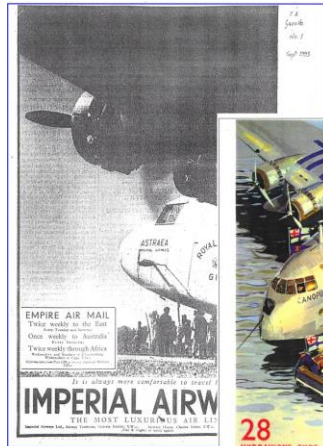


IMPERIAL AIRWAYS GAZETTE



1993



IMPERIAL
AIRWAYS
GAZETTE



Inaugural Ceremony for the Extension of the Empire Air to Australia and New Zealand - 23 July 1918

Issue 18
December 2000

IMPERIAL AIRWAYS GAZETTE

30th
anniversary
edition

IMPERIAL AIRWAYS GAZETTE



Issue 14
December 2000



AXE Herford, its Civil Air Ensign and smart flying departs from Croydon station air mails on December 6, 1934

Issue 31
December 2006

IMPERIAL AIRWAYS GAZETTE



Issue 21
December 2013

IMPERIAL AIRWAYS GAZETTE



Issue 62
December 2022

2023

Issue 63

June 2023

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Editorial

Almost exactly thirty years ago, in September 1993, Stan Wheatcroft posted the first edition of Imperial Airways Gazette to six friends who were the founding members of the Imperial Airways Study Group. They were Norman Clowes, Duncan Crewe, Robert Preston, Bryan Stokoe, Joan Widdowson and Peter Wingent. In the next issue Stan announced that Bill Colley had joined the group.

I will type below the opening paragraph of Stan's editorial in that first edition:

"I have at last taken the plunge and started what I hope will be something on the lines of a discussion / study group which will be mainly involved with the air mails carried by Imperial Airways. There is no reason however why other air mails should not be covered as well. I decided that the important thing to do was to make a start and see how things progressed. I hope that you will all play a part in any way that you might wish with a view to adding interest and information for us all to share."

I hope you will agree that thirty years later the Gazette is fulfilling Stan's original intent.

How technology has changed over the last thirty years! In his first editorial Stan described in great detail how he included illustrations in the Gazette. In summary, he laid the covers on the floor on a black background and took photographs with a camera with a zoom lens on a tripod. He then got them printed in Boots and pasted them onto the pages of each individual copy. A labour of love indeed.

Later, as membership numbers increased, Stan resorted to photocopies of covers, which in those days were black and white. Stan was such a generous man. He made no charge for the Gazette. Apart from the cost of printing the photos, he had to get the editions photocopied and then posted to members. Compared to the labourious process Stan had to go through to produce each edition, I am grateful for today's technology.

In 2003, after producing the June edition, Stan persuaded me to take over the Gazette, my first edition being that of December 2003, so it is nearing my 20th anniversary! It was not until the June 2007 edition that I was able to introduce colour illustrations. At first it was a mixture of colour and black and white as each member gradually gained access to a colour scanner.

Thanks to the continued improvements in technology, today I am able to produce full colour editions and email them worldwide. No more addressing envelopes and going to a post office with a bundle and sticking on stamps. I wonder where AI will take us in the future.

I am pleased that this edition is a good size and contains a wide range of topics with, hopefully, something of interest for each of you. As always, I thank the contributors, without whom we would not have a magazine. As always Duncan Crewe has filled many pages with his splendid material and first-time contributor Rick Green has provided us with an important article which reveals previously unknown information about service AN6.

Until May the group's Zoom meetings continued to be popular with a regular attendance of over twenty. Unfortunately, the May meeting was short of both presentations and viewers. As you will know, following this meeting I made an appeal for more presentations and I make the same appeal for articles for the December Gazette. If you care to count the pages of this edition, you will find that Duncan and myself have contributed about two thirds of the total. I made the point in my email after the Zoom meeting that we are finding it ever more difficult to find material to show, so we need your help. Please have a go at putting something together, however brief, for the next Zoom meeting in September and/or the December Gazette.

I repeat what Stan Wheatcroft wrote in the first edition, *I hope that you will all play a part in any way that you might wish with a view to adding interest and information for us all to share.*

Finally, information for new members of the group: all issues of the Gazette from June 2003 onwards can be found on the British Airmail Society website at britishairmailsociety.co.uk/ia/index.html. Access is available to non-members of the society.

The U.K. Post Office air mail label booklets

By Peter Wingent

In Issue no. 54 of the Gazette (December 2018, pp. 24-33) I told the story of the design of the first issue of the Post Office air mail label booklets incorporating Imperial Airways advertising. Whilst the file in the British Postal Museum & Archive [1] contained a reasonably full account of the evolution of the design of the first booklet, the stories of the later booklets are very incomplete. However, one or two unrelated snippets from the BPMA file might be of interest.

The U.K. Post Office apparently sent supplies of the booklets to administrations along the African route but the only evidence to be found is in a letter dated 13 September 1932 from C.F. Snowden Gamble of Imperial Airways to J.H. Greenwood of the G.P.O. who wrote:

“Dear Greenwood,

I have heard from the Station Superintendent at M'beya that the M'beya Post Office finds that the Air Mail Booklets which you sent out to them are not a great deal of use because, owing to the excessive humidity of the atmosphere, the gum on the labels has stuck onto the interleaves and he therefore suggests that oiled paper be inserted between the various leaves.

I think this is a most valuable suggestion and perhaps you could take up the matter with the Stationery Office.

I attach to this letter a sample of the paper that the Local Administration use to prevent the re-occurrence of this trouble.”

The next day Greenwood enquired via an internal memo to The Controller of the P.O. Stores Department:

“Have any books of air mail labels been supplied to Tanganyika?”

The Stores Department replied on 20 September stating;

5,000 books of air mail labels were supplied to Tanganyika on the 16th June last.”

Before receiving the reply from the Stores Department, Greenwood replied to Snowden Gamble of Imperial Airways on 17 September 1932:

“Dear Gamble,

With reference to the books of air mail labels, we have considered the question of inserting pieces of oiled paper between the gummed side of the labels and the advertisements and find that this would increase the cost of production considerably, rendering impracticable reduction in the charge for the advertisement space. The labels do not seem to stick to the advertisements in this country and as the great majority of the books are used here we hope that you will agree that the question of inserting the oiled paper need not be pursued.”

In the extract from Greenwood's letter above, mention is made of the reduction of the charge made to Imperial Airways for advertising space. This is because negotiations re this charge were being conducted at this time and Greenwood's letter made an offer to Imperial Airways of a reduction in the final paragraph:

“On that understanding [i.e. no oiled paper insertions] we would suggest that Imperial Airways' payments for the advertisement space in the books might be reduced from £65 to £50 per edition for the next four editions. If you agree to these terms we suggest that the copy for the next edition will be required in about a month's time.”


Snowden Gamble replied on 21 September saying, *“I quite understand the position about the air mail label booklets. I note that you have reduced the price for the next four editions*”

This single reference to the sending of a supply of booklets to Tanganyika begs the question, where else were supplies sent? I wonder if any member has a booklet with the air mail labels stuck to the advertisements which might just have once been in Tanganyika!

When the second edition of the type 4 booklets was issued in August 1934, Mr. Snowden Gamble was very disappointed with the quality of the printing. Rather than quote his letter, I thought readers might like to see the original. (I photographed the document at the BPMA. I am afraid the bending effect is due to my poor photographic skills and the difficulty of working indoors in artificial light).

IMPERIAL AIRWAYS LTD

Airway Terminus · Victoria Station · London · S.W.1



Telephone:
Victoria 2211
(10 Lines)

Telegrams:
'Impairlim' London

Codes:
Bentley's and I.A.T.A.

PMO/EP/5808

28 August 1934

E P Bell Esq
General Post Office
E C 1

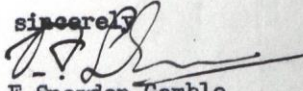
My dear Bell

I have now in front of me one of the new Air Mail Label booklets and I regret I cannot conceal my disappointment

The blue is so pale that it spoils the design which we put forward. The actual printing inside is also so thin that it is difficult to read in places. Also our blocks do not show up at all well. It looks to me as though some of them are worn and if so, I do think the printers should have drawn our attention to this fact

I am sorry to write in this strain because I know how much care and attention is devoted to these booklets but it is a long time since I have seen such a badly printed job

I attach one which I have taken out of a bundle at random and I think you will agree with me - indeed the ink on the air mail label is so thin as to barely hide the colour of the paper

Yours sincerely

C F Snowden Gamble
Publicity Manager

Enclosure

The draft of Mr. Bell's reply is shown below:

Letter sent 31 Aug 1934.
 Signed by E.A.W.
 Your ref P.M.O./EP/5808

Write to:-
 C.F. Snowden Gamble Esq.,
 Imperial Airways, Ltd.,
 Anderson's Place,
 Wilton Rd. S.W.1

Dear ^{Mr} Gamble,

In Bell's absence on leave, I am replying to your letter of the 28th inst. regarding the latest edition of the books of Air Mail labels. We quite agree that the colour of the printing is unsatisfactory and we had already taken the matter up with the printers. As however 120,000 copies had already been printed and they were urgently required, we found it necessary to accept them. The ~~the~~ printing of the proof which we approved, ~~one of which I enclose,~~ were satisfactory; but the error was not up to the specimen.

Yours sincerely
 E.A.W.
 30 Aug 1934.

Ad.
 29/8



Two booklets from this printing are shown above. The one on the left is clearly a much paler shade of blue than the one on the right. Given that 120,000 poor quality booklets were distributed, does any reader have an example of one as poorly printed as that described by Snowden Gamble?

I was surprised that I was able to find only one mention of the name of the printing company for the booklets in the BPMA files. That is Waterlow and it was on the label shown below. The date of 12 June 1935, shows it was sent with the first proof of the last issue of the type 4 booklets. The red ink note on the booklet cover reads, "*Specimen for style, colour and quality of paper.*" Note that the blue is a good deep shade.



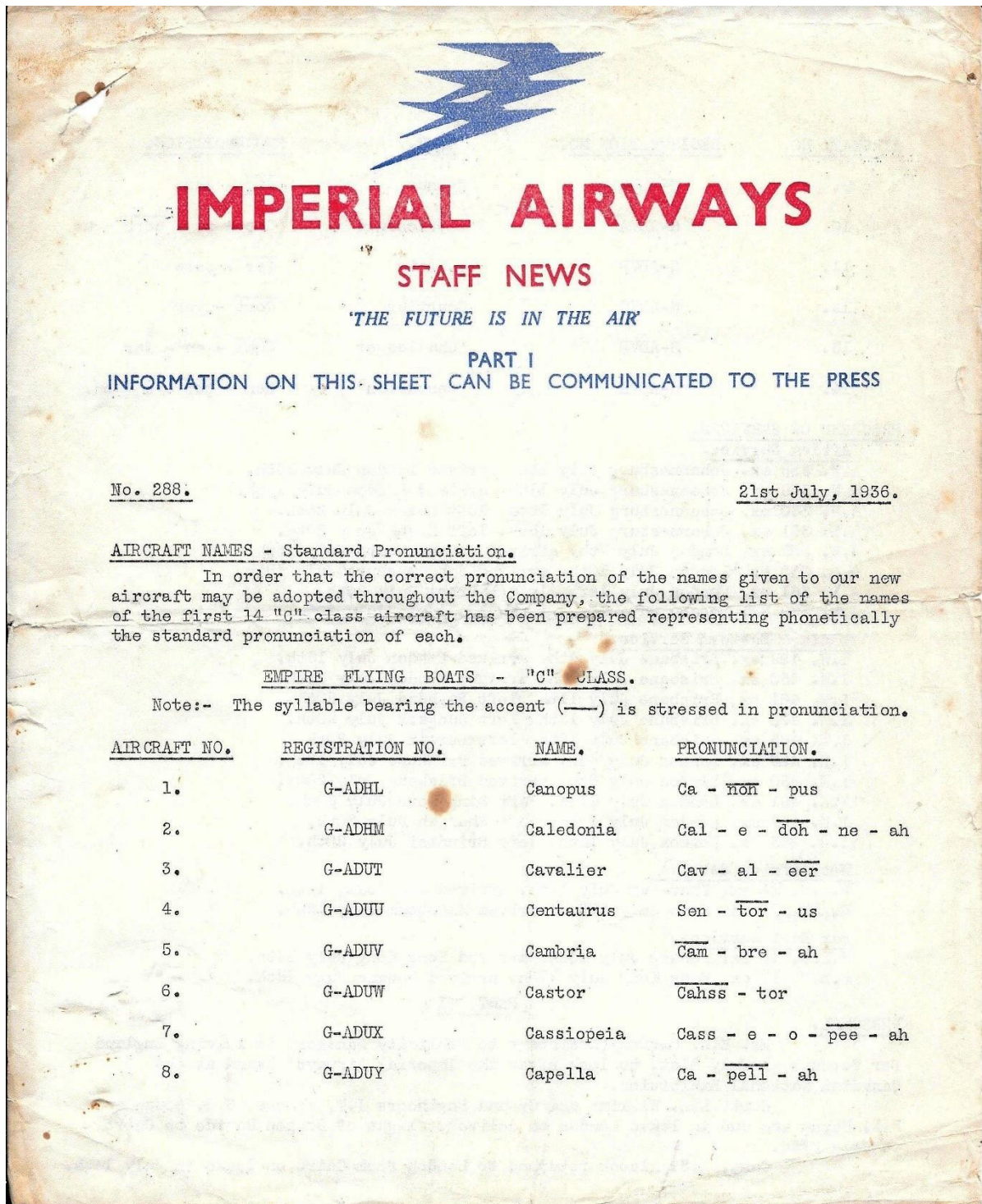
The only other reference I have been able to find re the identity of the printers is in a Stanley Gibbons specialized catalogue which states, "*The panes comprised four labels printed by Waterlow (later Harrison).*" I do not know when the change from Waterlow to Harrison took place but perhaps it was after this last issue of the type 4 booklets.

Imperial Airways Staff News & Weekly News Bulletin

Material provided by Duncan Crewe

Editor: Duncan recently obtained runs of both of these publications. He says that he was unaware of the Staff News until he obtained these and asks if any reader has copies of any others? If so please let either Duncan or myself know.

Duncan chose this edition to send because he thought that readers will be interested to see if they have been pronouncing correctly the names of the flying boats. Both he and I had been getting some wrong!



IMPERIAL AIRWAYS

STAFF NEWS

'THE FUTURE IS IN THE AIR'

PART I
INFORMATION ON THIS SHEET CAN BE COMMUNICATED TO THE PRESS

No. 288. 21st July, 1936.

AIRCRAFT NAMES - Standard Pronunciation.

In order that the correct pronunciation of the names given to our new aircraft may be adopted throughout the Company, the following list of the names of the first 14 "C" class aircraft has been prepared representing phonetically the standard pronunciation of each.

EMPIRE FLYING BOATS - "C" CLASS.

Note:- The syllable bearing the accent (—) is stressed in pronunciation.

<u>AIRCRAFT NO.</u>	<u>REGISTRATION NO.</u>	<u>NAME.</u>	<u>PRONUNCIATION.</u>
1.	G-ADHL	Canopus	Ca - <u>nōn</u> - pus
2.	G-ADHM	Caledonia	Cal - e - <u>dōh</u> - ne - ah
3.	G-ADUT	Cavalier	Cav - al - <u>eer</u>
4.	G-ADUU	Centaurus	Sen - <u>tor</u> - us
5.	G-ADUV	Cambria	<u>Cam</u> - bre - ah
6.	G-ADUW	Castor	<u>Cahss</u> - tor
7.	G-ADUX	Cassiopeia	Cass - e - o - <u>pee</u> - ah
8.	G-ADUY	Capella	Ca - <u>pell</u> - ah

-2-

<u>AIRCRAFT NO.</u>	<u>REGISTRATION NO.</u>	<u>NAME.</u>	<u>PRONUNCIATION.</u>
9.	G-ADUZ	Cygnus	Sig - nus
10.	G-ADVA	Capricornus	Cap - re - corn - us
11.	G-ADVB	Corsair	Cor - sare
12.	G-ADVC	Courtier	Cort - yer
13.	G-ADVD	Challenger	Chal - en - jer
14.	G-ADVE	Centurion	Sen - tur - e - on.

PROGRESS OF SERVICES.Africa Service.

A.N. 358 ex. Johannesburg July 8th. arrived London July 16th.
 A.N. 359 ex. Johannesburg July 11th. arrived London July 19th.
 A.N. 360 ex. Johannesburg July 15th. left Luxor July 20th.
 A.N. 361 ex. Johannesburg July 18th. left Moshi July 20th.
 A.S. 359 ex. London July 7th. arrived Johannesburg July 15th.
 A.S. 360 ex. London July 10th. arrived Johannesburg July 18th.
 A.S. 361 ex. London July 14th. left Nairobi July 20th.
 A.S. 362 ex. London July 17th. left Alexandria July 20th.

India & Eastern Service.

I.W. 459 ex. Brisbane July 4th. arrived London July 16th.
 I.W. 460 ex. Brisbane July 8th. arrived London July 20th.
 I.W. 461 ex. Brisbane July 11th. left Baghdad July 20th.
 I.W. 462 ex. Brisbane July 15th. left Bangkok July 20th.
 I.W. 463 ex. Brisbane July 18th. left Darwin July 20th.
 I.E. 459 ex. London July 4th. arrived Brisbane July 16th.
 I.E. 460 ex. London July 8th. arrived Brisbane July 20th.
 I.E. 461 ex. London July 11th. left Singapore July 20th.
 I.E. 462 ex. London July 15th. left Sharjah July 20th.
 I.E. 463 ex. London July 18th. left Brindisi July 20th.

West Africa Service.

W.A.S. 24 ex. Khartoum July 14th. arrived Kano July 15th.
 W.A.N. 24 ex. Kano July 17th. arrived Khartoum July 18th.

Far East Service.

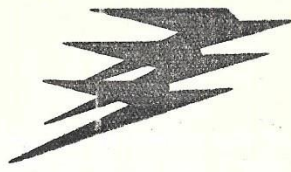
F.E.E. 17 ex. Penang July 13th. arrived Hong Kong July 14th.
 F.E.W. 17 ex. Hong Kong July 17th. arrived Penang July 18th.

PART IIPERSONAL.

Mr. E.A. Gorton (Assistant to Publicity Manager) is leaving England for Toronto on July 31st. to look after the Imperial Airways' Stand at the Canadian National Exhibition.

Capt. L.A. Wilkins and Ground Engineers I.M. Fraser, G.J. Gough and F.L. Hayne are due to leave London on delivery flight of Dragon Rapide to Cairo on July 27th.

Capt. A.S. Alcock returned to London from Cairo on leave on July 14th.



IMPERIAL AIRWAYS

WEEKLY NEWS BULLETIN

This News bulletin is issued with the compliments of Imperial Airways Ltd., Airways House, Charles Street, London, S.W.1 for publication either in whole or in part, without fee or acknowledgment

No. 19.

Tuesday, 28th July, 1936.

ANYWHERE BY AIR.

NEW STORIES OF MODERN SPEED.

A TALK WITH THE SPECIAL-CHARTER EXPERTS.

Today, in the operation of an airway, there is always something of interest to discuss or observe. Each department fits like a cog-wheel in a smooth-working machine. But, even so, there is one department in which, as a rule, one is apt to linger more than in any other. That is the Special-Charter Department. For it is here, with telephones ringing and maps and time-schedules before them, that experts can be seen solving problems of time and distance which would be insoluble were it not for the speed of the flying machine. The other afternoon, for example, a visit to the Special-Charter Department of Imperial Airways revealed the fact that a consultation was in progress at that particular moment between officials of the department and some of the representatives of a big American film corporation. The film folk had, it appeared, crossed from New York to obtain special photographic backgrounds for a number of impending pictures, and what they were discussing was the chartering of a big saloon-plane which would take producers, cameramen, and equipment on a flight from England to Egypt and then on down into various parts of Africa. After obtaining from the Special-Charter experts all the information they required, these film men hurried off to telephone to their head office on the other side of the Atlantic, with a view to making final arrangements for the flights proposed.

While that particular discussion was in progress, another Special-Charter official was listening on the telephone to the story of the sales manager of a big manufacturing firm. This executive's problem was, it

- 2c

appears, as follows. Some of the chiefs of an associated foreign company were passing through London with only a day or so at their disposal. Yet in this brief period the sales manager wanted to seize the opportunity of showing these visitors a number of centres in the Provinces at which technical processes were in operation in which they were jointly interested. To carry out such a programme by road or rail was impossible in the limited time available. Could it be managed by air? That was the question. The Special-Charter officials made rapid notes of all essential details. Then some equally rapid calculations were made, and in a very short time that official was able to ring through to the harassed sales manager, telling him that the chartering of a fast aircraft, with ample accommodation for the party indicated, would enable them not only to carry out the whole itinerary, but also to have time for a conference on their return to London before the visitors from abroad hurried off to catch their boat.

"Nowadays it is becoming difficult", observed one of the Special-Charter officials, "to put any sort of limit to the work of our department. We help film companies in getting special scenes. Then, as often as not, we have the job of rushing finished films to different points by air. We pick up passengers from incoming liners and fly them to urgent appointments; and quite often too, we have the task of dashing with some eleventh-hour passenger to catch a vessel outward-bound. And we also find that our tasks change with great rapidity from grave to gay. One minute we may be arranging for a surgeon to fly to perform some critical operation. Then a moment or so later, when our telephone rings, we find ourselves fixing up for a newly-wedded couple to make their honeymoon trip by air".

Strange and pathetic are some of the real-life stories which come within the purview of the Special-Charter Department. Not long ago a woman found herself passing through England during the course of a journey half across the world. Only for quite a short time could she stay in London. Yet during this brief halt she had made up her mind to slip across and, with her own hands, lay a wreath of remembrance on a certain war grave on the other side of the Channel. It was here - as in so many other cases - that the chartering of an "air taxi" solved her problem. Taking her wreath with her into the cabin, and flying alone on her sad mission, she crossed and re-crossed the Channel so quickly that she found herself with ample time for the resumption of her journey. It is such essentially "human" aspects of special air charters which make the work so interesting. You hear, for example, of the schoolboy who missed a train that was to take him to an examination. The boy's father was at his wit's end until they remembered that it was possible to charter an air-taxi. An urgent appeal to Imperial Airways, and the boy was flown to his destination just in the nick of time.

Glancing through the records of the Special-Charter Department, one comes across many cases in which relatives, summoned urgently to the bedside of sick folk, accomplish in a matter of hours, by air, difficult journeys which might occupy days if made by surface travel. And all the drama of special-charter flying is reflected in the tasks which fall to the pilots chosen to handle these "special trains of the air". One day they may be rushing a business man up to Scotland. The next they may be high above northern or central Europe, or steering for the south of France; while sometimes they may have the job of flying big-game hunters

into the heart of Africa, camping at night under the wings of their machine, and listening to lions roaring in the jungle. Romance and adventure are still with us, even in these matter-of-fact days !

"LIGHTHOUSES OF THE AIR".

WIRELESS STATIONS ON THE EAST AFRICA COAST ROUTE.

Important technical surveys, carried out in connection with the forthcoming flying-boat route of Imperial Airways down the east coast of Africa, have just been completed by Capt. Durrant, Superintendent of Empire air Routes Wireless, and Mr. R.A. Munday, aviation expert of the Marconi Company. Arrangements were made, during these surveys, for new wireless "light-houses", containing the latest forms of equipment, to be installed at Mombasa, Dar-es-Salaam, Lindi, Mozambique, Quiliamo, Beira, Inhambane, and Lourenco Marques. Returning to Nairobi recently, after his journeys along the east coast, Capt. Durrant left by a northbound air-liner of Imperial Airways. He will next concern himself with wireless developments on Persian Gulf sections of the England-Australia route. Discussing progress on the East Africa coast, Capt. Durrant paid a warm tribute to the co-operation of the Portuguese authorities. They had, he said, been particularly helpful, providing every possible facility, and enabling surveys to be completed with a minimum of difficulty or delay. While referring to air-port progress generally on the Empire routes, Capt. Durrant also paid tribute to the improvements at the Rand air-port, Johannesburg. This had, he pointed out, grown in a comparatively short space of time from a "one-shed aerodrome" into a splendid air-port with handsome and substantial buildings, Customs and re-fuelling facilities, and all modern equipment. Capt. Durrant also referred to the fact that in Rhodesia the authorities are going ahead rapidly. It may be remembered that Capt. Durrant was wireless officer in the R.34 when that famous airship made her flight to and fro across the Atlantic. Not long ago Capt. Durrant made a first communication survey flight on the Khartoum-Kano route which is now in operation by Imperial Airways.

ROMANCE OF AIR TRANSPORT IN NEW GUINEA.

Fresh news is just to hand concerning one of the most remarkable aviation enterprises the world can show - the air transport services in New Guinea which fly between the sea-coast base at Salamua and the gold-mines up in the Wau district inland. Although each load has to be flown up for many thousands of feet above jungle-clad mountains, one of the organisations operating these services has now succeeded in carrying just on 30,000 tons of freight, and well over 50,000 passengers, to and fro between the gold mines and the coast. Nowadays, when air loads from the coast have reached the aerodrome up at Wau in the mountains, portions of them are trans-shipped to other 'planes and flown on to Rama, Watut, Roaring Creek and other subsidiary landing-grounds away in valleys and on mountain-sides. The work of the surveyors and prospectors is being pushed farther into the interior, and now there are several thousand Europeans who depend upon air transport for the receipt of their supplies. In addition to ore and mining equipment, the air-freighters carry a remarkable variety of loads. Among one recent batch

of cargo, waiting on the aerodrome at Salamaua for dispatch over the mountains, were barrels of cement, tins of kerosene, bags of rice and flour, sheets of corrugated iron, metal telegraph poles, and cases of tinned food and meat from the refrigerators. It is ten years, now, since the first prospectors forced their way up through the jungle from Salamaua, and discovered the rich gold-fields in the Wau area. But it took 14 days for native bearers to carry loads up from Salamaua to Wau, and the transport problem seemed insoluble until experiments were made with aeroplanes. Now the trip from the sea-coast to the mines can be made in half-an-hour by air.

AIR SURVEYS AND PHOTOGRAPHS IN CANADA.

In the development of commercial aviation in Canada, specially important progress is now being made with aerial photography and survey. Recently the Deputy Director of Mines, Dr. Charles Camsell, carried out a survey flight during which a valuable photographic record was obtained of hitherto unmapped north-west territory covering approximately 10,000 square miles.

WEATHER-REPORTING AT SINGAPORE.

Improvements have been effected in the weather-reporting service at Singapore. The experts there now provide pilots who are departing for Europe, China, Australia, or the Indies with specially-prepared charts. These indicate wind strengths and directions along sections aircraft are about to follow, together with other data upon which pilots can base their schedules. Prepared by the Meteorological Superintendent, Mr. Stewart, such detailed charts embody all necessary information as to wind-direction, speed, and rain-fall in Indo-China, Sumatra, and Java, right to the north of the Malayan Peninsula, and also in areas around Singapore.

IMPERIAL AIRWAYS TRAFFIC PROGRESS.

Figures going back over the past few years show that during this period the loads carried by Imperial Airways have been increasing so rapidly that they have more than doubled; while during a recent period of twelve months the Company's cross-Channel aircraft carried more passengers than all foreign air-liners put together. How traffic has been increasing is shown by statistics comparing the loads carried by Imperial Airways in 1924-25 (their first year) and 1934-35. In 1924-25 the mail-loads comprised about 200,000 letters. By 1934-35 they had increased to over 17,000,000 letters. Passengers for the year 1924-25 amounted to just over 11,000. By 1934-35 they had grown to over 62,000.

The last through service from South Africa to the U.K. in June 1940

By Peter Wingent

The treatment of mail carried on the last services from both Africa and the East prior to the entry of Italy into the war on 10 June 1940 has been described in accurate detail by Bob Clark [1] & [2]. The services involved were African services DN277 and DN278 and Eastern service SW246. All three terminated en route.

The subject of this article is African service DN276 which was the last through service from Durban to the U.K. The interesting aspect is that it followed a diversion on the Mediterranean section to avoid calling at Brindisi and Bracciano (Rome). The diversion was flown on 10 June: the day Italy declared war. The details have been obtained from the BOAC June 1940 aircraft movement chart [3]. The relevant portion of the chart is shown in figure 1 and a map of the diverted portion of the service in figure 2. The chart also shows that the previous service (DN275) followed the normal route with calls at Brindisi and Bracciano.

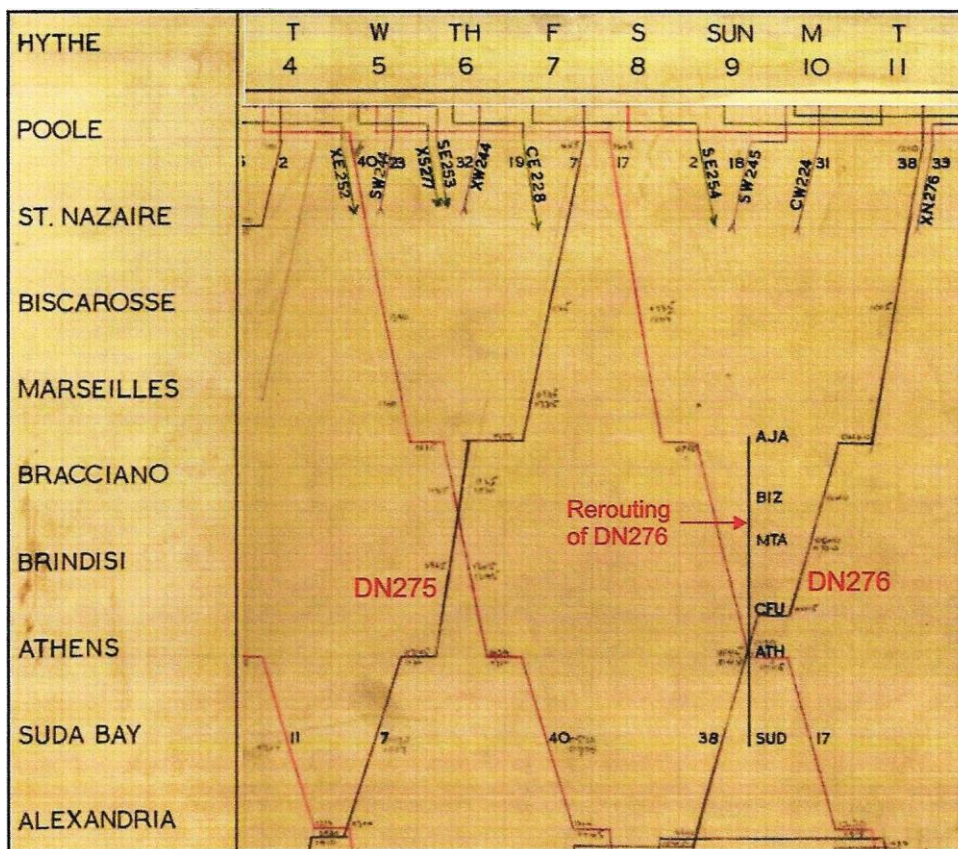
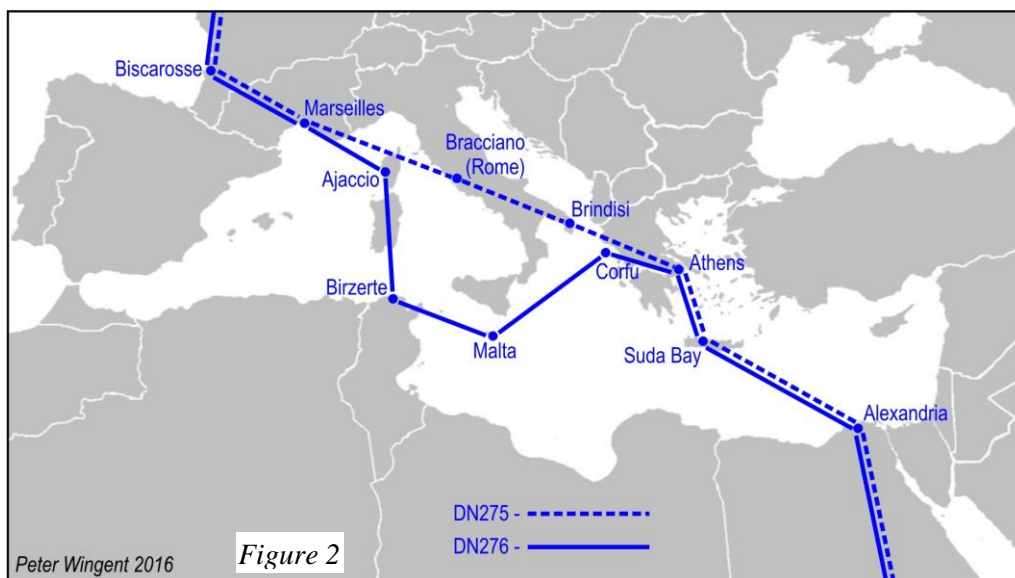


Figure 1. (Red text added by Peter Wingent)



Peter Wingent 2016

Figure 2

The cover shown in figure 3 was flown by service DN276. It was posted in Lourenço Marques on 4 June 1940 and arrived at Poole at 11.30 on 11 June, to schedule despite the lengthy diversion.



Figure 3.

The full itinerary of service DN276 is shown below (times given are L.S.T.):

Durban	dep.	06.10	05 June	Castor
Mozambique	arr.	-	05 June	Castor
Mozambique	dep.	11.10	06 June	Castor
Kisumu	arr.	-	06 June	Castor
Kisumu	dep.	08.00	07 June	Castor
Khartoum	arr.	17.45	07 June	Castor
Khartoum	dep.	05.30	08 June	Castor
Alexandria	arr.	17.45	08 June	Castor
Alexandria	dep.	08.00	09 June	Cathay
Athens	arr.	12.48	09 June	Cathay
Athens	dep.	13.45	09 June	Cathay
Corfu	arr.	-	09 June	Cathay
Corfu	dep.	06.15	10 June	Cathay
Malta	arr.	07.00	10 June	Cathay
Malta	dep.	08.40	10 June	Cathay
Bizerte	dep.	12.40	10 June	Cathay
Ajaccio	arr.	-	10 June	Cathay
Ajaccio	dep.	04.20	11 June	Cathay
Biscarosse	dep.	10.15	11 June	Cathay
Poole	arr.	13.30	11 June	Cathay

Of the Eastern route services, only eastbound service SE254 followed the diverted Mediterranean route, flying the Ajaccio - Bizerte - Malta - Corfu section on 10 June. Of the westbound services, SW245 called at Brindisi and Rome on 8 June and CW224 called at both places on 9 June.

References:

- [1] Clark, R. *African Repositioning Flights in June 1940*. Air Mail News No. 226, August 2014, pp. 20-24.
- [2] Bob Clark's website: www.nzstamps.org.uk.
- [3] British Airways Archive, Harmondsworth, London.

Underpaid cover from Geneva to Melbourne

Material provided by Bob Medland via Sue Burn

This album page, showing a very interesting cover, is owned by Bob Medland who is President of the Society of Postal Historians and a friend of Sue Burn. It is reproduced here with Bob's permission, for which many thanks, and was sent to me by Sue. Bob's description is very full but Sue added in her email to me that the Airlines of Australia service, using DC2s, commenced on 3 August 1937.

1937 TO AUSTRALIA

A cover that was significantly underpaid but still carried by airmail and taxed on arrival.



Cover sent from Geneva 24th August 1937 11am, franked with 135c. Weight 10g: letter rate 30c, airmail fee 80c per 5g, total 190c = underpaid 55c x 2 x 0.83 = 91.63 gold centimes. Struck with 'T' mark & annotated '91%' in pencil alongside 'T' mark.

On arrival in Melbourne taxed (3d letter rate / 25 gold centimes) x 91.67 = 11d.

Cover sent via Zürich to meet KLM twice-weekly flight (summer route) at Budapest.

Transferred at Calcutta to Qantas Imperial service to Brisbane.

Connected with Airlines of Australia twice-daily feeder service Cairns-Brisbane-Sydney-Melbourne

Swissair	24th Aug Tues	Geneva (d)	11:30
		Zürich (a)	12:45
		Zürich (d)	13:00
		Budapest (a)	18:40
KLM (ex-Amsterdam)	25th Aug Weds	Budapest (d)	11:30
	29th Aug Sat	Calcutta (a)	12:00
Qantas Imperial Airways	30th Aug Mon	Calcutta (d)	06:00
	2nd Sep Thur	Brisbane (a)	pm
Airlines of Australia DC2 scheduled service via Sydney	2nd Sep Thur	Brisbane (d)	pm
	3rd Sep Fri	Melbourne (a)	am



Re-directed from Toorak (Melbourne) on 6th September to Edgecliff (Sydney) by afternoon flight, arriving the following morning.

BOAC leaflet, April 1940

Material provided by Duncan Crewe

Very kindly, Duncan has sent me scans of the BOAC leaflet shown below which he acquired recently. He says that it is the first example he has seen.

ADDRESSES OF OFFICES OF THE CORPORATION

Address.	Telegraphic Address.	Telephone No.
ALEXANDRIA, EGYPT :		
Airways House	" Airways " or " Flying ".	23083/6
3 Rue Fatimites		(4 lines)
Rue Fouad Ier.	—	23077/9
Ras el Tin Airport	—	22130
Dekheila Airport	—	—
Enquiry Office :	—	20922
Hotel Cecil	—	20922
CAIRO, EGYPT :		
Nile Base	" Airways " or " Flying ".	S. Supt. 55167 Bookings, Enquiries & Freight 45202
Rod-el-Farag		
Regional Director's Office :		
4, Sharia Baehler, Kasr El Nil	—	51796
Enquiry Office :		
Sharia Ibrahim Pacha	—	51787
KHARTOUM, A.E. SUDAN :		
Airways House,	" Airways " or " Flying "	S. Supt. 2700
3, Gordon Avenue		Enquiries 2728
P.O.B. 250.	—	Marine Airport 2720
—	—	Land Airport 2482
JERUSALEM, PALESTINE :		
King David Hotel.	" Airways " or "Flying".	2353
TIBERIAS, PALESTINE :		
Tiberias P.O.B. 62.	" Airways " or "Flying"	137
LONDON :		
Airways House, S.W.1	—	Victoria 2323
BRISTOL :		
Grand Spa Hotel, Bristol 8.	—	Bristol 37051
There are also Offices of the Corporation at :		
LUXOR, WADI HALFA, MALAKAL, JUBA EL OBEID, EL FASHER, EL GENEINA, FORT LAMY, LYDDA & SOLLUM.		



BRITISH
OVERSEAS
AIRWAYS

Incorporating the services previously
operated by:

IMPERIAL AIRWAYS LTD.,
&
BRITISH AIRWAYS LTD.

EMPIRE SERVICES

Egypt
England
India
The Far East
Australia
Africa

*Empire Services timetables cannot be published
as departures and night-stops may vary.*

In force from April 1940

Subject to alteration without notice.

Flying-Boat Services

EGYPT

PALESTINE - INDIA - HONG KONG

AUSTRALIA

TWICE WEEKLY in each direction.

EGYPT — AFRICA

TWICE WEEKLY in each direction
Between Egypt and Durban.

With connections to and from Nigeria and Gold Coast at Khartoum **Once Weekly**

EGYPT — INDIA

ONCE WEEKLY in each direction
Between Alexandria and Karachi
with Landplane connections to and from Calcutta

EGYPT — ENGLAND

FIVE TIMES WEEKLY in each direction.

Landplane Services

ENGLAND - EGYPT - INDIA

TWICE WEEKLY in each direction
Between England and Egypt.

ONCE WEEKLY in each direction
Between Alexandria and Calcutta.

IMPORTANT NOTICE TO PASSENGERS

In all cases in which the expression "Imperial Airways Limited (and/or subsidiary and associated companies)", or any similar expression, or the expression "British Airways Limited", (or any recognised abbreviation of the above expressions respectively, e.g. 'GB', 'IAL London' or 'BA', 'BAL London'), is used to describe the carrier or carriers, in any Conditions of Carriage, passenger ticket, luggage ticket (baggage check), consignment note or other document issued in connection with the carriage of passengers, baggage or goods, the said expressions respectively (and their recognised abbreviations as aforesaid) shall be taken to include the name "British Overseas Airways Corporation" ("AC LONDON") if the case so requires.

EMBARKATION.—Passengers are requested to communicate with the Airways Office at the station of their departure at least the day prior to embarkation, in order that final arrangements may be made. This is particularly necessary as access to many of the airports used is prohibited to civilians without escort.

IMPORTANT INFORMATION FOR PASSENGERS.

Conditions of Carriage.—An extract from the General Conditions under which passengers are carried by Airways Corporation and its Associated and Subsidiary Companies will be found in every air ticket. A copy of the GENERAL CONDITIONS OF CARRIAGE may be inspected at any of the Corporation's offices or airports.

Meals and Accommodation.—The air ticket includes the cost of all meals and Hotel accommodation throughout the journey. (But see under BOOKINGS).

Bookings.—During wartime, bookings may be cancelled and services are subject to delay, deviation or cancellation without prior notice, for a variety of reasons which are beyond the control of the Corporation; no guarantee can therefore be given that the passengers will be carried, that they will travel on the service on which they have been booked, or that they will be carried to their booked destination in accordance with timetables. The Corporation does all in its power to minimise inconvenience and expense to passengers, but it must be clearly understood that it cannot accept liability for any consequences arising from the above mentioned reasons, whether arising prior to embarkation, during the journey, or subsequently.

Cancellations by Passenger.—If the Corporation be notified within fourteen days of the scheduled date of departure a refund, if any, will be at the discretion of the Corporation.

Cancellations by the Corporation.—The Corporation reserves the right to cancel any flight or part of a flight whenever such action is deemed advisable or necessary. In any event the passenger's sole redress shall be the recovery of the unused portion of the fare.

Fares.—As from 1.10.39 all single fares increased by approximately 25%. Interchange facilities with other Companies and return fares have been cancelled but return halves of tickets issued prior to 1.10.39 will continue to be honoured. A certificate will be issued with each full fare ticket which will entitle the passenger to a rebate of 10% on rebooking for a return journey over the sector covered by the single ticket or over any part of that sector.

Children.—Children up to three years of age, when accompanied by an adult and when no separate seat is required for them, are carried at 10% of the full fare. Children between three and twelve years of age, or younger children occupying a separate seat, are carried at half fare. No allowance of baggage is made for children travelling at 10% of the fare. Children travelling at half fare receive half the baggage allowance made to full fare paying passengers. See under BAGGAGE below.

Reservations.—Reservations must be made and accepted in advance through a travel agent or an office of the Corporation. Telephone and telegraphic expenses in connection with an application will be borne by the passenger.

Provisional reservations can be made (so long as seats remain available) on payment of a deposit of 25% of the fare. Provisional reservations automatically lapse fourteen days before the journey is scheduled to begin. Within this period reservations will only be held on payment of the full fare.

Baggage.—As from 1.10.39 charges increased by 25% but free allowance of 44 lbs. will be given and an extra 44 lbs. carried at half rates subject to load permitting. Passengers must restrict their requirements to one suitcase at night-stops in view of customs difficulties etc.

The charges for baggage in excess of the free allowance are payable on embarkation. The Corporation does not guarantee to carry excess baggage in the same aeroplane as the passenger.

Livestock.—No live animals of any kind can be carried on the EMPIRE passenger services.

Passports.—Passengers must be in possession of valid passports, endorsed and visaed according to destinations. Regulations are subject to frequent changes. As personal application is necessary for most permits and visas neither the Corporation nor its agents can arrange to have passports put in order as heretofore.

French Transit Visas.

A French transit visa is essential for journeys between Egypt and the United Kingdom and can only be obtained on personal application at a French Consulate. Approximately four days notice is required by the French Consulate and as the visa issued has a validity of only seven days, application should not be made more than eleven days before departure.

Italian Transit Visa.

An Italian transit visa is required *only by passengers travelling on the Flying-boat services between Alexandria and the United Kingdom.* These can be obtained on personal application at an Italian Consulate.

Other visas are required according to the journey to be undertaken.

PASSENGERS WHOSE PASSPORTS ARE NOT IN ORDER WILL NOT BE PERMITTED TO EMBARK AND THEIR FARES WILL BE FORFEITED.

Currency Restrictions.—Currency restrictions are in force in many countries and enquiries should be made before commencing a journey. Passengers leaving Egypt should note that the laws of Egypt do not allow gold coinage to be taken out of the country; passengers found transgressing this restriction are liable to prosecution by the Customs Authorities.

Cameras.—Passengers are not permitted to carry or send cameras, photographic apparatus or material on the Corporation's services.

Firearms.—The carriage of arms of war is prohibited on the Corporation's aircraft.

Censor Restrictions.—The carriage of the following articles is restricted when travelling on Airways Corporation Services:—

Newspapers, books, printed manuscript or typescript publications, maps, plans, sketches or drawings; photographs, literature for the blind, postage or revenue stamps, letters or memoranda. Cuttings or portions of the above, or any articles recording information by words, signs, or otherwise. Impressions of any die, seal or stamp belonging to any Government Department or Service Authority.

IN ANY CASE SUCH ARTICLES MUST BE DECLARED BEFORE EMBARKING and advice should be sought from the Censor's Office.

Insurance.—Personal insurance at the usual rates of 1/- premium (air travel only) or 1/6d. premium (all travel risks) per £1,000 per day can still be effected, (maximum cover £2,000 at these rates) but this insurance DOES NOT COVER WAR RISKS.

Vaccination.—Passengers travelling to Calcutta and stations East of Calcutta must be in possession of a certificate of successful vaccination against small-pox, which must be signed by a registered doctor and given within three years of the date of embarkation. Passengers without this certificate will be liable to be vaccinated on arrival at Calcutta. Passengers travelling to or through FRANCE should be in possession of a certificate of successful vaccination against small pox, failing which compulsory vaccination may be carried out at Marseilles.

Quarantine.—In the event of existing or anticipated quarantine restrictions, the Commander of the Aircraft may, at his discretion, omit to call at any station. The Corporation cannot be responsible for any delay, inconvenience or loss which may result. In the event of "Over-carriage" arising in consequence thereof, the passenger may be called upon to pay any additional expenses which the Corporation incurs.

Many countries have special quarantine restrictions and regulations which are strictly enforced. Passengers should ensure before embarkation that they are fully conversant with and have complied with any regulations affecting them.

FARES, EXCESS BAGGAGE AND FREIGHT RATES

FARES SHOWN IN POUNDS STERLING — EXCESS BAGGAGE AND FREIGHT RATES IN SHILLINGS & PENCE PER KILO.

£		s.d.		£		s.d.		£		s.d.		£		s.d.							
ALEXANDRIA from or to																					
U. K. Terminal ..	50	5/0	Kaduna	74	7/5	Beira	88	8/10	Wadi Halfa	74	7/5	El Obeid	60	6/-							
Marseilles	39	3/11	Minna	75	7/6	Lourenço Marques	98	9/10	El Fasher	60	6/-	El Geneina	60	6/-							
Rome	34	3/5	Oshogbo	79	7/11	Durban	98	9/10	Fort Lamy	63	6/4	Maiduguri	69	6/11							
Brindisi	29	2/11	Lagos	81	8/1	KHARTOUM from or to															
Athens	18	1/10	Accra	88	8/10	U. K. Terminal ..	88	8/10	Kano	69	6/11	Kaduna	69	6/11							
Wadi Halfa	40	4/-	Takoradi	88	8/10	Marseilles	80	8/-	Minna	71	7/1	Minna	71	7/1							
Khartoum	40	4/-	Malakal	74	7/5	Rome	71	7/1	Oshogbo	69	6/11	Oshogbo	74	7/5							
El Obeid	59	5/11	Juba	86	8/7	Brindisi	69	6/11	Luxor	20	2/-	Lagos	76	7/7							
El Fasher	59	5/11	Port Bell	86	8/7	Athens	54	5/5	Wadi Halfa	20	2/-	Accra	84	8/5							
El Geneina	59	5/11	Kisumu	86	8/7	Luxor	36	3/7	El Obeid	20	2/-	Takoradi	84	8/5							
Fort Lamy	65	6/6	Mombasa	94	9/5	El Fasher	23	2/4	El Fasher	23	2/4	Malakal	38	3/10							
Maiduguri	76	7/7	Dar es Salaam ..	96	9/7	El Geneina	24	2/5	El Geneina	24	2/5	Port Bell	10	1/-							
Kano	76	7/7	Lindi	101	10/1	Fort Lamy	35	3/6	Fort Lamy	35	3/6	Kisumu	14	1/5							
Kaduna	76	7/7	Mozambique	101	10/1	Maiduguri	38	3/10	Maiduguri	38	3/10	Mombasa	25	2/6							
Minna	78	7/10	Quelimane	101	10/1	Kano	45	4/7	Kano	45	4/7	Dar es Salaam ..	35	3/6							
Oshogbo	81	8/1	Beira	101	10/1	Kaduna	49	4/11	Kaduna	49	4/11	Lindi	45	4/6							
Lagos	84	8/5	Lourenço Marques	115	11/6	Minna	51	5/1	Minna	51	5/1	Mozambique	49	4/11							
Accra	90	9/0	Durban	115	11/6	Oshogbo	58	5/10	Oshogbo	58	5/10	Quelimane	53	5/4							
Takoradi	90	9/0	LUXOR from or to																		
Malakal	76	7/7	U. K. Terminal ..	63	6/4	Lagos	63	6/4	Accra	68	6/10	Beira	55	5/6							
Juba	89	8/11	Marseilles	55	5/6	Accra	68	6/10	Takoradi	70	7/0	Lourenço Marques	65	6/6							
Port Bell	89	8/11	Rome	43	4/4	Takoradi	70	7/0	Malakal	41	4/1	Durban	70	7/-							
Kisumu	89	8/11	Brindisi	40	4/-	Juba	54	5/5	Juba	54	5/5	LYDDA, TIBERIAS from or to									
Mombasa	96	9/7	Athens	25	2/6	Port Bell	54	5/5	Port Bell	54	5/5	U. K. Terminal ..	59	5/11							
Dar es Salaam ..	99	9/11	Wadi Halfa	36	3/7	Kisumu	63	6/4	Kisumu	63	6/4	Marseilles	48	4/10							
Lindi	104	10/5	El Obeid	54	5/5	Mombasa	71	7/1	Mombasa	71	7/1	Rome	40	4/-							
Mozambique	104	10/5	El Fasher	54	5/5	Dar es Salaam ..	75	7/6	Dar es Salaam ..	75	7/6	Brindisi	38	3/10							
Quelimane	104	10/5	El Geneina	54	5/5	Lindi	79	7/11	Lindi	79	7/11	Athens	26	2/7							
Beira	104	10/5	Fort Lamy	60	6/-	Mozambique	79	7/11	Mozambique	79	7/11	Tunis	40	4/-							
Lourenço Marques	118	11/10	Maiduguri	70	7/-	Quelimane	79	7/11	Quelimane	79	7/11	Malta	38	3/10							
Durban	118	11/10	Kano	70	7/-	Beira	79	7/11	Beira	79	7/11	Sollum	18	1/10							
Tunis	34	3/5	Kaduna	70	7/-	Lourenço Marques	90	9/-	Lourenço Marques	90	9/-	Baghdad	25	2/6							
Malta	29	2/11	Minna	71	7/1	Durban	90	9/-	Durban	90	9/-	Basra	31	3/1							
Lydda or Tiberias	9	-/11	Oshogbo	75	7/6	MALAKAL from or to															
Baghdad	34	3/5	Lagos	78	7/10	U. K. Terminal ..	119	11/11	U. K. Terminal ..	119	11/11	Koweit	36	3/7							
Basra	40	4/-	Accra	84	8/5	Marseilles	111	11/1	Marseilles	111	11/1	Bahrein	45	4/6							
Koweit	45	4/6	Takoradi	84	8/5	Rome	105	10/6	Rome	105	10/6	Sharjah or Dabai	53	5/4							
Bahrein	54	5/5	Port Bell	86	8/7	Brindisi	103	10/4	Brindisi	103	10/4	Jiwani	56	5/7							
Sharjah/Dabai ..	61	6/1	Kisumu	86	8/7	Athens	88	8/10	Athens	88	8/10	Karachi	56	5/7							
Jiwani	63	6/4	Mombasa	93	9/4	Wadi Halfa	61	6/1	Wadi Halfa	61	6/1	Jodhpur	60	6/-							
Karachi	63	6/4	Dar es Salam ..	95	9/6	El Obeid	48	4/10	El Obeid	48	4/10	Delhi	63	6/4							
Jodhpur	66	6/7	Lindi	99	9/11	El Fasher	48	4/10	El Fasher	48	4/10	Cawnpore	63	6/4							
Kadachi	63	6/4	Mozambique	99	9/11	El Geneina	48	4/10	El Geneina	48	4/10	Allahabad	63	6/4							
Korhpur	66	6/7	Quelimane	99	9/11	Fort Lamy	53	5/4	Fort Lamy	53	5/4	Calcutta	69	6/11							
Delhi	69	6/11	Beira	99	9/11	Maiduguri	64	6/5	Maiduguri	64	6/5	Raj Samand	60	6/-							
Cawnpore	69	6/11	Lourenço Marques	111	11/1	Kano	64	6/5	Kano	64	6/5	Gwalior	60	6/-							
Allahabad	69	6/11	Durban	111	11/1	Kaduna	64	6/5	Kaduna	64	6/5	Akyab	69	6/11							
Calcutta	75	7/6	WADI HALFA from or to																		
Raj Samand	66	6/7	U. K. Terminal ..	88	8/10	U. K. Terminal ..	88	8/10	U. K. Terminal ..	88	8/10	Rangoon	75	7/6							
Gwalior	66	6/7	Marseilles	80	8/-	Marseilles	80	8/-	Marseilles	80	8/-	Bangkok	94	9/5							
Akyab	75	7/6	Rome	71	7/1	Rome	71	7/1	Rome	71	7/1	Hanoi	113	11/4							
Rangoon	81	8/1	Brindisi	69	6/11	Oshogbo	69	6/11	Oshogbo	69	6/11	Hong Kong	119	11/11							
Bangkok	100	10/-	Athens	54	5/5	Lagos	71	7/2	Lagos	71	7/2	Penang	106	10/7							
Hanoi	119	11/11	El Obeid	38	3/10	Accra	79	7/11	Accra	79	7/11	Singapore	113	11/4							
Hong Kong	125	12/6	El Fasher	38	3/10	Takoradi	79	7/11	Takoradi	79	7/11	Brisbane	160	16/1							
Penang	113	11/4	El Geneina	38	3/10	Port Bell	48	4/10	Port Bell	48	4/10	Sydney	165	16/6							
Singapore	119	11/11	Fort Lamy	44	4/5	Kisumu	51	5/1	Kisumu	51	5/1	SOLLUM from or to									
Brisbane	166	16/8	Maiduguri	54	5/5	Mombasa	60	6/-	Mombasa	60	6/-	U. K. Terminal ..	50	5/-							
Sydney	171	17/1	Kano	54	5/5	Dar es Salaam ..	64	6/5	Dar es Salaam ..	64	6/5	Marseilles	39	3/11							
CAIRO from or to																					
U. K. Terminal ..	53	5/4	Kaduna	54	5/5	Lindi	68	6/10	Lindi	68	6/10	Tunis	34	3/5							
Marseilles	45	4/6	Minna	56	5/7	Mozambique	68	6/10	Mozambique	68	6/10	Malta	29	2/11							
Rome	36	3/7	Oshogbo	61	6/1	Quelimane	68	6/10	Quelimane	68	6/10	Baghdad	45	4/6							
Brindisi	31	3/1	Lagos	65	6/6	Beira	68	6/10	Beira	68	6/10	Basra	51	5/1							
Athens	20	2/-	Accra	70	7/-	Lourenço Marques	79	7/11	Lourenço Marques	79	7/11	Bahrein	65	6/6							
Wadi Halfa	38	3/10	Takoradi	70	7/-	Durban	79	7/11	Durban	79	7/11	Sharjah or Dabai	72	7/2							
Khartoum	38	3/10	Port Bell	74	7/5	JUBA from or to															
El Obeid	56	5/7	Kisumu	74	7/5	U. K. Terminal ..	131	13/1	U. K. Terminal ..	131	13/1	Jiwani	74	7/5							
El Fasher	56	5/7	Mombasa	81	8/1	Marseilles	124	12/5	Marseilles	124	12/5	Karachi	74	7/5							
El Geneina	56	5/7	Dar es Salaam ..	85	8/6	Rome	118	11/10	Rome	118	11/10	Jodhpur	77	7/8							
Fort Lamy	63	6/4	Lindi	88	8/10	Brindisi	115	11/6	Brindisi	115	11/6	Delhi	80	8/-							
Maiduguri	74	7/5	Mozambique	88	8/10	Athens	100	10/-	Athens	100	10/-	Cawnpore	80	8/-							
Kano	74	7/5	Quelimane	88	8/10	Luxor	86	8/7	Luxor	86	8/7	Allahabad	80	8/-							
												Calcutta	86	8/7							

N.B.—For fares and freight rates to destinations not mentioned above, please apply to any of the Offices of the Airways Corporation.

A strange airmail cover to South Africa

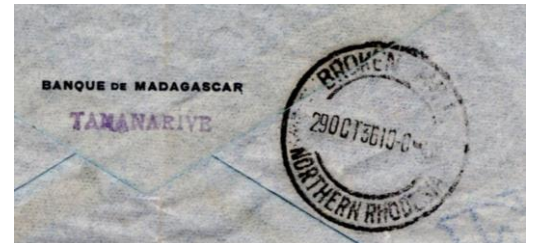
By Nicholas Arrow

My interest in South African Airmails, in the pre-WW II period, now veers to the commercial items of mail, and, in pursuance of that goal, I acquired a cover from Tananarive, Madagascar, to Durban. The sender was the Banque de Madagascar and it was posted in Tananarive on the 27th October 1936 addressed to Barclays Bank in Durban.



There is also a transit mark on the rear of the cover when the cover was taken off and transferred to the Imperial Airways service at Broken Hill. So far so good.

However, the left hand side of the front of the cover was impressed with a cachet - the scan shows this much more clearly than it is "in the flesh" as it were - which, translated from the original French, reads "First Flight Madagascar - Europe / (Sabena) / via Elisabethville - Stanleyville / Bangui - Oran - Marseille - Brussels". Broken Hill lies well to the South-east of Elisabethville. In addition, I was sure that Sabena, the Belgian national airline, never operated in Madagascar, as is implied by the cachet.



As is usual, when I do not know what is going on, I turned to a certain P. Wingent, for help and, as usual, I was not disappointed. The full story, however, goes back quite a few years.

Sabena was founded in 1923, and part of its initial funding came from Belgians living in the Congo. An early experimental passenger and cargo air service in the Congo (L.A.R.A. - the

Ligne Aérienne du Roi Albert) had gone to the wall and it was expected that that the new national airline would come to the rescue, which, in fairness, it did, so that by the start of the 1930's, Sabena had a substantial air service in the Congo, but separate from their European service. After some test flights in 1934, an air link with Belgium to the Congo was finally inaugurated in February 1935. There were actually 2 services, operating on a week on/week off basis, Brussels to Léopoldville (flown by Sabena) and Paris to Brazzaville (flown by Air Afrique).

In November 1935, Sabena extended their service from Léopoldville (in the south-west corner of the country) to Elisabethville. This was very much a "stopping service" with numerous ports-of-call in Saharan Africa and the Congo - the service took 6 days from Brussels to Elisabethville. At the same time, Régie Malgache (or Malagache, otherwise Service de la Navigation Aérienne de Madagascar), extended their feeder service from Tananarive to Elisabethville, serving both Sabena and Air Afrique.

In November 1936, Sabena's route changed, turning east at Libenge (in the north-west corner of Belgian Congo) and going via Stanleyville to Elisabethville), simultaneously reducing the time taken for the flight from Brussels to Elisabethville from 6 to 5 days.

My cover was therefore carried by Régie Malgache as far as Broken Hill on the inaugural return flight of this new, through, accelerated service from Elisabethville to Brussels.

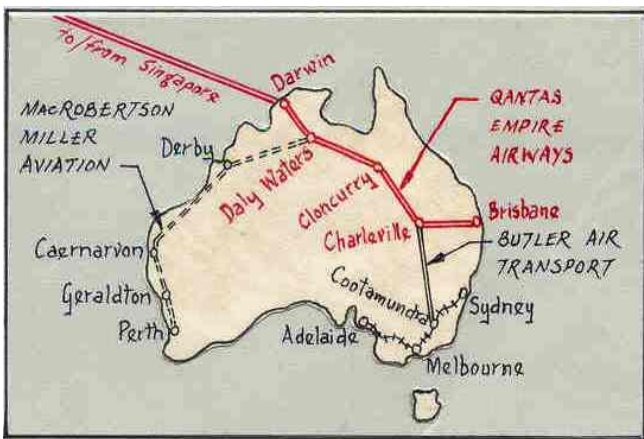
What is remarkable about my cover is that (a) it is a genuine commercial cover and not philatelic, (b) it was carried on a routing which had already been in operation for over two years and (c) it received a cachet referring to an airline which did not carry it!

IA/Qantas services – Australian connecting services

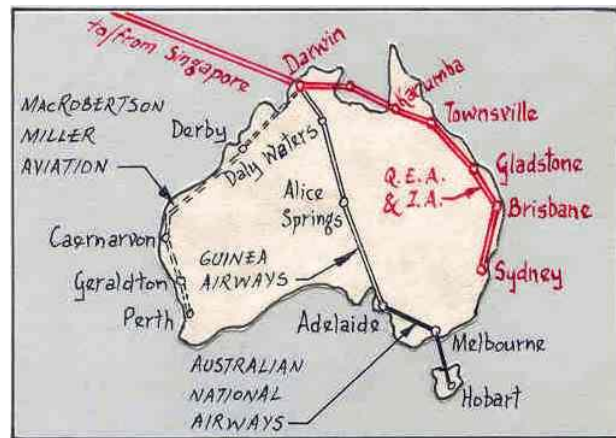
By Ed Wolf

[Editor: During the March Zoom meeting Chris Hawley asked how mail arriving in Australia via the Imperial Airways/Qantas trunk services was forwarded to various cities by Australian internal services. In response, I emailed Chris the two maps shown below which I drew many years ago, based on information in an article written by Bill Legg, published in "Air Mail News," No. 152, March 1992. Knowing that Ed is far more knowledgeable on the subject than I am, I copied him into the email, asking him to check the accuracy of my maps.

Because Ed's very full and detailed reply contains much additional information which I am sure will be of interest to many members of our group, I asked him if I could include it in the Gazette and, of course, he kindly agreed.]



Connections with IA/QEA landplane services, 1935 ~ July 1938.



Connections with IA/QEA flying boat services from July 1938.

Since February 1935 the Darwin-Singapore service flown by Qantas using land planes continued their flight south stopping at Daly Waters to offload the West Australian mail to MacRobertson Miller Airlines (MMA). The remaining mail travelled by Qantas to Charleville where the NSW (Sydney), Victorian (Melbourne), South Australian (Adelaide) and Tasmanian (Hobart) mail was transferred to Butler Air Transport and Qantas carried the Queensland mail to its destination Brisbane. At Cootamundra the NSW mail was loaded onto the train heading to Sydney and a separate train carried the Victorian, South Australian and Tasmanian mail to Melbourne. From Melbourne, Tasmanian mail was flown by Holymans Airways and the South Australian mail went by train to Adelaide.

From 1937 March 5, Guinea Airways were granted the rights to carry **internal Australian mail** on the Darwin to Adelaide service. Stops from Darwin were Daly Waters, Tennant Creek, Alice Springs, Oodnadatta, Farina and Adelaide.

With the introduction of the flying boats there was a change in the distribution of incoming mail at Darwin from August 4 1938. Now MMA picked up the Western Australia at Darwin and flew it via Wyndham, Halls Creek, Derby, Broome, Port Hedland, Onslow, Carnarvon and Geraldton to Perth. To service the places, some were cattle stations, now abandoned but previously supplied on its way to Daly Waters such as Fitzroy Crossing, Ord River, Ivanhoe, Wave Hill and Victoria River Downs, MMA maintained a separate internal service based on Wyndham. At the same time MMA also supplied aircraft and crew from Wyndham for the Flying Doctor service known at the time as the Australian Aerial Medical Service.

Guinea Airways were permitted to fly the international mail for South Australian, Victorian and Tasmanian mail for the first time. This meant that Daly Waters was no longer a stopping place for MMA on the international mail route but it was still serviced by Guinea Airways.

Qantas had also maintained their land plane service route towards Darwin but terminated at Daly Waters. The service was twice weekly from Brisbane to Mt. Isa and weekly to Daly Waters. This service is quite often left out of the equation and has raised issues in the past. So Daly Waters, despite its insignificance in the scheme of things, was serviced by three airlines!

As I stated, the service change in 1938 is often forgotten partly because it is almost “hidden” in the Eustis description. [Nelson Eustis, “The Australian Air Mail Catalogue” is considered the “bible” here!]

Under the date 1938 (28 July), which is principally regarding the incoming Capella flying boat there is a single line stating, “West Australian mail was received by MacRobertson-Miller and South Australian by Guinea airways Ltd.” Using item number 820a. for “Intermediates” one would expect that to refer to the intermediates of the England - Australia route rather than the mail flown internally from Darwin. It is only in researching for my email to you that I discovered I had these two treasures, even though they are a bit rough.

I also referred to the establishment of the Royal Flying Doctor Service (then known as Aerial Medical Service) at Wyndham and include two pages from my exhibit on that topic as well if you think it appropriate.

Imperial Airways' Service Flight AN6

By Rick Green

Imperial Airways flight AN6 departed Kisumu, Kenya onboard Short Calcutta G-AATZ “City of Salonica” three days late and as a result missed the forward connection from Khartoum. It was thought that the East African mail was then held at Khartoum and forwarded on flight AN7, however the three covers presented in this article indicate that the mail was actually forwarded by train from Khartoum.

The first cover (Figure 1) illustrates an air mail letter addressed to W.R. Gatt, a well-known stamp dealer in Valletta, Malta. The cover is one of two currently recorded covers addressed to Gatt, both posted in Nairobi on the 12th April 1931, the second differing only in that the Malta postage dues attached are 2 x 2d labels.



Figure 1 – Nairobi to Malta Air Mail – 12th April 1931

The cover appears to have started off reasonably straightforward, in that it was posted in Nairobi 11 AM 12th April 1931 and addressed to Valletta, Malta with postage paid at 50 cents. An Air Mail label was applied and the cover annotated by sender "Via Cairo". The intent of the writer being for the cover to fly to Egypt and then be forwarded onward by ship from Alexandria.

Figure 2 is an extract from the Tanganyika Gazette dated 27th February 1931, it is understood these rates and rules applied similarly within Kenya at this time. As the correspondence is addressed to Malta, then as described it was superscribed for circulation via Egypt.

What happened next seems very strange in that the Nairobi Post Office has crossed out the first air mail label and similarly "Via Cairo" with pencil, applied the handstamp "Air charges not fully prepaid / and diverted to ordinary post" in purple. The reverse (Figure 3) shows the letter was sent from Nairobi to Mombasa by train, for onward transit by sea, being received at 11AM 14th April 1931.

POSTAGE RATES.	
Country of Destination	Combined postage and air fee
Kenya and Uganda...	30 cents per half ounce
Sudan	40 " "
Egypt	50 " "
Great Britain and Ireland...	60 " "
Rest of Europe	70 " "

Correspondence addressed to countries not included above may be superscribed for circulation via Egypt or England provided that the appropriate postage and air fee is prepaid. On arrival at the air port of destination such articles will be transferred to ordinary post.

Dar es Salaam, 23rd February 1931.

W. T. STORM,
Postmaster General.

Figure 2 – Postage Rates Tanganyika General Notice 206

At Mombasa the letter was reinspected and as a result a second air mail label applied, a black pen annotation "air to Cairo" added and the second line of the handstamp "and diverted to ordinary post" crossed out. The Post office at Mombasa also applied a "T" mark and text 1/38 in red.

Considering the scribed 1/38, the numerator indicated single rate, representing the 1/2 oz. weight and the 38 indicated the double postage deficiency in gold franc centimes. At the time 38 centimes was equivalent to 30 cents local currency. The "38" double deficiency then indicates the postage was short by 15 cents or the Imperial surface rate at this time. It seems strange that the cover is taxed as the surface rate to Malta would be covered in the combined surface/air rate to Egypt. Was it such that the Post Office were still learning how to handle airmail letters to unusual destinations?



Figure 3 – Nairobi to Malta Air Mail – 12th April 1931 Cover back

The next dated postmark is CAIRE PAR AVION 22 April 31 7-8P. With the cover sent back from Mombasa by rail to Kisumu it would have arrived before the 18th April. This date being the Kisumu departure date for flight AN6 as listed in "Movements of Aircraft on the African Route 1931-1939" by P. Wingent. The flight departed three days late to the timetable and arrived in Khartoum on the 19th April, missing the onward connection which had departed on the 18th April. The East Africa mail on Flight AN6 was then thought to have been held in Khartoum and forwarded by air on the next flight AN7 arriving in Cairo 26th April.

The Cairo arrival date of the 22nd April in the evening indicates that the cover was not held, but was forwarded by rail. Figure 4, an extract from Cooks Continental timetable publishes the departure of the Khartoum to Cairo train service at 18:15 hrs. The arrival of AN6 in Khartoum is understood to have been 18:00 hrs. so there would have been a rush to get the mail to the train and perhaps the train departure was held back slightly.

SUDAN RAILWAYS.								
Cairo	dep.	1930	Sun. & Wed.	Sleeping and Best. Cars.	Khartoum	dep.	1815	Sun. & Wed.
Luxor	dep.	7 40	Mon. & Thr.	Cairo-Assuan & v.v.—	Atbara	dep.	2 40	Mon. & Thr.
Shellal	arr.	1225	" "	See above.	Halfa	arr.	1815	" "
Shellal Str.	dep.	14 0	" "		Halfa Str.	dep.	1930	" "
Halfa Str.	arr.	8 30	Wed. & Sat.	Sleeping and Best. Cars	Shellal Str.	arr.	11 0	Wed. & Sat.
Halfa	dep.	10 0	" "	Halfa-Khartoum & v.v.	Shellal	dep.	14 0	" "
Atbara	arr.	1 42	Thr. & Sun.		Luxor	dep.	19 0	" "
Khartoum	arr.	10 0	" "		Cairo	arr.	7 0	Thr. & Sun.

Figure 4 – Cook’s Continental timetable March 1931

The Cairo postmark date however throws up another slight conundrum in that the train service was not scheduled to arrive in Cairo until the morning of Thursday 23rd April. It is therefore a conclusion that the post clerk at Cairo had forgotten to change the date of the handstamp. The mail would then have been forwarded by train to Alexandria, probably departing on Pullman Express service at 09:30hrs service arriving at Alexandria at 12:50 hrs (Figure 5).

Egyptian time is 2 hours in advance of Greenwich time.

ALEXANDRIA and CAIRO (130 miles).

128	129	128	12	128	12	128	128	128	128	128	128	128	12	128	128	128	128	128	128	
fast	Exp	P	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	Exp	
6 30	7 15	7 20	9 0	12 0	15 0	17 0	19 0	2330	dp.Alexandria	arr.	1040	11 0	1420	1250	1545	1855	2140	2250	5 30	
7 29	..	9 7	9 59	1259	1559	1815	1958	1 20	dep.Damanhour	dep.	9 42	..	1235	1152	1447	1757	2030	2150	3 30	
8 35	9 2	1110	11 0	1356	17 5	1924	2057	3 10	dep.Tantah	..	dep.	8 38	9 15	11 0	1053	1353	1653	1921	2033	1 30
9 15	..	1213	1140	1435	1745	2018	2136	4 20	dep.Benha	dep.	7 57	..	9 30	1012	1312	1612	1827	2012	0 42
9 55	1015	1320	1220	1515	1825	2110	2215	5 30	arr. Cairo	dep.	7 15	8 0	8 15	9 30	1230	1530	1730	1930	2330

R Restaurant Cars Alexandria-Cairo and v.v. S Sleeping Car Alexandria-Cairo and v.v.
P Pullman Cars on these trains: Supplement over 1st class fare.

Figure 5 – Cook’s Continental timetable March 1931

In 1931 SITMAR (Società Italiana Trasporti Marittimi) was operating an express postal service (Linee Postali celeri) Alexandria to Genoa maritime service via Syracuse and Naples using the vessels S.S. *Ausonia* and S.S. *Esperia*. Two examples of the timetable for this service are presented in figure 6, one showing the name of the two vessels involved. This indicates the scheduled Alexandria departure being Thursday 23rd April at 15:00hrs.

REISEWEG - FAHRPLAN
DES
LUXUS / EXPRESSDIENST EUROPA / AEGYPTEN
(WÖCHENTLICH)
DAMPFER: "AUSONIA" - "ESPERIA"

Donnerstag	- ab. 15.— Uhr	↑	Genoa	..	↑	an. Montag	- 7.— Uhr.
Freitag	- an. 11.— Uhr		Neapel	..		ab. Sonntag	- 11.— Uhr
	- ab. 17.— Uhr					an. Sonntag	- 6.30 Uhr
Sonntag	- an. 7.30 Uhr		Syrakus	..		ab. Samstag	- 16.— Uhr
	- ab. 9.— Uhr					an. Samstag	- 13.— Uhr
Montag	- an. 9.— Uhr	↓	Alexandrien	↓	↓	ab. Donnerstag	- 15.— Uhr

2. - LINEE POSTALI CELERI													
4151 Linea celere Genova-Alessandria													
settimanale (2-9-16-23-30 aprile).													
(dal 7 giugno 1935) (SOC. ITALIANA DI SERVIZI MARITTIMI - ROMA)													
334	giovedì	15	>	p.	...	Genova	...	a.	7	>	lunedì	324	
	venerdì	11	>	a.				p.	11	>	domenica	345	
	>	17	>	p.		...	Napoli	...	a.	6 30	>		
245	sabato	7 30	>	a.		...	Siracusa	...	p.	16	>	sabato	312
	>	9	>	p.				a.	13	>	>		
812	lunedì	9	>	a.		Alessandria	...	p.	15	>	giovedì		

Figure 6 – SITMAR timetable April 1931 Genoa to Alexandria and return

The service departing 23rd April was undertaken by S.S. *Esperia* and the cover to Malta would be carried to Syracuse arriving Saturday 25th April. From here it was sent to Malta onboard the Cassar and Company vessel RMS *Knight of Malta* which departed Syracuse 16:00hrs arriving Malta 22:00hrs Saturday. The mail at Valletta was not handled until Monday morning explaining the arrival date stamp of 7:00AM 27th April 1931. The Malta post office appears to have interpreted the 1/38 marking by reading 100/38, the 100 indicating single rate then calculating postage due as 100/38 multiplied by the normal surface rate from Malta to Kenya (1½d) so $1.5 \times 100/38 = 3.94$, rounded up to 4d, matching the Malta dues applied.

The second cover (Figure 7) is from a private collection, this image presented being copied from the net. It is included within this article in that it shows that the mail to Europe carried on AN6 was forwarded by ship from Alexandria to Greece. The cover was posted at Mbarara Uganda 13th April 1931 and forwarded by air by AN6 from Port Bell.

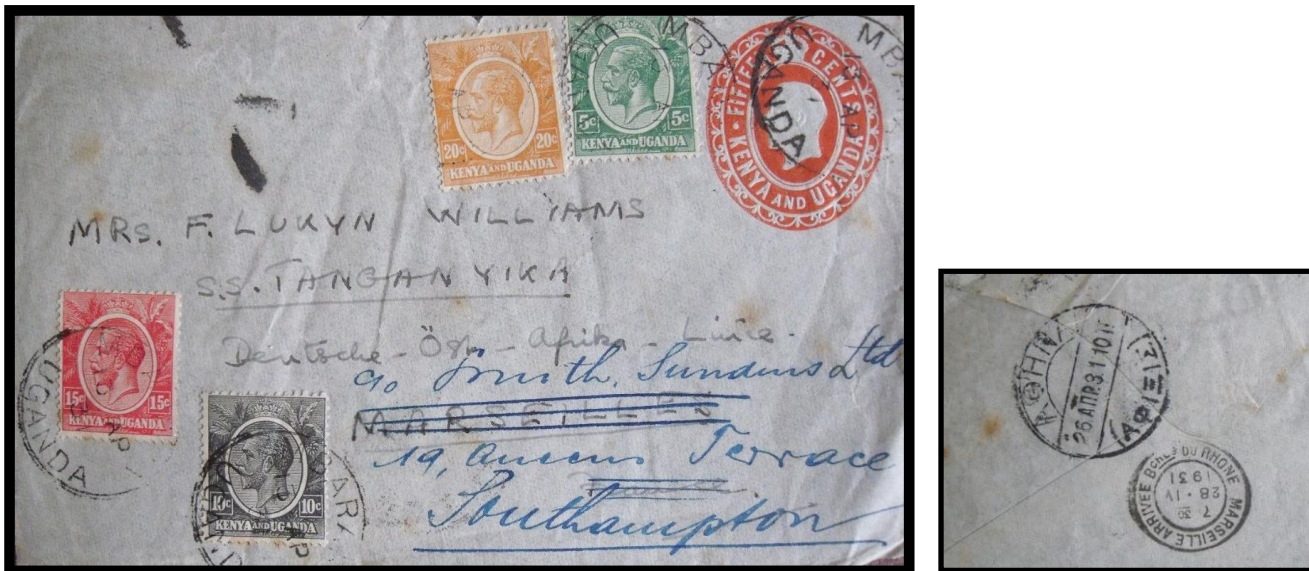


Figure 7– Mbarara Uganda to Marseilles.

The reverse of the cover shows the Athens arrival postmark Sunday 26th April 1931 at 10AM, the postmark does not contain the Greek “By Air” so would indicate arrival by surface. It is currently not known which packet service carried the mail but one possibility was the Egyptian Line 'Khedivial Mail Lines' whom at the time ran several services around the eastern Mediterranean. Upon arrival at Greece the mail was forwarded to Marseilles but by which route is not clear. The Simplon Orient Express would depart Athens Sunday 26th April at 13:30hrs and arrive at Milan 17:05hrs Tuesday 28th April so this letter must have been forwarded part or all the way by an existent air route.

The third cover (Figure 8) is a registered cover addressed to Northampton posted at Kampala 16th April 1931 and being flown on flight AN6 arriving Northampton 29th April 1931. Beyond the Kampala registered postmark, the back shows no further interim markings indicative that the mail to London was in a closed bag.



Figure 8– Kampala Uganda to Northampton

The Post Office daily list for April 29th 1931 as shown in Figure 9 indicated the expected arrival of AN6 mail from East Africa on the 1st May 1931, the arrival date of flight IW107 that departed Alexandria by Short Calcutta G-EBVH “City of Athens” 27th April 1931.

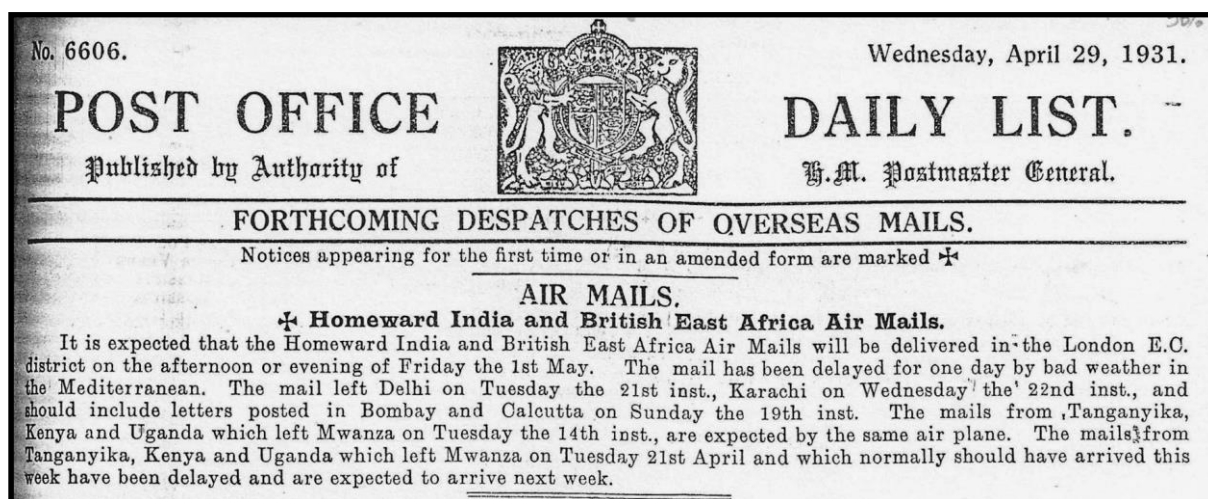


Figure 9– UK Post Office List 29th April 1931

The cover figure 8 however shows the arrival in UK in advance of IW107 leading to the question on how the London mail was handled at Cairo/Alexandria when it arrived on the 22nd / 23rd April 1931. It is seen from cover 1 to Malta this progressed on packet ship to Syracuse and from cover 2 to Marseilles this went by packet ship to Greece.

Because of the lack of interim postmarks on the UK cover, the following explanation is one possible solution. The London bag was also placed on the packet service to Greece arriving 26th April 1931 at 10:00hrs. This would give sufficient time to be transferred to join the Simplon Orient Express which departed daily from Athens at 13:30 hrs. and arrived Paris Gare de Lyon 08:45 hrs. Wednesday 29th April. It would then be placed on the Imperial London Paris Service departing at 10:00 hrs. arriving London 12:30 hrs. giving enough time to be transferred to Northampton.

Based upon the interpretation of the covers then Table 1 presents **one possible** solution for AN6 itinerary through to London. It should be noted that this is a solution that fits the departure and arrival postmark of cover 3 to Northampton.

	Date	Day	Arrive	Depart		Comments
Mwanza	18-04-31	Saturday		AM	City of Salonica	
Kisumu	18-04-31	Saturday		AM	City of Salonica	
Port Bell	18-04-31	Saturday	10:55	12:00	City of Salonica	
Juba	18-04-31	Saturday	16:30		City of Salonica	
Juba	19-04-31	Sunday		05:30	City of Salonica	
Khartoum	19-04-31	Sunday	18:00		City of Salonica	
Khartoum	19-04-31	Sunday		PM	Sudan Railways	Timetable departure 18:15hrs
Cairo	23-04-31	Thursday	AM		Sudan Railways	Timetable arrival 07:00hrs
Cairo	23-04-31	Thursday		09:30		Pullman Express
Alexandria	23-04-31	Thursday	12:50			
London mail - Possible Onward Solution						
Alexandria			??			(Khedivial Mail Lines?)
Athens	26-04-31	Sunday	AM			
Athens	26-04-31	Sunday		13:30	Simplon Orient Exp.	
Milan	28-04-31	Tuesday	17:05	17:25	Simplon Orient Exp.	
Paris	29-04-31	Wednesday	08:45		Simplon Orient Exp.	Paris Gare de Lyon
Paris	29-04-31	Wednesday		10:00	Imperial Airways	
London	29-04-41	Wednesday	12:30			London Croydon

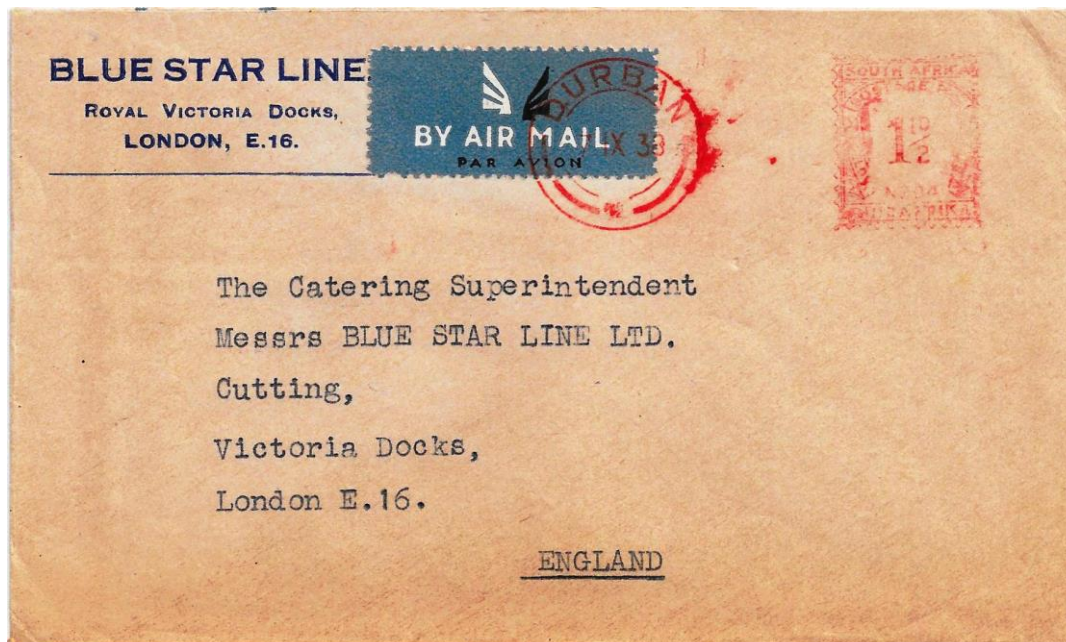
Table 1 – AN6 Itinerary

Unfortunately, this article does not answer all questions about flight AN6 however it does indicate the departure from Khartoum by rail. By which maritime service the mail transited to Greece is not yet identified, nor how the cover onwards from Greece to Marseilles actually progressed.

In preparing this article I wish to thank Peter Wingent for providing the Cooks Continental Timetable March 1931 (Figures 4 and 5) and Post Office Daily Notice figure 9.

Imperial Airways' flying boat landed off Bembridge

By Peter Wingent



The very ordinary, plain cover shown above was involved in an unusual incident when nearing the end of its journey from South Africa. It was posted in Durban on 7 September 1938 and departed the next day at 06.30 on board the Imperial Airways' Short S23 flying boat *Camilla* which was operating service DN125. She departed Marseilles to schedule at 05.18 on 12 September but the pilot, Captain H.A.S. Alger, found that upon

arrival over Southampton, the landing area was shrouded by fog. Rather than making an attempt to land, he deemed it to be safer to turn back down Southampton Water to look for a landing area clear of fog. This he found in the English Channel, about one mile off Bembridge, Isle of Wight, and he landed there at 09.40.

The local coastguard saw the flying boat land and alerted the lifeboat station which launched its boat and a destroyer put out from Portsmouth, both seeking to ascertain if the flying boat was in trouble. The vessels returned to port after being assured by Captain Alger that all was well, and *Camilla* took off at 10.40 and landed 40 minutes later off Berth 108 in the New Docks.

The incident was reported in the 13 September 1938 edition of The Southern Daily Echo, shown below:

FOG HOLDS UP FLYING BOAT

Camilla Alights Off Bembridge

Bembridge lifeboat was launched and a destroyer put out from Portsmouth today when the Empire flying boat *Camilla*, unable to reach Southampton marine air base owing to fog, alighted in the sea off Bembridge. The flying boat, which was carrying six passengers and a crew of five, did not, however, require assistance. Her commander, Captain H.W.C. Alger, explained that he alighted and anchored while waiting for the fog over Southampton Water to clear. The *Camilla* remained at anchor in calm water for an hour and then took off for Southampton, which was reached safely shortly after noon. Bembridge lifeboat stood by until the flying boat took off, but the

destroyer returned to Portsmouth. The *Camilla* was on the last stage of a 7,500 miles flight from Durban to Southampton, with passengers and mail. She spent last night at Marseilles, and took-off for Southampton at 6.30 this morning. She should have arrived about four hours later. The *Camilla* actually arrived over Southampton Water at 10.30 a.m. and circled over the air base, which was enveloped in fog. As there was no break in the fog, Captain Alger decided that it would be inexpedient to attempt to land, and turned back until he found a clear alighting area off the Isle of Wight. He communicated his intentions to the air base by radio, and was in

wireless touch with the base during the time he was on the water. The *Camilla* actually alighted about a mile and a half off Bembridge at 10.40 a.m.

LIFEBOAT LAUNCHED

Coastguards at Bembridge saw the flying boat land, and unable to ascertain whether she was in need of assistance or not, informed the lifeboat station. The lifeboat was manned and launched. An official of the lifeboat told the *Echo* : "As she was a passenger carrying craft, and there was no apparent reason for her alighting, we had to go out to investigate".

Captain Alger's log books are held at the Solent Sky Museum in Southampton and back in the 1980s, the then Archivist kindly allowed me to copy them. The extract below shows the landing at Bembridge.

RECORD OF							FLIGHTS.					
Date.	Aircraft.		Engines.		Journey.		Time of Departure.		Time of Arrival.		Time in Air.	
	Type.	Markings.	Type.	H.P.	From.	To.	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.
						Brought forward	9.53	04
12.9.38	SHORT EMPIRE BOAT	G-AEUB	4 PEGASUS	920EA	ROME	MARSEILLES	15	05	17	47	2	42
13.9.38	"	"	"	"	MARSEILLES	BEMBRIDGE	05	18	09	40	4	22
"	"	"	"	"	BEMBRIDGE	SOUTHAMPTON	10	40	11	20	-	40



Camilla moored at Berth 101, Southampton docks.



Imperial Airways freight customs label

Provided by Duncan Crewe

Duncan kindly sent me the scan shown below of an extremely unusual I.A. freight label. In his email to me Duncan wrote, "It is the same size as similar freight labels (6 inches across) but it is designated Form 485. I have never seen one before."



For the record, our Zoom meetings, December 2022 to May 2023

December 2022:

- | | |
|------------------|--|
| Sue Burn | - Charles Ulm, part 2. |
| Nick Arrow | - 'Twas Christmas day in the barracks. |
| John Sims | - First civilian use of post WW2 air letters to Australia. |
| Duncan Crewe | - Inside Imperial Airways. |
| Pete Halmkin | - Flights AS1 & AN1. |
| Laurence Kimpton | - EAMS covers from Canada and New Zealand. |
| Peter Wingent | - Air mail from East Africa to India. |

January 2023:

- Bob Robertson - Ulm's final flight.
- Peter Wingent - An East Africa miscellany.
- Robert Duns - Some new acquisitions.
- Laurence Kimpton - P.G. Taylor's Indian Ocean survey flight, 1939.
- Ed Wolf - Australian air mail letter cards, airgraphs and Forces air letters.

February 2023:

- Duncan Crewe - Hong Kong – Air Orient, a rival to I.A.
- Peter Richards - The Belgian Congo – use of IA/BOAC services, 1939-1942.
- David Bradley - An early air mail cover from Porto Amélia in Mozambique.
- Robert Duns - Switzerland to New Zealand, 1924-1945.
- Peter Wingent - A South Africa miscellany.

March 2023:

- Duncan Crewe - Jipex cards.
- Peter Richards - Fort Lamy via IA/BOAC, 1936-1942.
- Rick Green - Imperial airways service AN6.
- Robert Duns - Belgian Congo to New Zealand, 1943-1945.
- Peter Wingent - Connections between Africa and the Far East.

April 2023:

- Keith Harrop - Postcards by air.
- Peter Richards - BOAC 1940 last flights from West Africa, some detective work.
- Sue Burn - Smithy and the lady Southern Cross.
- Peter Wingent - BOAC West Africa ~ U.K. service, 1940-1945.

May 2023:

- Duncan Crewe - Imperial Airways pilot postcards.
- Peter Wingent - June 1937.
- Robert Duns - China and Hong Kong to New Zealand, 1936-1945.