

BNAPS AIR MAIL STUDY GROUP

VOLUME 11 - NO 2

AUGUST 2003

CHAIRMAN'S COMMENTS:

August of 2003 has been the basis for many meetings and celebrations of the truly remarkable event that the Wright Brothers accomplished just 100 years ago. In 1903 the fastest means of transportation was probably rail or auto and limited to perhaps 40 to 60 miles per hour, depending on the surface over which one travelled.

Go back another 100 years to 1803 and the fastest means of transportation was the horse. Lewis and Clark started out in that year on their epic journey at their horse's pace.

We have selected the area of stamp collecting devoted to the planes that carry the mail daily and deftly. Our world does not any longer stop and gaze skyward when a plane goes overhead, it is common.

My point in making these observations is that we are in a unique position to let the world know what a wonder the plane is and what it has done to communication. Talk to friends about the Wright Brothers and the fact that 100 years ago it was auto or rail or no go. Others are interested in our hobby, and our approach to it, now tell them the rest of the story in the best way you can make it interesting. Starting the engines in -70 deg. winter, lake landings where there are logs floating, etc. etc. Your choice on subject matter, but let's talk AIR MAIL everyday.

STUDY GROUP MEETING:

The Air Mail Study Group will meet at 12:30 to 1:30 in the Duke of Connaught Room on **SATURDAY, SEPTEMBER 27TH, 2003**. In case you have missed the meeting will be in London, Ontario.

After the short business meeting there will be a chance for all present to tell their story on Air Mail "OFFICIALS". Please bring along an interesting cover with its story to share with the group.

THE AIR MAIL STUDY GROUP is sponsored by the BRITISH NORTH AMERICA PHILATELIC SOCIETY. The Study Group Newsletter is published three times a year. (April, August, December). Annual membership dues are \$5.00(US) or \$7.00(Cdn) and are payable to the treasurer or BNAPS Study Group.



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VARIETY IN AIR TRANSPORT



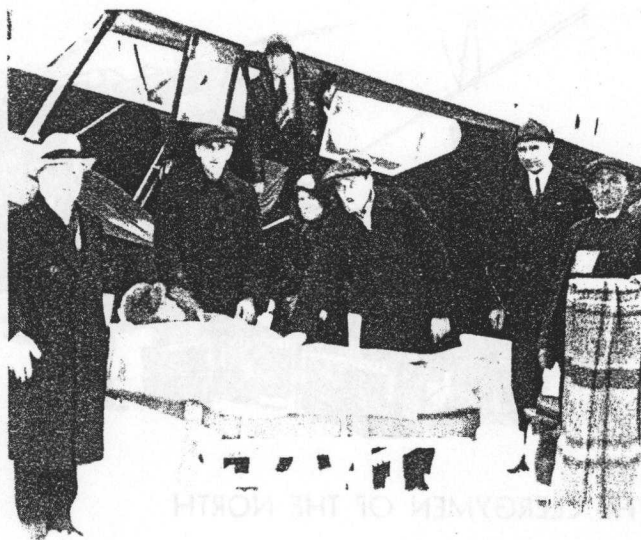
Air mail on dock at Kenora, Ontario, about to be loaded on board a Canadian Airways plane for transport by air to points in the Red Lake mining area

CANADIAN  AIRWAYS

BASES *Throughout* CANADA

HEAD OFFICE: AIRWAYS BUILDING, WINNIPEG

TELEPHONE 201 184



patient to hospital, where he was immediately placed on the table for a successful emergency operation. The patient is a well man today, and undoubtedly owes his life to the airplane.

Once isolated in the winter, the north shore is now no more than a few hours from Quebec, thanks to the airplane.

WHEN THE FUR FLIES IN THE NORTH

Loading bales of furs on board a Canadian Airways Fairchild airplane at Ogoki post in Northern Ontario.

Ogoki is a Hudson's Bay trading post situated at the junction of the Ogoki and Albany rivers, about one hundred and twenty-five miles north of Nakina on the Canadian National Railway.



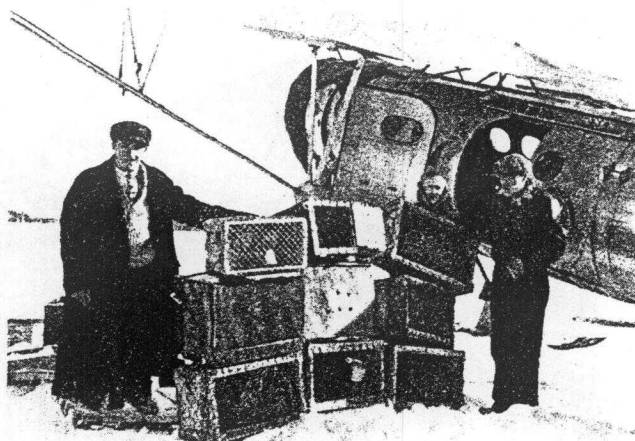
RESTOCKING LAKES WITH SPECKLED TROUT FINGERLINGS

This was the method used by the Department of Fish and Game of the Province of Quebec when some of the larger lakes were stocked with speckled trout. The fish were carried in metal containers and were dropped from the Canadian Airways plane in flight, instead of being planted by hand from canoes. Oxygen was piped into the water in the containers to keep the fingerlings, which were very closely packed, alive in transit.

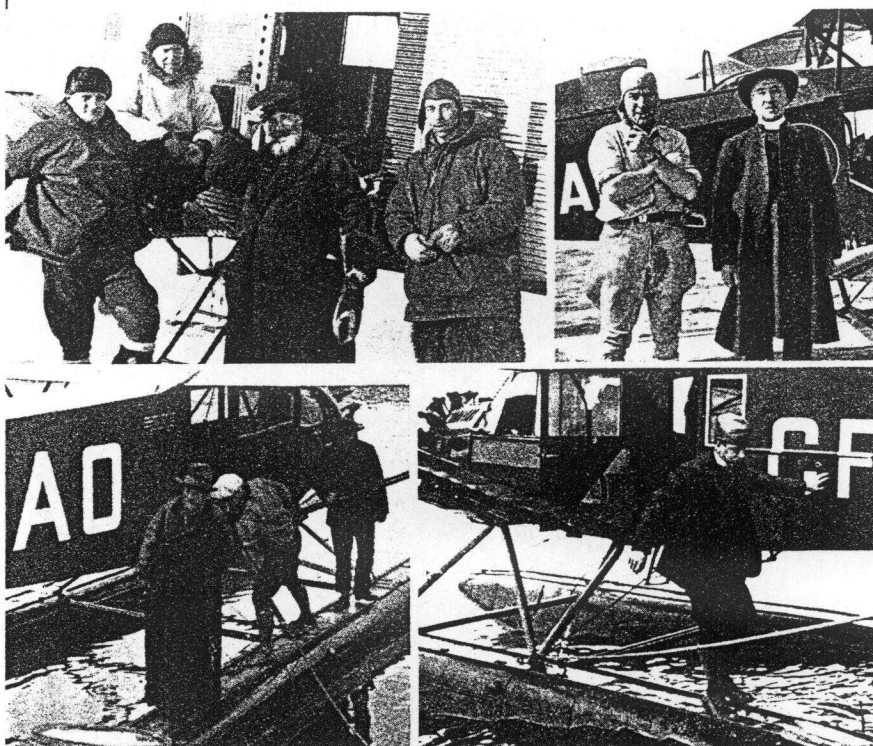


BRINGING THEM BACK ALIVE

Live fisher trapped in the Lake Manouan district of Northern Quebec on arrival at Oskelaneo, Quebec, an operating base of Canadian Airways. These fisher, which were in perfect condition after an air journey of two hundred and eighty miles, formed the basis of what is now a fisher farm.



AIRPLANES AND THE CLERGYMEN OF THE NORTH



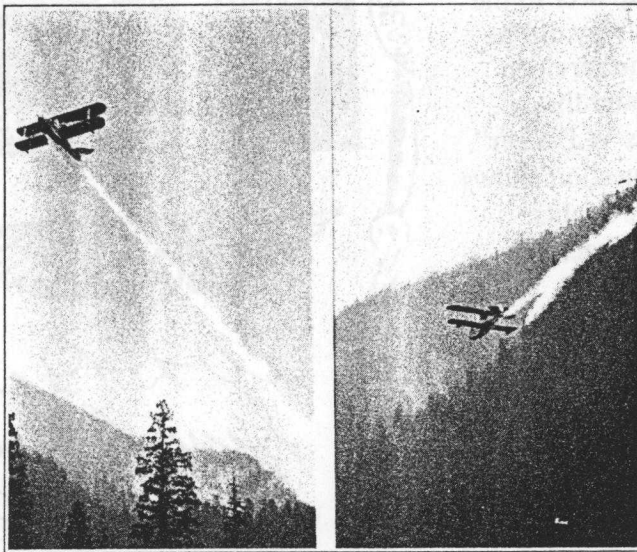
With a diocese as large as an empire and a parish-to-parish visitation involving journeys of two or three hundred miles, it is little wonder that the Fathers of the Church accept cheerfully all mechanical aids to travel. Motor boat, steamship and airplane are all requisitioned to expedite their work. Top left: Capt. Lockhart, R.C.S.; Pilot C. M. G. Farrell; Right Rev. G. Breynat, O.M.I., D.D.; Pilot Alton Parker. Bottom left: Right Rev. P. Falaize calls at Cameron Bay en route Coppermine-Aklavik; Pilot R. Heuss. Top right: Pilot J. H. Lynmburger, Right Rev. J. G. Anderson, D.D., Bishop of Moosonee. Bottom right: Right Rev. A. L. Fleming, D.D., Bishop of the Arctic.

A TEAM OF OXEN DELIVERED BY AIR

The mine at Lac Dore, Quebec, required a team of oxen for work at the settlement. Canadian Airways, using a Fairchild Super 71 airplane, transported this strange cargo from rail-head at Oskelaneo to the mine site at Lac Dore, an air distance of one hundred and twenty-five miles without incident.



FOREST AND CROP DUSTING



Right—Closing off at end of strip Indian River.
Left—Discharging from starboard side only.

Early in 1932 Stanley Park in Vancouver, world famous for its primitive beauty, wealth of foliage and giant trees, was suffering from the repeated annual ravages of the "hemlock looper," a very destructive type of caterpillar. This infestation spread to the Seymour Creek area, which comprises the watershed from which the city of Vancouver is supplied with a considerable portion of its water. The ultimate destruction of the trees in this area would have seriously affected the drainage in the slopes of this watershed. Stanley Park, with an area of 850 acres, and Seymour Creek watershed, with an area of some 800 acres, were dusted with calcium arsenate in a matter of eight hours flying, using two Wasp powered Boeing BIE flying boats. According to the entomologist in charge of this area, these operations were extremely successful, the caterpillars killed amounting to almost one hundred per cent.

The dusting of a hundred acres of pea crop which had been attacked by a species of aphid, destructive plant lice, with nicotine sulphate was successfully carried out by Canadian Airways in the area at the mouth of the Fraser river in British Columbia.

It was found most satisfactory to fly at a speed of eighty-five to ninety miles per hour and to discharge the chemical at an altitude of ten feet. Owing to the clouds of chemical dust in the air, the pilot was forced to use a respirator in the form of a gas mask. Two hoppers were fitted up in the forward compartment of the Stearman plane holding a total of 650 pounds of chemical. Each hopper had a separate vent pipe connecting with the main venturi, and each vent in turn was controlled from the pilot's cockpit.



Upper—Stearman plane fitted with hoppers and discharge tube.
Lower—Pilot equipped with goggles and special respirator.

W.D. PEER:

I believe we finally have an answer to the Question of who was W.D. Peer and why did he Not show up on more of the covers he serviced.

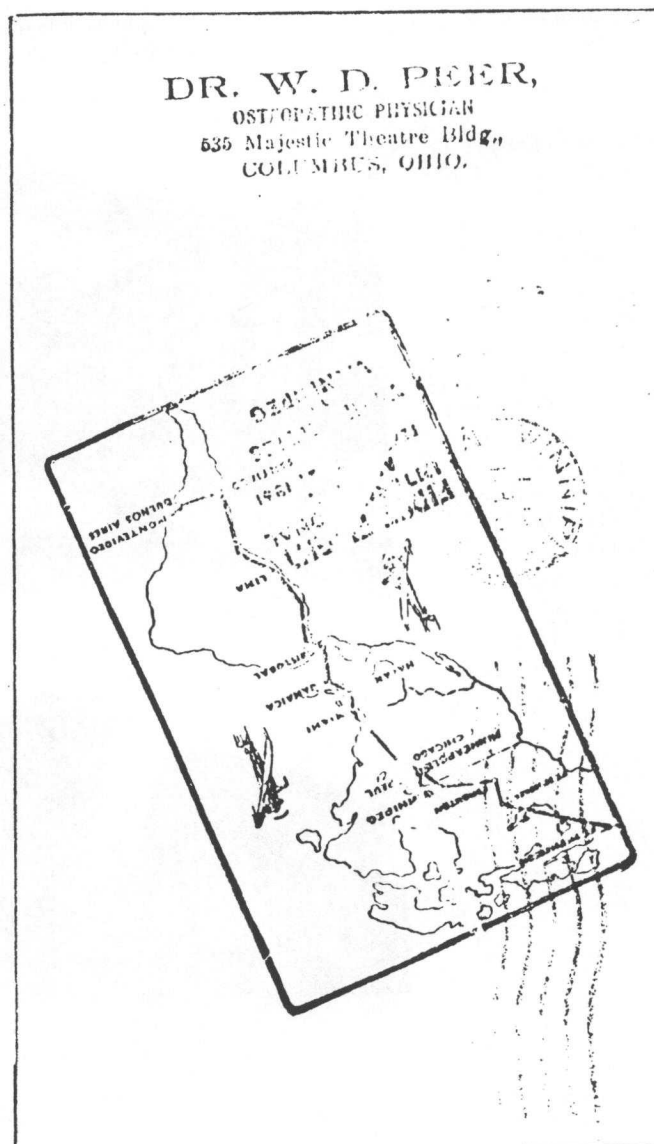
On page 26 of the Dec 2002 Newsletter the Question was posed, "Who or what is W.D. Peer".

On page 6 of April 2002 the same question shows An ad to sell cachet covers on various flights.

The answer seems to be on the back of One of my covers in a green hand stamp:

DR. W.D. PEER / OSTEOPATHIC PHYSICIAN /
535 Majestic Theatre Bldg., / COLUMBUS, OHIO

I have a number of covers all 1930-31.



This is the
back of cover
3105i

It is in keep-
ing with his
habit of only
servicing covers
that went across
borders.

Victoria to Nanaimo:

AERIAL MAIL MAY BE ESTABLISHED

P.O. Announce Trial Aerial
Mail Flight to Nanaimo on
Saturday Next — League
Working for Regular Service

The Pathfinder II. will leave the Willows aerodrome sharp on 1 o'clock on Saturday afternoon next, with the first bag of official aerial mail ever carried by air on the Island. The mail bag will be collected from the Government Street post office and carried to Nanaimo, the time necessary for the trip will probably be an hour or under. Mr. E. H. Fletcher, P.O. Inspector, has announced that the suggestion of the Aerial League of conveying mail matter on the above occasion has been approved by the Post Office Department, and that mail may be sent subject to the following conditions:

Anyone sending mail matter by this means must understand that they assume all risk for the conveyance of the same and must indicate their willingness to do so, by endorsing such mail matter with the words "via Aeroplane." Letters or papers so endorsed and prepaid by the necessary postage and conforming to Post Office regulations generally, may be posted in the Victoria Post Office up to noon on Saturday, the 16th inst., or left at the office of the Victoria branch, Aerial League of Canada, at 204 Union Bank Building.

The Aerial League of Canada, through the secretary, Mr. W. H. Brown, state that they wish the public to understand that the proposed flight is by way of experiment only, and it is hoped that should it prove successful and subsequent flights found to be necessary, a mail service by aeroplane may develop into a definite proposition. With this end in view the public are asked to take advantage of Saturday's aerial flight to Nanaimo which may be the means of securing a fast and reliable service in the future.

I am very sorry that the copy of the newspaper article did not turn out well. Here it is again along with a companion piece that I could not use last issue.

It is also interesting to note that two different postmarks were used on these first flight pieces of mail.

FIRST LOCAL AERIAL MAIL IS SUCCESS

Pathfinder II. Delivers Victoria
Letters in Nanaimo Within
55 Minutes—Returned in
Fast Time of 50 Minutes.

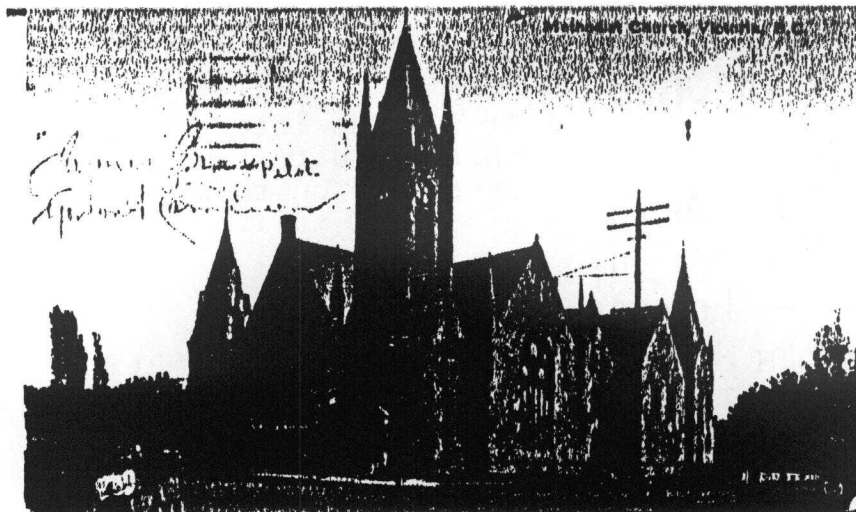
Arriving in Nanaimo fifty-five minutes after leaving the Willows aerodrome, the Pathfinder II., piloted by Captain J. Gray, yesterday completed the first official letter mail flight in Western Canada. Captain Gray was accompanied by Lieut. Gordon Cameron, both being ex-Air Force officers and members of the Aerial League of Canada.

Seventy-four miles in fifty minutes. The time made on the outgoing journey was eclipsed by the period taken for the return, which was made in fifty minutes. The Pathfinder left Nanaimo at seven-fifty-five, arriving at the Willows at eight-forty-five. The weather was not particularly favorable for the trip, as there was a cloud of smoke all over the Island between the Malahat and Nanaimo.

Postmaster Bishop of Victoria sent a letter of congratulation to Postmaster Horn of Nanaimo, but owing to a misunderstanding no mail was brought back on the return trip. Over one hundred people availed themselves of the opportunity of sending letters "via aeroplane."

Pioneer Flight PF-17 - Victoria to Nanaimo:

The illustration of this flight in the April issue brought out another piece of mail on that flight as shown here by Jim Brown.

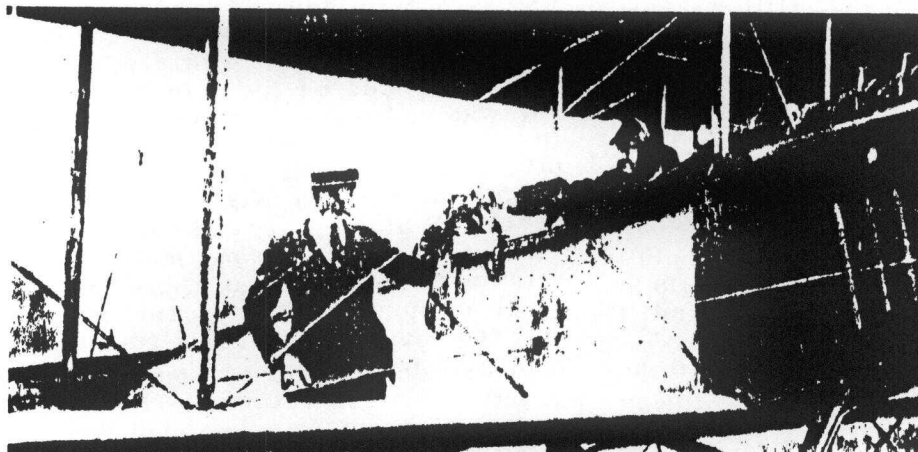
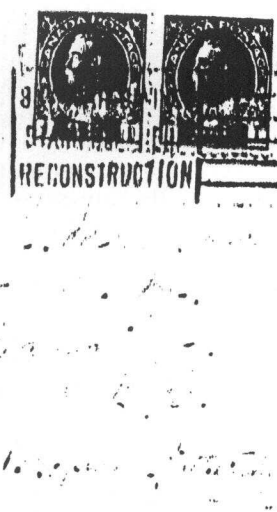
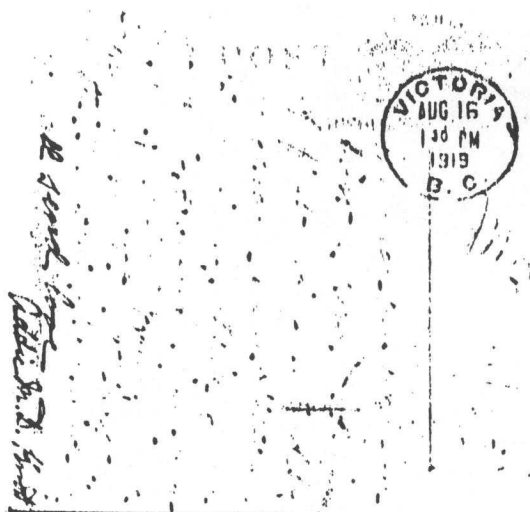


Face of the postcard with the signatures of:
James Gray, Pilot
Gordon Cameron

Message side of postcard with note below the address:

"Via Aeroplane Pathfinder".

Message difficult to read, but it deals with this trip.



Pilot James Gray
in rear cockpit,
Lt Gordon Cam-
eron in front
cockpit receiving
mail bag for first
inter-island air
mail flight Victoria
to Nanaimo August
16, 1919

First Flights on the Mackenzie 1921

(By G. A. THOMPSON)

(EDITOR'S NOTE—Although the author did not participate in these flights, he was engaged in preparation at the base and remained there in readiness to take a machine out on the next trip. However, fate ordained otherwise.)

ANY, many years ago the tar sands of the Mackenzie River were made known to the world through the records of the early explorers. Oil seepages were noted at various points and subsequent investigation has shown that the whole area of the Mackenzie River is one vast oil strata—"The largest in the world"—in the opinion of some prominent geologists.

Shortly after the war of 1914-18, the Imperial Oil Company became interested in the possibilities of oil in the Mackenzie River basin and decided to drill test holes at points in the area. It was decided to commence operations in the neighborhood of Fort Norman and preparations were made for the transportation to that point of men and material. Difficulties cropped up almost immediately. First class drillers and engineers, many of them married men, could not be persuaded to accept employment so far away from lines of established communication. It must be borne in mind that at that time there was no radio communication—there never has been telegraph communication along the Mackenzie—and that the nearest railroad point to Fort Norman was Peace River Crossing, 900 miles to the south. Little wonder that men hesitated about accepting when the field of operations was so remote. In summer when travel was comparatively easy, the boat took weeks. In winter the journey on foot was almost unthinkable to any but trappers and such folk.

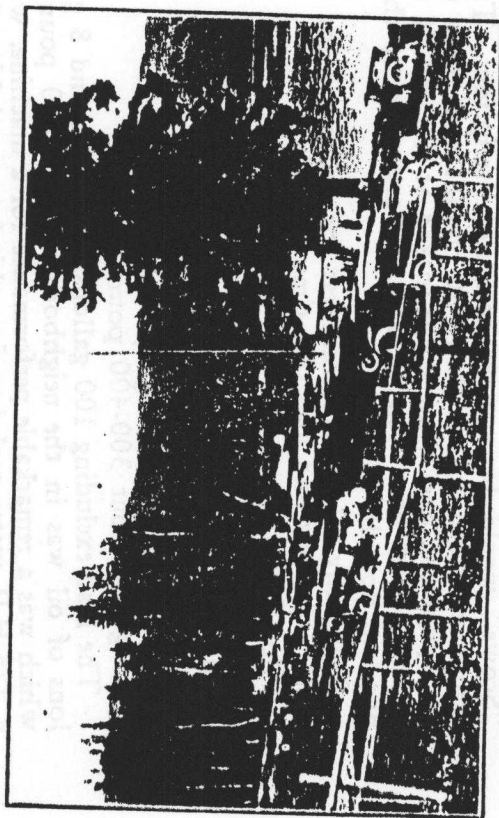
To facilitate and accelerate matters, Mr. Taylor, at that time manager of the North West Co. of Edmonton—a subsidiary company of the Imperial Oil Company—decided on the use of aircraft, and entrusted Mr. George Gorman with the organization of an air service to operate between Peace River Crossing and Fort Norman.

A water base was chosen on the banks of the Peace River four miles west of the Crossing. Here a small han-

gar was erected to house the two machines, minus the wings. These were housed in a separate shed built alongside the hangar. Accommodation for the personnel was also provided.

Gasoline and oil had been shipped by water transport during the summer of 1920, downstream to Ports Vermilion, Chipewyan, Smith, Resolution, Simpson, and Norman.

Two Junkers—JL-6—all metal, low wing monoplanes, equipped with B.M.W. 111-A 225H.P. six cylinder water cooled engines, were chosen for the work, and it is doubtful whether amongst the types of machines



WESTERN CANADA AIRWAYS BASE AT PRINCE GEORGE, B.C.

Machine in centre, W.C.A.—Super, G-CASQ

Machine in right foreground—Junkers G-CADP, now dismantled

available at that date there could have been chosen anything which could have equalled these for simplicity, low cost of maintenance, good performance and reliability. In general design, these machines closely resembled CF-ABK, the Junkers machine now owned by Western Canada Airways.

The first real difficulty encountered during operations was that of obtaining a satisfactory ski. Previous to this there had been no winter flying in Canada except at established aerodromes, mainly in Ontario. The ski eventually designed was very similar in appearance to those

used by Western Canada Airways, but the construction was very different and somewhat crude. Each ski was made out of one piece of 1" ash, bottomed with brass, the pedestal being of steel tubing. Under ordinary snow conditions they would have been quite satisfactory, but they were not suited to the conditions encountered down the Mackenzie.

The emergency equipment carried was almost identical with that carried by machines of Western Canada Airways except that heaters for the water-cooled engine were not needed. This equipment included a rifle, eiderdown for each man, two weeks' food, snowshoes, matches, axe, blow torch, tools, spare sheetmetal and rivets.

The first flight left Peace River March 10, 1921, and literally disappeared into the blue, nothing further being heard from the two machines until the end of April, when one machine limped home with a home-made propeller.

The crews on this flight consisted of the following:

Machine G-CADP—

Pilot Fullerton.

Engineer W. Hill.

Passenger, Sgt. Thorne, R.C.M.P., Fort Simpson.

Machine G-CADQ—

Pilot Gorman.

Engineer Derbyshire.

Passengers, Waddell, Surveyor: Link, Geologist, discoverer of Fort Norman oil well.

The first flight was successful until Fort Simpson was reached. Here the first disaster occurred. A bad blizzard was blowing at the time of arrival: the ice on the river was too rough to use and a landing had to be made on the lake. This was covered to a depth of about four feet with crusted snow which gave way when landing, both propellers unfortunately being broken. Engineer Hill at once started in to make two propellers, which with the aid of Walter Johnson, of the Hudson's Bay Company, he succeeded in doing, using well seasoned oak, sleigh boards and home-made glue. One cannot remember any finer achievement ever performed by an air engineer operating in the bush.

These propellers were mounted and the machines test flown, trouble again being encountered. "DQ" took off too soon, dropped a wing and crashed, necessitating major

repairs for which there was no material at hand. The crews of both machines, with the exception of Mr. Derbyshire, who was left behind to work on "DQ," embarked in "DP" and flew out to Bear Lake, twenty-four miles west of Peace River Crossing. Bear Lake was chosen, as the ice on the river by this time had gone out.

Considering the season, this in itself was a very fine and somewhat hazardous flight, the main credit for which should go to Mr. Waddell, who acted as navigator in a direct flight of 600 miles overland from Fort Simpson to Bear Lake. This dry hop was necessary as the Slave and Peace Rivers were unsafe for landing at the gas caches. When the machines arrived at Bear Lake the tanks were drained—two gallons of gasoline remained!

The machine was next transferred to wheels and flown over to the aerodrome at Peace River. Here it was thoroughly gone over and then put on wooden floats—"Scows" would be a more accurate description. This equipment when dry weighed 750 pounds more than the ski equipment, and when water-soaked at the end of the summer, must have weighed an additional two or three hundred pounds.

Eventually all was in readiness for another flight on "DP," the crew and load this time consisting of:

Pilot Fullerton.

Pilot Gorman (going in to bring out "DQ").

Engineer Hill.

Passenger Waddell (Surveyor).

Passenger Link (Geologist).

Freight—About 300-400 pounds.

The load excluding 100 gallons of gasoline and 8 gallons of oil was in the neighborhood of 1,200 pounds, which was a remarkable performance for a machine, with a 225 H.P. water-cooled engine, this latter weighing 800 pounds.

On this flight the machine reached Fort Norman, but wiped off a pontoon on landing and very nearly sank. A new pontoon was shipped to Fort Norman by boat, and by the time it had been assembled and the machine flown back to Fort Simpson, "DQ" was serviceable and the two machines flew out to Peace River.

At the time of arrival at Peace River, it was raining heavily so it was decided to land instead of proceeding to

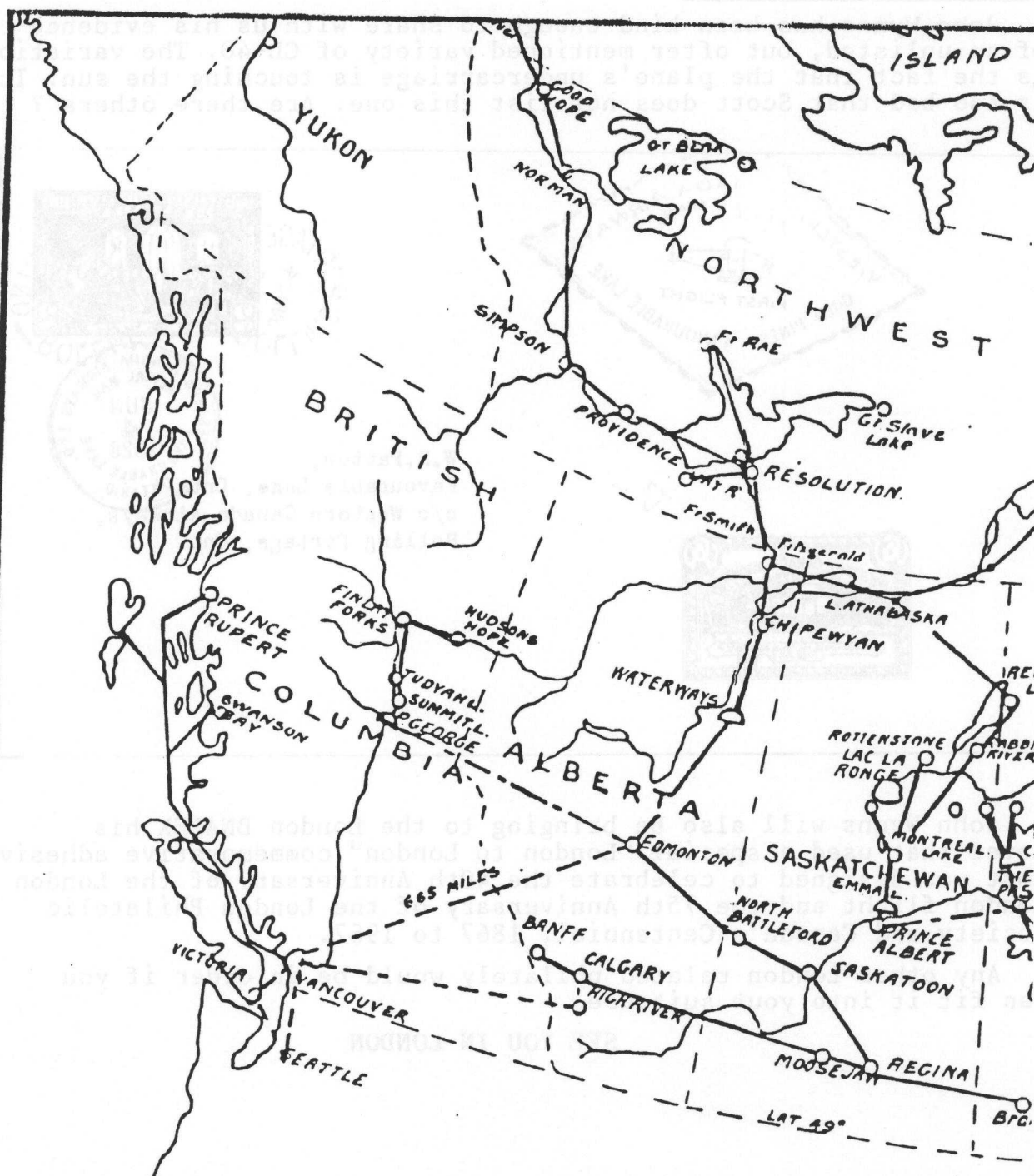
(Continued on page 15)

First Flights on the Mackenzie-1921

(Continued from page 7)

the summer base at Bear Lake. On landing "DQ" hit a sand-bar, turned over and sank. This chapter of accidents was too much for the company and it was decided to discontinue the service.

From a financial standpoint the expedition was a heavy loss. Some very fine individual achievements were performed and valuable lessons learned. The fact that it was sponsored by the Imperial Oil Co., drew the close attention of the largest business concerns throughout the Dominion. Had the venture proved successful the cause of Commercial Aviation in Canada undoubtedly would have been advanced several years. Once again it was demonstrated that individual effort and financial strength are as nothing if there be a lack of thorough organization. Only by the closest co-ordination of these three factors can any measure of success be assured.



DONATION SALE:

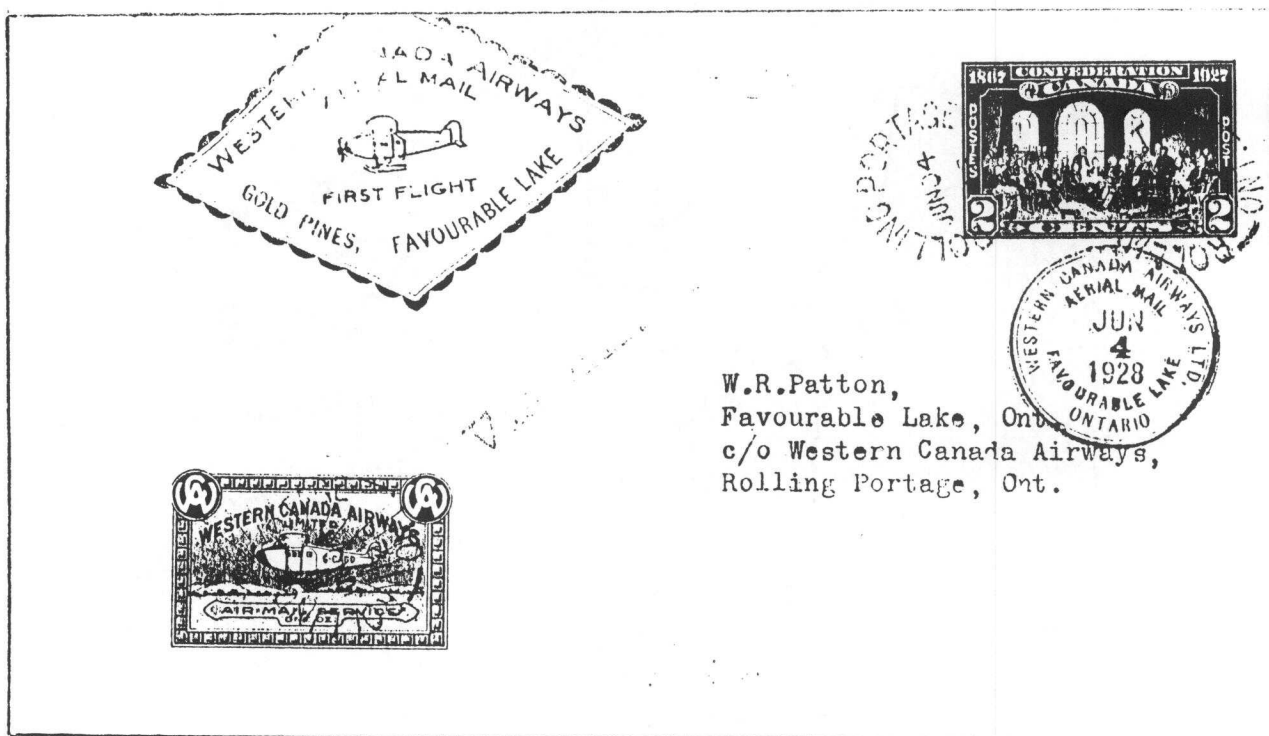
Bas has been given some Malott produced covers of the type used to celebrate flying anniversaries. They are listed below by catalog number for \$1.00 each (US) except for the balloons which are \$2.00 each.

If you want any of these let me know and I will enclose them with the December issue and you can pay me with annual dues. If they don't sell they will go as a lot in some auction along with other also rans that have accumulated.

A6804	A6822	A6948(Lethbridge)	A7014	A7038
A7106	A7116	A7116c	A7116d	A7116f
A6934				A6934
7037f	7037n	7161	BC-6801	BC-6801 (signed)

WESTERN CANADA AIRWAYS:

John Wynns has been kind enough to share with us his evidence of an unlisted, but often mentioned variety of CL-40. The variation is the fact that the plane's undercarriage is touching the sun. It is too bad that Scott does not list this one. Are there others?



John Wynns will also be bringing to the London BNAPEX his cover that used a special "London to London" commemorative adhesive that was designed to celebrate the 40th Anniversary of the London to London flight and the 75th Anniversary of the London Philatelic Society and Canada's Centennial, 1867 to 1967.

Any other London related philately would be in order if you can fit it into your suitcase.

SEE YOU IN LONDON