

# The Pilot's Log

## Newsletter of the BNAPS Airmail Study Group

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### Chairman's Comments

First, I have some announcements and a plea for your participation. Several members have not sent their 2005 dues. Your names are listed in this issue. I do not want to drop anyone from membership due to an oversight of your part or a mistake on my part. If your name is listed please have the courtesy to send me a note or e-mail saying, you do not want to continue with the study group or a check for your 2005 dues, \$8.00 in Canadian dollars payable to Tom Watkins, or \$6.00 in United States dollars payable to George B. Dresser. Second, our annual meeting is scheduled for Friday morning in Edmonton. Please bring an item to share with the members, material or suggestions for our editor, Tom Watkins, and your interest and enthusiasm. Third, in the April issue of the Pilot's Log I asked each member to write a paragraph on your Canadian airmail collecting interests and provide to Tom. Your response has been underwhelming. Your doing so will help us focus the Pilot's Log on subjects of interest. Fourth, I need members to write material for the Pilot's Log on semi-official and official airmail stamps. Tom's interests are primarily in the area of postal history. To provide some balance we need for some members to share material on stamps.

This summer I made a two-month, 12,000-mile trip from Texas to Wyoming, South Dakota, Montana, Alberta, British Columbia, Yukon, and Alaska. Highlights included Mount Rushmore, Yellowstone and Glacier National Parks, Banff, Lake Louise, Jasper, the Alaska Highway from Dawson Creek to Fairbanks, a day with Frank Turner and his 100 plus sled dogs in Fairbanks, the Dalton Highway to north of the Arctic Circle, Denali National Park, Anchorage, Homer, whale watching and bear viewing, and the Alaska Marine Highway from Haines to Bellingham with stops in Juneau, and Sitka. What has this to do with Canadian airmail? I simply did not understand or appreciate the vastness and remoteness of much of the Western United States, Alaska, and the Western Canadian provinces before making this trip. The country is vast and roads are few. The airplane is absolutely essential to this vast region. Having watched the decline of general aviation in much of Texas and Oklahoma for the last three decades, it was a pleasure to see the number of airplanes based, or visiting the airports in Fairbanks and Anchorage, airplanes of every description and a large number of tail draggers and airplanes with radial engines. Visiting the flight lines at these major airports is like going to a giant air show. I watched the seaplane lanes in Juneau for over an hour and there was never a time when an airplane was not making a landing or a takeoff. The importance of the airplane for the delivery of mail, persons, and cargo to this vast region would be difficult to over estimate. One final comment, there are few side roads or even driveways on much of the Alaska Highway, so I was surprised to see the occasional mailbox separated by 50 plus miles of road from the last mailbox. Delivery of a letter to these remote residences for 37 cents US or 50 cents CAD is a bargain. George B. Dresser [g-dresser@cox.net](mailto:g-dresser@cox.net) The treasurer does not have a record of 2005 dues from the members listed. Please advise as to your intentions.

Alastair S. Bain  
Richard Hargreaves  
Louis K. Levy  
Patricia L. Sharpe  
John Wannerton

John F. Church  
Gordon M. Hill  
Robert L. Mc Cormack  
Gordon T. Smith  
John P. Wynns

Jim Golden  
Lee Kellum  
Robert Pinet  
Raymond Vedder

### **Notes from the Editor**

Hello again to all and thanks to those sent me their kind comments on my first newsletter. I appreciate the words of encouragement and have made a few changes based on the feedback received. I have just returned from a very successful BNAPEX in Edmonton and based on my observations at the bourse it would appear that the interest in airmail continues to be very strong, particularly with respect to semi-official airmail. While at the show I enjoyed seeing and chatting with several of the study group's members and even had the pleasure of reacquainting myself with Denny May, son of pioneer airmail pilot W.R. "Wop" May. Denny, who is building a collection of airmail items related to his father, shared some wonderful anecdotes with me about Wop's exploits during the early days of air service in Canada. Denny also reminded that he has built a website dedicated to his father that may be viewed at: [www.wopmay.com](http://www.wopmay.com). It contains some comprehensive information and I recommend having a good look.

With many of us now routinely using email to communicate, I would like to ask whether is any interest in receiving the newsletter electronically as an email attachment. Sending the newsletter electronically would reduce costs, save paper, be entirely in colour and would be faster than regular mail. If you would like to receive your copy of the newsletter electronically just send me an email indicating your preference to do so and I will begin sending you your copy that way.







BY AIR MAIL  
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Sydney N.S.W.

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Mrs and Mr A. L. Washburn

2 Hilton Field Lane

Hanover - N. H.

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13th. CON. INF. BDE.  
C.A.P.O. 51  
VANCOUVER B.C.



VIA AIR MAIL

Mr. Ray Parsons  
2249 Lincoln Rd.  
Walkerville Ont.



H. Smethurst

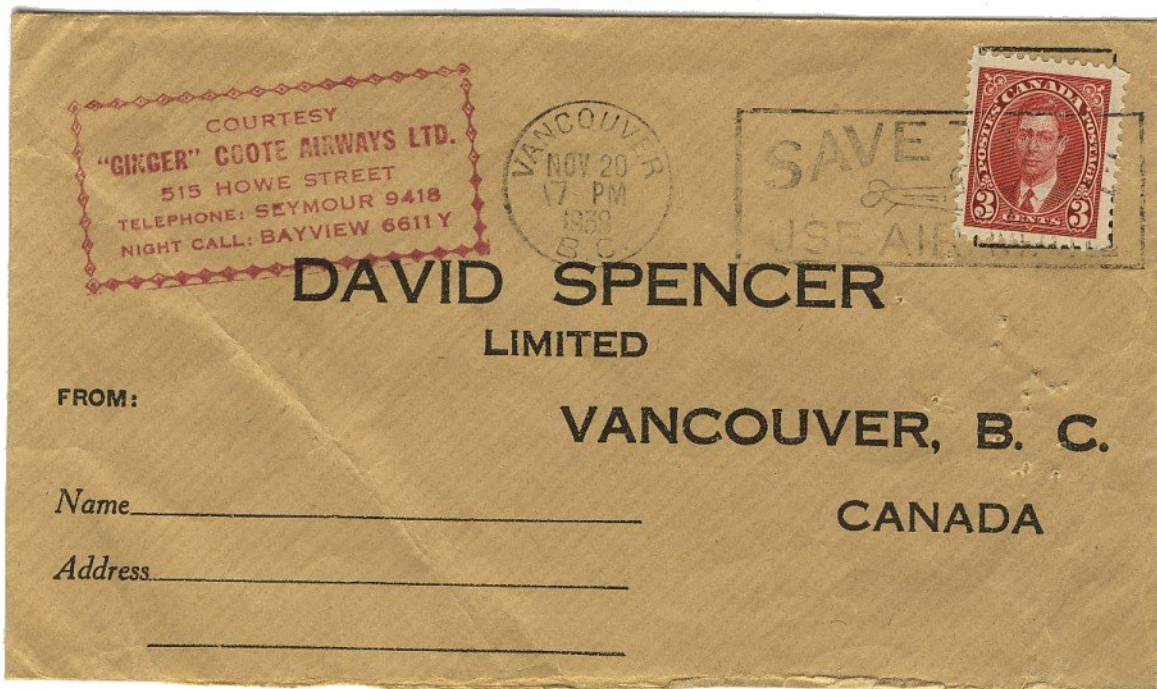


Sincere Greetings  
\* for \*  
CHRISTMAS  
and best wishes for  
\* the \*  
NEW YEAR

Hello Ray.

Greetings from Kiska  
Aleutian Isles Alaska  
Jack.







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