

AIR MAIL NEWS

QUARTERLY JOURNAL OF THE BRITISH AIR MAIL SOCIETY

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Published in February, May, August and November

(Copy deadline 1sts of the preceding month)

Volume 61 No.246 August 2019

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SOCIETY DIARY

Sunday, 20th October 2019

The Midlands Regional Group will be meeting at Conkers (the National Forest Centre) when Sue Burn will be the guest speaker, giving her display "Smithy and his Bus."
Contact Laurence Kimpton (01564 771851).

Saturday 9th November

Wessex Group meeting at Harnham.

Saturday 30th November 2019

London Region Christmas Meeting at the Kings Head, Westmoreland Street. Marylebone, London

Saturday 6th June 2020

BAMS AGM at the Kings Head, Westmoreland Street. Marylebone, London

Tuesday 16th June

BAMS joint meeting with the Crash Mail society 14.00 - 18.00 at London 2020

FROM THE EDITOR

Firstly, may I thank Richard Saundry for his hard work producing our publication for many years; I know from past experience that this, at times, can be no easy task! Secondly, I apologise that this issue has gone to press later than I would have wished. This is due, in part, to problems with programmes, import of file problems and the fact that instead of cutting down to four days a week at work (as was envisaged when I agreed to step back in) I have been working six! Hopefully, this situation will be resolved shortly.

This issue of the Air Mail News is my first since standing down as editor after the June/December 1999 issue. It has not escaped my notice that this was exactly twenty years ago! As with my first stint, I have largely retained the inherited format created by the outgoing editor in essence as a starting point (on the basis "if it ain't broke, don't fix it"). If, however, readers have any particular requests for any changes, I invite their comments so that I may accommodate them, if possible. I can't guarantee that I won't play around with things when I have more time, much like last time, although a change to a smaller page size is unlikely unless willed by the membership.

PRESIDENT'S MESSAGE

Our AGM took place on 1st June at the Kings Head Pub, which for those who attended turned out to be an excellent venue. I was very pleased with the attendance of 18 members, some of whom had to travel some distance to attend. During the meeting the urgent need for a secretary became obvious and is very important for the future smooth running of the society. We do have a membership secretary so this would not form part of the duties. Also, the lack of someone to organise and run our auction has become a drain on our finances, so is also urgent. Having said all of that the almost total lack of volunteers remains a major issue. Barbara Priddy has offered to continue to run our Library so many thanks to her. I must mention Dr. Richard Saundry who has had to relinquish his role as editor of the Air Mail News, thank you Richard for all your past efforts in this important role. I have no doubt that

we will still see many articles from you in the future. I must now introduce you to Roger Stanley-Smith who has kindly offered to become our new editor of The Air Mail News. Roger has as some of you may know past experience as our Editor and is keen to take over this role from Richard and I would encourage all our members to assist him in the same way that they did for Richard. I am always willing to listen to any new ideas regarding the running of our society. I have picked up from some of you that they think that London is the centre of the society, but this is not the case. The AGM could be held anywhere in the country but we would need someone to organise it, which would, of course, be part of the duties of a secretary. So, if anyone thinks that they would be able to help, please let me know.

Eddie

MINUTES OF THE 60th ANNUAL GENERAL MEETING

Held at the King's Head Public House, Westmoreland Street. Marylebone, London W1G 8PJ on Saturday 1st June 2019

(As we currently do not have a Secretary, what is presented here are the significant points arising from the meeting provided once again by Grahame Boutle)

1

The Chairman, Eddie Spicer, President of BAMS, opened the meeting and thanked those who had attended. (This year 18 members were in attendance as against 14 last year). Apologies for absence were received from Tony Nicholson, Richard Saundry, Len Stanway, Josh Spoor, Bill Trower, Jean Claude Vasseur and Frank Walton.

Eddie repeated what he had said the previous year, namely that he had continued having difficulty to get members to fill vacant posts, despite making numerous requests in AMN. Once again there would be no Christmas Meeting at 'The Royal' this year.

Falling membership is also something that is becoming a serious problem for our Society, making the future appear unsettled. Eddie stated that he would stay on as Chairman for a further year.

The minutes of the AGM held on the 9th June 2018 were adopted.

2

A copy of the Income and Expenditure Account for the year ended 31st December 2018 and the Balance Sheet at that date, had been published in the May 2019 issue of AMN (No. 245).

The Treasurer, Grahame Boutle, reported that the previous year he had stated that he anticipated a loss of around £400 for 2018, however it turned out to be a profit of £1200. This was basically because we had stopped producing the CD Rom version of AMN and this, with the reduced postage thereof, meant a saving of £1135. This figure basically accounts for the profit in 2018. In general, other expenses were roughly the same and thus accounted for the swing from a loss in the year 2017 to a profit for 2018.

What deeply concerns Grahame is the future and that includes the current financial year, namely 2019.

To start with there is currently NO income (and could well be none in this year) arising from auctions, adverts and meetings contributions. Over the previous three years it has been roughly £2000/£1500/£1000 while, to date, for this year it is NIL. Membership subscriptions will equate with our general running expenses, providing there is a maintained level in club membership numbers. The profit for the year 2019 could arise

from our saving of the expense in not having a Christmas meeting at the 'New Royal' premises and a reduction in regional 'recoverable expenses'.

He is not able to forecast the profit or loss figures for the years ahead, as basically everything depends upon declining membership numbers and the cost of printing and postage related to our House Magazine. It is important that we run stamp auctions on an annual basis. Fortunately, we at present, have a respectable bank balance, but with foreseeable decreasing Membership, we can, regrettably, anticipate our club ceasing to exist within the next 5 or 6 years.

3

In the absence of the Membership Secretary, Tony Nicholson, his report was conveyed to the attending members by Eddie Spicer. He stated his concern that the membership currently stood at 140 and that losses of members were namely 38 in 2018 and 31 so far in 2019. He was not able to ascertain why, as basically it was just due to lack of renewal and he suggested there should be a review of options for possible changes to both 'attracting' and 'retaining' members.

He mentioned that 30% of members have renewed using PayPal and these all went through his personal account as the Society does not offer this facility (he stated this cannot be repeated for 2020).

He would like to encourage members to pay by BACS instead of by cheque and to discourage payment by non-sterling cash.

Furthermore, he had been asked to send 'round-robin' information to members by email, which he had done but would not do so in the future. (Peter Lister suggested that maybe in future this information could be conveyed in the magazine instead).

It was agreed that the Membership Secretary could set up PayPal in the BAMS name. Eddie Spicer suggested that a discussion of PayPal, etc. should be aired at a later date.

Eddie wished to thank Tony for his efforts.

4

The retiring Editor, Dr. Richard Saundry, was unable to attend so his report was read out by our President. Richard apologised for not being able to fulfil his original commitment to officiate as the Editor for the four years that he had intended to do. He wished to apologise for the many errors that had appeared in the Journals over this current year and considered that it was now the appropriate time to pass the baton to a younger member, namely Roger Stanley-Smith. He also wished to thank all the regular loyal contributors for their input into the magazine and that with Roger at the helm the Journal would be in a safe pair of hands.

He stated that for the second year in a row he had the great pleasure of awarding the Spoor Vase to Peter Wingent for his article 'Insufficiently Prepaid Air Mail 1930/40' (Vol. 61 No. 245).

Those attending expressed their thanks for all the time and effort he had put into producing our magazine over many years.

5

The Hon. Librarian, Barbara Priddy, mentioned that the President had suggested that perhaps the BAMS Library could be turned over to the Royal, and as this had seemed a possible good idea, she had requested views from members in an issue of AMN. There was no response to the article but having discussed the matter with several members she now

has had second thoughts. In consequence, she read to attendees her various reasons why the library should remain a society asset.

The main reasons were:

The Royal would only want the books it does not already possess and would sell any excess for its own profit

The Royal is now a charity and thus open to the public so our members no longer would have 'exclusive access'

Recent upturn in borrowing and demand from our Library.

Eddie said that, with regard to the artefacts, (at the moment kept in a suitcase) it would definitely make sense to donate them to the Royal so that they could go into the museum and he would talk to Barbara about this later.

6

There was no Web-master's report. Currently the website is not up-to-date but the web-master will update anything he is specifically asked to amend.

7

Regional Group Organisers: Officers reports from those regions represented were generally brief as most of their activities had previously been reported, on a regular basis, in AMN. Most regions hold two meetings every year, and as the years go by, the attendance falls. Problems are the distance members have to travel; the cost of reimbursing speaker's expenses; the expense of hiring a suitable venue and the age of the attendees. In general, the Society has been prepared to help by contributing to Regional meeting costs by providing some financial support, within reason. The cost of Regional Meetings should be reviewed as some regions seemingly do not charge at all.

London and Home Counties – Meetings in Essex have been a tale of woe as Rayleigh's attendance over recent years has been 6:5:4:3:1. It was suggested that some London meetings could be held at the King's Head. There was a favourable show of hands.

Midlands – Two meetings, 3 members died in the past year.

North-West – 2 meetings last year, now only 1 member able to host – an age problem.

Scottish – No report received.

South Coast – Meeting to be held at Ardingly (12th October).

Wessex – 2 meetings p.a. in Scout Hut.

8

The Election of Officers and Hon. Auditor: All Officers, whose names were published per the agenda for this AGM, were re-elected. Peter Wood, our auditor, was with his agreement, re-appointed. No names were mentioned with regard to filling the following gaps –

President; Secretary; Auction Secretary.

9

Communication and Publicity: In Bill Trower's absence this matter was not discussed.

10

Aerophilatelic Judges: No change since last year as no members are National/ International Qualified Judges. It was noted that FISA subdivide Aero competitions into 3/4 different sub-categories.

11

Update on FISA Membership: Currently we are paying £85 as a membership subscription. It was agreed that our membership should be reviewed as it is felt that we get very little benefit and thus could well do without the expense.

12

Relocation of Library and Artefacts: Most of this is covered in Barbara Priddy's report (above) but agreed that the Society would continue to hold the Library material but may pass on Artefacts to the Royal – subject to further discussion.

13

Any Other Business:

(a) Grahame Boutle raised the question – “Should our Society consider joining forces with the Crash Mail Society at some future date?” This was not felt to be desirable.

(b) Grahame also mentioned that in ‘The London Philatelist’ names appeared of societies who had contributed by gift, loan and/or donation to the Royal. It was agreed that BAMS would not get involved monetarily, but Barbara said “our artefacts could be our donation.”

(c) Lastly, Grahame raised the question – “Is our Society likely or intending to take a table at Stampex 2020, or join with another club (e.g. Crash Mail Society) to share a table.” It was agreed that this would come under consideration, but should be decided in the near future. The cost of a table is £25 per day.

(d) Barbara took this opportunity to suggest that perhaps we could sponsor frames at 2020 instead. The cost per frame is £10.

(e) Competitions: -

(i) ‘The Airmail Shield’ – won by Jacques Bot with Richard Hewitt as runner-up.

(ii) ‘The Wotherspoon Cup’ – won by Peter White with joint runners-up being Brian Asquith and Laurence Kimpton.

(f) Next AGM: Intended to be at the same venue on Saturday 6th June 2020, so please make a note in your diaries so that attendance could reach the twenties.

Brian Asquith then thanked Eddie and the ‘team’ for all their hard work over the past year
The meeting was brought to a close at 3.40pm

LETTERS TO THE EDITOR & NEWS

Re. Captain T A Smye

Dear Roger,

May I send you every good wish and success in your new post as editor of the *Air Mail News*.

May I also send our readers confirmation that our colourful collector of early pioneer first flight airmails, Capt. Smye, was an army captain and not R.N. Members may find this information simply by putting his name into the Google domain and up will come his details, courtesy of GBPS (The Great Britain Philatelic Soc.), and the following information will be seen: (for the benefit of those members without access to a home computer or similar device I copy the same here),

"The Oct 1918 Army List, at column 817 b, lists Capt T A Smye as a temporary Assistant Commissary of Ordnance. The quarterly Army List of July 1918 shows him to be Thomas Arthur Smye, a Warrant Officer in receipt of a pension w.e.f. 12 Jan 1912, late Army Ordnance Corps. It seems therefore he was either recalled or volunteered for wartime service and got a temporary commission. He was still listed as a pensioned Warrant Officer in the 1933 Army List."



Backstamp

Whether or not he was prone to enhance his covers I leave for others to evaluate and as many of his covers emanated in The Emerald Isle from BAILE ATA CLIAT, (Dublin), surely all of us must know none can spin a good yarn better than the Irish. A parting example of one of these covers (**above**), is a favourite first flight cover from Eire and is as plain as plain could be, like a piece of fine white Irish linen. It is from the first regular 14 day KLM flight to the D.E.I.'s, from Amsterdam, taken as far as Penang on the Fokker VIIb-3m, PH-ARG with Capt. van Dijke, arriving in Batavia on 4th October 1930, and with the cover showing the same circular date stamp on the reverse of the envelope. I rest my case.

Julian van Beveren

Re. BSAA 1946 Bermuda Test Letter

I have pulled out my Bermuda catalogue and the covers to fill in a few more details, hopefully.

From the dispatch weight they "guestimate" 48 to 57 covers sent from Jamaica. My OHMS card was freepost and I have a similar airletter to that shown shown at correct 6d rate. A Letter rate 2/2d to UK and an OHMS cover to RAF Henlow with the 2/2d rate and b/s "RAF HENLOW 10th". Another cover in the sale I missed was Jamaica to Bermuda at 1/3d rate .

Ref. PANAM test covers, I have a couple of matched sets I got in USA Society Club auctions many years ago. Full series shown on LINGENS auction site with an article Roy wrote about them. However, although the Bermuda catalogue lists the test flight and says "*relatively plentiful*" I have only ever seen 2 pass me on E-bay and they went for big money.

Herbert Lealman

Re. Q-552 and Page Sizes

I write on two points which are mentioned in the *Air Mail News*, which has just arrived.

The easy one is Q-552 posed by Christian Hirza. As the British PO lamentably failed to impress any kind of arrival datestamp on incoming mail of any special flight, Francis Field (and others of his ilk) would get a datestamp by appending a ½d stamp and getting it CTO, to prove that the item came in when it should.

Rather more problematic is the question you pose yourself, namely how to get "odd-sized" sheets printed etc. The answer is really two-fold, both of which are simple, but raise an infinite number of exciting possibilities.

Paper and card are produced in an almost infinite number of thickness and sizes. Thickness is no problem - there are a wide variety of thicknesses of paper or card. For a decent thickness on which to mount a stamp collection, I would suggest 130 gsm to about 170 gsm - "gsm" means "grams per square metre". Obviously, you would not want to mount your collection on ordinary paper (80-100gsm) as the whole thing would flop around. A collection of air mails will involve envelopes on card, and 130gsm, I would suggest, is the minimum requirement for reasonable rigidity. I am currently using 170gsm for my main collection, and 150 gsm for the exhibition sheets I use.

Any local firm of printers or stationers can get large sized sheets of paper/card which they can cut them to whatever size you may wish. Obviously, you will have to pay for the full-sized sheets they use to cut down, as well as for the cutting, but it is really no great expense, not when considering the overall cost, particularly of exhibiting at a National or International Exhibition.

As far as printing is concerned, there are a large number of A3 printers on the market, which can, of course, print anything up to A3 size and 1 & 1/3 A4 is smaller than A3 (double A4).

However, I would invite anyone to consider being more adventurous. I am currently preparing an exhibit to my own special sized sheets, which as a matter of historical accident (too long to explain here!) are 271mm x 448mm. The maximum width of an individual row in London 2020 is 990mm, so my 448mm x 2 will fit, only just, but so what!

Printing on sheets larger than A3 requires an A3+ printer. Mine is an Epson WorkForce WF-7710, which is more or less ideal. I have so far contented myself with what as a computer nerd I know will work, and it may be that the machine will become more perfect as I get used to it.

The London 2020 frames are designed for 4 rows of 2 x A3 sheets, which give a better clearance at sides and top and bottom.

And while you are about getting your individual sheets organised, why not consider a tinted sheet? I am told that anything other than blue/grey are OK, provided that the sheets do not stray into the "dark tints" warning in the London 2020 regs (and probably other regs - I just do not know). It may be a strange quirk that I have, but material mounted on a black background on a white sheet does not exactly turn me on! I fancy that bringing an element of colour draws attention to itself, which is what you need if exhibiting 5 or 8 frames among a total of 2,750!

Then you will need special sleeves to put your new cards in. I got mine from America, which were rather expensive but of very fine quality. A3 sleeves are widely available.

The advantage of getting large sized sheets is that you have an almost infinite variety of ways of mounting your material. Oversized or very long covers? No sweat! What is an impossible problem to solve on an A4 sheet will simply cease to exist. The downside of course is that you need to prevent the sheet looking half empty, not a problem you should experience, as the problem will usually be to cut down what you want to show to what you can show in the available space - and take it from me, it will be far more than what you could show on the equivalent A4 or single album sheets!

Hope this all helps.

Nicholas Arrow

..... and

Further to your editor's remarks regarding page sizes in the February 2019 *Air Mail News* (Vol. 61, No. 244 p4 and p16), I would like to comment further on acceptable page sizes at UK national and international exhibitions. First though, it is appropriate to correct your comment about the size of A4: it is 297 x 210 mm, not 297 x 205 as you state.

I am chairman of the organising committee for London 2020, where the same new frames will be used as are now utilised at each Stampex. In the London 2020 exhibition regulations (known as the IREX), it is stated in paragraph 11.1:

Sizes and Allotment of Frames. There will be approximately 2,750 competitive frames, with capacity for 16 sheets not exceeding 30 cm tall by 24.5 cm wide, in four rows of four (4 x 4) contained in transparent protectors. The sheet width can be greater than this so long as the total width of the sheet(s) on each row does not exceed 990 mm. Sheets of a height greater than 30 cm may be accepted but must be pre-notified and approved by the Organising Committee.

I personally have just developed a brand new exhibit, with each page measuring 28.5 cm tall by 31.0 cm wide. This is colloquially known as 'one and a third' wide, as there are three broad pages per row in a frame. This format has a great advantage if you are trying to show larger covers.

Whilst writing, I can confirm that there will be an aerophilately class at London 2020. Application forms are now available on the website (www.london2020.co). Please contact the UK Commissioner, Mike J.Y. Roberts, via email to UKcommissioner@london2020.co if you require any further details. The closing date for applications is 30 June 2019.

Best wishes,

Frank Walton RDP FRPSL

ABPS Newsletter

The latest news on philatelic exhibitions in the UK and abroad.

We are delighted to inform you that the first Newsletter of 2019 has been posted on the ABPS website. It is brimming with up to date news and information about forthcoming national and international exhibitions and can be viewed by clicking the link below and selecting the Exhibitions Newsletter for January 2019 (in pdf format):

<http://www.abps.org.uk/Exhibiting/index.xalter/>

New Edition of the Australian Air Mail Catalogue

Plans are under way to release a new edition of The Australian Air Mail Catalogue for release at Aeropex in December of this year. Tom Frommer and Charles Leski have been updating the last edition, published in 2008, but are always conscious of corrections and new entries to be made. Such a catalogue is a work in progress that is continually evolving.

Collectors and researchers with details of changes and additions to the catalogue are invited to send them to Tom Frommer, Charles Leski or Martin Walker by the end of September 2019 so they can be verified and considered for inclusion in the new edition.

If sending changes please quote the current AAMC number and the details of the change.

For new entries please send the details as found in the catalogue for other flights. eg, date of departure, the names of the pilots and crew and the aircraft used, the route flown including stops, and if known, the number of covers carried. Scans of the cover at min 300dpi will also be helpful.

To encourage new contributions to the catalogue Charles Leski is generously offering a 50% discount off the retail price of the new edition to all contributors who suggest corrections or additions that are adopted.

Details of how to order the new edition will be released later in the year.

Please send information to:

Tom Frommer - frommer@pcug.org.au

Charles Leski - Charles@leski.com.au

Martin Walker - saphilatelist@gmail.com

Stampex International Court of Honour Celebrates 50 Years of Concorde

Stampex International are delighted to announce that Brian Asquith's Collection "*Faster than a Bullet - The Concorde Story*" will be shown at the September show, to mark the 50th Anniversary of the maiden flight of Concorde. Brian's collection showcases the story of Concorde and alongside pieces of philatelic interest Brian has also collected other memorabilia including flight certificates, stickers, menus, postcards and even champagne. His proudest pieces include a GB imprimatur block of 4 for the 3 Concorde stamps issued in 1969. There are only 3 sets in private hands. He also owns a wonderful letter from HRH Prince Philip from Buckingham Place to Sir Harold Hartley GCVO in which the Prince documents his first journey on Concorde.

His collection also includes a card signed by Tony Benn Minister of Technology who on 11th December 1967 confirmed that Concorde would be spelt with an "e" and a flight certificate

marking the last flight of Concorde. As a privately held collection it is wonderful to have it on display in full. Brian has been lucky enough to travel on Concorde 6 times and has been a guest of one of the 72 Air France pilots Captain Gemmel and on one occasion flew in the cockpit.

He started collected stamps in 1968 the year before the first Concorde flight. His passion for collecting was ignited by his childhood love of aviation and he started collecting Airmail, focusing on Chinese Air Mails. His collection "*On Dragons' Wings – Chinese Airmails*" has been awarded two gold medals and in 2009 it was shown in the Court of Honour at the Beijing 2009 Aeropex international exhibition where he was also an international judge. The Chinese Post Office has since published a book of the exhibit in both English and Chinese. He is a member of the Concorde Study Circle which was founded in 1978 and of which he is now the Chairman.

We are delighted to be displaying his collection at Stampex International held at Business Design Centre, Islington from 11-14th September 2019. It is free entry and more information & show times can be found online at www.stampexinternational.com

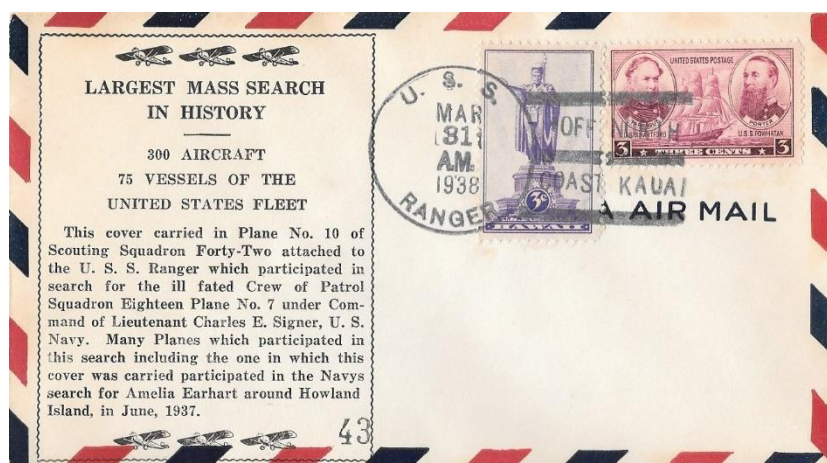
From Titanic to Earhart

Richard Beith kindly sent in a page from *The Herald*, Glasgow, published Saturday July 27th this year, which ran an article on Robert Ballard's intent to locate the remains of Amelia Earhart and Fred Noonan.

Reader's will probably be aware that many attempts have been made since the two went missing on July 2nd 1937 on the final leg of an attempted 'round the world flight. Earhart left Oakland, California, on the 20th May in her Lockheed Electra with Fred Noonan as navigator. The 'plane went missing whilst attempting to locate Howland Island, a small island to the north-west of Nikumaroro (Gardner Island). The last contact was a signal to the US Coast Guard vessel *Itasca*, stating "*We must be on you but cannot see you – but gas is running low.*"

The ensuing search by the United States Navy concentrated on the area surrounding Howland Island but was called off after two weeks with no sightings made.

In recent years the International Group for Historic Aircraft Recovery made extensive investigations into the disappearance and made discoveries that led them to believe Earhart had crashed on Nikumaroro and may be buried there. Ballard will examine a possible campsite and the surrounding area, as well as exploring the ocean floor for signs of wreckage which may lead back to a crash site. The expedition, commencing this month, is being funded by National Geographic Channel and will broadcast a documentary later in the year.



Cover carried in Patrol Aircraft No.10 from Scouting Squadron 42 assigned to USS *Ranger*, in the search for a missing patrol 'plane in May 1938. The same aircraft had also participated in the search for Amelia Earhart the previous year.

QUESTIONS AND ANSWERS

A-555

Possible Evidence that Romanian Air Mail via Lisbon to North & South America During 1941 was Flown a Different Route from that Taken by Bulgarian Air Mail

In the last edition, we were treated to a most interesting article written by Richard Saundry, our former editor, on the treatment of Bulgarian mails at Vienna. His core question in bold was the following. *“Most surprising, air mail covers posted in 1941 indicates that whereas Bulgarian air mail covers addressed to America are invariably found bearing the ‘Ag’ handstamp (Censorship at Vienna), Romanian covers seem never to have them.”*

I study the Civilian Airline routes in Europe during the Second World War, whilst my observations are not complete, perhaps a few general comments might, I hope, be in order.

Firstly, let's look at the Romanian Airline during 1941. The Romanian airline Liniile Aeriene Române Exploatate du stabul, better known as LARES, had, in October 1940, suspended all its routes but, on the 14th April 1941, resumed the following services:

Bucharest-Sofia

Bucharest - Galati-then on to the Ukraine. (but where?)

In addition, LARES did operate a service to Vienna but no further and another service operated Bucharest -Turni-Severin-Araid.

It is my belief that mail destined for America did not travel to Vienna, for several reasons, the main being the Romanian postal authorities simply did not want the mail delayed; so how then did it proceed to Lisbon to connect with the American Pan Am clipper flying boat service.

For the answer we must study another airline, which is MALÉRT (*Magyar Légiforgalmi R.T.*). During 1941, this Hungarian Airline operated the following routes (in addition to internal services):

Berlin-Prague-Vienna-Budapest-Arad-Bucharest (three times weekly).

Budapest-Vienna-Breslau-Berlin (once daily except Sundays).

Budapest-Venice-Milan.

Budapest – Zagreb- Venice- Milan (Three times weekly) (Only in August and September 1941).

As you can see from the above it is most likely that the mail for America was sent by this airline to Italy and from there taken by the Italian airline to Lisbon. If you require details of this, let me know.

Just as a side issue on the subject of Bulgaria, I can state that on the 11th December 1940 it was proposed to operate a service between Bulgaria Sofia and Russia Moscow, via Odessa. It was to use exclusively Russian aircraft. Earlier in that August Colonel Boidoff who was at that time Chief of Civil Aviation visited Moscow. As far as I can tell nothing came of this service. That is a shame because I am sure that Bulgarian airmails at this time via Moscow, would have raised Richards heart beat a little.

Josh Spoor

Ref: Air 24
The Aeroplane

Pan Am Air Mail Test Letters of 1946

Richard's piece on the above will, I'm sure, have been of much interests to our readers, including myself as I too have some of these, though not an example of the *Practice Air Mail Test Letter* likely to have been sent out to all twenty-eight of the receiving capitals in the Central and South American continent and Caribbean. Six of the examples I have predate the USPOD advised 1st of November sending day, by a day, being date-marked the 31st October 1946 but none, alas, being a *Practice Air Mail Test Letter*. All were sent by a collector in Knoxville, Tennessee, who pencilled in his address on the top left of the envelope for its return and chose to rub the address out on receipt as seen in the example in Figure 1 from Martinique. This bears the 2 frank stamp dated "PORT DE FRANCE 13.11.46" having been received there as shown by the red boxed cachet "P. A. A. NOV - 8 '46 FORT DE FRANCE" on the reverse.

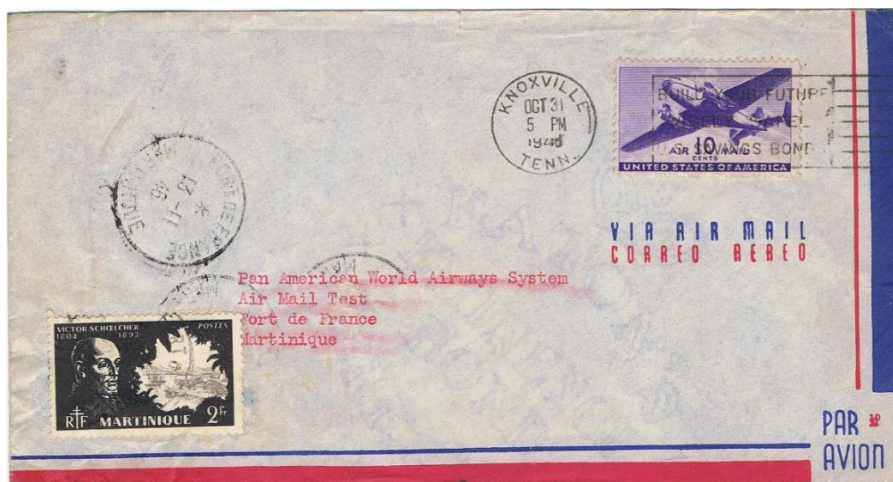


Fig. 1

I am hoping that Richard, being our Costa Rica aficionado, will be able to answer a small query on the cover shown in Figure 2 from that country. In both of Richard's Costa Rican examples, the return postage costs seem to be correct at 45 centimos, whereas the cover in my own example has the odd amount shown in their centenary of the San Juan Hospital of 75 and 30 centimos stamps, cancelled on the 8th November on their return, which seems a rather excessive amount Pan Am stumped up for?

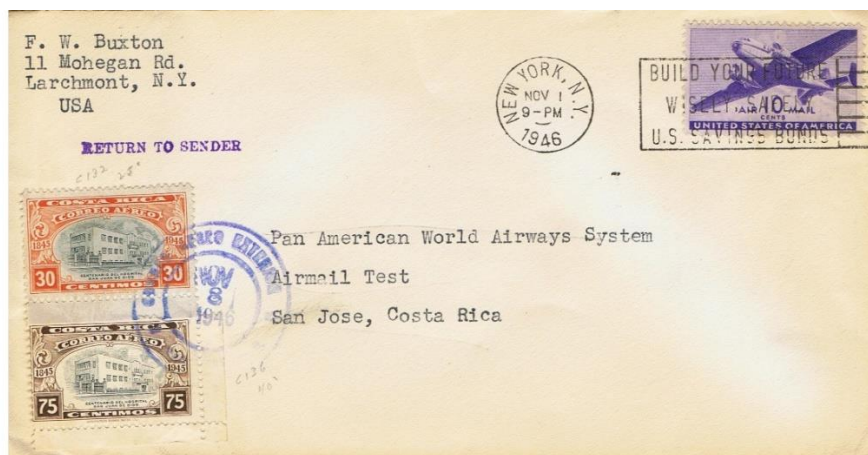


Fig. 2

Interestingly, although Canada, Mexico and Cuba were cited as being the exception in these test flights, for the reasons explained by having a lower postage rate of 5 cents per ounce and 8 cents per half ounce in respect of Cuba, the latter country was still included. Figure 3 is an example of the Cuban test letter sent on the 1st November 1946 from New York and arriving on the 3rd (showing the 10 cents paid) and returned the following day. I also show along-side this test cover, as a matter of interest, an example sent with FAM 31, a first flight cover from New Orleans to Havana posted on the same day with the 8 cent postal rate.

Another anomaly, similar to Richard's Peruvian example, is the cover in Figure 4 from Pittsburgh on 1st November to Cayenne, French Guiana, which also used a pre-printed 5 cent postal stationery U.S.A. Air Mail envelope. However as seen it was not upgraded with the 5 cent DC-4 Sky Master stamp but got away with using a perfectly valid Franklin D. Roosevelt "Toward United Nations April 25, 1945" 5 cent adhesive. On the reverse are both the date of receipt of "CAYENNE 4 -11 / 46 GUYANE FRANCAISE" and their red "**P. A. A. NOV - 4'46 CAYENNE**" framed hand stamp, this cover being returned the following day to Pittsburgh, the c.d.s. cancelling the 20 frank olive green GUYANE FRANCAISE stamp.



Fig. 3

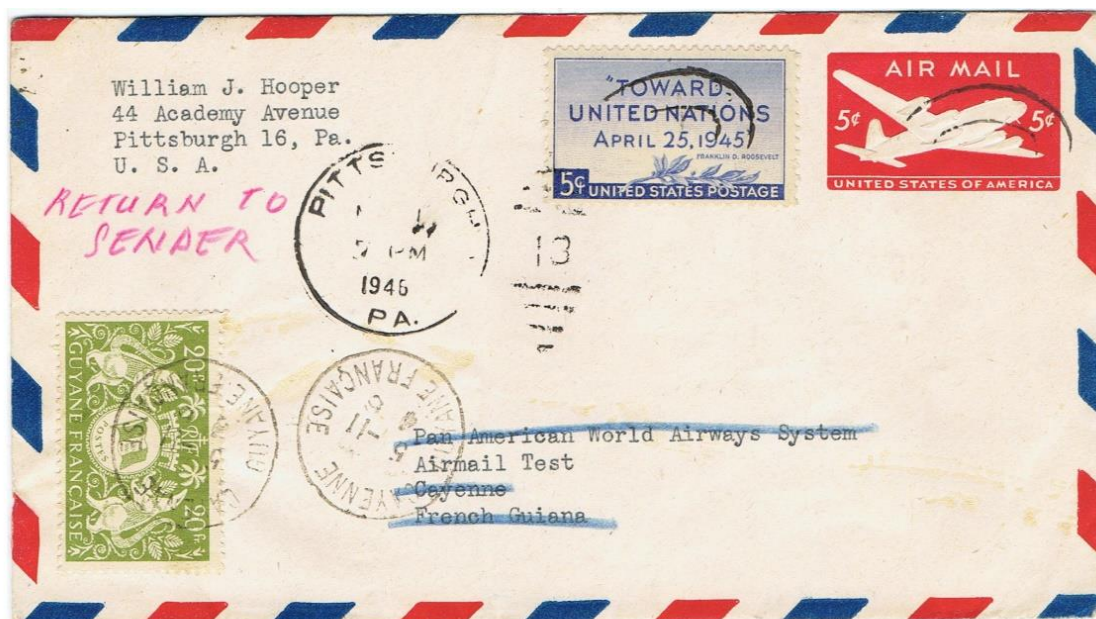


Fig. 4

Incidentally, as I have two Peruvian test covers, if anyone with duplicates would like to do a swap for a British Guyana cover with or without the National Airmail Week envelope just let me know. As Richard said, "Good Hunting"

Julian van Beveren

Pan Am Air Mail Test Letters of 1946

Dear Julian,

Firstly, it is interesting that a collector in Kentucky, in the middle of the USA, sent his covers on the 31st October, the day before the test letters were supposed to be sent. All the examples I have seen posted on 1st November were posted from the Eastern part of the States and none from the West. As I explained in my article, apparently there were complaints that insufficient time was given to allow collectors to prepare and send their covers. Clearly, the Kentucky collector was able to meet the deadline by sending his covers on the day before they were supposed to be sent. It would be interesting to learn if any collectors further west than Kentucky manage to fire off their covers.

Cuba, Mexico and Canada were not destinations where the test letters were supposed to be sent. You have a scarce example incorrectly sent to Cuba which seems to have been treated by the Pan Am staff in Havana as if the letter was being sent to an authorised destination. Meantime Johnnie Johnson, Jr. in Connecticut has sent me an example that was addressed to Mexico and processed by the Pan am staff in Mexico City. Clearly examples sent to Cuba and Mexico are not supposed to exist, but these examples confirm collectors of the time, as with many modern collectors, were slap-dash and did not read the USPOD notices correctly. You probably have quite a scarce Cuban Air Mail cover though only really something of curiosity value.

A reason I have delayed in replying is that your test letter sent to Costa Rica that was franked by the Pan Am staff there as 1.05 Colones, rather than the expected 45 centimos, has been taxing my little grey cells. I believe I have, however, solved this conundrum. It has to

do with the fact that for postage rate calculations, the US used imperial weights, whereas Costa Rica used metric weights. The new US “hemispheric” rate introduced 1st November 1946 was 10 cents per half ounce (~14 gm.), whereas the Costa Rican Air Mail rate to the USA (1st July 1945 – 15th March 1947) was 45 centimos the first 5 gm. and 30 centavos each additional 5 gm. Assuming the collector used a ‘stuffer’ in his envelope it possibly weighed > 10 gm, <= 14 gm. and thus was charged 1.05 Colones rather than the 45 centimos for covers sent without enclosures. Clearly the unexpected weight was somehow picked up, either by the Pan Am staff in San Jose, or more likely by the Post Office. Note the date of posting was 8th November, whereas other covers sent from Costa Rica were dated 5th November. The explanation for the delayed return and the higher franking is only an idea I have come up with - perhaps someone else might have a more authoritative explanation.

I don’t think there were any US postal regulations preventing use of ordinary US postage stamps to prepay Air Mail postage rates. Perhaps one of our US members will be able to clarify this small point?

Once again, Julian, I do appreciate all this interesting information. You really do have a massive eclectic cover collection. Is there any part of the world for which you do not have any covers?

Richard Saundry

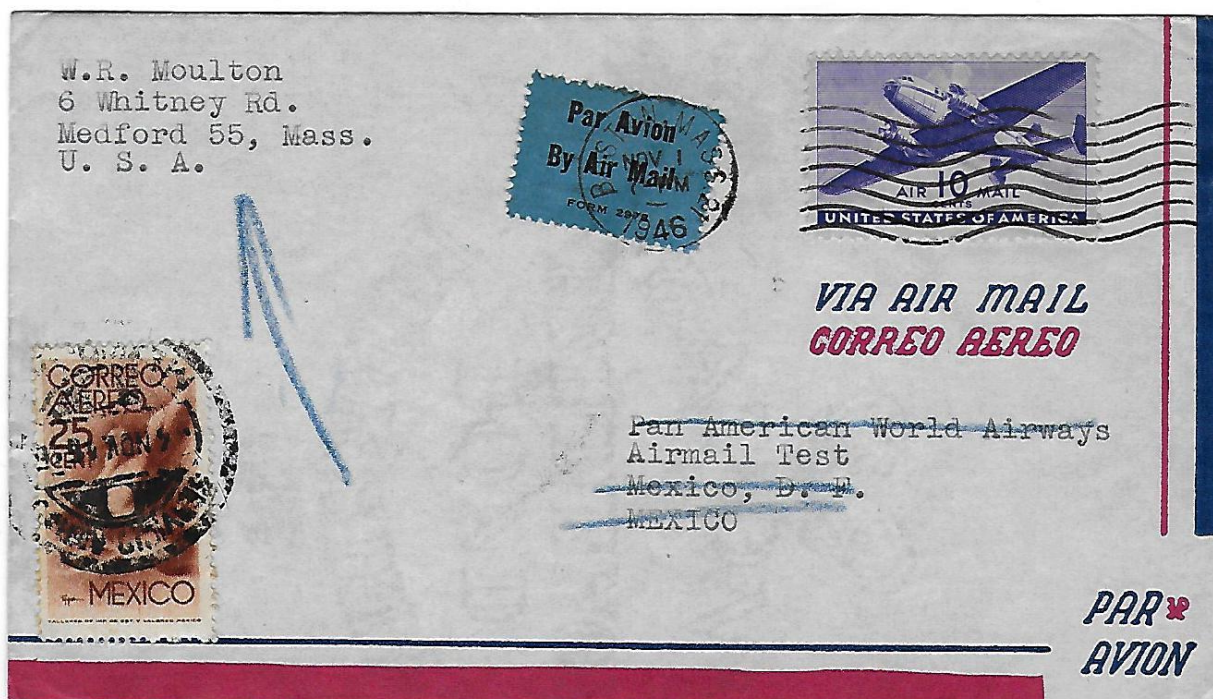
An Unexpected Mexican Pan Am Test Letter

In the May 2019 issue of Air Mail News we published an article “*The Pan Am Air Mail Test Letters of 1946*” in which I described how collectors in the United States were invited to send letters addressed to the local Pan American Airways Offices in a number of specified destinations in the Caribbean, Central and South America for one day only on 1st November 1946, whereupon the envelopes would be franked by Pan Am staff in those countries and returned to sender. Such test letters were organised by the US Post Office in collaboration with Pan Am as part of the Air Mail Week celebrations of 1946 when a new uniform “hemispheric” air mail postage rate of 10 cents per half ounce was introduced. Countries where test letters were supposed not to be sent were Canada, Cuba and Mexico since lower tariffs for air mail letters addressed to these three countries were already in place.

Recently I have been informed by Johnnie Johnson, Jr. that although mail sent to Canada, Cuba and Mexico was not eligible for the tests of 1st November 1946, ‘test’ letters sent to each of these three destinations are known which were returned by Pan Am staff in these three countries to sender. Indeed, Johnnie kindly sent me an example of a Mexican test letter cover (figure 1) that seemingly was treated by the Pan Am agency in Mexico City in exactly the same manner as mail handled when sent to any one of the 28 permitted destination countries. The cover in question was franked 10 cents (a US 5 cents rate was already in place, so this cover was overpaid 5 cents), posted from Boston on 1st November, arriving Mexico City during the evening of 3rd November (backstamp, not shown here). The cover was franked 25 centavos by the Pan Am staff in Mexico and returned by air to sender the following day.

I guess collectors the world over are sometimes guilty of not correctly reading or understanding even the most explicit of instructions and the collector in Boston presumably just fired off a cover addressed to Mexico along with covers addressed to other destinations without first carefully reading the list of the 28 advertised new destinations. I doubt he was deliberately trying to break the rules hoping to create a rarity. What is interesting, however, that upon receipt at the Pan Am offices in Mexico City the collector’s cover was franked for the return air service to the United States. Presumably this was contrary to Pan Am’s

procedures? Was, I ask, tongue in cheek, an employee at the Pan Mam Mexico office guilty of mis-using Pan Am funds? Or did some employee in Mexico take pity on the Boston collector and frank the cover for its return journey using a stamp which he personally paid for?



Whatever the reason for the Mexican cover (**above**) it is unusual, an oddity, possibly a scarce, if irrelevant item. Johnnie says he has seen 1946 test covers sent to Cuba that were re-franked and returned by Pan Am staff from Havana. It would be interesting to know if any 'test' covers addressed to Canada might exist? Johnnie's Mexico example shows that studying even the most mundane of subjects such as the Pan Am test letters of 1946 can occasionally throw up unexpected surprises.

Incidentally, as I no longer collect Mexico air mail covers, should any reader wish to find the cover Johnnie sent me a good home, please contact me. Just make a donation for charity.

Richard Saundry

Q-555

Jamaica Censorship

I collect Jamaica and, at present, am undertaking a study of letters sent via Cali for censorship in Jamaica.

Having studied books from the society library, problems still remain:

Bolivia

I have three airmail covers:

- 1941 to UK rate 20.40 Bolivar's
- 1942 to USA rate 15.70 Bolivar's
- 1942 to USA rate 9.50 Bolivar's

Argentina

- 1941 registered to the USA rate 2.35 peso

Peru

1941 to USA rate 3.80 soles (this includes a 2.00 soles Franco postal)

Does anyone know if Argentina and/or Peru have an extra postal tax?

Steve Belcher

A-557

Madagascar via Imperial Airways

I was most pleased by the article written by David lee concerning mail from and towards Madagascar using the Imperial Airways route. This topic is one of my major collections.

Cornu & Collot indeed indicate that the first French acceptance for Madagascar via IA started September 26th 1932 and, even given the French Post administration announced officially this possibility for September 17th, this service was already operational before that date.

Apparently, in May 1932, the airmail rate for dispatch by IA to Madagascar had already been fixed at 6.00 F per 10 grams, meaning post could be sent using this route since May 1932, so 4 months earlier.

Attached covers show evidence.



Cover A – Front and reverse

Cover A: Letter form Lyon dated July 9th.

Standard rate: 0.50 Fr / 20g

Registered rate: 1.00 Fr

Airmail rate 12.00 Fr being 2 x 6.00 F/ 10g

Transit marks: Nairobi July 21st (AS flight 72); Mombasa July 22nd (by train, since the first flight Nairobi- Dar Es Salam via Mombasa dates August 18th 1932); onwards by M/S *General Voyron* towards Majunga, arrival mark August 1st

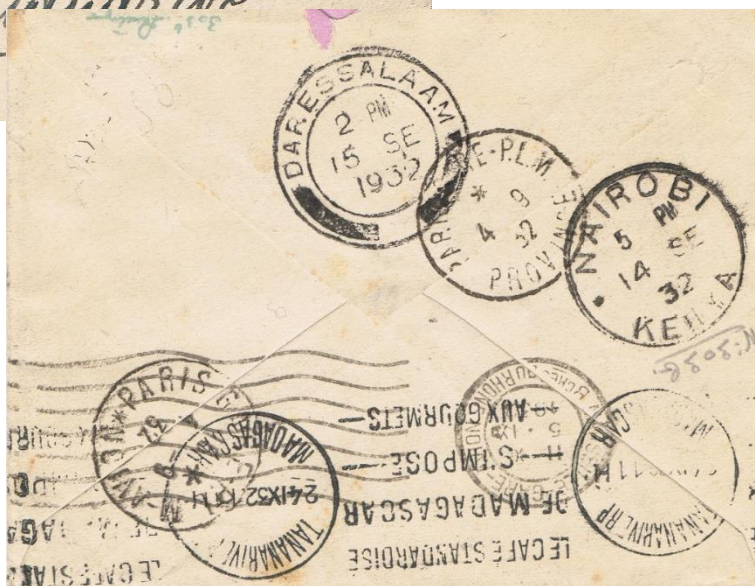


Cover B: Letter from Neuville dated September 3rd

Standard rate: 0.50 Fr / 20g

Airmail rate: 6.00 Fr / 10g

Transit marks: Paris September 4th and Marseille Sept 4th; Nairobi Sept 14th (AS flight 80); Dar Es Salam Sept 15th - in principal send by Wilson Airways; Arrival Tananarive Sept 24th by M/S *General Duchesne* reaching Majunga Sept 23rd.



Conclusion: this routing was at least already operational in July 1932 and we look forward to finding proof of dispatch during May or June 1932.

Anyone that might help to enlighten this topic is welcome to have it published in the Airmail news.

Filip Van der Haegen

A-551

A Basel-Cherbourg Supplementary North Atlantic Catapult Connection?

On reading John Smith's question, I dug out my copy of *German North Atlantic Catapult Airmail Flights 1929 - 1935* 2nd. edition published 2014, by James W. Graue, who is the past president of the American Air mail Society.

The catalogue states that his flight K37 from the *Bremen* to New York on July 31st, 1930 was the first to include Switzerland supplementary flight mail flown Basel to Cherbourg. The Koln-Cherbourg supplementary mail left Koln on July 26th & I can only assume the Swiss supplementary mail left Basel July 26th at the latest. The catalogue lists 9 Switzerland covers being flown as well as some from Luxembourg but does not say how many were received from the supplementary flight.

Brian Wolfenden

And on the same subject,

John Smith asked if members might be able to confirm that the Swiss Post Office organised a flight on July 10th 1930 Basel to Cherbourg by the Swiss contractor Balair to connect with the '*Bremen*' on the point of her sailing.

A recent welcome addition to my "*European Acceptances for Mail Flown Onward through New York*" collection is a cover that confirms such a connecting service flight did take place, but that the date of the flight to Cherbourg mentioned by John (using two sources that he cited) was possibly incorrect.

My registered air mail cover, posted Basel 06.00 hrs. July 5th 1930 was franked 80 centimes. and cancelled with a special date-stamp: "1ere POSTE AERIENNE / BALE - CHERBOURG", and was datestamped "CHERBOURG-MARITIME 11 * 5 -7 30 MANCHE". The cover was addressed to Richard Singley, a noted US air mail cover collector of the time, in Lancaster, Pennsylvania, USA. Registration postal markings on the back for New York July 12th and Lancaster, PA prove, beyond reasonable doubt, the cover was expedited by air between New York and Pennsylvania, hence the reason for my interest.

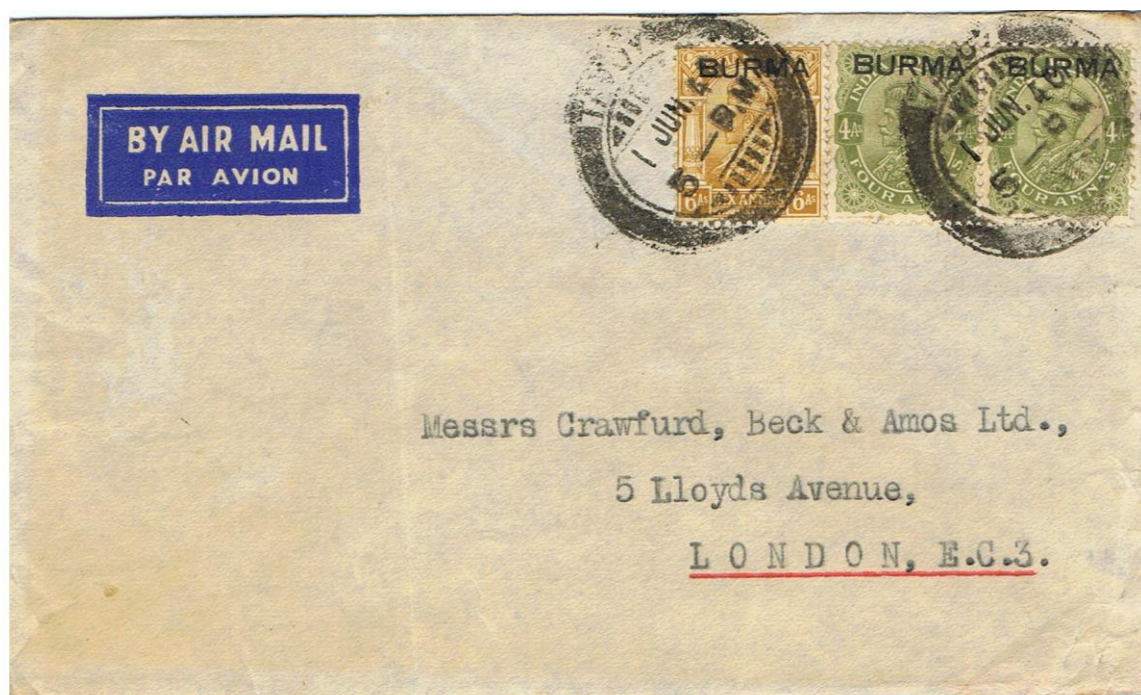
Consulting the '*Schweizerisches Luftpost-Handbuch*' (2000 edition) we see on page 21, (cat. no. RF 30.6) that the connecting flight to Cherbourg actually connected with the ss "*Berengaria*" not the "*Bremen*", in which case my cover to Pennsylvania was not a catapult flight cover. Furthermore, the Swiss catalogue tells us that a flight did take place on 10th July that connected Basel with the French port of Le Havre, not Cherbourg, in this case connecting with the departure for New York of the SS "*Paris*". On page 317 of the Swiss catalogue we learn under the "Katapult-und Nachbringe-flüge" section that the "*Bremen*" departed Cherbourg on 9th July 1930.

I suggest that John's references to a Swiss connecting flight Basel-Cherbourg on 10th July 1930 followed by catapult flight from the "*Bremen*" might be mis-leading? Since I am not an active student of Swiss air mail covers I cannot confirm if the franking on my cover was correct or if it was philatelically inspired.

Richard Saundry.

Q-556

One for the Burmese Specialist?



May I, through the collective expertise of the readership, ask the question of the likelihood of air transportation of this Burmese cover to London in June 1940?

The pre-printed etiquette on the embossed “*Basildon* OPAQUE BRITISH THROUGHOUT” envelope was sent from Tavoy and is dated 1st June 1940 in the evening at 5-P.M. and bears no further postal information.

The immediate question this cover raises is why is there is not a vestige of any censorship control and, while this is not a unique occurrence at this heightened time of security when most airmail entering the U.K., or indeed leaving the Far East, would normally have received some form of scrutiny.

As known Italy entered the WWII conflict on 10th June and thus the Mediterranean was a no-go area for much of the Allied civil air transports, with the last BOAC flying-boat, SW 246 from Sydney, terminating her flight at Athens on the same day, prior to the planned-for Horseshoe Route coming into play.

It is unlikely that this cover was aboard this particular flight as the flying-boat did not call at Rangoon at this time, unless this airmail could have reached Calcutta by the 6th/7th June.

My own feeling is that it may have been more likely for the correspondence to have languished in the Rangoon Post Office until 24th June and loaded onto the first BOAC Horseshoe flight from Sydney to Durban, calling in at Rangoon on that day. Who knows? These assumptions are taken from Aitink & Hovenkamp, *Bridging the Continents in Wartime*.

Any further thoughts from collectors of these wartime airmails from the Far East at this time to the UK would be very much appreciated.

Julian van Beveren

Q-557

Imperial Airways to Basrah

Dear Editor

I hope that someone can help me.

I have two queries: firstly, I have recently acquired the cover displayed below.



This cover was posted in Basrah on the 12th July 1934, and received in Durban, where it was franked with South African stamps and readdressed, initially to Basrah (see red ink address, later deleted), being posted by registered post on the 24th July, the Durban R-number being 90750. It was then flown north via Cairo, arriving in Cairo on the 30th July and transferred to the Imperial Airways eastern service to Basrah, arriving on the 1st August. It was re-addressed back to Baghdad on the 7th August, arriving in Baghdad on the 9th August¹. One deduces from this that it arrived in Johannesburg on flight AS176 on the 19th July, and flown to Durban by SAA. It was then posted in Durban on the 24th July, flown by SAA to Johannesburg and placed on Imperial Airways flight AN177, being transferred in Egypt to the Eastern service, arriving in Basrah and then readdressed back to Baghdad. So far so good.

However, the interesting feature about this cover is the triangular cachet to the bottom right, which indicates that this was carried on the “First Aerial Despatch / Iraq to Durban / by Imperial Airways”.

This is partially explained by a very short article in *The Aeroletter* of July 2010, when Neville Pokalow refers to covers being sent (a) from Iraq (with an identical cachet) and (b) Kuwait (with a similar cachet). The copy of the item from Iraq illustrated in *The Aeroletter* was posted by registered post in Baghdad (unlike the cover illustrated), as well as from Durban, the Durban R-number being 90751, 1 different (the next) from my cover. Pokalow claims in his article that “[i]t is known that two covers were carried from Kuwait while the assumption is made that a similar number emanated from Iraq”. Pokalow is an extremely experienced and

¹ There are various transit and arrival marks on the rear of the cover.

knowledgeable aerophilatelist and, although sadly he does not give an indication as to the source of his knowledge, his comment should not be lightly dismissed.

In my book, I refer to these covers (in retrospect somewhat sniffily!) by saying; *“however decorative or exotic these covers are, it is difficult to see how they add anything new by way of airmail services. The Imperial Airways service to India etc. lay through Baghdad², so it had always been possible to have connecting mail between the two countries and Kuwait would have had connections with Baghdad for mail to be carried on the IA service. Apart from the suggestion in the cachets of these covers that there is something special about the mail, allied to the hint that the service was to Durban, which it plainly was not, there seems to be no logical reason for the creation of these covers.”*

Can anyone please explain what I may have missed?

Secondly, I show another cover and I must apologise for the indifferent quality of the scan.



Posted in Lingah (or Lingeh) on the 6th March 1932, it was addressed to Johannesburg. Not having been collected (part “Non Reclamé” cachet partly over the bottom stamp) it was returned to the sender and there is a Calcutta arrival mark on the back of the 6th June 1932. The sender was, in reality, Charles Griffiths, the Secretary of the APC in Calcutta and responsible for many interesting philatelic covers and not renowned for sending uninteresting ones!

The question of course is why did he send the cover in the first place? Lingah, like Basra, was on the route from Cairo to Calcutta, so if he wanted to create a first flight cover, he missed the boat by about 5-6 weeks. I do not think that the answer lies in the smudged and wholly illegible heavy oblong mark at the bottom right corner, but if anyone can put me right on this, I would indeed be very grateful!

Nicholas Arrow

² As well as through Basra - the cover in the article was from Baghdad.

THE MOSQUITO ON THE STOCKHOLM RUN

By Josh Spoor

Apart from the excellent article written by Bill Legg (FRPSL) in the BAMS Air Mail News No. 211 in November 2010, and the follow up article by Ken Sanford, little has been written about the wartime air services to and from Sweden during World War Two.

This article explains the reasons for the introduction and the difficulties of the use of one of the aircrafts used, the De Havilland Mosquito.



BOAC Mosquito G-AGFV – courtesy of Bromma Airport Archives

The need for an air service from-and-to Sweden, in essence, was due to Britain's dire need for Sweden's engineering skill. As early as 1940, Sweden's Engineering Company SKF had been to Bristol to try and help with the engineering skill required to make ball bearings, along with other products they made back in Sweden, but these experiments failed. We must also add to this the question of refugees desperate to reach Britain. Many had come from Norway, escaping when Germany had taken over the country in 1940.

During 1942, the problem of a lack of aircraft finally made it to the British War Cabinet and my records show that L. Winterbottom was sent secretly to Stockholm to assess the situation first-hand. The bottom line was, there was simply not enough aircraft to do the job and BOAC staff in Sweden, whilst doing everything possible, were starting to implode under the pressure they faced. At this time, it had been suggested that the Bristol Beaufighter could be adapted for use on this service, until it was pointed out that it would still only have a carrying space of about 18 inches square. Thus, there was only one aircraft could readily help with the situation and that was the De Havilland Mosquito.

This impressive aircraft had first flown towards the end of 1940, with the British RAF receiving their first aircraft in November 1941. It was usual inasmuch as the aircraft frame was constructed almost entirely of wood. Powered by two Rolls Royce engines, not only did it look beautiful, it was fast.

The First BOAC daytime flight took place on the 4th February 1943 with Mosquito G-AGFV (ex DZ411). BOAC operated the first daytime civilian mail flight from Stockholm to Leuchars on 17 April 1943. A cover carried on this flight is shown in figure 2.

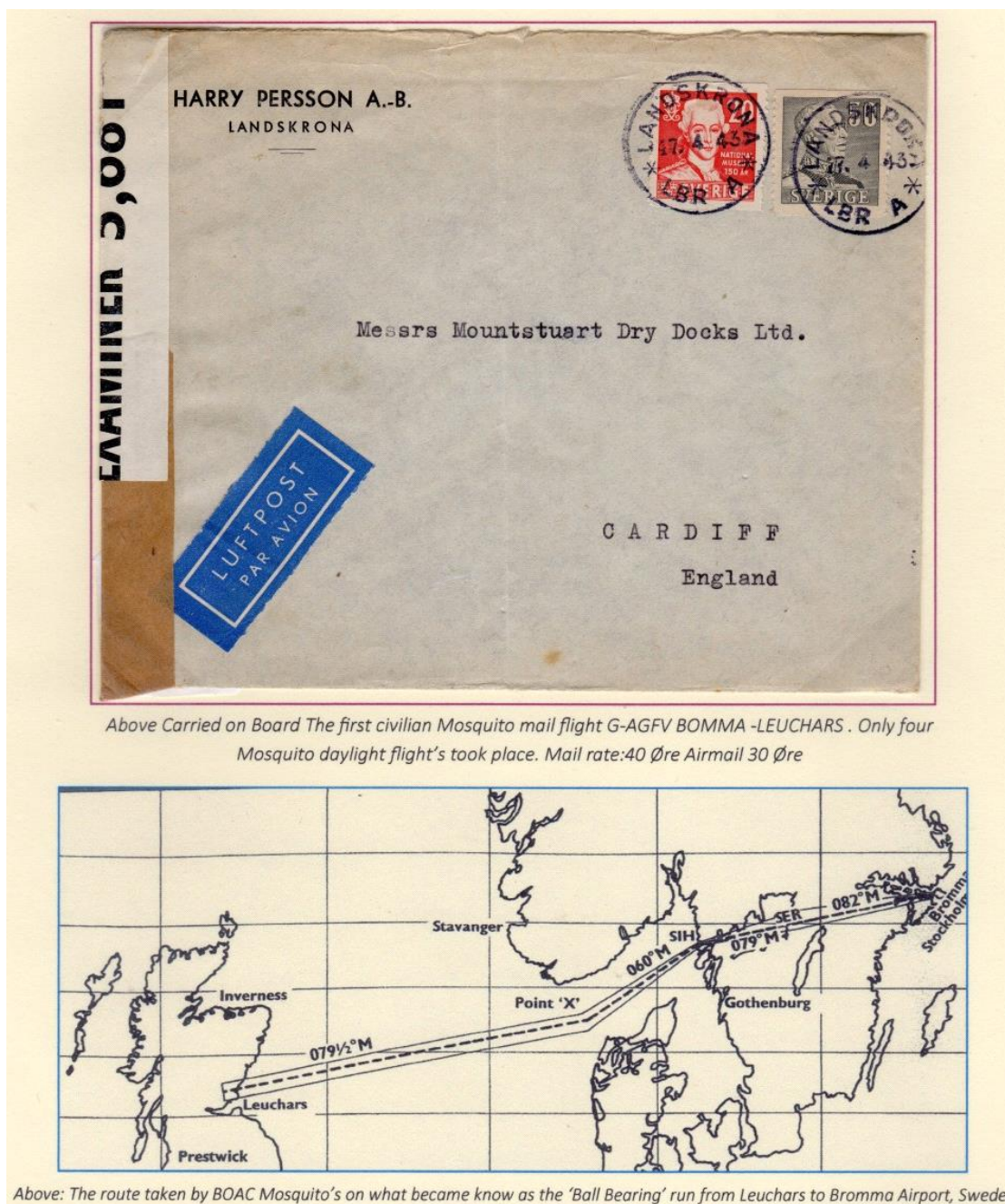


Fig. 2

Another interesting item is the Russian propaganda postcard shown in figure 3. This depicts the successful defence of Moscow in the great "Patriotic War". It was first censored in Moscow (censor no. 18 M) and flown to Prestwick, Scotland, on the return of the last of five experimental flights (Northern route). The aircraft, a RAF Liberator, left Moscow's Ramenskoye airport during the night of 7-8th March, taking 15 hours, 47 minutes to make the flight back to Prestwick. Taken to London and then re-censored (censor no. 117) and cacheted with a red "OAT" (Onward Air Transport). It was returned to Scotland and flown on the same BOAC daytime Mosquito flight to Stockholm on 17th April 1943.



Fig. 3

On the 23rd April, under the command of Captain Gilbert "Gibbie" Rae and R/O James Payne, this Mosquito (G-AVFV) was attacked over The Skagerrak. The Germans were determined to stop these flights and, I believe, brought back from the eastern front were elite Focke Wulf 190 aircraft. In a dive this German aircraft could match the speed of the Mosquito, and this aircraft although badly damaged managed to make it to Barkarby a military airfield close to Stockholm. This was chosen because it had a grass runway, which was better suited for a belly landing than Bromma's hard runways. Rae made a smooth belly-landing with wheels and flaps retracted. The crew and cargo were undamaged. After this attack, BOAC switched to night-time air operations.

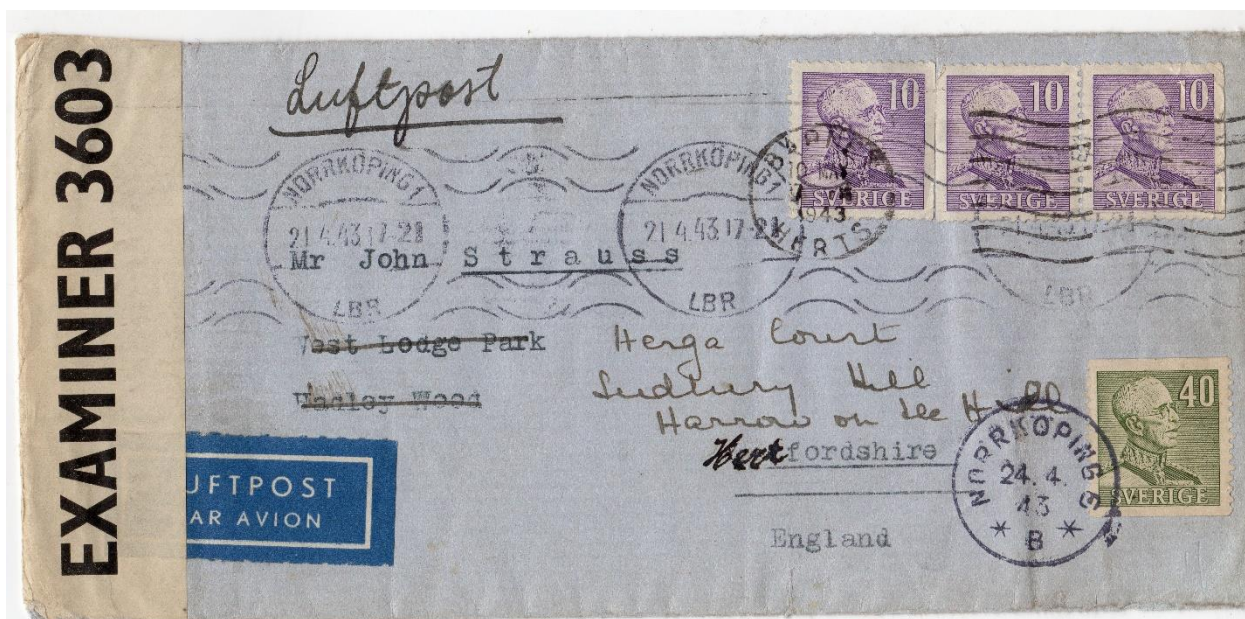


Fig. 4

On the 18th of July, G-AGGC, under command of Gilbert Rae was attacked when returning from Stockholm Bromma through the Skagerrak. Desperate measures were taken, including the loss of some 23,000 feet in altitude, and despite the cockpit and elevators being shot up, Rae managed to throw off the German 190 aircraft. The passenger, a Dane who had just escaped from the Gestapo, and was in the bomb bay, was knocked unconscious and radio officer Payne was thrown about so much he was off work for quite a few weeks after. Regarding the attack on Mosquito G-AVFV on the 23rd of April, the cover shown in figure 4 was posted at Norrköping Eastern Sweden on the 21st of April. It would, therefore, have been carried on the return of G-AGFV later on the 23rd. Events, as we know, changed after the attack by the German FW190.

The next day, BOAC sent a Mosquito during the night, the start of night-time operations. This cover was almost certainly sent back to Norrköping (or did it ever leave) and was postmarked again on the 24th. It was then taken to Stockholm and flown on the first return Mosquito night flight.



Fig. 5

On the 17th August 1943, Mosquito G-AGGF, under the command of Captain Bill Wilkins with radio officer Flight Sgt. Harold Beaumont (seconded from the RAF), took off from RAF Leuchars, then the home of BOAC Mosquito operations, to Stockholm. Note, no BOAC Mosquito operations took place from Prestwick. The time of departure was 20.16 hours but it was not long before the crew were in serious trouble with navigational problems due to the compass. Trying to return to Leuchars this aircraft was to crash on Easter Balloch Hill, some 2,780 feet high, killing both crew members. The remains of the aircraft were not to be found for some three weeks - a shepherd by chance discovering the crash site. RAF Leuchars was criticised in the official report, it was felt that they could have done more to help. The aircraft had repeatedly requested QTE readings (These Q codes are a request for a true bearing from a station.) This, in part, was a contributory factor to the problems of running a civilian operation from a serving RAF site: this in turn led BOAC to request a liaison officer to be based at the station. The full report was also critical of the fact that the aircraft did not have VHF radio. However, I can confirm that this aircraft was built with VHF radio, it was removed by the RAF before its handover to BOAC. A cover from this crash is shown in figure 5.

Further attacks were made on Mosquito's during 1943. On the 25th October 1943, G-AGGG under command of Captain Martin Hamre with R/O Sgt Svere Haug, both Norwegians, together with an American passenger, Carl Rogers, left Bromma at 19.01 hours. It was one of four Mosquitos leaving Sweden that night. Over the Skaggark he reported problems with his port engine. Standing orders stated that he should have returned to Bromma, however in this instance he elected to carry on, and, on landing at Leuchars the plane broke up, crashing and killing all three on board. The official report concluded that he had selected full flaps for landing, but this was not correct for a single engine approach landing. I have again the full report if anyone requires a copy. I also have the Rolls Royce report which is very detailed. They could not find anything untoward with this engine. To date no mail is recorded having been carried by this aircraft, however a small amount was carried. (so, come on you sleuths, where is it). It is likely, in my opinion, that often official diplomatic mail and post office mail (for the purposes of loading weights) was just lumped together. Indeed, the records in the National Archives often refer to freight which I now know included civilian mail.

With the fall of Denmark to the Germans in April 1940, the British occupied the Faroe Islands, denying the Germans the use of these islands for a U-boat base. RAF Vaagar was then set up. With the changing face of the war, by 1944 it was decided to close this base on the 29th of July, the last flight out was on 21 June 1944. This very rare civilian airmail cover (fig. 6) was flown out of the Faroes aboard an RAF Sunderland (registration F330) on that flight to Scotland. It was censored and then flown on a BOAC Mosquito flight from Leuchars to Stockholm.

On the 19th August 1944, Mosquito G-AGKP crashed some nine miles short of Leuchars in the North Sea. The Captain of this flight was the legendary pilot Captain Gilbert Rae OBE with R/O Donald Trevor Roberts, carrying a passenger, Captain William Basil Orton of BOAC. Rae had been awarded the OBE for his outstanding work in connection with these Mosquito runs. It is highly likely that a bomb had been placed in the aircraft at Bromma, possibly because of the high profile of Rae. It was a massive, tragic loss to BOAC and the whole of the Sweden-Leuchars run. No covers have been recorded from this crash.

On the 28th of August 1944, Mosquito G-AGKR under command of Captain John Henry White, with radio officer John Gaffney, was lost over the North Sea when returning to Leuchars. It is likely that their navigation was wrong, possibly again due to compass problems. Search aircraft were sent to the area where it was thought they would have run out of fuel, but no

sightings were ever found of the aircraft or its crew. No covers have been recorded from this crash.



Fig. 6

The above is just really just a glimpse of the incredible story of a RAF front line aircraft the Mosquito and its role with services to Sweden during World War Two with BOAC and the RAF.

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Recovered Mail, vol. 2, 1937 - 1988, Henri Nierinck, pub. By author, 1995

Finally, a huge thank you to Ken Sanford, not just for his support in offering to edit this, but his thoughts and input-Thank you!



Boston World Stamp Show 2026
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Hosted by ESPER
Honouring the African Diaspora and African Americans on stamps

THE GERMAN CATAPULT MAIL OF THE NORTH ATLANTIC

PART 6

By Eddie Spicer

The 1931 catapult season continued



Fig.1

This is a commercial cover posted in Danzig on 18th May 1931 and addressed to New Rochelle, New York. This cover would most likely have been flown from Danzig via Berlin to Bremerhaven. It was carried on the *Bremen* via Southampton and Cherbourg to New York. It was flown from the ship at 06.00 on the 27th May and arrived at Pier 4, Army Basin at 58th Street Brooklyn at 07.20, having flown a distance of 220km. This cover is unusual in that it is one of only a few items from Danzig postmarked with a normal c.d.s. instead of the usual "Luftpost" c.d.s. This registered cover was carried on the first official acceptance of registered mail for the catapult flights from the *Bremen*. The postal rate consists of 0.40 Gr. letter rate to the USA, plus 0.90 Gr. for the catapult service and 0.15 Gr. for the registration (0.5 Gr. on the reverse).



Fig. 2

This post card was posted at 09.30 at Varick Street Station on 29th May 1931 and addressed to Dresden. It was carried eastbound on the *Bremen* and flown from the ship at 16.00 on 3rd June, arriving at Southampton at 20.20 having flown a distance of 670km. It was then carried by surface to Croydon Aerodrome and flown from there by DLH via Berlin and Leipzig to Dresden, arriving at 18.19 on 4th June. Note the Leipzig and Dresden airport arrival marks in red.

The postal rate is made up of 3 cents international post card rate and 15 cents for the catapult service.



Fig. 3

This "sea-post" cover was posted on board the *Europa* on 17th June 1931 and addressed to California. It was loaded onto the aircraft but the flight was cancelled due to a minor amount of damage to the aircraft sustained when attempting to launch it. For this reason, all the mail received the flight cachet although it was not flown. The machine was repaired by the on-board mechanics who maintained and operated the catapult system in time for the return trip to Southampton.

The postal rate is made up of 5 Rpf. For printed matter rate (unsealed letter) and 50 Rpf. For the catapult service.



Fig.4

This "sea-post" cover was posted on board the *Europa* on its return trip to Southampton whilst still in American waters, hence the 20 cent US stamp covering the rate of 5 cents letter rate and 15 cents for the catapult service. A supply of US stamps was held at the on-board post office for this purpose. It was flown from the ship at 12.00 on Wednesday 24th June and arrived in Southampton at 18.10, having flown a distance of 918km. It was then transported by road to Croydon Aerodrome for the flight by DLH via Berlin to Frankfurt; note the Frankfurt Airport arrival mark in red.



Fig.5

This "sea-post" cover addressed to Holland was posted on board the *Bremen* on 30th June whilst still in American waters. It received the green cachet for the catapult flight which was applied by the on-board post office and was put on board the plane. Unfortunately, the plane was damaged while preparing for the launch, so the flight was cancelled and the mail landed at Cherbourg.

This cover has the correct postal rate of 5 cents letter rate and 15 cents for the catapult service.



Fig. 6

This cover was posted in Brunswick on 5th July 1931. It was flown on the supplementary flight from Cologne to Cherbourg (note the special cachet in red for this service). It was put on board the *Bremen* for the westbound trip to New York but, unfortunately, the 'plane had been damaged on the previous trip, so all the mail that was destined for the catapult service received the "Schleuderflug Ausgefallen" cachet cancelling the service.

This cover has the postal rate of 25 Rpf. letter rate and 50 Rpf. for the catapult service but is lacking the 25 Rpf. required for the supplementary flight although it would appear to have been flown on that service¹.

¹ The supplementary flight cachet placed on mail flown from Cologne to Cherbourg was applied by the sea post office upon receipt on board the ship, so it safe to say it was flown! - Ed



Fig. 7

This postcard was posted on 17th July at the New York City Hall Annex and placed on board the *Bremen* for the eastbound trip to Southampton. Unfortunately, the flight was cancelled as the plane was unavailable and the cover received the American cachet "NO SHIP-TO-SHORE SERVICE" in purple. It arrived at Cherbourg and was sent by rail, arriving at Paris Gare du Nord on 23rd July, then on to Vienna arriving on 24th July.

This card has the correct postal rate of 3 cents post card rate and 15 cents for the catapult service.

References,

James W Graue: *German North Atlantic Catapult Airmail Flights 1929-1935* R G Stanley-Smith: *The North Atlantic Catapult Parts 1 & 2*

BAMS MIDLANDS REGION MEETING

Conkers, Moira on Sunday, 31st March 2018

The Spring meeting attracted an attendance of 15. In the morning session, after a bourse, both the single sheet and nine sheet competitions were held. The single sheet competition was won by Mike Stephenson with a cover flown by Lord Sempill (aristocrat and spy for the Japanese) from Papua to Cairns, Australia in December 1934. It then continued its journey to London via Imperial Airways. The nine-sheet competition was won by Laurence Kimpton, with an entry of World War II mail flown between Sweden and Australia.

After lunch, two displays were given. Our visiting speaker Gerald Marriner showed his display, "Congo World War II Air Mails." It began with mails to and from Belgium, before German occupation and after liberation. Mail to the Congo from wide variety of locations, including Zanzibar, Reunion and New Caledonia was then shown. This was followed by mail from the Congo, much of which travelled via complicated routings to avoid areas where the war had cut or disrupted routes or were occupied by Germany, Japan and, in Africa, Vichy France. An example was a cover from the Congo to Argentina routed via Egypt, India, Hong Kong and the USA. Gerald's display had a very wide variety of material, much of it franked with attractive stamps and included many scarce items.

The second display was given by Laurence Kimpton (replacing a second visiting speaker who had to cancel at short notice because of illness). He showed a display of British efforts to develop trans-Atlantic services in the 1930s, beginning with the flight of the airship R100 to Canada and back in 1930. The development of Imperial Airways services across the Atlantic was then shown, including the opening of the Bermuda-New York service and survey flights by the flying boat *Caledonia* in 1937, the flight of Mercury, the upper component of the Short Mayo composite aircraft, in 1938 and the inauguration of the regular trans-Atlantic service in 1939.

NORTH WEST GROUP BAMS MEETING

23 June 2019

Present – Duncan Crewe, Nick Rolfe, Mike Buchanan, Brian Hyner, Brian Lythgoe, Andrew Francis, Laurence Kimpton and Susan Crewe (guest). Apologies – Alan Salter.

After a very active morning bourse followed by lunch the one sheet and three sheet competitions were held. The one-sheet for the Les James Trophy was won by Duncan Crewe and the three-sheet for the Jim Astley trophy was won jointly by Brian Hyner and Andrew Francis.

The rest of the afternoon was given over to members' recent acquisitions:

Nick Rolfe showed Seahorse covers including commercial mail carried by both Air France and Lufthansa on the South Atlantic route as well as others to Africa and Australia by Imperial Airways. He also showed an early example of a Seahorse used to pay the Express fee on a cover to Paris carried by Air Transport and Travel.

Brian Lythgoe displayed early GB SCADTA overprints including a commercial front and well as Colombian postal stationery prepared for use with the SCADTA services

Duncan Crewe showed members range of commercial covers sent to an Australian wool merchant in Melbourne from a range of European destinations including Portugal, Sweden,

Poland, Czechoslovakia, Belgium, France, Greece and Germany as well as US mail to Australia sent by sea to Europe for onwards air transmission.

Andrew Francis reminded members of the hidden gems to be found in dealers' cheap boxes where diligent research could turn what appeared to be very ordinary covers into important postal history. Material shown included a cover to German U Boat survivor held in a prison camp in the USA and an early express cover from Belgian relating to the Olympics.

Laurence Kimpton began with a Mercury Maia cover from the flight to South Africa and followed it up with wartime Trans-Pacific airmails to Australia before concluding with a range of covers carried by rivals to the RAF Cairo Baghdad service. These included CIDNA, AULO and Air Orient flights.

Mike Buchanan brought the displays to a close with a range of commercial Seahorse covers to South America, Africa and Australia concluding with an APEX card to Australia.

Members expressed their thanks to the hosts for their hospitality before enjoying tea and scones before departing.

Duncan Crewe

SCOTTISH GROUP BAMS MEETING

13th April 2019

The Scottish Group had their usual meeting on 13th April during the Association of Scottish Philatelic Societies Annual Congress in Perth. There were two Exhibitions and we would like to congratulate Bob Robertson who won a Large Silver Gilt and the Aerophilatelic Shield for his entry titled '*Faith in Australia*' in the ASPS National Exhibition and to congratulate Ray Welland who won a Vermeil for his entry titled '*Netherland Indies WWII Censorship, May 1940 - February 1942*' in the ABPS Northern National Exhibition.

At our meeting Bob Robertson showed a selection of mail flown from Australia to Sweden both before and during the war. This included 1935 airmail via Greece at the 2/2d rate and 1939 air mail at the 1s 7d rate via London followed by 1942-44 war time mail via USA with an OAT cancel applied in UK and 1945 Empire mail also with an OAT cancel. Ray Welland showed a 1941 Dutch East Indies to UK cover flown via New Zealand and USA at 9x the airmail rate and a 1940 cover from the Dutch East Indies to Canada via Singapore and Hong Kong. This was followed by a cover (with contents) salvaged from the KLM crash at Shannon in 1954.

Bob Clark continued the DEI theme with KLM 1931 covers flown from the Dutch East Indies to Australia and to New Zealand, 1938 and 1939 covers flown from the DEI to New Zealand, a cover from Switzerland to Australia flown on the last through KLM flight from Naples in June 1940 followed by 1941 mail from the UK to the DEI disrupted by the May 1941 rebellion in Iraq and mail disrupted by the Japanese invasion.

Bob Clark

WESSEX GROUP BAMS MEETING

For a variety of reasons, attendance at the May meeting of the Wessex Group was much smaller than usual. It is hoped that more will be able to attend the next meeting on Saturday 9th November at Harnham.

Sue Burn gave the main display featuring the life and times of Charles Kingsford Smith, the famous Australian aviator. She told a fascinating story and her material, a mixture of scarce flown covers and ephemera, was of the highest order. With the inclusion of ephemera, Sue described her display as a social history exhibit which aimed to give people an understanding of Smith's motivation and driving force in the context of the Empire in this period in history (1918-1935). As an added bonus, she also brought her 'Crossing the Tasman' section that covered the period 1937 to the early 1950's using flying boats, as she was going on to Southampton to give the same talk. Southampton not only being the flying boat base in this era but is also the home of the last flying boat in the UK and an interesting Imperial Airways exhibition.

Charles Leonard showed air mail flown to and from The Gambia by French and German services. The French service: As early as 1919 the French had commenced regular, scheduled services between France and Morocco and, by 1925, they had extended these to Dakar, in Senegal. Dakar is only about 100 miles north of Bathurst and, in the following year, it proved possible to offer the Gambian public a service over this route. Notices to this effect were published in March, in both London and Bathurst, and the first mail left London on the 31st. March. Although there was a general improvement in mail transit times, the uncertainty of the Dakar - Bathurst connection, by sea, could result in considerable delays. This problem caused the public to become disillusioned with the service, so much so that an official Post Office survey for 1933 revealed that 600 letters were received, but only 48 sent, by air from Gambia, for the whole of that year. The German service: At the end of 1935, the Lufthansa depot ships, normally stationed on each side of the South Atlantic, were taken out of service for repairs and maintenance, and the schedule was maintained by the *Graf Zeppelin*, which operated three shuttle flights between Recife and Bathurst. This display included two items to, and one from, Gambia, carried by the airship.

Richard Saundry filled three frames from his Argentina air mail collection with what he called "The French Connection 1927 to 1940" dealing with the development of the South Atlantic Route France to South America. Included in his display was an intriguing Costes & Le Brix first South Atlantic flight cover Paris to Buenos Aires, flown in the Breguet XIX *Nungesser-Coli*. Acquired after making a 'cheeky' bid on eBay, the provenance of this cover awaits the results of further research, since it has been reported only 17 covers were flown by these pioneer French aviators this segment of their 'round-the-world' journey. Richard also explained that when Jean Mermoz arrived in Brazil in 1930, many covers were devised for the return trip to Europe. After many unsuccessful attempts to take off, all the accumulated mail was forwarded to Europe by sea. Much scarcer, however, is mail flown in the *Comte de la Vaulx* when it eventually succeeded in lifting off in July, crashing off the African coast. Richard showed three of the scarce Argentine covers that were rescued along with the crew from the stricken aircraft before it sank. Richard also showed two frames of Romanian post-war inflation period covers from 1947. Romania did not conclude a peace treaty with the occupying Soviet authorities until February 1947 and air mail was not afforded to Romanian correspondents until 1st March. Meantime Romania was suffering the effects of severe inflation: the cost-of-living index rose steadily during the war from 100 in August 1939 to 944 in August 1944, but by April 1947 it was 440,869, and reached 525,688 in July. Great ingenuity was shown in satisfying high air mail postage rates (successive rates were introduced in March, April and July) using a plethora of the low value postage stamps that were available in Romanian post offices. A registered express cover to the United States in May 1947 was franked 159,000 Lei using 58 postage stamps including a staggering 37 of the 3,000 Lei stamps on the back. With necessary use of so many stamps, often applied over each other, it is not surprising errors in franking were often made. Eventually in August

1947 a new currency was introduced, and examples were shown of air mail covers franked using the new postage stamp issue.

Subsequent to Peter's article on postage due in the last *Air Mail News*, Barbara Priddy had dug out her own West African postage due covers, some of whose charges she had been unable to understand. They included a cover going from Kumasi to Brighton in March 1938, franked 1/6, for a letter between 1 and 1½ oz. Presumably it weighed between 2 and 2 ½ oz, for which the rate would have been 2/6d, so it was 1/- underpaid. It was taxed at the rate of 240 gold centimes, ie 2/-, which was converted into 3/6d postage due. How did 2/- suddenly become 3/6d? Another, going from Kumasi to Dar-es-Salaam in January 1938 was franked 6d, but the rate to East Africa was 8d per ½ oz. Thus there was a deficiency of 2d. It was first marked in blue pencil - probably at Kumasi or Accra - T 40 gold centimes, ie double the deficiency, then - probably at Dar - this was crossed out and a handstamp of T 35 cents applied on the front. If 6 gold centimes equals 5 KUT cents, this is approximately right, but . . . it was forwarded twice, first to Tanga, then to Arusha. When it got to Arusha, they applied 70c worth of postage due stamps to the back. How did the postage due suddenly double? The last cover, however, proved that Jeffrey Brown's account of how postage due was calculated on letters from India was, although complicated, not only correct but actually applied by the postal clerks concerned. In India, you multiplied double the deficiency by 25 gold centimes and divided it by the first letter rate in annas. When this gave anything other than a whole number, it was rounded down, and the result marked on the letter as the tax due. The receiving office then had to convert this into sterling at the rate of 10 gold centimes equal to 1d, and again, if necessary, round the result down. This cover, going from Calcutta to Accra in July/August 1941, demonstrated the process perfectly.

Peter Wingent showed covers from a range of African non-Empire countries which connected with Imperial Airways service to the U.K.

SOUTH COAST GROUP BAMS MEETING

Report from the South Coast Group for Saturday 30th March 2019.



Attendees at Blatchington Windmill

A warm Saturday morning greeted members and guests at the prestigious Blatchington Windmill in Hove, East Sussex. Friends had travelled far and wide to join in on the day. Richard Francis Hewitt was to entertain us, after introductory coffee, to what is now known to me as one of the most comprehensive collections on Scottish Airmails formed anywhere.

Richard not only showed this impressive collection, but also explained how the airlines were formed and perhaps more importantly why and how these airlines and routes come into operation.

Much of his work was based on Richard Beith's excellent book *Scottish Air Mails 1919-1979*, which was published in 1981. Sadly, Richard could not be with us on this occasion, nevertheless, I can assure you that he was never far from the centre of discussion.

A couple of queries arose, which perhaps readers might be able to help with. The first relates to one of Highland Airways Travel Timetables. It refers to the town of Elgin in Scotland, but why?



The second query relates to this shown cover, postmarked Aberdeen 22 1937, flown by Allied Airways Aberdeen to Shetland, backstamped on arrival at Lerwick. The query is this, just who was James MacMahon, it would appear that this cover is unrecorded. It would be interesting to know.

Josh Spoor

Airmail Collector

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Something Different

By Roger Stanley-Smith

There were still three pages left after assembling this edition's offerings and it seemed awfully rude not to fill them!

Members of old will recall that my collecting area is mainly catapult, both North & South Atlantic, but may not be aware that this has been expanded to cover all shore-to-ship, ship-to-shore, ship-to-ship and connecting services. Nor may many be aware that mail is *still* being catapulted from warships today, as well as dispatched by helicopter, on a regular basis. So you will see much more on this topic over the coming years (for which I apologise). However, the more you write, the less I will!

I have decided to show some items from my collection which contain additional information not, perhaps, immediately obvious but certainly of interest.



The first (above) is a seemingly innocuous feeder cover from Cologne to Chicago. It is a large format envelope and is used commercially, franked (colourfully) 55Rpf (comprising 25 Rpf 20g international letter rate plus 30 Rpf airmail surcharge to Cherbourg) and cancelled at Cologne Airfield on the 15th August 1929. There is a typewritten endorsement "Mit Luftpost ab Köln zum Dampfer "Bremen" 15.VIII.29" (by airmail from Cologne to the steamer *Bremen* on the 15th August 1929) giving instruction to the postal staff. It was, indeed, flown to meet the ship that day, whereupon receipt at the ship's sea post office it was correctly marked with the boxed "Mit Luftpost zum D., "Bremen" befördert". However, the endorsement was missed by the receiving clerk and he struck it with the boxed "Mit Katapultflug" directional mark for inclusion

in the catapult bags. Someone subsequently noticed the mistake and crossed out the cachet before putting in the correct bag. Corrected mis-marked mail is not common for the catapult service.

My second offering (below) appears to be a very nice (though philatelic) international reply card, with the return portion of the card not flown yet still, remarkedly, attached! This, however, is not what makes the card special.



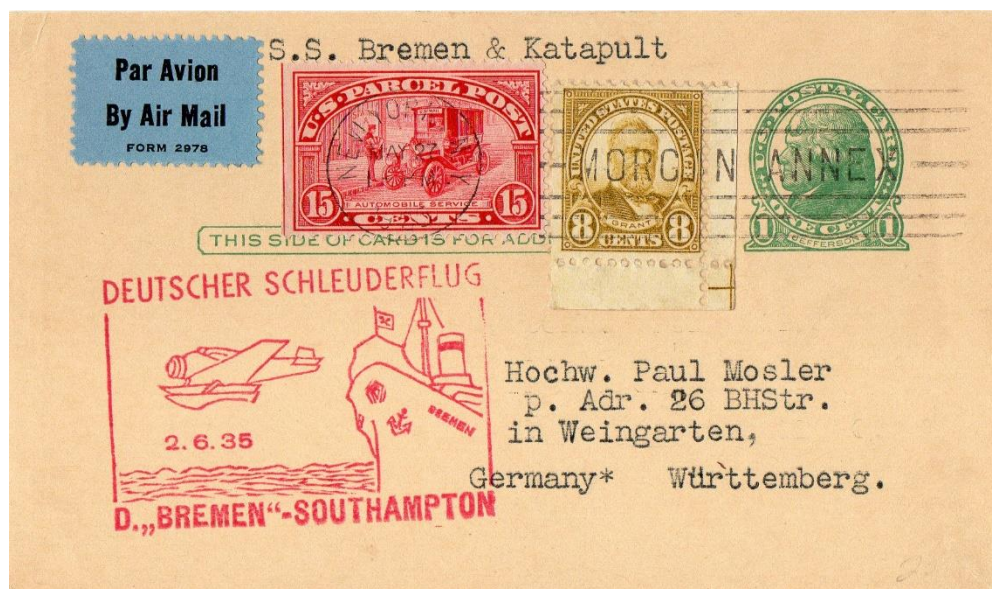
It has been long reported that a special post office had been set up at the Norddeutscher Lloyd Brooklyn pier where mail could be consigned until shortly before the outgoing ship departed. For this service, a surcharge was applied, doubling the international letter rate applied.

A couple of years ago I purchased a very ordinary catapult letter and noticed it had an enclosure, not the usual packing piece but, upon subjecting it to a strong backlight, it revealed a printed brochure. Never to let these things go, I carefully sliced the letter open to reveal a New York advertising leaflet giving the sailing times of the catapult steamers from New York for 1935. It also notified the public that late mail could be posted at the Morgan Annex, New York, up to 11.00 a.m. on the day of departure for the same double international letter rate fee as at the Brooklyn pier post office.

I started looking. After many failures (Morgan Annex is not common anyway, those I did find, although posted at the Morgan Annex, were always the day before sailing, or earlier, and there was no additional fee) I eventually found one with a surcharge applied. I had to pay a lot for it as, by sheer bad luck, it has a 15 cent parcel post stamp on it! It is, however, correctly franked 26 cents (comprising 3 cent postcard rate doubled plus 20 cent catapult surcharge) but timed at 1.00 p.m. on the day before *Bremen* sailed. This means it would have reached the ship in time without paying the additional fee. I'm chalking it up as a win though, as it's the only one I've seen to date.

Incredibly, I already had a Morgan Annex dispatch for this flight, also from Father Paul Mosler of Seymour, Texas, (see next page) with the same timed machine cancel. I had previously dismissed it as have been forwarded (not noticing the fact that it was the sailing day) because the franking was incorrect at 24 cents. I assumed it was merely a 1 cent overpayment of the postcard rate. It appears now, however, it was a mistake (the postal

clerk not having noticed the difference in values between the 8 cent and 10 cent stamps) possibly due to the similar colour of the stamps and the overall appearance of the uprated card – especially of it were one of a batch. Jim Graue in *German North Atlantic Catapult Airmail Flights 1929-1935* (2nd Edition) also illustrates another card dispatched from P. Mosler franked with a 25 cent parcel post stamp and cancelled at the same time (so no extra fee paid). All were sent, presumably, under cover to the Morgan Annex from Texas and it may be the sender did not know whether they would arrive in time at Varick Street (the sorting office for the catapult mail) if addressed there.



Fastest Transatlantic Mail Service

THE ship-to-shore airmail service of the North German Lloyd represents the fastest way of sending mail from the United States to Europe, and vice-versa. This service, operated with remarkable regularity and dependability during the past five years, brings Europe from one to two days closer to this country and cuts down the mail delivery from New York to the British Isles to 4 days, while letters to Continental Europe take only one-half day longer.

The German Lufthansa planes carried on the BREMEN and EUROPA—the only transatlantic steamers thus equipped—are catapulted from 600 to 800 miles off shore, flying direct to Southampton, from where the mail is rushed to Croydon to catch the night airmail planes on the London-Cologne-Hanover-Berlin route.

Beginning with the departure of the BREMEN from New York May 11th, the ship-to-shore airmail service will be resumed for nine east-bound voyages each of the BREMEN and EUROPA, ending with the latter ship's east-bound sailing October 16th.

Ordinary and Registered Mail Carried

Ordinary and registered letters as well as ordinary parcels are carried via ship-to-shore airmail service. The fee for each ordinary letter is 20 cents per ½ ounce in addition to the regular foreign postage. A letter weighing up to ½ oz. is 20 plus 5 (25) cents, 1 oz. 40 plus 5 (45) cents, 1 to 1½ oz. 60 plus 8 (68) cents, etc. Postcards, 23 cents each. Parcel post is limited to unregistered packages for Germany, Great Britain and Northern Ireland. Maximum weight, 22 lbs.; maximum dimensions 12 x 12 x 10 in. Fee, 12 cents per ounce in addition to the regular parcel post charge.

All mail should carry the blue "By Air Mail", "Par Avion" label, and must be marked: "Via S. S. (Name of Ship) Airplane Ship-to-Shore."

Ship-to-Shore Mail Closing Time

The closing time for foreign mail at the General Post Office in New York is 8:00 P.M., and for supplementary foreign mail (double postage) at the Morgan Annex, 30th Street and Ninth Avenue, 11:00 P.M. (1½ hours before sailing time), on:

May 10 . . . BREMEN	July 16 . . . EUROPA
May 17 . . . EUROPA	July 26 . . . BREMEN
May 28 . . . BREMEN	Aug. 2 . . . EUROPA
June 8 . . . EUROPA	Aug. 13 . . . BREMEN
June 14 . . . BREMEN	Aug. 23 . . . EUROPA
June 29 . . . EUROPA	Aug. 30 . . . BREMEN
July 5 . . . BREMEN	Sept. 10 . . . EUROPA
	Sept. 17 . . . BREMEN
	Sept. 27 . . . EUROPA
	Oct. 4 . . . BREMEN
	Oct. 15 . . . EUROPA

HAMBURG-AMERICAN LINE — NORTH GERMAN LLOYD

Norddeutscher Lloyd advertising leaflet, May 1935, giving postal times and details