of all in Canada at that time.

In 1910, navigation between Prince Edward Island, Nova Scotia and the Magdalen Islands ceased in December, when the seas became too rough for the small boats conveying mail to venture out into the Gulf, and the islands were left in isolation until the following May when services would be resumed again.



Voyage of the Ponchon

precious cargo made landfall a few days later at Port Hastings, Nova Scotia, some 112 miles distant.

Once the craft was secured, its contents were forwarded to Halifax where the post office took over distribution. Upon receipt of the letter consigned to him the Minister despatched the steamer 'Harlow' from Sydney N.S. with a message that henceforth there would be communication with the Magdalen Islands in winter. In autumn of the same year, a Marconigram station was set up at Cap-aux-Meules which re-established the vital link with the islands.

Acknowledgment

The foregoing is taken largely from the book 'Captaine des Hauts-Fonds' by Frederic Laundry 1978. I am indebted to my correspondent, Peter Downman of Mansonville, Quebec Province who provided me with much of the reference.

One of our UK friends sent this on to us from "MAPLE LEAVES", the publication of the Journal of the Canadian Philatelic Society of Great Britain for August 1991. Whole No. 234, Vol 22, No 6. To those several members of this Study Group our apology for this duplication. Ed.

QUEEN CHARLOTTE AIRLINE:

I believe most of us have heard the expression "Favor Carried" in connection with air plane services that did not have a contract to carry the mail. These lines did on occasion carry the mail for some one known to them and deposit it in the Federal system when they had a chance. QCA was one such air line, as was Central B.C and PWA.

In reading the adjacent article I think you will understand why they did not have a gov't contract.

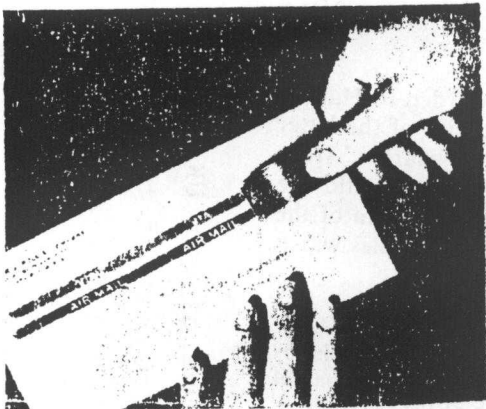
HAND PRINTER:

One of our eagle-eyed members sent in the clipping below from the Popular Mechanics of an unknown date and it seems to fit perfectly with the Yukon stamp use as there was a requirement for a red, white and blue stripe across the letters.

Does anyone have one ?

HAND PRINTER MARKS LETTERS TO BE SENT BY AIR MAIL

Printing the words, "Via Air Mail," in colors across the face of an envelope, a simple and inexpensive hand tool for office or home correspondence work quickly marks all mail to be sent by airplane. It has two rollers encased in a metal frame which is extended to form a handle. A double ink reservoir is contained in the handle, one part holding blue and the other red ink. The roller to which the blue ink feeds has the word "Via" cut into it, the other roller containing the second and third words. Starting at the left side of an envelope, the printer is drawn quickly across it. The letters appear in white and



Hand-Operated Printer Which Stamps "Via Air Mail" in Two Colors across Face of Envelopes

the tool eliminates the use of stickers to designate air-mail letters.

42 The Province Wednesday, November 16, 1988

Aviators' old rivalry aired anew

In 1955, pioneer Pacific coast aviator Jim Spilsbury bought a yacht named Blithe Spirit from his share of the \$850,000 proceeds of the sale of Queen Charlotte Airlines to Pacific Western Airlines.

There is nothing blithe about a book Spilsbury has co-authored with Howard White, reviewing the long fight between QCA and Central B.C. Airways (later PWA), owned by Russell Baker, preceding the sale.

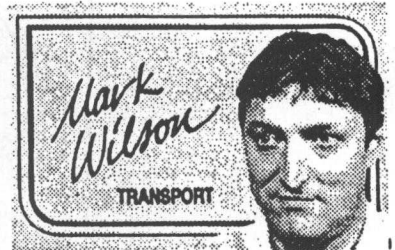
Baker died of a heart attack, his third, in 1958. Thirty years later, Spilsbury reveals continuing bitterness towards his former rival.

In *The Accidental Airline* — Spilsbury's QCA (Harbour Publishing, \$24.95), Baker is portrayed as a drunk who kept a party suite at a Vancouver hotel.

Baker's talent for being more entertaining than factual irritated his biographer, John Condit, who was never sure that he had hold of the real Russ Baker. But Condit always retained a regard for the man's overall accomplishments. Spilsbury simply dismisses Baker as a purveyor of bafflegab.

At its core, the dispute is over Baker's opportunistic run at the traffic generated by construction of Alcan's hydro plant at Kemano and of aluminum smelters at Kitimat.

QCA was the scheduled operator for those parts and was flying serviceable two-engine flying boats. Baker came along, performing extended trips with heavily laden single-engine float-planes, and creamed the traffic. Two of his pilots were men QCA had fired for incompetence.



Spilsbury, who had thumbed his nose at regulatory authorities when it suited him, screamed that Baker was posing traffic.

Then, at noon on Oct. 21, 1951, a QCA Canso, piloted by Doug McQueen and with a non-pilot in the jump seat, took off from Kitimat with 20 passengers. Weather conditions had been poor and Baker's small planes had been unable to get into Kitimat that day.

The aircraft stopped at Port Hardy and then continued south, in darkness. Everybody aboard was killed when the Canso slammed into a mountain behind Nanaimo, heading west instead of east for Vancouver.

McQueen was not certified to fly on instruments, being deaf in one ear. He was seriously off course and there was nobody next to him with the skills to help out.

Baker made the most of the tragedy, reminding the public of other QCA crashes. Spilsbury acknowledges the record and admits that there had been deficiencies.

Part of the bitterness is due to the fact that after the crash, QCA became an impeccable operator and performed safely until the sale to PWA, which was something Spilsbury, as a minority shareholder, could not block.

The January 25, 1928 Air Stage Service Inauguration from Rolling Portage - Narrow Lake

By Derek Rance

The AAMC¹ description of the inaugural air stage service flight, into the Red Lake - Woman Lake districts, has two major inconsistencies. These are: The routing of the service, and the volume (weight) of mail that was carried.

With regard to the routing: In the preamble of AAMC 506, it is stated that the flight was conducted between Rolling Portage and Narrow Lake, "intermediate points served were Gold Pines (sic), Red Lake and Jackson Manion." However, in the detailed listing of the flight legs it is implied, by the alphanumeric, that the flight from Red Lake had proceeded directly to Narrow Lake, and then had flown on to Jackson Manion. While it is possible that no mail was carried between Red Lake and Jackson Manion (doubtful), this should have been stated. What is surprising is that apparently no mail was carried from Red Lake to Goldpines (note the correct spelling), despite Goldpines being, at that time, the banking centre for the Red Lake District, and, as well, the location of the Mining Recorders Office. (Most of the commercial mail flown, at that time, in the District was occasioned by these two Institutions.)

Secondly, the AAMC states that, "a total of 58 pounds of mail was flown, mostly heavy parcel post.-----On the return trip only 48½ pounds of mail was flown from all points, but very little letter mail has been noted." O.W.R. Smith², Ian Morgan³ and Frank Ellis⁴ all confirm that the outbound mail weighed 588 pounds (the AAMC total is a misprint). Ellis, however, also states that the return flight carried 90 pounds, which amount possibly included non-postal freight.

The pilots who flew this first flight are listed, by the AAMC, as Dale S. Atkinson - on the outbound flight, and Harold Farrington - on the return flight. At the time this flight was made, (if one discounts G-CAID - a Fairchild FC-2, damaged in November 1927), W.C.A. probably had only two serviceable aircraft in the Red Lake District, G-CAFU and G-CAGD. Both these aircraft were Fokker Universals, powered by Wright J-4B Whirlwind radial engines. The Fokker Universal was a single seat, open cockpit airplane that had a small enclosed passenger cabin situated behind the pilot. This plane, with an all-up pay load capacity of 1800 lbs, (probably optimistic) would barely have been able to carry a full load of mail and fuel, and in addition, a spare pilot on board. Considering the volume of mail carried, it is most doubtful that there would have been sufficient cabin space available to carry a second pilot. Very few, if any, air mail carriers ever had two pilots on board (as both would have had to be paid). In fact, W.C.A. records show that Atkinson piloted G-CAGD on the outbound flight⁵ from Rolling Portage, while the Farrington signed covers clearly show that G-CAFU was the plane used for the return flight. It is obvious then, that Atkinson and Farrington, somewhere during the mail flight, exchanged aircraft. The question is where?

At the time of this first Air Stage Service flight, the Red Lake District was a booming area. Not only was Goldpines a major airbase and commercial centre, but the hydro-dam at nearby Ear Falls was under full construction. At Red Lake, the Howey Mine was being developed, and its gold mill construction was underway. The whole of the Woman Lake area was very active, as seven mining shafts were then being sunk, and twenty-one other companies were undertaking surface development. It is unlikely that the pilots would have changed over the planes at Narrow Lake, as the mining camps around this post office were somewhat scattered. The changeover, therefore, probably occurred at Jackson Manion, where the mine was close by and sleeping quarters were available, or at Red Lake (from which location, the Red Lake to Rolling Portage Farrington-signed covers occur). In this regard, while Jackson Manion to Rolling Portage covers, signed by Farrington, could exist, no evidence of these can be found in auction catalogues. It must be questioned as to why it was necessary to have a pilot change, as the flight's round trip distance was not that long - only about 325 miles. It is possible that problems had occurred, with Atkinson's aircraft, which forced the change. One telling factor is that the Jackson Manion postmaster had sufficient time, between the inbound and outbound mail flights, to prepare that day's covers, received from Rolling Portage, for immediate return. (Fig.1)

This suggests that a flight delay did occur at this location, possibly due to a pilot transfer. In this regard, note that all mail that was destined to Narrow Lake (Fig. 2) was only returned to Rolling Portage on February 1, 1928, - the date of the second air stage service flight.

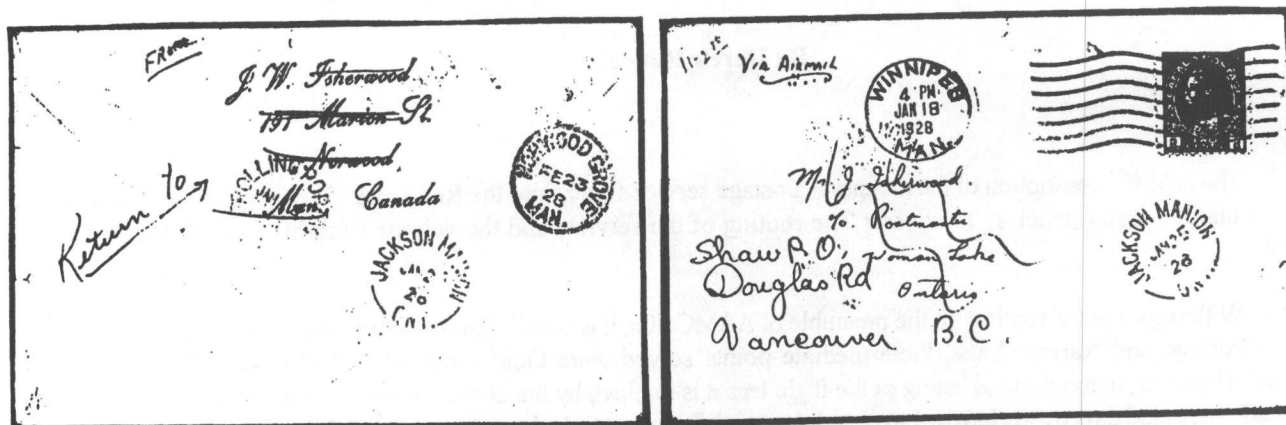


Fig. 1 Rolling Portage - Jackson Manion & Return.

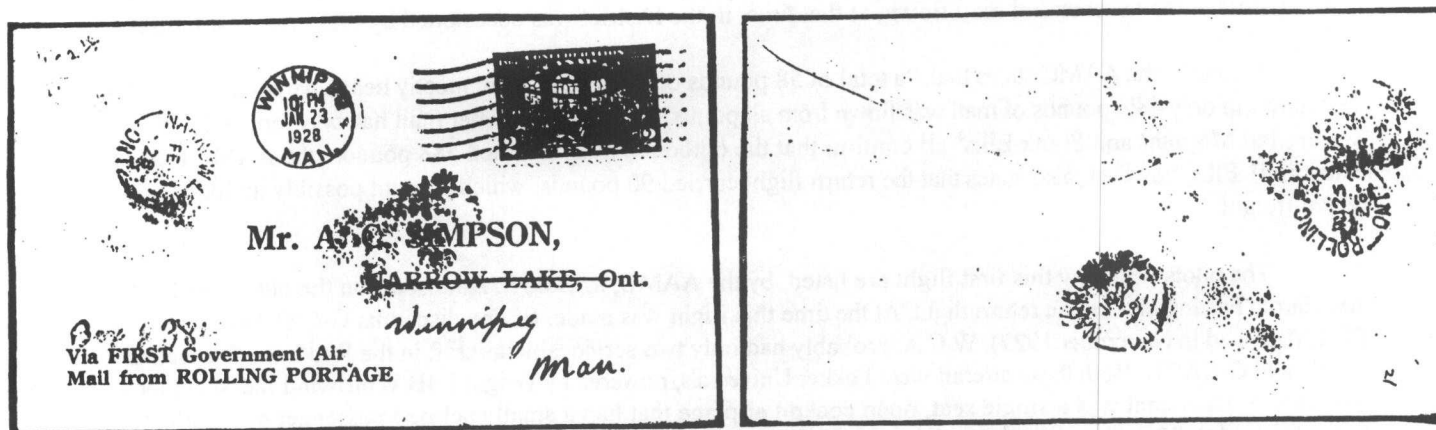


Fig.2 Rolling Portage - Narrow Lake & Return

The mail flown on this first Air Stage service is of particular interest, as some of it is controversial. The AAMC Vol.4 lists the amount of mail that was carried on each of the #506 flight legs. Curiously, as mentioned before, no mail was apparently staged between Red Lake and Jackson Manion, or between Jackson Manion and Narrow Lake & return (however, this final flight leg was over a short distance). On the return flight, apparently no interstage mail was carried.

On examining the covers that resulted from this flight, two distinct types emerge. The more conventional types are, as usual, philatelic. (A large number of these were prepared in the distinctive style of W.R. Patton - a Winnipeg stamp dealer - whose covers can be readily identified by his use of heavily printed addresses). The controversial covers are those grey coloured envelopes bearing the company name of **Morgan Nicholson Limited**. (Fig 3) All of these covers have a typed heading "FIRST OFFICIAL AIR MAIL FLIGHT FROM----." They are also all hand signed with the statement "certified D.S. Atkinson - Pilot." None of these covers are back stamped, but each cover has its two cent stamp, Post Office cancelled, at the town from which each cover was flown. It is obvious that Dale Atkinson had carried these covers with him, and at each Post Office on his route, he would have the appropriate cover cancelled. Whether these covers were then placed in the mailbag, is a matter for conjecture - probably not, as the mailbag would have been tallied and sealed, by the Postmaster, prior to the plane's arrival. This might account for the AAMC's non-listing of what, in reality was, interstage mail. This, of course, does presume that the mail count shown in AAMC's #506 is accurate.

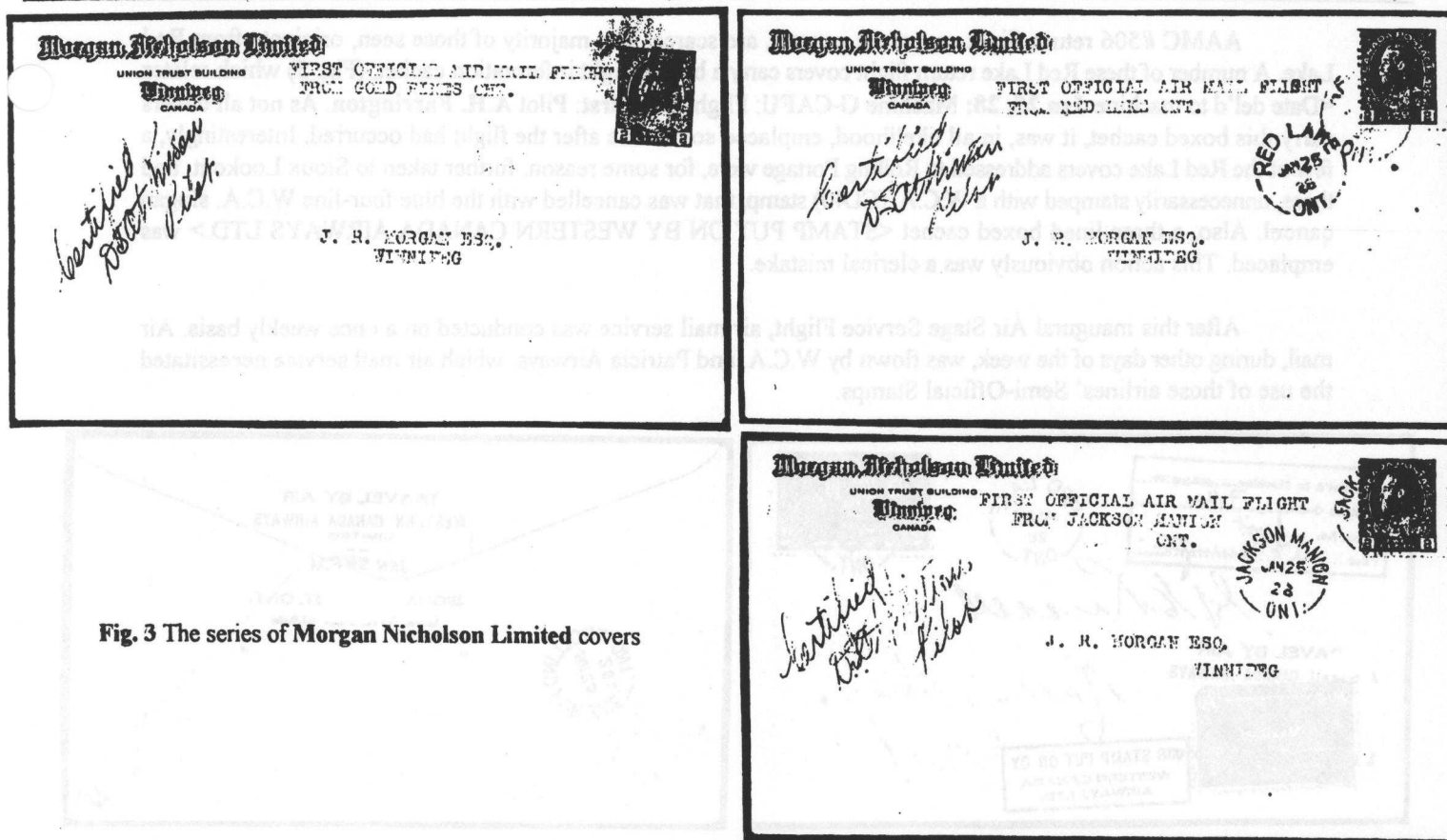


Fig. 3 The series of Morgan Nicholson Limited covers

Some collectors ascribe these Morgan Nicholson covers to the return flight, on the grounds that they are addressed to J.R. Morgan Esq. - Winnipeg. With the lack of a backstamp on these covers, and a Winnipeg address - this could be a natural assumption. However, this supposition ignores the fact that Atkinson only flew the outbound flight. He did not pilot the return flight, which was definitely flown by Farrington. These J.R. Morgan covers were either returned to him as a bulk mailing, or they were hand delivered. Probably the latter occurred as W.C.A. was Winnipeg based.

It is this series of covers that provide the answer, as to where the transfer of aircraft occurred. The final cover of the series - that of Narrow Lake (Fig.4) - is cancelled, in black, on February 7, 1928, which is the date that the third air stage flight service was flown - This cover, although signed by Dale Atkinson, uses a different ink and pen - and, notably the word *certified* is not used. It is obvious, therefore, that Dale Atkinson terminated his G-CAGD flight at Jackson Manion. At this point the mailbag was transferred to G-CAFU, but obviously not the Morgan Nicholson mail that, in all likelihood, Atkinson was hand carrying. Harold Farrington, therefore, flew the last leg of the outbound mail flight from Jackson Manion to Narrow Lake, and then the return legs of the mail flight routing back to Rolling Portage.

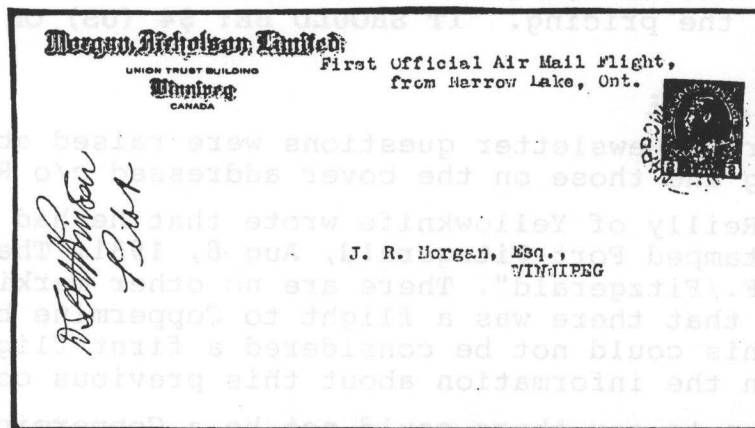


Fig. 4 The Morgan Nicholson Limited Narrow Lake cover

AAMC #506 return flight covers, in general, are scarce. The majority of those seen, originate from Red Lake. A number of these Red Lake return flight covers carry a boxed flight information cachet, (Fig. 5) which relates <Date del'd to machine Jan 25, 28: Machine G-CAFU: Flight No. First: Pilot A.H. Farrington. As not all covers carry this boxed cachet, it was, in all likelihood, emplaced some time after the flight had occurred. Interestingly, a few of the Red Lake covers addressed to Rolling Portage were, for some reason, further taken to Sioux Lookout, and there, unnecessarily stamped with a W.C.A. (CL40) stamp, that was cancelled with the blue four-line W.C.A. slogan cancel. Also, a three lined boxed cachet <STAMP PUT ON BY WESTERN CANADA AIRWAYS LTD.> was emplaced. This action obviously was a clerical mistake.

After this inaugural Air Stage Service Flight, air mail service was conducted on a once weekly basis. Air mail, during other days of the week, was flown by W.C.A. and Patricia Airways, which air mail service necessitated the use of those airlines' Semi-Official Stamps.

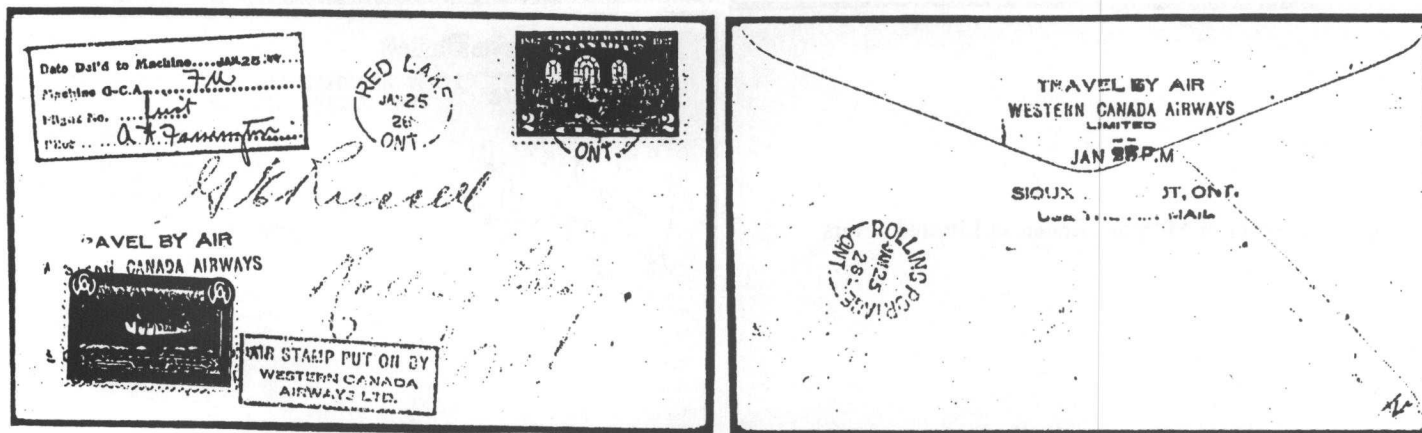


Fig. 5 Red Lake - Rolling Portage. Note: taken on to Sioux Lookout, and there incorrectly stamped

References

1. American Air Mail Catalogue, Fifth Edition, Volume Four, # 506, p. 1715.
2. O.W.R. Smith, The Dworak Specialized Catalogue of U.S. and Canadian Air Mail Covers. The Gossip Printery, 1931, pp. 397-398.
3. Ian C. Morgan, The Specialized Catalogue of Canadian Airmails. The Century Stamp Co., 1931, p. 44
4. Frank H. Ellis, Canada's Flying Heritage. University of Toronto Press, 1954, p. 316.
5. Kenneth M. Molson, Pioneering in Canadian Air Transport. D.W. Friesen & Sons Ltd., 1974; P. 42.

CORRECTION:

On page 10 of the April 96 Newsletter your editor described the FAM 2 Anniversary covers as \$5 (US) and \$7 (CDN). Your editor erred in the calculation of the pricing. **IT SHOULD BE: \$4 (US) OR \$5 (CDN).**

FLIGHT AAMC #247:

In the April Newsletter questions were raised about the dates in the AAMS catalog and those on the cover addressed c/o R.C.A.F. in 1931.

Kevin O'Reilly of Yellowknife wrote that he had a similar cover but it is backstamped Fort Fitzgerald, Aug 8, 1931. The pencil address reads "c/o R.C.A.F./Fitzgerald". There are no other markings on the cover. Kevin noted that there was a flight to Coppermine by the RCAF the previous summer so this could not be considered a first flight. Kevin cannot put his hands on the information about this previous cover, however.

He goes on to say there could not be a Coppermine backstamp as that Post Office did not open until January 25, 1934. Rae would seem to be a logical place to stop over as it is on the flight path between Fort Fitzgerald and Coppermine.

CAPEX;

For my first experience at an International show I enjoyed CAPEX. It was in some ways like a BNAPS meeting because I met so many of the BNAPS family. There were almost 4,600 frames and almost 200 publications all for the viewer who wanted to see or read about a particular area.

Part of the Queen's collection was on hand as were Jewels of the World and many other stamp exhibits.

The area that I was particularly interested in was Gems of Canadian Philately assembled by Chuck Firby. There were about 16 frames of the most breath-taking stamps and covers ever assembled. I made note of the items we are concerned with.

- Joseph Berkovits - A sheet of Canadian Airways with mismatched color (orange) and imperforate vertically and imperforate every other row horizontally.
- John Bloor - CLP 1, Aero Club of Canada on cover, 26 Aug 1918.
- Murray Heifetz - Scadta Consular Overprints, Via Air Mail.
- John Jamieson - Red Lake Patricia Airways & Exploration trial proof sheet.

The following members of our group exhibited other than air mail: Ed Harris, Alan Steinhart, Mike Street, Jack Wallace, Vic Willson.

Robert Cunliffe showed a couple of the Estevan CLP 5 covers and a pair with the wide spacing in Sask. Peter Balner showed a P A & E FED official overprint in blud DOUBLED.

WANT LIST;

Alexander Finnie who lives at 69 Cornhill Gdns, Aberdeen AB25NE, UK is asking if anyone has commercially used covers, pre 1952, to foreign destinations. As you can imagine he has to rely on auctions and the dealers booth, but there is often nothing there of this nature.

If you have anything of this nature that is duplicate please write.

CAPEX--AGAIN:

Your editor's notes are bad and I'm sorry. W.H. Pope showed in the Gems of Canada: A block of 4 of the Newfoundland 1930 Columbia Flight. He also had the 1927 De Pinedo flight. In addition there was a cover flown with the De Pinedo, from John Jamieson.

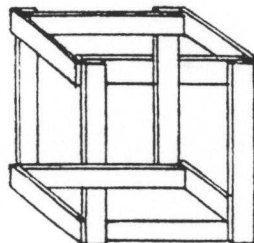
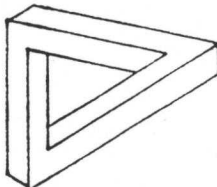
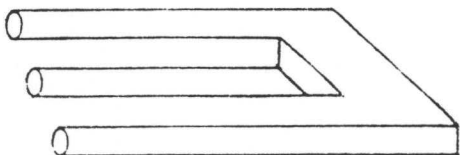
A second oversight was that I had to do a double take upon entering the CAPEX hall to be confronted with the barrel rigged with a sail. I had this article in the newsletter a month ago. Mike Street tells me that they have the original letter on the island. Anyone for a boat trip?

WHAT IS YOUR CQ ? (Creativity Quotient)

What do these three drawings have in common ? Answer in BNAPEX Report.

What's your CQ?

(Creativity Quotient)



Frank Kendle was kind enough to send me the following article about the days when flying a plane entailed more than checking with the tower at both ends of the flight. We certainly owe much to these pioneers and also wonder how they ever had time to sign covers.

Pilot navigates safe flight home after making emergency repairs

by Donald Parrott

Leigh Britnell was a pilot for Western Canada Airways at Sioux Lookout, Ont. He flew a new Fairchild Aircraft G-CAIE. One late October day in 1927, he loaded it with supplies for the Jackson Manion gold mine on the Woman River, 100 miles north.

He landed on the river and taxied to shore but then ran into thin sheets of ice about one-inch thick which cut a hole in his left float and knocked the float cover off. This caused the float to fill with water. The left wing tip went under, breaking the strut and damaging the aileron.

Fortunately, he got out and made his way to shore safely. He walked up to the mine for help, but, as it was becoming dark, he decided to stay there all night.

Next morning, he took a dozen planks down to the ice. Standing on a plank, he cut a channel through the thin ice out to the plane, tied a rope on to the good float and slowly pulled the plane to shore and out of the water.

He unloaded the supplies and repaired the aileron and broken strut by lashing two green birch saplings onto the break. He then sewed and doped

the left wing-tip fabric where it had torn and patched the tear in the damaged float.

Britnell then lit a fire to heat the engine oil along with a dozen rocks which were used to heat the cylinders and the engine. The hot oil enabled the engine to start easily.

He did not know how much ice had formed inside the left wing tip when it was submerged under the water, but

he decided to see if the plane would fly. It did, but he had to wedge him-

self between the control column and the side of the cabin to hold the column hard to the left to keep the plane flying in a level manner.

He was forced to land several times during that hundred-mile flight back to base in order to relax and stretch his arms and legs. He completed the flight and landed safely at base. The plane was repaired and flew for many years thereafter.

Britnell went on to a brilliant career in aviation, based in Edmonton, Alta. He died in 1971 leaving a wife, son and daughter. He was one of Canada's most outstanding aviation executives.

— Donald Parrott is a retired operating engineer who lives in Thunder Bay, Ont.

Odds 'n' Sods